

Western Placer County Comprehensive Operational Analysis & Short-Range Transit Plan Technical Memorandum 1: Existing Conditions



Prepared for the
**Placer County Transportation
Planning Agency**

January 30, 2024



*Western Placer County
Comprehensive Operational Analysis
&
Short-Range Transit Plan
Technical Memorandum One –
Existing Conditions*

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Mobility is an essential issue that affects all elements of a region’s economy, environment, and overall well-being. This study focuses on western Placer County, an area that is highly diverse in its geography, economy, and transportation needs. Western Placer County’s public transit services play a critically important role in helping individuals in the region get where they need to go, as well as to help achieve economic and environmental goals.

The Placer County Transportation Planning Agency (PCTPA) is the Regional Transportation Planning Agency (RTPA) for western Placer County, outside of the Tahoe Basin, and facilitates coordination among several public transit providers, including Auburn Transit, Placer County Transit (PCT) and Roseville Transit. Public transit services provided within the study area include fixed route, paratransit, and public on-demand services. In addition to helping people in need of transportation assistance, PCTPA supports a range of other benefits for western Placer County such as decreased road congestion, improved air quality, and better community health.

PCTPA has retained WSP and LSC Transportation Consultants, Inc. to prepare a Comprehensive Operations Analysis (COA) as well as a coordinated Short-Range Transit Plan (SRTP) for the South Placer Transit Operators and the Western Placer Consolidated Transportation Services Agency (WPCTSA). The COA/SRTP analyzes existing transportation services in western Placer County, focusing on the services provided by PCT and Auburn Transit (in close coordination with Roseville Transit, which is concurrently conducting a COA for the City of Roseville’s transit services). Then, alternatives to improve transit services over the next five years are identified. Ultimately, the proposed improvements will modify transit services to efficiently meet and better provide for the needs of residents in the region.

This *Technical Memorandum One: Existing Conditions* first reviews the factors influencing transit demand in western Placer County, such as regional demographic information and existing unmet transit needs. This Technical Memorandum then reviews relevant regional planning studies before summarizing existing transit providers, as well as other inter-county services that operate within the county. Lastly, a performance analysis of recent PCT and Auburn Transit operations is conducted to determine the effectiveness of the current public transit services. The information presented in this report will be used to inform the development of service, capital, funding, and institutional alternatives to be considered for inclusion in the final, updated Western Placer COA/SRTP.

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STUDY AREA CHARACTERISTICS

STUDY AREA

Placer County is located in the northern half of California and is geographically and demographically diverse, stretching from Sacramento Valley on the west through the foothills of the Sierra Nevada to the eastern slope of the Sierra Nevada and the Nevada state border on its eastern side. Placer County is large, covering 1,407 square miles of land area, multiple different ecosystems, and elevations ranging from 200 to 9,000 feet above sea level. The Sierra Nevada bisects Placer County into distinct western and eastern regions.



Western Placer County, which is the focus of this plan, encompasses the lower elevations of the County and includes the incorporated cities of Auburn (the County seat), Colfax, Lincoln, Roseville, and Rocklin, and the town of Loomis. Placer County's population totaled 400,330 in 2021 per the American Community Survey 5-Year Estimates. The majority of the Placer County population resides within the western portion of the County, with the above six cities/towns cumulatively accounting for 71.9 percent of the county population. All six incorporated cities/towns are located in western Placer County. There are also 17 Census Designated Places (CDP) dispersed across Placer County and one federally recognized tribal nation: the United Auburn Indian Community (UAIC).

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

POPULATION CHARACTERISTICS

Historic and Projected Population

Placer County is a highly attractive place to live, as it is situated between employment opportunities in the greater Sacramento region and recreational activities in the Sierra Nevada mountains. As shown in Table 1, Placer County (including the portion east of the Sierra Crest not included in the COA/SRTP study area) has in recent decades consistently grown at a faster rate than California as a whole.

**Figure 1
Western Placer County Site Map**

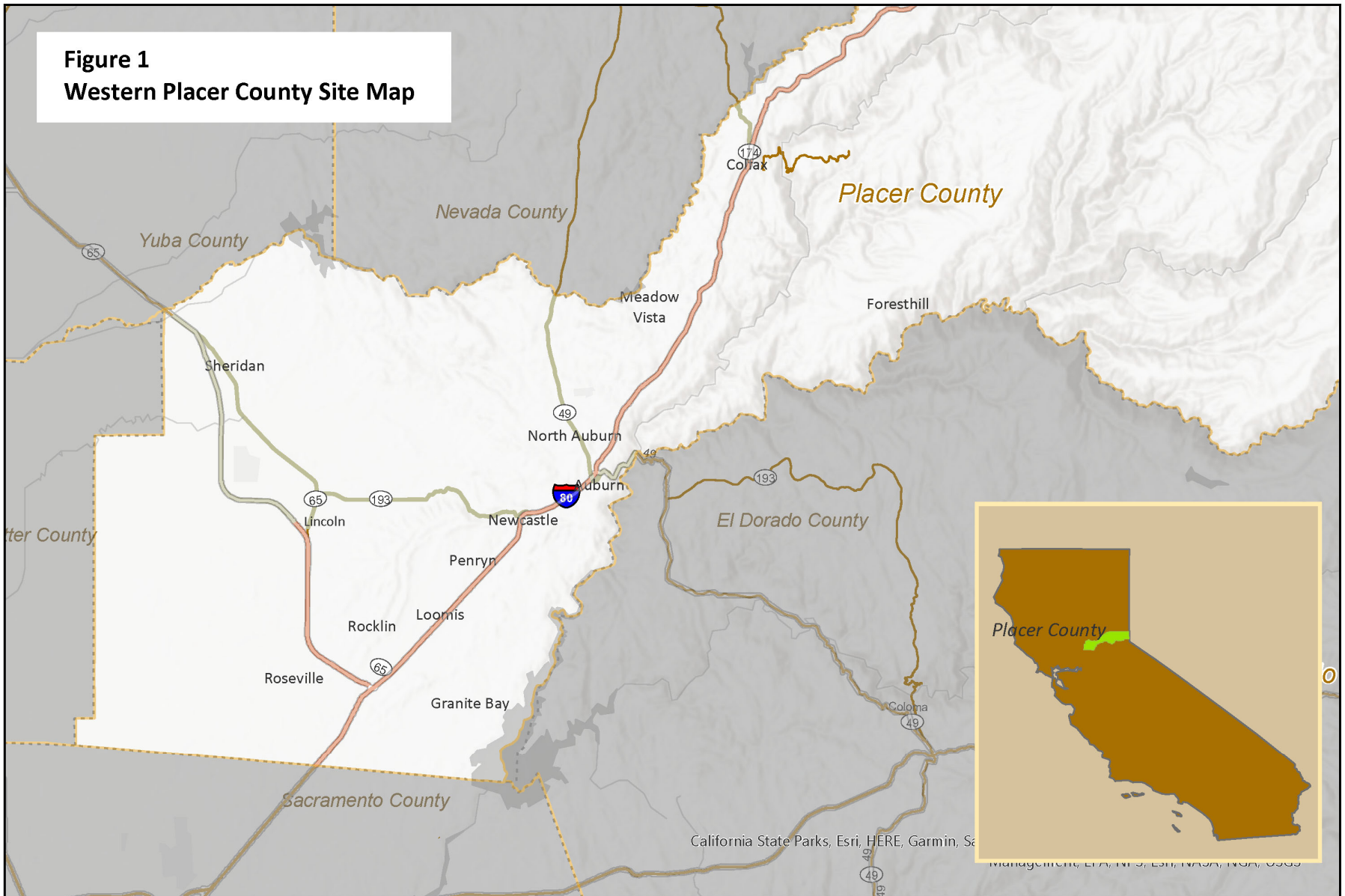


Table 1: Historic and Current Population*Total Placer County*

	2010		2015		2021		
	Population	Population	Change 2010 to 2015	% Annual Growth	Population	Change 2015 to 2021	% Annual Growth
Placer County	336,477	366,280	29,803	1.7%	400,330	34,050	1.5%
Auburn	13,451	13,758	307	0.5%	13,738	-20	0.0%
Colfax	1,766	2,210	444	4.5%	2,289	79	0.6%
Lincoln	37,771	45,038	7,267	3.5%	49,203	4,165	1.5%
Loomis	6,501	6,648	147	0.4%	6,791	143	0.4%
Rocklin	54,276	59,727	5,451	1.9%	70,317	10,590	2.7%
Roseville	113,820	126,327	12,507	2.1%	145,687	19,360	2.4%
Balance of the County	108,892	112,572	3,680	0.7%	112,305	-267	0.0%
State of California	37,253,956	38,907,642	1,653,686	0.9%	39,455,353	547,711	0.2%

Source: US Census Bureau.

From the period of 1970 to 2010, Placer County’s population increased by at least 40 percent every ten years, whereas the statewide population never increased more than 26 percent during any ten-year period. Between 2010 and 2021, the Placer County population grew almost two percent annually, while California saw less than one percent of average annual growth during the same period.

Table 2 shows Sacramento Area Council of Governments (SACOG) resident population projections developed for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS) alongside the 2021 ACS 5-Year population estimates. It is predicted that by 2035, Placer County will have a population of 479,382. By 2040, the population is predicted to be 505,083. This represents a 26 percent forecasted increase in the Placer County population from 2021 to 2040. This is an important milestone as counties larger than 500,000 in population are not eligible to use Transportation Development Act (TDA) Local Transportation Funds (LTF) for streets and roads purposes. A significant portion of TDA LTF funds currently is allocated for streets and roads in Placer County. Between 2021 and 2035, the greatest rate of population growth is forecast for Lincoln (1.9 percent), followed by Rocklin and Roseville (both at 1.3 percent), with low growth forecast for Colfax and Auburn (both at 0.2 percent).

Of particular interest to public transit planning is the growth of the older adult population, as senior adults are more likely to depend on public transit. The Department of Finance age-specific population forecasts indicate that the number of Placer County residents aged 65 and older is projected to increase by 61.8 percent between 2020 and 2040, with the number of residents aged 85 and older projected to increase by 120 percent during the same period (Table 3).

Population Density

One of the greatest challenges facing public transit in auto-dominated California is how to serve communities and cities with dispersed populations. Buses traveling long distances to serve a few residents are not cost-effective; however, residents in low-density areas may depend on public transit for transportation to commercial and medical centers. In western Placer County, the population density ranges from 11 people per square mile to over 9,000 people per square mile. Census tracts with a population density of at least 4,501 persons per square mile are concentrated in the Roseville and Rocklin areas. Detailed population density data for the study area is included in Figure A1 in Appendix A.

Table 2: Placer County Population Projections

	2021		2035		2040		
	Population	Population	Total Change 2021 - 2035	% Annual Growth	Population	Total Change 2035 to 2040	% Annual Growth
Placer County	400,330	479,382	79,052	1.3%	505,083	25,701	1.0%
Auburn	13,738	14,030	292	0.2%	14,454	424	0.6%
Colfax	2,289	2,365	76	0.2%	2,523	158	1.3%
Lincoln	49,203	63,779	14,576	1.9%	66,398	2,619	0.8%
Loomis	6,791	7,390	599	0.6%	7,485	95	0.3%
Rocklin	70,317	84,985	14,668	1.4%	85,793	808	0.2%
Roseville	145,687	177,959	32,272	1.4%	185,817	7,858	0.9%
Balance of the County	112,305	128,874	16,569	1.0%	142,613	13,739	2.0%
Region Total¹	2,558,852	2,903,090	344,238	0.9%	2,996,832	93,742	0.6%

Note 1: Region includes El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties.

Source: For year 2021: 2021 ACS 5-Year Estimates; for years 2035 and 2040: SACOG Household Population Projects for 2020 MTP/SCS, 2019

Table 3: Placer County Population Projections by Age Category

Year	Total (All Ages)	Preschool (0-4 years)	School Age to Young Adult (5-17 years)	College Age (18-24 years)	Working Age (25-64 years)	Young Retirees (65-74 years)	Mature Retirees (75-84 years)	Older Seniors (85 or older)
2010	336,477	20,525	62,921	25,909	176,987	26,918	16,824	6,057
2020	391,799	20,679	66,437	28,723	199,342	43,569	23,039	10,010
2030	443,936	23,819	63,008	28,806	220,450	55,367	37,458	15,028
2040	474,905	22,808	69,892	30,201	228,073	53,408	48,489	22,034
2010 to 2020 Change								
Number	55,322	154	3,516	2,814	22,355	16,651	6,215	3,953
Percent	16.4%	0.8%	5.6%	10.9%	12.6%	61.9%	36.9%	65.3%
2020 to 2030 Change								
Number	52,137	3,140	-3,429	83	21,108	11,798	14,419	5,018
Percent	13.3%	15.2%	-5.2%	0.3%	10.6%	27.1%	62.6%	50.1%
2030 to 2040 Change								
Number	30,969	-1,011	6,884	1,395	7,623	-1,959	11,031	7,006
Percent	7.0%	-4.2%	10.9%	4.8%	3.5%	-3.5%	29.4%	46.6%

Sources: US Census Bureau, California Department of Finance. Report P-2B: Population Projections by Individual Year of Age, 2010-2060, California Counties

Transit-Dependent Population

A large portion of transit ridership nationwide tends to be drawn from what is known as the transit-dependent population. The potentially transit-dependent population is comprised of youths, seniors, persons with a disability, low-income persons, and persons who live in zero-vehicle households. Table 4 presents key demographic data showing where potentially transit-dependent persons live within western Placer County at the census tract level. Table 5 presents demographic data for Auburn at the block group level. Detailed figures representing this data can be found in Appendix A. Highlights from include the following:

- Almost one quarter (22 percent) of the western Placer County population is **youth** (children younger than 18) (86,557 persons). Figure A2 shows the concentration of youth by census tract. Census tracts with relatively high numbers of youth include those covering the residential neighborhood between Lincoln and Roseville near Whitney High School (4.3 percent of the total youth population in the study area or 3,681 persons) and the westernmost tract within Placer County west of Lincoln (3.6 percent or 3,131 persons). In Auburn, a similar proportion of the population is youth (17 percent or 4,285 persons). Notably high proportions of the Auburn youth population reside south of Maidu Drive (8.1 percent or 553 persons) and in North Auburn (7.3 percent or 499 persons).
- **Seniors** over the age of 65 make up 19 percent of the western Placer County population (75,059 persons). This is a greater proportion than the State of California (15 percent). Figure A3 shows the concentration of seniors by census tract. Large percentages of the countywide senior population live in census tracts that cover portions of Lincoln near the Lincoln Hills Golf Club (4.9 percent of the total senior population in the study area or 3,701 persons) and Roseville adjacent to the Timber Creek Golf Course (3.9 percent or 2,894 persons). One-quarter of the Auburn area population is aged 65 and older (6,505 persons) with high proportions of seniors living around Dairy Road (7.6 percent or 702 persons) and north of Maidu Drive and south of Rogers Lane (6.7 percent or 621 persons).
- Due to the high costs associated with owning and maintaining a vehicle, many **low-income** individuals choose to ride public transit to get around. A total of 26,617 individuals are living below the poverty level in western Placer County (7 percent of the population). This is a smaller proportion than the State of California (12 percent). Figure A4 shows the concentration of persons living below the poverty level by census tract. Census tracts with higher concentrations of low-income persons are those near downtown Lincoln west of Lincoln Blvd (4.5 percent of the total low-income population in the study area or 1,189 persons) and the tract north of Auburn between SR 49 and I-80 (3.6 percent or 946 persons). Low-income individuals make up two percent of the Auburn area population (464 persons). High concentrations of low-income people live between Hidden Creek Road and Auburn Ravine Road (9.8 percent or 66 persons) and around Lincoln Way/US Post Office (8.1 percent or 54 persons).
- People with a **disability** that limits their ability to drive are often reliant on public transit. According to the US Census Bureau definition, there are 40,681 disabled persons in western Placer County (11 percent). This is on par with California (11 percent). Figure A5 shows the concentration of individuals with a disability by census tract. Many disabled persons live in census tracts that cover the Blue Oaks neighborhood northwest of Roseville (3 percent of the total disabled population in

the study area or 1,225 persons) and Lincoln near the Lincoln Hills Golf Club (2.9 percent or 1,177 persons). Persons with disabilities only make up one percent of the total Auburn area population (366 persons) with high concentrations of disabled persons living in the Auburn/North Auburn area (7.7 percent or 42 persons), in the Sunrise Ridge Circle area (6.7 percent or 36 persons), and between Vernon Road and Wise Road (6.3 percent or 34 persons).

- Whether or not a household has a vehicle available is a strong indicator of potential transit dependence. As of 2021, there were estimated to be 5,165 households in western Placer County without a vehicle (4 percent of total households). Figure A6 shows the concentration of zero-vehicle households by census tract. Many of these **zero-vehicle households** are located in the Kaseberg-Kingwood neighborhood of Roseville (4.6 percent of the total zero-vehicle households within the study area or 240 households), the Johnson Ranch area near Maidu Regional Park (4.0 percent or 209 households), and Meadow Oaks adjacent to I-80 and Cirby Way (3.8 percent or 196 households). In the Auburn area, zero-vehicle households also make up four percent of the total households (409 households), with high concentrations of zero-vehicle households located between Hidden Creek Road and Auburn Ravine Road (8.9 percent or 59 persons) and around Lincoln Way/US Post Office (7.3 percent or 49 persons). Several census tracts within western Placer County have no zero-vehicle households. These tracts include those covering the neighborhood around Kenwood Oaks Parks in Roseville, east of Loomis between I-80 and Auburn Folsom Road, northwest Roseville around Mahany Nature Preserve, the Brookstone Drive neighborhood in northwest Roseville, and Lincoln Crossing, Sorrento, and between Twelve Bridges Dr and Whitney Ranch Rd in Lincoln.

Transit Needs Index

The different transit-dependent subgroups discussed in the previous section are not exclusive of one another. As there is overlap between the various transit-dependent groups, it is helpful to consider the combined transit-dependent population to better understand what areas of western Placer County have the greatest overall need for transit services. It is also important to acknowledge that this index may not be inclusive of all transit needs. For example, rural communities, such as Foresthill and Sheridan, do have transit needs that have been identified through the Unmet Transit Needs process. In rural communities, low-income households are forced into car ownership to meet mobility needs, a financial burden that could potentially be alleviated with public transit service. That being said, the Transit Needs Index (TNI) identifies the overall per capita transit need relative to the entire study area population.

Table 4a: Western Placer County Demographic Characteristics

Census Tract	Area Description	Total Persons	Total Household	Youth (Under 18 Years)		Seniors (65+)		Persons with a Disability		Persons Below Poverty Level		Zero-Vehicle Households	
				#	%	#	%	#	%	#	%	#	%
202	Foresthill to the East	6,046	2,564	1,244	1.4%	1,581	2.1%	420	1.0%	640	2.4%	70	1.4%
203	North Auburn, Auburn	4,382	2,297	720	0.8%	1,095	1.5%	650	1.6%	946	3.6%	165	3.2%
204.01	Auburn	2,422	1,102	376	0.4%	428	0.6%	192	0.5%	281	1.1%	85	1.6%
204.02	Southeast Auburn	3,529	1,467	743	0.9%	916	1.2%	490	1.2%	468	1.8%	89	1.7%
205.01	North Newcastle, Between Ophir and Gold Hill	2,969	1,132	449	0.5%	924	1.2%	485	1.2%	56	0.2%	61	1.2%
205.02	South Auburn, South-East Newcastle	4,386	1,710	651	0.8%	1,089	1.5%	693	1.7%	199	0.7%	37	0.7%
206.01	East Granite Bay, South Lakeshore	7,368	2,694	1,226	1.4%	1,861	2.5%	824	2.0%	164	0.6%	44	0.9%
206.04	Southwest Granite Bay, Olive Ranch Rd	5,840	2,152	1,591	1.8%	951	1.3%	426	1.0%	503	1.9%	72	1.4%
206.05	Southwest Granite Bay, Eureka Rd/Barton Rd	6,053	2,103	1,147	1.3%	1,252	1.7%	549	1.3%	267	1.0%	154	3.0%
206.06	Southwest Granite Bay, West of Folsom Lake Estate	4,318	1,484	1,090	1.3%	782	1.0%	306	0.8%	158	0.6%	43	0.8%
206.07	East Rocklin, South Loomis, North Granite Bay	5,819	1,890	1,404	1.6%	720	1.0%	761	1.9%	317	1.2%	0	0.0%
206.08	Unincorporated Placer County, east of Loomis	3,729	1,366	613	0.7%	658	0.9%	680	1.7%	201	0.8%	17	0.3%
207.10	Southeast Roseville, Northeast Citrus Heights	4,880	1,713	1,213	1.4%	974	1.3%	445	1.1%	342	1.3%	62	1.2%
207.11	Southeast Roseville, Maidu Regional Park	4,855	2,069	911	1.1%	770	1.0%	650	1.6%	345	1.3%	209	4.0%
207.12	Southeast Roseville, West of Maidu Regional Park	3,402	1,404	669	0.8%	897	1.2%	655	1.6%	290	1.1%	184	3.6%
207.13	South Roseville, Southwest of Maidu Regional Park	3,154	1,204	673	0.8%	880	1.2%	349	0.9%	523	2.0%	196	3.8%
207.14	South Roseville, North Citrus Heights	3,777	1,476	670	0.8%	941	1.3%	646	1.6%	291	1.1%	0	0.0%
207.15	Southeast Roseville, Northeast Citrus Heights	2,891	1,092	538	0.6%	511	0.7%	294	0.7%	449	1.7%	20	0.4%
207.17	East Roseville, Kaiser Medical Center	5,337	2,185	1,103	1.3%	532	0.7%	322	0.8%	483	1.8%	122	2.4%
208.05	South Roseville, Cirby Way/Melody Ln	4,016	1,573	873	1.0%	589	0.8%	644	1.6%	323	1.2%	75	1.5%
208.06	South Roseville, Douglas Blvd/Keekner Ave	3,823	1,661	703	0.8%	653	0.9%	513	1.3%	548	2.1%	89	1.7%

Source: US Census Bureau American Community Survey 2021 5-Year Estimates.

X% = (bolded) tracts with the highest percentage of population type.

Table 4b: Western Placer County Demographic Characteristics

Census Tract	Area Description	Total Persons	Total Household	Youth (Under 18 Years)		Seniors (65+)		Persons with a Disability		Persons Below Poverty Level		Zero-Vehicle Households	
				#	%	#	%	#	%	#	%	#	%
209.01	South Roseville, 6th St/Riverside Ave	2,552	993	510	0.6%	288	0.4%	376	0.9%	572	2.1%	54	1.0%
209.08	Southwest Roseville, Atkinson St	7,567	2,794	1,922	2.2%	743	1.0%	897	2.2%	746	2.8%	47	0.9%
210.03	Northeast Roseville, Roseville High School	7,096	2,908	1,346	1.6%	774	1.0%	485	1.2%	296	1.1%	188	3.6%
210.34	North Roseville, Roseville Pkwy/Washington Blvd	4,390	1,413	1,223	1.4%	389	0.5%	358	0.9%	68	0.3%	19	0.4%
210.37	Northwest Roseville, Country Club Dr/Pleasant Grove Blvd	2,334	974	486	0.6%	477	0.6%	367	0.9%	160	0.6%	89	1.7%
210.38	Northwest Roseville, Junction Blvd/Country Club	7,675	2,792	1,767	2.0%	848	1.1%	712	1.8%	430	1.6%	54	1.0%
210.39	Northwest Roseville, Sun City Sierra Pines Golf	1,481	900	14	0.0%	1,314	1.8%	411	1.0%	55	0.2%	31	0.6%
210.40	Northwest Roseville, Timber Creek Golf Course	3,426	1,997	19	0.0%	2,894	3.9%	1,021	2.5%	298	1.1%	137	2.7%
210.43	Northwest Roseville, Woodcreek Oaks Golf Course	4,084	1,358	1,078	1.2%	437	0.6%	188	0.5%	290	1.1%	103	2.0%
210.44	Northwest Roseville, Cooley Middle School,	5,695	1,798	1,443	1.7%	719	1.0%	455	1.1%	152	0.6%	44	0.9%
210.45	Roseville, Kaseberg Park, Lawton Ave/Porter Dr	3,135	1,380	593	0.7%	456	0.6%	416	1.0%	470	1.8%	52	1.0%
210.46	Roseville, West of Sierra View Country Club	5,501	2,438	949	1.1%	877	1.2%	497	1.2%	609	2.3%	240	4.6%
210.47	West Roseville, Mahany Park, Mahany Nature Reserve	4,497	1,565	1,227	1.4%	630	0.8%	524	1.3%	384	1.4%	0	0.0%
210.48	West Roseville, H.C. Elliott Park	3,334	1,177	668	0.8%	239	0.3%	104	0.3%	62	0.2%	28	0.5%
211.03	Rocklin, Southwest Loomis	4,462	1,800	1,043	1.2%	575	0.8%	524	1.3%	496	1.9%	60	1.2%
211.06	Rocklin, Sunset Whitney Recreation Area	2,395	859	488	0.6%	622	0.8%	198	0.5%	140	0.5%	35	0.7%
211.08	Rocklin, Platnum Living Amphitheater at Quarry	2,929	1,185	566	0.7%	567	0.8%	358	0.9%	162	0.6%	51	1.0%
211.09	Southeast Rocklin, Sierra College - Rocklin Campus	6,582	2,024	1,676	1.9%	1,085	1.4%	627	1.5%	535	2.0%	43	0.8%
211.22	North Rocklin, West Loomis, Whitney Oaks Golf Course	3,645	1,384	728	0.8%	1,025	1.4%	459	1.1%	79	0.3%	17	0.3%
211.23	North Rocklin, West Loomis, Valley View	7,189	2,600	1,611	1.9%	1,553	2.1%	615	1.5%	122	0.5%	54	1.0%
211.28	West Rocklin, Vista Grande Park	3,289	1,212	846	1.0%	385	0.5%	237	0.6%	366	1.4%	7	0.1%

Source: US Census Bureau American Community Survey 2021 5-Year Estimates.

X% = (bolded) tracts with the highest percentage of population type.

Table 4c: Western Placer County Demographic Characteristics

Census Tract	Area Description	Total Persons	Total Household	Youth (Under 18 Years)		Seniors (65+)		Persons with a Disability		Persons Below Poverty Level		Zero-Vehicle Households	
				#	%	#	%	#	%	#	%	#	%
211.29	Northeast Roseville, Southwest Rocklin	3,336	1,374	666	0.8%	433	0.6%	535	1.3%	315	1.2%	116	2.2%
211.30	Northwest Rocklin, Twin Oaks Community Park	2,579	1,112	617	0.7%	173	0.2%	117	0.3%	191	0.7%	22	0.4%
211.31	Northwest Rocklin, Cobblestone Dr/ Stanford Ranch Rd	4,825	2,070	921	1.1%	1,307	1.7%	744	1.8%	217	0.8%	183	3.5%
212.03	Loomis	7,743	3,071	1,786	2.1%	1,418	1.9%	463	1.1%	509	1.9%	73	1.4%
212.04	North Loomis, Penryn, West New Castle	2,490	954	394	0.5%	677	0.9%	242	0.6%	240	0.9%	18	0.3%
213.04	East Sheridan, North Lincoln	5,807	2,077	1,172	1.4%	1,037	1.4%	451	1.1%	275	1.0%	29	0.6%
213.23	South Lincoln, East Whitney	10,714	2,872	3,681	4.3%	586	0.8%	576	1.4%	253	1.0%	62	1.2%
213.24	East Whitney, Northwest Rocklin, Wesley Park	6,131	1,981	1,631	1.9%	647	0.9%	376	0.9%	36	0.1%	0	0.0%
213.25	Northeast Roseville, West Park High School	8,322	2,916	2,285	2.6%	1,663	2.2%	824	2.0%	944	3.5%	39	0.8%
213.26	Northeast Roseville, West of West Park High	3,096	867	1,097	1.3%	207	0.3%	47	0.1%	47	0.2%	0	0.0%
213.27	West Roseville, Baseline Rd/S Brewer Rd	4,879	1,758	1,342	1.6%	737	1.0%	382	0.9%	213	0.8%	30	0.6%
213.28	West Whitney, West Lincoln, East Pleasant Grove	8,938	2,431	3,131	3.6%	734	1.0%	475	1.2%	325	1.2%	49	0.9%
214.01	East Lincoln	3,307	1,189	830	1.0%	358	0.5%	367	0.9%	410	1.5%	43	0.8%
214.03	West Lincoln	6,326	2,076	1,816	2.1%	817	1.1%	699	1.7%	1,189	4.5%	68	1.3%
215.01	Northwest Auburn, North Ophir	5,260	2,004	917	1.1%	1,347	1.8%	800	2.0%	400	1.5%	80	1.5%
215.02	North Auburn, South Bowman, Foresthill Rd/Lincoln Way	4,277	1,700	805	0.9%	979	1.3%	491	1.2%	391	1.5%	29	0.6%
216.03	Elders Corner, Auburn District Regional Park	4,685	1,941	826	1.0%	1,168	1.6%	570	1.4%	543	2.0%	178	3.4%
216.04	Unincorporated Placer County, North of Auburn	3,835	1,350	681	0.8%	1,213	1.6%	458	1.1%	167	0.6%	18	0.3%
218.01	Unincorporated Placer County, North of Auburn	5,060	1,879	736	0.9%	1,562	2.1%	421	1.0%	322	1.2%	44	0.9%
218.02	North Auburn, Bowman, Nielsburg	6,221	2,357	1,419	1.6%	1,588	2.1%	626	1.5%	664	2.5%	78	1.5%
219.01	Unincorporated Placer County, East of Meadow	3,412	1,323	476	0.5%	791	1.1%	369	0.9%	196	0.7%	31	0.6%

Source: US Census Bureau American Community Survey 2021 5-Year Estimates.

X% = (bolded) tracts with the highest percentage of population type.

Table 4d: Western Placer County Demographic Characteristics

Census Tract	Area Description	Total Persons	Total Household	Youth (Under 18 Years)		Seniors (65+)		Persons with a Disability		Persons Below Poverty Level		Zero-Vehicle Households	
				#	%	#	%	#	%	#	%	#	%
219.02	Meadow Vista	4,983	1,835	900	1.0%	1,532	2.0%	678	1.7%	218	0.8%	38	0.7%
220.02	Colfax, North Weimar	6,649	2,655	1,244	1.4%	1,597	2.1%	785	1.9%	548	2.1%	104	2.0%
220.13	Northeast Colfax, Alta, Dutch Flat	3,002	1,108	437	0.5%	651	0.9%	550	1.4%	538	2.0%	57	1.1%
224	Northeast Roseville, South Rocklin, Harry Crabb	4,575	1,686	1,185	1.4%	740	1.0%	392	1.0%	120	0.5%	83	1.6%
225	Unincorporated Placer County, South of Roseville	4,795	1,510	975	1.1%	825	1.1%	503	1.2%	464	1.7%	17	0.3%
226	North Roseville, Southwest Rocklin, Roseville Pkwy/Gibson	5,108	1,908	1,219	1.4%	429	0.6%	583	1.4%	251	0.9%	156	3.0%
228	North Roseville, West Rocklin, Central Park	4,950	1,644	1,310	1.5%	495	0.7%	351	0.9%	261	1.0%	47	0.9%
229	West Rocklin, Big Sky Dr/Park Dr	5,521	1,779	1,782	2.1%	327	0.4%	309	0.8%	149	0.6%	7	0.1%
230	West Rocklin, South Whitney, Staybridges Suites - Rocklin	3,922	1,118	1,374	1.6%	263	0.4%	212	0.5%	77	0.3%	5	0.1%
231	Northwest Roseville Southwest Whitney, Parkside Way	8,392	3,048	2,307	2.7%	1,261	1.7%	1,225	3.0%	115	0.4%	88	1.7%
232	South Lincoln, North Whitney, North Athens Ave	6,052	1,734	2,205	2.5%	437	0.6%	455	1.1%	224	0.8%	0	0.0%
233	Southwest Lincoln, North Whitney, Moore Rd/Joiner Pkwy	6,456	2,090	1,899	2.2%	642	0.9%	442	1.1%	166	0.6%	0	0.0%
234	Northwest Lincoln, Clayton, KLMH Lincoln Airport	5,965	1,834	1,543	1.8%	863	1.1%	712	1.8%	305	1.1%	29	0.6%
235.01	Southeast Lincoln, Catta Verdera Country Club	1,112	408	182	0.2%	262	0.3%	73	0.2%	0	0.0%	30	0.6%
235.02	South Lincoln, Northeast Whitney, Lincoln Public Library	5,536	1,681	1,946	2.2%	339	0.5%	394	1.0%	363	1.4%	0	0.0%
236	Southeast Lincoln, Southeast of Lincoln Hills Golf Club	4,488	2,509	0	0.0%	3,701	4.9%	1,069	2.6%	190	0.7%	50	1.0%
237	South Lincoln, Lincoln Hills Golf Club	3,151	2,024	0	0.0%	2,693	3.6%	1,177	2.9%	238	0.9%	23	0.4%
238	Southeast Lincoln, South of Turkey Creek Golf	2,977	1,833	10	0.0%	2,659	3.5%	786	1.9%	257	1.0%	94	1.8%
239	West Lincoln, Southwest of Nicolaus Rd/Joiner	3,142	1,024	868	1.0%	449	0.6%	327	0.8%	17	0.1%	4	0.1%
Total		385,131	143,595	86,557	22%	75,059	19%	40,681	11%	26,617	7%	5,165	4%

Source: US Census Bureau American Community Survey 2021 5-Year Estimates.

X% = (bolded) tracts with the highest percentage of population type.

Table 5: Auburn Area Demographic Characteristics

Census Tract	Block Group	Area Description	Total Persons	Total Households	Youth (Under 18 Years)		Seniors (65+)		Persons with a Disability		Persons Below Poverty Level		Zero-Vehicle Households	
					#	%	#	%	#	%	#	%	#	%
203	1	Lincoln Way/US Post Office*	1,526	873	100	1.5%	402	4.3%	24	4.5%	54	8.1%	49	7.3%
203	2	N of I-80, btwn Hidden Creek Rd & Auburn Ravine Rd*	1,843	827	473	6.9%	300	3.2%	29	5.4%	66	9.8%	59	8.9%
203	3	Central Auburn, Mikkelsen Drive*	1,013	597	147	2.1%	393	4.2%	16	3.0%	36	5.4%	32	4.9%
204.01	1	South of High St. and Sacramento St.	1,756	748	319	4.7%	320	3.4%	8	1.5%	19	2.8%	29	4.3%
204.01	2	Downtown Auburn, between Hwy 80 and High St.	666	354	57	0.8%	108	1.2%	3	0.6%	7	1.0%	11	1.6%
204.02	1	South of Maidu Drive*	1,920	675	553	8.1%	295	3.2%	23	4.3%	34	5.0%	33	5.0%
204.02	2	North of Maidu Drive, South of Rogers Lane	1,609	792	190	2.8%	621	6.7%	19	3.6%	28	4.2%	28	4.2%
205.01	1	Auburn Wastewater Plant*	871	346	71	1.0%	378	4.1%	10	1.9%	2	0.3%	10	1.5%
205.02	1	South Auburn, Sunrise Ridge Circle*	2,124	844	250	3.7%	466	5.0%	36	6.7%	16	2.4%	15	2.3%
205.02	3	Indian Hill Road*	1,807	595	338	4.9%	371	4.0%	31	5.7%	14	2.0%	13	1.9%
215.01	3	Between Vernon Road and Wise Rd*	1,727	828	381	5.6%	471	5.1%	34	6.3%	26	3.9%	27	4.0%
215.01	4	Auburn/North Auburn	2,128	599	245	3.6%	504	5.4%	42	7.7%	32	4.8%	33	5.0%
215.02	1	Dairy Road*	2,704	1,060	470	6.9%	702	7.6%	33	6.0%	40	5.9%	15	2.3%
218.02	1	Auburn Municipal Airport*	990	410	30	0.4%	478	5.1%	15	2.8%	25	3.7%	15	2.2%
218.02	2	Oak Ridge Way West*	857	313	162	2.4%	221	2.4%	13	2.4%	21	3.2%	13	1.9%
218.02	5	Auburn/North Auburn	1,822	662	499	7.3%	475	5.1%	28	5.2%	45	6.8%	28	4.1%
Total			25,363	10,523	4,285	17%	6,505	26%	366	1%	464	2%	409	4%

Source: US Census Bureau American Community Survey 2021 5-Year Estimates.

X% = (bolded) tracts with the highest percentage of population type.

*A portion of the block group extends beyond the incorporated area of Auburn.

The data presented in Table 4 was used to develop a TNI per capita for each census tract in the county (Table 6). A per capita TNI for the Auburn area for each block group (Table 7) was developed using the data presented in Table 5. The TNI ultimately ranks each census tract or block group based on the relative demand for transit services from the population living in the area. The relative demand was calculated by first determining the density of each of the transit-dependent populations in the census tract (for example, the number of low-income persons per square mile), and then dividing the range of densities for each subpopulation into quintiles. Population densities in the lowest quintile were assigned a score of 1 to represent the low density, and therefore low transit need, while the highest population densities were assigned a score of 5 to represent the greater need for transit services. The scores for each subgroup were then summed to yield an overall transit needs index per capita rank (Tables 6 and 7 and Figures 2 and 3).

These overall ranks range in value from 5 to 25. The areas with scores closer to 25 have the “greatest transit need,” as defined by having the highest density of youth, zero-vehicle households, older adults, people with disabilities, and low-income populations.

Table 6 shows that six census tracts in the study area have an overall transit needs index score of 20 or above, with one census tract having a score of 5 for all individual subpopulations (i.e., low-income). The areas with the greatest need for transit services in western Placer County are concentrated within Roseville and Rocklin.

Colleges

Colleges and universities influence the culture, economy, and demographic composition of the communities where they are located. There is one college and one private university in western Placer County that contribute to transportation needs: Sierra College in Rocklin and William Jessup University in Rocklin. Approximately 17,500 students are enrolled in the Sierra College Rocklin campus. Many classes are also taught at the Roseville Center at 316 Vernon Street in Roseville. Approximately 1,800 students are enrolled at William Jessup University. Both schools offer some online courses.

Top Employers

Historically, large employers have generated high demand for transportation, a portion of which had the potential to be served by public transit. Transportation needs can be generated by employees (such as those of Kaiser Permanente in Roseville) or by clients or customers (such as by Placer County Human Services or Walmart). Some employment opportunities switched to remote work during the pandemic, impacting how often people commute. The pandemic also reduced the number of trips business patrons made as more appointments were conducted virtually.

As COVID impacts decreased, employees partially returned to in-person work and more appointments were again conducted in-person. Large employers, therefore, still have the potential to generate transit demand for employees and customers. Table 8 shows the top employers in western Placer County, based on data from the California Employment Development Department. The top employers represent diverse sectors including medical services, government, retail, casinos, and computer software.

Table 6a: Western Placer County Transit Needs Index

Legend	
1	Very Low Rank
2	Low Rank
3	Medium Rank
4	High Rank
5	Very High Rank

Census Tract	Rank					Overall Transit Needs Index Rank
	Youth (Under 18 Years)	Senior Adults (65+)	Persons with a Disability	Persons Below Poverty Level	Zero-Vehicle Households	
210.46 Roseville, West of Sierra View Country Club	5	5	5	5	5	25
207.13 South Roseville, Southwest of Maidu Regional Park	4	5	5	5	5	24
211.31 Northwest Rocklin, Cobblestone Dr/ Stanford Ranch Rd	5	5	5	3	5	23
210.37 Northwest Roseville, Country Club Dr/Pleasant Grove Blvd	4	4	5	4	5	22
207.12 Southeast Roseville, West of Maidu Regional Park	4	4	5	4	5	22
208.06 South Roseville, Douglas Blvd/Keehner Ave	4	3	5	5	3	20
214.03 West Lincoln	5	3	5	5	1	19
210.45 Roseville, Kaseberg Park, Lawton Ave/Porter Dr	4	3	5	5	2	19
211.29 Northeast Roseville, Southwest Rocklin	4	2	5	4	4	19
208.05 South Roseville, Cirby Way/Melody Ln	4	3	5	4	2	18
211.28 West Rocklin, Vista Grande Park	5	3	4	5	1	18
207.11 Southeast Roseville, Maidu Regional Park	3	3	5	3	4	18
210.38 Northwest Roseville, Junction Blvd/Country Club Dr	5	3	5	3	1	17
207.15 Southeast Roseville, Northeast Citrus Heights	4	3	4	5	1	17
210.4 Northwest Roseville, Timber Creek Golf Course	1	5	5	2	3	16
207.14 South Roseville, North Citrus Heights	3	4	5	3	1	16
231 Northwest Roseville Southwest Whitney, Parkside Way	5	3	5	1	1	15
209.01 South Roseville, 6th St/Riverside Ave	3	1	5	5	1	15
210.47 West Roseville, Mahany Park, Mahany Nature Reserve	4	2	4	3	1	14
210.44 Northwest Roseville, Cooley Middle School, Safeway	5	3	4	1	1	14
213.25 Northeast Roseville, West Park High School	4	3	3	3	1	14

Source: LSC Transportation Consultants, Inc.

Table 6b: Western Placer County Transit Needs Index

Legend	
1	Very Low Rank
2	Low Rank
3	Medium Rank
4	High Rank
5	Very High Rank

Census Tract		Rank					Overall Transit Needs Index Rank
		Youth (Under 18 Years)	Senior Adults (65+)	Persons with a Disability	Persons Below Poverty Level	Zero-Vehicle Households	
211.3	Northwest Rocklin, Twin Oaks Community Park	5	1	3	4	1	14
237	South Lincoln, Lincoln Hills Golf Club	1	5	5	1	1	13
216.03	Elders Corner, Auburn District Regional Park	1	3	3	3	3	13
210.39	Northwest Roseville, Sun City Sierra Pines Golf Course	1	5	5	1	1	13
226	North Roseville, Southwest Rocklin, Roseville Pkwy/Gibson	4	1	4	1	3	13
207.1	Southeast Roseville, Northeast Citrus Heights	4	3	3	2	1	13
236	Southeast Lincoln, Southeast of Lincoln Hills Golf Club	1	5	5	1	1	13
211.08	Rocklin, Platnum Living Amphitheater at Quarry Park	3	3	4	1	1	12
203	North Auburn, Auburn	1	2	3	4	2	12
229	West Rocklin, Big Sky Dr/Park Dr	5	1	4	1	1	12
214.01	East Lincoln	3	1	3	3	1	11
224	Northeast Roseville, South Rocklin, Harry Crabb Park	4	2	3	1	1	11
211.22	North Rocklin, West Loomis, Whitney Oaks Golf Course	2	3	4	1	1	11
210.48	West Roseville, H.C. Elliott Park	5	2	2	1	1	11
228	North Roseville, West Rocklin, Central Park	4	1	3	1	1	10
239	West Lincoln, Southwest of Nicolaus Rd/Joiner Pkwy	4	1	3	1	1	10
210.34	North Roseville, Roseville Pkwy/Washington Blvd	4	1	3	1	1	10
211.09	Southeast Rocklin, Sierra College - Rocklin Campus	3	1	3	1	1	9
211.06	Rocklin, Sunset Whitney Recreation Area	2	3	2	1	1	9
211.23	North Rocklin, West Loomis, Valley View Elementary	3	2	2	1	1	9
211.03	Rocklin, Southwest Loomis	2	1	3	2	1	9

Source: LSC Transportation Consultants, Inc.

Table 6c: Western Placer County Transit Needs Index

Legend	
1	Very Low Rank
2	Low Rank
3	Medium Rank
4	High Rank
5	Very High Rank

Census Tract	Rank					Overall Transit Needs Index Rank
	Youth (Under 18 Years)	Senior Adults (65+)	Persons with a Disability	Persons Below Poverty Level	Zero-Vehicle Households	
213.24 East Whitney, Northwest Rocklin, Wesley Park	4	1	2	1	1	9
213.26 Northeast Roseville, West of West Park High School	4	1	1	1	1	8
233 Southwest Lincoln, North Whitney, Moore Rd/Joiner Pkwy	4	1	1	1	1	8
213.23 South Lincoln, East Whitney	4	1	1	1	1	8
238 Southeast Lincoln, South of Turkey Creek Golf Course	1	3	2	1	1	8
230 West Rocklin, South Whitney, Staybridges Suites - Rocklin	3	1	1	1	1	7
204.01 Auburn	1	1	1	2	2	7
206.06 Southwest Granite Bay, West of Folsom Lake Estates	3	1	1	1	1	7
235.02 South Lincoln, Northeast Whitney, Lincoln Public Library	2	1	1	1	1	6
209.08 Southwest Roseville, Atkinson St	1	1	2	1	1	6
232 South Lincoln, North Whitney, North Athens Ave	1	1	1	1	1	5
213.28 West Whitney, West Lincoln, East Pleasant Grove	1	1	1	1	1	5
216.04 Unincorporated Placer County, North of Auburn	1	1	1	1	1	5
213.27 West Roseville, Baseline Rd/S Brewer Rd	1	1	1	1	1	5
215.01 Northwest Auburn, North Ophir	1	1	1	1	1	5
225 Unincorporated Placer County, South of Roseville	1	1	1	1	1	5
218.01 Unincorporated Placer County, North of Auburn	1	1	1	1	1	5
220.02 Colfax, North Weimar	1	1	1	1	1	5
206.04 Southwest Granite Bay, Olive Ranch Rd	1	1	1	1	1	5
234 Northwest Lincoln, Clayton, KLMH Lincoln Airport	1	1	1	1	1	5
206.08 Unincorporated Placer County, east of Loomis	1	1	1	1	1	5

Source: LSC Transportation Consultants, Inc.

Table 6d: Western Placer County Transit Needs Index

Legend	
1	Very Low Rank
2	Low Rank
3	Medium Rank
4	High Rank
5	Very High Rank

Census Tract	Rank					Overall Transit Needs Index Rank
	Youth (Under 18 Years)	Senior Adults (65+)	Persons with a Disability	Persons Below Poverty Level	Zero-Vehicle Households	
220.13 Northeast Colfax, Alta, Dutch Flat	1	1	1	1	1	5
219.02 Meadow Vista	1	1	1	1	1	5
235.01 Southeast Lincoln, Catta Verdera Country Club	1	1	1	1	1	5
210.43 Northwest Roseville, Woodcreek Oaks Golf Course	1	1	1	1	1	5
218.02 North Auburn, Bowman, Nielsburg	1	1	1	1	1	5
202 Foresthill to the East	1	1	1	1	1	5
204.02 Southeast Auburn	1	1	1	1	1	5
205.01 North Newcastle, Between Ophir and Gold Hill	1	1	1	1	1	5
205.02 South Auburn, South-East Newcastle	1	1	1	1	1	5
206.01 East Granite Bay, South Lakeshore	1	1	1	1	1	5
206.05 Southwest Granite Bay, Eureka Rd/Barton Rd	1	1	1	1	1	5
206.07 East Rocklin, South Loomis, North Granite Bay	1	1	1	1	1	5
207.17 East Roseville, Kaiser Medical Center	1	1	1	1	1	5
210.03 Northeast Roseville, Roseville High School	1	1	1	1	1	5
212.03 Loomis	1	1	1	1	1	5
212.04 North Loomis, Penryn, West New Castle	1	1	1	1	1	5
213.04 East Sheridan, North Lincoln	1	1	1	1	1	5
215.02 North Auburn, South Bowman, Foresthill Rd/Lincoln Way	1	1	1	1	1	5
219.01 Unincorporated Placer County, East of Meadow Vista	1	1	1	1	1	5

Source: LSC Transportation Consultants, Inc.

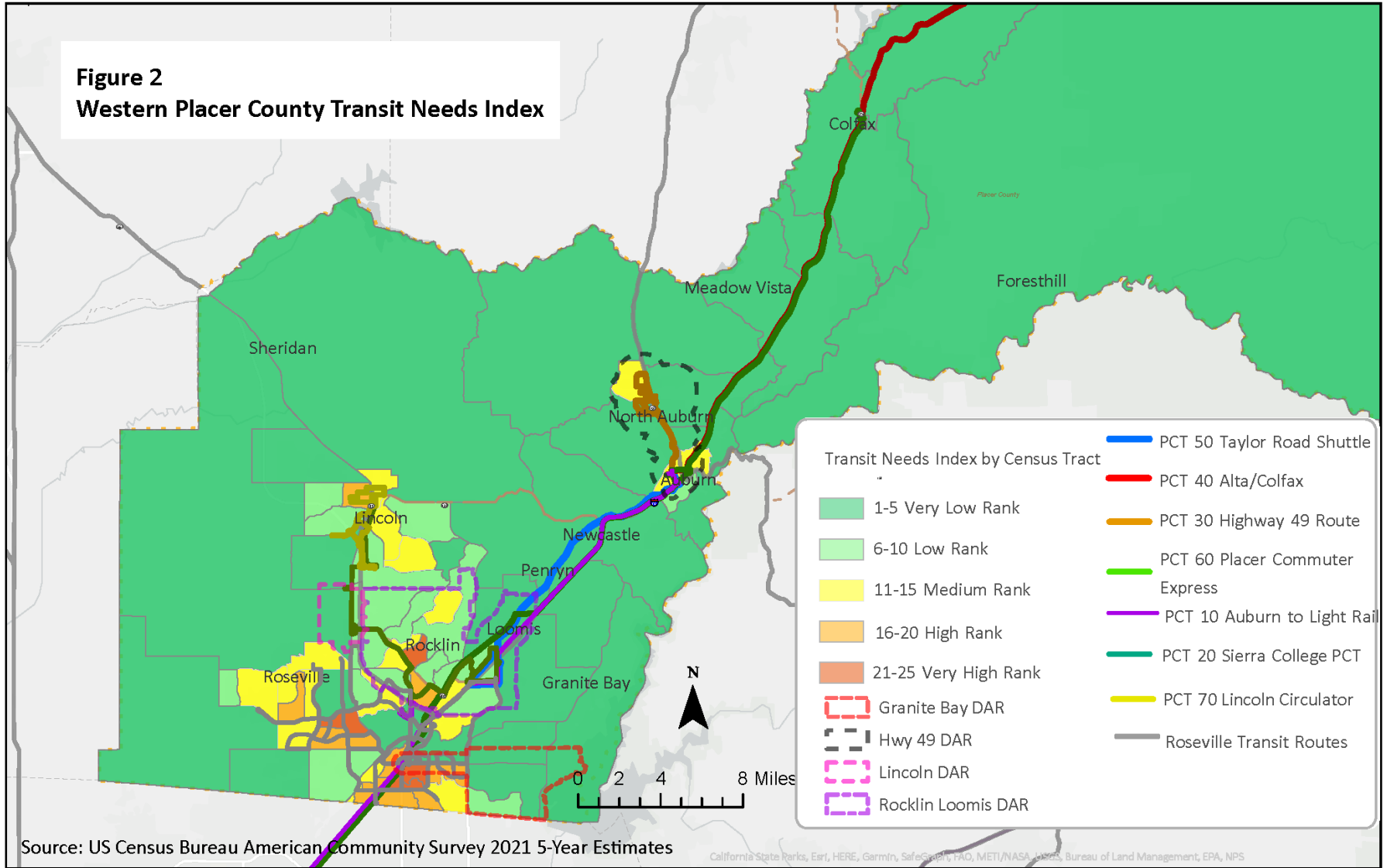
Table 7: Auburn Transit Needs Index

Legend	
1	Very Low Rank
2	Low Rank
3	Medium Rank
4	High Rank
5	Very High Rank

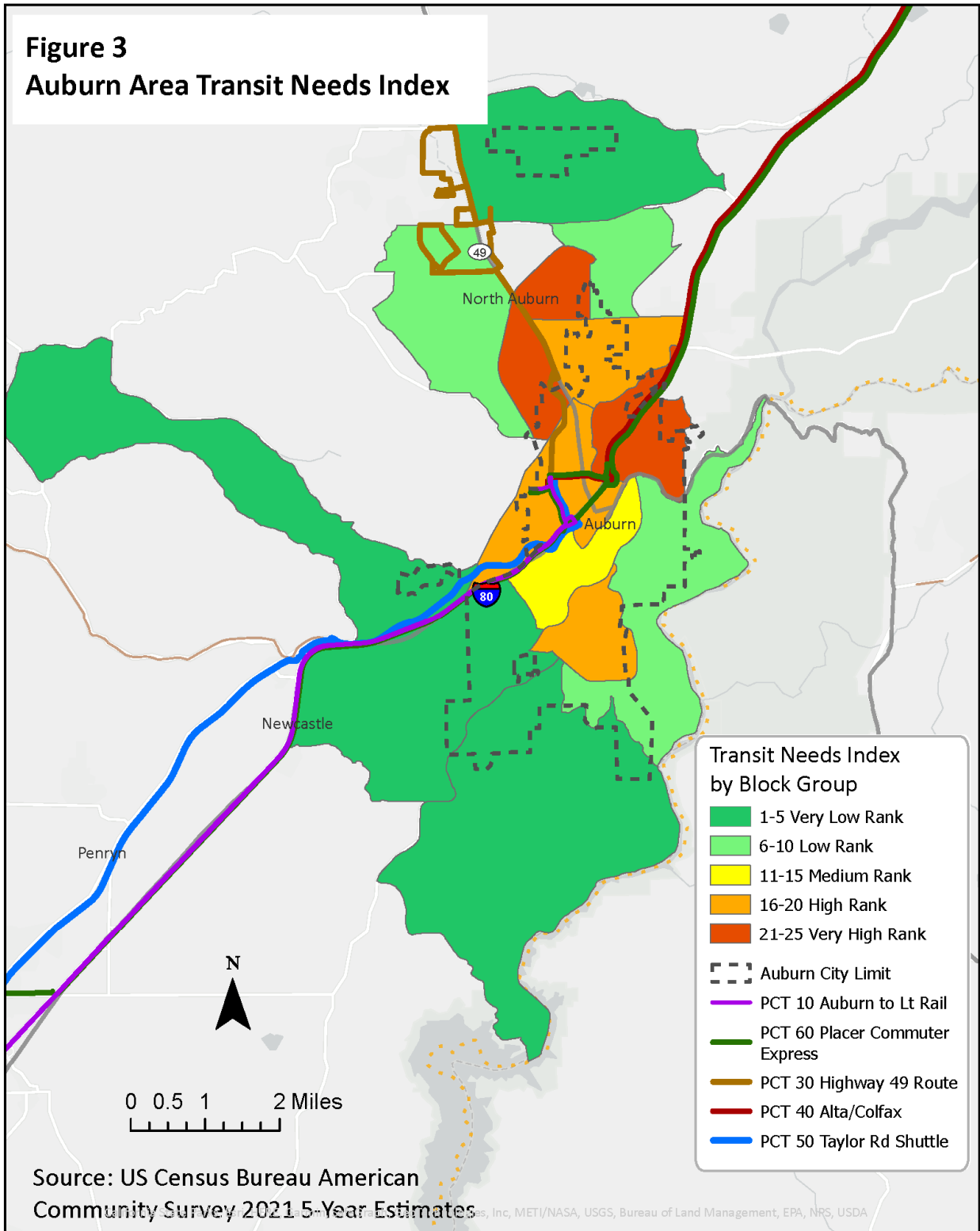
Census Tract	Block Group		Rank					Overall Transit Needs Index Rank
			Youth (Under 18 Years)	Senior Adults (65+)	Persons with a Disability	Persons Below Poverty Level	Zero-Vehicle Households	
218.02	5	Auburn/North Auburn	5	5	5	5	5	25
203	3	Central Auburn, Mikkelsen Drive*	4	5	5	5	5	24
215.01	3	Between Vernon Road and Wise Rd*	5	5	5	4	4	23
203	1	Lincoln Way/US Post Office*	1	5	5	5	5	21
204.02	2	North of Maidu Drive, South of Rogers Lane	3	5	4	3	4	19
203	2	N of I-80, btwn Hidden Creek Rd & Auburn Ravine Rd*	4	2	4	4	4	18
215.02	1	Dairy Road*	4	5	5	3	1	18
204.01	2	Downtown Auburn, between Hwy 80 and High St.	3	4	3	3	4	17
204.01	1	South of High St. and Sacramento St.	4	3	1	1	3	12
218.02	2	Oak Ridge Way West*	2	2	3	2	1	10
215.01	4	Auburn/North Auburn	1	1	4	1	1	8
204.02	1	South of Maidu Drive*	2	1	1	1	1	6
205.01	1	Auburn Wastewater Plant*	1	1	1	1	1	5
205.02	1	South Auburn, Sunrise Ridge Circle*	1	1	1	1	1	5
205.02	3	Indian Hill Road*	1	1	1	1	1	5
218.02	1	Auburn Municipal Airport*	1	1	1	1	1	5

Source: LSC Transportation Consultants, Inc.

