

## **7. Sacramento and Regional Routes**

### **Historical Background**

The Sacramento Routes are an extremely popular service provided by Yuba-Sutter Transit. The service has been developed and expanded based on demonstrated customer demand. Over the past 18 years, there has been a slow and gradual development process, with following major milestones:

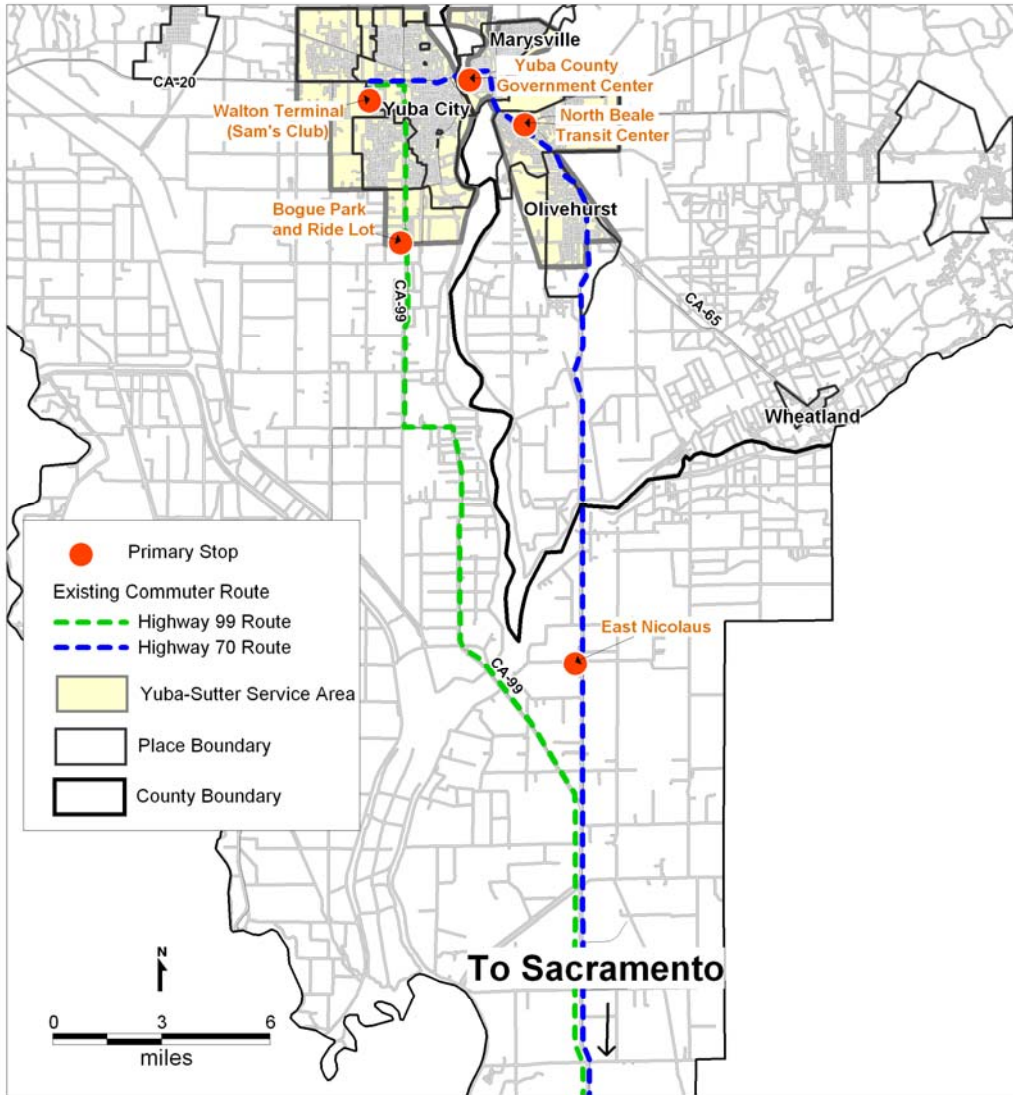
- Service was provided to UC Davis Medical Center three days a week
- Sacramento Commuter service began on Highway 70 with two 15-passenger vans in 1990.
- In 1994, service was expanded to the Highway 99 corridor.
- In 1999, commuter service to the Lincoln Airport Industrial Park initiated.
- In 2002, three new commuter buses allow the Sacramento service to be expanded to six daily round-trips.
- In 2004, commuter service to the Lincoln Industrial Park was terminated
- In 2004, a Noon Midday Sacramento schedule was added.
- In 2006 the commuter service was expanded to seven daily trips.
- In September 2007, Sacramento Commuter service was expanded to nine weekday round trips.