**Figure 2
Western Placer County Transit Needs Index**



**Figure 3
Auburn Area Transit Needs Index**



As seen in the table, all the top employers are located in either Roseville, Rocklin, or Auburn. As many of these top employers provide in-person services and require in-person employment (such as Sierra College and Walmart), the top employers are important to consider when planning transit services. Overall commute patterns for Placer County are discussed in detail in Chapter 4, which also reflects that many Placer County residents work at locations outside of the county (notably Sacramento).

Table 8: Western Placer County Major Employers		
Company	Location	# Of Employees
City of Roseville Fueling	Roseville	1,000-4,999
PRIDE Industries	Roseville	1,000-4,999
Sierra College	Rocklin	1,000-4,999
Sutter Roseville Medical Center	Roseville	1,000-4,999
Thunder Valley Casino	Lincoln	1,000-4,999
City of Roseville	Roseville	1,000-4,999
Placer County Food Stamps	Auburn	1,000-4,999
Kaiser Permanente	Roseville	500-999
Stagg Howard A Pro Corporation	Roseville	500-999
Golfland Sunsplash	Roseville	500-999
Sheriff's Training	Auburn	500-999
Costco	Roseville	250-499
Oracle	Rocklin	250-499
Placer County Fire Dept	Auburn	250-499
Roseville Toyota	Roseville	250-499
Sutter Auburn Faith Hospital	Auburn	250-499
TASQ Technology	Roseville	250-499
Union Pacific Railroad	Roseville	250-499
Walmart	Roseville	250-499
Placer County Sheriff	Auburn	250-499

Source: California Employment Development Department, Labor Market Info, 2023

Key Takeaways

- *By 2040, the total Placer County population is forecast to surpass 500,000.*
- *Seniors, youth, low-income individuals, disabled individuals, and zero-vehicle households are generally more dependent on public transit.*
- *The greatest need for public transit by transit-dependent populations is concentrated in Roseville and Rocklin, with one isolated block group with high transit needs in North Auburn.*
- *Public transit demand may increase in western Placer County with a significant projected increase in the number of senior residents aged 65 and older by 2040.*

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RELEVANT REGIONAL AND LOCAL PLANNING STUDIES

To meet the goals of the COA/SRTP, the regulatory and institutional context must be fully considered and documented. This chapter reviews relevant regional and local planning studies, including previous planning studies for the western Placer County transit operators.

PLACER COUNTY PLANNING STUDIES

Placer County Department of Public Works Zero Emission Bus Rollout Plan (2023)

In accordance with California Air Resource Board's (CARB) Innovative Clean Transit (ICT) regulations, a Zero Emission Bus (ZEB) Rollout Plan was developed for the Placer County Department of Public Works (PCDPW) to guide the required transition of the public bus fleet to ZEBs. The ZEB Rollout Plan provides an overview of the existing fleet, evaluates the capacity and needs of the utility system to support the transition, provides a schedule for vehicle procurement and construction of supportive infrastructure, and evaluates financial requirements and funding sources. The ZEB Rollout Plan builds on the extensive analysis presented in the Placer County Department of Public Works Zero Emission Bus Feasibility and Transition Plan (2022). Findings include the following important considerations:

- The primary ZEB technology being considered by the PCDPW is battery electric bus (BEB) technology.
- Some existing service routes cannot be served by current battery electric technology due to the limited ranges.
- Vulnerabilities of ZEBs in the context of emergency response should be considered.
- The high cost of the transition to ZEBs will require PCDPW to seek additional funding beyond rolling stock capital and operations funding.
- It is unclear whether there will be sufficient ZEBs available for purchase to meet purchase requirement deadlines.
- The electrical infrastructure at the operations and maintenance facilities will need to be upgraded to support the transition.

Lincoln Passenger Rail Feasibility Study (2023)

The Lincoln Passenger Rail Feasibility Study evaluates the feasibility of implementing a passenger rail service between Lincoln and Roseville, discussing the current rail environment in the region, challenges to implementation, and potential alternatives to explore in the short term. Three recommendations are presented:

- Consider contracting with Amtrak to service Lincoln with a cutaway bus service connecting to Roseville.
- Coordinate expansion of bus services to/from Lincoln with the completion of the Sacramento – Roseville 3rd Track (SR3T) project.

- Consider utilizing the Federal Railroad Administration’s Corridor ID program to fund passenger rail connections to/from Lincoln.

Lincoln Express Service Implementation Plan (2020)

PCTPA contracted the development of 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. Roseville Transit will operate the express service under the branding of “Rapid Link”. The Rapid Link Pilot Project has been funded for three years but may not be able to procure vehicles until 2025.

Placer County 2040 Regional Transportation Plan (2019)

The Placer County 2040 Regional Transportation Plan (RTP) is a strategic plan for short- and long-term improvements to the transportation system throughout the County and the region. The 2019 RTP identified the following six goals for transportation in Placer County:

1. Support well-planned growth and land use patterns.
2. Improve environmental quality through better stewardship of the transportation system.
3. Fit within a financially constrained budget by delivering cost-effective projects that are feasible to construct and maintain.
4. Improve economic vitality by efficiently connecting people to jobs and delivering goods and services to markets.
5. Improve access and mobility opportunities for all people to jobs, services, and housing.
6. Provide real, viable travel choices for all people within a diverse county.

The update was prepared in partnership with the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan (MTP), reflecting the strength of transportation linkages between Placer County and the six-county Sacramento region. PCTPA is also currently updating the Regional Transportation Plan (known as the 2050 Regional Transportation Plan), which is anticipated to be completed by the end of 2025.

Placer County Transit Short Range Transit Plan (2018)

The most recent SRTP for Placer County Transit (PCT) was completed in 2018. The plan conducted a performance review, ridership counts, and passenger surveys to evaluate alternative scenarios. The SRTP provides operational, capital, marketing, management, and institutional plans for seven years. The Plan evaluated a variety of service, fare and marketing, and capital alternatives which outlined different scenarios for different funding levels. Recommended improvements are summarized below.

- Revise SR 49 Route service to two hourly routes.
- Reduce evening hours of SR 49 service.
- Modify Lincoln Circulator Route to include select on-demand stops.
- Facilitate service to the Public Defender’s Office.
- Adjust the evening Auburn-Light Rail run one hour later.

- Investigate mid-day Colfax/Alta service one day a week.
- Eliminate the last weekday Taylor Road shuttle run.
- Investigate lifeline services to Foresthill and Sheridan once a week.
- Convert the Granite Bay Dial-A-Ride to a TNC subsidy program in coordination with the City of Roseville.
- Include Bowman in the Highway 49 Dial-A-Ride service area.
- Serve Industrial Boulevard Corridor with DAR and Combine Rocklin/Loomis with Lincoln DAR.
- Eliminate Placer Commuter Express service East of Auburn.
- Initiate Lincoln-Sacramento Placer Commuter Express service.
- Conduct or participate in a Regional Battery Electric Bus Readiness Study.
- Identify new bus stops at key locations in conjunction with route changes.
- Increase bus capacity and modify the facility at Dewitt Center to accommodate electric buses.
- Consider a regional pass program in partnership with Roseville Transit and Auburn Transit.
- Consider a Sierra College Student Pass program.

Several of these recommendations have been implemented including the reduction of evening service on Highway 49 fixed route, modification of Lincoln Circulator Route to include select on-demand stops, service to the Public Defender's Office, elimination of the last weekday Taylor Road Shuttle run, participation in a Regional Battery Electric Bus Readiness Study, and implementation of a Sierra College Student Pass. It is important to note that the SRTP was completed before the COVID-19 pandemic. As a result, individual recommendations may not remain relevant.

Auburn Transit Short Range Transit Plan (2018)

The most recent SRTP for Auburn Transit was completed in 2018. As a part of the plan, the study team conducted a performance review, ridership counts, and passenger surveys. Alternative service scenarios were then evaluated. The SRTP provides operational, capital, and institutional plans, including an implementation plan for seven years. The Plan evaluated a variety of service, fare, marketing, and capital alternatives based on different possible funding levels. Recommended improvements are summarized below.

- Expand implementation of deviated fixed routes.
- Consider operating two buses during weekdays to provide consistent hourly service.
- Consider termination of the existing agreement with PCT to serve the area around Auburn Municipal Airport.
- Conduct or participate in a Regional Battery Electric Bus Readiness Study.
- Identify new bus stops at key locations including those along Luther Road, Dairy Road, and Lincoln Way.
- Increase passenger fares to better meet farebox ratio requirements.

- Eliminate the day pass.
- Consider a regional pass program in partnership with Roseville Transit and PCT.
- Join the regionwide Connect Card program.

The replacement of all fixed route services with on-demand services renders several of the above recommendations no longer relevant. Several recommendations have been implemented: the agreement with PCT to serve the area around Auburn Municipal Airport has been terminated, On-Demand passenger fares are higher to help meet farebox ratio requirements, and the day pass has been eliminated. Finally, Auburn Transit actively considered other recommendations: the City pursued an agreement with the vendor to join the Connect Card program but found the vendor to be unresponsive.

Western Placer Consolidated Transportation Services Agency Short Range Transit Plan (2018)

The most recent SRTP for Western Placer Consolidated Transportation Services Agency (WPCTSA) was completed in 2018. In addition to funding a mobility management training program and the South Placer Call Center, WPCTSA provided transportation services for those unable to use conventional public transit such as Non-Emergency Medical Transportation and volunteer driver programs. This Plan includes an overview of the population served, existing operating and financial characteristics, and evaluates a variety of service and financial alternatives for the agency. Recommended changes are summarized as follows:

- Use the Connect Card for the Bus Pass Subsidy Program.
- Provide funding support for Meals on Wheels planning and scheduling software.
- Continue to support My Rides Program.
- Expand the capacity of Health Express Service by four vehicle-hours per weekday.
- Fund the full cost of South Placer Transit Information “Call Center”.
- Fund the full cost of the Transit Ambassador Program.
- Fund the regional Mobility Management Training Program operated by the City of Roseville.
- Study management opportunities of Health Express with Placer County.
- Partner with healthcare entities to provide subsidies for patient transportation.

Several of these recommendations have been implemented, including funding the full cost of the South Placer Transit Information Call Center, the Transit Ambassador Program, and the regional Mobility Management Training Program. The recommendations for the My Rides Program and Health Express service are no longer relevant as WPCTSA has since discontinued these programs, implementing a transportation reimbursement program in their place in July 2021: Placer Rides.

Placer County Regional Bikeway Plan (2018)

Consideration of active modes of transportation is critical to the creation of a multi-modal transportation system, as supported by the Placer County RTP and statewide strategic plans. The Placer County Regional Bikeways Plan provides a framework for the development of a comprehensive bicycle facilities network throughout the County. Implementation of the Plan would encourage non-motorized transportation,

increase safety and efficiency for active transportation, and increase multi-modal connectivity. Access to transit is one of the criteria that is used in this Plan to determine which potential bikeway facility improvement projects would have the greatest benefit.

PCTPA was recently awarded a Caltrans planning grant to prepare the Placer Countywide Active Transportation Plan, which will be an update to the 2018 Regional Bikeway Plan and include five of the six incorporated cities/towns. This planning effort is expected to kick off in early 2024.

Placer County Rural Transit Study (2016)

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

The study recommended the following strategies to expand mobility options 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 the PCT Vanpool Budget to Meet Rural Commuter Needs

These strategies, as well as other alternatives considered, will be revisited as part of this current study.

Rocklin Community Transit Study (2015)

PCTPA conducted a study regarding potential improvements to public transit services in the City of Rocklin. 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 the study was to determine if there was a need to modify existing transit services or to establish new routes/services to better serve Rocklin residents.

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 none of the potential options to 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.

Placer County General Plan Transportation and Circulation (2013)

The Placer County General Plan Transportation and Circulation Section provides goals, policies, and implementation programs for six components of the transportation system. Areas addressed include streets and highways, transit, transportation systems management, non-motorized transportation, goods movement, and air transportation. Goals include:

- Ensuring the safety and efficiency of roadways.
- Promoting mass transit and alternative modes of transportation.
- Reducing emissions from vehicles and overall travel demand, increasing the energy efficiency of the system.
- Integrating non-motorized facilities into the transportation system.
- Supporting efficient freight movement.
- Improve and maintain existing aviation facilities.

REGIONAL PLANNING STUDIES

Yuba-Sutter Transit NextGen Transit Plan (2023)

The Yuba-Sutter Transit NextGen Transit Plan is the agency's SRTP and was developed to guide the agency for the following five to ten years. This Plan includes an evaluation of existing transit services and service alternatives, an operational plan, and recommendations on service improvements. The recommendation that specifically addresses Placer County is a recommendation for a new Commuter Service to Roseville, which would connect Yuba, Sutter, and Placer Counties by providing public bus service between Yuba City and Roseville via the SR 65 corridor.

Sacramento Regional Transit District Short-Range Transit Plan (2022)

The Sacramento Regional Transit District (SacRT) Short-Range Transit Plan (SRTP), or SacRT on the Move, provides an evaluation of existing services and presents a five-year, fiscally constrained operating, capital improvement, and strategic marketing plan for SacRT. Service improvements recommended for consideration include increasing route efficiency, the addition of a 15-minute bus service on key routes, and the expansion of light-rail service. Planned and/or recommended improvements that may affect western Placer County transit services include:

- Major facility improvements are planned for the Watt/I-80 Transit Center as part of the Light Rail Modernization Project, including realignment of bus circulation. The project, however, is anticipated to have no impact on the bus-to-light rail connection for PCT Route 10.

Valley Vision Employer Surveys (2022)

Surveys were conducted for SACGOG, the Centers of Excellence, and local transportation agencies over eight weeks in 2022 to understand changes in the work environment in the region and the needs of employers in the region. The survey gleaned information on demographics, transportation needs, and hiring challenges for employers. The survey reached seven counties, including Placer County. Twenty percent of survey responses were from Placer County.

Transportation-related findings are summarized below:

Western Placer COA/SRTP

- Over half of respondents (67 percent) anticipated keeping a hybrid work structure for 1-2 years.
- Over half of respondents (57 percent) support using public transit to get to work, but do not have incentives to do so.
- Almost half of respondents (40 percent) say that light rail stops are at least a 30-minute walk from work.
- Almost 20 percent of respondents had employers in 2022 that offered free or subsidized bus/light rail pass.
- When employers were asked where they were getting their information about public transit, the highest proportion (26 percent) of employers indicated that they used transit agency websites.

Sacramento Area Council of Governments Metropolitan Transportation Plan and Sustainable Community Strategy (2020)

The most recent update of the Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) for the Sacramento Area Council of Governments (SACOG) was completed in 2020. This long-range, strategic plan provides a vision for the regional transportation system for the next ten to twenty years. The 2020 SACOG MTP/SCS highlights the following four goals to guide effective and efficient transportation investment:

1. Build vibrant places for today's and tomorrow's residents.
2. Foster the next generation of mobility solutions.
3. Modernize the way we pay for transportation infrastructure.
4. Build and maintain a safe, reliable, and multimodal transportation system.

Transit capital improvement projects included in the 2020 MTP/SCS include:

- The purchase of new buses by the City of Roseville.
- Replacement of buses by the PCTPA.
- Expanded bus operations by the PCTPA.
- Implementation of the Bus Rapid Transit by PCTPA.

The SACOG MTP/SCS is currently being updated and is expected to be completed by 2025.

Placer-Sacramento Gateway Plan (2020)

The Placer-Sacramento Gateway Plan was developed to address challenges of the transportation corridor centered around I-80 and including connecting major roadways that link Placer County with Sacramento. The Plan aims to reduce congestion and increase access to multimodal transportation by identifying a variety of priority projects along the corridor that will achieve these goals.

Identified projects for Western Placer County include:

- SR 65 - capacity and operational improvements.
- I-80 and SR 65 - interchange improvements.

- Foothills Boulevard – construct as a 2-lane road from the City of Roseville to Sunset Boulevard.
- Walerga Road - widen and realign from Baseline Road to the Sacramento County line.
- Placer Parkway Phases 1 and 2 - construct as a 4-lane road between SR 65 and Fiddymment Road, including upgrades to the SR 65/Whitney Ranch Parkway interchange.
- Baseline Road - widen to 6 lanes (interim widening to 4 lanes) between Watt Avenue and the Sutter County line. Widen Baseline Road in the City of Roseville to 4 lanes from Brady Lane to Fiddymment Road and 6 lanes from Fiddymment Road to Watt Avenue.
- Lincoln Boulevard - widen to 4 lanes from SR 65 to Athens Boulevard.
- Horseshoe Bar Road - widen to 4 lanes at the I-80 overcrossing.
- Sunset Boulevard - widen to 6 lanes from SR 65 to Pacific Street.

The associated Placer-Sacramento Action Plan (2023) provides a focused and implementable action plan for the Gateway Plan. Tier 1 priority projects of the Gateway Plan are highlighted in the Action Plan and include the following projects for Western Placer County:

- Auburn Folsom Road Regional Corridor Improvements – Includes pavement improvements, construction of bikeways, ADA improvements, and updated traffic signals.
- Dry Creek Greenway Trail Phase 2 – New Class I bikeway along Dry Creek, Cirby Creek, and Linda Creek from Rocky Ridge Drive to Old Auburn Way.
- Lincoln Boulevard/Industrial Ave Corridor Improvements – Widen Lincoln Blvd from SR 65 to Athens Ave and add bikeways, bike lanes, and sidewalks.
- Bell Road/I-80 Roundabouts Project – Replace signaled intersections with roundabouts.
- Rocklin Road/I-80 Interchange Reconfiguration – Improve existing interchange including diverging diamond dual roundabouts.
- North Watt Ave Bus Rapid Transit – Increase headway frequency of public transit bus service along Watt Ave from Roseville to I-80/Watt Ave RT Station by combining two local routes.

Capital Corridor Vision Plan (2014) and Capital Corridor Vision Implementation Plan (2016)

The Capital Corridor Vision Plan (2014) and Vision Implementation Plan (2016) were both developed for the Capital Corridor Joint Powers Authority (CCJPA), a JPA that encompasses six local transit agencies representing the eight counties that the Capital Corridor rail serves. The Vision Plan and Vision Implementation Plan provide a framework for improving and expanding Capital Corridor passenger rail service. These studies are two of three planned documents to improve Capitol Corridor rail service. The Vision Implementation Plan highlights the following elements as target areas for service improvement: speed, frequency, reliability, connectivity, electrification, level boarding, and clockface headways.

Plan elements that specifically address service to Western Placer County are as follows:

- Placer County Service Expansion – A short-term project identified in the Vision Plan is increasing the number of daily passenger rail trips serving Placer County stations. This expansion in service requires track improvements.

- Placer County Service Frequency Expansion – A mid-term goal of the Vision Plan is to build on the Placer County Service Extension project and further improve passenger rail service to Western Placer County. This project includes major track improvements including a new bridge crossing the American River.
- Sacramento – Auburn Segment – Service and corridor infrastructure improvements extending into Placer County to Auburn are evaluated in the Vision Implementation Plan. Specific elements evaluated include the construction of additional tracks to facilitate an increase in service frequency, the construction of an elevated station in Roseville, a new station in Rocklin, and the relocation of the existing station in Auburn.

SUMMARY OF UNMET TRANSIT NEEDS REPORTS

Background

California’s Transportation Development Act (TDA) legislates funding for transit purposes, 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 before 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 comments concerning transit needs within the RTPA jurisdiction and summarizes the comments into a Draft Unmet Transit Needs Report. PCTPA’s Transit Operator’s Working Group (TOWG), Social Services Transportation Advisory Council (SSTAC), and 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 one of the following findings:

1. There are no unmet transit needs; or
2. There are no unmet transit needs that are reasonable to meet; or
3. 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 Needs is defined as a request for transit service that is not currently offered, inclusive of requests that are required to comply with the Americans with Disabilities Act.

Transit service is generally assumed to exist if it is within 0.75 miles walking distance of a trip’s starting and end point.”

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’ and recommended for funding if all of the following criteria prevail:

1. Would meet state-required farebox ratio standards.
2. Could be fully funded without exceeding existing Local Transportation Fund revenues and is a reasonable use of taxpayer funds.

3. Has strong and broad community support, whether documented in a short-range transit plan or other community planning document, annual unmet transit needs report, or other transit study, which supports multiple users, as determined on a case-by-case basis.
4. Consistent with the long-term goals of the Regional Transportation Plan.
5. The need is consistent with the intent of the goals and implementation plan of the adopted Short Range Transit Plan, as amended, for the applicable jurisdiction.”

FY 2021/22 Unmet Transit Needs

During the FY 2021/22 Unmet Transit Needs (UTN) Process, PCTPA received and evaluated 267 comments that were received via an online survey, virtual workshop, and at the PCTPA annual public UTN hearing, which pertained to western Placer County. Common topics brought up during the meetings included:

- Interest in non-work related transit service including to the Tahoe Basin for recreation, to the airport, and downtown Sacramento during the evenings and weekends.

PCTPA determined that there were no new unmet transit needs reasonable to meet for implementation in FY 2021/22.

FY 2022/23 Unmet Transit Needs

During the FY 2022/23 Unmet Transit Needs (UTN) Process, PCTPA received and evaluated 203 comments that were received online and at the PCTPA annual public UTN hearing, which pertained to western Placer County. Common topics brought up included:

- Later departure of the Capital Corridor train from Placer Stations.
- Extension of light rail service into Placer County.
- Transit service for adult schools in Rocklin.
- Interest in intracity, intercounty, and interregional services.

PCTPA determined that there were no new unmet transit needs reasonable to meet for implementation in FY 2022/23.

The FY 2022/23 UTN report also summarized findings on how the COVID-19 pandemic had changed ridership patterns. Of note was the fact that daily transit riders dropped from 20 percent to just 4 percent from pre-COVID to early 2022.

FY 2023/24 Unmet Transit Needs

During the FY 2023/24 Unmet Transit Needs (UTN) Process, the PCTPA received and evaluated 127 comments that were received via online survey, mail, email, public events, and the PCTPA annual public UTN hearing, which pertained to western Placer County. Common topics brought up included:

- Better connections between transit services in Lincoln, Roseville, and Rocklin.
- Increased frequency of connections to Sacramento light rail and bus services.
- Sunday service in Lincoln and Rocklin.
- Fixed-route service to Rocklin High School.

- Service in Foresthill and/or from Foresthill to Auburn.
- Improved service connecting Colfax, Auburn, and Nevada County.
- Expanded transit services between Auburn, Roseville, Sacramento, and the Bay Area.
- Expanded Granite Bay DAR.

PCTPA determined that there were no new unmet transit needs reasonable to meet for implementation in FY 2023/24.

Two future projects noted in the 2023/24 UTN report that may address requests made during the UTN process are:

- South Placer Transit Project (Rapid Link) – A project that is included in the Placer-Sacramento Gateway Plan and was recently funded through a Solutions for Congested Corridors Program grant. Rapid Link will provide 30-minute weekday transit service between Lincoln, Roseville, Rocklin (through connections with PCT at the Roseville Galleria), and Sacramento (through connections to the SacRT bus and light rail services provided at the Watt Avenue/I-80 light rail station). This project is anticipated to be implemented during FY 2023/24 and will be managed by Roseville Transit in partnership with PCT, Kaiser and Sutter hospitals, and the United Auburn Indian Community.
- Reno Rail Service Planning – A feasibility study being conducted by Caltrans to evaluate a future rail service extension of the Capital Corridor from Auburn to Reno, NV. PCTPA recently completed a first-mile/last-mile study of transit connections to six rail stations along the corridor.

Key Takeaways

- *Recent regional planning efforts support the success and expansion of public transit services in western Placer County.*
- *Post-pandemic work and commute patterns are anticipated to evolve, however, a return to pre-pandemic work patterns is unlikely.*
- *The PCTPA Unmet Transit Needs process has found that there are no unmet transit needs reasonable to meet for implementation for the past three fiscal years, however extensive public involvement supports PCTPA's continued efforts to enhance coordination, integration, and usability of public transit services in western Placer County.*

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LONGITUDINAL EMPLOYER HOUSEHOLD DYNAMICS (LEHD) DATA

The US Census Longitudinal Employer Household Dynamics dataset (2020) contains information on the nation's commuting patterns. From this data, it is possible to estimate the number of commuters traveling in and out of a specific community for work. Table 9 details Placer County's commuting patterns.

Table 9: Placer County Local and Regional Commute Patterns					
2020					
Where Employees In Placer County Commute From					
Counties	# of Jobs	% of Total	Cities/Towns	# of Jobs	% of Total
Placer County	57,004	36.9%	Roseville	19,528	12.7%
Sacramento County	44,740	29.0%	Rocklin	10,722	6.9%
El Dorado County	5,249	3.4%	Sacramento	8,855	5.7%
Nevada County	5,153	3.3%	Lincoln	6,631	4.3%
Yuba County	3,132	2.0%	Citrus Heights	6,551	4.2%
Yolo County	2,972	1.9%	Antelope	3,632	2.4%
Contra Costa County	2,753	1.8%	Carmichael	2,951	1.9%
San Joaquin County	2,717	1.8%	Folsom	2,921	1.9%
Alameda County	2,352	1.5%	Auburn	2,637	1.7%
Sutter County	2,254	1.5%	Granite Bay	2,562	1.7%
All other locations	25,973	16.8%	All other locations	87,309	56.6%
Total Number of Jobs	154,299		Total Number of Jobs	154,299	
Where Placer County Residents Work and Commute to					
Counties	# of Jobs	% of Total	Cities and Towns	# of Jobs	% of Total
Placer County	57,004	37.5%	Roseville	24,107	15.9%
Sacramento County	47,672	31.4%	Sacramento	19,545	12.9%
Santa Clara County	4,662	3.1%	Rocklin	9,349	6.2%
Alameda County	4,074	2.7%	North Auburn	5,142	3.4%
Yolo County	3,575	2.4%	Rancho Cordova	4,874	3.2%
San Francisco County	3,256	2.1%	Folsom	4,570	3.0%
Contra Costa County	2,604	1.7%	Auburn	3,691	2.4%
Nevada County	2,544	1.7%	Arden-Arcade	3,560	2.3%
El Dorado County	2,494	1.6%	Lincoln	3,352	2.2%
San Joaquin County	2,275	1.5%	San Francisco	3,256	2.1%
All other locations	21,831	14.4%	All other locations	70,545	46.4%
Total Number of Jobs	151,991		Total Number of Jobs	151,991	
Source: US Census Bureau LEHD Database, 2020					
Note: Bold text indicates locations within Placer County.					

The top portion of Table 9 shows where individuals *commute from* to work in Placer County. The bottom portion shows where Placer County residents *commute to* for work. The data shows commute patterns for one primary job per individual. As seen in Table 9, just over a third of employees working in Placer County reside in the County (36.9 percent). Another 29 percent of the employees in Placer County commute from Sacramento County. All other counties each represent less than five percent of the total employees in Placer County. Roseville contributes the largest individual proportion to Placer County employees (at 12.7 percent), followed by Rocklin (6.9 percent).

Over a third of Placer County residents do not commute out of the county and work in Placer County (37.5 percent), and another approximately one-third (31.4 percent) of residents commute to Sacramento County. Roseville is the top employment location for Placer County commuters (15.9 percent), followed by Sacramento (12.9 percent). Rocklin and North Auburn both see significantly fewer Placer County resident commuters (6.2 and 3.4 percent, respectively).

These commute statistics from 2020 support maintaining a transit connection between not only western Placer County communities but also western Placer County and the Sacramento area. However, this data source does not provide a clear picture of the number of employees working from home for an employer located in a different county. Additionally, standardized drivers of commute patterns, such as what time the workday starts and how often employees are in the office have fundamentally changed in the last three years. Recent studies (such as the 2022 Valley Vision Employer Surveys), transit ridership data, and state policy indicate that these impacts to commute patterns may be long-lasting.

MAJOR ACTIVITY CENTERS

Figures 4-8 and Table 10 display likely destinations for transit riders. These include schools, colleges, libraries, government services, senior facilities, medical facilities, and large shopping centers. As shown, generally fixed route services serve most transit activity centers identified and others are served by on-demand or Dial-A-Ride service.

Transportation to K-12 Schools

Historically, many K-12 students have relied on school bus transportation provided by the school district to get to/from school. Recently, however, increasing costs, operating budget deficits, and driver shortages have led to cuts in school bus service in western Placer County. As of 2022, Auburn Union School District, which serves the City of Auburn, no longer provides transportation for students. As a result, public transit has become the primary viable option for many students who do not have access to private transportation (i.e., cannot drive themselves or their parents are unable to drive them). This places new and increased ridership demand on the public transit system in Auburn and throughout the study area and may change the hours of peak demand if more and more students begin to rely on PCT and Auburn Transit to get to/from school. During the planning period, PCT and Auburn Transit should evaluate how students rely on public transit services for school transportation.

**Figure 4
Auburn Area Activity Centers**



**Figure 5
Colfax Activity Centers**



Esri Community Maps Contributors, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

Figure 6
Loomis/Rocklin Area Activity Centers

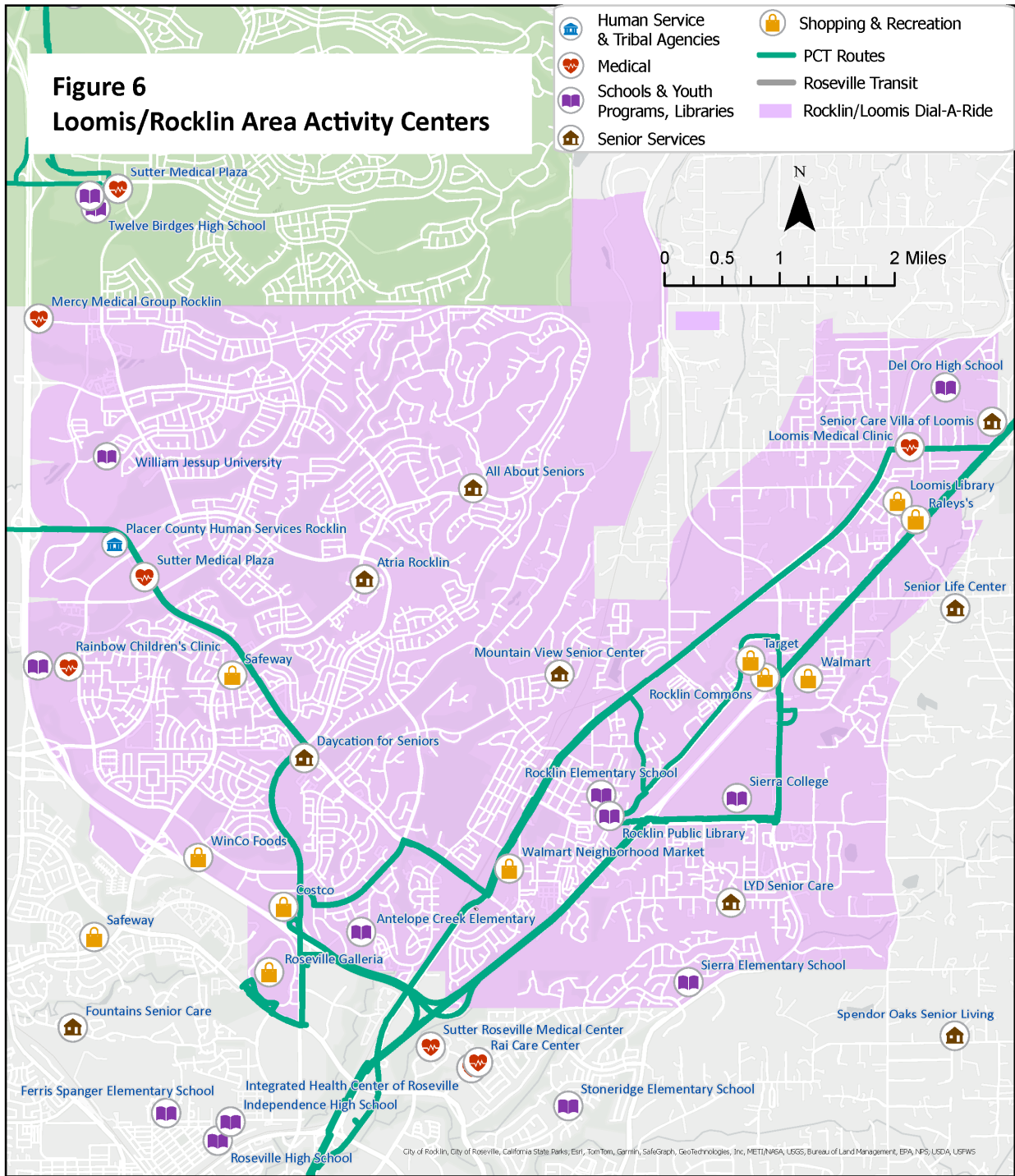


Figure 7
Lincoln Activity Centers

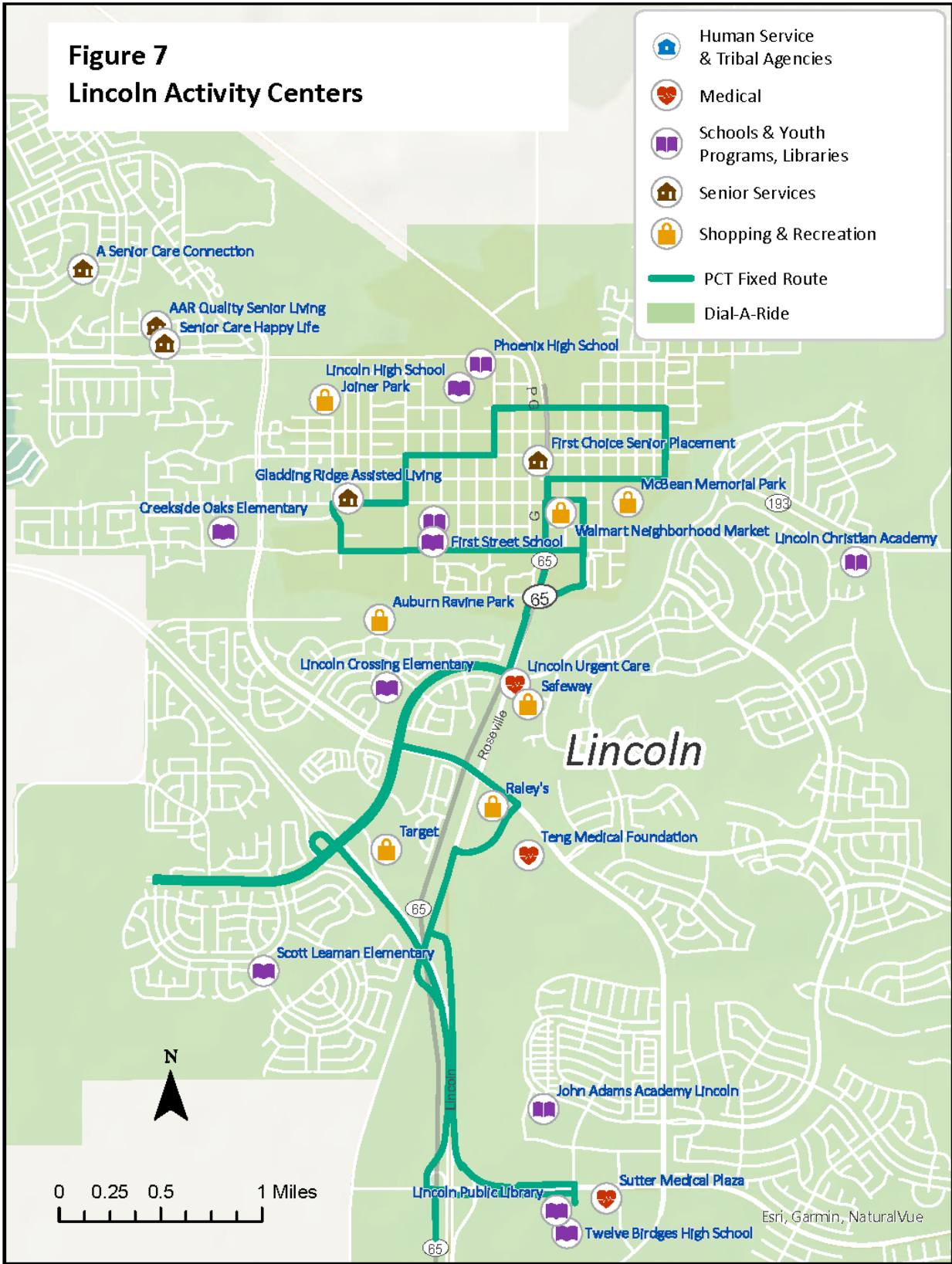


Figure 8
Roseville/Granite Bay Activity Centers

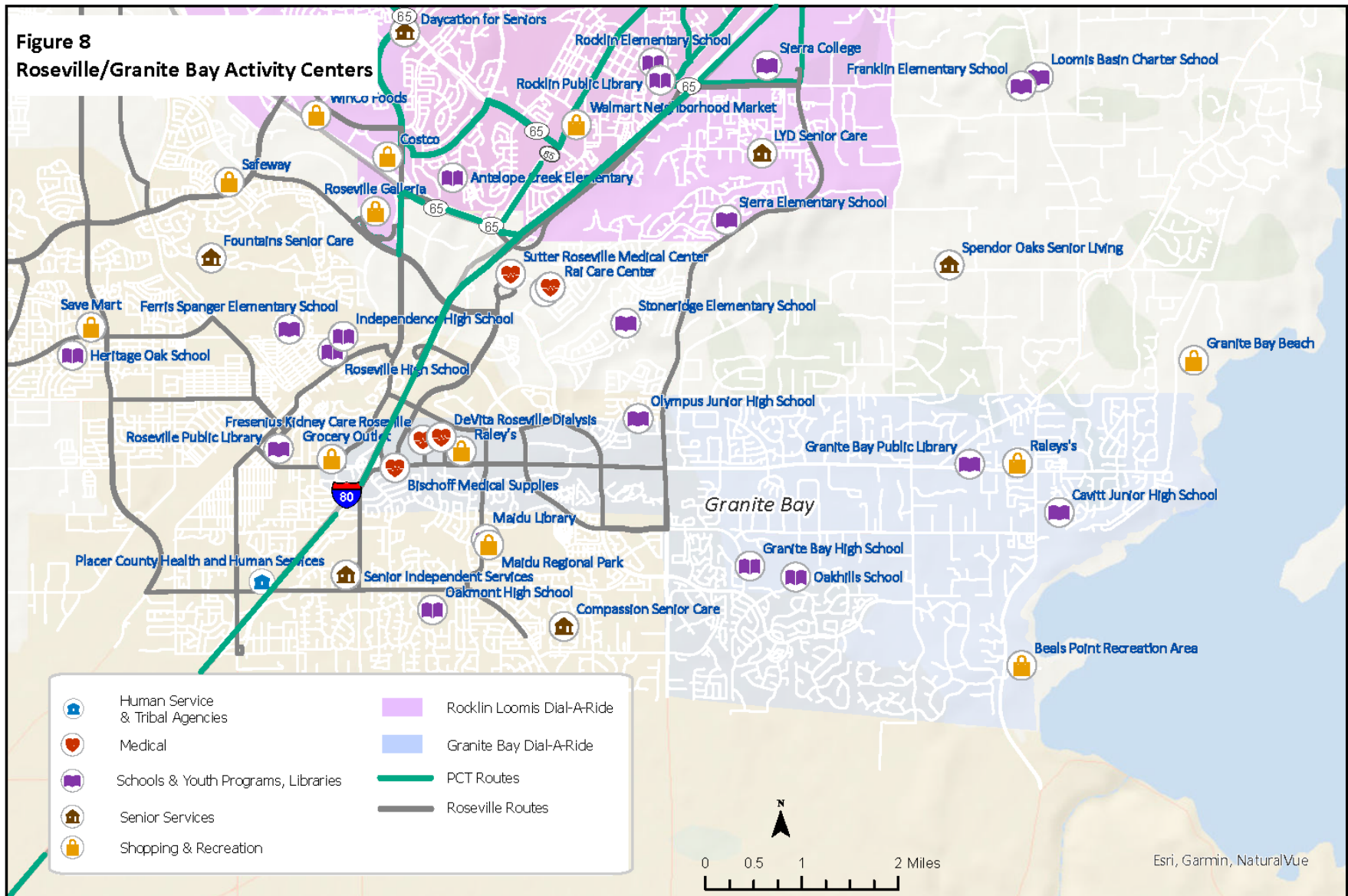


Table 10a: Major Activity Centers

Community	Type of Activity Center				
	Human Service & Tribal Agencies	Senior Services	Schools & Youth Programs, Libraries	Shopping & Recreation	Medical
Auburn/North Auburn	Placer County Admin Offices	Westwood Hills Senior Care	Placer High School	Raley's	Sutter Auburn Faith Hospital
	Placer County Superior Court	Partners in Care	Placer School for Adults	Savemart	Chapa-De Indian Health
	Auburn DMV	Help at Home Senior Care	EV Cain Middle School	Super K Food Store	Western Sierra Medical Clinic
	Legal Services of N. California	Auburn Palms Senior Apartments	Auburn Elementary School	Safeway	Sierra Foothills VA Clinic
		Brookside Senior Apartments	Pathways Charter	Target	Auburn Medical Group
		Auburn Ravine Terrace	Boys and Girls Club	Overlook Park	DeVita Auburn Dialysis
		Alder Grove Senior Living	Auburn Public Library	Regional Park	
		Golden Haven Manor			
		Chateau Senior Living			
		McAuley Meadows Senior Apartments			
		Auburn Villas Apartments			
	Colfax		Hour Home Senior Care	Colfax High School Colfax Elementary School Colfax Public Library	Colfax Market Marvel's Sierra Market
Granite Bay	--	Sendor Oaks Senior Living	Granite Bay Public Library	Raleys's Beals Point Recreation Area Granite Bay Beach	--
Lincoln	--	First Choice Senior Placement A Senior Care Connection AAR Quality Senior Living Gladding Ridge Assisted Living Senior Care Happy Life	Glenn Edwards Middle School Lincoln High School Phoenix High School John Adams Academy Lincoln Whitney High School Twelve Birdges High School Lincoln Crossing Elementary First Street School Lincoln Christian Academy Scott Leaman Elementary Creekside Oaks Elementary Lincoln Public Library	Walmart Neighborhood Market Safeway Raley's Thunder Valley Casino Joiner Park Target McBean Memorial Park Auburn Ravine Park	Lincoln Urgent Care Sutter Medical Plaza Rai Care Center Teng Medical Foundation Kaiser Permanente Medical Offices
Loomis	--	Senior Care Villa of Loomis Senior Life Center	Loomis Basin Charter School Del Oro High School Franklin Elementary School Loomis Library	Raleys's	Loomis Medical Clinic

Source: LSC Transportation Consultants, Inc.; Public Transit and Human Services Coordinated Plan: SACOG (2022)

Table 10b: Major Activity Centers

Community	Type of Activity Center				
	Human Service & Tribal Agencies	Senior Services	Schools & Youth Programs, Libraries	Shopping & Recreation	Medical
Rocklin	Placer County Human Services Rocklin	All About Seniors Atria Rocklin Mountain View Senior Center LYD Senior Care Daycation for Seniors	Antelope Creek Elementary Rocklin Elementary School Sierra Elementary School Rocklin Academy Gateway Sierra College William Jessup University Rocklin Public Library	Rocklin Commons Walmart Neighborhood Market Safeway Target Walmart	Mercy Medical Group Rocklin Rainbow Children's Clinic Sutter Medical Plaza
Roseville	Placer County Health and Human Services	Foothills Senior Care Senior Independent Services Fountains Senior Care Compassion Senior Care	Roseville Community School Roseville High School Woodcreek High School Challenge High School Independence High School Oakmont High School Olympus Junior High School Vencil Brown Elementary School Kaseberg School Excelsior School George Cirby Elementary School Stoneridge Elementary School Ferris Spanger Elementary School Oakhills School Heritage Oak School Greenhills Elementary School Martha Riley Community Library Maidu Library Roseville Public Library	Costco Raley's Save Mart WinCo Foods Roseville Galleria Grocery Outlet Safeway Maidu Regional Park BlueOaks Park	Sutter Roseville Medical Center Integrated Health Center of Roseville Bischoff Medical Supplies Fresenius Kidney Care Roseville DeVita Roseville Dialysis Rai Care Center
Out-of-County Destinations	Sacramento Metro, San Francisco Metro				

Source: LSC Transportation Consultants, Inc.; Public Transit and Human Services Coordinated Plan: SACOG (2022)

SACOG SACSIM TRAVEL DEMAND MODEL

To obtain a better understanding of overall travel patterns in Western Placer County, data from the Sacramento Area Council of Governments (SACOG) Sacramento Activity-Based Travel Simulation Model, or “SACSIM” was obtained. The purpose of a travel demand model is to forecast travel patterns for a typical weekday during the Spring or Fall months. The model is based on survey data and transportation system usage such as roadway counts. The base year for the model is 2016 with forecast years for 2027 and 2035. Data is organized in Transportation Analysis Zones (TAZs) which are further summarized into Regional Area Districts (RAD). Appendix B presents a variety of tables displaying “All trips”, “Work Trips” and “Non-work Trips” from the RADs in the study area to other destinations for 2016, 2027, and 2035. Figure 9 displays general origin-destination patterns for 2027. Table 11 shows the top five destinations per origin study area community for each SACSIM year. The following observations regarding travel patterns in Western Placer County and how they are projected to change were gleaned from this data source.

Figure 9
Western Placer Travel Patterns - 2027
 SACOG SACSIM Model

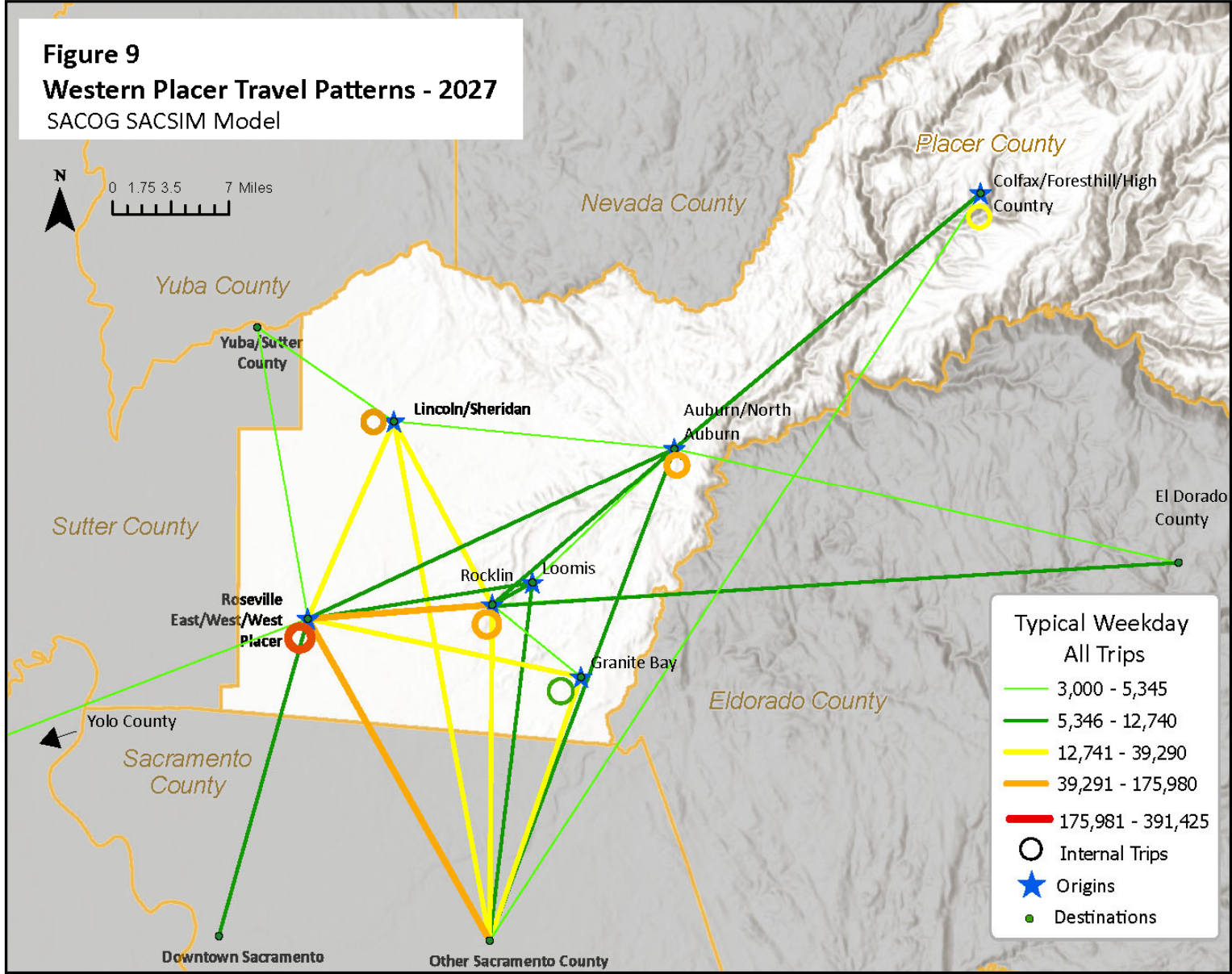


Table 11: SACSIM Trips - Top Five Destinations per Study Area Community

		Destinations																				Trip Total
		Origins										Destinations										
		2016	Auburn	Colfax	Downtown Sacramento	El Dorado	Foresthill	Granite Bay	Lincoln	Loomis	North Auburn	Other Sacramento County	Placer High Country	Roseville East	Roseville West	Sheridan	Sutter	West Placer	Yolo	Yuba		
Origins	Auburn	53,477	3,777	500	3,614	1,138	1,250	2,081	3,022	16,066	9,055	355	3,874	3,014	2,692	73	224	17	409	437		
	Colfax	3,751	#####	240	345	299	198	289	443	2,183	2,773	231	872	970	652	4	43	9	123	60		
	Foresthill	1,062	318	65	141	4,480	59	65	170	424	997	294	319	367	294	16	1	39	21			
	Granite Bay	1,210	207	769	1,725	62	10,484	780	1,993	369	19,447	30	3,821	12,601	4,166	30	90	27	426	166		
	Lincoln	2,108	308	1,190	697	68	825	70,469	2,436	893	14,629	33	13,559	6,505	11,831	622	1,228	100	742	2,266		
	Loomis	3,026	451	564	1,015	161	1,977	2,373	11,291	809	9,351	70	9,491	5,045	3,786	73	166	30	291	313		
	North Auburn	16,120	2,108	280	1,092	416	347	919	835	17,996	3,820	182	1,489	1,225	1,007	36	110	12	199	240		
	Placer High Country	364	228	40	55	280	29	31	69	184	390	12,419	131	120	125	1	4	1	19	9		
	Rocklin	3,835	867	1,906	2,618	314	3,766	13,779	9,482	1,513	34,983	132	85,724	23,286	44,746	301	935	193	1,410	1,630		
	Roseville East	2,975	993	1,977	4,591	386	12,669	6,520	5,027	1,209	92,215	127	23,337	102,288	43,344	233	562	290	1,830	1,176		
	Roseville West	2,710	662	3,206	2,733	277	4,167	11,874	3,690	1,054	66,595	124	44,763	43,348	135,963	384	1,081	816	2,346	1,904		
Sheridan	64	5	67	19	29	609	61	29	606	1	330	238	373	103	188	4	35	359				
West Placer	21	8	154	26	1	31	109	32	12	2,535	1	178	285	787	2	49	90	151	49			
Total	90,723	#####	10,958	18,671	7,882	35,831	109,898	38,551	42,741	257,396	13,999	187,888	199,292	249,766	1,862	4,696	1,590	8,020	8,630	1,308,800		
2027																						
Origins	Auburn	61,028	4,148	458	4,239	1,323	1,104	2,305	3,437	17,378	8,657	549	4,201	2,807	3,001	86	213	39	353	451		
	Colfax	4,150	#####	192	310	327	152	300	401	2,060	2,412	334	924	808	728	5	37	9	125	43		
	Foresthill	1,269	352	54	122	4,560	74	93	142	403	937	348	279	332	284	1	10	2	43	17		
	Granite Bay	1,089	135	663	2,049	61	10,122	823	2,399	325	19,371	22	4,096	12,347	4,560	13	99	51	431	161		
	Lincoln	2,351	310	1,211	855	92	842	86,871	2,856	891	16,308	55	20,692	6,382	15,467	599	1,332	175	768	2,654		
	Loomis	3,380	405	613	1,240	146	2,359	2,784	14,612	763	10,910	123	12,747	5,937	5,011	67	169	56	397	317		
	North Auburn	17,373	2,070	204	1,106	394	304	890	771	18,516	3,567	273	1,538	1,078	1,151	44	90	15	157	200		
	Placer High Country	563	320	53	40	346	24	60	122	284	539	12,143	172	153	165	6	2	23	6			
	Rocklin	4,173	905	2,088	3,189	291	4,203	20,851	12,582	1,533	39,292	184	113,741	25,669	58,122	331	945	397	1,623	1,882		
	Roseville East	2,884	852	2,119	4,847	328	12,386	6,490	5,970	1,065	89,552	149	25,819	104,051	48,670	239	495	761	1,760	1,040		
	Roseville West	3,038	696	4,088	3,265	288	4,545	15,360	5,040	1,088	81,648	166	58,229	48,713	184,176	416	1,454	2,033	3,015	2,001		
Sheridan	89	5	44	20	2	17	582	68	46	600	2	344	224	403	93	195	2	35	518			
West Placer	41	6	303	49	1	54	174	54	18	4,777	2	400	729	2,035	1	99	257	242	49			
Total	101,428	#####	12,090	21,331	8,159	36,186	137,583	48,454	44,370	278,570	14,348	243,182	209,230	323,773	1,895	5,144	3,799	8,972	9,339	1,530,160		
2035																						
Origins	Auburn	63,170	4,211	504	4,442	1,375	1,159	2,578	3,806	17,365	8,738	498	4,200	2,905	3,127	91	204	83	347	436		
	Colfax	4,177	#####	187	350	346	162	306	418	2,142	2,375	368	873	779	687	6	44	12	109	66		
	Foresthill	1,351	356	55	122	4,256	37	110	144	407	846	390	328	291	270	1	10	2	27	14		
	Granite Bay	1,209	146	651	1,866	44	10,368	857	2,381	307	19,331	34	4,152	12,455	4,745	16	102	119	379	146		
	Lincoln	2,605	298	1,263	887	100	852	107,431	3,365	961	17,349	52	24,806	7,091	18,241	663	1,289	413	912	2,853		
	Loomis	3,949	424	701	1,277	142	2,408	3,364	16,751	886	11,998	95	13,643	6,603	5,942	43	209	116	460	349		
	North Auburn	17,428	2,129	214	1,063	411	295	962	898	19,237	3,456	267	1,485	1,026	1,184	30	116	43	168	218		
	Placer High Country	481	379	32	39	389	31	56	101	282	505	11,152	175	174	153	1	6	15	4			
	Rocklin	4,110	894	1,951	3,117	332	4,072	24,829	13,752	1,457	40,500	178	119,520	27,008	63,718	402	1,152	938	1,529	2,022		
	Roseville East	2,881	821	2,244	4,764	291	12,488	7,186	6,653	1,027	92,695	177	26,882	108,321	52,349	248	669	1,732	1,778	1,037		
	Roseville West	3,137	674	4,250	3,402	268	4,740	18,141	5,820	1,172	89,641	149	63,589	52,530	219,247	394	1,862	6,675	3,356	2,301		
Sheridan	102	7	53	18	1	14	638	54	37	580	2	417	215	387	70	180	11	41	507			
West Placer	82	13	651	113	2	127	414	124	42	10,868	2	952	1,688	6,713	12	286	2,447	436	119			
Total	104,682	#####	12,756	21,460	7,957	36,753	166,872	54,267	45,322	298,882	13,362	261,022	221,086	376,763	1,977	6,129	12,591	9,557	10,072	1,685,258		

Yellow = Destinations with the five highest number of overall trips per origin
 Red = Destinations with the five highest overall number of trip-ends.

Source: SACOG SACSIM Travel Demand Model

Base Year 2016

- In terms of destinations, Sacramento County (not including downtown) (20 percent), Roseville West (19 percent), and Roseville East (15 percent) represent the greatest proportion of trips from Western Placer County.
- Trips with origins and destinations in Roseville represent the greatest proportion of trips in the study area. Trips within Rocklin, Lincoln, and Auburn also represent a high proportion of trips in comparison to other destinations.
- According to the model, “work trips” represent around 12 percent of “all trips” in 2016.
- Around 4 percent of work trips made by residents in Western Placer County (including Roseville) ended in Downtown Sacramento, whereas 23 percent of work trips ended in “Other Sacramento County”. This shows that although there was a concentration of workers traveling to a central location downtown for work, more commute trips were made to a larger geographic area which makes it difficult to serve conveniently with public transit.
- East and West Roseville also represent a high concentration of work trip ends (17 and 18 percent).