### **Existing Service Area and Stops**

Figure 7-1 provides an overview of the existing Sacramento Routes in Yuba and Sutter Counties. The Highway 99 commuter service, provides morning pick-up and afternoon drop-offs at the Yuba County Government Center, Walton Terminal (Sam's Club) and the Bogue Road Park and Ride lot.

The Highway 70 commuter service starts at the Yuba County Government Center, and provides morning pick-up and afternoon drop-offs at the Yuba County Government Center, North Beale Rd. Transit Center, and East Nicolaus.

**Figure 7-1**  
**Existing Commuter Routes and Primary Stops**



The Midday Sacramento schedule provides service to and from all of the stops described in the Highway 99 and Highway 70 Commuter service described above, but with a different sequencing of stops depending on the three midday run available.

The Commuter Highway 99 and Commuter Highway 70 routes provide morning drop-offs and afternoon pick-ups in Sacramento at:

- J & 4<sup>th</sup>
- J & 8<sup>th</sup>
- J & 11<sup>th</sup>
- 15<sup>th</sup> & K
- 15<sup>th</sup> & N
- P & 13<sup>th</sup>
- P & 9<sup>th</sup>
- P & 5<sup>th</sup>

Two runs on the Highway 99 services provide reverse commute service during morning commute service, but all stops are served in both directions (on different runs) during the Midday schedule

## **Service Hours and Schedule**

There are currently six Highway 99 Commuter runs in the morning and six runs in the afternoon. The primary stops on most runs are the Yuba County Government Center, Walton Terminal (Sam's Terminal) and the Bogue Road Park and Ride Lot. The first run starts at 5:20 am with the first drop-off in Sacramento at 6:25 am. The last run leaves the Bogue Road Park and Ride lot at 6:55 am and the last drop-off in Sacramento for the commuter schedules is 8:00 am. Although the schedule is designed to serve morning commute needs to Sacramento, there are two reverse commute opportunities available from Sacramento, arriving at the Yuba County Government Center at 7:20 and 8:10 am. In afternoon, reverse commute service from the Yuba County Government Center is available at 3:30 and 4:20 pm to Sacramento.

The Highway 70 Commuter service provides 3 runs in the morning and 3 runs in the afternoon. The primary stops in the Yuba-Sutter Transit service area are the Yuba County Government Center, North Beale Rd. Transit Center, and East Nicolaus (Perozzi's). The first run stated at 5:30 am with the first drop-off in Sacramento at 6:30 am. The last run leaves East Nicolaus at 7:00 am and arrives in Sacramento at 7:40 am.

There are also three Midday schedules operating during the Midday to and from Sacramento. The first run starts at Walton Terminal (Sunsweet) at 7:55 am with drop-offs in Sacramento at starting 9:00 am and returning to the Yuba County Government Center at 10:00 am.. The last Midday run starts at Walton Terminal (Sam's Club) at

1:00 pm with passenger drop-offs in Sacramento starting at 2:00 pm and returning to the Walton Terminal at 3:30 pm.