Year 2027

- As shown in Figure 8, trips from Roseville/West Placer to Roseville/West Placer represent the most common origin/destination pattern. This is followed by Roseville/West Placer to Other Sacramento County and within the Auburn/North Auburn area.
- Daily trips for all purposes originating in the study area are projected to grow by 17 percent from 1.3 million to 1.5 million.
- Consistent with the location of new developments, the largest growth in all trips from 2016 to 2027 will occur from Roseville West to Roseville West. By 2027, Roseville West surpasses “Other Sacramento County” as the destination with the greatest proportion of trips.
- It is worth noting that trips within Rocklin are anticipated to increase by 32 percent between 2016 and 2027 and trips within Lincoln are projected to increase by 23 percent.
- Another way of looking at this is that 21.8 percent of the growth in trips between 2016 and 2027 will occur within Roseville West. While 12.7 percent of the growth will occur within Rocklin and 7.4 percent of the growth in trips will occur within Lincoln.
- A few origin-destination pairs are projected to have a decrease in trips by 2027, most notably from Roseville East to Other Sacramento County (3 percent).
- In terms of major commute destinations, the proportion of work trips to downtown Sacramento will decrease from 4 percent to 3 percent, the proportion of work trips to Other Sacramento will decrease from 23 percent to 22 percent, and the proportion of work trips to West Roseville will increase from 18 percent to 20 percent. It should be noted that this model was developed before the pandemic and does not account for the increased “work from home” trend.

Year 2035

By 2035 all trips originating in western Placer are projected to increase by another 10 percent to 1.68 million per day.

- Similar growth trends continue from previous years with all trips originating and ending in Roseville West increasing by another 19 percent by 2035. All trips originating and ending in Lincoln will increase by 23 percent.

- Growth is not projected to occur in the Placer High Country as the number of trips originating in this area will decline by 7 percent.
- By 2035, work trips to Downtown Sacramento are still projected to represent 3 percent of all work trips similar to 2027. This indicates that demand for commuter services is not likely going to increase over the planning period and beyond.

REPLICA DATA ANALYSIS

Another source reviewed to gain an understanding of overall trip patterns in the study area is Replica data: “big data” that is based on trip patterns made by cell phone users. The objective of the analysis is to understand changes in the pattern of total person trips and work person trips that have occurred during the pandemic and post-pandemic period compared to pre-pandemic travel conditions. The scope of this analysis is travel starting from Placer County but ending in all counties within the SACOG model region.

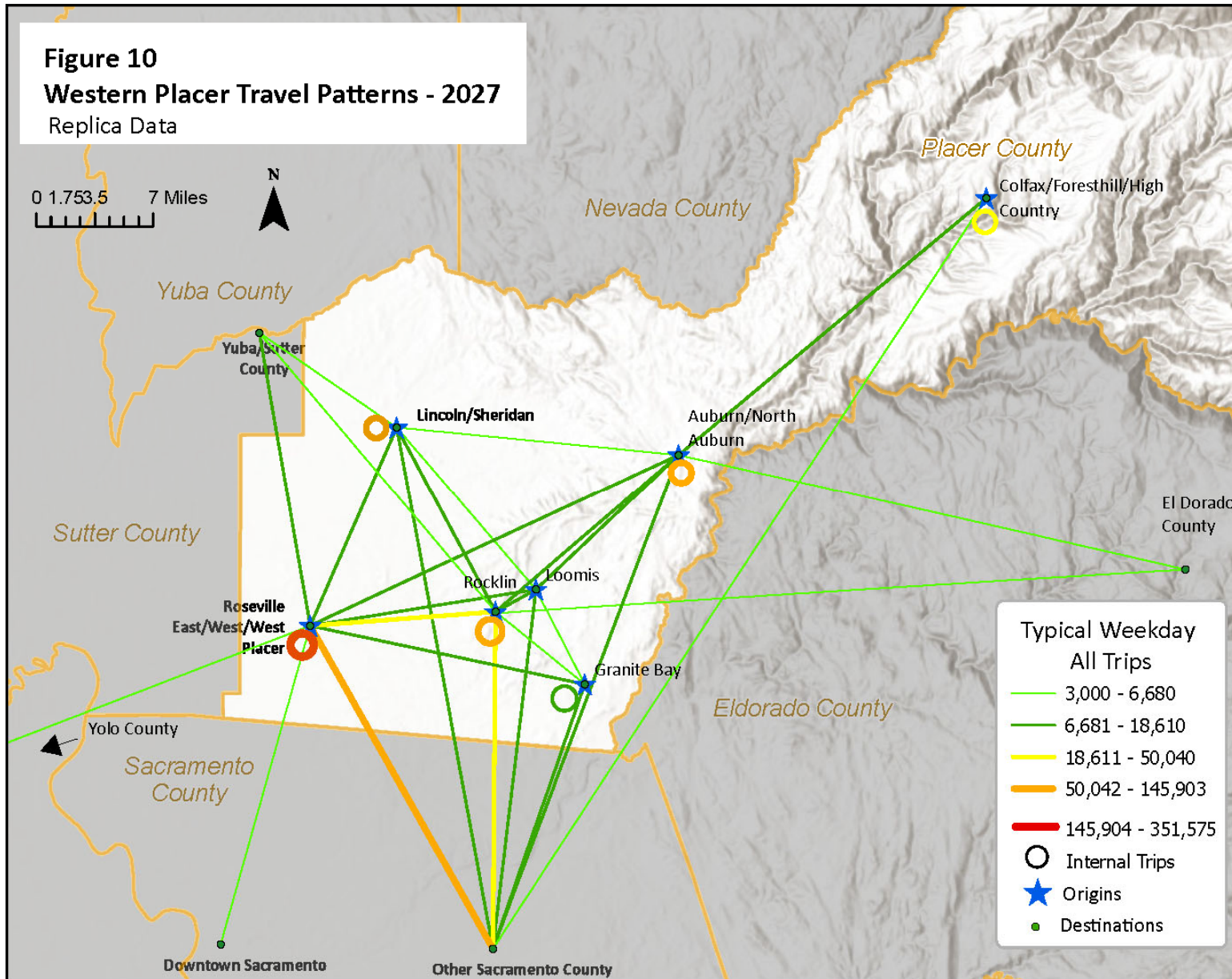
The Replica product used in this analysis is called the “Places” product. Replica provides access to their Places data/model through a browser-based interface as well as a direct database-based method. There are four tables for each replica scenario: population, networks, weekday trips, and weekend trips. Since this is an Origin-Destination (OD) analysis, only trip data was downloaded. The OD summary is created using 13 districts for Placer County and an additional 6 districts for the rest of the SACOG region.

The detailed result of the analysis is presented in tables in Appendix B. Replica creates scenarios twice a year: a fourth-quarter Fall and a second-quarter Spring scenario. For this analysis, the 2019 Fall scenario is used as the pre-pandemic scenario. The 2021 Fall scenario is used as the pandemic scenario and the 2023 Spring scenario is used as the post-pandemic scenario. For the weekday analysis (Replica OD Trip Tables Weekday), district-district summaries have been created for Fall 2019 (pre-pandemic), Fall 2021 (pandemic), and Spring 2023 (post-pandemic). “All trips” and “work trip” summaries are presented in separate tables. “Work trips” are defined as trips with destination purpose = “work” (to be consistent with the model summaries created by SACOG). For the weekend spreadsheet (Replica OD Trip Tables Weekend), the district-district summaries are created only for Fall 2019 (pre-pandemic), and Spring 2023 (post-pandemic). Figure 10 displays general origin-destination patterns for 2023 All Trips Weekday summarized by the transit community. The 2019 Replica weekday total person trips compare well against the 2016 model numbers. The SACOG model (weekday) results for 2016 have 1.31 million trips starting in Placer County. The pre-pandemic Replica 2019 scenario had 1.30 million trips. The work trips for the same two scenarios were 156,000 trips and 163,000 trips, respectively. The worker distribution across destination districts for each origin district also compares well between the two sources.

- Replica work trips show a significant reduction during 2021 compared to 2019 (18% reduction) but the 2023 Replica work trips suggest that most of the reduction has recovered.
- Replica total trips show a significant increase (19%) during the pandemic (due to a significant increase in non-work home-based trips) and a lingering increase post-pandemic (11%).
- Replica's total weekday trips show that the largest proportion of trips occurred within Roseville West (14 percent) in 2023, followed by trips within Rocklin (8.4 percent) and trips within Lincoln (6.2 percent). This is similar to SACSIM data.
- Replica weekend person trips have also increased post-pandemic (15% more in 2023 than in 2019).

Table 12 shows the top five weekday destinations per origin study area community for each Replica year. As shown, the top five overall weekday destinations remain constant across the three model years.

Figure 10
Western Placer Travel Patterns - 2027
 Replica Data



Key Takeaways

- *These two data sources indicate that travel to downtown Sacramento for work has stayed and will stay at levels similar to pre-pandemic times. However, this is contrary to ridership trends on the commuter services.*
- *The most common origin/destination patterns are within each RAD with Roseville, Rocklin, and Lincoln seeing the greatest number of trips. This may indicate the need for increased service within each community and that regional service between the communities represents an adequate level.*
- *The high proportion of trips going from Western Placer communities to parts of Sacramento County outside of downtown indicates that connections to light rail and other major regional transfer points remain important.*

FUTURE CHANGES IN COMMUTING RATES

Since the COVID-19 pandemic, a key consideration when planning for any public transit service with a historically high proportion of commuter ridership is the future of in-person versus remote versus hybrid work (for those jobs that do not physically require in-person attendance). Several years after the dramatic changes seen at the onset of the pandemic in 2020, it is clear that the pandemic triggered a fundamental shift in “white collar” work patterns. This shift in turn impacts the need for commuter transit services and associated facilities. Multiple data sources and forecasts were reviewed to provide a basis for defining a planning forecast for the long-term reduction in the rate that western Placer County residents with nominal jobs located in Sacramento will commute physically to the office, as discussed below.

Nationwide Data

McKinsey & Company, a global management consulting firm, conducted a survey in April 2022, to assess how many Americans have the ability to work from home, who work in flexible arrangements, and how they feel about it. The survey found that 58 percent of workers have the ability to work from home either full- or part-time. Of those who have the ability to work from home, 87 percent of the survey respondents take advantage of the opportunity, working from home an average of three days per week. If extrapolated to the national workforce, this data suggests that millions of US workers are working remotely for the majority of their work weeks.

State of California Employee Data

The State of California published a new telework policy in October 2021, for all state agencies, departments, boards, commissions, and offices intended to encourage remote work for eligible employees. The goals of encouraging remote work are to improve employee retention, reduce environmental impacts from congestion, and reduce required office space, among others. The Statewide Telework Policy states that each “department shall establish a written policy” regarding telework specific to their department’s business and responsibilities. Departments were required to establish telework policies by October 2022.

Table 12: Replica Weekday Trips - Top Five Destinations for Study Area Communities

		Destinations																			Trip Total
		2019		Downtown		Granite			Sacramento		High		Roseville		Roseville		West				
		Auburn	Colfax	Sacramento	El Dorado	Foresthill	Bay	Lincoln	Loomis	North Auburn	County	Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba	
Origins	Auburn	45,542	4,473	567	2,490	1,811	1,278	2,733	5,328	17,694	7,864	685	4,847	3,130	3,838	195	239	9	498	383	
	Colfax	4,517	17,005	166	440	525	81	299	840	3,834	1,936	1,159	1,044	671	1,023	5	59	5	269	141	
	Foresthill	1,943	593	48	693	5,421	19	70	345	1,100	930	227	241	275	309	2	18	1	18	15	
	Granite Bay	1,250	103	827	1,596	23	23,655	919	2,952	288	15,048	41	4,155	11,984	4,283	18	144	11	625	152	
	Lincoln	2,592	309	1,427	710	66	971	78,933	2,592	2,051	14,475	35	12,245	5,923	13,360	2,212	1,470	32	1,307	2,827	
	Loomis	4,995	771	619	1,228	355	3,111	2,421	22,363	1,712	9,239	160	9,946	4,887	5,457	125	188	52	744	320	
	North Auburn	17,666	3,835	286	1,736	1,054	278	2,019	1,867	22,668	4,226	519	2,407	1,538	1,999	101	96	14	161	456	
	Placer High Country	621	1,033	46	162	238	34	36	133	468	907	6,936	220	266	194	13	51	0	94	51	
	Rocklin	4,565	1,009	2,309	3,256	256	3,992	11,862	9,419	2,507	32,616	250	100,355	15,149	34,211	287	1,020	111	2,012	1,855	
	Roseville East	3,105	605	2,609	3,471	269	11,859	5,679	4,895	1,461	65,975	173	14,781	76,972	33,497	198	727	309	2,049	1,129	
Roseville West	3,605	1,135	4,124	2,870	338	4,384	13,363	5,499	2,048	73,956	227	33,396	31,699	145,685	531	2,196	783	3,658	2,767		
Sheridan	160	14	90	65	6	27	2,382	99	128	530	1	197	186	502	1,005	173	0	31	414		
West Placer	9	3	142	4	1	12	32	48	19	2,131	0	127	226	805	0	53	560	88	0		
Total	90,570	30,888	13,260	18,721	10,363	49,701	120,748	56,380	55,978	229,833	10,413	183,961	152,906	245,163	4,692	6,434	1,887	11,554	10,510	1,303,962	
2021																					
Origins	Auburn	60,210	5,645	663	3,936	2,282	1,209	3,006	5,744	21,472	9,387	821	4,982	3,484	4,320	152	307	21	706	607	
	Colfax	5,957	20,681	159	427	283	122	458	720	4,155	2,104	1,482	1,108	771	939	24	78	10	157	316	
	Foresthill	2,271	321	53	469	7,553	45	67	244	887	1,068	307	371	310	357	14	12	1	76	45	
	Granite Bay	1,274	131	601	1,767	42	29,863	1,104	4,341	366	16,257	46	4,628	14,844	5,437	55	133	36	538	190	
	Lincoln	3,046	419	1,119	911	68	1,072	101,887	3,194	1,852	14,844	78	14,468	6,489	14,554	2,755	1,558	121	1,270	3,792	
	Loomis	5,538	785	485	1,521	249	4,288	3,202	28,702	1,741	9,689	161	11,742	5,221	6,359	129	273	67	724	415	
	North Auburn	21,367	4,317	239	1,633	929	440	1,776	1,842	25,779	4,199	441	2,216	1,506	1,973	100	199	11	297	451	
	Placer High Country	811	1,541	57	224	304	45	90	173	479	1,570	8,852	241	254	248	6	113	1	227	65	
	Rocklin	5,103	956	2,027	3,295	378	4,587	14,344	11,297	2,252	34,735	229	121,404	17,454	40,058	369	1,277	258	2,273	1,904	
	Roseville East	3,358	747	1,973	3,973	309	14,836	6,265	5,303	1,476	72,904	254	17,375	88,579	38,436	243	950	436	2,425	1,293	
Roseville West	4,246	1,021	3,562	3,330	380	5,516	14,535	6,322	2,016	77,765	260	39,560	37,105	196,678	576	2,582	1,992	4,227	3,356		
Sheridan	147	20	71	63	15	59	2,851	142	101	748	9	355	257	511	1,563	187	1	58	532		
West Placer	22	4	65	26	0	43	117	66	8	2,501	2	253	419	1,960	7	24	532	98	19		
Total	113,350	36,588	11,074	21,575	12,792	62,125	149,702	68,090	62,584	247,771	12,942	218,703	176,693	311,830	5,993	7,693	3,487	13,076	12,985	1,549,053	
2023																					
Origins	Auburn	49,823	4,194	502	3,353	1,548	1,382	2,317	5,712	18,041	6,677	711	4,363	2,723	3,937	124	239	20	827	395	
	Colfax	4,349	19,686	164	363	677	86	251	962	4,763	2,141	886	938	558	1,262	15	42	0	133	238	
	Foresthill	1,644	726	26	829	7,122	48	90	289	809	980	271	292	273	259	14	7	0	31	23	
	Granite Bay	1,358	90	953	2,006	43	29,295	954	3,629	272	17,520	62	4,647	12,159	5,137	85	123	14	603	238	
	Lincoln	2,302	291	1,430	867	87	903	88,862	3,031	1,918	14,540	52	13,069	4,882	12,896	2,735	1,515	113	1,297	3,738	
	Loomis	4,655	894	491	1,608	255	3,603	2,686	29,625	1,816	9,927	216	11,172	4,815	6,519	156	255	45	725	359	
	North Auburn	17,518	4,603	272	1,615	810	279	2,058	2,358	28,623	4,266	731	2,318	1,357	2,196	116	104	7	197	476	
	Placer High Country	762	955	25	199	280	67	53	204	761	1,015	8,302	260	247	177	1	39	0	140	56	
	Rocklin	4,080	894	2,293	2,685	306	4,494	12,491	10,377	2,160	34,682	263	120,755	13,356	36,511	344	1,252	175	1,993	2,156	
	Roseville East	2,812	539	1,758	3,348	276	11,685	4,616	4,633	1,221	62,125	267	13,197	83,788	30,968	215	874	283	2,022	939	
Roseville West	4,057	1,414	3,903	4,974	264	4,974	12,006	5,943	2,101	81,372	221	34,311	29,519	201,822	597	2,502	2,080	3,889	3,690		
Sheridan	121	10	64	58	12	79	3,071	132	130	674	1	312	187	527	1,667	256	5	76	637		
West Placer	20	1	118	47	0	12	102	34	8	2,406	0	185	281	2,166	6	60	668	109	27		
Total	93,501	34,297	11,999	20,085	11,680	56,907	129,557	66,929	62,623	238,325	11,983	205,819	154,145	304,377	6,075	7,268	3,410	12,042	12,972	1,443,994	

Yellow = Destinations with the five highest number of overall trips per origin

Orange = Destinations with the five highest overall number of trips

Source: Replica Places Data 2019 Q4 Thursday Trips, 2021 Q4 Thursday Trips, 2023 Q2 Thursday Trips

Departments of the State of California have since reported on the number of employees who are eligible for remote work versus those who are not, and of those eligible for remote work how many are remote-centered, office-centered, or electing to not participate. This data is available through the State Hybrid Workforce Dashboard. A comparison of the monthly data from March 2023, and March 2022, is shown in Table 13, for the state workforce as a whole as well as several example departments reflective of employment in Sacramento. A review of this data reveals the following:

Table 13: State of California Remote Work Status					
	# Employees Reported	Work Status			Estimated % Full Commuting
		Not Eligible for Telework	Telework Eligible - Not Teleworking	Teleworking	
March 2023					
Total State Employees	202,824	49.7%	4.1%	46.2%	68.4%
Dept of Transportation	21,820	38.4%	0.0%	61.6%	57.9%
Dept of Tax and Fee Admin	3,672	0.4%	0.5%	99.1%	32.3%
Dept of General Services	3,637	43.7%	9.8%	46.5%	68.2%
Franchise Tax Board	6,209	16.5%	6.9%	76.6%	47.6%
March 2022					
Total State Employees	163,625	52.5%	4.2%	43.3%	67.2%
Dept of Transportation	21,483	41.0%	0.5%	58.5%	55.7%
Dept of Tax and Fee Admin	3,624	0.8%	0.7%	98.5%	25.4%
Dept of General Services	3,322	44.0%	11.3%	44.7%	66.1%
Franchise Tax Board	6,579	22.9%	19.2%	57.9%	56.1%
Change -- 2022 to 2023					
Total State Employees		-2.8%	-0.1%	2.9%	1.2%
Dept of Transportation		-2.6%	-0.5%	3.1%	2.2%
Dept of Tax and Fee Admin		-0.4%	-0.2%	0.6%	6.9%
Dept of General Services		-0.3%	-1.5%	1.8%	2.1%
Franchise Tax Board		-6.4%	-12.3%	18.7%	-8.5%
Telework Days per Week of Eligible Employees					
Telework Days per Week	Mar-22	Mar-23	Change		
0	9%	8%	-1%		
1	4%	5%	1%		
2	9%	13%	4%		
3	11%	21%	11%		
4	12%	15%	2%		
5	55%	38%	-18%		
Avg Telework Days per Week	3.8	3.4	-0.4		
Avg Commuting Days per Week	1.2	1.6	0.4		
<i>Source: State Hybrid Workforce Dashboard at telework.dgs.ca.gov</i>					

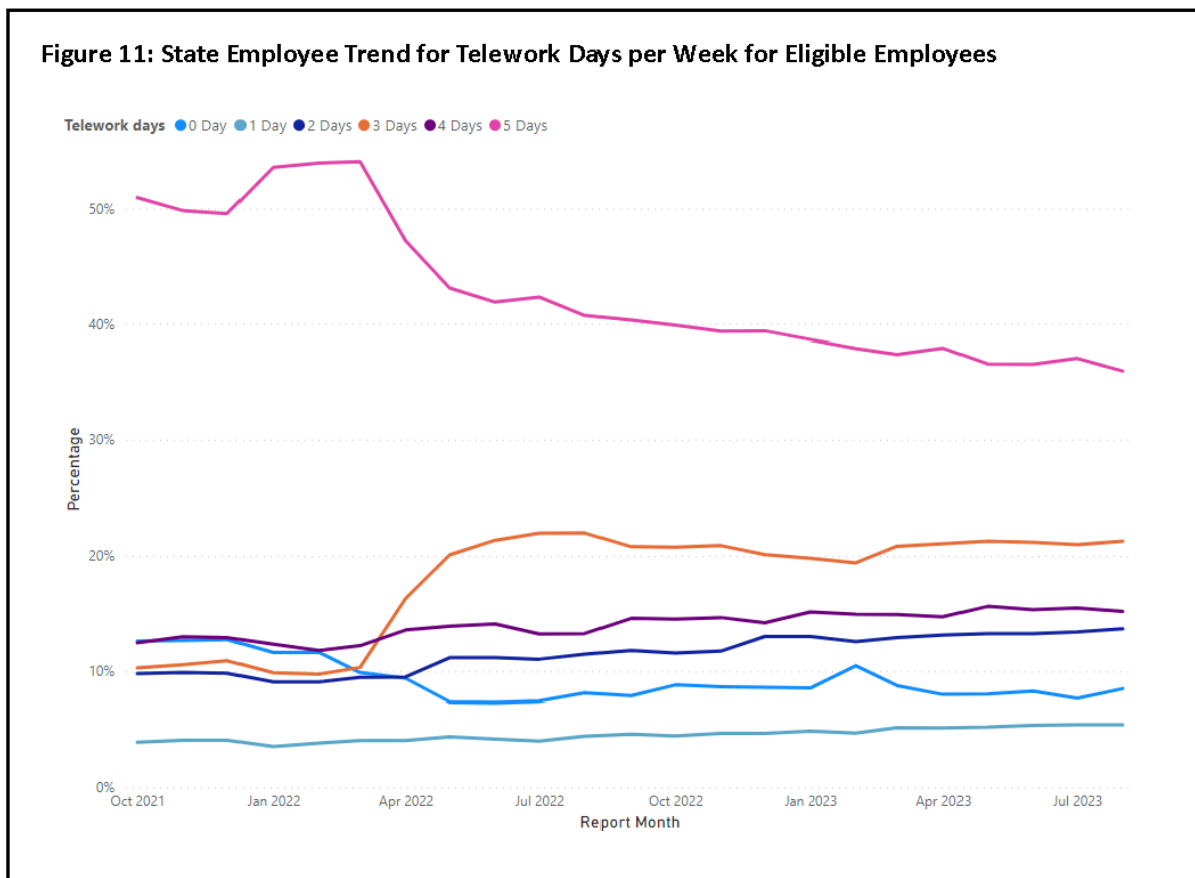
Just over half of the total state workforce is eligible for telework (50.3 percent). Of these workers, most telework (46.2 percent of the total workers reported for in March 2023). The proportion of employees teleworking varies between departments. At one extreme, fully 99.1 percent of Department of Tax and Fee Administration employees are teleworking.

The data by department also reports teleworkers who commute to the office less than half of their workdays versus those commuting more than half of their workdays. From this, it can be estimated that overall, the state employees as a whole commute at 68.4 percent of the full commute rate. On the upper end of the remote working spectrum, Department of Tax and Fee Administration workers (likely most representative of white-collar employment) commute at a rate of 32 percent of full commuting.

The overall proportion of employees teleworking increased between March 2022 and March 2023 for the state as a whole, as well as for the four departments evaluated.

The number of days that telework-eligible workers work from home is shown in the bottom of Table 13, for both March 2022 and March 2023. This data shows a substantial 18 percent drop in the number of employees wholly teleworking 5 days a week, and a corresponding 11 percent increase in the number teleworking 3 days a week (commuting 2 days a week). Overall, the average number of days state workers commute per week increased from 1.2 in March 2022, to 1.6 in March 2023.

The monthly trends in number of days per week teleworking are shown in Figure 10. This reflects the significant shift from 5 days per week of teleworking to 3 days per week in early 2022, but a leveling off of telework patterns ever since. Overall, the actual data shown in Table 13 and Figure 11, along with State policies encouraging telework, suggest that telework (and the corresponding reduction in physical commuting) is a long-term condition. The State’s data on teleworking among its employees is particularly relevant to the Sacramento region, where there are a large number of State offices and departments.



SACOG Employer Survey Data

The SACOG 2022 Employer Survey provides data for 46 employers in Sacramento. It further suggests that the number of people commuting into Sacramento each weekday will remain below pre-COVID levels. Before the pandemic, 67 percent of the companies worked fully in-person, including 7 companies or agencies with over 500 employees. Now, 67 percent of the companies have a hybrid workplace structure, with a mix of in-person and remote work, and only 27 percent are working fully in-person. Furthermore, these arrangements are unlikely to change, as according to the survey almost the same number of companies are planning to be either fully in-person, hybrid, or fully remote in the next one to two years.

Conclusion

It is clear from these various data sources that a hybrid work environment mixing virtual and in-person work has emerged as a permanent condition. While the number of wholly remote workers has dropped, the telework workforce is largely commuting only two to three days per week, and there is no indication that this condition will change. Considering all of the data, it is likely that total commuting in the long term will be roughly 50 percent of the pre-pandemic rate. To provide a measure of safety given the uncertainty of long-term trends, a 50 percent rate of pre-pandemic commuting is reasonable to assume for future transit planning.

FUTURE DEVELOPMENT PROJECTS

As discussed in Chapter 2, Placer County has been growing at a faster rate than the State of California as a whole and is projected to continue to grow by at least 1 percent each year for the next 15 years. Many large development projects have been approved or are already under construction in western Placer County. Some of these developments could generate significant demand for new transit services. Proposed land use development projects that are expected to be partially developed or in final planning stages within the next five years are summarized below by area. Large commercial/mixed-use, income-restricted housing, senior housing, and multi-family development projects have a greater potential to increase transit demand than single-family housing or small commercial development projects. Figures 12-16 show the location and type of development projects by area. Additionally, Figures 13-16 show the current transit service in relation to the identified development projects.

Unincorporated Placer County

1-Bickford Ranch

Bickford Ranch is a residential development that will result in 1,890 homes located south of SR 193 and east of Sierra College Blvd. The planned community will include parks and public facilities, a school, and a fire station. The primary access for the development will be located directly across from Penny Lane on Sierra College Blvd, roughly 0.60 miles south of SR 193, with a proposed secondary access roughly 1,800 feet north on Sierra College Blvd. Although the development will include mostly low-density residential with no commercial, 950 of the units will be “age-restricted”. Bickford Ranch is planned to be developed in three phases. Development of Bickford Ranch is currently underway and is expected to continue throughout the planning period and beyond.

**Figure 12
Western Placer County Development Projects**

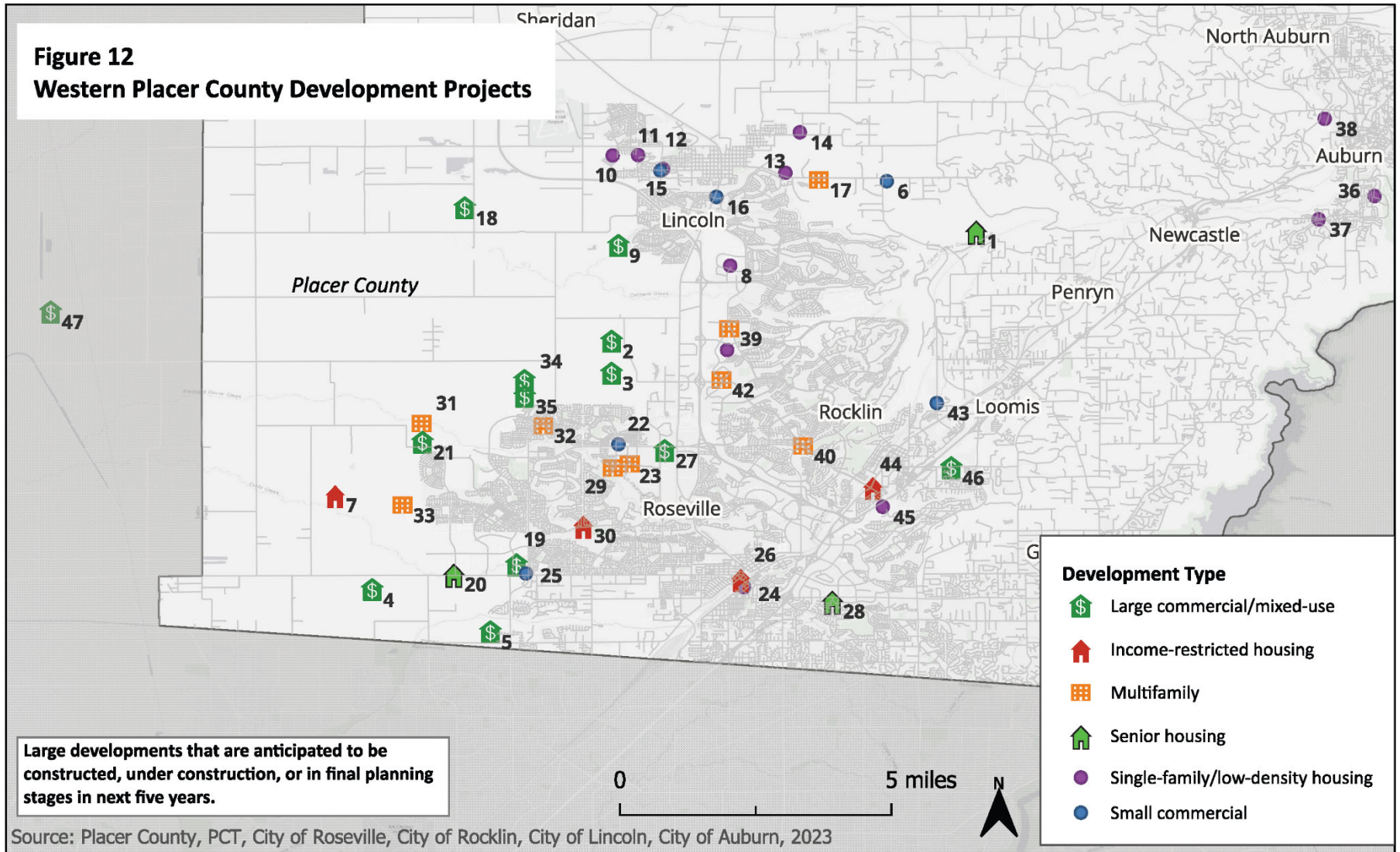


Figure 12 Development Projects

- | | | |
|---|-------------------------------------|----------------------------------|
| 1-Bickford Ranch | 17-Village 1 | 33-WRSP PLC W-16 Multifamily |
| 2-Sunset Area Plan | 18-Village 5 | 34-Amoruso Ranch Specific Plan |
| 3-Placer One | 19-Sierra Vista Specific Plan | 35-Creekview Specific Plan |
| 4-Placer Vineyards | 20-Erickson Senior Living | 36-Canyon Creek Subdivision |
| 5-Dry Creek-West Placer CP & Riolo Vineyard | 21-Roseville Industrial Park | 37-Whitehawk Meadows Subdivision |
| 6-Bickford Ranch Marketplace | 22-Blue Oaks Retail Center | 38-Collins Drive Subdivision |
| 7-Regional University Specific Plan | 23-Campus Oaks Apartments | 39-Terracina at Whitney Ranch |
| 8-Twelve Bridges Village | 24-Civic Plaza Residences | 40-Stanford Terrace |
| 9-Village 7 Specific Plan | 25-Costco West Roseville | 41-Wildcat West Subdivision |
| 10-Independence at Lincoln | 26-Roseville Junction Crossing | 42-Estia at Rocklin |
| 11-Fullerton Ranch | 27-Hewlett-Packard Roseville Campus | 43-J&S Asphalt Headquarters |
| 12-Magnolia Village | 28-Huntington Senior Apartments | 44-Quarry Place Apartments |
| 13-Esplanade at Turkey Creek | 29-Mourier M-31 Apartments | 45-Vista Oaks |
| 14-Lincoln Meadows | 30-Pleasant Grove Apartments | 46-College Park |
| 15-Lincoln Retail Center | 31-Winding Creek Apartments | 47-Sutter Pointe Specific Plan |
| 16-Ferrari Pavilion | 32-Fiddymment Bungalows | |

**Figure 13
Auburn Area Development Projects**

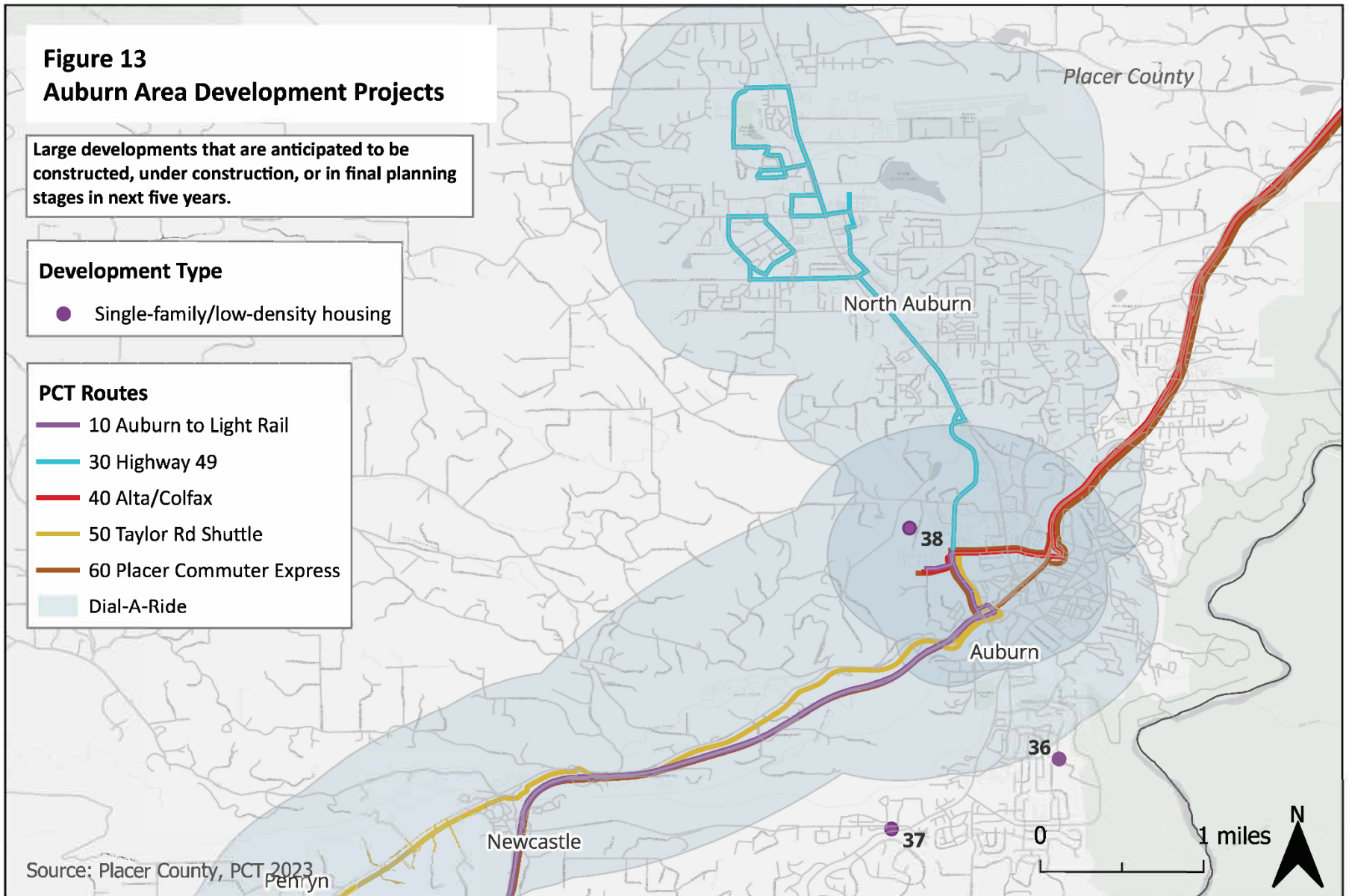
Large developments that are anticipated to be constructed, under construction, or in final planning stages in next five years.

Development Type

- Single-family/low-density housing

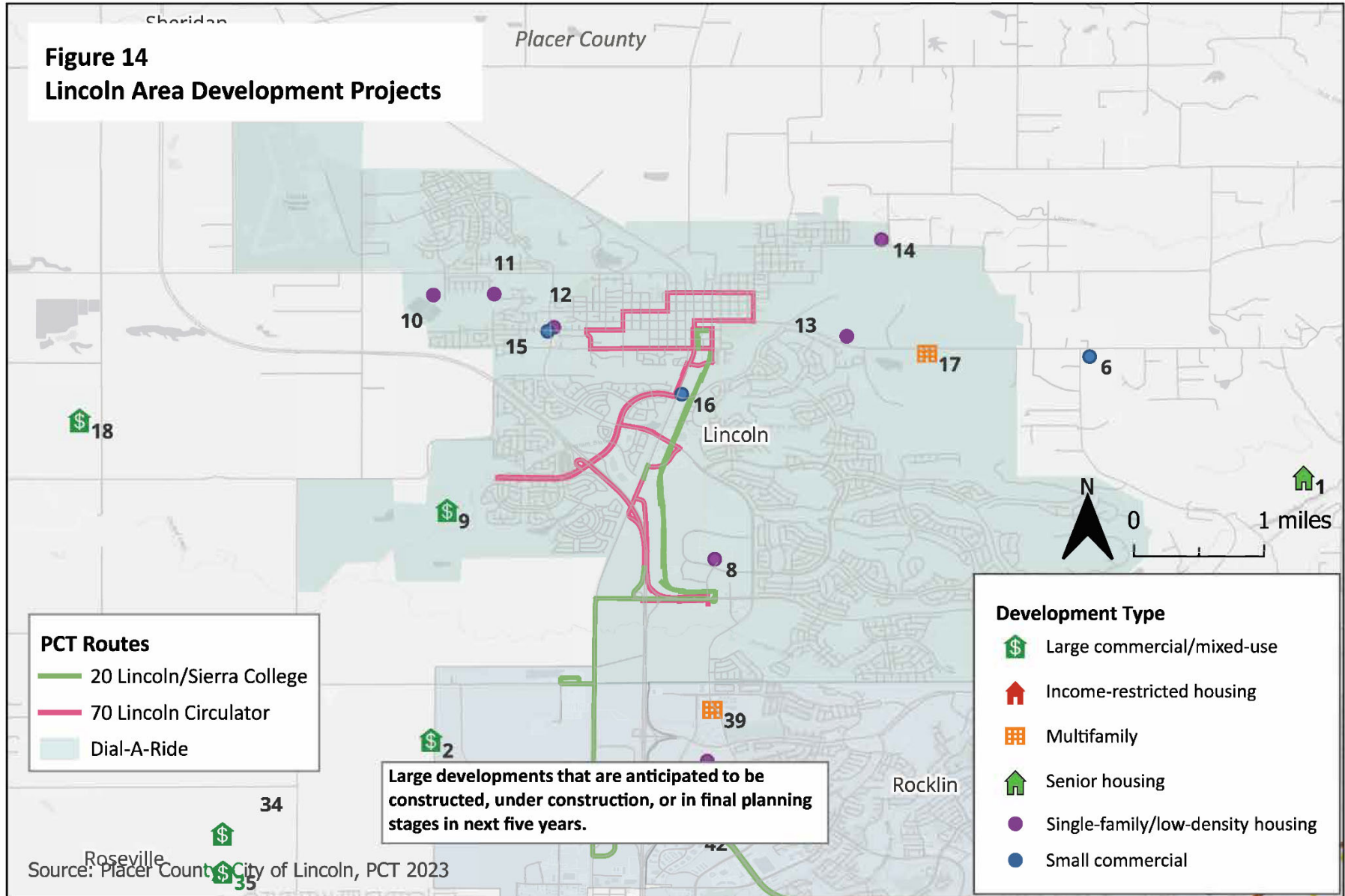
PCT Routes

- 10 Auburn to Light Rail
- 30 Highway 49
- 40 Alta/Colfax
- 50 Taylor Rd Shuttle
- 60 Placer Commuter Express
- Dial-A-Ride



Source: Placer County, PCT 2023 Penryn






Figure 14
Lincoln Area Development Projects









**Figure 15
Rocklin/Loomis Area Development Projects**

Large developments that are anticipated to be constructed, under construction, or in final planning stages in next five years.


Development Type

-  Large commercial/mixed-use
-  Income-restricted housing
-  Multifamily
-  Single-family/low-density housing
-  Small commercial

PCT Routes

-  10 Auburn to Light Rail
-  20 Lincoln/Sierra College
-  30 Highway 49
-  50 Taylor Rd Shuttle
-  60 Placer Commuter Express
-  Dial-A-Ride

 Roseville Transit Fixed Route

0 Granite Bay 1 miles 

Source: Placer County, City of Rocklin, PCT 2023

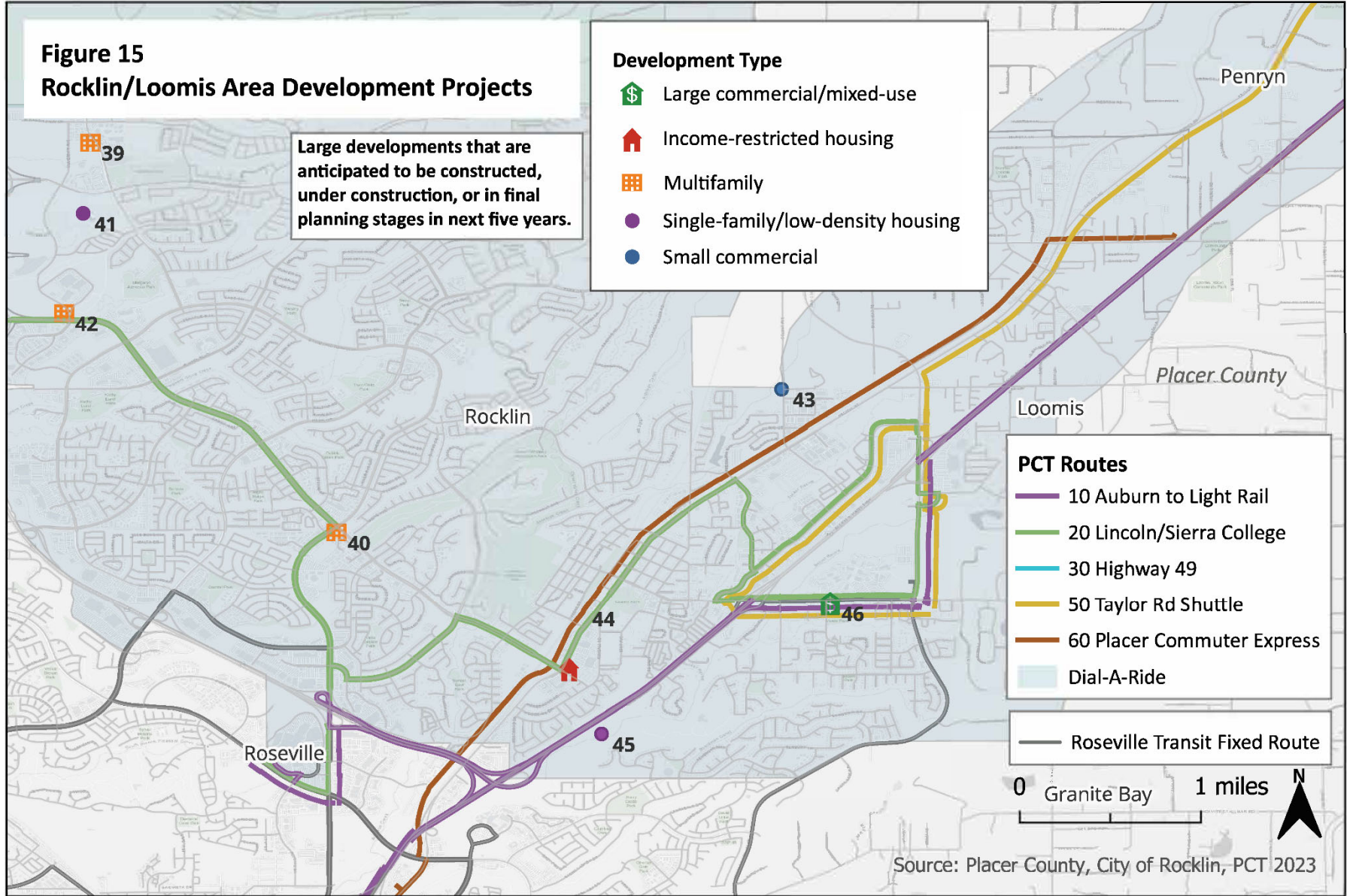
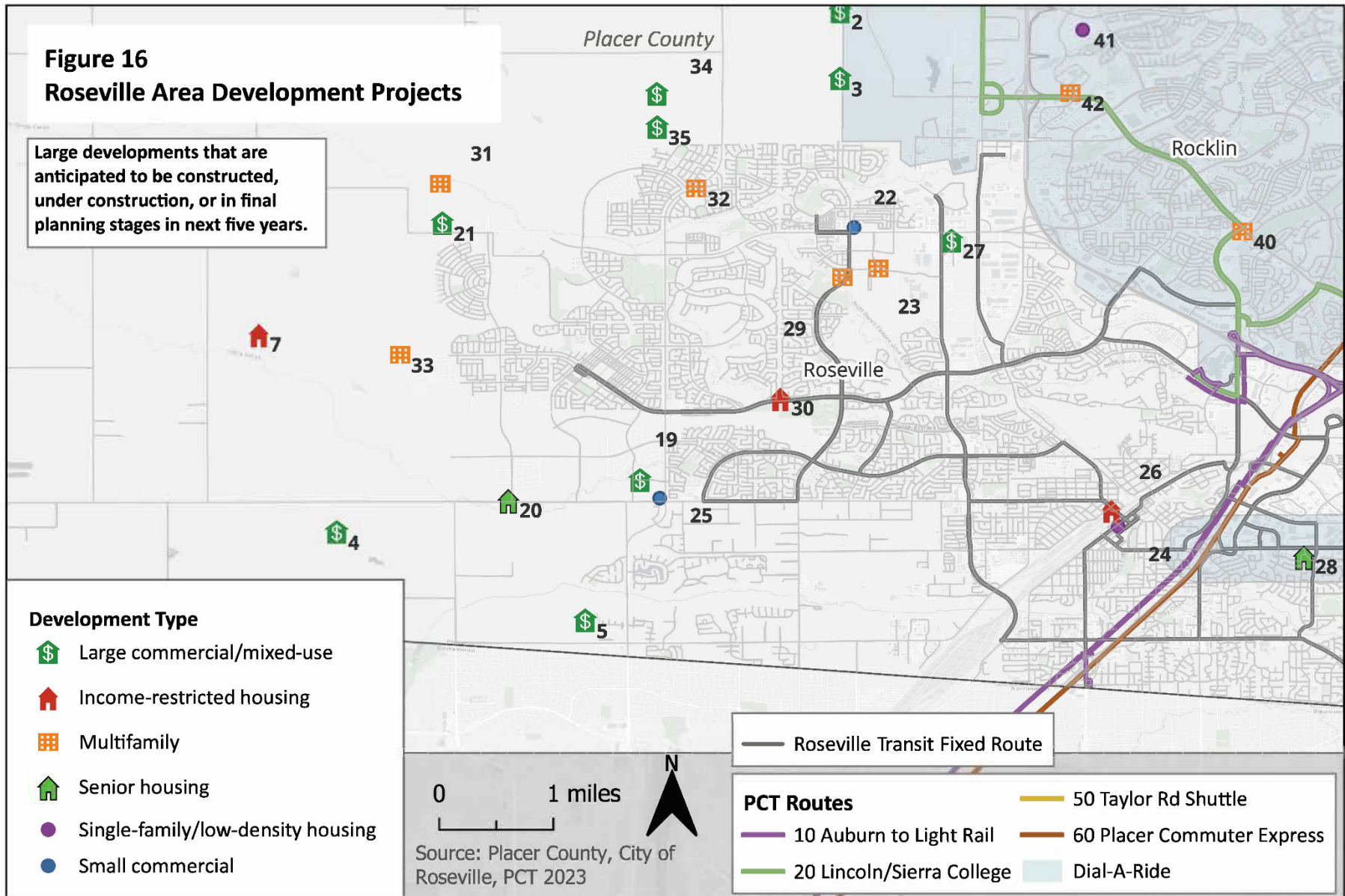


Figure 16
Roseville Area Development Projects

Large developments that are anticipated to be constructed, under construction, or in final planning stages in next five years.



2-Sunset Area Plan

The Sunset Area Plan is located in unincorporated Placer County west of the SR 65 corridor and situated between the cities of Lincoln to the north, Rocklin to the east, and Roseville to the south. The Sunset Area Plan covers approximately 8,500 acres. The overall land use vision for the area incorporates more modern planning concepts, infrastructure improvements, and open space conservation. The Plan area includes the existing Thunder Valley Casino and Western Regional Sanitary Landfill. While completion of the Sunset Area Plan developments is beyond the planning horizon of this SRTP, the Sunset Area Plan will ultimately contribute to a significant increase in employment opportunities and residents in western Placer County.

4-Placer Vineyards

Placer Vineyards is a planned development located at the southwest corner of Placer County and is bound by Base Line Road to the north, the Placer County / Sutter County line and Pleasant Grove Road to the west, the Placer County / Sacramento County line to the south, Dry Creek to the south and east, and an abandoned portion of Walerga Road to the east. The project area consists of approximately 5,230 acres of land. The Placer Vineyards project will consist of 14,132 residential units, 274 acres of commercial use, 919 acres of park and open space, and 851 acres of public use areas, including facilities, schools, and roadways. The Placer Vineyards Specific Plan is anticipated to increase the population of Placer County by 32,800 residents over the next 20 years.

The first phase of development covers roughly 1,535 acres and will include: up to 5,266 residential units, 42 acres of commercial and mixed-use development, 37.5 acres of public-use areas, two schools, and parks/open space.

Currently, Roseville Transit Routes D and M travel within one mile of the outer edge of the development. The closest connection to PCT would be at the Roseville Galleria. The Placer Vineyards Specific Plan requires the development to implement transit-related mitigation requirements. The Placer Vineyards Transit Master Plan outlined the following transit improvements to be implemented as development occurs:

- Local route circulating around the Specific Plan area on hourly and half-hourly peak headways.
- Commuter route via Watt Avenue to connect residents to SacRT Light Rail
- Inter-regional service that connects to the Roseville Galleria on hourly headways

At this time, it is unknown if there will be sufficient demand to warrant transit services within the planning horizon of this COA/SRTP. Regardless, Roseville Transit and PCT will need to connect to the new Placer Vineyards inter-regional route at the Roseville Galleria in the future.

5-Dry Creek-West Placer Community Plan and Riolo Vineyard

Dry Creek-West Placer Community Plan established goals and policies for a 9,200-acre parcel in the southwest corner of unincorporated Placer County. This plan enabled subsequent specific plans, such as the Riolo Vineyard Specific Plan, which is located within the greater Dry Creek-West Placer Community Plan area.

The Riolo Vineyard Specific Plan Area is a 526-acre master-planned community that will consist of 884 single-family residential units and 10.5 acres of commercial land. Riolo Vineyard is located just south and east of Placer Vineyards. In 2017, as part of the Riolo Vineyard Specific Plan, a Transit Zone of Benefit was established by the Placer County Board of Supervisors. The Zone of Benefit includes the area bound by Watt Ave to the west, PFE Road to the south, and Walerga Road to the east. As part of the program, future homeowners in the development will be assessed a fee of \$46.46 per year in property tax to help fund the future transit service identified in the Placer Vineyards Transit Master Plan.

6-Bickford Ranch Marketplace


The proposed Bickford Ranch Marketplace, located on the southeast corner of SR 193 and Sierra College Boulevard, would be an 83,500-square-foot commercial center, including a grocery store, retail buildings, restaurants, and a gas station.


7-Regional University Specific Plan


The Regional University Specific Plan will develop 1,157 acres west of the City of Roseville south of Pleasant Grove Creek and east of Brewer Road. The Regional University Specific Plan will develop a four-year private university campus, mixed-use commercial space, schools, public facilities, and residential units. The development plans to create 973 housing lots, with ten percent of houses built being classified as affordable housing. The Regional University Specific Plan is still in the planning phase.


City of Lincoln


The City of Lincoln has several development projects currently under construction. Individual project construction will be ongoing during the planning period.


 **8-Twelve Bridges Village** is a planned development north of Twelve Bridges Drive and east of Hwy 65. A combined total of 557 single-family residential units are currently under development that will join 449 residential units already completed. At completion, the Village will include both residential units and commercial space.

 **9-Village 7 Specific Plan** encompasses 703 acres south and east of Moore Road, just west of Aitken Ranch. Phase 1 is currently under construction. At build-out, the Plan area will include 3,285 residential units and 125,000 square feet of commercial uses.

 **10-Independence at Lincoln** is a planned residential development that is located west of downtown Lincoln, south of Nicolaus Road, and east of Nelson Lane. At completion, the neighborhood will add 591 single-family residential units.

 **11-Fullerton Ranch** is a low-density single-family residential development located adjacent to Independence at Lincoln, south of Nicolaus Road and west of Joiner Parkway. At completion, Fullerton Ranch will consist of 81 single-family dwelling units.

 **12-Magnolia Village** is a 32-unit condominium project located on the northeast corner of 3rd Street and Joiner Parkway.

 **13-Esplanade at Turkey Creek** is a planned private development between McBean Park Drive and Ferrari Ranch Road that includes a gated, age-restricted community. A total of 142 single-family units are currently under construction in addition to 802 units that were recently completed.

● **14-Lincoln Meadows** is a planned development that will include 216 single-family dwellings and is located on the northwest corner of Virginiatown Road and Hungry Hollow Road.

The following projects have been approved but construction has not begun. Completion of individual projects is expected to be beyond this planning horizon.

● **15-Lincoln Retail Center** will be a 12,053 square-foot commercial space located on the southwest corner of 3rd Street and Joiner Parkway.

● **16-Ferrari Pavilion** is a planned 69,578 square-foot commercial space consisting of eight buildings on the northeast corner of Lincoln Boulevard and Ferrari Ranch Road.

Large developments proposed just outside the city boundaries but could be annexed into the City of Lincoln in the future include:

🏠 **17-Village 1** encompasses 1,832 acres of land east of the Auburn Ravine and the City of Lincoln boundary on both sides of SR 193. At build-out, the Village 1 Specific Plan area proposes to provide 5,639 residential units and 167,000 square feet of commercial space, including 271 apartment units.

💰 **18-Village 5** is located on 4,785 acres along the SR 65 bypass adjacent to the western city limit within the city's sphere of influence. It includes a wide range of residential housing types, a balanced mix of commercial and business facilities, village centers, schools, fire stations, plentiful open space and parks, a modern and efficient transportation network, and other public and private uses.

City of Roseville

There are several medium to large-scale developments currently planned within the City of Roseville that have the potential to impact local public transit. The following projects will, or have the potential to be, under construction during the current planning period:

💰 **19-The Sierra Vista Specific Plan** consists of 2,064 acres west of Roseville that were annexed into the City of Roseville from unincorporated Placer County. The Specific Plan area sits north of Baseline Road and west of Fiddymont Road. At completion, the Sierra Vista Specific Plan will include 8,679 residential units and 259 acres of commercial use, housing approximately 20,045 residents and providing 9,000 jobs. Development has begun on individual parcels throughout the Specific Plan area and is anticipated to continue through the planning period.

The Sierra Vista Specific Plan identifies the future addition of a bus rapid transit route operated by Roseville Transit to serve Sierra Vista. The route would utilize the planned extension of Watt Avenue (as Santucci Boulevard).


🏠 **20-Erickson Senior Living** is a planned continuing care retirement facility that will accommodate 2,278 residents and will be located on the northwest corner of Baseline Road and Westbrook Boulevard. The project is currently in the planning stages.