**Fares**

**Commuter Fares**

Basic One-Way Cash Fare	\$ 3.50
Children (Age 4 and under)	Free
Sacramento Punch Pass (20 rides)	\$ 70.00
Monthly Sacramento Commuter Pass	\$112.00
Combined Regional Transit Pass	\$154.40

**Midday Fares**

Basic One-Way Cash Fare	\$3.50
Senior (Age 62+)/Disabled Fare	\$1.75
Youth (Age 5 to 12)	\$1.75
Children (Age 4 and under, limit 2)	Free
Discount Ticket Book (\$12 value)	\$10.00

**Recent Performance**

The Sacramento Routes have been a highly successful and productive program. In FY 2006/07, there were slightly more than 100,000 annual passenger trips as shown in Figure 7-2. The commuter runs are twice as productive as the Midday service, with the commuter runs averaging 17.0 passengers per hour.

**Figure 7-2  
FY 2006/07 Sacramento Route Performance**

	FY 2006/07	
	Commuter	Midday
<b>Base Statistics</b>		
Passengers	88,273	12,850
Revenue Service Hours	5,180	1,618
Revenue Service Miles	195,545	63,278
Operating Cost*	\$ 321,374	\$ 100,390
<b>System Performance Indicators</b>		
Operating cost/revenue vehicle hour	\$ 62.04	\$ 62.04
Operating cost/passenger	\$ 3.64	\$ 7.81
Passengers/ revenue service hour	17.0	7.9
Passengers/revenue service mile	0.45	0.20

\* Based on average cost/hour

### Profile of Existing Sacramento Route Utilization

A survey was conducted in May 2007 of all Sacramento commuter and Midday riders on a sample day. This section summarizes the key elements of the findings.

A majority (53%) of Sacramento Route passengers live in Yuba City, with 19% living in Marysville. 13 people surveyed lived in Butte County, and the most of the rest were located in rural areas of Yuba and Sutter County.

Residential Location (Zip Code)	Number	Pct.
Yuba City	115	53.0%
Marysville	41	18.9%
Plumas Lake	9	4.2%
Live Oak	8	3.7%
Olivehurst	6	2.8%
Wheatland	6	2.8%
Other Yuba County	9	4.2%
Other Sutter County	6	2.8%
Butte County	13	6.0%
Other	4	1.7%
<b>Total</b>	<b>217</b>	<b>100.0%</b>

Boarding Location	Number	Pct.
Bogue/Highway 99 Park & Ride	66	30.3%
Walton Terminal (N. Yuba City)	59	27.1%
Government Center (Marysville)	40	18.3%
N. Beale Transit Center (Linda)	31	14.2%
East Nicolaus	20	9.2%
Other (Sacramento J Street)	2	0.9%
<b>Total</b>	<b>218</b>	<b>100.0%</b>

The two top boarding locations are the Bogue Road Park and Ride Lot and the Walton Terminal in Yuba City.

Almost three-quarters of the passengers utilize the Sacramento route 5 days a week, and these individuals take advantage of the monthly pass.

Frequency of Use	Number	Pct.
5 days a week	156	72.2%
3-4 days a week	43	19.9%
1-2 days a week	8	3.7%
Less than once a week	9	4.2%
<b>Total</b>	<b>216</b>	<b>100.0%</b>

Almost four in five passengers utilize a monthly pass for payment.

Fare Payment Method	Number	Pct.
Monthly Pass	172	79.6%
Ticket/Punch Card	25	11.6%
Cash	19	8.8%
Other	0	0.0%
<b>Total</b>	<b>216</b>	<b>100%</b>

Passenger comments provide important insights on the passenger experience. Many comments were quite appreciative of the service. Primary ideas for improvement included:

- More reliable schedule adherence, particularly in the afternoon.
- Additional Midday runs to the Bogue Park and Ride Lot
- Close the gap between the last Route 99 morning run and the start of Midday schedules.

### **Currently Planned Capital Improvements**

The survey results show that there is strong demand for continuing to upgrade the park and ride facilities as well as the fleet. In Yuba-Sutter Transit’s Capital Improvement Plan (CIP) and the Transportation Improvement Plan there are several projects that are relevant to the commuter and midday express services. Yuba County also has two park-and-ride projects that help to facilitate continued growth of the Sacramento Route service.

#### **Park and Ride Lot Development**

The McGowan Parkway Park and Ride Lot is a Yuba County project located at the corner of McGowan Parkway and Powerline Rd. The Park and Ride lot is a mitigation measure for the North Arboga Study area. Funding is provided by developer impact fees for homes built in the area. The lot is planned for construction in 2008, and will have 126 spaces on 1.2 acres.

The Bogue Road Park and Ride lot currently has significant overflow issues. When the 88 parking spaces fill up, commuters park and walk along Bogue Road, with no pedestrian amenities, back to the bus stop. In a May 2007 survey of commuters, 30% of all commuters utilize the Bogue Park and Ride facility. Yuba-Sutter Transit has been planning to improve the capacity of the Caltrans park and ride lot in both the short and long-term. Federal funding has been secured for a project would expand the existing Caltrans park and ride lot at Bogue Road and Highway 99 in Yuba City from 88 spaces to

approximately 150 spaces including the purchase of additional right of way to expand to approximately 300 spaces in the future. The local match funding will be part of the Yuba-Sutter Transit FY 2009 budget.

Another park and ride facility will be developed in Plumas Lake by Yuba County. The Park and Ride lot is expected to be approximately 125-150 spaces and is estimated to be completed in about three years.

### **Expanded Commuter and Regional Service Fleet**

As part of the Metropolitan Transportation Plan (MTP) 2035 planning effort, Yuba Sutter Transit is currently planning to increase the number of commuter buses from 11 this fiscal year to 16 in FY 2011 and to 18 by FY 2018.

The seven newest of the Yuba-Sutter Transit fleet (out of a fleet of eleven) are Blue Bird Xcel units. The Blue Bird Corporation recently decided to end production of the of Xcel commuter bus models. The Xcels proved to be good, low-cost commuter buses for the residents of Yuba and Sutter counties. The recent purchase averaged \$280,000 per unit and had an estimated useful life of 12 years and a seating capacity of 41. The provision of all forward facing, all reclining seat features that passengers have grown accustomed to are not available except in the higher floor, tour style suburban buses. The heavy-duty tour buses have a much long useful life of 20 years and have a seating capacity of up to 57 seats. Tour style suburban commuter buses are now operated into downtown Sacramento by the San Joaquin Regional Transit District (Stockton), Fairfield Transit (Solano County) and Placer County Transit. Yuba-Sutter Transit management will be deciding on whether to purchase 40 or 45 foot tour buses in their next procurement.

### **Alternatives for Expanding Regional Services**

The expected strong population growth in both Yuba and Sutter counties at a faster pace than local employment opportunities and continued rising of gasoline price will very likely continue to drive a strong regional commuter market. There are essentially three options for the expansion of regional services.

- 1) Continue expansion of the Sacramento Routes focused on the commute market.
- 2) Continue expansion of the Sacramento Routes providing more midday service to serve the south Sutter and Plumas Lakes areas.
- 3) Expand services to fast growing regional employment centers, especially Roseville and Rancho Cordova.

As context for these alternatives, Figure 7-3A shows that there are currently 143,547 jobs in Sacramento. Little employment growth is projected for downtown Sacramento. However along the Highway 65 corridor to Roseville, there is expected to be a 46.8% increase in employment.

**Figure 7-3A**  
**Population Projections by**  
**Regional Analysis District**

<b>Regional Analysis District</b>	<b>2005</b>	<b>2013</b>	<b>2018</b>	<b>2005-2018 % Change</b>
Downtown Sacramento	143,547	150,887	155,092	8.0%
Roseville	61,710	86,555	90,565	46.8%
Rancho Cordova	78,616	96,571	107,175	36.3%

Source: SACOG draft population and employment projections, Feb. 2008

Unfortunately, the forecasted work trip travel volumes between Yuba City and Marysville were not available from SACOG in time for this report. By 2018, and perhaps as early as 2013, there is likely to be a demand for regional commuter service to both Roseville and Rancho Cordova.