💰 **21-Roseville Industrial Park** is a planned commercial development north of Phillip Road and west of Westbrook Boulevard that will include industrial uses, warehouses, distribution, and manufacturing. At buildout, the project will consist of almost 2.5 million square feet of commercial space and will employ a total of 1,938 employees, per the Draft Environmental Impact Report. Completion of the Industrial Park will likely create sufficient transit demand for additional or new transit services. Currently, fixed-route

public transit does not serve the site located on Blue Oaks Boulevard, however, a bus turnout is planned as part of the development. The project is in the environmental stage of project planning.

The City of Roseville has several other developments that are in the early stages of planning:

- **22-The Blue Oaks Retail Center** Phase 2 proposes 8.4 acres of a commercial development consisting of six separate buildings. The Center will be located on the northeast corner of Blue Oaks Boulevard and Woodcreek Oaks Boulevard.
- 🏠 **23-Campus Oaks Apartments** is a proposed apartment complex that will be located along Roseville Parkway, south of Crimson Ridge Way, and will consist of 186 high-density residential units.
- **24-The Civic Plaza Residences** project is a mixed-use development, including 48 residential units as well as commercial space. The project is located on the northeast corner of Vernon Street and South Grant Street.
- **25-Costco West Roseville** is a project proposing the development of a Costco warehouse and fueling facility on the northwest corner of Baseline and Fiddymont Roads.
- 🏠 **26-The Roseville Junction Crossing** project proposes an 80-unit affordable housing development located on the northwest corner of Washington Boulevard and Pacific Street.
- 💰 **27-The Hewlett-Packard Roseville Campus Master Plan** proposes mixed-use development of 500 acres at the southeast corner of Blue Oaks and Foothills Boulevard. This project is located within the North Industrial Planning Area. At buildout, the project will create 948 residential dwelling units and approximately 2,500 to 4,100 jobs.
- 🏠 **28-Huntington Senior Apartments** is a proposed senior living facility that will consist of 76 residential units and will be located along Huntington Drive and Strauch Drive.
- 🏠 **29-Mourier M-31 Apartments** will consist of 80 residential units along Woodcreek Oaks Boulevard south of Crimson Ridge Road.
- 🏠 **30-The Pleasant Grove Apartments** will develop 98 units of affordable housing. The proposed project is located along the north side of Pleasant Grove Boulevard between Fiddymont Road and Woodcreek Oaks Boulevard.
- 🏠 **31-The Winding Creek Apartments** project will develop 216 multi-family residential units within the Creekview Specific Plan area.
- 🏠 **32-The Fiddymont Bungalows** will develop a total of 193 multi-family rental units and will be accessed off of Prairie Town Way west of Roseville.
- 🏠 **33-WRSP PCL W-16 Multifamily Project** will develop 223 multi-family residential units at the western terminus of Pleasant Grove Boulevard.
- 💰 **34-Amoruso Ranch Specific Plan** will create 2,827 residential housing units, of which some will be high-density, and 51 acres of commercial use, as well as schools, parks, and public facilities. This development will be located south of West Sunset Boulevard and west of Fiddymont Road and will be annexed into the City of Roseville.

 **35-Creekview Specific Plan** will create over 2,000 residential units, including some multi-family units, as well as parks, a school, and commercial space. The development will be located in northwest Roseville directly south of the Amoruso Ranch Specific Plan area and will be annexed into the City of Roseville.



City of Auburn

Planned development projects by the City of Auburn include the following three projects, however, it is unlikely these developments will create significant new demand for public transit.



- **36-The Canyon Creek Subdivision** project will develop 24 single-family residential lots near the intersection of Maidu Drive and Riverview Drive. This project is currently under construction.
- **37-The Whitehawk Meadows Subdivision** is a planned development just west of the intersection of Auburn Folsom Road and Indian Hill Road. This development will create 18 single-family residential lots.
- **38-The Collins Drive Subdivision** is a development that is planned to be under construction during the planning period. The project will create 65 single-family residential lots and is located south of Mt. Vernon Road between Penstock Trail and Nevada Street.

City of Rocklin

The City of Rocklin has a significant amount of development under construction or approved for construction over the plan period, including several large-scale developments that create significant transit demand once completed. The following projects are currently under construction and are anticipated to be completed during the planning period:

-  **39-Terracina at Whitney Ranch** is an apartment complex that will create 288 units of residential housing across Wildcat Boulevard from Whitney High School in Northwest Rocklin.
-  **40-Stanford Terrace** will create over 100 residential housing units as part of a multi-family townhouse subdivision on the southwest corner of Standford Ranch Road and Sunset Boulevard.

The following projects are approved but not yet under construction:

- **41-Wildcat West Subdivision** will create 88 single-family residential housing units and will be located on the southwest corner of Whitney Ranch Parkway and Cheetah Street.
-  **42-Estia at Rocklin** is a planned apartment complex that will create 181 residential units on the northwest corner of Sunset Avenue and University Avenue.
- **43-J & S Asphalt Headquarters** is a proposed commercial building including offices, maintenance buildings, trucks, and equipment storage facilities. The headquarters will be located on Delmar Avenue adjacent to Antelope Creek.
-  **44-Quarry Place Apartments** and Cobblestone Subdivisions will create commercial space and 220 residential housing units, 180 of which will be income-restricted workforce apartments. This development will be located at the corner of Sunset Boulevard and Pacific Street.
- **45-Vista Oaks** will create a subdivision with 100 residential lots southwest of the terminus of China Garden Road.

46-College Park will be a large mixed-use development including residential and commercial uses. The project will span two parcels: on the southern corner of Rocklin Road and El Don Drive and the northeastern corner of Rocklin Road and Sierra College Boulevard.

Adjacent Counties

47-Sutter Pointe Specific Plan

The Sutter Pointe Specific Plan, located in neighboring Sutter County, encompasses approximately 7,500 acres and, at completion, will create multiple types of residential housing units, mixed-use spaces, commercial uses, public services, and schools. When completed, the Specific Plan area will span both sides of the future Placer Parkway, a planned east-west connection between SR 65 (in Placer County) and SR 99 (in Sutter County).

Development of the first phase of the Sutter Pointe Specific Plan: Lakeside at Sutter Pointe has been approved. This first phase encompasses over 870 acres and will create almost 4,000 single-family and multifamily homes, as well as employment centers, commercial spaces, and a school.

ROADWAY IMPROVEMENT PROJECTS

There are several large-scale roadway transportation projects underway or planned within western Placer County.

SR 65 Widening

The State Route 65 Widening project is a multi-phase project that will widen SR 65 between Galleria Boulevard/Stanford Ranch Road and Blue Oaks Boulevard, as well as add additional lanes between Blue Oaks Boulevard and Lincoln Boulevard. It is possible that, at completion, this project could reduce congestion on auxiliary roadways that are utilized by public transit vehicles along the corridor between Roseville and Lincoln.

Placer Parkway Phase 1

The Placer Parkway Phase 1 project proposes to develop a new roadway that connects SR 65 and N. Foothills Boulevard north-south of Lincoln. At project completion, the Placer Parkway would establish a connection between SR 65 and SR 99 in Sutter County and may change travel patterns between the counties as well as to Sacramento. Development of the full Placer Parkway corridor will extend beyond this planning period.

Riego Rd/Baseline Rd Widening

The Riego Road/Baseline Road Widening project will widen the existing Riego Road/Baseline Road roadway from SR 99/70 to Foothills Boulevard west of the City of Roseville. It is anticipated that future development will increase traffic along this corridor and necessitate a higher-capacity roadway. This project will extend beyond the COA/SRTP planning period.

Highway 49 Sidewalk Gap Closure

The Highway 49 Sidewalk Gap Closure project will develop a continuous sidewalk along SR 49 from I-80 to Dry Creek Road in the City of Auburn and unincorporated North Auburn. Construction is planned to begin

during this planning period and could increase safe pedestrian access to existing and future public transit stops along the corridor.

Watt Ave Bridge over Dry Creek

Placer County, in collaboration with Caltrans, is proposing to replace the existing Watt Avenue bridge over Dry Creek. This project would replace the existing two-lane bridge that is considered functionally obsolete with a new four-lane bridge. Watt Avenue serves as a major connection between western Roseville and the North Highlands/McClellan Park area and is near multiple planned large-scale development projects.

Key Takeaways

- *Western Placer County will continue to see significant development over the next five to ten years and beyond. Except for some infill development (particularly in Rocklin), the new development will expand the urban boundaries in western Placer County, potentially increasing demand for public transit.*

EXISTING TRANSIT SERVICES OVERVIEW

INTRODUCTION

This chapter provides an overview of existing transportation services in western Placer County and the nearby region, with a focus on the services provided by Placer County Transit (PCT) and Auburn Transit. Transfer opportunities between PCT, Auburn Transit, and other regional transit programs are described. Policies and infrastructure that help facilitate these transfers are also identified.

PLACER COUNTY TRANSIT

Organization

Established in 1974, PCT is overseen by the Placer County Board of Supervisors and administered by the Placer County Department of Public Works (DPW). Fixed route services are operated directly by the DPW, while the deviated shuttle and paratransit services are operated by a third-party contractor. Maintenance, operations, and administrative facilities are located in Auburn. PCT provides fixed route and dial-a-ride service in unincorporated Placer County in addition to incorporated cities and towns within the County through collaborative funding partnerships. Service deployment within the City of Lincoln, the City of Rocklin, the City of Colfax, and the Town of Loomis are all dependent on annual funding contributions from each jurisdiction. Through this collaborative partnership, each city can identify desired route alignments and service levels to meet the needs of their individual communities.



Fixed Routes

PCT provides fixed route and demand response services to the Cities of Auburn, Lincoln, Rocklin, Roseville, Colfax, and the Town of Loomis, as well as nearby portions of unincorporated western Placer County. PCT operates Monday through Saturday. On weekdays, operations generally begin between 6:30 AM and 8:00 AM and finish between 5:00 PM and 7:00 PM, service dependent. Table 14 summarizes PCT services as of September 2023, including details on service hours and frequency. A map of the PCT system is shown in Figure 17. Previously, weekday service on Routes 10, 20, 30, 50, and 70 extended beyond the current hours of operation, however beginning in June 2023, service was reduced to a Saturday schedule for Monday-Friday. A return to full weekday service levels is planned for December 2024 or January 2025, however, is dependent on new driver hiring and staffing levels.

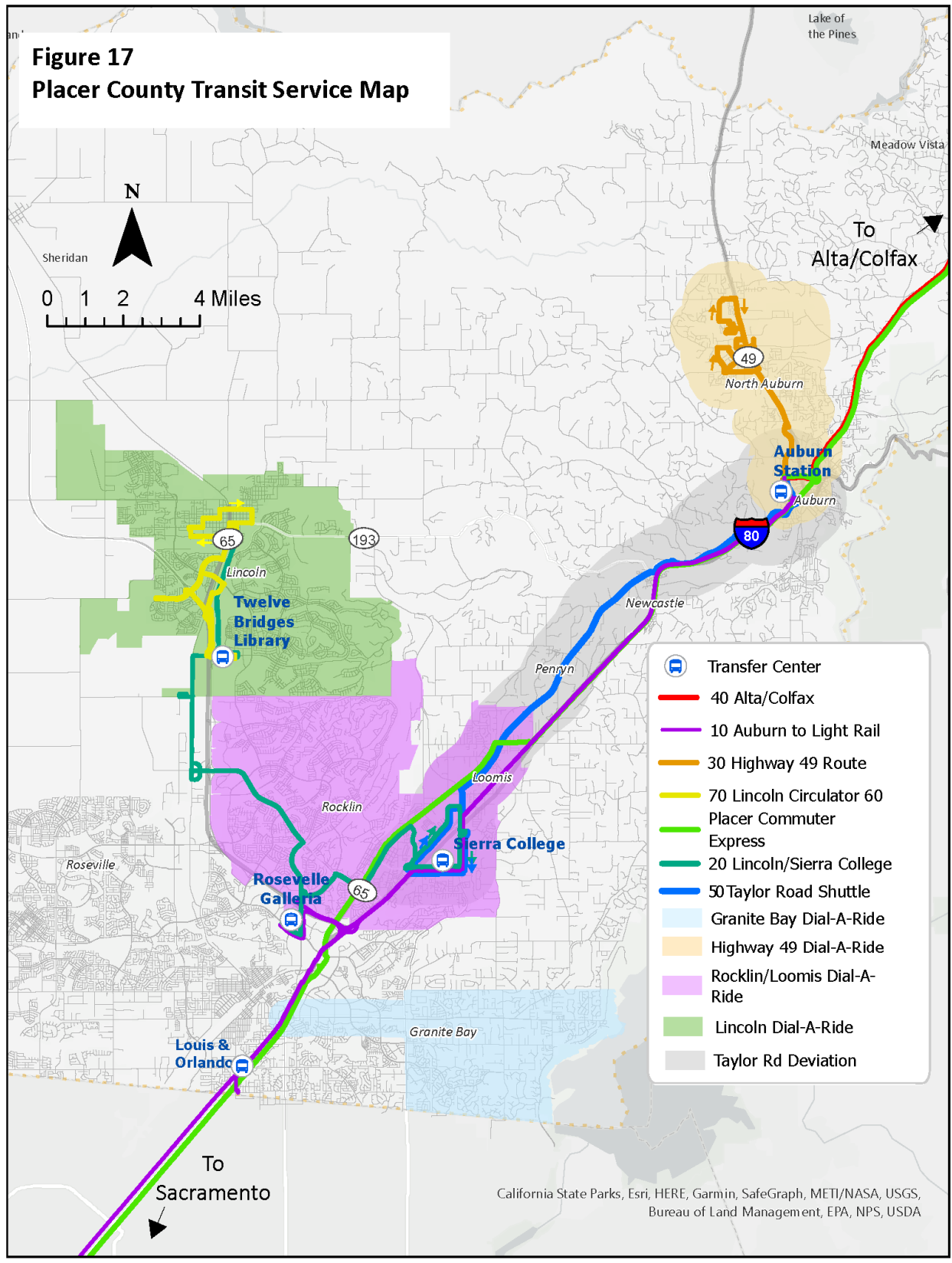
Route 10 - Auburn/Light Rail

The Auburn/Light Rail Route (Route 10) is an express, hourly service between Auburn Station and the Sacramento Regional Transit (SacRT) Watt/I-80 Light Rail Station. The Auburn/Light Rail Route operates Monday through Saturday from 8:00 AM to 7:00 PM. The bus serves only three additional stops along the route: Sierra College, Roseville Galleria, and the Louis Orlando Transit Center. At the Watt/I-80 Light Rail Station, passengers can transfer to and from the SacRT Light Rail Blue Line, which provides service to downtown Sacramento and Consumnes River College, as well as numerous SacRT bus routes.

Table 14: Summary of PCT Services and Frequency

	Service Hours ^{1,2}				Start & End Locations		Weekday Service Frequency (Minutes)
	Weekday		Saturday		Start	End	
	Start	End	Start	End			
Fixed Route							
Route 10 - Auburn / Light Rail	8:00 AM	7:00 PM	8:00 AM	7:00 PM	Auburn Station	Same as start	60
Route 20 - Lincoln / Sierra College	8:00 AM	6:00 PM	8:00 AM	6:00 PM	3rd & F Sts (Lincoln)	Sierra College	60
Route 30 - Highway 49 ³	7:00 AM	7:40 PM	7:30 AM	7:40 PM	Chana Park	Hwy 49 & Quartz Dr	60
Route 40 - Alta / Colfax	7:00 AM	5:15 PM	--	--	Auburn Station	Same as start	2 Round Trips
Route 50 - Taylor Road Shuttle	8:35 AM	6:25 PM	8:35 AM	6:25 PM	Auburn Station	Same as start	120
Route 70 - Lincoln Circulator ⁴	7:00 AM	4:44 PM	8:20 AM	4:14 PM	Twelve Bridges Library	Same as start	60
Route 80 - School Tripper ⁵	6:53 AM	4:16 PM	--	--	Nicolaus Rd & Joiner Pkwy	3rd & F Sts (Lincoln).	1 Round Trip
Commuter Service							
Placer Commuter Express	5:20 AM	7:07 PM	--	--	Colfax Depot	Same as start	2 Round Trips
Dial-a-Ride							
Highway 49	6:00 AM	7:30 PM	8:00 AM	6:00 PM	--	--	--
Rocklin / Loomis ⁷	6:30 AM	7:55 PM	8:00 AM	3:55 PM	--	--	--
Granite Bay ⁶	9:00 AM	4:00 PM	--	--	--	--	--
Lincoln ⁷	6:30 AM	6:35 PM	8:20 AM	4:20 PM	--	--	--
<p>Note 1: Summary accurate as of September, 2023.</p> <p>Note 2: No service on New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the day after Thanksgiving, or Christmas Day.</p> <p>Note 3: On Saturdays, the Hwy 49 Route starts at 1st St and C Ave in Dewitt.</p> <p>Note 4: On Saturdays, the Lincoln Circulator starts and ends at the Walmart on 3rd and F Sts in Lincoln.</p> <p>Note 5: The School Tripper operates from mid-August to late-May. The afternoon bus departs one hour earlier Mondays, arriving at the Lincoln Walmart at 3:16 PM.</p> <p>Note 6: The Granite Bay DAR is only available from 9:00 AM to 11:00 AM and 2:00 PM to 4:00 PM on weekdays.</p> <p>Note 7: Passengers can request on-demand rides with the GO South Placer app in the Rocklin/Loomis and Lincoln DAR zones. Passengers can also use GO South Placer to request rides on Roseville Transit within the City of Roseville.</p> <p>Source: PCT</p>							

**Figure 17
Placer County Transit Service Map**



California State Parks, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

Route 20 - Lincoln/Sierra College

The Lincoln/Sierra College Route (Route 20) provides hourly service between Sierra College and the City of Lincoln via the City of Rocklin. The Lincoln/Sierra College Route is available Monday through Saturday from 8:00 AM to 6:00 PM. Key stops served include Thunder Valley Casino, the Roseville Galleria, and Rocklin Crossings, among other commercial centers. Passengers can transfer from the Lincoln/Sierra College Route to Roseville Transit at the Roseville Galleria and Sierra College.

Route 30 - Highway 49

The Highway 49 Route (Route 30) operates along the Highway 49 corridor north of Auburn on an hourly frequency. On weekdays, northbound service is provided from 8:00 AM to 7:40 PM and southbound service is provided from 7:00 AM to 4:48 PM. The Highway 49 Route also operates on Saturdays, with northbound service available from 10:00 AM to 7:40 PM and southbound service available from 7:30 AM to 4:48 PM. Northbound service starts at Auburn Station and southbound service starts at Chana Park, except for two southbound morning runs which start at 1st St & C Ave in Dewitt. Key stops served include Sutter Auburn Faith Hospital, Crossroads Shopping Center, and residential neighborhoods.

Route 40 - Alta/Colfax

The Alta/Colfax Route (Route 40) provides two round trips each weekday between Auburn and Alta, stopping at the Colfax Depot along the way. Eastbound runs depart the Alta Store at 7:00 AM and 3:15 PM and westbound runs depart Auburn Station at 8:00 AM and 4:15 PM. Route 40 also stops at Elder's, Bowman, Meadow Vista, Applegate, Gold Run, and Dutch Flat by reservation.

Route 50 - Taylor Road Shuttle

The Taylor Road Shuttle (Route 50) is a bi-hourly, deviated fixed route that primarily serves the Taylor Road corridor between Auburn Station and Sierra College. The Taylor Road Shuttle operates Monday through Saturday from 8:35 AM to 6:25 PM. The bus deviates up to 0.75 miles from Taylor Road by reservation. In addition to its start and end points, other locations served by the Taylor Road Shuttle include Target and Walmart in Rocklin, as well as residential neighborhoods. Route 50 is operated by MV Transportation, Inc. through a contract with Placer County.

Route 70 - Lincoln Circulator

The Lincoln Circulator (Route 70) is an hourly, local fixed route within the City of Lincoln. Service is available Monday through Friday from 7:00 AM to 4:45 PM and on Saturday from 8:20 AM to 4:14 PM. The Lincoln Circulator follows a loop route through the city, serving Walmart, Twelve Bridges Library, the Lincoln Senior Apartments, and Lincoln High School, among other destinations.

Route 80 - School Tripper

The School Tripper (Route 80) is an overflow service designed to meet the extra demand for the Lincoln Circulator during peak weekday morning and afternoon hours. The School Tripper follows a nearly identical route to the Lincoln Circulator. The morning trip starts at 6:53 AM at Nicholaus and Joiner and ends at 8:00 AM at the Kaiser Permanente Lincoln Medical Offices. Tuesday through Friday, afternoon service starts at 3:00 PM at Twelve Bridges Middle School and ends at 4:31 at Walmart. The Monday

afternoon service follows the same route, just one hour earlier. Schools served by the Tripper include Glen Edwards Middle School, Lincoln High School, and Twelve Bridges Middle School.

Placer Commuter Express

The Placer Commuter Express (PCE) is a weekday commuter service to downtown Sacramento. Service has been reduced since the COVID-19 pandemic, and now consists of two morning, westbound runs that depart from the Colfax Depot at 5:20 AM and 6:00 AM and two afternoon, eastbound runs that depart J St and 4th St in Sacramento at 4:22 PM and 5:15 PM. The PCE allows passengers to get to work around 7:00 AM and 7:40 AM. PCE stops in Placer County include the Colfax Depot, Clipper Gap, Auburn, Penryn, Loomis, Rocklin, and Roseville.

Vanpool

PCT offers a vanpool program to help residents with commuting. Vans are leased from a private company and assigned to registered groups of commuters traveling to and from work locations either within Placer County or in nearby areas such as Sacramento or Davis. The number of groups participating in the vanpool program decreased significantly during the COVID-19 pandemic; currently, there is one active PCT vanpool.

Dial-a-Ride

PCT operates general public dial-a-ride (DAR) services in four distinct zones: Highway 49, Rocklin/Loomis, Granite Bay, and Lincoln. The DAR zones fulfill the requirements of the Americans with Disabilities Act of 1990 (ADA) to provide paratransit services within 0.75 miles of local fixed routes. The DAR services are operated by the same contractor as the Taylor Road Shuttle (MV Transportation, Inc.).

DAR passengers can call to reserve rides 24 hours to 14 days in advance; same-day ride requests can occasionally be served if capacity allows. All rides must start and end within the same DAR zone. Discounted fares are available for seniors, persons with disabilities, and ADA-certified passengers. The hours of service for each of the four zones are summarized in Table 14. The service areas are mapped in Figure 18.

As of February 2023, the general public can request on-demand rides in the Rocklin/Loomis and Lincoln DAR zones using the GO South Placer phone application (app). Once passengers submit their ride request in the GO South Placer app, an estimated pick-up time is provided, and riders can track their bus in real time before being picked up. Fares are paid through the app. Like the normal DAR, rides must be within one DAR zone. The key benefit of using the GO South Placer app to schedule rides is that passengers can request same-day rides, rather than needing to schedule in advance.

Fare Structure

PCT fares are summarized in Table 15. The one-way, general public fare on PCT fixed routes is \$1.25 and the discounted fare is \$0.60. Youth (ages 6-12), seniors (ages 60 or older), and disabled residents are eligible for discounted fares. Children aged 5 and younger ride for free with an adult. Passengers can also purchase fixed route passes which are valid for 10 rides, 24 hours, 14 days, or 30 days. The time-based passes allow unlimited rides within the specified period.

**Figure 18
Placer County Transit Dial-A-Ride Zones**

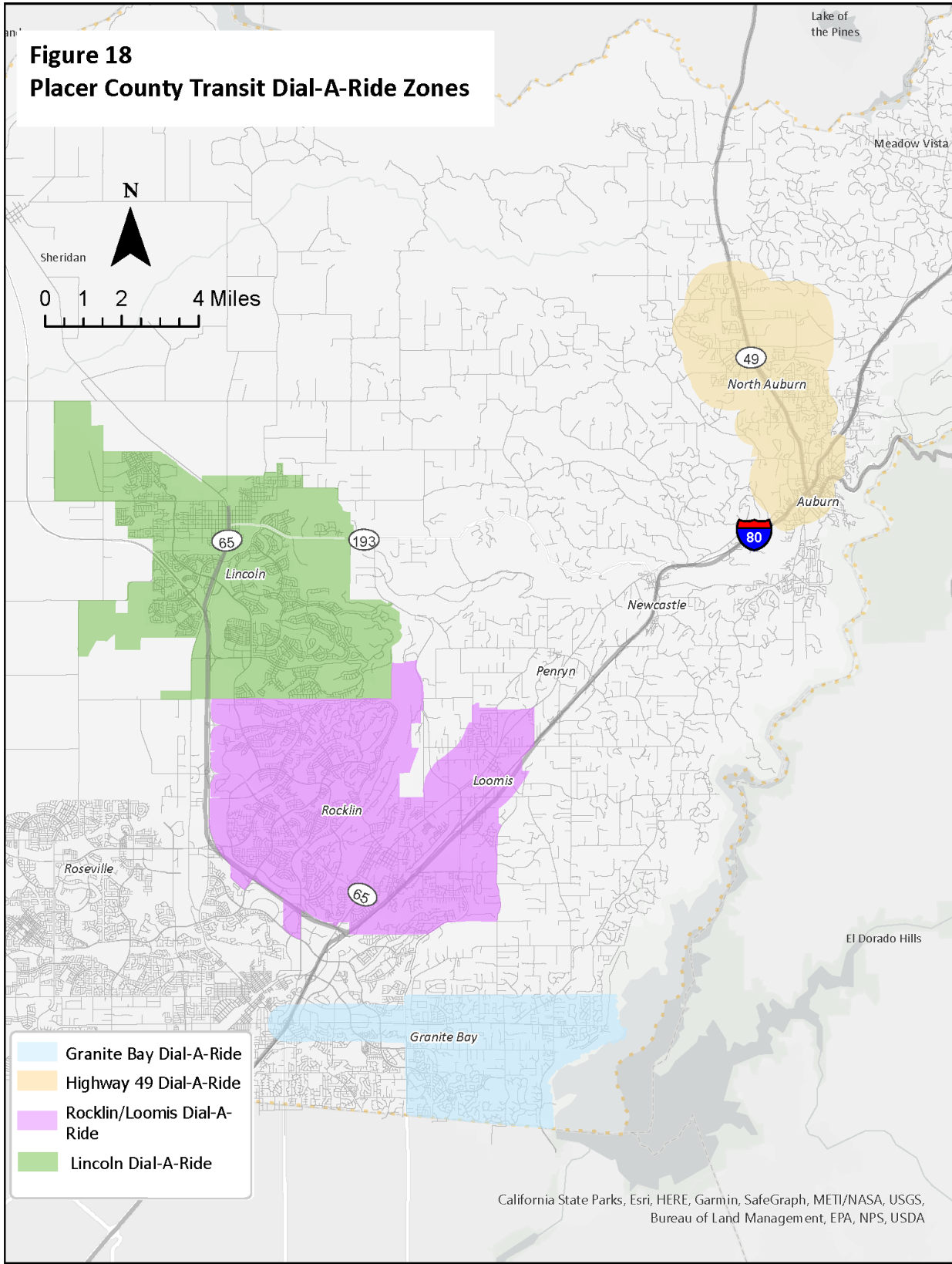


Table 15: PCT Fares

Fixed Routes	Passenger Type		
	General Public	Discounted ¹	Children ²
One-Way Fare	\$1.25	\$0.60	Free
24 Hour Pass	\$2.50	\$1.25	Free
10 Ride Pass	\$10.00	\$5.00	Free
14 Day Pass	\$21.50	\$10.75	Free
30 Day Pass	\$37.50	\$18.75	Free

Dial-a-Ride / Go South Placer On-Demand	Passenger Type		
	General Public	Discounted ¹	Children ²
Cash Fare	\$2.50	\$1.25	Free
20 Ride Pass	\$42.50	\$21.25	Free
Transfer from PCT Fixed Route	\$1.25	--	Free

Placer Commuter Express	Pass Type		
	Cash One-Way	Monthly Pass	Connect One-Way ³
Colfax/ Clipper Gap	\$5.75	\$178.50	\$5.75
Auburn/ Penryn/ Loomis	\$4.75	\$147.00	\$4.50
Rocklin / Roseville	\$4.25	\$131.25	\$3.70
Sacramento	\$3.70	--	\$3.70

Source: Placer County Transit

Note 1: Youth (6-12 years), seniors (60+ years), and disabled with a valid ID card qualify for discounted fares.

Note 2: Children 5 and under ride for free with a fare-paying caretaker.

Note 3: The Connect Card is a regional pass product that allows passengers to ride services operated by seven Sacramento-area transit agencies. Passengers pay for their fares online. Upon boarding, passengers tap their Connect Card to pay their fare. The correct fare is automatically deducted.

Note 4: Free transfers available from Auburn Transit, Gold Country Stage, and Roseville Transit

Note 5: PCT offers a Summer Youth Bus Pass in partnership with Roseville Transit and Auburn Transit. The pass costs \$10, and allows students unlimited rides on the three transit systems from June 1 through August 31. No student ID is required for purchase.

DAR one-way cash fares are \$2.50 for the general public and \$1.25 for discounted passengers (Table 15). Fares do not differ by service area. Fares are the same whether the passenger requested the ride by phone or with the GO South Placer app. 20 ride passes are available for \$42.50, or \$21.25 for discount-eligible passengers.

PCE fares vary depending on the distance traveled, as shown in Table 15. The one-way fare for passengers boarding at the far eastern end of the route (Colfax or Clipper Gap) is \$5.75, while the one-way fare for passengers boarding closer to Sacramento (Roseville or Rocklin) is \$4.25. The one-way fare for afternoon trips originating in Sacramento is \$3.70. PCE monthly passes are available and vary in cost depending on the boarding zone. Passengers can also board the PCE using a Connect Card. The Connect Card is a regional pass product that allows passengers to ride on seven Sacramento-area transit agencies. To use the Connect Card, passengers add money to their account online, then simply tap the card upon boarding. PCE offers discounted fares to Connect Card users commuting from Auburn, Penryn, Loomis, Rocklin, and Roseville. Many Sacramento commuters have their fares paid by their employer, such as State employees.

Passenger Facilities and Amenities

Passenger amenities refer to features that make waiting for the bus more comfortable. In all, PCT serves 142 bus stops, 41 of which have shelters and benches. Stops with shelters are shown in Figure 19. Bus stop shelter upkeep and maintenance is an ongoing improvement need, as well as improving safe access to the stop itself. There is also a network of Park-and-Rides throughout western Placer County aimed at commuter service passengers. Park-and-Rides served by the PCE include:

- Colfax Depot
- Clipper Gap Park 'N' Ride
- Auburn Station
- Penryn Park 'N' Ride
- Loomis Station
- Roseville Taylor Road Park 'N' Ride

Facilities & Maintenance

PCT is based out of the Placer County Public Works facility, located at 11432 F Avenue in Auburn. The facility includes all administrative and dispatch offices, as well as secured vehicle storage, maintenance bays, and a CNG fueling station. All maintenance activities are performed by the Placer County DPW for fixed route and commuter buses while DAR buses are maintained by the contractor at their facility in Loomis. The PCT facility will require electric upgrades before the ZEB charging infrastructure can be installed.

Fleet Inventory

PCT has a 31-vehicle fleet, as detailed in Table 16.

Figure 19
Placer County Transit Stop Shelter Location

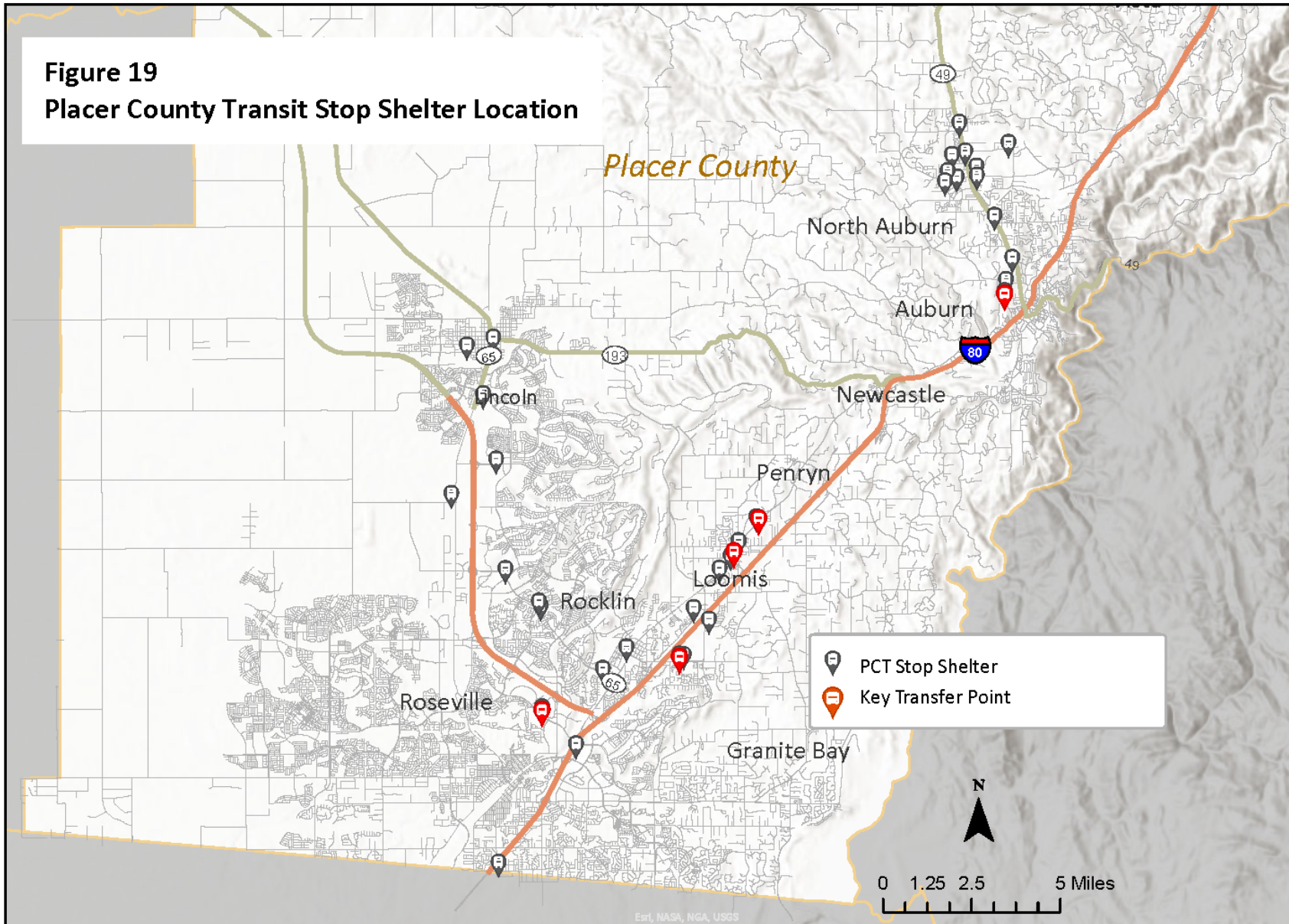


Table 16: PCT Vehicle Fleet

Agency ID	Make	Model	Year	Fuel	Mileage	Capacity ¹	Est. Retirement Date	Primary Use
1510	Gillig	LF	2015	CNG	408,465	32/2	2029	Motor Bus
1511	Gillig	LF	2015	CNG	420,884	32/2	2029	Motor Bus
1512	Gillig	LF	2015	CNG	463,120	32/2	2029	Motor Bus
1513	Gillig	LF	2015	CNG	362,270	32/2	2029	Motor Bus
1514	Gillig	LF	2015	CNG	375,207	32/2	2029	Motor Bus
1515	Gillig	LF	2015	CNG	359,738	32/2	2029	Motor Bus
1520	Starcraft	Allstar	2015	Gas	133,821	18/2	2025	Demand Response
1521	Starcraft	Allstar	2015	Gas	169,643	14/2	2025	Demand Response
1522	Starcraft	Allstar	2015	Gas	143,507	14/2	2025	Demand Response
1523	Starcraft	Allstar	2015	Gas	117,154	14/2	2025	Demand Response
1601	MCI	D4500	2010	Diesel	318,592	57/2	2022	Commuter Bus
1602	MCI	D4500	2010	Diesel	406,729	57/2	2022	Commuter Bus
1603	MCI	D4500	2010	Diesel	404,771	57/2	2022	Commuter Bus
1604	MCI	D4500	2010	Diesel	419,928	57/2	2022	Commuter Bus
1605	MCI	D4500	2010	Diesel	368,972	57/2	2022	Commuter Bus
1724	Gillig	LF	2017	CNG	304,238	32/2	2031	Motor Bus
1725	Gillig	LF	2017	CNG	291,213	32/2	2031	Motor Bus
1726	Gillig	LF	2017	CNG	303,730	32/2	2031	Motor Bus
1729	Starcraft	Allstar	2017	Gas	103,257	18/2	2027	Demand Response
1730	Starcraft	Allstar	2017	Gas	125,517	18/2	2027	Demand Response
1731	Starcraft	Allstar	2017	Gas	181,438	18/2	2027	Motor Bus
1732	Starcraft	Allstar	2017	Gas	165,562	18/2	2027	Motor Bus
1733	Starcraft	Allstar	2017	Gas	162,147	18/2	2027	Motor Bus
1734	Starcraft	Allstar	2017	Gas	104,409	18/2	2027	Demand Response
1735	Starcraft	Allstar	2017	Gas	127,005	18/2	2027	Demand Response
1736	Gillig	LF	2017	CNG	337,597	32/2	2031	Motor Bus
1737	Gillig	LF	2017	CNG	312,537	32/2	2031	Motor Bus
2285	MCI	D45-CRT LE	2021	Diesel	--	57/2	2035	Commuter Bus
2286	MCI	D45-CRT LE	2021	Diesel	--	57/2	2035	Commuter Bus
0805	Starcraft	Allstar	2008	Gas	291,592	18/2	2018	Motor Bus
0809	Starcraft	Allstar	2008	Gas	218,543	18/2	2018	Demand Response

Source: Placer County Transit

Note 1: Format: ambulatory capacity/wheelchair capacity.

Note 2: Information accurate as of 6/30/2022.

The vehicles range in capacity from 14-passenger cutaway buses to 57-passenger buses. The smaller cutaway buses are primarily used for DAR services, the mid-sized vehicles for fixed routes, and the large vehicles for the PCE. Currently, PCT does not have any zero-emissions buses (ZEBs). PCT’s existing buses are fueled by either compressed natural gas (CNG), gasoline, or diesel. PCT expects to retire 24 vehicles by 2029. Many of those buses will need to be replaced with ZEBs per the California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation, which goes into effect in 2026.

AUBURN TRANSIT

Organization

Auburn Transit is overseen by the Auburn City Council and administered by the City of Auburn Public Works Department. Auburn Transit staff consists of a Transit Manager, a Transit Supervisor, a dispatcher, three full-time drivers, and five part-time drivers. Auburn Transit's administrative, operations, and maintenance facilities are located in Auburn.



Services

Auburn On-Demand

As of Fiscal Year (FY) 2023-24, Auburn Transit only operates the Auburn On-Demand service. The City of Auburn contracts with TransLoc for on-demand software. Auburn On-Demand passengers submit ride requests through the TransLoc app, which then provides an estimated pick-up time. Passengers can track their vehicle while they are waiting. Auburn On-Demand is available Monday through Thursday from 6:00 AM to 8:00 PM and Friday through Saturday from 6:00 AM to 11:00 PM. Rides can be scheduled anywhere within the On-Demand service area, which is shown in Figure 20. For stops previously served by the Confluence Route (discussed in the next section), passengers must be picked up and dropped off at stops previously served by the route. Auburn Transit passengers can transfer to PCT or Amtrak by requesting a ride to Auburn Station.

The City of Auburn recently adopted a no-show policy for Auburn On-Demand. No-shows are when a passenger is not available for their scheduled ride. If a passenger has three no-shows in a calendar month, they are provided with a written warning. The penalties then gradually increase up to a one-month suspension if there is no behavior change. Penalties reset one year after the first warning letter.

Previous Services

Before 2023, Auburn Transit offered two additional services, which have since been incorporated into the Auburn On-Demand service. While these services are no longer operating, fixed route stops are identified in the Auburn On-Demand App and fares between these pre-determined stops reflect the previous fixed route fare price and are lower than general on-demand fares. These two services are summarized in this section to better understand the operating history of Auburn Transit.

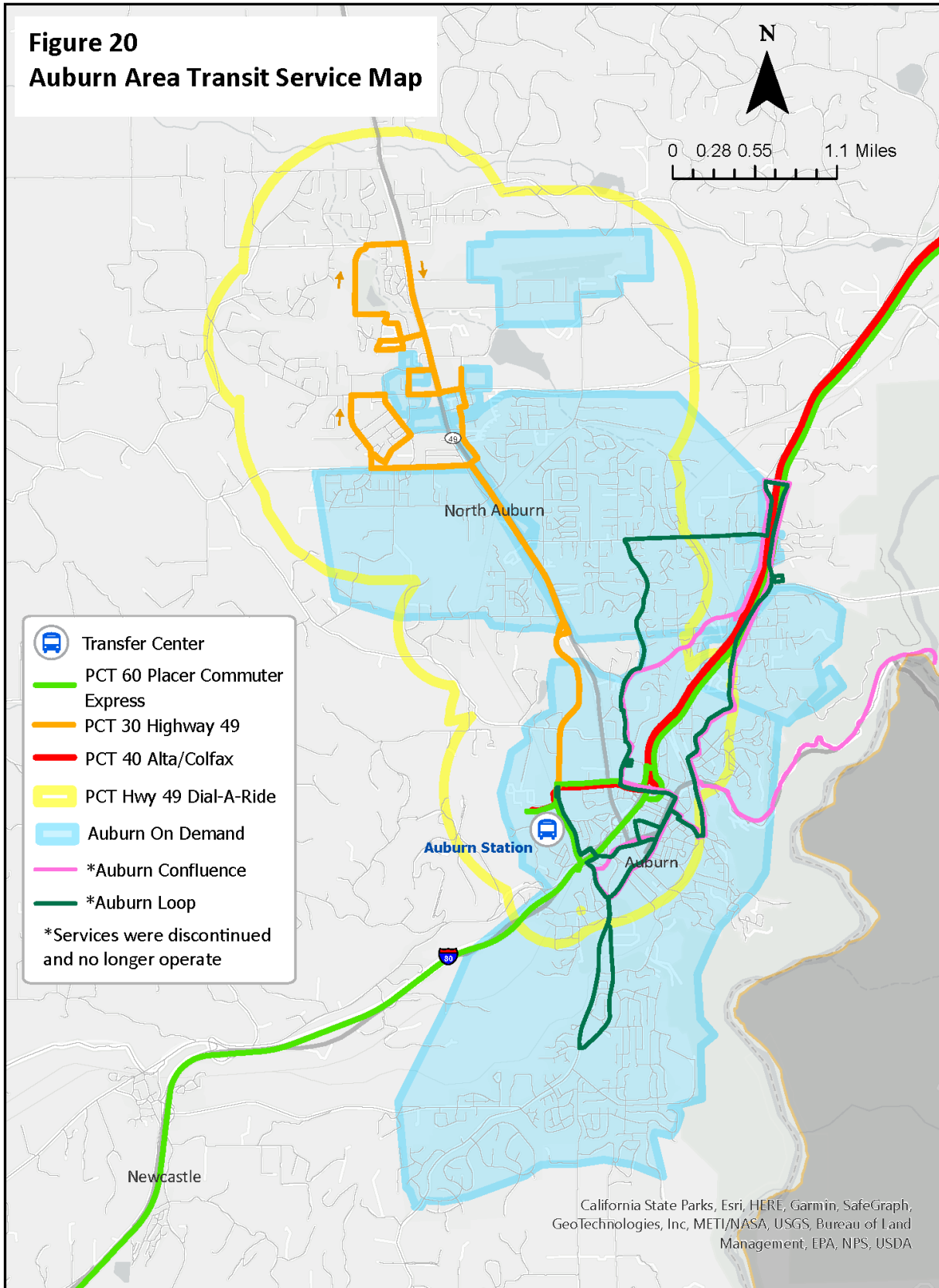
Auburn Loop Route

The Auburn Loop Route was an hourly fixed route service within the City of Auburn that operated Monday through Saturday from 9:00 AM to 5:00 PM. Stops served by the Auburn Loop included Auburn Station, Old Town, the Gold Country Fairgrounds, Auburn Crossing, and the Courthouse, among others. The Auburn Loop is shown in Figure 20.

Confluence Route

The Confluence Route was a recreational service from Auburn to the American River Confluence that was available on Fridays and Saturdays from April 1 to October 1. The Confluence Route completed five roundtrips each service day, with scheduled departures from the Springhill Suites on Bowman Road at 9:00 AM, 11:00 AM, 1:00 PM, 3:00 PM, and 4:00 PM. In addition to Springhill Suites, the Confluence Route stopped at the Holiday Inn on Highway 49, Old Town, the Gold Country Fairgrounds, downtown Auburn, and the Confluence trailhead. The Confluence Route is also shown in Figure 20.

**Figure 20
Auburn Area Transit Service Map**



Fare Structure

Table 17 shows the Auburn Transit fare structure, including fares for the suspended Auburn Loop and Confluence Route services. For Auburn On-Demand, the one-way fare is \$3.50. Youth ages 6 to 18, senior adults ages 60 or older, and ADA-certified individuals are eligible for the discounted, one-way fare of \$1.75. Children ages 5 or younger ride for free with a fare-paying adult.

Fare Type	Passenger Type		
	General Public	Discounted ²	Children ³
Auburn On-Demand One-Way	\$3.50	\$1.75	Free
Confluence Route One-Way ¹	\$3.50	\$1.75	Free
Auburn Loop One-Way ¹	\$1.50	\$0.75	Free
Auburn Loop 30 Ride Pass ¹	\$36.00	\$18.00	Free
Auburn Loop Monthly Pass ¹	\$60.00	\$30.00	Free

Source: Auburn Transit

Note 1: Auburn Transit suspended the Auburn Loop service in February 2023 and the Confluence Route service in April 2023. Service has not been reinstated as of September 2023.

Note 2: Youth (6-18 years), seniors (60+ years), and disabled with a valid ID card qualify for discounted fares.

Note 3: Children 5 and under ride for free with a fare-paying caretaker.

Note 4: AT offers a Summer Youth Bus Pass in partnership with Roseville Transit and PCT. The pass costs \$10, and allows students unlimited rides on the three transit systems from June 1 through August 31. No student ID is required for purchase.

Passenger Facilities

Auburn Station is an important multimodal transfer point within the City of Auburn. Residents can take Auburn On-Demand to Auburn Station, from which they can transfer to PCT, Nevada County Connects, and Amtrak. The facility has shelters, benches, bathrooms, water, a Park-and-Ride lot, and short-term parking. Figure 21 shows Auburn Transit bus stops for the Auburn Loop Route and the Confluence Route, as well as the key transfer point at Auburn Station.

Facilities & Maintenance

Auburn Transit’s administrative offices are located at 1225 Lincoln Way. The main bus yard, which includes a CNG fueling station, vehicle and equipment storage, six service bays, and a bus washing area, is located at 11500 Blocker Drive. The City of Auburn Public Works Department performs all transit maintenance.

Fleet Inventory

The Auburn Transit fleet consists of eight vehicles – three standard-sized vehicles, three vans, and two buses (Table 18). The vehicles range in capacity from 5 to 29 people, and five of the eight are wheelchair accessible. In recent years, Auburn Transit purchased four electric vehicles. Auburn Transit expects to retire its four oldest vehicles by 2029, at which point replacement vehicles will have to be ZEBs per the CARB ICT regulation.

Figure 21
Auburn Transit Stop Shelter Location

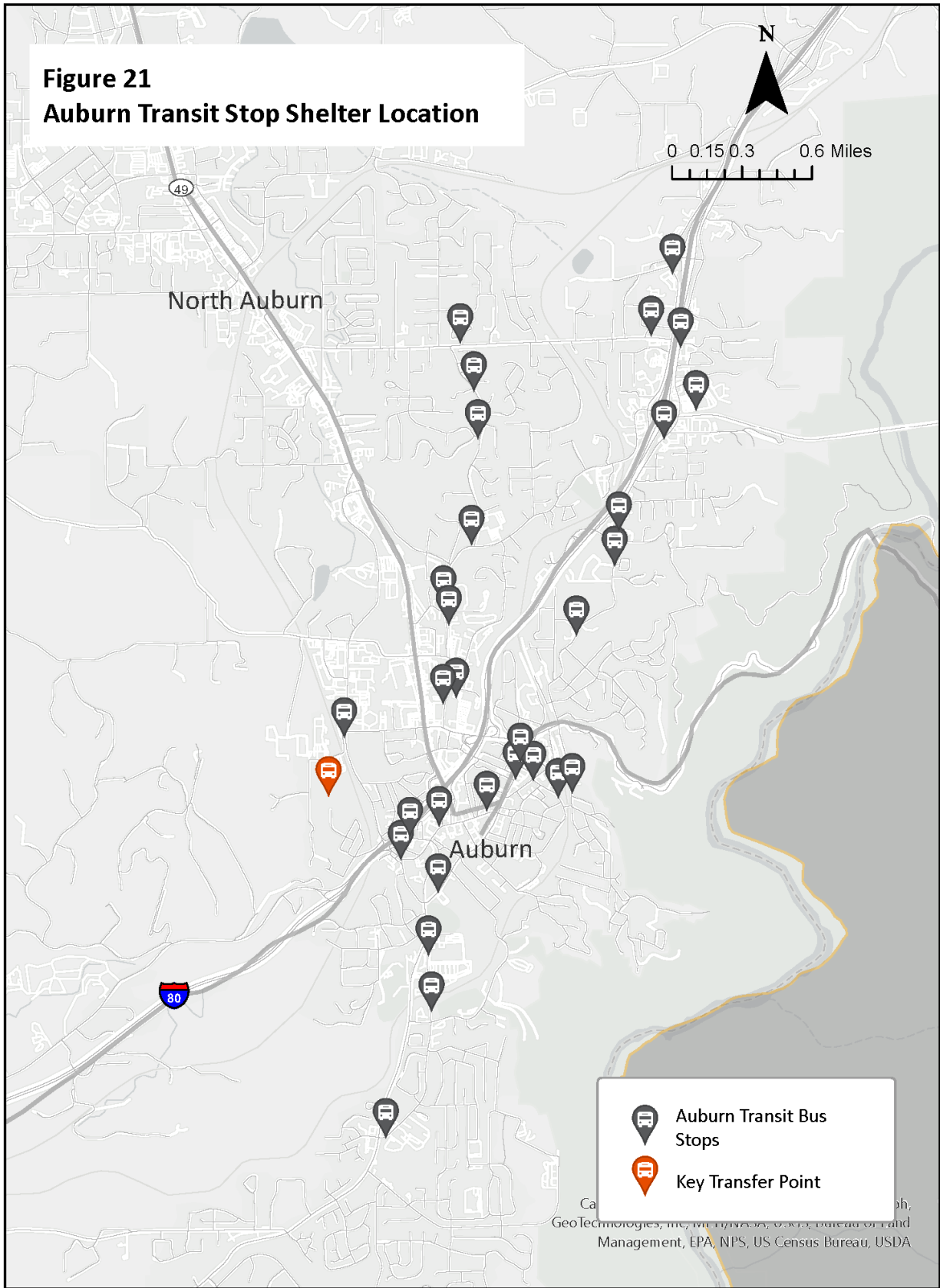


Table 18: Auburn Transit Vehicle Fleet

Agency ID	Make	Model	Year	Wheelchair Accessibility	Mileage	Capacity	Est. Retirement Date	Primary Use
TR-101	Ford	Escape	2008	No	59,852	5	2016	On-Demand
TR-103	Ford	Glaval Cutaway Bus	2011	Yes	189,656	14	2021	On-Demand
TR-99	El Dorado	Transmark Bus	2016	Yes	85,520	29	2030	On-Demand / Auburn Loop
TR-98	Freightliner	Bus	2017	Yes	94,332	29	2031	On-Demand / Auburn Loop
E-01 *	Ford	E450 Electric Bus	2019	Yes	63,362	14	2029	On-Demand
E-02 *	Ford	E450 Electric Bus	2019	Yes	52,091	14	2029	On-Demand
E-03 *	Tesla	Model Y	2023	No	2,155	7	2031	On-Demand
E-04 *	Tesla	Model Y	2023	No	1,067	7	2031	On-Demand

Source: Auburn Transit
 Note 1: Information accurate as of 8/22/2023
 Note 2: Electric vehicles noted with *.

SIERRA COLLEGE PASS PROGRAM

PCT and Auburn Transit both allow Sierra College students to ride for free on all fixed routes, except for PCE with a Sierra College student identification card. This partnership extends to Nevada Connects, Roseville Transit, and Tahoe Truckee Area Regional Transit as well.

KEY TRANSFER POINTS

There are key locations throughout the PCT and Auburn Transit route networks where passengers can transfer between services and to other regional transit systems. Most of these locations are marked in Figure 19 or 21. Below is a list of important western Placer transfer points, and the transit services available at each:

- Auburn Station – PCT Auburn/Light Rail, Highway 49, Alta/Colfax, Taylor Road Shuttle, and PCE services; Auburn Transit On-Demand; Nevada County Connect Route 5; Amtrak Capitol Corridor Train; Amtrak Thruway Bus Route 20 A/B.
- Colfax Depot – PCT Alta/Colfax and PCE services; Amtrak Thruway Bus Route 20 A/B; Amtrak California Zephyr train service.
- Sierra College – PCT Auburn/Light Rail, Lincoln/Sierra College, and Taylor Road Shuttle services; Roseville Transit Route E.
- Twelve Bridges Library – PCT Lincoln/Sierra College, Lincoln Circulator, and School Tripper services.
- Rocklin Station – PCT Lincoln/Sierra College and PCE services; Amtrak Capitol Corridor Train; Amtrak Thruway Bus Route 20 A/B.
- Roseville Galleria – PCT Auburn/Light Rail and Lincoln/Sierra College Routes; Roseville Transit Routes A, B, E, M, S.
- Louis Orlando Transit Center – PCT Auburn/Light Rail Route; Roseville Transit Routes A, B, and R; SacRT Bus Routes 21, 25, and 93.
- Watt/I-80 Light Rail Station – PCT Auburn/Light Rail Route; PCE; SacRT Light Rail Blue Line, SacRT Bus Routes 1, 26, 84, 93.

OTHER REGIONAL TRANSPORTATION SERVICES

Other transportation services that operate in western Placer County and the nearby region are discussed in this section, with an emphasis on possible connections to PCT and Auburn Transit services. This section is not inclusive of every operator in the greater region.

Roseville Transit

Roseville Transit operates local fixed route, paratransit, and on-demand services for the City of Roseville. Roseville Transit also provides commuter and basketball game-day services to Sacramento.

PCT passengers can board Roseville Transit using the PCT 24 Hour, 14 Day, or 30-Day pass products for no additional transfer fee. Roseville Transit also accepts the Connect Card. Roseville Transit, PCT, and Auburn Transit partner to offer the Summer Youth Bus Pass, which allows youth to ride all three systems from June 1 through August 31 for only \$10.



PCT passengers can transfer to Roseville Transit by taking either the Auburn/Light Rail or the Lincoln/Sierra College Routes to the Roseville Galleria, where they can transfer to Roseville Transit Routes A, B, E, M, and S. Another important transfer point for PCT and Roseville Transit is the Louis Orlando Transit Center, where passengers can transfer to/from the Auburn/Light Rail Route and Roseville Transit Routes A, B, and R, as well as Sacramento Regional Transit buses. PCT passengers can also transfer to Roseville Route E at Sierra College. Specific details regarding possible transfers between PCT and Roseville Transit are shown in Table 19.

The Roseville Transit service area overlaps with that of PCT in Roseville and Rocklin. Both agencies serve the Rocklin Road corridor near Sierra College in Rocklin, Stanford Ranch Road near Fairway, Roseville Parkway, and the Roseville Galleria and Louis Lane in Roseville. The Roseville Transit service area does not overlap with that of Auburn Transit.

Western Placer Consolidated Transportation Services Agency

The Western Placer Consolidated Transportation Services Agency (WPCTSA) is a joint powers agency (JPA) administered by the Placer County Transportation Planning Agency (PCTPA). The WPCTSA is the designated Consolidated Transportation Services Agency (CTSA) for the region and is therefore tasked with providing and coordinating local social service transportation. WPCTSA services are intended to meet transportation needs not currently met by existing providers.



The WPCSTA partners with other organizations to administer its programs; for instance, the Placer Rides program is funded by WPCTSA and administered by Seniors First. Placer Rides consists of two components: the mileage reimbursement program and the last resort ride program. For the mileage reimbursement program, residents request a ride from a friend or family member to non-emergency medical appointments or errands. Seniors First reimburse passengers based on trip mileage, and then the passengers pay the reimbursement to the selected driver who took them on their trip. The last resort program provides eligible residents with up to two roundtrips per month on a private, commercial transportation provider to non-emergency medical appointments.