In 2010, the consulting team is recommending that a market segmentation study be conducted of the Yuba City and Marysville population area to better define the markets and market for regional services to Placer County and Rancho Cordova.

**1. Continued Expansion of Sacramento Commuter Routes**

Under this alternative, the Sacramento Routes would continue to be expanded based on demonstrated demand, but the Sacramento Routes would essentially remain the same, with expanded Route 99 and Route 70 commuter service. The opening of McGowan Parkway Park and Ride lot would require an extra stop here, and adjustment in schedules. It would also be a stop for the existing Midday Schedules.

Route 3 would be extended to terminate at the Park and Ride facility in order to accommodate transfers from the Sacramento Routes, especially the Midday runs.

The expansion of runs would continue to be based on demand. At a minimum, demand for two additional morning and afternoon Route 99 runs and two additional morning and afternoon Route 70 run is anticipated by 2013.

When the Plumas Lakes park and ride lot opens, a stop would provided on the Route 70 Midday Routes. Under this alternative, separate rural routes would serve the Plumas Lakes in short term starting 2009 and in the South Sutter area in approximately 2015, similar to current Wheatland and Live Oak service.

No Regional Routes would serve Placer County or Rancho Cordova.

This is the recommended alternative for the Sacramento Routes to 2013.

## **2. Continued Expansion of the Sacramento Commuter and Midday Routes**

Under this alternative, there would continue to be expansion of Sacramento Commuter Routes.

In this alternative, however, the Midday Routes would be expanded to essentially operate as an intercity route with regular local stops as long term development warrants in South Sutter and Plumas Lakes. In this alternative, the South Sutter and Plumas Lakes areas would have local dial-a-ride service that facilitate transfers to the expanded Sacramento Midday route in addition to providing local trips.

When the Plumas Lake Park and Ride lot opens, and when a facility is available in the South Sutter area, two additional Midday runs would be added and should serve the South Sutter, East Nicolaus, Plumas Lake, McGowan Parkway, North Beale Transit Center, Yuba Co. Government Center, Alturas Transit Center, and terminate at the Walton Terminal and continue to Bogue Park and Ride upon passenger request.

Based on the Sacramento Route passenger survey, and a review of the current schedule, there is a need for one additional Midday Run that would serve the Bogue Park and Ride Lot. The additional Midday Route should be added after the upgraded Park and Ride facility