Table 19a: Summary of Transfer Opportunities between PCT, Auburn Transit, and Other Public Transit Systems

Transfer Location	PCT Route	Transfer Service Information				Transfer Opportunity		
		Agency	Route	Weekday Service Frequency (Min.)	Time Served by PCT	Time served by Other Service	PCT Psgr. Wait Time (Min.)	PCT Psgr. Transfer Fare
Auburn Station ²	Auburn/Light Rail	Nevada County Connects	Route 5	6 Round Trips	:00	:00	0	--
Auburn Station ²	Highway 49	Nevada County Connects	Route 5	6 Round Trips	:00	:00	0	--
Auburn Station ²	Alta/Colfax	Nevada County Connects	Route 5	6 Round Trips	:00 / :15	:00	0 / 45	--
Auburn Station ²	Taylor Road Shuttle	Nevada County Connects	Route 5	6 Round Trips	:25	:00	35	--
J St & 4th St (Sac.)	PCE	Yuba-Sutter Transit	Express	7 Round Trips	--	--	--	\$4.50
Louis Orlando TC ³	Auburn/Light Rail	Roseville Transit	Route A	30	:10 EB / :40 WB	:00 / :30	10 - 20	--
Louis Orlando TC ³	Auburn/Light Rail	Roseville Transit	Route B	30	:10 EB / :40 WB	:20 / :50	10	--
Louis Orlando TC ³	Auburn/Light Rail	Roseville Transit	Route R	4 Round Trips	:10 EB / :40 WB	--	2 - 50	--
Louis Orlando TC ³	Auburn/Light Rail	SacRT	Route 21	30	:10 EB / :40 WB	:25 / :55	15	\$2.50
Louis Orlando TC ³	Auburn/Light Rail	SacRT	Route 25	30	:10 EB / :40 WB	:07 / :37	27	\$2.50
Louis Orlando TC ³	Auburn/Light Rail	SacRT	Route 93	30	:10 EB / :40 WB	:04 / :34	24	\$2.50
P St & 9th St	PCE	El Dorado Transit	Sac. Commuter Service	4 Round Trips	--	--	--	\$5.00
Roseville Galleria	Auburn/Light Rail	Roseville Transit	Route A	30	:30	:00 / :30	0	--
Roseville Galleria	Auburn/Light Rail	Roseville Transit	Route B	30	:30	:00 / :30	0	--
Roseville Galleria	Auburn/Light Rail	Roseville Transit	Route E	120	:30	:00 / :35	5	--

Note 1: Summary accurate as of September, 2023.
 Note 2: Auburn Transit Passengers can schedule rides at any time during the service day to Auburn Station, where they can transfer to PCT, Nevada County Connects, Amtrak, and Greyhound.
 Note 3: TC = Transit Center
 Note 4: Departure time varies by up to 10 minutes.
 Sources: PCT, AT, Roseville Transit, Nevada County Connects, SacRT, Yuba-Sutter Transit, El Dorado Transit

Table 19b: Summary of Transfer Opportunities between PCT, Auburn Transit, and Other Public Transit Systems

Transfer Location	PCT Route	Transfer Service Information				Transfer Opportunity			
		Agency	Route	Weekday Service Frequency (Min.)	Time Served by PCT	Time served by Other Service	PCT Psgr. Wait Time (Min.)	PCT Psgr. Transfer Fare	
Roseville Galleria	Auburn/Light Rail	Roseville Transit	Route M	60	:30	:30	0	--	
Roseville Galleria	Auburn/Light Rail	Roseville Transit	Route S	60 - 120	:30	:35	5	--	
Roseville Galleria	Lincoln/Sierra College	Roseville Transit	Route A	30	:30	:00 / :30	0	--	
Roseville Galleria	Lincoln/Sierra College	Roseville Transit	Route B	30	:30	:00 / :30	0	--	
Roseville Galleria	Lincoln/Sierra College	Roseville Transit	Route E	120	:30	:00 / :35	5	--	
Roseville Galleria	Lincoln/Sierra College	Roseville Transit	Route M	60	:30	:30	0	--	
Roseville Galleria	Lincoln/Sierra College	Roseville Transit	Route S	60 - 120	:30	:35	5	--	
Sierra College	Auburn/Light Rail	Roseville Transit	Route E	120	:17	:20	3	--	
Sierra College	Lincoln/Sierra College	Roseville Transit	Route E	120	:00	:20	20	--	
Sierra College	Taylor Road Shuttle	Roseville Transit	Route E	120	:20	:20	0	--	
Watt / I-80 Station	Auburn/Light Rail	SacRT	Route 1	15 - 30	:00	:04 / :19 / :34 / :49	4	\$2.50	
Watt / I-80 Station	Auburn/Light Rail	SacRT	Route 26	30	:00	:00 / :30 SB :15 / :45 NB ⁴	0-15	\$2.50	
Watt / I-80 Station	Auburn/Light Rail	SacRT	Route 84	30	:00	:15 / :45 NB :25 / :55 SB ⁴	15-25	\$2.50	
Watt / I-80 Station	Auburn/Light Rail	SacRT	Route 93	30	:00	:04 / :34	5	\$2.50	
Watt / I-80 Station	Auburn/Light Rail	SacRT	Light Rail Blue Line	15	:00	:03 / :18 / :33 / :48	3	\$2.50	

Note 1: Summary accurate as of September, 2023.

Note 2: Auburn Transit Passengers can schedule rides at any time during the service day to Auburn Station, where they can transfer to PCT, Nevada County Connects, Amtrak, and Greyhound.

Note 3: TC = Transit Center

Note 4: Departure time varies by up to 10 minutes.

Sources: PCT, AT, Roseville Transit, Nevada County Connects, SacRT, Yuba-Sutter Transit, El Dorado Transit

Overall, Placer Rides helps residents get to destinations throughout the western portion of the county. WPCSTA also funds the South Placer Transit Information Center. General route service, scheduling, and operational information regarding all public transit services provided in western Placer County can be obtained through the South Placer Transit Information Center. Additionally, On-Demand service requests for PCT, Auburn Transit, and Roseville Transit are routed through the South Placer Transit Information Center where dispatchers assign trips to the appropriate provider. There is also the regional Mobility Training Program which encourages and trains users on how to use the fixed route. Both of these services are administered by the City of Roseville.

Nevada County Connects

Nevada County Connects is the public transit operator in western Nevada County, providing both fixed route and DAR services (the DAR service is also referred to as Nevada County Now). PCT and Auburn



Transit passengers can transfer directly to the Nevada County Connects Auburn Route (Route 5) for no additional cost at Auburn Station. Nevada County Connects Route 5 departs from Auburn Station at 7:00 AM, 9:00 AM, 11:00 AM, 2:00 PM, 4:00 PM, and 6:00 PM, Monday through Friday. Transfer opportunities to Nevada County Connects are detailed in Table 19.

Sacramento Regional Transit

Sacramento Regional Transit (SacRT) is the primary public transit provider for most of Sacramento County, including the Cities of Sacramento, Folsom, Rancho Cordova, and Elk Grove, offering fixed route, paratransit, and on-demand bus services, and Light Rail service. SacRT participates in the Connect Card program. SacRT does not offer free transfers for PCT or Auburn Transit passengers.



PCT passengers can transfer to the SacRT Light Rail Blue Line by taking the Auburn/Light Rail Route to the Watt/I-80 station, as well as SacRT Bus Routes 1, 26, 84, and 93. Placer County residents can also transfer from the PCT Auburn/Light Rail Route or Roseville Transit Routes A, B, and R to SacRT bus service (Routes 21, 25, and 93) at the Louis Orlando Transit Center in Roseville. Details on possible transfers are summarized in Table 19.

Yuba-Sutter Transit

Yuba-Sutter Transit (YST) provides public transportation services for Yuba and Sutter Counties, operating local and intercity fixed routes, DAR, and a Sacramento commuter service. YST participates in the Connect Card program. Placer County residents can transfer to YST by taking the PCE to Sacramento, and then transferring to YST's commuter service at local Sacramento stops, such as at J and 4th Streets (Table 19). PCT passengers must pay fares upon transferring to YST.



It should be noted that the YST Next Generation Transit Plan, adopted in 2023, recommended that YST implement a new commuter service from Yuba City to the City of Roseville. The plan proposed that the new commuter service initially consist of one morning and one afternoon trip. Additional buses could then be added based on performance. If implemented, Placer County residents would be able to transfer to YST at the Roseville Galleria.

El Dorado Transit

El Dorado Transit (EDT) serves the western slope of El Dorado County, offering local fixed route and DAR services, as well as commuter and non-emergency medical transportation (NEMT) services to Sacramento. EDT is another agency that accepts Connect Cards. Similar to YST, Placer County residents can transfer to EDT by taking the PCE to Sacramento and then transferring to EDT's commuter service at a local Sacramento stop, such as P and 9th Streets (Table 19). PCE passengers would need to pay EDT fares.



YoloBus

Yolobus provides public transportation services for Yolo County, operating local, intercity, and express bus services. Yolobus participates in the Connect Card program. Placer County residents can transfer to Yolobus Routes 42A and 42B by taking the PCE to Sacramento and transferring between nearby downtown stops (such as J and 4th St and L and 5th).



South County Transit - Link

South County Transit – Link (SCT/Link) provides public transportation services for the City of Galt, south of Sacramento with a heavy focus on connecting Galt and nearby communities to downtown Sacramento during weekdays. SCT/Link participates in the Connect Card program. Placer County residents can transfer to the SCT/Link Galt-Sacramento Commuter Express bus by taking PCE into downtown Sacramento and transferring between nearby downtown stops (such as J and 4th St and J and 7th).



Amtrak

Amtrak provides rail and bus services across the United States, including three services within western Placer County: The Capitol Corridor rail line, the Thruway Bus Route 20 A/B, and the California Zephyr rail line. The Capitol Corridor rail service operates between Placer County to the east and San Jose County to the west, though western Placer County service is limited to only one train per day in each direction. In western Placer County, Capitol Corridor provides daily service to Auburn Station, Rocklin Station, and Roseville Station. The westbound train departs Auburn Station at 6:35 AM on weekdays and 7:55 AM on Saturdays/holidays, arriving in Sacramento by 7:32 AM or 8:54 AM depending on the day. The eastbound train departs Sacramento at 6:07 PM on weekdays and 6:03 PM on Saturdays/holidays, arriving at Auburn Station at 7:16 on weekdays and 7:06 PM on Saturdays/holidays. One-way fares from Auburn Station to Sacramento start at \$16.



The Amtrak Thruway Bus Route 20 A/B provides transfer opportunities to additional Capitol Corridor trains in Sacramento. On weekdays, the Amtrak Thruway bus provides two westbound trips per day from the Colfax Depot, Auburn Station, Rocklin Station, and Roseville to Sacramento, departing Colfax at 6:25 AM and 7:25 AM each morning. There are two additional weekday, westbound trips from Roseville Station that depart at 4:15 AM and 5:15 AM each morning. These two early morning trips from Roseville

Western Placer COA/SRTP

Station are also served on weekends. Weekday, eastbound Thruway Route 20 A/B service consists of three departures per day at Roseville Station, Rocklin Station, and Auburn Station, and one per day at the Colfax Depot. The weekday eastbound buses depart Roseville Station at 2:55 PM, 6:05 PM, and 9:05 PM each day, then head up the hill towards the other western Placer County stops, eventually terminating in Sparks, Nevada. On weekends, the westbound Thruway bus stops once per day at the same four stations. If a passenger's Capitol Corridor rail trip requires them to take the Thruway Bus Route 20 A/B, the bus fare will be included in their rail fare purchase.

The California Zephyr rail line travels between Chicago and San Francisco. In western Placer County, the California Zephyr stops at the Colfax Depot and Roseville Station. The Zephyr serves one westbound and one eastbound departure from both Placer County stations every day.

Greyhound

Greyhound operates throughout the United States. In western Placer County, Greyhound provides bus service to the Standlock Bottle Shop in Colfax and Roseville Station. Greyhound follows the same schedule Monday through Sunday; westbound Greyhound buses depart Colfax at 11:50 AM and 4:50 PM and Roseville Station at 12:30 PM and 5:40 PM. The eastbound buses depart from Roseville Station at 10:10 AM and 8:00 PM and from Colfax at 11:00 AM and 8:50 PM. One-way fares from Colfax to Sacramento start at \$19.



NON-EMERGENCY MEDICAL TRANSPORTATION AND SOCIAL SERVICE PROVIDERS

Several other organizations provide transportation services in western Placer County. A few of these organizations are described below. This list is not inclusive of every agency that provides transportation assistance to clients or program participants within the study area.

Access in Motion

Access in Motion is a non-emergency medical transportation (NEMT) provider that helps residents in the greater Rocklin and Roseville areas. In particular, Access in Motion helps residents get to and from dialysis appointments or aids those who rely on wheelchairs and walkers for mobility. Access in Motion vans are ADA-compliant and equipped with wheelchair restraints. People can reserve rides by phone or online.

Brandon's Non-Emergency Transportation Services

Brandon's Non-Emergency Transportation Services (BNETS) provides NEMT to residents in Placer and Sacramento Counties, including the Cities of Rocklin and Roseville. BNETS serves passengers with or without a mobility device, as long as they are ambulatory by themselves. Residents can reserve a ride with BNETS over the phone. BNETS is contracted by the Alta Regional Center, a nonprofit organization dedicated to aiding disabled residents, to provide transportation for their clients.

Gold Mountain Transport

Gold Mountain Transport is a for-profit, NEMT company based out of Auburn that operates in Placer, Sacramento, and Nevada Counties. Depending on capacity, passengers can reserve rides beyond the greater Sacramento area as well. Gold Mountain Transport has wheelchair-accessible vehicles if needed. Residents must schedule rides over the phone.

PRIDE Industries

PRIDE Industries helps people who face challenges to entering the workforce, such as people with disabilities, veterans, and foster youth, by creating secure employment opportunities. Pride Industries offers transportation for worksite and day program participants within Placer County.

Key Takeaways

- *Placer County Transit operates eight fixed routes, as well as vanpool and Dial-A-Ride services. Services extend from Colfax to downtown Sacramento and north to Lincoln.*
- *Auburn Transit operates an on-demand transit service only. Previously, the agency also used to operate two fixed routes.*
- *Key transfer points in western Placer County include Auburn Station, Colfax Depot, Sierra College, Twelve Bridges Library, Rocklin Station, Roseville Galleria, Louis Orlando Transit Center, and Watt/I-80 Light Rail Station.*
- *The wider region is served by multiple public transit agencies that provide fixed route, on-demand, rail, and specialized services. There are transfer opportunities from Placer County Transit and Auburn Transit to these other systems.*

EVALUATION OF TRANSIT SERVICES

INTRODUCTION

The following evaluation of PCT and Auburn Transit services explores recent operating and financial data, revealing the clear impacts of the COVID-19 pandemic and the relative recovery of the two respective systems in the years since. Ridership data is analyzed by service type and period to discern trends in transit ridership.

PCT EVALUATION

PCT Operations Data

Annual Ridership

PCT ridership for Fiscal Year (FY) 2015-16 through FY 2022-23 is summarized in Table 20 and Figure 22. Systemwide ridership had been declining before the COVID-19 pandemic, decreasing by 13 percent from FY 2015-16 to FY 2018-19. This decline was then severely exacerbated by the pandemic, which caused systemwide ridership to decrease by 62 percent from FY 2018-19, the last year pre-pandemic, to FY 2020-21. The PCT services provided for commuters saw the greatest decline in ridership; the PCE saw a 93 percent decrease and the vanpool program saw a 78 percent decrease in ridership from FY 2018-19 to FY 2020-21. The Lincoln and Highway 49 DARs were the least impacted by the pandemic, experiencing declines in ridership of only 33 and 36 percent, respectively.

Figures 22 and 23 show how ridership has recovered on PCT services since the lows experienced in FY 2020-21. Overall, PCT systemwide ridership increased 49 percent from FY 2020-21 to FY 2022-23. The services that saw the greatest rates of recovery were the PCE (+112 percent), the Alta/Colfax Route (+60 percent), the Highway 49 DAR (+56 percent), and the Granite Bay DAR (+534 percent). While these trends have been positive, ridership is still far below pre-COVID levels, as FY 2022-23 systemwide ridership was down 50 percent from FY 2015-16. PCT DAR ridership saw the smallest decline in ridership over the eight years considered (-30 percent), followed by the fixed routes (-40 percent). The PCE and vanpool programs experienced the greatest decreases in ridership from FY 2015-16 to FY 2022-23 (-86 percent and -93 percent, respectively).

Table 20: PCT Historical Ridership
 FY 2015-16 - FY 2022-23

Routes	Fiscal Year								Change (2015-16 to 2022-23)	
	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	#	%
Route 10 - Auburn / Light Rail	112,044	91,684	88,590	89,095	66,251	41,471	50,244	61,577	-50,467	-82.0%
Route 20 - Lincoln / Sierra College	84,932	73,247	68,415	68,566	55,097	38,258	50,502	57,247	-27,685	-32.6%
Route 30 - Highway 49	58,838	52,351	57,170	52,296	44,286	25,172	26,584	30,324	-28,514	-48.5%
Route 40 - Alta / Colfax	5,304	5,118	5,082	3,173	2,874	1,880	1,945	3,014	-2,290	-43.2%
Route 50 - Taylor Road Shuttle	12,224	9,185	7,780	6,430	5,783	3,622	3,974	3,798	-8,426	-68.9%
Route 70 - Lincoln Circulator ¹	33,263	30,867	31,566	34,517	22,975	11,753	17,325	16,007	-17,256	-51.9%
Route 80 - School Tripper	--	--	--	--	--	--	8,527	14,646	--	--
Placer Commuter Express	78,722	70,677	76,700	79,095	63,750	5,203	9,326	11,037	-67,685	-86.0%
Vanpool	29,189	24,546	22,520	23,930	18,082	5,253	3,227	2,064	-27,125	-92.9%
Highway 49 Dial-a-Ride	12,295	9,112	9,287	8,811	7,113	5,666	7,273	8,839	-3,456	-28.1%
Rocklin / Loomis Dial-a-Ride	10,070	8,752	12,008	12,769	10,342	5,305	6,232	6,812	-3,258	-32.4%
Granite Bay Dial-a-Ride	314	261	219	110	38	23	95	146	-168	-53.5%
Lincoln Dial-a-Ride	7,439	9,021	9,786	7,040	6,504	4,707	4,049	5,245	-2,194	-29.5%
<i>Fixed Route Subtotal</i>	306,605	262,452	258,603	254,077	197,266	122,156	159,101	186,613	-119,992	-39.1%
<i>Commuter Service and Vanpool Subtotal</i>	107,911	95,223	99,220	103,025	81,832	10,456	12,553	13,101	-94,810	-87.9%
<i>DAR Subtotal</i>	30,118	27,146	31,300	28,730	23,997	15,701	17,649	21,042	-9,076	-30.1%
Total Systemwide	444,634	384,821	389,123	385,832	303,095	148,313	189,303	220,756	-223,878	-50.4%

Source: PCT

Note 1: Lincoln Circulator was suspended for part of FY 2019-20 and FY 2020-21.

Figure 22: PCT Historical Systemwide Ridership

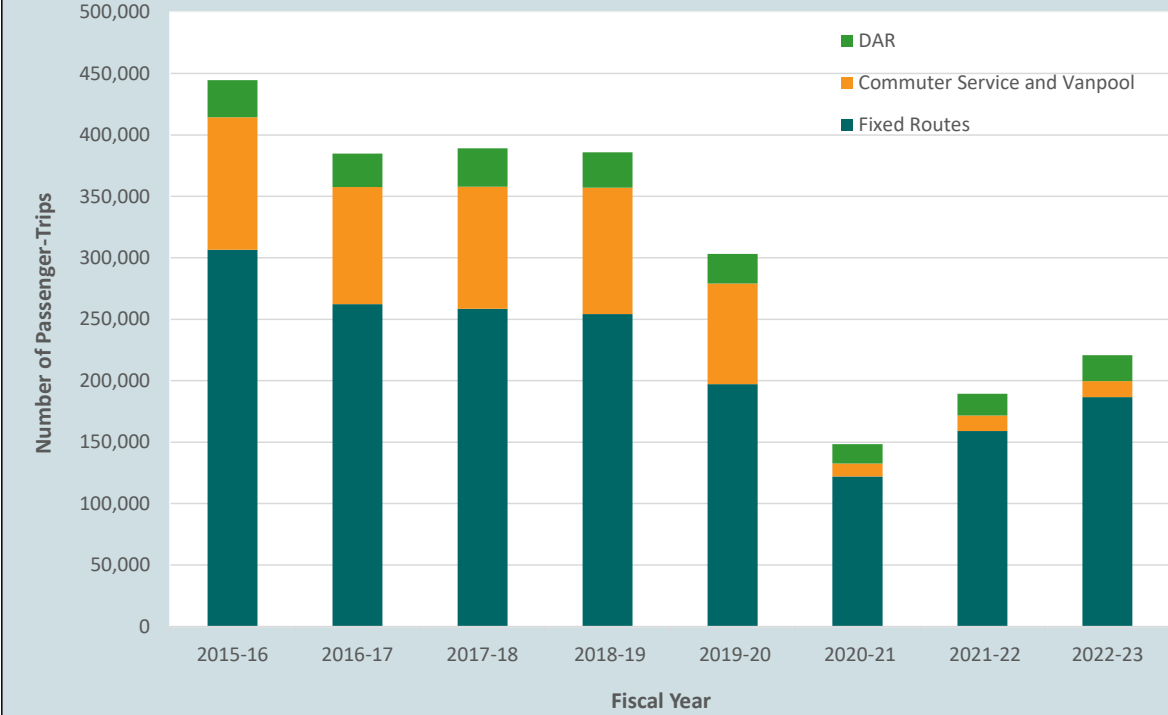
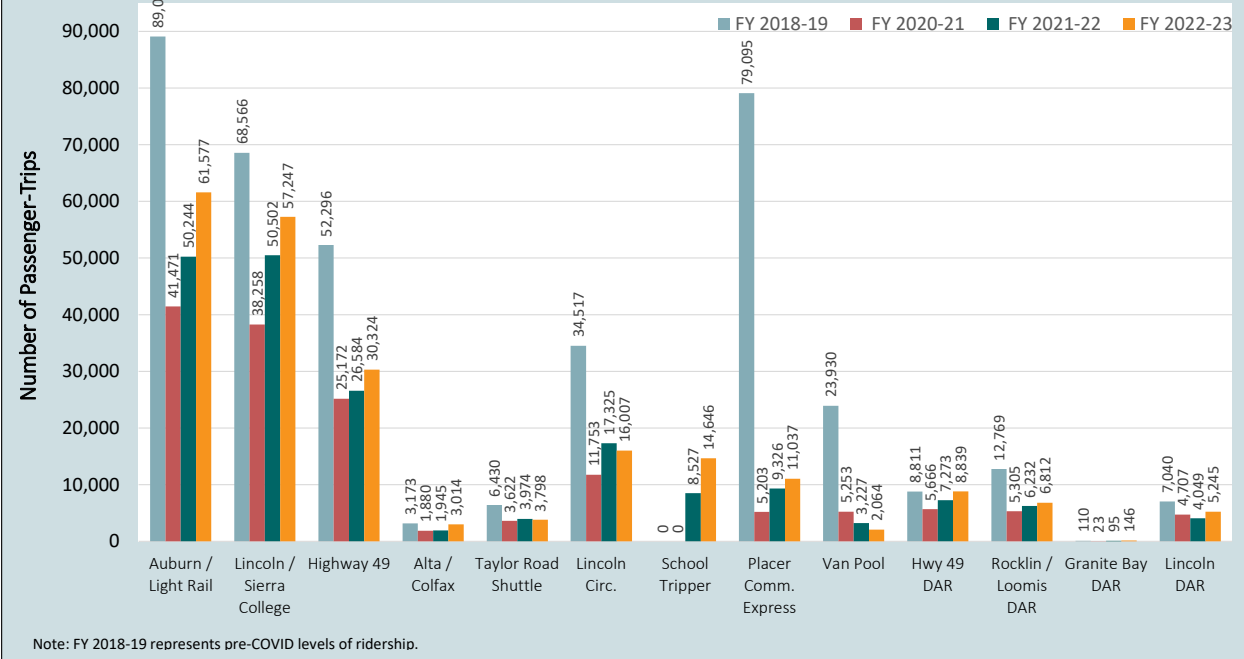


Figure 23: PCT Ridership by Service - COVID Recovery



Ridership by Month

It is common for transit systems to experience seasonal fluctuations in ridership. Figure 24 shows PCT monthly ridership by service for FY 2022-23. Based on the data presented, PCT monthly ridership is seemingly impacted by student travel patterns, as ridership is lowest during June through July and December through January, periods when most schools take extended breaks. FY 2023-24 ridership will likely show clearer monthly ridership trends as travel patterns stabilize into a post-COVID “new normal.”

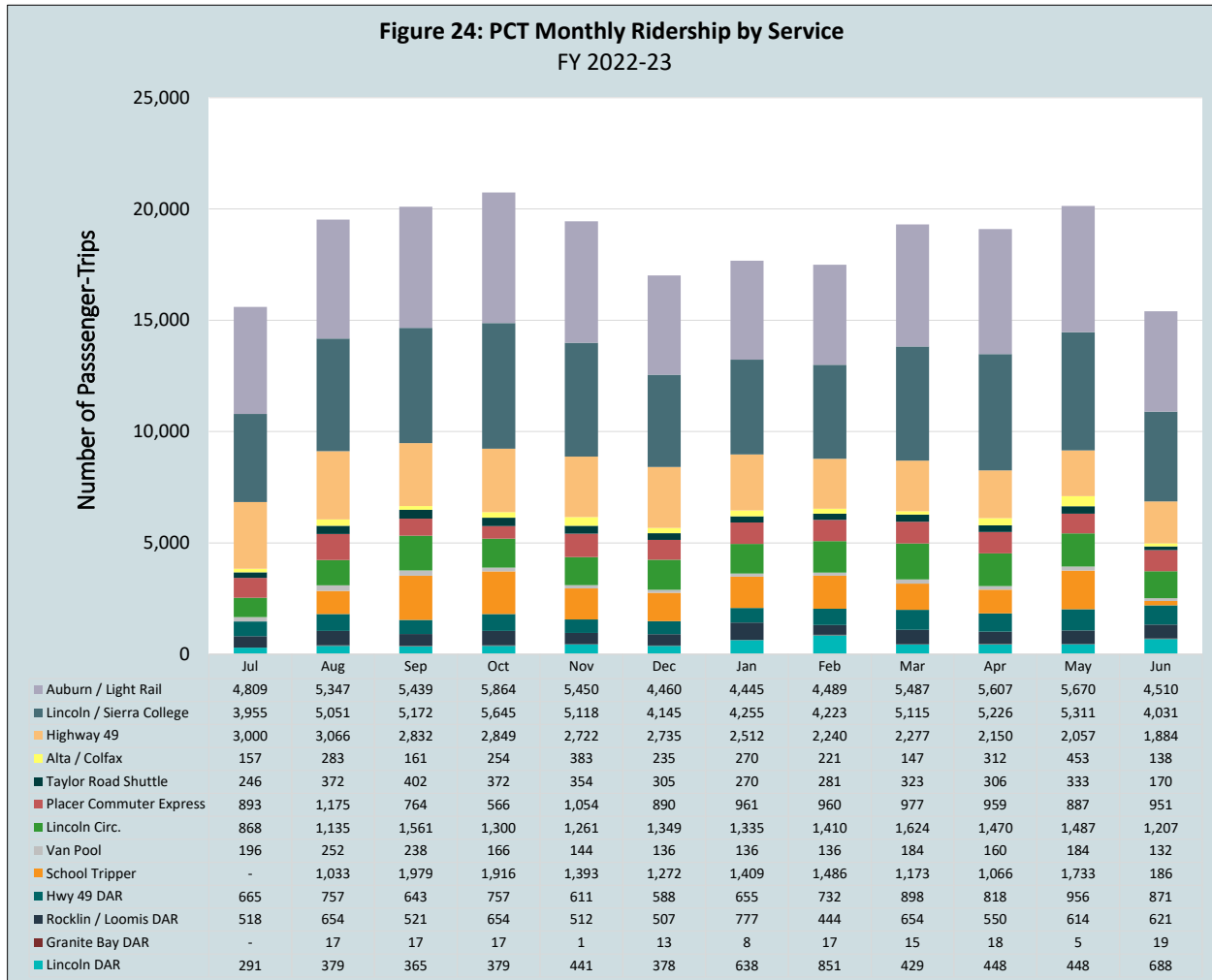
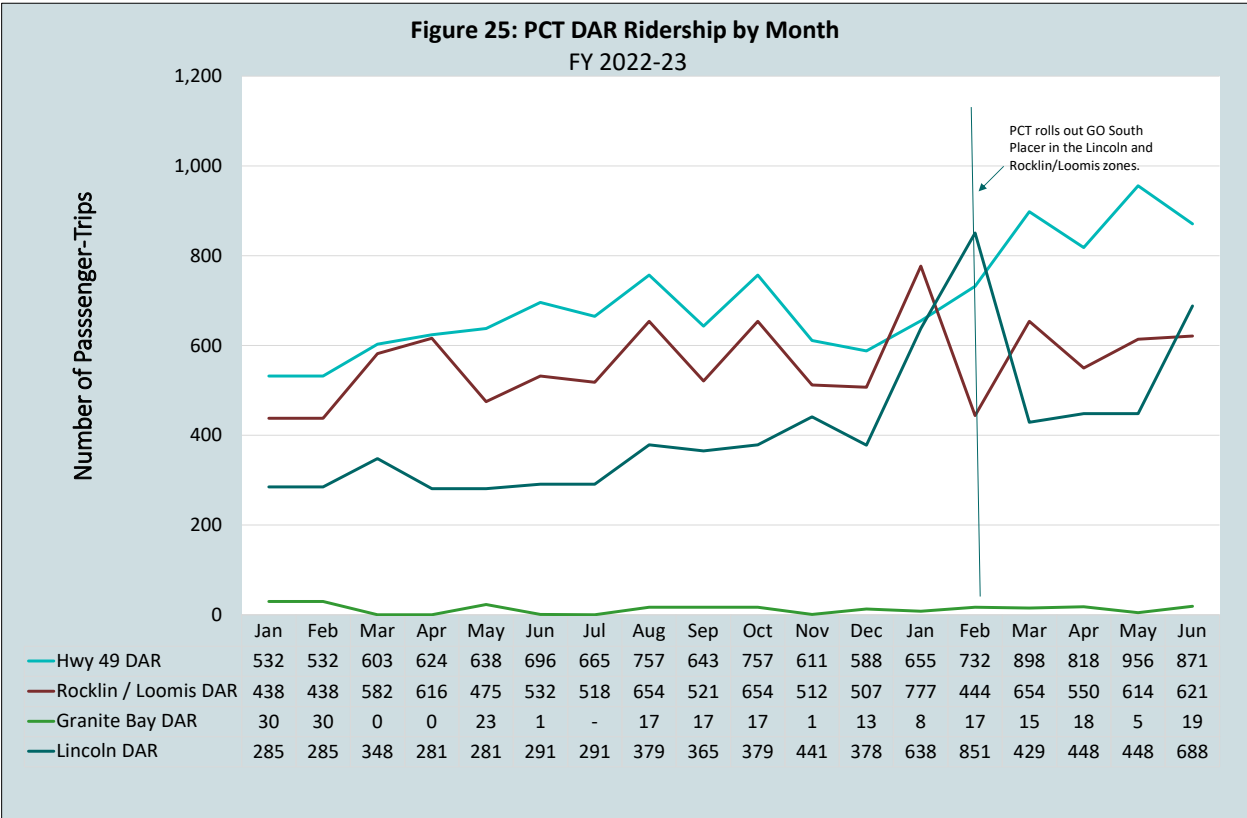


Figure 25 focuses on just PCT DAR monthly ridership. PCT rolled out the GO South Placer app in February 2023, allowing passengers in the Lincoln and Rocklin/Loomis zones to request same-day, on-demand rides for the first time. As seen in Figure 25, the GO South Placer rollout coincided with a significant ridership increase in the Lincoln DAR zone (+33 percent over the month prior). This trend did not continue, however, as from February to June ridership increased by 40 percent in the Rocklin/Loomis zone and decreased by 20 percent in the Lincoln zone. Further analysis will be required to see if the GO South Placer app generates a sustained increase in ridership in either the Lincoln or Rocklin/Loomis DAR zones.



Ridership by Day of Week

PCT carried an average of 714 passenger-trips per day in FY 2022-23. Figure 26 shows average ridership by day of the week on the PCT-operated fixed routes and PCE (Taylor Road Shuttle, vanpool, and DAR ridership are not included). On the routes considered, daily ridership was the greatest mid-week (Tuesday through Thursday), during which the fixed routes carried an average of 735 passenger-trips per day. Mondays and Fridays saw 7 percent fewer daily riders comparatively. Saturday ridership on the fixed routes was approximately 40 percent of weekday ridership. This larger trend in ridership (peak ridership on Tuesday through Thursday) was evident on most of the individual routes as well, as seen in Figure 26.

The only exceptions were the Auburn/Light Rail and Lincoln/Sierra College Routes, which both saw slight peaks in ridership on Fridays. The average number of rides requested per day through the GO South Placer app, based on data from February through July 2023, is shown in Figure 27 by the day of the week.

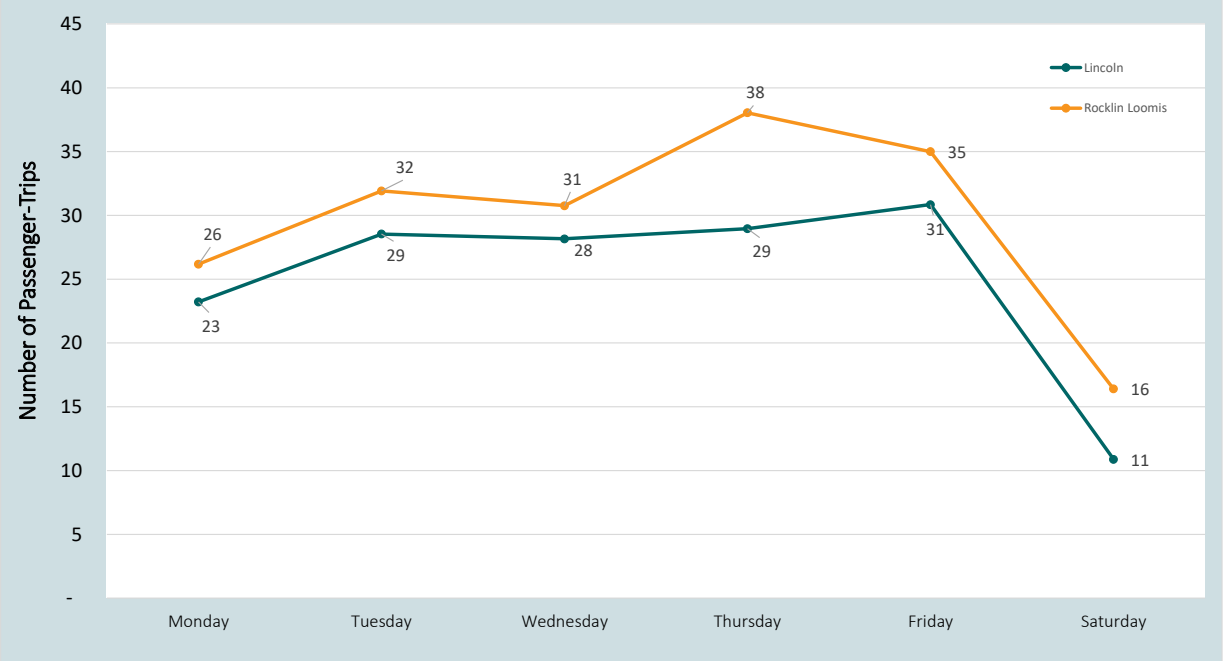
Overall, during the period considered, an average of 25 rides were requested per day in the Lincoln zone and 30 per day in the Rocklin/Loomis zone. Both zones saw more ride requests Tuesday through Friday; on average, 29 rides were requested with the GO South Placer app Tuesday through Friday in the Lincoln zone and 34 per day in the Rocklin/Loomis zone. On average, there were 40 percent fewer ride requests submitted through the GO South Placer app on Mondays and Saturdays compared to the other days of the week.

PCT DAR trip data for February through June 2023 shows that 83.3 percent of trips during this period within the Lincoln and Rocklin/Loomis zones combined were made using the Go South Placer app.

**Figure 26: PCT Average Daily Fixed Route Ridership by Service
FY 2022-23**



**Figure 27: PCT GO South Placer On-Demand Average Daily Ride Requests
Feb. - Jul. 2023**



GO South Placer Trip Origin/Destination Patterns

To better understand typical daily travel patterns, Figure 28 summarizes the origin and destination of each trip completed using the GO South Placer App made during the week of June 5-9, 2023. Within the Lincoln DAR Zone, the highest number of trips were made between the following locations during the week:

- Northwest Lincoln (near the intersection of Venture Dr and Teal Hallow Dr N.) and the area around the intersection between Lincoln Boulevard and Joiner Parkway (near Pride Industries),
- Northwest Lincoln (near Pride Industries) and Twelve Bridges Dr (in the area of Twelve Bridges High School and Library),
- Northwest Lincoln (near Patriot Drive) and downtown Lincoln (in the area of Walmart Neighborhood Market),
- West Lincoln (near the intersection of 1st Street and R Street) and Twelve Bridges Dr (in the area of Twelve Bridges High School and Library).

Within the Rocklin/Loomis DAR Zone, Figure 28 shows that the highest number of trips were made between the following locations during the week:

- Northern Rocklin (near the intersection of Wildcat Boulevard and Syracuse Drive) and Walmart near Pleasant Grove Boulevard and SR 65.

Figure 29 shows boarding activity during the same period for both the Lincoln and Rocklin/Loomis DAR zones. As shown, the highest boarding activity occurred around the intersection of Lincoln Boulevard and Joiner Way and in downtown Lincoln.

Ridership by Stop

Table 21 shows the PCT fixed route stops where at least two boardings were observed per day during a boarding survey conducted by PCT operators during the summer of 2022. First, the average number of boardings that occurred at each stop per run was calculated. These averages were then multiplied by the number of runs operated by the specific route on weekdays to estimate how many passengers boarded at the stop per day. The far-right column shows the estimated number of passengers that boarded at the stop across all routes.

As evidenced by Table 21, during the summer of 2022, most weekday boarding activity occurred at the Roseville Galleria (79 boardings per day) and Auburn Station (51 boardings per day). Other popular stops included Thunder Valley Casino (30 boardings per day), the Watt/I-80 Light Rail Station (29), Sierra College (26), and the Twelve Bridges Library (24). As PCT operators collected this boarding by stop data during the summer, there were likely fewer boardings near local schools compared to weekdays during the school year.

Dial-A-Ride Ridership by Hour

With the rollout of the GO South Placer App, the Lincoln and Rocklin/Loomis DAR services are now general public, on-demand services. This type of service is also referred to as “microtransit.” It is important to track the number of ride requests received per hour on microtransit services to ensure that enough vehicles are available to meet demand throughout the day.

Figure 28
GO South Placer On-Demand Origin-Destination Map (June 5th - 9th, 2023)

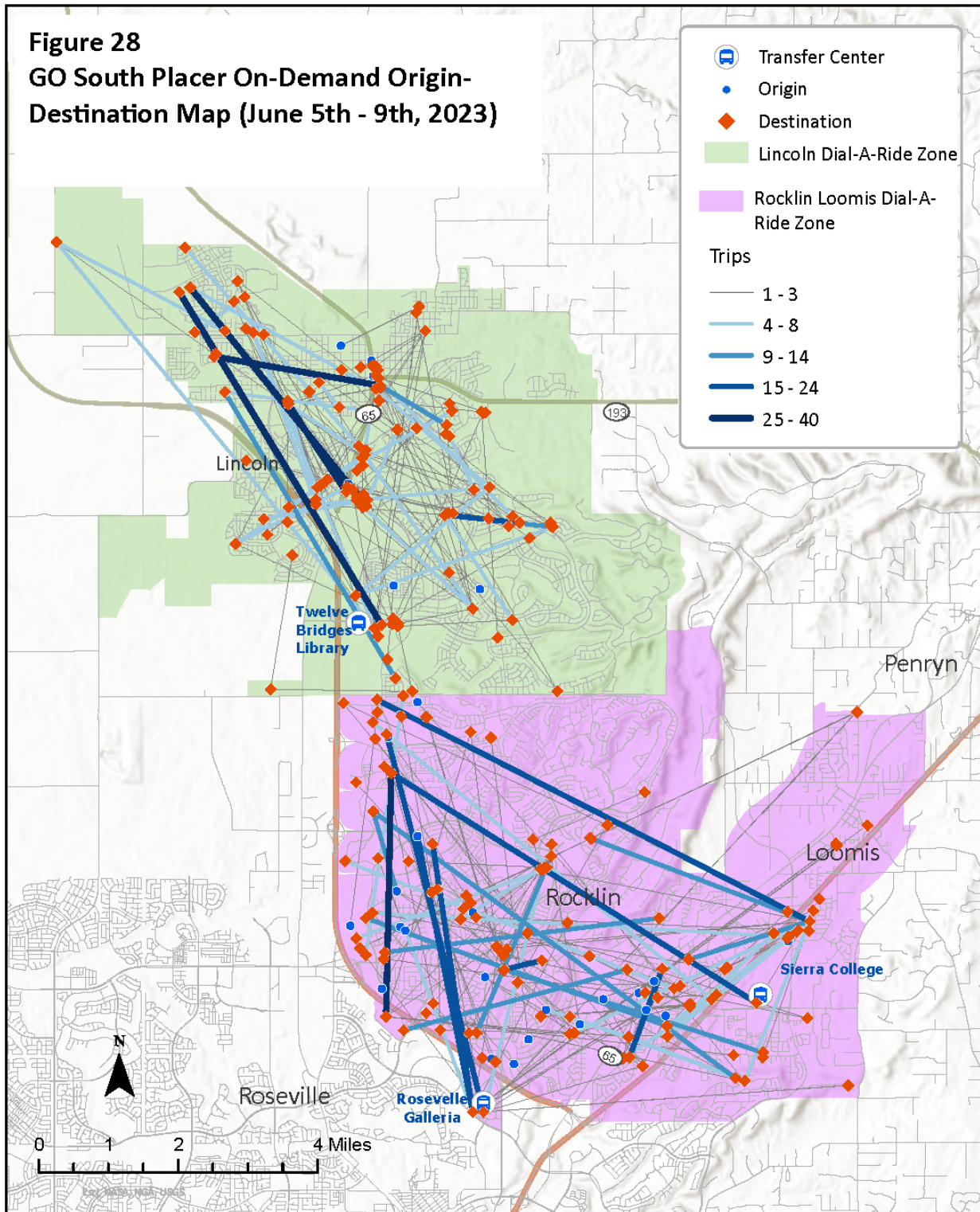


Figure 29
GO South Placer On-Demand Boarding
Activity (June 5-9, 2023)

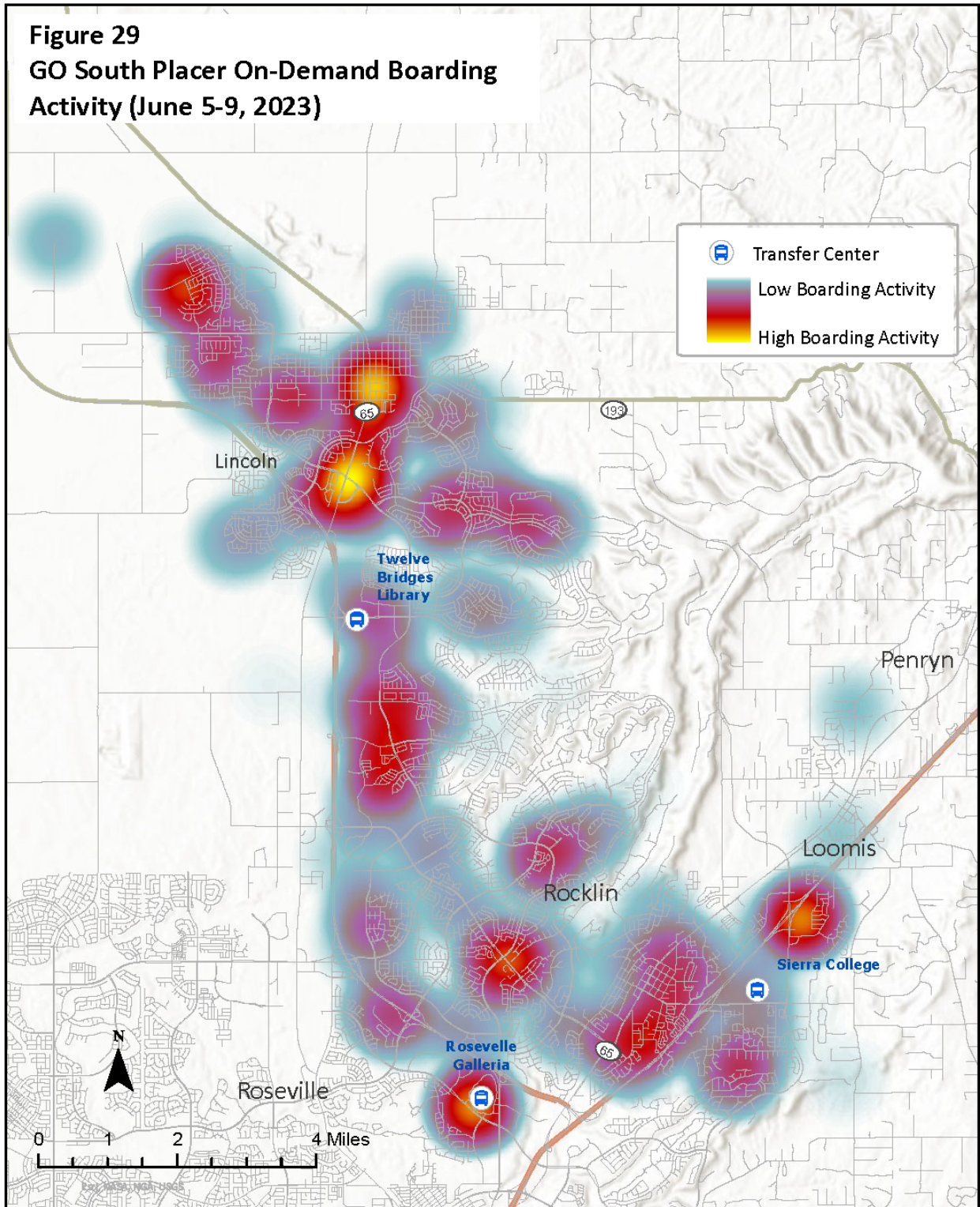


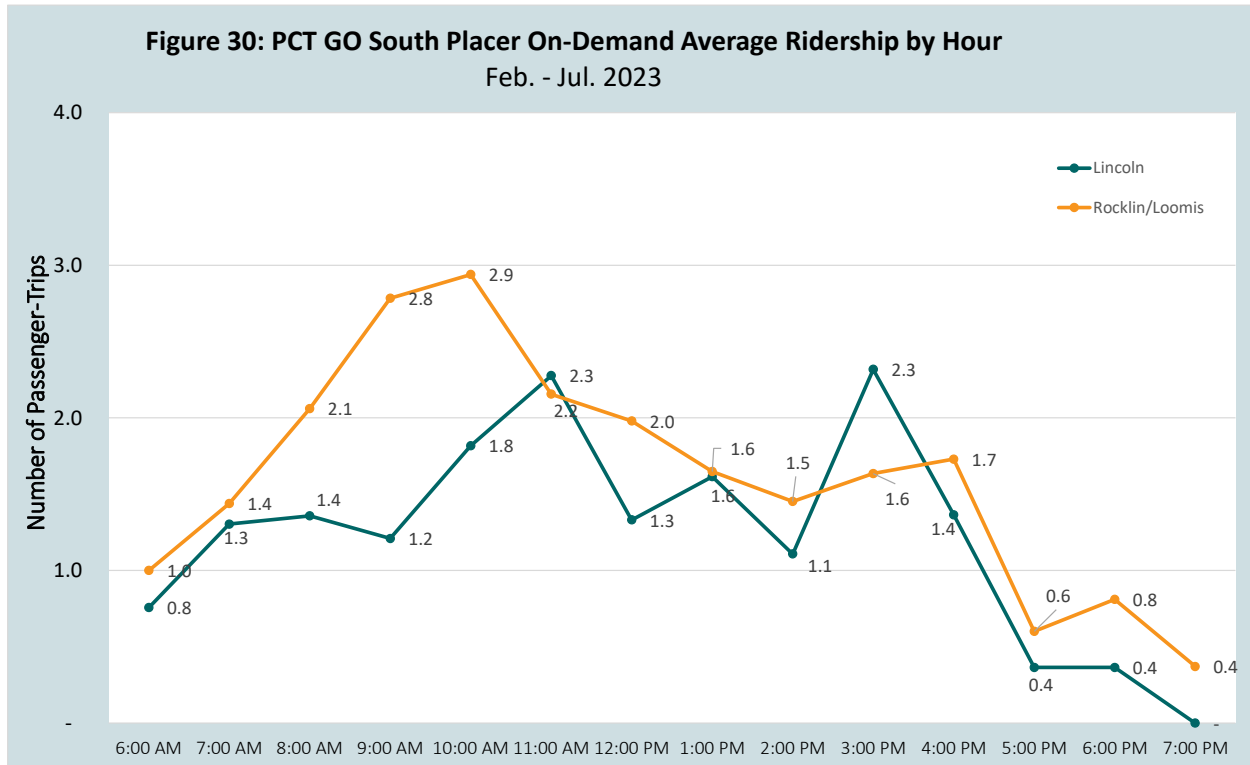
Table 21: PCT Stops with Greatest Average Weekday Boarding Activity

Summer 2022

Bus Stop	Estimated Average Daily Boardings						Total
	Aub. / LR	Linc. / SC	Hwy 49	Alta / Colf.	Linc. Circ.	PCE	
Roseville Galleria	27	52	0	0	0	0	79
Auburn Station	11	0	36	4	0	1	51
Thunder Valley Casino	0	30	0	0	0	0	30
Watt/I-80 Light Rail Station	29	0	0	0	0	0	29
Sierra College	6	20	0	0	0	0	26
Twelve Bridges Library	0	5	0	0	19	0	24
Louis and Orlando	16	0	0	0	0	0	16
Bel Air	0	0	16	0	0	0	16
Target (Auburn)	0	0	14	0	0	0	14
3rd St and F St (Walmart) (Lincoln)	0	0	0	0	10	0	10
J St and 6th St	0	0	0	0	10	0	10
Sunset/Park	0	8	0	0	0	0	8
Quartz & Galena	0	0	7	0	0	0	7
Bell Rd & County Center	0	0	6	0	0	0	6
1st and C Ave	0	0	5	0	0	0	5
Plaza Dr	0	0	5	0	0	0	5
Atherton	0	5	0	0	0	0	5
Sierra Meadows/Mazanita	0	5	0	0	0	0	5
Dry Creek / Dry Lake Ln	0	0	4	0	0	0	4
Chana	0	0	3	0	0	0	3
F Ave at 1st St	0	0	3	0	0	0	3
Ferrari Ranch and Caledon 1	0	0	0	0	3	0	3
Sunset/W. Oaks	0	3	0	0	0	0	3
Hwy 49 / Dry Creek (RCMHP)	0	0	2	0	0	0	2
Luther Rd & Hwy 49	0	0	2	0	0	0	2
Richardson & B Ave	0	0	2	0	0	0	2
Sapphire & Garnet	0	0	2	0	0	0	2
R St and Shamrock	0	0	0	0	2	0	2
Les Schwab	0	2	0	0	0	0	2
Pacific/Midas	0	2	0	0	0	0	2
Atwood Road	0	0	2	0	0	0	2
Safeway	0	1	0	0	0	0	1
Sunset/Blue Oaks	0	1	0	0	0	0	1
Sunset/Pebble Creek Bel Air	0	1	0	0	0	0	1
Sunset/Springview	0	1	0	0	0	0	1
Atwood & Corral	0	0	1	0	0	0	1
Professional & Education	0	0	1	0	0	0	1
1st and F St	0	0	0	0	1	0	1
7th and C St	0	0	0	0	1	0	1
E St and 1st St	0	0	0	0	1	0	1
Ferrari Ranch and Groveland (E)	0	0	0	0	1	0	1
Lincoln Blvd and Ferrari Ranch	0	0	0	0	1	0	1
P St and 9th St	0	0	0	0	0	1	1
Rocklin Station	0	0	0	0	0	1	1
Roseville Taylor Rd Park-n-Ride	0	0	0	0	0	1	1
AMF Rocklin Lanes	0	1	0	0	0	0	1
Lincoln	0	1	0	0	0	0	1
Pacific and Bush	0	1	0	0	0	0	1
S. Whitney and Springview	0	1	0	0	0	0	1
Sierra Meadows/Pacific	0	1	0	0	0	0	1
Sunset West Stanford Ranch	0	1	0	0	0	0	1
Dewitt 1st & C St.	0	0	1	0	0	0	1
Nevada St Post Office	0	0	1	0	0	0	1
Theater	0	0	1	0	0	0	1

Source: Placer County Transit. Data collected during limited runs over the course of the summer of 2022.

Figure 30 shows the average GO South Placer ridership by hour in both the Lincoln and Rocklin/Loomis zones from February through July 2023. In the Lincoln zone, ridership peaked from 10:00 AM to 3:00 PM, during which an average of 1.7 passenger-trips were carried per hour. In the Rocklin/Loomis Zone, GO South Placer ridership was greatest during the morning hours of 8:00 AM to 12:00 PM, during which an average of 2.4 passenger-trips were carried per hour.

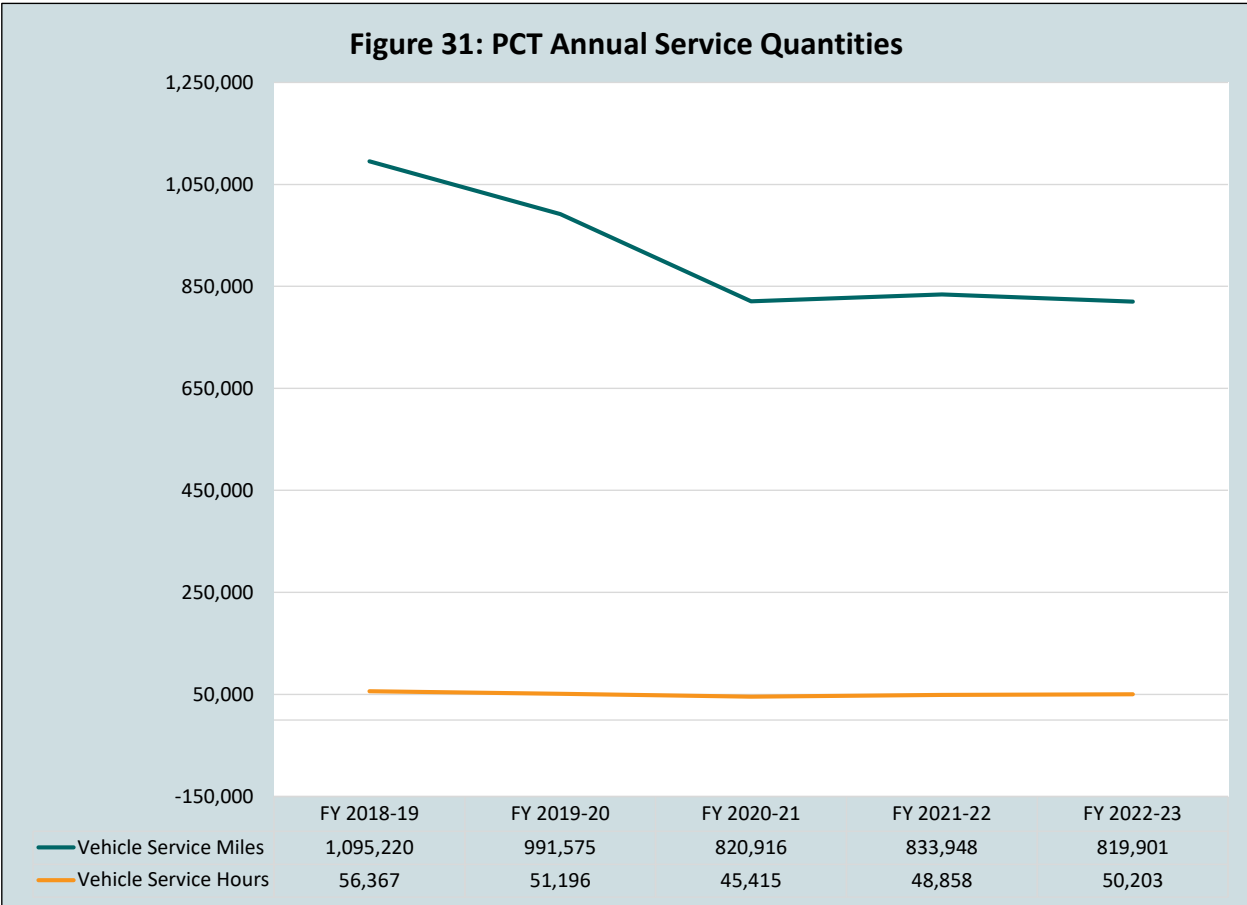


Vehicle Hours and Miles

PCT operated 50,203 vehicle service hours (VSH) and 819,901 vehicle service miles (VSM) in FY 2022-23 (Figure 31). These service levels represent an 11 percent decrease in VSHs and a 25 percent decrease in VSMs from FY 2018-19. The initial decrease in service levels occurred during the COVID-19 pandemic. Service quantities have not returned to FY 2018-19 levels in subsequent years because PCT is still operating reduced schedules on some routes, in part due to decreased demand and ongoing staffing challenges related to the nationwide driver shortage.

The Auburn/Light Rail, Sierra College/Lincoln, and Highway 49 Routes account for the majority of VSHs operated (58 percent of the systemwide total) and nearly half of the VSMs operated (45 percent).

PCT initiated the GO South Placer service option in February 2023, allowing Lincoln and Rocklin/Loomis passengers to request on-demand rides. From February to July 2023, the average GO South Placer trip took 12 minutes and 50 seconds and traveled 3.9 miles. In the Lincoln zone specifically, GO South Placer trips, on average, took 11 minutes and 14 seconds and traveled 3.2 miles. In the Rocklin/Loomis zone, the average trip duration was 14 minutes and 29 seconds, and the average trip length was 4.7 miles.



PCT Financial Data

Operating Revenues

PCT operating revenue is derived from multiple sources, as seen in Table 22. About one-quarter of PCT’s revenue is generated by local sources, such as fares, reimbursement for fares from Sierra College, and the respective contributions from the Cities of Auburn, Lincoln, Rocklin, and Colfax, the Town of Loomis, and the Thunder Valley Casino for PCT services in their communities. Over the last three fiscal years, only 2 percent of PCT’s total revenue has been from passenger fares. 17 percent of PCT revenues in FY 2022-23 were local contributions.

About half of PCT’s operating revenue comes from state funding sources (\$4.8 million in FY 2022-23, or 50 percent of operating revenues). State transit funding in CA is primarily derived from two formula funding programs, both of which are generated by provisions of the Transit Development Act (TDA): the Local Transportation Fund (LTF) (sales tax) and State Transit Assistance (STA) funds (fuel tax). PCT received less state funding in FY 2022-23 compared to FY 2020-21 (-8 percent) due to receiving less State of Good Repair (SGR) and Regional Surface Transportation Program funds.

The remaining quarter of PCT’s revenues come from federal sources such as Federal Transit Administration (FTA) grants and the Coronavirus Aid, Relief, and Economic Security (CARES) Act. PCT receives both FTA Section 5307 (Urbanized Area Formula Grants) and Section 5311 (Formula Grants for Rural Areas) because its service area includes both the urbanized region of Placer County closest to Sacramento and more rural areas farther east, such as Auburn and Colfax. Federal transit funding sources

Western Placer COA/SRTP

Table 22: PCT Operating Revenues

Revenues	Fiscal Years		
	2020/21 Actual	2021/22 Actual	2022/23 Adopted
Local Revenues	\$2,568,000	\$2,859,207	\$2,584,200
Transit Fares - PCT ¹	\$243,100	\$152,500	\$240,000
Transit Fares - PCE	\$365,300	\$148,600	\$335,700
Transit Fares - Vanpool	\$70,300	\$72,000	\$72,000
Aid from Other Agencies ²	\$1,739,300	\$1,854,234	\$1,595,500
Reimbursement - TART to PCT	\$150,000	\$160,000	\$160,000
Operating Transfers In	\$0	\$471,873	\$181,000
State Revenues	\$5,204,800	\$4,184,220	\$4,798,400
Local Transportation Fund (LTF)	\$3,400,000	\$3,400,000	\$3,733,100
State Transit Assistance (STA)	\$905,300	\$630,920	\$905,300
State of Good Repair (SGR)	\$259,500	\$153,300	\$160,000
Regional Surface Transportation Program	\$640,000	\$0	\$0
Federal Revenues	\$2,752,400	\$2,134,600	\$2,232,900
Section 5307	\$990,200	\$1,010,600	\$1,045,100
Section 5311	\$24,000	\$24,000	\$24,000
CARES Act - Operations Funding - Section 5307	\$1,000,300	\$350,000	\$413,800
CARES Act - Capital Funding - Section 5307	\$487,900	\$750,000	\$750,000
CARES Act - Operations Funding - Section 5311	\$250,000	\$0	\$0
Total Revenues	\$10,525,200	\$9,178,027	\$9,615,500

Note 1: Includes fare reimbursement from Sierra College for student passengers.

Note 2: The Cities of Auburn, Lincoln, Rocklin, and Colfax, the Town of Loomis, and the Thunder Valley Casino contribute funds to PCT to pay for the share of PCT services operated within their respective jurisdictions.

Source: County of Placer Cost Center Budget Detail FY 2023-24.

can be used for both operations and capital needs. PCT’s federal revenues decreased by 19 percent from FY 2020-21 to FY 2022-23, even with CARES Act funds. It should be noted that CARES Act funding will no longer be available after FY 2023-24. However, additional COVID-19 relief funds will continue to be available to PCT.

Operating Expenses

PCT’s operating expenses are detailed in Table 23. The PCT operating budget increased by 24 percent from FY 2020-21 to FY 2022-23, totaling \$9.98 million in FY 2022-23. The increase in operating costs over recent years was likely due, in part, to high rates of inflation, as well as the need to offer competitive salaries to recruit more employees during the nationwide driver shortage.

Table 23: PCT Operating Expenses

Expenses	Fiscal Years		
	2020/21 Actual	2021/22 Actual	2022/23 Adopted
Salaries and Benefits	\$2,988,359	\$3,155,429	\$3,217,612
Communication Services Expense	\$51,718	\$50,206	\$47,880
Food	\$363	\$328	\$0
Janitorial Supplies	\$6,862	\$2,386	\$3,000
Refuse Disposal	\$3,347	\$4,306	\$3,000
Vehicles - Maintenance, Parts, & Insurance	\$1,829,889	\$1,744,523	\$1,827,982
Buildings - Maintenance, Improvements, & Utilities	\$54,604	\$52,941	\$71,908
Short-Term Rents and Leases - Equipment	\$46,842	\$24,648	\$72,000
Small Tools & Instruments	\$914	\$101	\$800
Office Supplies, Printing, Postage	\$22,693	\$25,385	\$27,806
Professional and Special Services	\$2,463,083	\$2,676,928	\$3,464,566
PC Acquisition	\$4,385	\$0	\$8,000
Advertising	\$849	\$2,859	\$30,000
Training / Education, Prof. Dues, Travel	\$106,558	\$140,780	\$107,720
Transfer Out A-87 Costs	\$204,475	\$264,318	\$190,844
Operating Transfer Out	\$239,203	\$0	\$0
Equipment	\$0	\$0	\$750,000
Drug & Alcohol Testing	\$4,742	\$1,423	\$5,500
Appropriation for Contingencies	\$0	\$0	\$150,000
Misc Expense	\$996	\$418	\$1,350
Total Operating Requirements	\$8,029,882	\$8,146,979	\$9,979,968

Note 1: The Cities of Auburn, Lincoln, Rocklin, and Colfax, the Town of Loomis, and the Thunder Valley Casino contribute funds to PCT to pay for the share of PCT services operated within their respective jurisdictions.

Source: County of Placer Cost Center Budget Detail FY 2023-24.

PCT's top expenses in FY 2022-23 were professional services (35 percent of the total budget), salaries and benefits (32 percent), and vehicle-related costs (18 percent). Professional and special services include work done by consultants and contractors such as the DAR contractor. The budget items that increased the most, proportionally, over the three years considered were advertising (+3,434 percent), clothing (+84 percent), and PC acquisition (+82 percent).

The PCT operating expenses were each allocated to the service quantity (vehicle service hours or vehicle service miles) upon which it is most dependent to develop a cost model for FY 2022-23. Costs not dependent on service levels, such as advertising or education, were designated as fixed costs.

PCT PERFORMANCE ANALYSIS

Tables 24 through 26 display cost and performance data by route and service mode for FY 2022-23. Adapting a cost model developed by Placer County, operating costs were separated into total operating costs and marginal operating costs (not including fixed costs) for each service mode. Fixed costs represent costs which do not change if service hours and miles increase or decrease. Examples include utilities, building maintenance and salaries and wages for administrative staff. The DAR services (including the Taylor Road Shuttle) are operated by a third-party contractor while all other services are currently operated “in-house” by Placer County staff. As the DAR services are part of the PCT system and still require contract management and use some fixed cost resources, a portion of Placer County DPW fixed costs are allocated to DAR services as shown in Table 24. The resulting operations and financial data were used to calculate metrics such as passenger-trips per hour and subsidy per passenger-trip.

Table 24: PCT DAR Performance Measures

FY 2022-23

	Hwy 49 DAR	Rocklin/ Loomis DAR	Lincoln DAR	Granite Bay DAR	Route 50 Taylor Rd Shuttle	Total
Ridership	8,839	6,812	5,245	146	3,798	24,840
Fare Revenue	\$7,872	\$6,584	\$54,459	\$44	\$2,424	71,382
Vehicle Service Hours	5,828	4,595	3,602	169	4,118	18,312
Vehicle Service Miles	36,895	37,731	25,338	566	72,025	172,555
Marginal Operating Costs	\$258,583	\$203,860	\$159,836	\$7,516	\$182,716	\$812,511
Fixed Costs (Contractor)	\$310,745	\$244,984	\$192,079	\$9,032	\$219,574	\$976,413
Fixed Costs (County)	\$237,340	\$187,113	\$146,706	\$6,898	\$167,705	\$745,762
Total Operating Costs	\$806,667	\$635,957	\$498,621	\$23,446	\$569,995	\$2,534,686
Performance Indicators						
Pax per VSH	1.5	1.5	1.5	0.9	0.9	1.4
Marginal Cost per Trip	\$29.25	\$29.93	\$30.47	\$51.48	\$48.11	\$32.71
Marginal Subsidy per Trip	\$28.36	\$28.96	\$20.09	\$51.18	\$47.47	\$29.84
Marginal Cost per VSH	\$44.37	\$44.37	\$44.37	\$44.37	\$44.37	\$44.37
Total Cost per Trip	\$91.26	\$93.36	\$95.07	\$160.59	\$150.08	\$102.04
Total Cost per VSH	\$138.42	\$138.42	\$138.42	\$138.42	\$138.42	\$138.42
Source: Placer County						

Table 25: PCT Fixed Route Performance Measures

FY 2022-23

	Route 10 Auburn / Light Rail	Route 20 Lincoln / Sierra College	Route 30 Highway 49	Route 40 Alta / Colfax	Route 70 Lincoln Circulator	Route 80 School Tripper	Total
Ridership	61,577	57,247	30,324	3,014	16,007	14,646	182,815
Fare Revenue	\$32,521	\$30,245	\$15,975	\$1,591	\$55,406	\$8,449	\$144,186
Vehicle Service Hours	8,480	8,011	6,084	1,651	3,392	424	28,041
Vehicle Service Miles	246,768	137,488	94,173	38,100	49,184	5,632	571,346
Marginal Operating Costs	\$1,274,211	\$949,297	\$693,680	\$221,623	\$377,921	\$45,841	\$3,562,572
Fixed Costs (County)	\$628,976	\$594,190	\$451,244	\$122,458	\$251,591	\$31,422	\$2,079,880
Total Operating Costs	\$1,903,187	\$1,543,487	\$1,144,923	\$344,080	\$629,512	\$77,263	\$5,642,452
Performance Indicators							
Pax per VSH	7.3	7.1	5.0	1.8	4.7	34.6	6.5
Marginal Cost per Trip	\$20.69	\$16.58	\$22.88	\$73.53	\$23.61	\$3.13	\$19.49
Marginal Subsidy per Trip	\$20.16	\$16.05	\$22.35	\$73.00	\$20.15	\$2.55	\$18.70
Marginal Cost per VSH	\$150.26	\$118.50	\$114.02	\$134.24	\$111.42	\$108.21	\$127.05
Total Cost per Trip	\$30.91	\$26.96	\$37.76	\$114.16	\$39.33	\$5.28	\$30.86
Total Cost per VSH	\$224.43	\$192.67	\$188.19	\$208.41	\$185.59	\$182.38	\$201.22

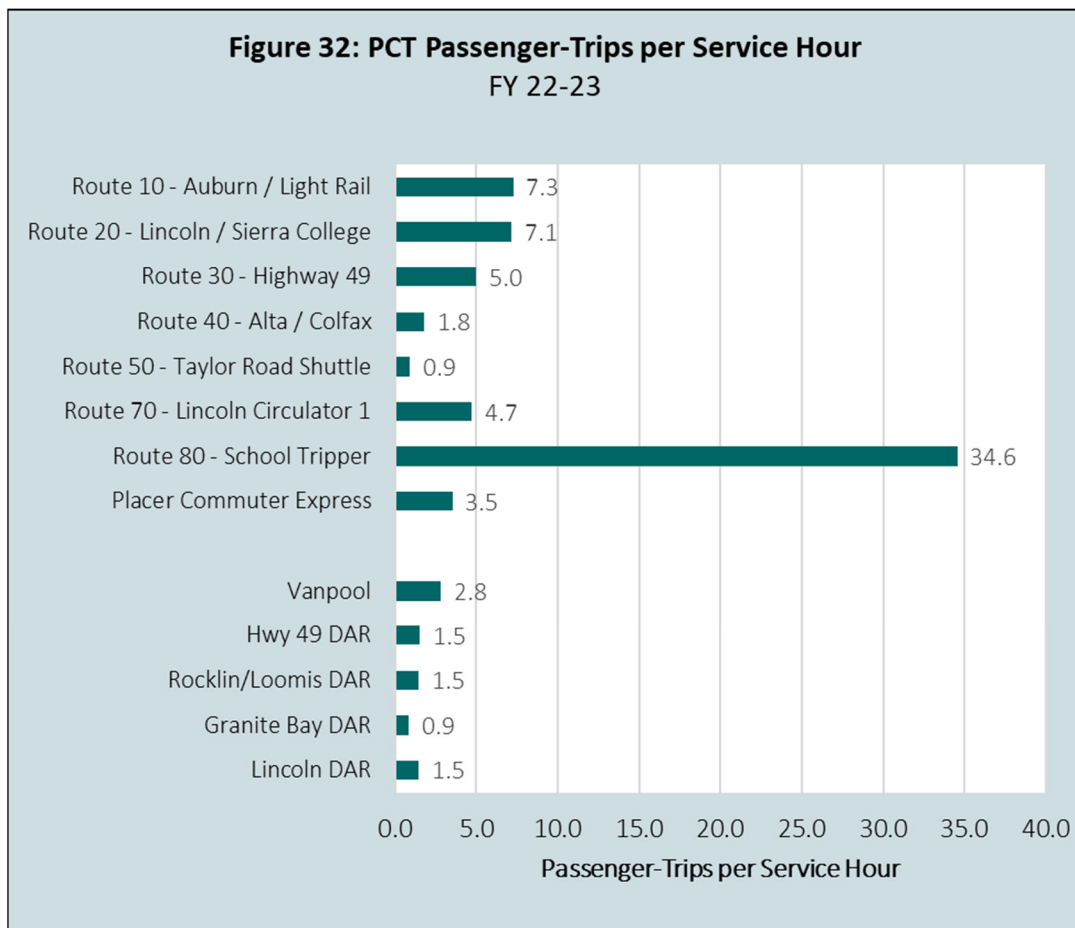
Table 26: PCT Commuter Services Performance Measures

FY 2022-23

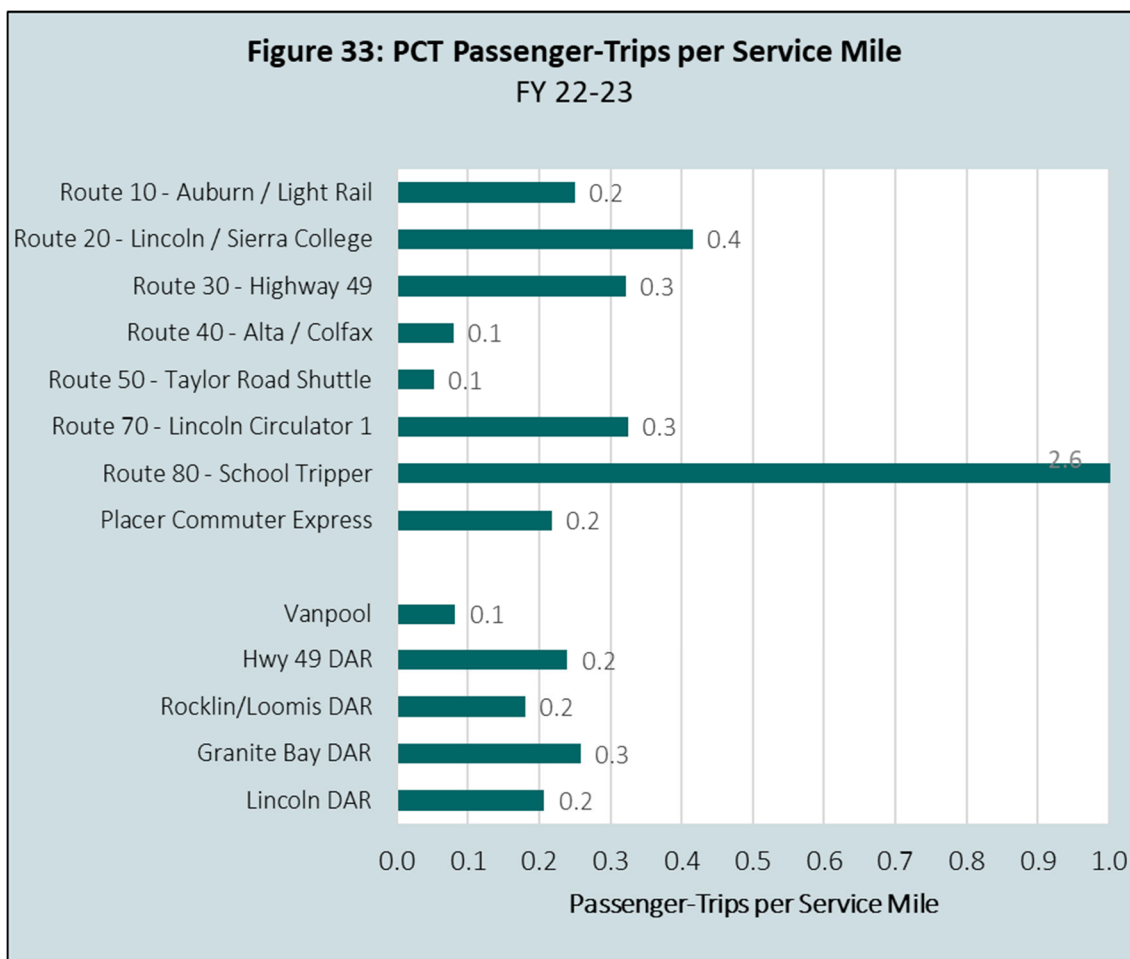
	PCE	Vanpool	Total
Ridership	11,037	2,064	13,101
Fare Revenue	\$7,669	\$7,700	\$15,369
Vehicle Service Hours	3,115	734	3,849
Vehicle Service Miles	50,840	25,161	76,001
Marginal Operating Costs	\$362,115	\$17,567	\$379,682
Fixed Costs (County)	\$231,008	\$33,275	\$264,283
Total Operating Costs	\$593,123	\$50,842	\$643,965
Performance Indicators			
Pax per VSH	3.5	2.8	3.4
Marginal Cost per Trip	\$32.81	\$9	\$28.98
Marginal Subsidy per Trip	\$32.11	\$4.78	\$27.81
Marginal Cost per VSH	\$116.27	\$23.92	\$98.64
Total Cost per Trip	\$53.74	\$24.63	\$49.15
Total Cost per VSH	\$190.44	\$69.22	\$167.31

Key takeaways include:

- **Passenger-Trips per Hour:** The number of passenger-trips carried per vehicle service hour (VSH) indicates the relative productivity of the transit system. Systemwide PCT carried 4.4 passenger-trips per VSH in FY 2022-23. The most productive services were the fixed routes, which carried 5.8 passenger-trips per VSH on average, while the DAR services were the least productive, carrying 1.5 passenger-trips per VSH on average. The specific routes that carried the most passenger-trips per VSH were the School Tripper (34.6), the Auburn/Light Rail Route (7.3), and the Lincoln/Sierra College Route (7.1). This data is also shown in Figure 32. Compared to FY 2018-19, passenger-trips per hour in FY 2022-23 were slightly lower for all types of service, with commuter services exhibiting the largest decrease (by 73 percent).



- **Passenger-Trips per Mile:** The number of passenger-trips carried per vehicle service mile (VSM) is another measure used to assess the productivity of a transit service. PCT carried an average of 0.27 passenger-trips per VSM in FY 2022-23; the fixed routes carried 0.29 passenger-trips per VSM, the DAR services carried 0.21, and the commuter services carried 0.17. The Lincoln/Sierra College Route, the Lincoln Circulator, and the Highway 49 Route carried the most passenger-trips per VSM (0.32 or more), while the Taylor Road Shuttle, Alta/Colfax Route, and vanpool program carried the least (less than 0.1) (Figure 33). Compared to FY 2018-19, passenger-trips per mile in FY 2022-23 were lower for fixed route and commuter services, however, DAR services saw an increase in passenger-trips per mile (by 11 percent) over this period.



- Marginal Operating Cost per Passenger-Trip:** The marginal operating cost per passenger-trip indicates the relative cost efficiency of a transit service, excluding fixed costs. Based on systemwide operations, PCT’s marginal operating cost per passenger-trip was \$21.54 in FY 2022-23. The fixed routes, on average, lower marginal operating costs per passenger-trip compared to the commuter or DAR services. The School Tripper had the lowest operating cost per passenger-trip in FY 2022-23 (\$3.13), while the Alta Colfax Route had the highest (\$73.53) (Figure 34).
- Marginal Subsidy per Passenger Trip:** The marginal subsidy per passenger-trip represents the public investment per trip (excluding fixed costs). Marginal subsidy = marginal operating costs minus passenger fare revenue. This performance indicator does not include local support or other revenue collected by Placer County in lieu of fares. The marginal subsidy per PCT passenger-trip was \$20.49 in FY 2022-23. The most cost-effective service (i.e., the lowest subsidy per passenger-trip) was the School Tripper (\$2.55), followed by Vanpool (\$4.78) and the Lincoln/Sierra College Route (\$16.05). The service with the highest subsidy per passenger-trip was the Alta Colfax Route (\$73.00) (Figure 35).

Figure 34: PCT Marginal Operating Cost per Passenger-Trip

FY 22-23

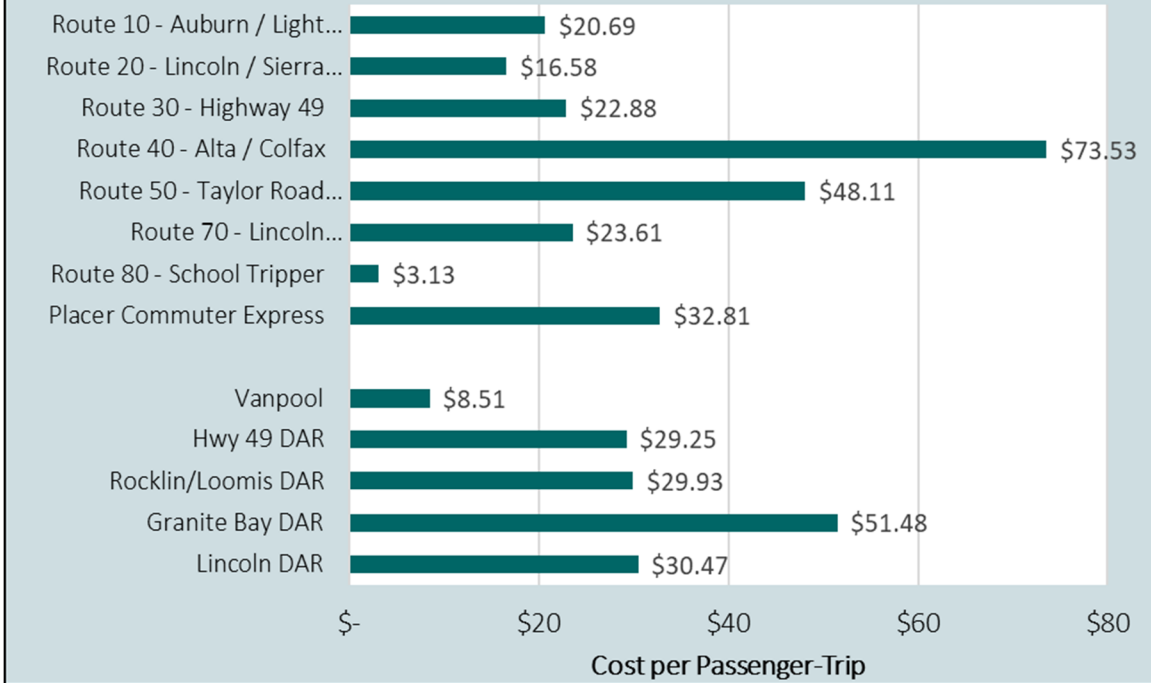
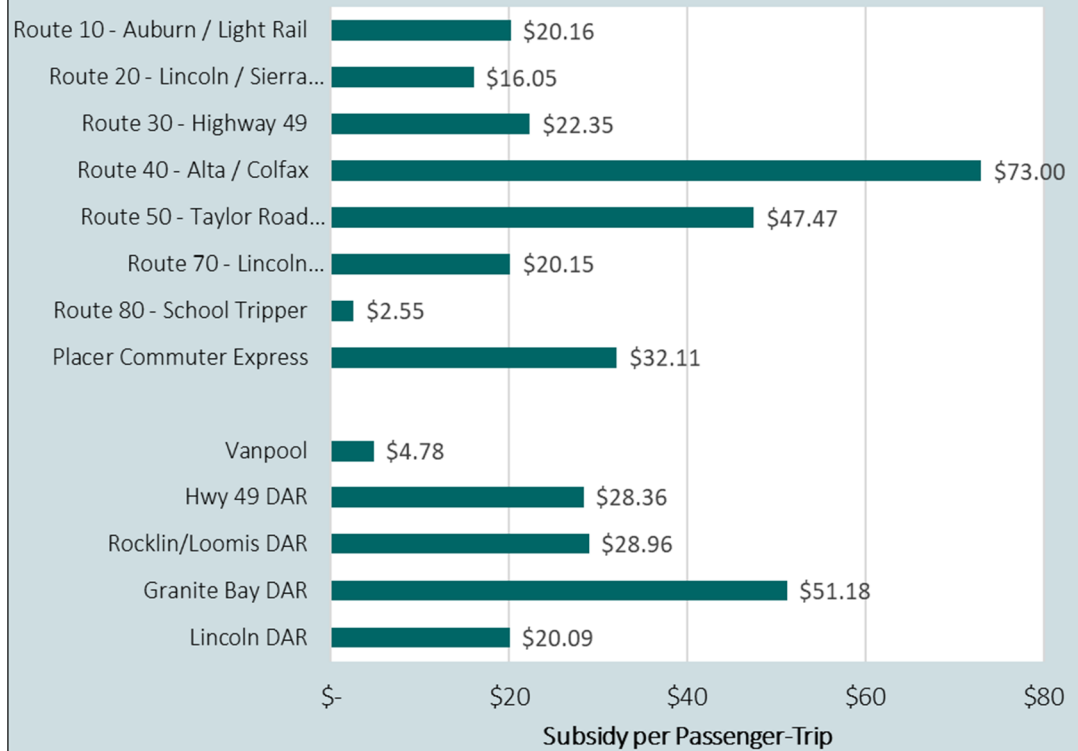
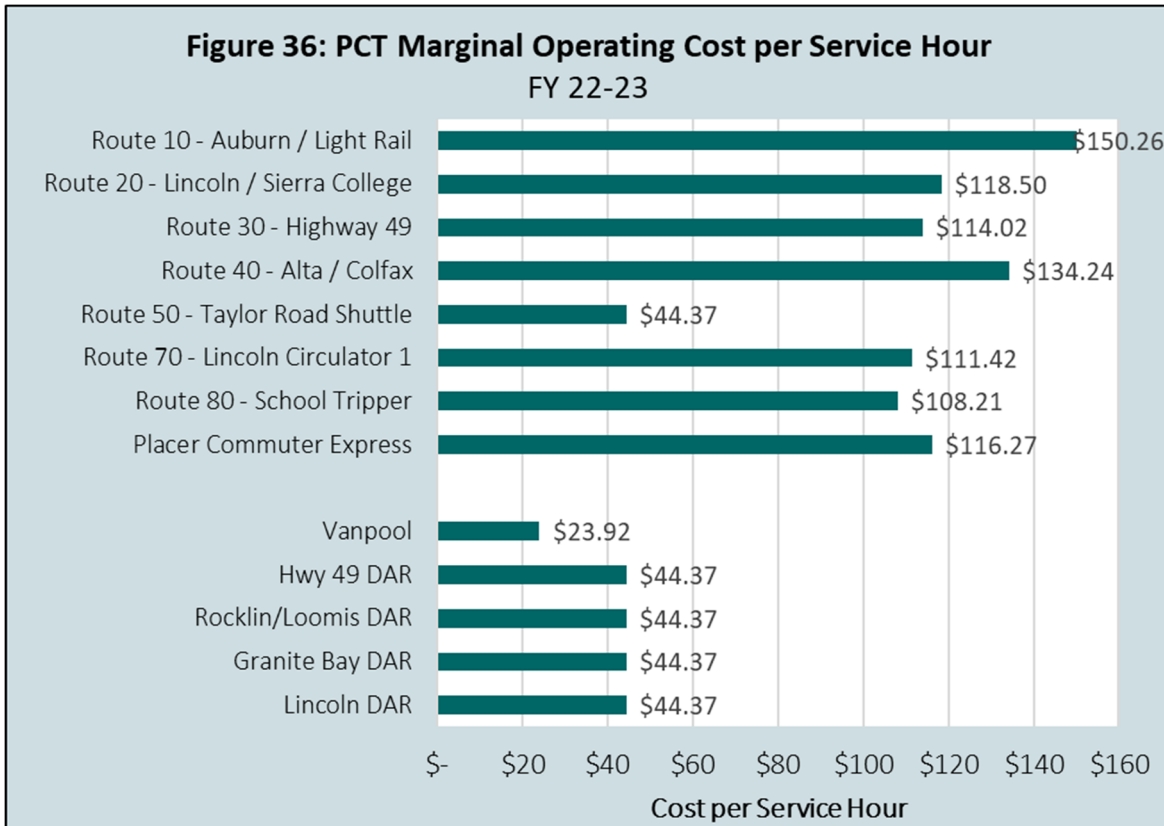


Figure 35: PCT Marginal Operating Subsidy per Passenger-Trip

FY 22-23



- Marginal Operating Cost per Vehicle Service Hour:** Across all PCT services, \$94.71 in marginal operating costs were generated per VSH in FY 2022-23. The DAR services had the lowest costs with the contracted rate of \$44.73 per VSH. Fixed route services cost on average \$127.05 per hour to operate and PCE cost \$116.27 per VSH. For the individual services, the operating cost per VSH ranged from \$23.92 for vanpool to \$150.26 on the Alta Colfax Route (Figure 36).



- Farebox Ratio:** The farebox ratio is calculated by dividing the passenger fare revenues generated on the bus by the **total** operating cost. In FY 2022-23, the systemwide farebox ratio was only 2.6 percent. The School Tripper (10.9 percent), Lincoln DAR (10.9 percent), and Lincoln Circulator (8.8 percent) had the highest farebox ratios, while the Granite Bay DAR (0.2 percent), Taylor Road Shuttle (0.4 percent), and Alta/Colfax Route (0.5 percent) had the lowest (Figure 37). It should be noted that farebox ratio calculations for purposes of TDA eligibility allow the inclusion of local support. Under the revised local support definition, PCT exceeded the systemwide TDA farebox ratio requirement of 12.94 percent in FY 2021-22 per the most recent Fiscal and Compliance Audit. This will likely be the case for FY 2022-23.

AUBURN TRANSIT EVALUATION

Auburn Transit Operating Data

Annual Ridership

Auburn Transit's annual ridership from FY 2015-16 to FY 2022-23 is shown in Figure 38.

**Figure 37: PCT Farebox Ratio (Passenger Fares)
FY 22-23**

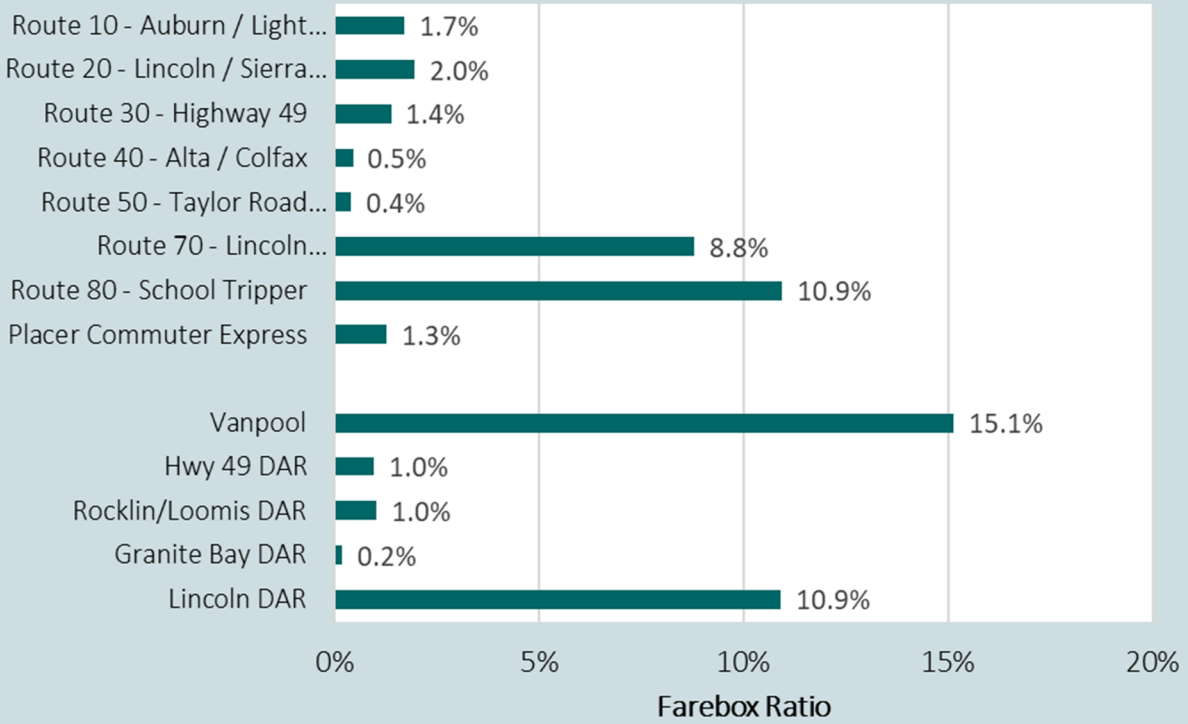
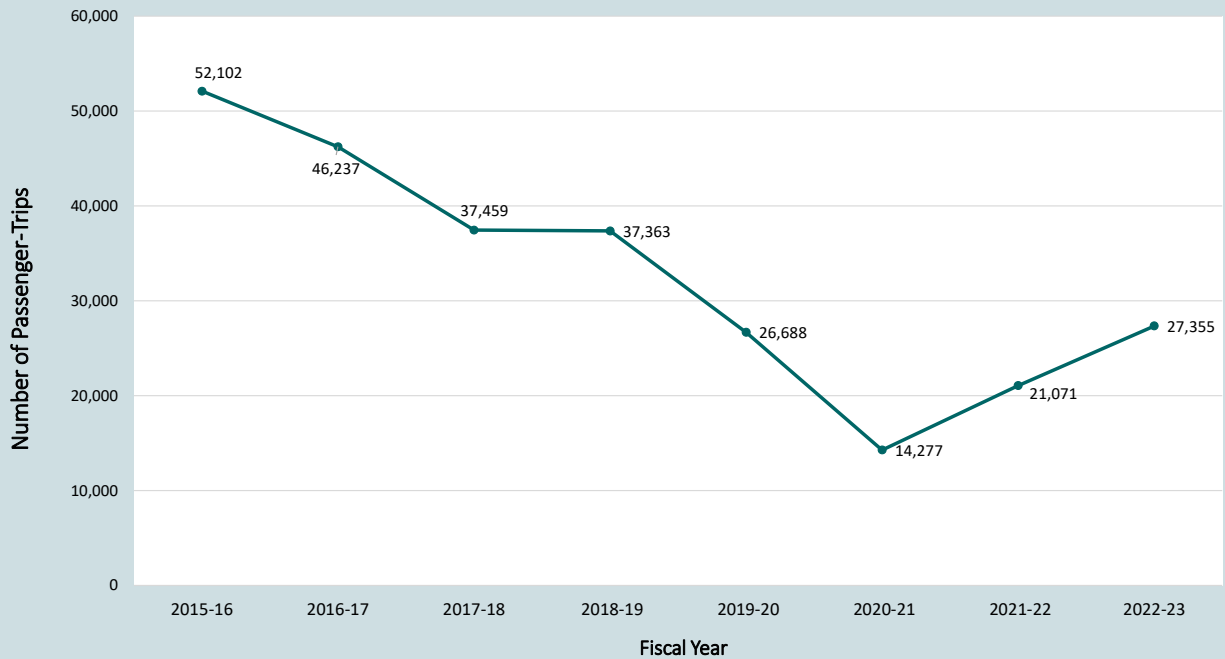


Figure 38: Auburn Transit Historical Systemwide Ridership

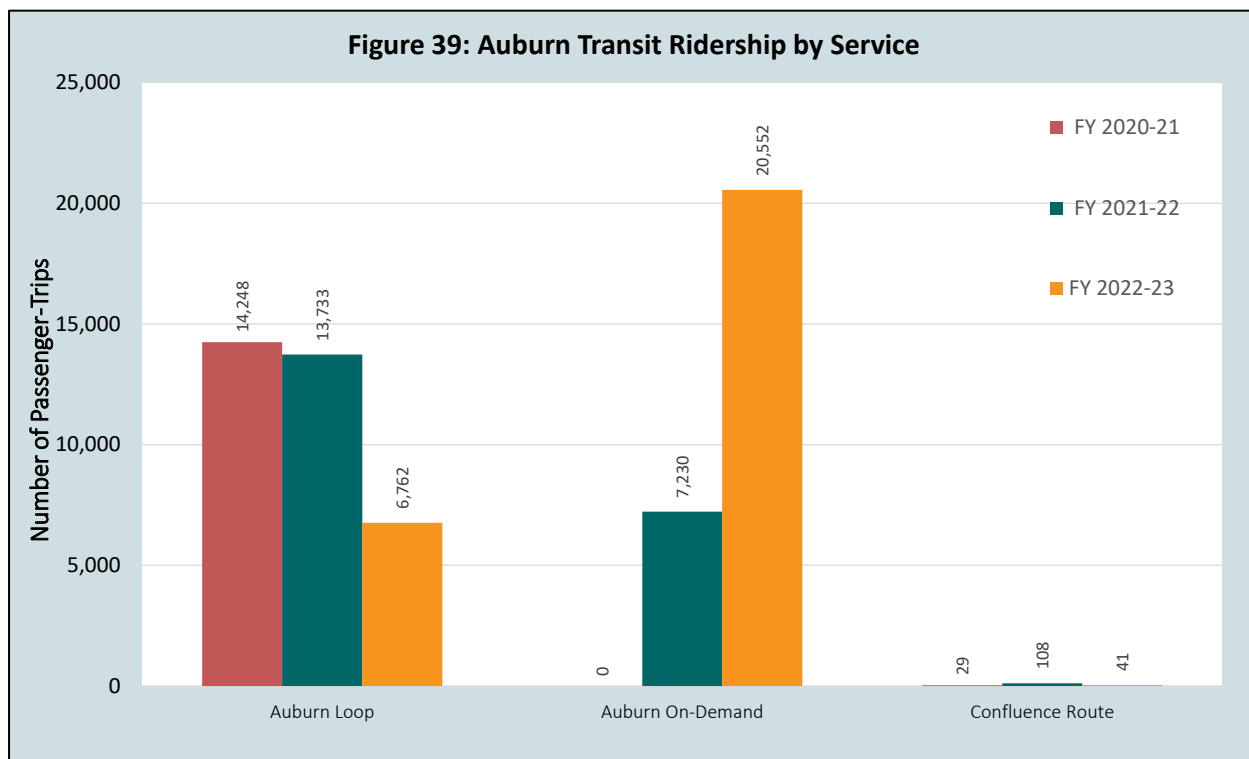


During the years considered, Auburn Transit ridership peaked in FY 2015-16 at 52,102 annual passenger-trips. Ridership then decreased by 28 percent from FY 2015-16 to FY 2018-19, during which Auburn Transit carried 37,363 passenger-trips. The COVID-19 pandemic added to this downward trend: Auburn Transit carried only 14,277 passenger-trips in FY 2020-21, representing a 62 percent decrease from FY 2018-19 levels and a 73 percent decrease from FY 2015-16 levels.

Auburn Transit ridership has rebounded significantly since the pandemic lows experienced in FY 2020-21, as evidenced in Figure 38. This is also the period when the on-demand service was introduced. In both FY 2021-22 and FY 2022-23, ridership increased by approximately 7,000 passenger-trips over the previous year. The 27,355 passenger-trips carried by Auburn Transit in FY 2022-23 represented a 92 percent increase over pandemic lows, however, ridership was still down 27 percent from FY 2018-19 levels (the last full FY pre-pandemic) and 47 percent from FY 2015-16.

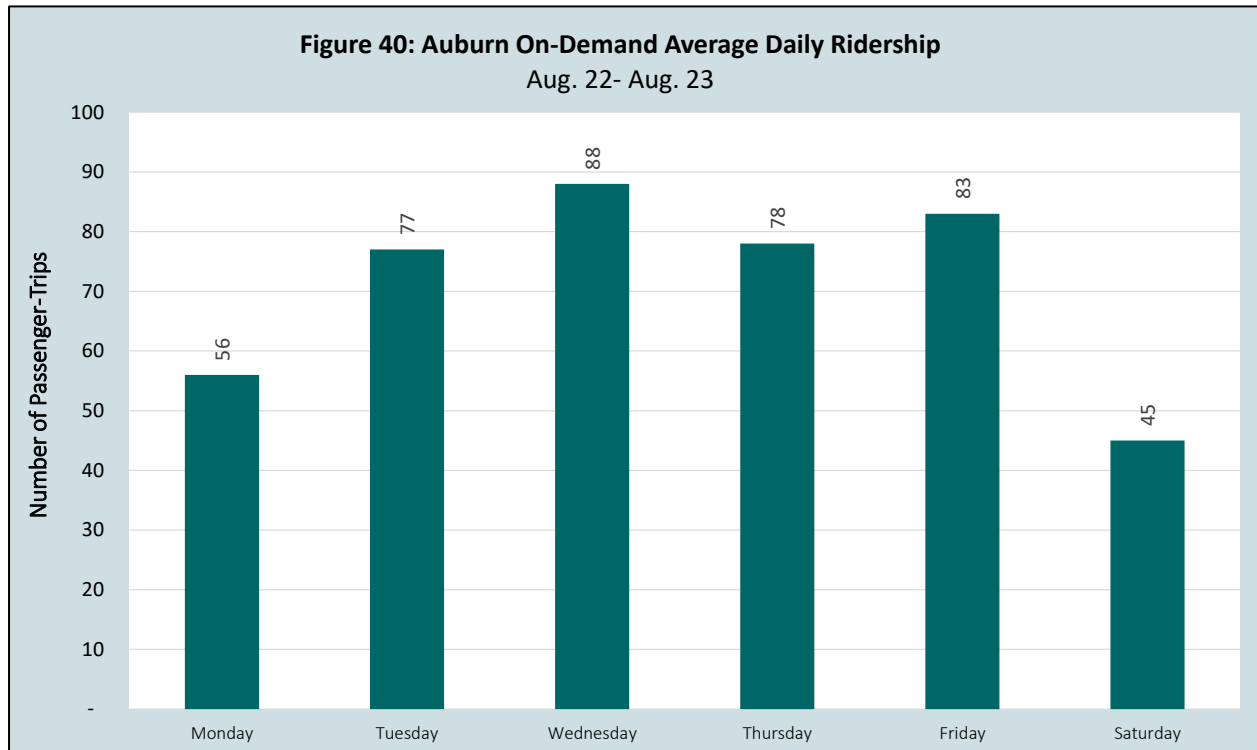
Figure 39 shows Auburn Transit ridership by service over the last three complete fiscal years. The Auburn On-Demand service was started in October 2021. In the first year of service, Auburn On-Demand carried 7,230 passenger-trips. Auburn On-Demand ridership then jumped to 20,552 passenger-trips in its second year of service, or an increase of 184 percent. The substantial increase in Auburn On-Demand ridership can be attributed in part to the popularity of the service, but also to Auburn On-Demand absorbing some ridership from the suspended Auburn Loop and Confluence Route services.

The Auburn Loop carried approximately 14,000 passenger-trips annually before being suspended in February 2023. The Confluence Route carried very few passenger-trips during the three FYs the service was available before being suspended.



Ridership by Day

An average of 71 passenger-trips were completed on Auburn On-Demand each service day from August 2022 to August 2023. Figure 40 details how this ridership varied by day of the week.



Based on annual averages, ridership was highest Tuesday through Friday (82 passenger-trips per day) and lowest on Mondays and Saturdays (51 passenger-trips per day). Wednesday saw the most ridership during the year considered (an average of 88 passenger-trips per day), despite there being three fewer hours of service compared to the Friday and Saturday schedules, when Auburn On-Demand is available until 11:00 PM.

Popular origins and destinations for Auburn On-Demand rides include locations near Placer High School, the Auburn Faith Hospital, local shopping centers, medical offices, and the community of North Auburn. To more specifically analyze where passengers typically travel, Figure 41 shows where passengers boarded and alighted during the week of March 6-10, 2023. The highest number of trips were completed between the following locations during the week:

- North Auburn (near the intersection of Atwood Road and 3rd Street near Placer County Public Works) and Earhart Avenue (near its intersection with Lindbergh Street, an industrial area near the airport), and
- North Auburn (in the area of the Rock Creek Plaza) and SR 49 (in the vicinity of the Evergreen Apartments).

Figure 42 shows boarding activity for the same time period for Auburn On-Demand. As shown, the highest boarding activity by far occurred in downtown Auburn in the vicinity of Placer High School.

**Figure 41
Auburn Transit On-Demand Origin-Destination Map (March 6-10, 2023)**

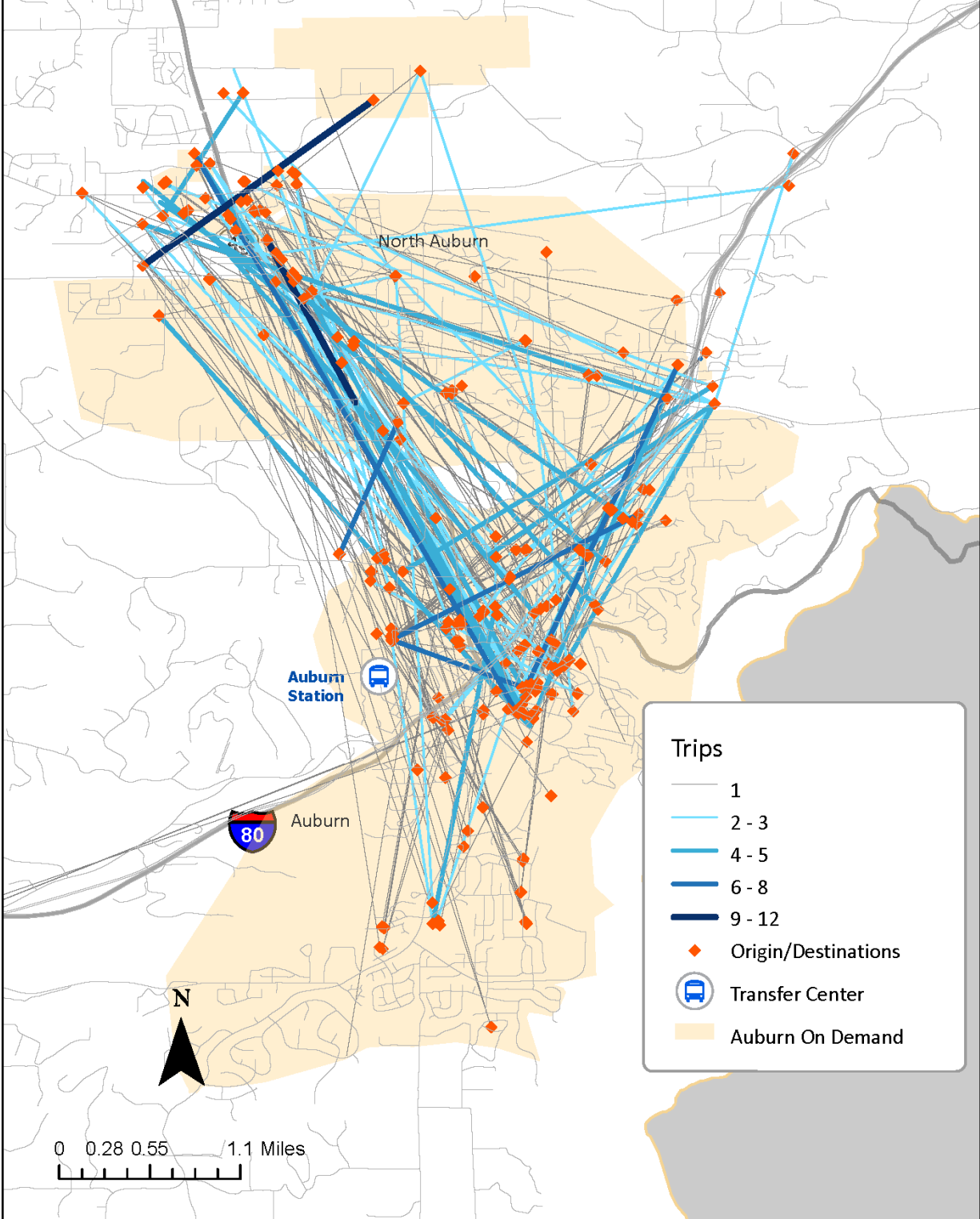
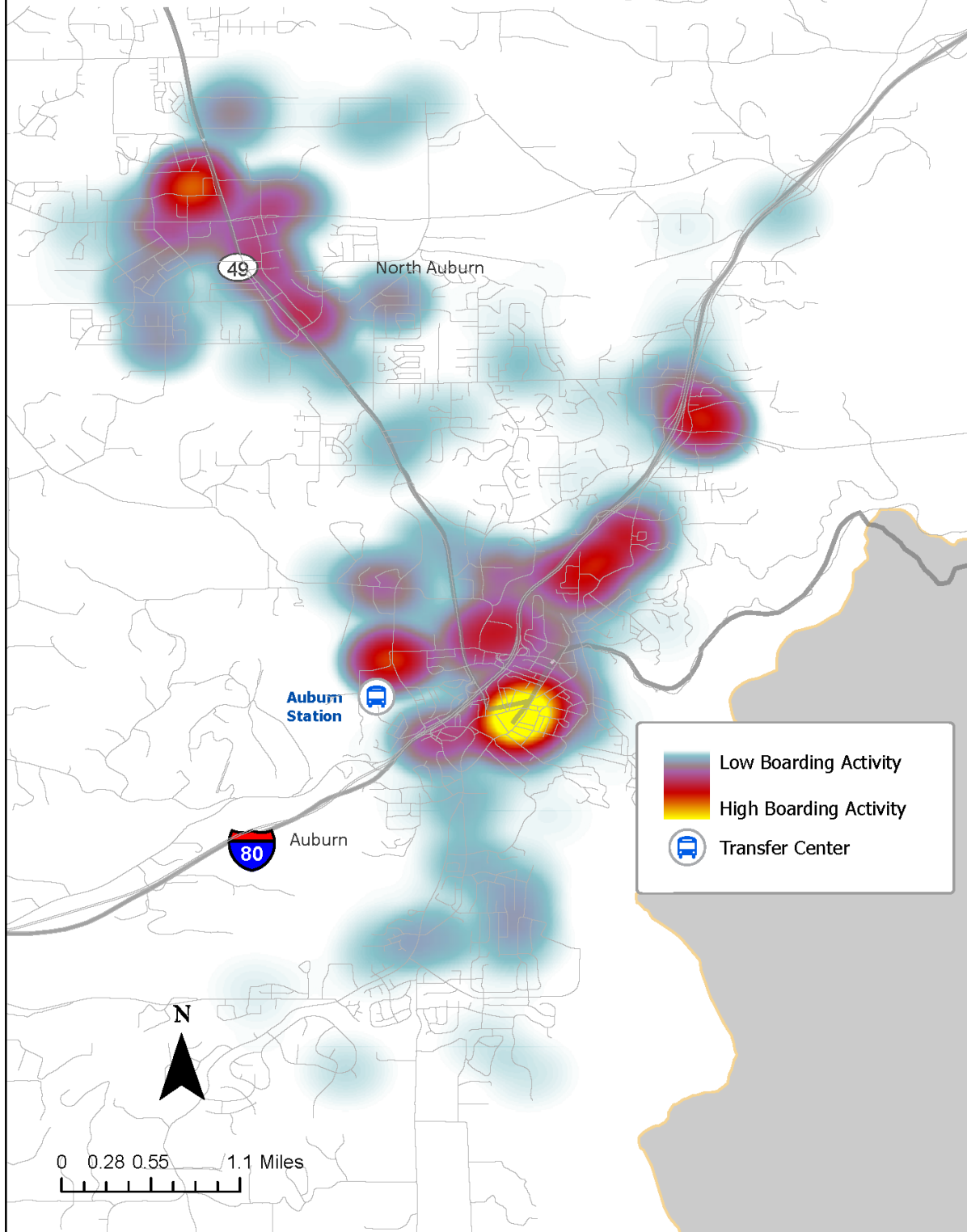
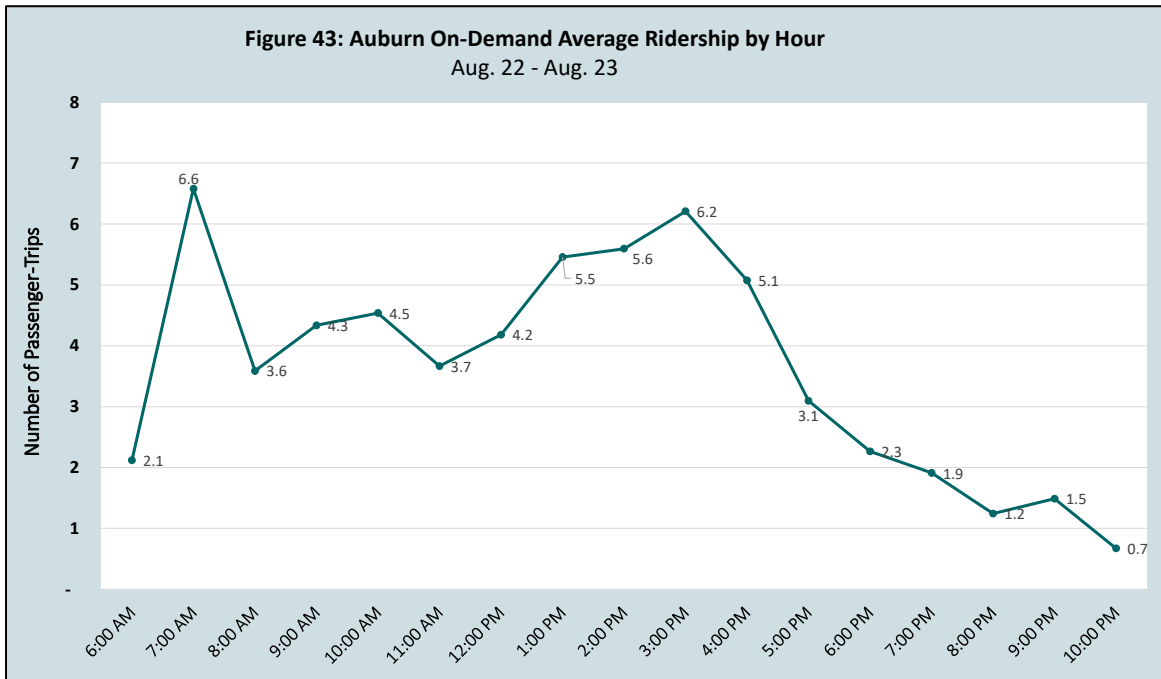


Figure 42
Auburn Transit On-Demand Boarding Activity



Ridership by Hour

Auburn On-Demand's average ridership by hour is shown in Figure 43. The averages were calculated based on ridership totals from August 2022 to August 2023. The hourly ridership data reveals that during the year considered, Auburn On-Demand saw upticks in ridership from 7:00 to 8:00 AM, and then in the afternoon from 1:00 to 4:00 PM. During these peak periods, Auburn On-Demand carried 5 passenger-trips or more per hour. Ridership was lowest during the first hour of service and during the final three, extended night hours on Fridays and Saturdays (8:00 to 11:00 PM). During extended Friday and Saturday night service, Auburn On-Demand carried an average of only 1 passenger-trip per hour.

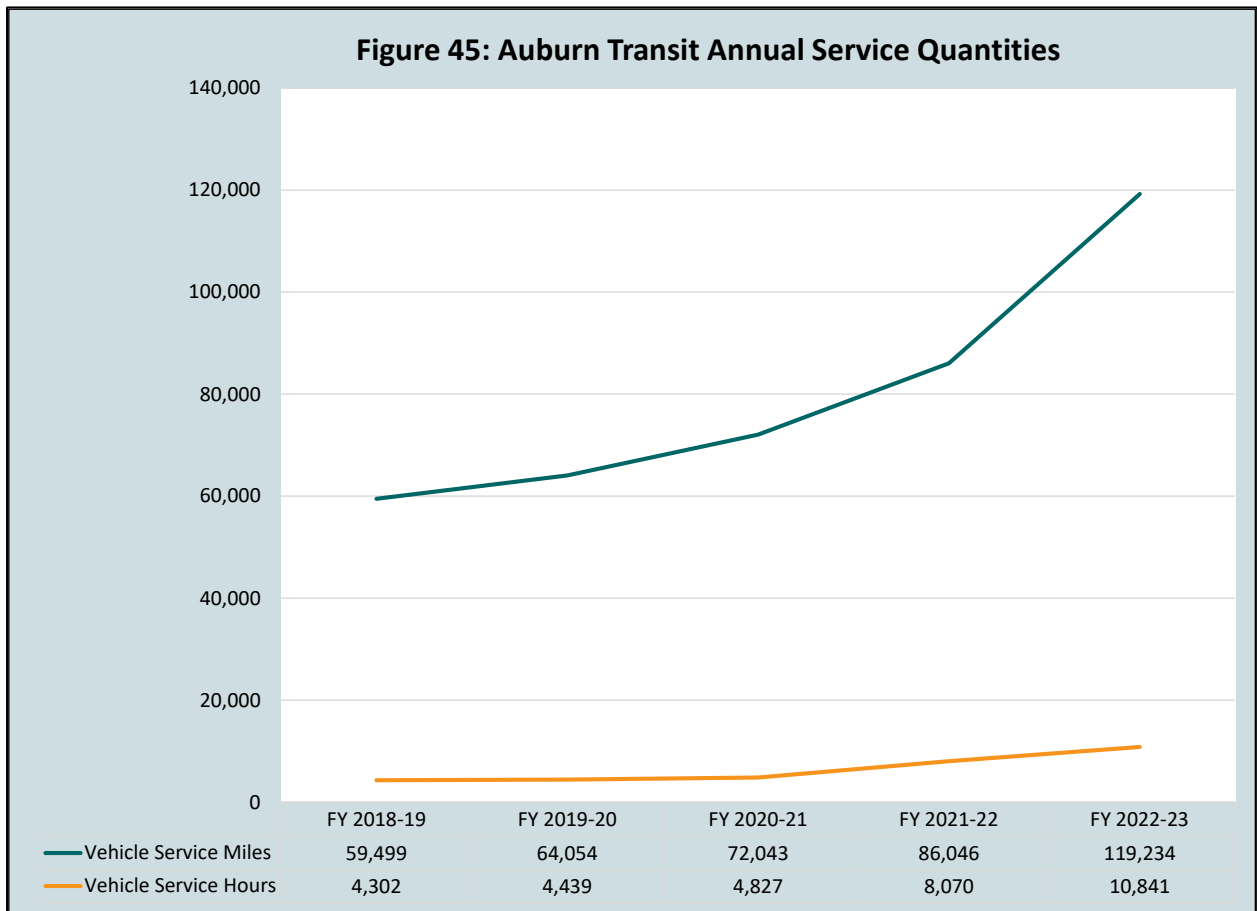
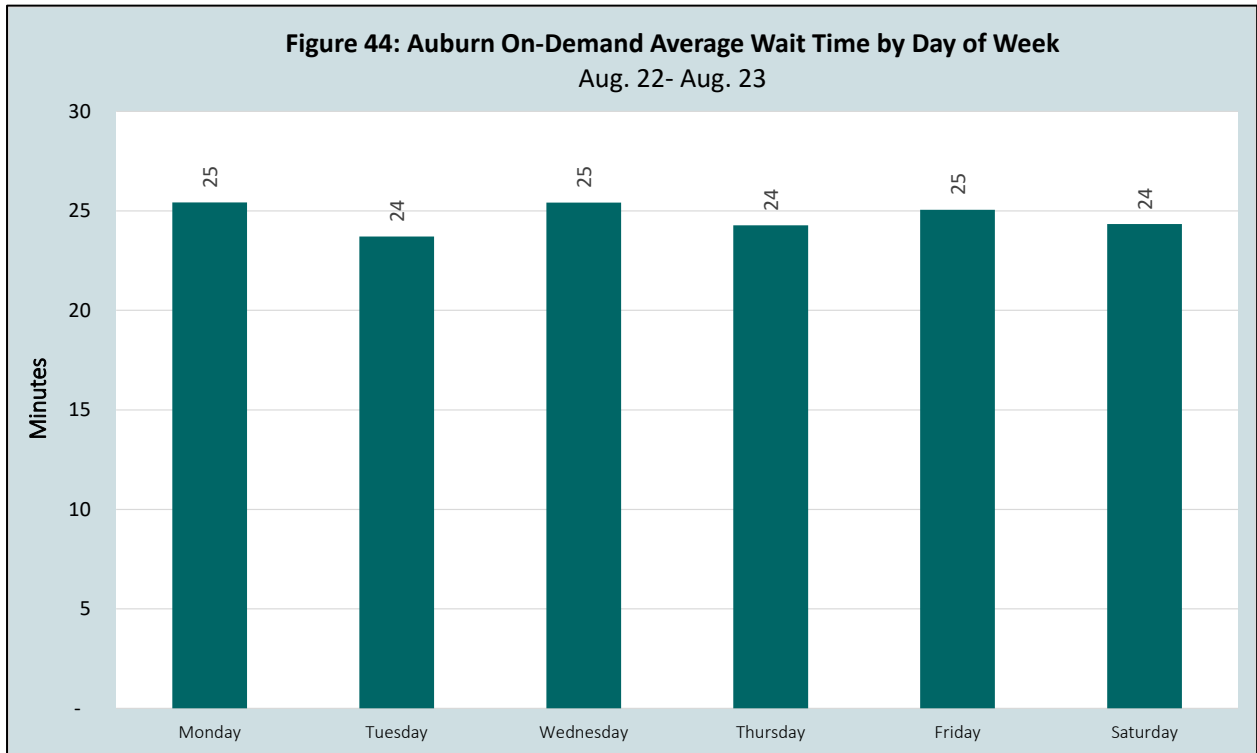


Wait Times

An important service quality consideration with on-demand transit services is whether passenger wait times are reasonable and consistent. Long or inconsistent wait times make it more difficult for residents to rely on the service to get to regular commitments such as work or school. Figure 44 shows the average amount of time passengers spent waiting for their Auburn On-Demand ride by day of the week from August 2022 to August 2023. On average, passengers waited 24 to 25 minutes for their ride. Wait times did not differ significantly by day of the week, suggesting that Auburn Transit is deploying the appropriate number of vehicles to meet demand throughout the week.

Vehicle Miles and Hours

Auburn Transit operated 119,234 vehicle service miles (VSMs) and 10,841 vehicle service hours (VSHs) in FY 2022-23 (Figure 45). These service levels represent a 100 percent increase in the number of VSMs and a 152 percent increase in the number of VSHs over FY 2018-19 operations, around the time the system switched from fixed route to on-demand. Auburn Transit service quantities increased year-over-year during all five years analyzed, resulting in significant overall increases in service levels. Of note, higher service quantities typically generate higher operating costs.



Auburn Transit Financial Data

Operating Revenues

Auburn Transit's annual operating revenues are detailed in Table 27. In FY 2022-23, only 3 percent of Auburn Transit's revenues, or \$54,591, were generated by local transit fares. This represented a 256 percent increase from FY 2020-21, however, when ridership was low during the peak of the pandemic. Auburn Transit fare revenue increased at a faster rate than ridership over the last three years (256 percent versus 92 percent), indicating that Auburn Transit's cost-effectiveness has improved.

Most of Auburn Transit's operating revenues are from state funding sources (84 percent of total revenues in FY 2022-23, or \$1.46 million). Specifically, the majority of Auburn Transit's revenues in FY 2022-23 were derived from the State of California LTF (77 percent), which is generated by provisions of the TDA. Roughly, 7 percent of the agency's revenues came from the STA, which is another funding source derived from the TDA. The amount of state transit funding Auburn Transit received increased significantly from FY 2020-21 to FY 2022-23; Auburn Transit's LTF funding increased by 243 percent and STA funding increased by 103 percent.

Auburn Transit also receives federal funding from the FTA, as well as from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA), equaling 13 percent of the agency's total revenues in FY 2022-23. As previously mentioned in the discussion about PCT's operating revenues, funding from coronavirus aid acts such as CARES or CRRSA will not be available after FY 2023-24.

Revenues	Fiscal Years		
	2020/21 Actual	2021/22 Actual	2022/23 Estimated Actual
Local Revenues	\$15,325	\$33,574	\$54,591
Transit Fares	\$15,325	\$33,574	\$54,591
State Revenues	\$463,160	\$729,583	\$1,464,825
Local Transportation Fund (LTF)	\$388,558	\$596,767	\$1,330,928
State Transit Assistance (STA)	\$56,955	\$115,774	\$115,774
State of Good Repair (SGR)	\$17,647	\$17,042	\$18,123
Federal Revenues	\$72,017	\$58,152	\$220,004
FTA Revenues	\$72,017	\$58,152	\$60,378
CRRSA - Non-Urbanized Transit Operations	\$0	\$0	\$159,626
Other Revenues	\$13,800	\$38,910	\$0
Miscellaneous Revenues	\$13,800	\$200	\$0
Pacific Gas & Electric Rebate	\$0	\$38,710	\$0
Total Revenues	\$564,302	\$860,219	\$1,739,420

Source: City of Auburn FY 2023-24 Proposed Budget, Auburn Transit FY 2022-23 Operations Data.

Operating Expenses

Table 28 summarizes Auburn Transit’s operating expenses for the last three FYs. Auburn Transit operating expenses were estimated to total \$766,544 in FY 2022-23, representing a 14 percent increase in costs since FY 2020-21. Similar to PCT, the increase in Auburn Transit’s operating costs can be in part attributed to high rates of inflation, as well as to the need to offer competitive job offers. The increase in costs is also due to an increase in Auburn Transit service levels, as discussed in the previous section.

The top expenses for Auburn Transit in FY 2022-23 were salaries and benefits (72 percent of the total budget) and vehicle-related expenses (15 percent). The individual expenses that increased the most over the three years analyzed were training and education (+1,794 percent), communications (+403 percent), and dues and subscriptions (+77 percent). Auburn Transit initiated the Auburn On-Demand service in FY 2021-22, which required Auburn Transit to incur additional costs for the associated TransLoc software (\$111,653 over the last two FYs).

Expenses	Fiscal Years		
	2020/21	2021/22	2022/23
	Actual	Actual	Estimated Actual
Salaries and Benefits	\$475,802	\$442,396	\$551,851
Vehicles & Equipment - Fuel, Maint., Insurance	\$74,660	\$93,929	\$112,645
On-Demand - TransLoc Software	\$0	\$76,163	\$35,490
Postage and Printing	\$240	\$194	\$105
Travel & Transportation	\$0	\$0	\$0
Legal Advertising	\$500	\$600	\$0
Dues & Subscriptions	\$1,038	\$2,029	\$1,839
Workers Compensation Insurance	\$23,176	\$20,954	\$23,227
Materials & Supplies	\$2,592	\$2,605	\$2,807
Clothing Allowance	\$1,552	\$1,599	\$854
Professional Services	\$3,551	\$2,947	\$2,194
SWRCB Fees	\$1,340	\$1,396	\$1,493
Employee Relations	\$0	\$50	\$110
Personnel Expenses	\$0	\$0	\$0
Training & Education	\$457	\$630	\$8,659
Contractual Services	\$60,226	\$38,308	\$20,741
Special Projects	\$0	\$24	\$0
Communications	\$900	\$2,985	\$4,529
Operating Transfers/Out	\$24,612	\$57,901	\$0
Total Operating Requirements	\$670,645	\$744,711	\$766,544

Source: City of Auburn FY 2023-24 Proposed Budget, Auburn Transit FY 2022-23 Operations Data.

The following Cost Model could be used to evaluate the financial cost of service alternatives in future memorandums:

$$\text{FY 2022-23 AT Operating Cost Model} = \$50.90 \times \text{annual vehicle service hours} + \\ \$.94 \times \text{annual vehicle service miles}$$

AUBURN TRANSIT PERFORMANCE ANALYSIS

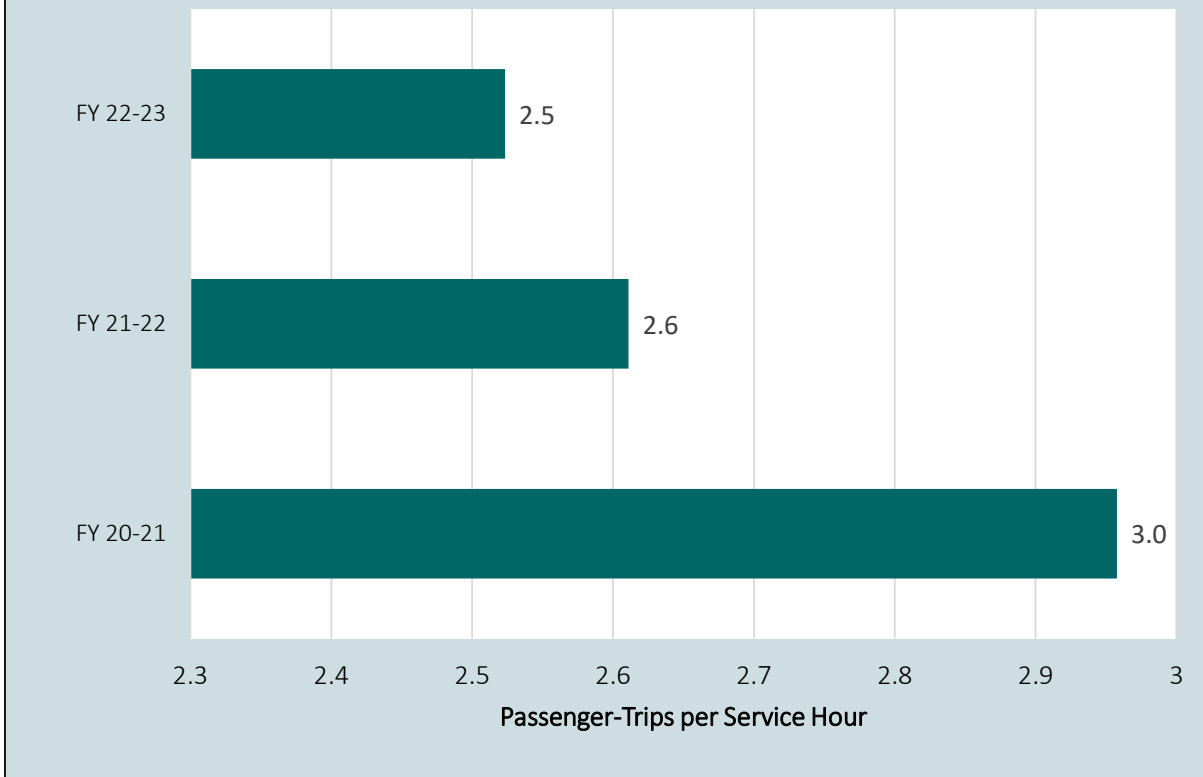
Auburn Transit operations and financial data for FY 2020-21 to FY 2022-23 are summarized in the top portion of Table 29. This data was used to conduct a performance analysis. The Auburn Transit performance analysis is shown in the bottom portion of Table 29, as well as in Figures 46 and 47.

Table 29: Auburn Transit Operations and Performance				
<i>FY 2020-21 - 2022-23</i>				
Performance Data and Indicators	Fiscal Year			% Change FY 21 - FY 23
	FY 20-21	FY 21-22	FY 22-23	
Operations				
Passenger-Trips	14,277	21,071	27,355	92%
Vehicle Service Hours	4,827	8,070	10,841	125%
Vehicle Service Miles	72,043	86,046	119,234	66%
Fully Allocated Operating Costs	\$670,645	\$744,711	\$766,544	14%
Marginal Operating Costs	--	--	\$595,515	
Fare Revenues	\$15,325	\$33,574	\$54,591	256%
Subsidy	\$655,320	\$711,137	\$711,953	9%
Performance				
<i>Passenger-Trips per Hour</i>	3.0	2.6	2.5	-15%
<i>Passenger-Trips per Mile</i>	0.20	0.24	0.23	16%
<i>Total Cost per Passenger-Trip</i>	\$46.97	\$35.34	\$28.02	-40%
<i>Total Operating Subsidy per Passenger-Trip</i>	\$45.90	\$33.75	\$26.03	-43%
<i>Total Cost per Service Hour</i>	\$138.94	\$92.28	\$70.71	-49%
<i>Farebox Return Ratio</i>	2%	5%	7%	212%
<i>Source: Auburn Transit, Auburn Transit Triennial Performance Audit (FY 2018-19 - FY 2020-21)</i>				

Important trends evident from the performance analysis are as follows:

- Passenger-Trips per Hour:** In FY 2022-23, Auburn Transit carried 2.5 passenger-trips per VSH. This was 15 percent less compared to FY 2020-21 when Auburn Transit carried 3.0 passenger-trips per VSH. The decrease in productivity can be attributed to a greater proportional increase in the number of VSHs compared to ridership associated with a shift to a demand-response service. This data is summarized in Figure 46.

Figure 46: Auburn Transit Passenger-Trips per Service Hour
FY 20-21 - FY 22-23

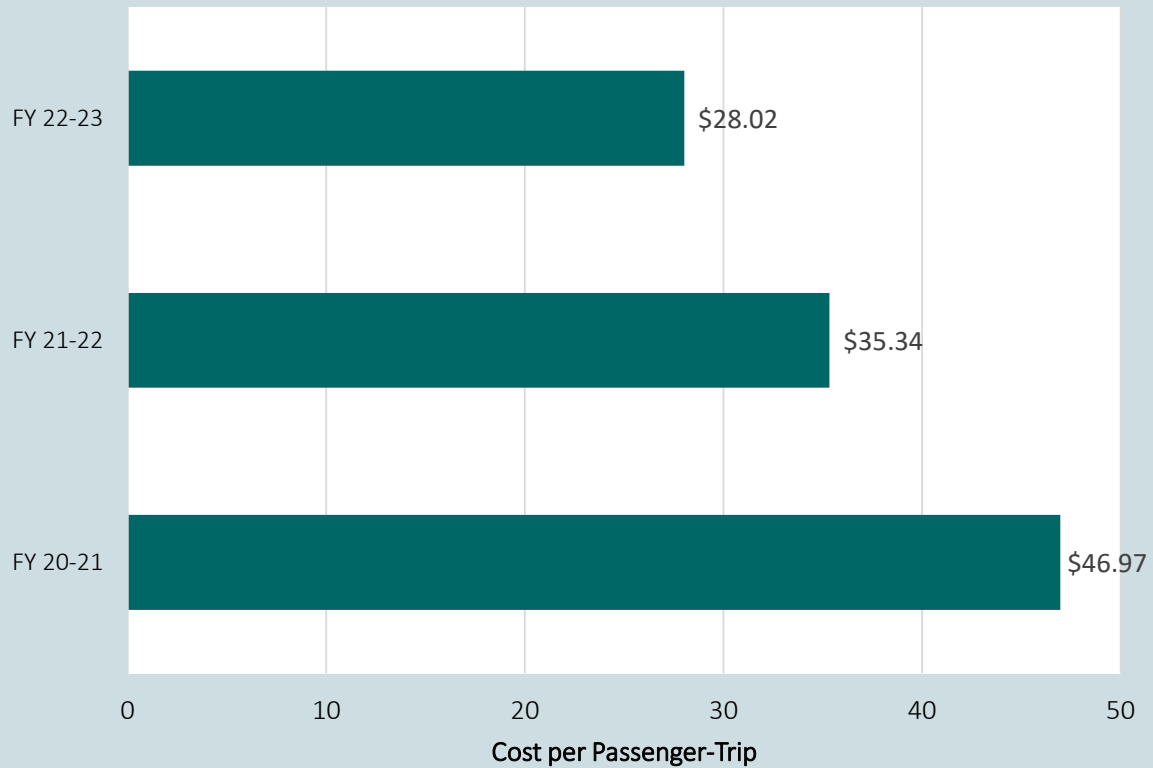


- Passenger-Trips per Mile:** Auburn Transit carried 0.23 passenger-trips per VSM in FY 2022-23, or 16 percent more compared to FY 2020-21. Overall, Auburn Transit's performance for this metric has stayed relatively consistent over the last three years, ranging from a low of 0.20 passenger-trips per VSM in FY 2020-21 to a high of 0.24 in FY 2021-22.
- Operating Cost per Passenger-Trip:** Auburn Transit's operating cost¹ per passenger-trip in FY 2022-23 was \$28.02. The operating cost per passenger-trip decreased by 40 percent over the last three years due to increased ridership as pandemic impacts subsided. The decrease in systemwide operating cost per passenger-trip is an indicator that Auburn Transit's cost efficiency has improved. Figure 47 also shows how this metric has changed over the last three FYs.
- Subsidy per Passenger Trip:** Auburn Transit's subsidy per passenger-trip was \$26.03 in FY 2022-23, down 43 percent from FY 2020-21. This trend can be attributed to increased ridership and increased fare revenues over the three years analyzed. The reduced subsidy per passenger-trip in FY 2022-23 shows that Auburn Transit's cost effectiveness has improved.

¹ Operating cost values represent fully allocated costs.

Figure 47: Auburn Transit Cost per Passenger-Trip

FY 20-21 - FY 22-23



- **Operating Cost per Vehicle Service Hour:** Auburn Transit generated \$70.71 in operating costs per VSH in FY 2022-23. This represented a significant decrease from the peak of the pandemic when the operating cost per VSH was \$138.94. While Auburn Transit operating costs did increase over the last three FYs, costs increased at a slower rate than the VSHs, resulting in a decrease in the operating cost per VSH.
- **Farebox Ratio:** As previously mentioned, the farebox ratio is calculated by dividing fare revenues by the total operating costs. Auburn Transit’s farebox ratio was 7 percent in FY 2022-23, more than double the farebox ratio in FY 2020-21. As noted in the PCT section, local support can be applied to farebox ratio calculations for purposes of TDA eligibility. With the inclusion of local support, Auburn Transit meets the 10 percent farebox ratio requirement.

Key Takeaways

- *Placer County Transit systemwide ridership declined from FY 2015-16 through FY 2018-19. This decline was significantly exacerbated by the COVID-19 pandemic, causing systemwide ridership to hit eight-year lows in FY 2020-21. Ridership has continued to recover in subsequent years, however, FY 2022-23 ridership remained below pre-COVID levels.*
- *The Placer Commuter Express and vanpool programs experienced the greatest loss of ridership from FY 2015-16 to FY 2022-23.*
- *The Placer County Transit services with ridership closest to pre-pandemic levels in FY 2022-23 were as follows: the Lincoln Dial-a-Ride, the Highway 49 Dial-a-Ride, the Rocklin/Loomis Dial-a-Ride, the Lincoln/Sierra College Route, the Alta/Colfax Route, and the Highway 49 Route.*
- *Placer County Transit fixed routes were the most productive and efficient service type. Overall, the School Tripper was the most productive and cost-effective route, while the Taylor Road Shuttle was the least.*
- *The Auburn On-Demand service has been more efficient than compared to the previous fixed routes' pandemic operations. However, Auburn On-Demand is less productive than Auburn Transit's fixed route operations pre-pandemic, when 8 trips per hour were carried by the fixed route on average.*
- *Both PCT and Auburn Transit recently implemented an app-based on-demand transit service available to the general public.*

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Appendix A
DEMOGRAPHIC MAPS

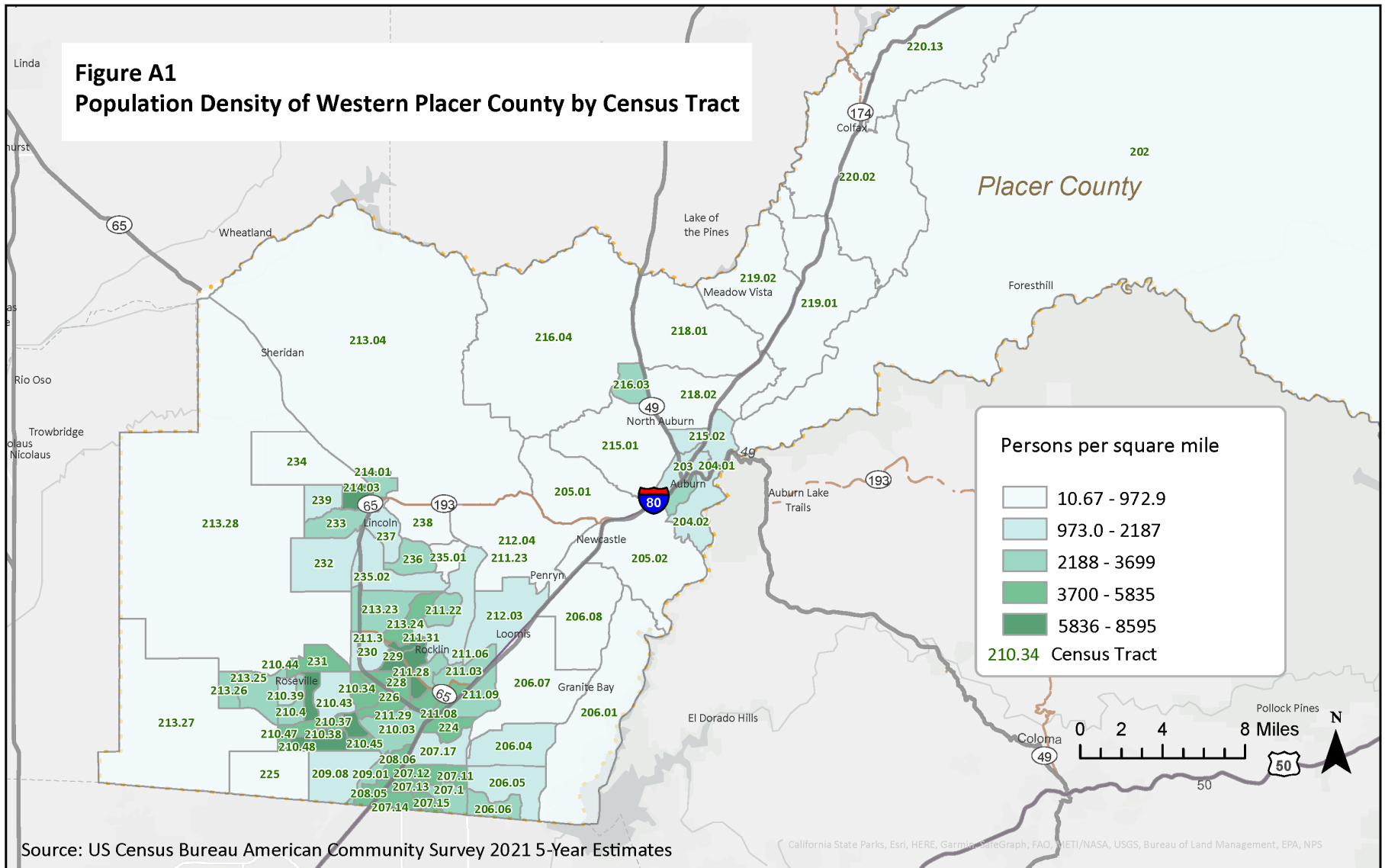
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DEMOGRAPHIC MAPS

This Appendix contains demographic maps that supplement the information provided in Chapter 2 of this Technical Memorandum. The maps depict population density and where potentially transit-dependent persons live in Humboldt County. The population categories analyzed include:

- Figure A1, Population Density by census tract. Providing public transit services is generally challenging and costly in sparsely populated areas with low population density.
- Figure A2, Concentration of youths under 18 years of age by census tract. Many youths have commitments outside of the home but are not yet old enough to drive or do not have a parent/guardian available to give them a ride. Those who can drive may not yet have a car available to use.
- Figure A3, Concentration of seniors aged 65 and older by census tract. There are many senior adults who are not as comfortable driving or not able to drive anymore, yet still need to get out of the home, particularly to attend medical appointments.
- Figure A4, Concentration of persons living below the poverty level by census tract. Many low-income individuals lack the means to acquire or maintain a private automobile. This population is defined by several factors including household income and the number of dependent children.
- Figure A5, Concentration of individuals with a disability by census tract. Individuals with a disability may have limited abilities to drive and be dependent on public transit to get around.
- Figure A6, Concentration of households without a vehicle available by census tract. Those who live in homes without a vehicle available are very likely to rely on alternative transportation such as public transit.

**Figure A1
Population Density of Western Placer County by Census Tract**



**Figure A2
Concentration of Western Placer County
Youth Population by Census Tract**

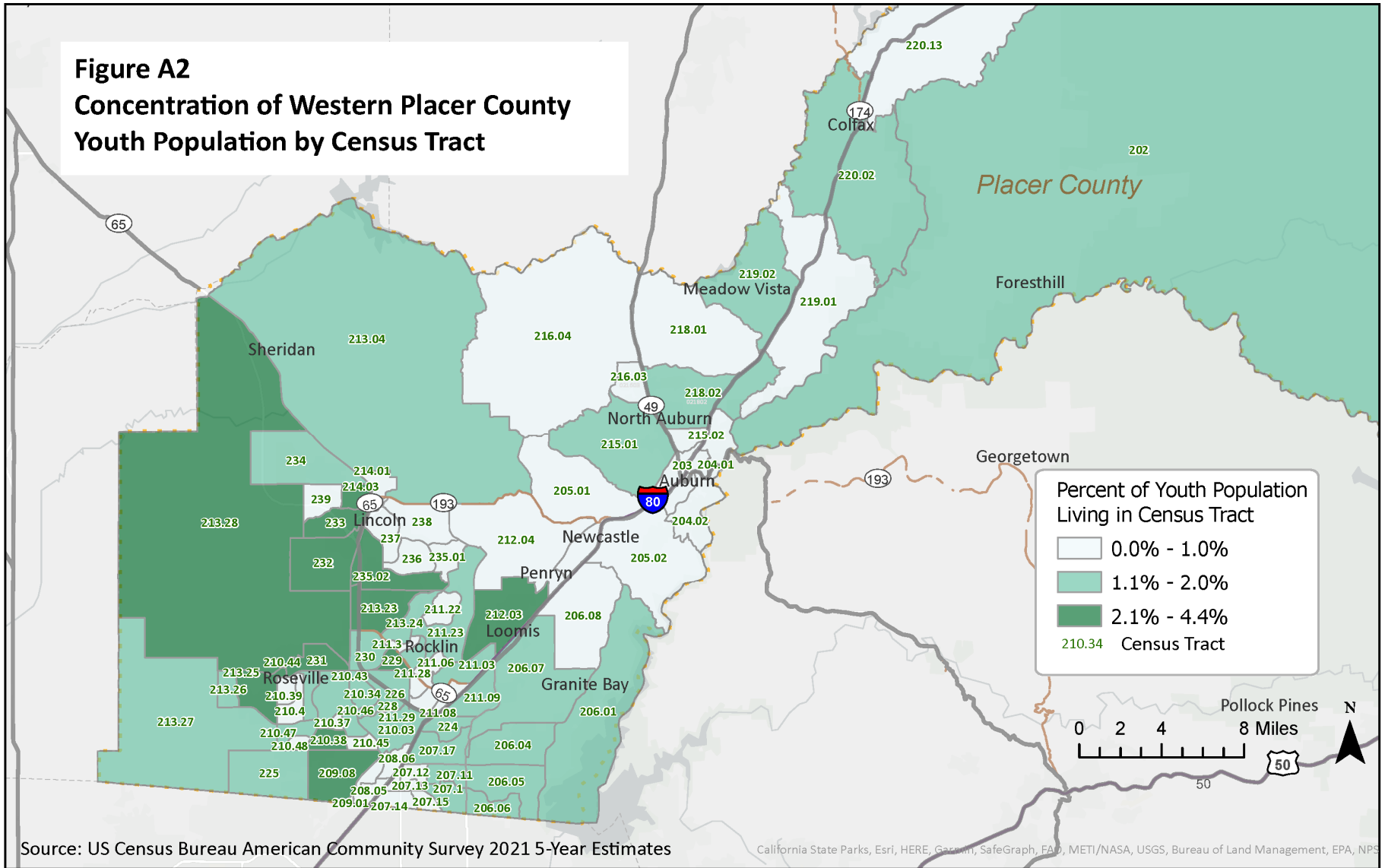


Figure A3
Concentration of Western Placer County Senior
Population by Census Tract

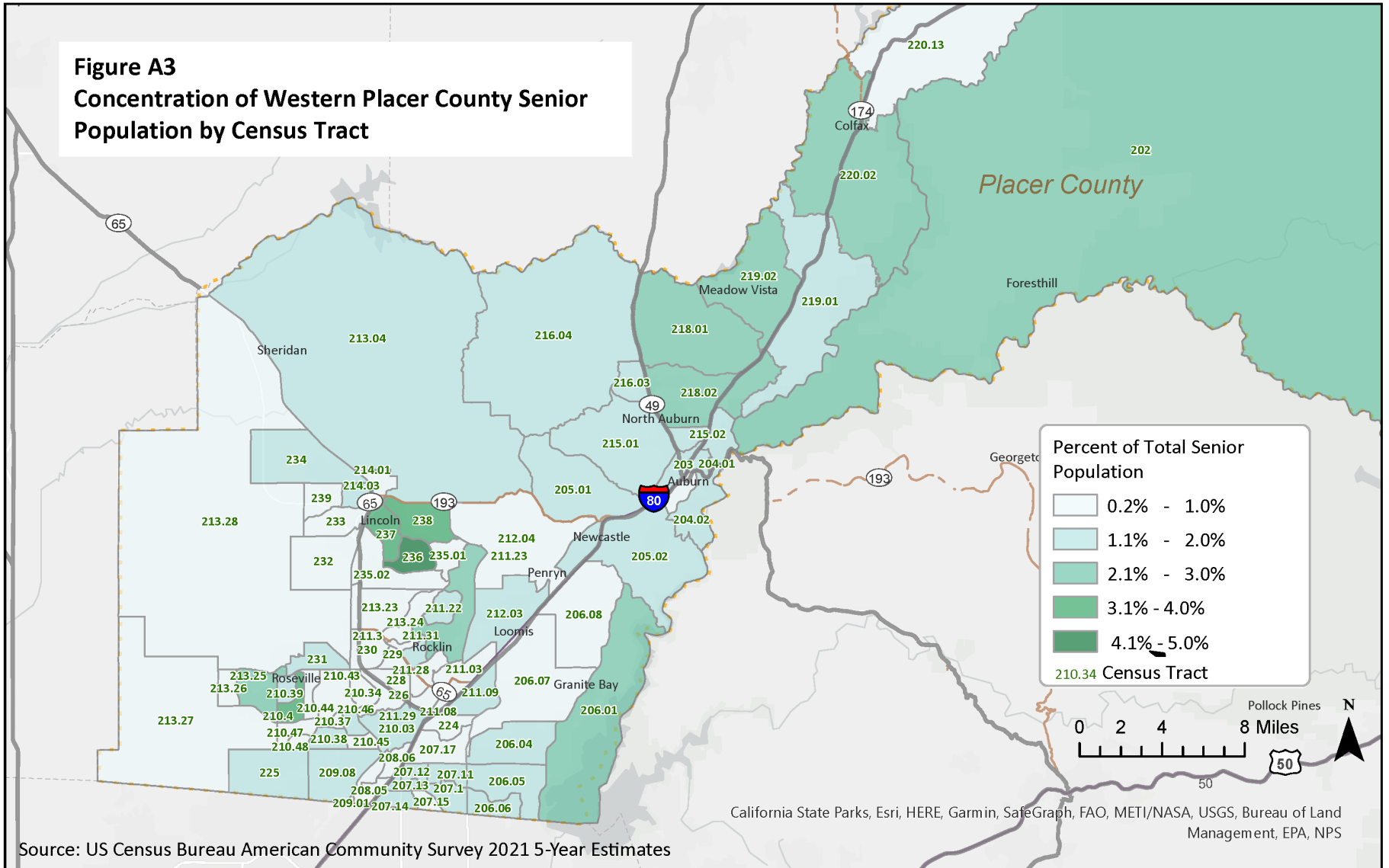


Figure A4
Concentration of Persons with a Disability in
Western Placer County by Census Tract

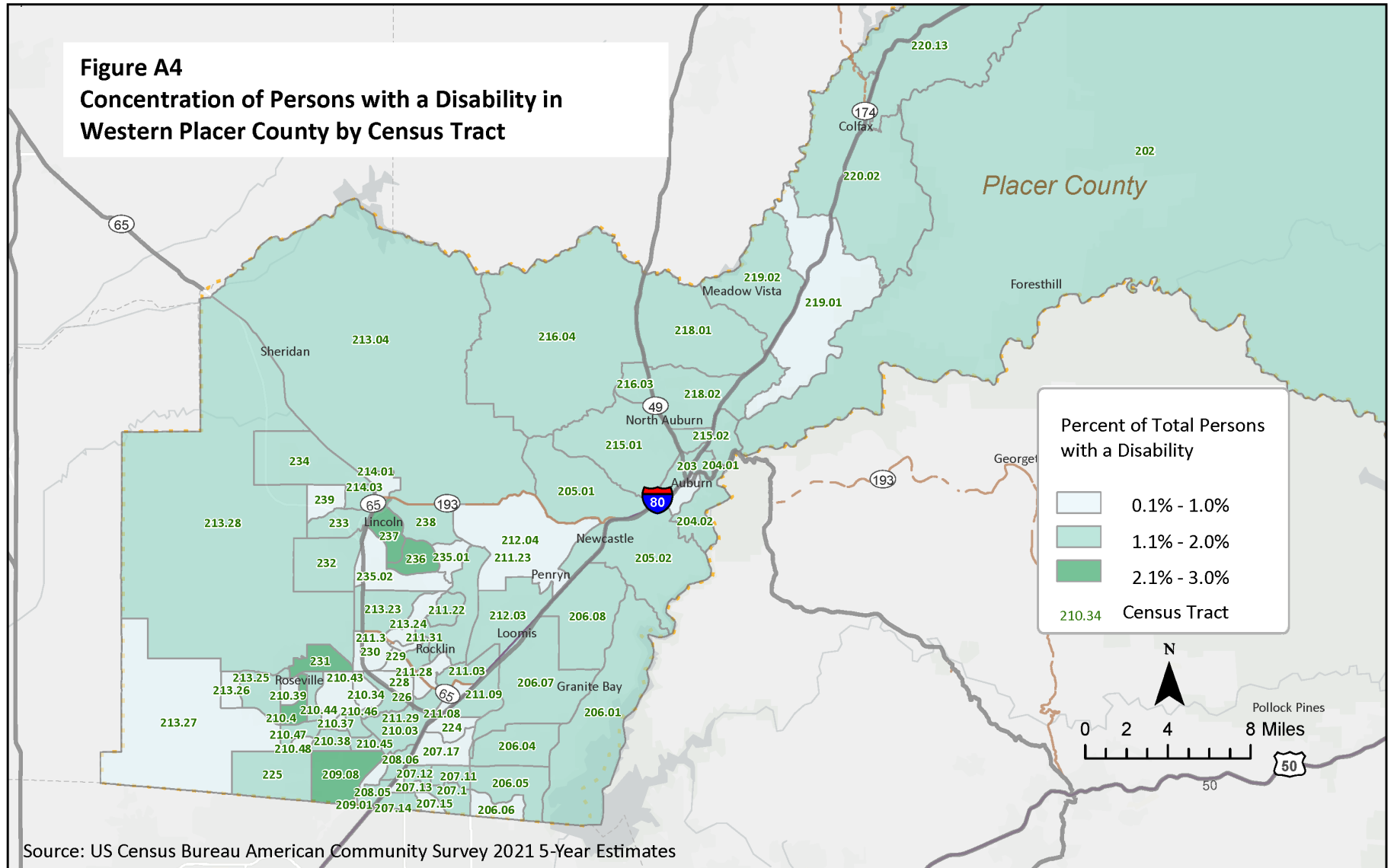
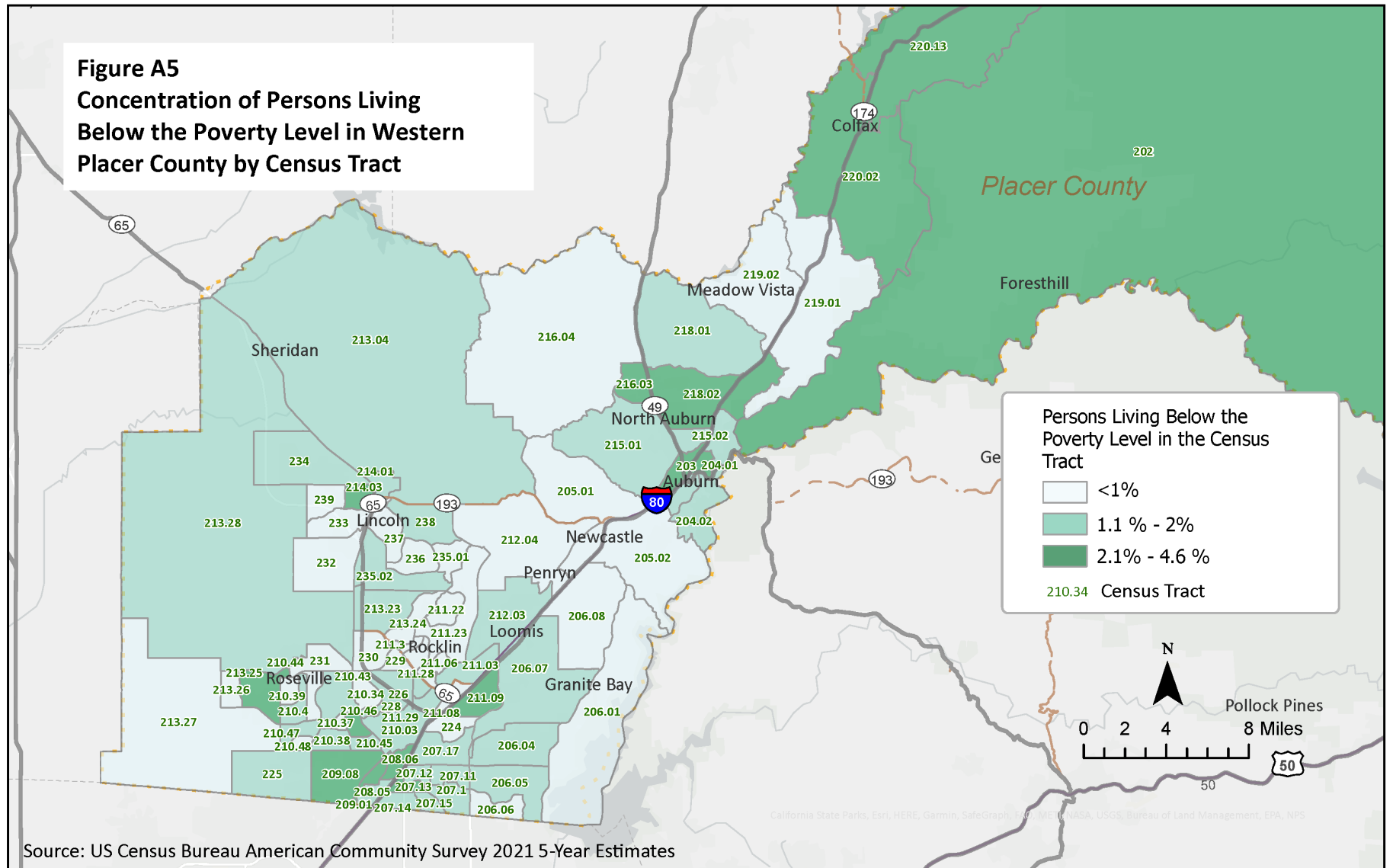
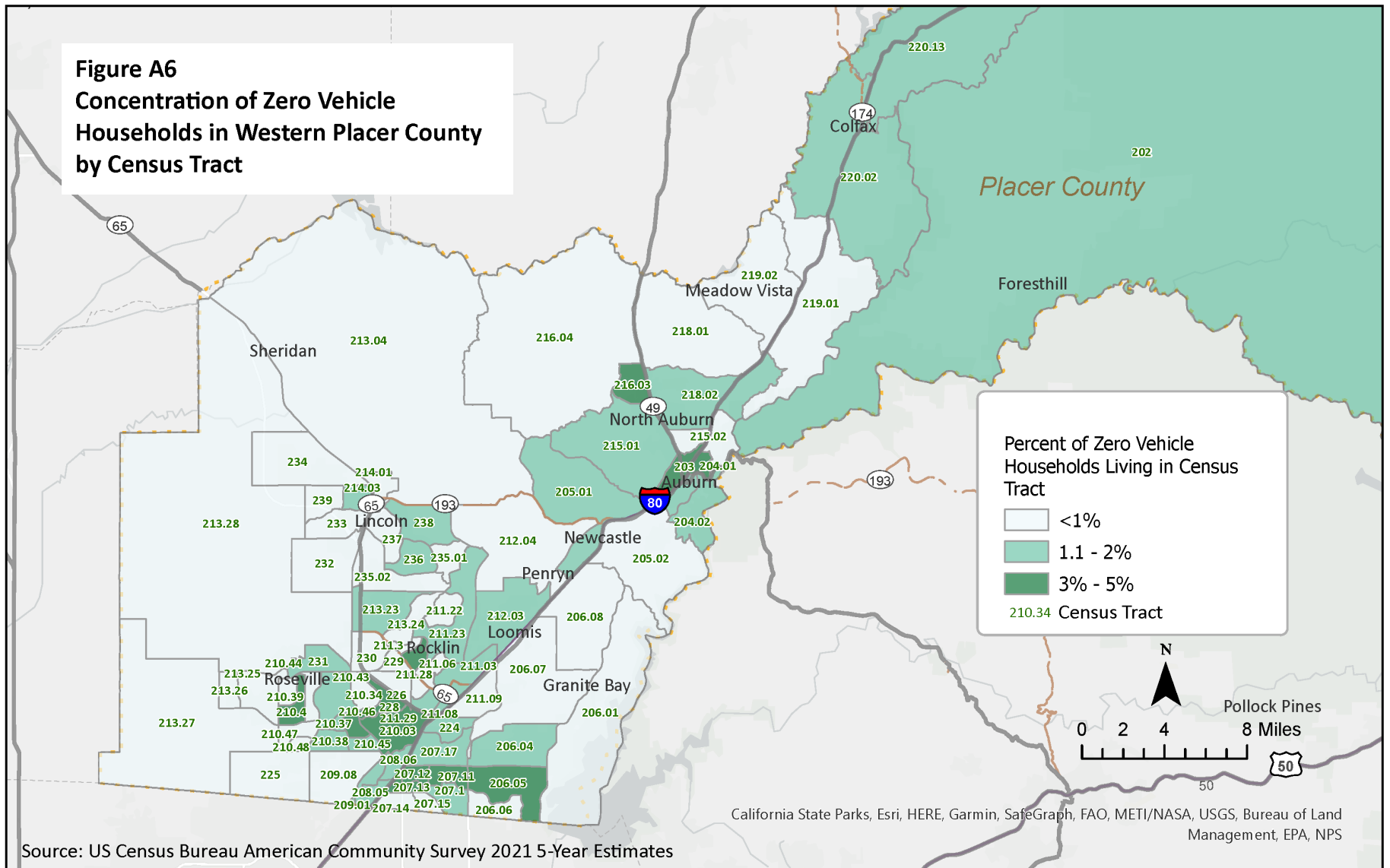


Figure A5
Concentration of Persons Living
Below the Poverty Level in Western
Placer County by Census Tract



**Figure A6
Concentration of Zero Vehicle
Households in Western Placer County
by Census Tract**



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Appendix B
TRAVEL DEMAND DATA

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TRAVEL DEMAND DATA

This Appendix contains tables that display data produced by two travel demand models: Sacramento Area Council of Governments (SACOG) Sacramento Activity-Based Travel Simulation Model “SACSIM” and Replica Data Analysis. The data presented in the tables are as follows:

- Table B1, Western Placer Travel Patterns – All Trips. SACSIM Travel Patterns for all trips in 2016 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total trips.
- Table B2, Western Placer Travel Patterns – Work Trips. SACSIM Travel Patterns for work trips in 2016 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total work trips.
- Table B3, Western Placer Travel Patterns – Non-Work Trips. SACSIM Travel Patterns for non-work trips in 2016 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total non-work trips.
- Table B4, Western Placer Travel Patterns – All Trips. SACSIM Travel Patterns for all trips projected for 2027 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total trips.
- Table B5, Western Placer Travel Patterns – All Trips. The number of all trips projected by the SACSIM for 2027 between origins in western Placer County and destinations in Placer County and the wider region.
- Table B6, Western Placer Travel Patterns – Work Trips. SACSIM Travel Patterns for all trips projected for 2027 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total work trips.
- Table B7, Western Placer Travel Patterns – Work Trips. The projected growth by number in work trips between 2016 and 2027 between origins in western Placer County and destinations in Placer County and the wider region (SACSIM).
- Table B8, Western Placer Travel Patterns – Non-Work Trips. SACSIM Travel Patterns for all non-work trips projected for 2027 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total non-work trips.
- Table B9, Western Placer Travel Patterns – Non-Work Trips. The projected growth by number in non-work trips between 2016 and 2027 between origins in western Placer County and destinations in Placer County and the wider region (SACSIM).
- Table B10, Western Placer Travel Patterns –All Trips. SACSIM Travel Patterns for all trips projected for 2035 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total trips.
- Table B11, Western Placer Travel Patterns – All Trips. The projected growth by number in all trips between 2027 and 2035 between origins in western Placer County and destinations in Placer County and the wider region (SACSIM).
- Table B12, Western Placer Travel Patterns –Work Trips. SACSIM Travel Patterns for work trips projected for 2035 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total trips.

- Table B13, Western Placer Travel Patterns – Work Trips. The projected growth by number in work trips between 2027 and 2035 between origins in western Placer County and destinations in Placer County and the wider region (SACSIM).
- Table B14, Western Placer Travel Patterns –Non-Work Trips. SACSIM Travel Patterns for non-work trips projected for 2035 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total non-work trips.
- Table B15, Western Placer Travel Patterns – Non-Work Trips. The projected growth by number in non-work trips between 2027 and 2035 between origins in western Placer County and destinations in Placer County and the wider region (SACSIM).
- Table B16, Western Placer Travel Patterns—All Weekday Trips. Replica Data travel patterns for all weekday trips in 2019 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total weekday trips.
- Table B17, Western Placer Travel Patterns—Weekday Work Trips. Replica Data travel patterns for weekday work trips in 2019 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total weekday work trips.
- Table B18, Western Placer Travel Patterns—All Weekday Trips. Replica Data travel patterns for all weekday trips in 2021 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total weekday trips.
- Table B19, Western Placer Travel Patterns—Weekday Work Trips. Replica Data travel patterns for weekday work trips in 2021 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total weekday work trips.
- Table B20, Western Placer Travel Patterns—All Weekday Trips. Replica Data travel patterns for all weekday trips in 2023 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total weekday trips.
- Table B21, Western Placer Travel Patterns—Weekday Work Trips. Replica Data travel patterns for weekday work trips in 2023 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total weekday work trips.
- Table B22, Western Placer Travel Patterns—All Weekend Trips. Replica Data travel patterns for all weekend trips in 2019 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total weekend trips.
- Table B23, Western Placer Travel Patterns—All Weekend Trips. Replica Data travel patterns for all weekend trips in 2023 between origins in western Placer County and destinations in Placer County and the wider region presented as the percentage of total weekend trips.

Table B1: Western Placer Travel Patterns - All Trips

2016

		Destinations																			Total
		Downtown		El	Granite		North			Other	Placer	Roseville		Roseville		West					
		Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	Sacramento County	High Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba	
Origins	Auburn	4.1%	0.3%	0.0%	0.3%	0.1%	0.1%	0.2%	0.2%	1.2%	0.7%	0.0%	0.3%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%
	Colfax	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%
	Foresthill	0.1%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%
	Granite Bay	0.1%	0.0%	0.1%	0.1%	0.0%	0.8%	0.1%	0.2%	0.0%	1.5%	0.0%	0.3%	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%
	Lincoln	0.2%	0.0%	0.1%	0.1%	0.0%	0.1%	5.4%	0.2%	0.1%	1.1%	0.0%	1.0%	0.5%	0.9%	0.0%	0.1%	0.0%	0.1%	0.2%	10.0%
	Loomis	0.2%	0.0%	0.0%	0.1%	0.0%	0.2%	0.2%	0.9%	0.1%	0.7%	0.0%	0.7%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%
	North Auburn	1.2%	0.2%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	1.4%	0.3%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%
	Placer High Country	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
	Rocklin	0.3%	0.1%	0.1%	0.2%	0.0%	0.3%	1.1%	0.7%	0.1%	2.7%	0.0%	6.5%	1.8%	3.4%	0.0%	0.1%	0.0%	0.1%	0.1%	17.7%
	Roseville East	0.2%	0.1%	0.2%	0.4%	0.0%	1.0%	0.5%	0.4%	0.1%	7.0%	0.0%	1.8%	7.8%	3.3%	0.0%	0.0%	0.0%	0.1%	0.1%	23.1%
	Roseville West	0.2%	0.1%	0.2%	0.2%	0.0%	0.3%	0.9%	0.3%	0.1%	5.1%	0.0%	3.4%	3.3%	10.4%	0.0%	0.1%	0.1%	0.2%	0.1%	25.0%
	Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
	West Placer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
Total		7%	2%	1%	1%	1%	3%	8%	3%	3%	20%	1%	14%	15%	19%	0%	0%	0%	1%	1%	100%

Source: SACOG SACSIM Travel Demand Model

Table B2: Western Placer Travel Patterns - Work Trips

2016

		Destinations																			Total
		Downtown		El	Granite		North			Other	Placer	Roseville		Roseville		West					
		Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	Sacramento County	High Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba	
Origins	Auburn	4.3%	0.1%	0.2%	0.2%	0.0%	0.1%	0.1%	0.2%	1.0%	0.9%	0.0%	0.3%	0.3%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	8.1%
	Colfax	0.4%	0.4%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.2%	0.4%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%
	Foresthill	0.1%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%
	Granite Bay	0.2%	0.0%	0.3%	0.2%	0.0%	0.4%	0.1%	0.2%	0.1%	2.0%	0.0%	0.3%	1.1%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	5.2%
	Lincoln	0.4%	0.0%	0.4%	0.1%	0.0%	0.1%	2.6%	0.3%	0.1%	2.0%	0.0%	1.1%	0.6%	1.2%	0.0%	0.2%	0.0%	0.2%	0.3%	9.6%
	Loomis	0.3%	0.0%	0.2%	0.1%	0.0%	0.1%	0.1%	0.6%	0.1%	1.0%	0.0%	0.6%	0.5%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	4.0%
	North Auburn	1.5%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%	1.1%	0.5%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%
	Placer High Country	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
	Rocklin	0.5%	0.0%	0.6%	0.2%	0.0%	0.2%	0.7%	0.7%	0.1%	3.8%	0.0%	4.2%	2.3%	3.7%	0.0%	0.1%	0.0%	0.3%	0.1%	17.8%
	Roseville East	0.3%	0.0%	0.6%	0.2%	0.0%	0.6%	0.3%	0.3%	0.1%	5.7%	0.0%	1.4%	7.8%	3.2%	0.0%	0.1%	0.0%	0.2%	0.1%	20.8%
	Roseville West	0.4%	0.0%	1.1%	0.3%	0.0%	0.3%	0.8%	0.3%	0.1%	6.5%	0.0%	2.8%	3.8%	8.4%	0.0%	0.2%	0.0%	0.5%	0.2%	25.8%
	Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
	West Placer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
Total		8%	1%	4%	2%	0%	2%	5%	3%	3%	23%	1%	11%	17%	18%	0%	1%	0%	2%	1%	100%

Source: SACOG SACSIM Travel Demand Model

Table B3: Western Placer Travel Patterns - Non-Work Trips

2016

		Destinations																			Total		
		Downtown									Other		Placer		Roseville		Roseville		West				
		Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	Sacramento County	High Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba			
Origins	Auburn	4.1%	0.3%	0.0%	0.3%	0.1%	0.1%	0.2%	0.2%	1.3%	0.7%	0.0%	0.3%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%		
	Colfax	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%		
	Foresthill	0.1%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%		
	Granite Bay	0.1%	0.0%	0.0%	0.1%	0.0%	0.9%	0.1%	0.2%	0.0%	1.4%	0.0%	0.3%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%		
	Lincoln	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	5.8%	0.2%	0.1%	1.0%	0.0%	1.0%	0.5%	0.9%	0.1%	0.1%	0.0%	0.0%	0.2%	10.0%		
	Loomis	0.2%	0.0%	0.0%	0.1%	0.0%	0.2%	0.2%	0.9%	0.1%	0.7%	0.0%	0.7%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%		
	North Auburn	1.2%	0.2%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	1.4%	0.3%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%		
	Placer High Country	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%		
	Rocklin	0.3%	0.1%	0.1%	0.2%	0.0%	0.3%	1.1%	0.7%	0.1%	2.5%	0.0%	6.9%	1.7%	3.4%	0.0%	0.1%	0.0%	0.1%	0.1%	17.7%		
	Roseville East	0.2%	0.1%	0.1%	0.4%	0.0%	1.0%	0.5%	0.4%	0.1%	7.2%	0.0%	1.8%	7.8%	3.3%	0.0%	0.0%	0.0%	0.1%	0.1%	23.4%		
	Roseville West	0.2%	0.1%	0.1%	0.2%	0.0%	0.3%	0.9%	0.3%	0.1%	4.9%	0.0%	3.5%	3.2%	10.7%	0.0%	0.1%	0.1%	0.1%	0.1%	24.9%		
	Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%		
West Placer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%			
Total	7%	2%	0%	1%	1%	3%	9%	3%	3%	19%	1%	15%	15%	19%	0%	0%	0%	0%	1%	100%			

Source: SACOG SACSIM Travel Demand Model

Table B4: Western Placer Travel Patterns - All Trips

2027

		Destinations																			Total		
		Downtown									Other		Placer		Roseville		Roseville		West				
		Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	Sacramento County	High Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba			
Origins	Auburn	4.0%	0.3%	0.0%	0.3%	0.1%	0.1%	0.2%	0.2%	1.1%	0.6%	0.0%	0.3%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	7.6%		
	Colfax	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%		
	Foresthill	0.1%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%		
	Granite Bay	0.1%	0.0%	0.0%	0.1%	0.0%	0.7%	0.1%	0.2%	0.0%	1.3%	0.0%	0.3%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%		
	Lincoln	0.2%	0.0%	0.1%	0.1%	0.0%	0.1%	5.7%	0.2%	0.1%	1.1%	0.0%	1.4%	0.4%	1.0%	0.0%	0.1%	0.0%	0.1%	0.2%	10.5%		
	Loomis	0.2%	0.0%	0.0%	0.1%	0.0%	0.2%	0.2%	1.0%	0.0%	0.7%	0.0%	0.8%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%		
	North Auburn	1.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	1.2%	0.2%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%		
	Placer High Country	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%		
	Rocklin	0.3%	0.1%	0.1%	0.2%	0.0%	0.3%	1.4%	0.8%	0.1%	2.6%	0.0%	7.4%	1.7%	3.8%	0.0%	0.1%	0.0%	0.1%	0.1%	19.1%		
	Roseville East	0.2%	0.1%	0.1%	0.3%	0.0%	0.8%	0.4%	0.4%	0.1%	5.9%	0.0%	1.7%	6.8%	3.2%	0.0%	0.0%	0.0%	0.1%	0.1%	20.2%		
	Roseville West	0.2%	0.0%	0.3%	0.2%	0.0%	0.3%	1.0%	0.3%	0.1%	5.3%	0.0%	3.8%	3.2%	12.0%	0.0%	0.1%	0.1%	0.2%	0.1%	27.4%		
	Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%		
West Placer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%			
Total	7%	1%	1%	1%	1%	2%	9%	3%	3%	18%	1%	16%	14%	21%	0%	0%	0%	1%	1%	100%			

Source: SACOG SACSIM Travel Demand Model

Table B-5 Western Placer Travel Patterns - All Trips
Growth from 2016 to 2027

		Destinations																				Total
		Other									Placer										Total	
		Auburn	Colfax	Downtown Sacramento	El Dorado	Foresthill	Granite Bay	Lincoln	Loomis	North Auburn	Sacramento County	High Country	Roseville East	Roseville West	Sheridan	Sutter	West Placer	Yolo	Yuba			
Origins	Auburn	7,551	371	-42	625	185	-146	224	415	1,312	-398	194	327	-207	309	13	-11	22	-56	14	10,702	
	Colfax	399	1,629	-48	-35	28	-46	11	-42	-123	-361	103	52	-162	76	1	-6	0	2	-17	1,461	
	Foresthill	207	34	-11	-19	80	15	28	-28	-21	-60	54	-40	-35	-10	1	-6	1	4	-4	190	
	Granite Bay	-121	-72	-106	324	-1	-362	43	406	-44	-76	-8	275	-254	394	-17	9	24	5	-5	414	
	Lincoln	243	2	21	158	24	17	16,402	420	-2	1,679	22	7,133	-123	3,636	-23	104	75	26	388	30,202	
	Loomis	354	-46	49	225	-15	382	411	3,321	-46	1,559	53	3,256	892	1,225	-6	3	26	106	4	11,753	
	North Auburn	1,253	-38	-76	14	-22	-43	-29	-64	520	-253	91	49	-147	144	8	-20	3	-42	-40	1,308	
	Placer High Country	199	92	13	-15	66	-5	29	53	100	149	-276	41	33	40	-1	2	1	4	-3	522	
	Rocklin	338	38	182	571	-23	437	7,072	3,100	20	4,309	52	28,017	2,383	13,376	30	10	204	213	252	60,581	
	Roseville East	-91	-141	142	256	-58	-283	-30	943	-144	-2,663	22	2,482	1,763	5,326	6	-67	471	-70	-136	7,728	
	Roseville West	328	34	882	532	11	378	3,486	1,350	34	15,053	42	13,466	5,365	48,213	32	373	1,217	669	97	91,562	
	Sheridan	25	0	-23	1	2	-12	-27	7	17	-6	-1	14	-14	30	-10	7	-2	0	159	167	
	West Placer	20	-2	149	23	0	23	65	22	6	2,242	1	222	444	1,248	-1	50	167	91	0	4,770	
Total	10,705	1,901	1,132	2,660	277	355	27,685	9,903	1,629	21,174	349	55,294	9,938	74,007	33	448	2,209	952	709	221,360		
Origins	Auburn	3.4%	0.2%	0.0%	0.3%	0.1%	-0.1%	0.1%	0.2%	0.6%	-0.2%	0.1%	0.1%	-0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	
	Colfax	0.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.1%	-0.2%	0.0%	0.0%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	
	Foresthill	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
	Granite Bay	-0.1%	0.0%	0.0%	0.1%	0.0%	-0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.1%	-0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	
	Lincoln	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	7.4%	0.2%	0.0%	0.8%	0.0%	3.2%	-0.1%	1.6%	0.0%	0.0%	0.0%	0.0%	0.2%	13.6%	
	Loomis	0.2%	0.0%	0.0%	0.1%	0.0%	0.2%	0.2%	1.5%	0.0%	0.7%	0.0%	1.5%	0.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	
	North Auburn	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	-0.1%	0.0%	0.0%	-0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	
	Placer High Country	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	
	Rocklin	0.2%	0.0%	0.1%	0.3%	0.0%	0.2%	3.2%	1.4%	0.0%	1.9%	0.0%	12.7%	1.1%	6.0%	0.0%	0.0%	0.1%	0.1%	0.1%	27.4%	
	Roseville East	0.0%	-0.1%	0.1%	0.1%	0.0%	-0.1%	0.0%	0.4%	-0.1%	-1.2%	0.0%	1.1%	0.8%	2.4%	0.0%	0.0%	0.2%	0.0%	-0.1%	3.5%	
	Roseville West	0.1%	0.0%	0.4%	0.2%	0.0%	0.2%	1.6%	0.6%	0.0%	6.8%	0.0%	6.1%	2.4%	21.8%	0.0%	0.2%	0.5%	0.3%	0.0%	41.4%	
	Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	
	West Placer	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.1%	0.2%	0.6%	0.0%	0.0%	0.1%	0.0%	0.0%	2.2%	
Total	4.8%	0.9%	0.5%	1.2%	0.1%	0.2%	12.5%	4.5%	0.7%	9.6%	0.2%	25.0%	4.5%	33.4%	0.0%	0.2%	1.0%	0.4%	0.3%	100%		

Source: SACOG SACSIM Travel Demand Model

Table B6: Summary of SACSIM Data by Transit Community

2027 All Trips - Data for Figure 8

Origins	Destinations													Total										
	Auburn/ North Auburn		Granite Bay		Lincoln/ Sheridan		Roseville East/West/ West Placer		Colfax/ Foresthill / High Country		Other Downtown Sacramento		Yuba/ Sutter											
	Auburn	North Auburn	Granite Bay	Bay	Loomis	Sheridan	Rocklin	West Placer	High Country	Country	Sac	County	El Dorado		Yolo	Sutter								
Auburn/North Auburn	114,295		1,408		4,208		3,325		5,739		8,091		8,757		662		12,224		5,345		510		954	165,518
Granite Bay		1,414	10,122		2,399		836		4,096		16,958		218		663		19,371		2,049		431		260	58,817
Loomis		4,143	2,359		14,612		2,851		12,747		11,004		674		613		10,910		1,240		397		486	62,036
Lincoln/Sheridan		3,377	859		2,924		88,145		21,036		22,653		464		1,255		16,908		875		803		4,699	163,998
Rocklin		5,706	4,203		12,582		21,182		113,741		84,188		1,380		2,088		39,292		3,189		1,623		2,827	292,001
Roseville East/West/West Placer		8,134	16,985		11,064		22,680		84,448		391,425		2,488		6,510		175,977		8,161		5,017		5,138	738,027
Colfax/Foresthill/High Country		8,729	250		665		459		1,375		2,483		30,833		299		3,888		472		191		119	49,763
Total	145,798		36,186		48,454		139,478		243,182		536,802		44,814		12,090		278,570		21,331		8,972		14,483	1,530,160

Table B7: Western Placer Travel Patterns - Work Trips

2027

Origins	Destinations																			Total															
	Auburn		Colfax		Downtown Sacramento		El Dorado		Granite Bay		Lincoln		Loomis		North Auburn		Other Sacramento		Placer High Country		Roseville East		Roseville West		Sheridan		Sutter		West Placer		Yolo		Yuba		
	Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	County	Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba																
Auburn	3.9%	0.1%	0.1%	0.2%	0.0%	0.0%	0.1%	0.2%	1.0%	0.8%	0.0%	0.3%	0.3%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%		
Colfax	0.4%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%	0.3%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%		
Foresthill	0.1%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%		
Granite Bay	0.1%	0.0%	0.2%	0.2%	0.0%	0.3%	0.1%	0.1%	0.0%	1.7%	0.0%	0.3%	0.9%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%			
Lincoln	0.4%	0.0%	0.3%	0.1%	0.0%	0.1%	3.1%	0.2%	0.1%	1.9%	0.0%	1.5%	0.6%	1.3%	0.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.2%			
Loomis	0.3%	0.0%	0.2%	0.1%	0.0%	0.1%	0.2%	0.6%	0.1%	1.1%	0.0%	0.7%	0.5%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%			
North Auburn	1.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	1.0%	0.4%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%			
Placer High Country	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%			
Rocklin	0.4%	0.0%	0.6%	0.2%	0.0%	0.2%	1.0%	0.7%	0.1%	3.6%	0.0%	5.3%	2.2%	4.1%	0.0%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.1%			
Roseville East	0.2%	0.0%	0.6%	0.2%	0.0%	0.4%	0.3%	0.3%	0.1%	4.8%	0.0%	1.4%	6.6%	3.1%	0.0%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.4%			
Roseville West	0.4%	0.0%	1.1%	0.3%	0.0%	0.3%	1.0%	0.3%	0.1%	6.7%	0.0%	3.6%	3.8%	9.9%	0.0%	0.2%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	28.3%			
Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%			
West Placer	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%			
Total	8%	1%	3%	1%	0%	1%	6%	3%	3%	22%	1%	13%	15%	20%	0%	1%	0%	1%	0%	1%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	100%				

Source: SACOG SACSIM Travel Demand Model

Table B8: Western Placer Travel Patterns - Work Trips
Growth from 2016 to 2027

		Destinations																			Total
		Downtown		El	Granite			North		Other	Placer	Roseville		Roseville		West					
		Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	County	High	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba	
Origins	Auburn	446	-5	-13	8	1	-19	49	42	137	-3	6	108	12	46	1	15	1	-26	9	815
	Colfax	40	75	-43	-39	7	2	-5	8	9	-34	-4	10	-8	42	-1	-3	1	-8	-7	42
	Foresthill	-9	-1	0	-4	-38	6	4	-19	7	-10	27	3	4	1	1	3	0	10	4	-11
	Granite Bay	-5	0	-74	68	5	-81	39	12	-3	-13	-1	62	-53	66	0	-1	3	13	0	37
	Lincoln	56	8	-11	39	1	-13	1,685	31	17	301	0	954	26	515	-8	28	2	-25	57	3,663
	Loomis	102	0	24	45	-1	40	88	114	23	357	-2	313	167	244	-1	2	1	6	4	1,526
	North Auburn	-8	-10	-36	-5	-5	-11	9	-20	79	-18	2	9	-3	67	-1	-3	2	-6	-17	25
	Placer High Country	6	3	-5	-20	8	-2	3	-4	6	-37	12	2	-11	4	-1	1	0	-1	-4	-40
	Rocklin	42	-6	34	77	2	25	716	254	60	550	2	3,136	364	1,823	-3	18	14	81	52	7,241
	Roseville East	-8	-2	79	27	4	-79	76	-45	-12	-69	-2	398	-54	828	3	-14	6	13	4	1,153
	Roseville West	130	3	289	95	-1	37	646	60	14	2,083	-2	2,106	876	4,901	-6	48	41	95	30	11,445
	Sheridan	13	2	-22	1	0	-1	-2	-2	10	-15	0	4	7	-2	-3	-3	0	3	20	10
	West Placer	11	2	55	17	0	7	25	6	1	423	0	46	98	200	-1	20	2	39	4	955
Total		816	69	277	309	-17	-89	3,333	437	348	3,515	38	7,151	1,425	8,735	-20	111	73	194	156	26,861

Source: SACOG SACSIM Travel Demand Model

Table B9: Western Placer Travel Patterns -Non- Work Trips
2027

		Destinations																			Total
		Downtown		El	Granite			North		Other	Placer	Roseville		Roseville		West					
		Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	County	High	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba	
Origins	Auburn	4.0%	0.3%	0.0%	0.3%	0.1%	0.1%	0.2%	0.2%	1.2%	0.5%	0.0%	0.3%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	7.6%
	Colfax	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%
	Foresthill	0.1%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
	Granite Bay	0.1%	0.0%	0.0%	0.1%	0.0%	0.7%	0.1%	0.2%	0.0%	1.2%	0.0%	0.3%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%
	Lincoln	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	6.0%	0.2%	0.0%	1.0%	0.0%	1.3%	0.4%	1.0%	0.0%	0.1%	0.0%	0.0%	0.2%	10.6%
	Loomis	0.2%	0.0%	0.0%	0.1%	0.0%	0.2%	0.2%	1.0%	0.0%	0.7%	0.0%	0.9%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%
	North Auburn	1.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	1.2%	0.2%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%
	Placer High Country	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
	Rocklin	0.3%	0.1%	0.1%	0.2%	0.0%	0.3%	1.4%	0.8%	0.1%	2.4%	0.0%	7.7%	1.6%	3.8%	0.0%	0.1%	0.0%	0.1%	0.1%	19.1%
	Roseville East	0.2%	0.1%	0.1%	0.3%	0.0%	0.9%	0.4%	0.4%	0.1%	6.0%	0.0%	1.7%	6.8%	3.2%	0.0%	0.0%	0.1%	0.1%	0.1%	20.5%
	Roseville West	0.2%	0.0%	0.2%	0.2%	0.0%	0.3%	1.0%	0.3%	0.1%	5.1%	0.0%	3.8%	3.1%	12.3%	0.0%	0.1%	0.1%	0.2%	0.1%	27.3%
	Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
	West Placer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Total		6%	2%	0%	1%	1%	2%	9%	3%	3%	18%	1%	16%	13%	21%	0%	0%	0%	0%	1%	100%

Source: SACOG SACSIM Travel Demand Model

Table B10: Western Placer Travel Patterns - Non Work Trips
Growth from 2016 to 2027

		Destinations																			Total
		Other									Placer										
		Downtown			El		Granite		North		Other	High		Roseville		Roseville		West			
Origins	Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	County	Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba		
Auburn	7,105	376	-29	617	184	-127	175	373	1,175	-395	188	219	-219	263	12	-26	21	-30	5	9,887	
Colfax	359	1,554	-5	4	21	-48	16	-50	-132	-327	107	42	-154	34	2	-3	-1	10	-10	1,419	
Foresthill	216	35	-11	-15	118	9	24	-9	-28	-50	27	-43	-39	-11	0	-9	1	-6	-8	201	
Granite Bay	-116	-72	-32	256	-6	-281	4	394	-41	-63	-7	213	-201	328	-17	10	21	-8	-5	377	
Lincoln	187	-6	32	119	23	30	14,717	389	-19	1,378	22	6,179	-149	3,121	-15	76	73	51	331	26,539	
Loomis	252	-46	25	180	-14	342	323	3,207	-69	1,202	55	2,943	725	981	-5	1	25	100	0	10,227	
North Auburn	1,261	-28	-40	19	-17	-32	-38	-44	441	-235	89	40	-144	77	9	-17	1	-36	-23	1,283	
Placer High Country	193	89	18	5	58	-3	26	57	94	186	-288	39	44	36	0	1	1	5	1	562	
Rocklin	296	44	148	494	-25	412	6,356	2,846	-40	3,759	50	24,881	2,019	11,553	33	-8	190	132	200	53,340	
Roseville East	-83	-139	63	229	-62	-204	-106	988	-132	-2,594	24	2,084	1,817	4,498	3	-53	465	-83	-140	6,575	
Roseville West	198	31	593	437	12	341	2,840	1,290	20	12,970	44	11,360	4,489	43,312	38	325	1,176	574	67	80,117	
Sheridan	12	-2	-1	0	2	-11	-25	9	7	9	-1	10	-21	32	-7	10	-2	-3	139	157	
West Placer	9	-4	94	6	0	16	40	16	5	1,819	1	176	346	1,048	0	30	165	52	-4	3,815	
Total	9,889	1,832	855	2,351	294	444	24,352	9,466	1,281	17,659	311	48,143	8,513	65,272	53	337	2,136	758	553	194,499	

Source: SACOG SACSIM Travel Demand Model

Table B11: Western Placer Travel Patterns - All Trips
2035

		Destinations																			Total
		Other									Placer										
		Downtown			El		Granite		North		Other	High		Roseville		Roseville		West			
Origins	Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	County	Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba		
Auburn	3.7%	0.2%	0.0%	0.3%	0.1%	0.1%	0.2%	0.2%	1.0%	0.5%	0.0%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	
Colfax	0.2%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	
Foresthill	0.1%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	
Granite Bay	0.1%	0.0%	0.0%	0.1%	0.0%	0.6%	0.1%	0.1%	0.0%	1.1%	0.0%	0.2%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%	
Lincoln	0.2%	0.0%	0.1%	0.1%	0.0%	0.1%	6.4%	0.2%	0.1%	1.0%	0.0%	1.5%	0.4%	1.1%	0.0%	0.1%	0.0%	0.1%	0.2%	11.4%	
Loomis	0.2%	0.0%	0.0%	0.1%	0.0%	0.1%	0.2%	1.0%	0.1%	0.7%	0.0%	0.8%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	
North Auburn	1.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	1.1%	0.2%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	
Placer High Country	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	
Rocklin	0.2%	0.1%	0.1%	0.2%	0.0%	0.2%	1.5%	0.8%	0.1%	2.4%	0.0%	7.1%	1.6%	3.8%	0.0%	0.1%	0.1%	0.1%	0.1%	18.5%	
Roseville East	0.2%	0.0%	0.1%	0.3%	0.0%	0.7%	0.4%	0.4%	0.1%	5.5%	0.0%	1.6%	6.4%	3.1%	0.0%	0.0%	0.1%	0.1%	0.1%	19.2%	
Roseville West	0.2%	0.0%	0.3%	0.2%	0.0%	0.3%	1.1%	0.3%	0.1%	5.3%	0.0%	3.8%	3.1%	13.0%	0.0%	0.1%	0.4%	0.2%	0.1%	28.6%	
Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	
West Placer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.1%	0.1%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	1.5%	
Total	6%	1%	1%	1%	0%	2%	10%	3%	3%	18%	1%	15%	13%	22%	0%	0%	1%	1%	1%	100%	

Source: SACOG SACSIM Travel Demand Model

Table B12: Western Placer Travel Patterns - All Trips

Growth from 2027 to 2035

		Destinations																			Total					
		Downtown									El		Granite			North		Other	Placer			Roseville		West		
		Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	Sacramento County	High Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba						
Origins	Auburn	2,142	63	46	203	52	55	273	369	-13	81	-51	-1	98	126	5	-9	44	-6	-15	3,462					
	Colfax	27	1,293	-5	40	19	10	6	17	82	-37	34	-51	-29	-41	1	7	3	-16	23	1,383					
	Foresthill	82	4	1	0	-304	-37	17	2	4	-91	42	49	-41	-14	0	0	0	-16	-3	-305					
	Granite Bay	120	11	-12	-183	-17	246	34	-18	-18	-40	12	56	108	185	3	3	68	-52	-15	491					
	Lincoln	254	-12	52	32	8	10	20,560	509	70	1,041	-3	4,114	709	2,774	64	-43	238	144	199	30,720					
	Loomis	569	19	88	37	-4	49	580	2,139	123	1,088	-28	896	666	931	-24	40	60	63	32	7,324					
	North Auburn	55	59	10	-43	17	-9	72	127	721	-111	-6	-53	-52	33	-14	26	28	11	18	889					
	Placer High Country	-82	59	-21	-1	43	7	-4	-21	-2	-34	-991	3	21	-12	1	0	-2	-8	-2	-1,046					
	Rocklin	-63	-11	-137	-72	41	-131	3,978	1,170	-76	1,208	-6	5,779	1,339	5,596	71	207	541	-94	140	19,480					
	Roseville East	-3	-31	125	-83	-37	102	696	683	-38	3,143	28	1,063	4,270	3,679	9	174	971	18	-3	14,766					
	Roseville West	99	-22	162	137	-20	195	2,781	780	84	7,993	-17	5,360	3,817	35,071	-22	408	4,642	341	300	62,089					
	Sheridan	13	2	9	-2	-1	-3	56	-14	-9	-20	0	73	-9	-16	-23	-15	9	6	-11	45					
West Placer	41	7	348	64	1	73	240	70	24	6,091	0	552	959	4,678	11	187	2,190	194	70	15,800						
Total		3,254	1,441	666	129	-202	567	29,289	5,813	952	20,312	-986	17,840	11,856	52,990	82	985	8,792	585	733	155,098					
Origins	Auburn	1.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.2%	0.2%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%					
	Colfax	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%					
	Foresthill	0.1%	0.0%	0.0%	0.0%	-0.2%	0.0%	0.0%	0.0%	0.0%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.2%					
	Granite Bay	0.1%	0.0%	0.0%	-0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%					
	Lincoln	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	13.3%	0.3%	0.0%	0.7%	0.0%	2.7%	0.5%	1.8%	0.0%	0.0%	0.2%	0.1%	0.1%	19.8%					
	Loomis	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.4%	1.4%	0.1%	0.7%	0.0%	0.6%	0.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%					
	North Auburn	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.5%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%					
	Placer High Country	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.7%					
	Rocklin	0.0%	0.0%	-0.1%	0.0%	0.0%	-0.1%	2.6%	0.8%	0.0%	0.8%	0.0%	3.7%	0.9%	3.6%	0.0%	0.1%	0.3%	-0.1%	0.1%	12.6%					
	Roseville East	0.0%	0.0%	0.1%	-0.1%	0.0%	0.1%	0.4%	0.4%	0.0%	2.0%	0.0%	0.7%	2.8%	2.4%	0.0%	0.1%	0.6%	0.0%	0.0%	9.5%					
	Roseville West	0.1%	0.0%	0.1%	0.1%	0.0%	0.1%	1.8%	0.5%	0.1%	5.2%	0.0%	3.5%	2.5%	22.6%	0.0%	0.3%	3.0%	0.2%	0.2%	40.0%					
	Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
West Placer	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	3.9%	0.0%	0.4%	0.6%	3.0%	0.0%	0.1%	1.4%	0.1%	0.0%	10.2%						
Total		2.1%	0.9%	0.4%	0.1%	-0.1%	0.4%	18.9%	3.7%	0.6%	13.1%	-0.6%	11.5%	7.6%	34.2%	0.1%	0.6%	5.7%	0.4%	0.5%	100.0%					

Source: SACOG SACSIM Travel Demand Model

Table B13: Western Placer Travel Patterns - Work Trips
2035

		Destinations																			Total
		Other									Placer		West								
		Downtown			El	Granite			North			Sacramento	High	Roseville	Roseville	Sheridan	Sutter	Placer	Yolo	Yuba	
Origins	Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	County	Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba	Total	
Auburn	3.7%	0.1%	0.1%	0.2%	0.0%	0.0%	0.1%	0.2%	0.9%	0.7%	0.0%	0.3%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	6.8%	
Colfax	0.4%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%	0.3%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	
Foresthill	0.1%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	
Granite Bay	0.1%	0.0%	0.2%	0.1%	0.0%	0.3%	0.1%	0.1%	0.0%	1.5%	0.0%	0.3%	0.8%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	4.1%	
Lincoln	0.4%	0.0%	0.3%	0.1%	0.0%	0.1%	3.7%	0.2%	0.1%	1.7%	0.0%	1.8%	0.6%	1.4%	0.0%	0.2%	0.0%	0.2%	0.2%	11.1%	
Loomis	0.3%	0.0%	0.2%	0.1%	0.0%	0.1%	0.2%	0.6%	0.1%	1.1%	0.0%	0.7%	0.5%	0.5%	0.0%	0.0%	0.0%	0.1%	0.0%	4.5%	
North Auburn	1.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	1.0%	0.3%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	
Placer High Country	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	
Rocklin	0.4%	0.0%	0.5%	0.2%	0.0%	0.2%	1.2%	0.7%	0.1%	3.3%	0.0%	5.4%	2.1%	4.1%	0.0%	0.1%	0.0%	0.2%	0.1%	18.7%	
Roseville East	0.3%	0.0%	0.5%	0.2%	0.0%	0.4%	0.3%	0.3%	0.1%	4.4%	0.0%	1.3%	6.3%	3.1%	0.0%	0.1%	0.0%	0.2%	0.1%	17.5%	
Roseville West	0.4%	0.0%	0.9%	0.3%	0.0%	0.3%	1.1%	0.3%	0.1%	6.4%	0.0%	3.7%	3.6%	10.7%	0.0%	0.2%	0.1%	0.5%	0.2%	29.0%	
Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	
West Placer	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.1%	0.1%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	1.7%	
Total	7%	1%	3%	1%	0%	1%	7%	3%	3%	21%	1%	14%	15%	21%	0%	1%	0%	1%	1%	100%	

Source: SACOG SACSIM Travel Demand Model

Table B14: Western Placer Travel Patterns - Work Trips
Growth from 2027 to 2035

		Destinations																			Total
		Other									Placer		West								
		Downtown			El	Granite			North			Sacramento	High	Roseville	Roseville	Sheridan	Sutter	Placer	Yolo	Yuba	
Origins	Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	County	Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba	Total	
Auburn	424	-7	-34	-21	6	-13	31	10	61	33	4	-3	-21	11	1	-13	7	5	-1	480	
Colfax	8	190	-1	24	-8	-6	10	-1	1	10	4	-3	-27	-11	0	2	-1	-10	13	194	
Foresthill	25	8	-5	7	11	-5	11	5	9	-26	14	14	-10	5	-1	-1	0	-10	-5	46	
Granite Bay	49	-1	-19	-17	-4	107	9	5	2	-141	1	53	16	123	0	-1	8	-54	3	139	
Lincoln	79	1	30	-12	2	3	1,913	62	46	88	2	1,088	263	503	4	-24	35	66	37	4,186	
Loomis	116	-7	32	9	-2	40	75	213	54	310	5	218	115	178	-2	6	2	39	1	1,402	
North Auburn	28	37	12	-29	3	7	29	12	127	-96	0	11	-13	-4	-1	9	1	0	-2	131	
Placer High Country	-15	20	-11	-1	-3	3	0	-5	1	-23	93	-5	-2	-15	1	-1	0	-6	0	31	
Rocklin	10	9	-104	-11	0	4	580	40	-13	254	0	1,386	251	877	0	19	44	-74	-34	3,238	
Roseville East	85	-8	28	29	-5	87	102	86	-9	198	0	142	711	617	-5	20	52	24	2	2,156	
Roseville West	77	-2	-65	53	2	62	359	81	62	887	1	1,112	557	3,794	7	71	233	203	43	7,537	
Sheridan	-1	0	9	-3	0	1	2	-1	-11	-19	0	25	-7	-17	-3	4	0	-4	2	-23	
West Placer	23	3	148	12	0	14	48	18	17	779	0	100	130	443	4	21	65	78	15	1,918	
Total	908	243	20	40	2	304	3,169	525	347	2,254	124	4,138	1,963	6,504	5	112	446	257	74	21,435	

Source: SACOG SACSIM Travel Demand Model

Table B15: Western Placer Travel Patterns - Non Work Trips
2035

		Destinations																			Total
		Other									Placer		West								
		Auburn	Colfax	Downtown Sacramento	El Dorado	Foresthill	Granite Bay	Lincoln	Loomis	North Auburn	Sacramento County	High Country	Rocklin	Roseville East	Roseville West	Sheridan	Sutter	Placer	Yolo	Yuba	
Origins	Auburn	3.8%	0.3%	0.0%	0.3%	0.1%	0.1%	0.2%	0.2%	1.0%	0.5%	0.0%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%
	Colfax	0.2%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%
	Foresthill	0.1%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
	Granite Bay	0.1%	0.0%	0.0%	0.1%	0.0%	0.7%	0.0%	0.1%	0.0%	1.1%	0.0%	0.2%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%
	Lincoln	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	0.2%	0.0%	0.9%	0.0%	1.4%	0.4%	1.0%	0.0%	0.1%	0.0%	0.0%	0.2%	11.4%
	Loomis	0.2%	0.0%	0.0%	0.1%	0.0%	0.1%	0.2%	1.0%	0.0%	0.7%	0.0%	0.8%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%
	North Auburn	1.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	1.2%	0.2%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%
	Placer High Country	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%
	Rocklin	0.2%	0.1%	0.1%	0.2%	0.0%	0.2%	1.5%	0.8%	0.1%	2.3%	0.0%	7.3%	1.5%	3.7%	0.0%	0.1%	0.1%	0.1%	0.1%	18.5%
	Roseville East	0.2%	0.1%	0.1%	0.3%	0.0%	0.8%	0.4%	0.4%	0.1%	5.7%	0.0%	1.6%	6.4%	3.1%	0.0%	0.0%	0.1%	0.1%	0.1%	19.5%
	Roseville West	0.2%	0.0%	0.2%	0.2%	0.0%	0.3%	1.1%	0.3%	0.1%	5.2%	0.0%	3.8%	3.0%	13.3%	0.0%	0.1%	0.4%	0.2%	0.1%	28.5%
	Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
West Placer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.1%	0.1%	0.4%	0.0%	0.0%	0.2%	0.0%	0.0%	1.5%	
Total	6%	2%	0%	1%	1%	2%	10%	3%	3%	17%	1%	16%	13%	23%	0%	0%	1%	0%	1%	100%	

Source: SACOG SACSIM Travel Demand Model

Table B16: Western Placer Travel Patterns - Non-Work Trips
Growth from 2016 to 2027

		Destinations																			Total
		Other									Placer		West								
		Auburn	Colfax	Downtown Sacramento	El Dorado	Foresthill	Granite Bay	Lincoln	Loomis	North Auburn	Sacramento County	High Country	Rocklin	Roseville East	Roseville West	Sheridan	Sutter	Placer	Yolo	Yuba	
Origins	Auburn	1,718	70	80	224	46	68	242	359	-74	48	-55	2	119	115	4	4	37	-11	-14	2,982
	Colfax	19	1,103	-4	16	27	16	-4	18	81	-47	30	-48	-2	-30	1	5	4	-6	10	1,189
	Foresthill	57	-4	6	-7	-315	-32	6	-3	-5	-65	28	35	-31	-19	1	1	0	-6	2	-351
	Granite Bay	71	12	7	-166	-13	139	25	-23	-20	101	11	3	92	62	3	4	60	2	-18	352
	Lincoln	175	-13	22	44	6	7	18,647	447	24	953	-5	3,026	446	2,271	60	-19	203	78	162	26,534
	Loomis	453	26	56	28	-2	9	505	1,926	69	778	-33	678	551	753	-22	34	58	24	31	5,922
	North Auburn	27	22	-2	-14	14	-16	43	115	594	-15	-6	-64	-39	37	-13	17	27	11	20	758
	Placer High Country	-67	39	-10	0	46	4	-4	-16	-3	-11	-1,084	8	23	3	0	1	-2	-2	-2	-1,077
	Rocklin	-73	-20	-33	-61	41	-135	3,398	1,130	-63	954	-6	4,393	1,088	4,719	71	188	497	-20	174	16,242
	Roseville East	-88	-23	97	-112	-32	15	594	597	-29	2,945	28	921	3,559	3,062	14	154	919	-6	-5	12,610
	Roseville West	22	-20	227	84	-22	133	2,422	699	22	7,106	-18	4,248	3,260	31,277	-29	337	4,409	138	257	54,552
	Sheridan	14	2	0	1	-1	-4	54	-13	2	-1	0	48	-2	1	-20	-19	9	10	-13	68
West Placer	18	4	200	52	1	59	192	52	7	5,312	0	452	829	4,235	7	166	2,125	116	55	13,882	
Total	2,346	1,198	646	89	-204	263	26,120	5,288	605	18,058	-1,110	13,702	9,893	46,486	77	873	8,346	328	659	133,663	

Source: SACOG SACSIM Travel Demand Model

Table B17: Western Placer Travel Patterns - All Weekday Trips

2019

		Destinations																			Total
		Other									Placer										
		Downtown			El		Granite		North		Other	Placer		Roseville		Roseville		West			
Origins	Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	County	Country	Rocklin	East	e West	Sheridan	Sutter	Placer	Yolo	Yuba		
Auburn	3.5%	0.3%	0.0%	0.2%	0.1%	0.1%	0.2%	0.4%	1.4%	0.6%	0.1%	0.4%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.9%	
Colfax	0.3%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.3%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	
Foresthill	0.1%	0.0%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	
Granite Bay	0.1%	0.0%	0.1%	0.1%	0.0%	1.8%	0.1%	0.2%	0.0%	1.2%	0.0%	0.3%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	
Lincoln	0.2%	0.0%	0.1%	0.1%	0.0%	0.1%	6.1%	0.2%	0.2%	1.1%	0.0%	0.9%	0.5%	1.0%	0.2%	0.1%	0.0%	0.1%	0.2%	11.0%	
Loomis	0.4%	0.1%	0.0%	0.1%	0.0%	0.2%	0.2%	1.7%	0.1%	0.7%	0.0%	0.8%	0.4%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	5.3%	
North Auburn	1.4%	0.3%	0.0%	0.1%	0.1%	0.0%	0.2%	0.1%	1.7%	0.3%	0.0%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	
Placer High Country	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	
Rocklin	0.4%	0.1%	0.2%	0.2%	0.0%	0.3%	0.9%	0.7%	0.2%	2.5%	0.0%	7.7%	1.2%	2.6%	0.0%	0.1%	0.0%	0.2%	0.1%	17.4%	
Roseville East	0.2%	0.0%	0.2%	0.3%	0.0%	0.9%	0.4%	0.4%	0.1%	5.1%	0.0%	1.1%	5.9%	2.6%	0.0%	0.1%	0.0%	0.2%	0.1%	17.6%	
Roseville West	0.3%	0.1%	0.3%	0.2%	0.0%	0.3%	1.0%	0.4%	0.2%	5.7%	0.0%	2.6%	2.4%	11.2%	0.0%	0.2%	0.1%	0.3%	0.2%	25.5%	
Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.5%	
West Placer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	
Total	7%	2%	1%	1%	1%	4%	9%	4%	4%	18%	1%	14%	12%	19%	0%	0%	0%	1%	1%	100%	

Source: Replica Places Data 2019 Q4 Thursday Trips

Table B18: Western Placer Travel Patterns - Weekday Work Trips

2019

		Destinations																			Total
		Other									Placer										
		Downtown			El		Granite		North		Other	Placer		Roseville		Roseville		West			
Origins	Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	County	Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba		
Auburn	3.2%	0.1%	0.2%	0.2%	0.0%	0.1%	0.2%	0.3%	1.1%	1.0%	0.0%	0.6%	0.5%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	8.1%	
Colfax	0.6%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.3%	0.5%	0.1%	0.2%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%	
Foresthill	0.4%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%	0.2%	0.3%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	
Granite Bay	0.1%	0.0%	0.3%	0.1%	0.0%	1.0%	0.1%	0.1%	0.0%	1.9%	0.0%	0.5%	1.1%	0.3%	0.0%	0.0%	0.0%	0.2%	0.0%	5.6%	
Lincoln	0.3%	0.0%	0.5%	0.1%	0.0%	0.1%	2.9%	0.2%	0.4%	2.5%	0.0%	1.0%	1.0%	1.3%	0.0%	0.2%	0.0%	0.3%	0.2%	11.1%	
Loomis	0.3%	0.1%	0.2%	0.0%	0.0%	0.1%	0.1%	1.1%	0.1%	1.0%	0.0%	0.5%	0.6%	0.5%	0.0%	0.0%	0.0%	0.1%	0.0%	4.9%	
North Auburn	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%	0.2%	1.4%	0.7%	0.0%	0.2%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%	
Placer High Country	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	
Rocklin	0.3%	0.0%	0.8%	0.2%	0.0%	0.2%	0.5%	0.7%	0.3%	4.0%	0.0%	5.1%	2.0%	2.4%	0.0%	0.1%	0.0%	0.4%	0.2%	17.1%	
Roseville East	0.3%	0.0%	0.8%	0.2%	0.0%	0.4%	0.3%	0.2%	0.1%	4.8%	0.0%	0.9%	5.0%	1.6%	0.0%	0.0%	0.0%	0.3%	0.0%	14.9%	
Roseville West	0.4%	0.0%	1.5%	0.2%	0.0%	0.4%	0.5%	0.6%	0.3%	8.2%	0.0%	1.9%	3.8%	7.3%	0.0%	0.2%	0.0%	0.6%	0.2%	26.2%	
Sheridan	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.8%	
West Placer	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	
Total	7%	2%	5%	1%	0%	2%	5%	4%	4%	25%	1%	11%	15%	14%	0%	0%	0%	2%	1%	100%	

Source: Replica Places Data 2019 Q4 Thursday Trips

Table B19: Western Placer Travel Patterns - All Weekday Trips
2021

		Destinations																				Total
		Downtown		El	Granite			North	Other	Placer	Roseville		Roseville		West							
		Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	Sacramento County	High Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba		
Origins	Auburn	3.9%	0.4%	0.0%	0.3%	0.1%	0.1%	0.2%	0.4%	1.4%	0.6%	0.1%	0.3%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	
	Colfax	0.4%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	
	Foresthill	0.1%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	
	Granite Bay	0.1%	0.0%	0.0%	0.1%	0.0%	1.9%	0.1%	0.3%	0.0%	1.0%	0.0%	0.3%	1.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	
	Lincoln	0.2%	0.0%	0.1%	0.1%	0.0%	0.1%	6.6%	0.2%	0.1%	1.0%	0.0%	0.9%	0.4%	0.9%	0.2%	0.1%	0.0%	0.1%	0.2%	11.2%	
	Loomis	0.4%	0.1%	0.0%	0.1%	0.0%	0.3%	0.2%	1.9%	0.1%	0.6%	0.0%	0.8%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	
	North Auburn	1.4%	0.3%	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	1.7%	0.3%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	
	Placer High Country	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	
	Rocklin	0.3%	0.1%	0.1%	0.2%	0.0%	0.3%	0.9%	0.7%	0.1%	2.2%	0.0%	7.8%	1.1%	2.6%	0.0%	0.1%	0.0%	0.1%	0.1%	17.1%	
	Roseville East	0.2%	0.0%	0.1%	0.3%	0.0%	1.0%	0.4%	0.3%	0.1%	4.7%	0.0%	1.1%	5.7%	2.5%	0.0%	0.1%	0.0%	0.2%	0.1%	16.9%	
	Roseville West	0.3%	0.1%	0.2%	0.2%	0.0%	0.4%	0.9%	0.4%	0.1%	5.0%	0.0%	2.6%	2.4%	12.7%	0.0%	0.2%	0.1%	0.3%	0.2%	26.1%	
	Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.5%	
	West Placer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	
Total		7%	2%	1%	1%	1%	4%	10%	4%	4%	16%	1%	14%	11%	20%	0%	0%	0%	1%	1%	100%	

Source: Replica Places Data 2021 Q4 Thursday Trips

Table B20: Western Placer Travel Patterns - Weekday Work Trips
2021

		Destinations																				Total
		Downtown		El	Granite			North	Other	Placer	Roseville		Roseville		West							
		Auburn	Colfax	Sacramento	El Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	Sacramento County	High Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba		
Origins	Auburn	3.8%	0.2%	0.2%	0.2%	0.0%	0.1%	0.2%	0.3%	1.3%	1.0%	0.0%	0.5%	0.5%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	8.8%	
	Colfax	0.7%	1.2%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.3%	0.3%	0.0%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	
	Foresthill	0.3%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.1%	0.2%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	
	Granite Bay	0.1%	0.0%	0.2%	0.1%	0.0%	1.1%	0.1%	0.2%	0.0%	1.7%	0.0%	0.4%	1.0%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	5.2%	
	Lincoln	0.4%	0.1%	0.3%	0.1%	0.0%	0.1%	3.5%	0.4%	0.4%	2.2%	0.0%	1.2%	1.0%	1.2%	0.1%	0.2%	0.0%	0.2%	0.3%	11.6%	
	Loomis	0.3%	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%	1.3%	0.2%	0.8%	0.0%	0.4%	0.6%	0.5%	0.0%	0.0%	0.0%	0.1%	0.0%	4.9%	
	North Auburn	1.4%	0.2%	0.1%	0.1%	0.0%	0.0%	0.1%	0.2%	1.4%	0.6%	0.0%	0.2%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	4.7%	
	Placer High Country	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	
	Rocklin	0.3%	0.0%	0.6%	0.2%	0.0%	0.2%	0.6%	0.8%	0.2%	3.7%	0.0%	5.1%	1.7%	2.1%	0.0%	0.1%	0.0%	0.5%	0.2%	16.4%	
	Roseville East	0.3%	0.0%	0.5%	0.2%	0.0%	0.5%	0.3%	0.3%	0.1%	5.1%	0.0%	0.9%	5.2%	1.7%	0.0%	0.0%	0.0%	0.4%	0.1%	15.6%	
	Roseville West	0.5%	0.0%	1.1%	0.2%	0.0%	0.4%	0.6%	0.7%	0.2%	7.8%	0.0%	1.8%	3.6%	7.8%	0.0%	0.2%	0.0%	0.7%	0.2%	26.0%	
	Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.7%	
	West Placer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	
Total		8%	2%	3%	1%	1%	3%	6%	4%	4%	24%	1%	11%	14%	15%	0%	1%	0%	2%	1%	100%	

Source: Replica Places Data 2021 Q4 Thursday Trips

Table B21: Western Placer Travel Patterns - All Weekday Trips

2023

		Destinations																				Total
		Other									Placer		Roseville		Roseville		West					
		Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	County	Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba		
Origins	Auburn	3.5%	0.3%	0.0%	0.2%	0.1%	0.1%	0.2%	0.4%	1.2%	0.5%	0.0%	0.3%	0.2%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	7.4%	
	Colfax	0.3%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.3%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	
	Foresthill	0.1%	0.1%	0.0%	0.1%	0.5%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	
	Granite Bay	0.1%	0.0%	0.1%	0.1%	0.0%	2.0%	0.1%	0.3%	0.0%	1.2%	0.0%	0.3%	0.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	5.5%	
	Lincoln	0.2%	0.0%	0.1%	0.1%	0.0%	0.1%	6.2%	0.2%	0.1%	1.0%	0.0%	0.9%	0.3%	0.9%	0.2%	0.1%	0.0%	0.1%	0.3%	10.7%	
	Loomis	0.3%	0.1%	0.0%	0.1%	0.0%	0.2%	0.2%	2.1%	0.1%	0.7%	0.0%	0.8%	0.3%	0.5%	0.0%	0.0%	0.0%	0.1%	0.0%	5.5%	
	North Auburn	1.2%	0.3%	0.0%	0.1%	0.1%	0.0%	0.1%	0.2%	2.0%	0.3%	0.1%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	
	Placer High Country	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	
	Rocklin	0.3%	0.1%	0.2%	0.2%	0.0%	0.3%	0.9%	0.7%	0.1%	2.4%	0.0%	8.4%	0.9%	2.5%	0.0%	0.1%	0.0%	0.1%	0.1%	17.4%	
	Roseville East	0.2%	0.0%	0.1%	0.2%	0.0%	0.8%	0.3%	0.3%	0.1%	4.3%	0.0%	0.9%	5.8%	2.1%	0.0%	0.1%	0.0%	0.1%	0.1%	15.6%	
	Roseville West	0.3%	0.1%	0.3%	0.2%	0.0%	0.3%	0.8%	0.4%	0.1%	5.6%	0.0%	2.4%	2.0%	14.0%	0.0%	0.2%	0.1%	0.3%	0.3%	27.5%	
	Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.6%	
West Placer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%		
Total		6%	2%	1%	1%	1%	4%	9%	5%	4%	17%	1%	14%	11%	21%	0%	1%	0%	1%	1%	100%	

Source: Replica Places Data 2023 Q2 Thursday Trips

Table B22: Western Placer Travel Patterns - Weekday Work Trips

2023

		Destinations																				Total
		Other									Placer		Roseville		Roseville		West					
		Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	County	Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba		
Origins	Auburn	2.8%	0.1%	0.2%	0.2%	0.0%	0.1%	0.1%	0.3%	0.9%	1.0%	0.0%	0.5%	0.5%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	7.4%	
	Colfax	0.5%	1.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	0.3%	0.4%	0.1%	0.1%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	
	Foresthill	0.2%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.1%	0.3%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	
	Granite Bay	0.1%	0.0%	0.4%	0.1%	0.0%	0.9%	0.1%	0.1%	0.0%	1.8%	0.0%	0.5%	0.8%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	5.2%	
	Lincoln	0.3%	0.0%	0.5%	0.1%	0.0%	0.1%	3.0%	0.2%	0.4%	2.7%	0.0%	1.0%	0.8%	1.2%	0.1%	0.2%	0.0%	0.3%	0.3%	11.2%	
	Loomis	0.4%	0.1%	0.2%	0.0%	0.0%	0.1%	0.2%	1.1%	0.2%	1.1%	0.0%	0.5%	0.7%	0.5%	0.0%	0.0%	0.0%	0.1%	0.0%	5.3%	
	North Auburn	1.4%	0.2%	0.1%	0.1%	0.0%	0.0%	0.1%	0.2%	1.4%	0.8%	0.1%	0.3%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	5.2%	
	Placer High Country	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	
	Rocklin	0.3%	0.0%	0.8%	0.2%	0.0%	0.2%	0.6%	0.6%	0.2%	4.1%	0.0%	4.6%	1.5%	1.9%	0.0%	0.1%	0.0%	0.5%	0.2%	16.0%	
	Roseville East	0.3%	0.0%	0.6%	0.2%	0.0%	0.5%	0.3%	0.3%	0.1%	4.7%	0.0%	0.9%	4.6%	1.5%	0.0%	0.0%	0.0%	0.4%	0.1%	14.5%	
	Roseville West	0.6%	0.1%	1.6%	0.2%	0.0%	0.4%	0.7%	0.6%	0.4%	9.4%	0.0%	2.1%	3.3%	8.2%	0.0%	0.3%	0.1%	0.7%	0.2%	29.0%	
	Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	
West Placer	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%		
Total		7%	2%	5%	1%	0%	2%	5%	3%	4%	27%	1%	11%	13%	15%	0%	1%	0%	2%	1%	100%	

Source: Replica Places Data 2023 Q2 Thursday Trips

Table B23: Summary of Replica Data by Transit Community

2023 All Trips - Data for Figure 9

Origins	Destinations												Total
	Auburn/ North Auburn		Granite Bay	Lincoln/ Sheridan Rocklin		Roseville East/West/ West Placer	Colfax/ Foresthill / High Country	Downtown Sac	Other Sacramento County		El Dorado	Yuba/ Sutter	
	Auburn	Bay	Loomis	Sheridan	Rocklin	West Placer	Country	Sac	Sacramento	El Dorado	Yolo	Sutter	
Auburn/North Auburn	114,005	1,661	8,070	4,615	6,681	10,240	12,597	774	10,943	4,968	1,024	1,214	176,792
Granite Bay	1,630	29,295	3,629	1,039	4,647	17,310	195	953	17,520	2,006	603	361	79,188
Loomis	6,471	3,603	29,625	2,842	11,172	11,379	1,365	491	9,927	1,608	725	614	79,822
Lincoln/Sheridan	4,471	982	3,163	96,335	13,381	18,610	453	1,494	15,214	925	1,373	6,146	162,547
Rocklin	6,240	4,494	10,377	12,835	120,755	50,042	1,463	2,293	34,682	2,685	1,993	3,408	251,267
Roseville East/West/West Placer	10,219	16,671	10,610	17,542	47,693	351,575	2,982	5,779	145,903	6,502	6,020	8,092	629,588
Colfax/Foresthill/High Country	13,088	201	1,455	424	1,490	2,776	38,905	215	4,136	1,391	304	405	64,790
Total	156,124	56,907	66,929	135,632	205,819	461,932	57,960	11,999	238,325	20,085	12,042	20,240	1,443,994

Table B24: Western Placer Travel Patterns - All Weekend Trips

2019

Origins	Destinations																	Total			
	Auburn	Colfax	Downtown Sacramento	El Dorado	Foresthill	Granite Bay Lincoln		Loomis	North Auburn	Other Sacramento County	Placer High Country	Roseville Rocklin	Roseville East West	Sheridan	Sutter	West Placer Yolo Yuba					
Auburn	3.4%	0.4%	0.0%	0.2%	0.2%	0.1%	0.2%	0.4%	1.4%	0.6%	0.1%	0.4%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	
Colfax	0.4%	1.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.3%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%
Foresthill	0.2%	0.1%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%
Granite Bay	0.1%	0.0%	0.0%	0.2%	0.0%	1.4%	0.1%	0.2%	0.0%	1.3%	0.0%	0.3%	0.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%
Lincoln	0.2%	0.0%	0.1%	0.1%	0.0%	0.1%	5.9%	0.2%	0.1%	1.2%	0.0%	1.0%	0.4%	1.2%	0.2%	0.1%	0.0%	0.1%	0.3%	11.2%	
Loomis	0.4%	0.1%	0.0%	0.1%	0.0%	0.2%	0.2%	1.4%	0.1%	0.7%	0.0%	0.8%	0.4%	0.5%	0.0%	0.0%	0.0%	0.1%	0.0%	5.0%	
North Auburn	1.4%	0.3%	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	1.9%	0.3%	0.1%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%	
Placer High Country	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	
Rocklin	0.3%	0.1%	0.1%	0.2%	0.0%	0.3%	1.0%	0.7%	0.1%	2.5%	0.0%	6.0%	1.1%	3.1%	0.0%	0.1%	0.0%	0.1%	0.1%	16.1%	
Roseville East	0.2%	0.1%	0.2%	0.3%	0.0%	0.9%	0.4%	0.4%	0.1%	5.2%	0.0%	1.1%	5.3%	2.6%	0.0%	0.1%	0.0%	0.2%	0.1%	17.0%	
Roseville West	0.3%	0.1%	0.3%	0.3%	0.0%	0.4%	1.2%	0.5%	0.2%	6.2%	0.0%	3.0%	2.5%	11.6%	0.0%	0.2%	0.1%	0.3%	0.3%	27.4%	
Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.5%	
West Placer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	
Total	7%	2%	1%	2%	1%	4%	9%	4%	4%	18%	1%	13%	11%	20%	0%	1%	0%	1%	1%	100%	

Source: Replica Places Data 2019 Q4 Saturday Trips

Table B25: Western Placer Travel Patterns - All Weekend Trips
2023

		Destinations																			Total					
		Auburn		Downtown Sacramento		EI Dorado		Granite Bay		Lincoln		Loomis		North Auburn		Other Sacramento County	Placer High Country	Roseville		Roseville		West Placer		Yolo	Yuba	
		Auburn	Colfax	Sacramento	Dorado	Foresthill	Bay	Lincoln	Loomis	Auburn	County	Country	Rocklin	East	West	Sheridan	Sutter	Placer	Yolo	Yuba						
Origins	Auburn	3.4%	0.3%	0.0%	0.3%	0.1%	0.1%	0.2%	0.4%	1.3%	0.4%	0.1%	0.3%	0.2%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	7.4%					
	Colfax	0.3%	1.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.4%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%					
	Foresthill	0.1%	0.1%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%					
	Granite Bay	0.1%	0.0%	0.0%	0.2%	0.0%	1.9%	0.1%	0.3%	0.0%	1.2%	0.0%	0.3%	0.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	5.4%					
	Lincoln	0.2%	0.0%	0.1%	0.1%	0.0%	0.1%	6.3%	0.2%	0.1%	0.8%	0.0%	0.9%	0.3%	1.0%	0.2%	0.1%	0.0%	0.1%	0.2%	10.8%					
	Loomis	0.3%	0.1%	0.0%	0.1%	0.0%	0.3%	0.2%	2.0%	0.1%	0.7%	0.0%	0.8%	0.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	5.5%					
	North Auburn	1.3%	0.4%	0.0%	0.1%	0.1%	0.0%	0.1%	0.2%	2.4%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%					
	Placer High Country	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%					
	Rocklin	0.3%	0.1%	0.1%	0.2%	0.0%	0.3%	0.9%	0.7%	0.1%	2.1%	0.0%	7.2%	0.9%	2.8%	0.0%	0.1%	0.0%	0.1%	0.1%	16.1%					
	Roseville East	0.2%	0.0%	0.1%	0.2%	0.0%	0.9%	0.3%	0.3%	0.1%	4.3%	0.0%	0.9%	5.7%	2.1%	0.0%	0.1%	0.0%	0.1%	0.1%	15.4%					
	Roseville West	0.3%	0.1%	0.2%	0.2%	0.0%	0.4%	1.0%	0.5%	0.1%	5.8%	0.0%	2.6%	2.0%	14.6%	0.0%	0.2%	0.1%	0.2%	0.2%	28.6%					
	Sheridan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.6%					
	West Placer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%					
Total		7%	2%	1%	1%	1%	4%	9%	5%	5%	16%	1%	13%	11%	22%	0%	0%	0%	1%	1%	100%					

Source: Replica Places Data 2023 Q2 Saturday Trips