## **3. Expansion of Regional Routes to Roseville and Rancho Cordova**

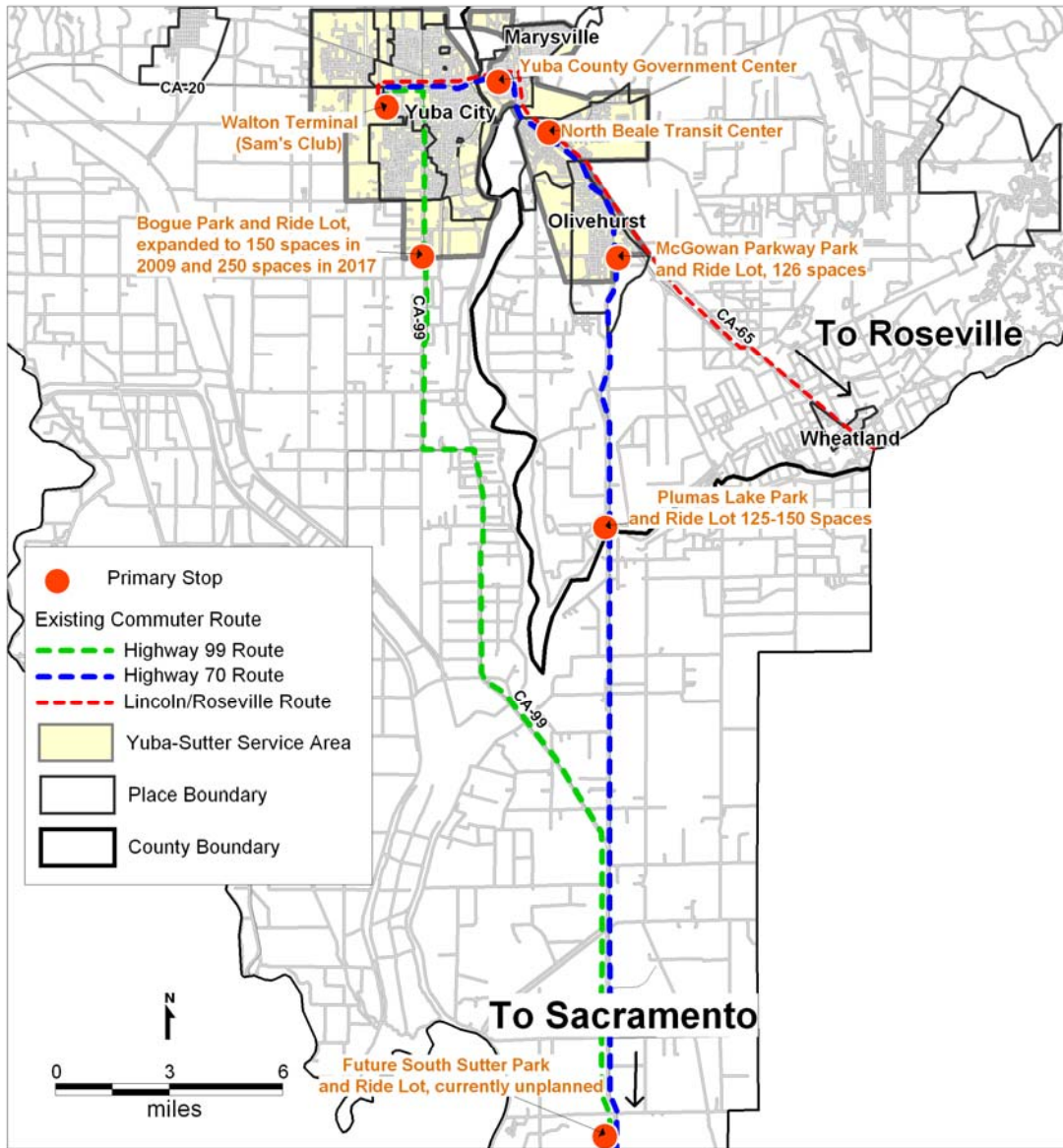
Under this alternative, commuter and Midday service would be provided to Roseville and/or Rancho Cordova between 2013 and 2018. Such expansion would only take place after the recommended market segmentation and further analysis is completed. For capital planning purposes, three morning, one Midday, and three afternoon runs are anticipated to Roseville employment sites. A stop in Wheatland would supplement the rural checkpoint routes, and dampen the need to expand the number of days and runs on the rural service..

Figure 7-3 shows the expected Sacramento and Regional Route network in 2018, including the routes and stops provided in Yuba and Sutter County.

## **Marginal Costs For Sacramento Route Expansion**

Figure 7-4 provides a summary of the marginal annual cost in 2007 dollars of what it would cost to add an additional Sacramento Commuter Midday runs. In 2007 dollars, the recommended expansion would include an additional two morning and two afternoon commuter runs and one additional Midday runs by 2013. The annual cost would be \$159,762.

**Figure 7-3**  
**2018 Regional Route Network**



**Figure 7-4**  
**Marginal Cost of Adding Sacramento Route Runs**

<b>Sacramento Routes</b>		2007 Dollars
Marginal Cost per Run	# Runs	Marginal Cost
Midday Run	1	\$ 36,844
Commuter Run morning or afternoon	1	\$ 30,730
<b>Cost of Adding:</b>		
Commuter Runs		
One additional morning and afternoon run	2	\$ 61,459
Two additional morning and afternoon runs	4	\$ 122,918
Three additional morning and afternoon runs	6	\$ 184,377
<b>Recommended Plan to 2013</b>		
Two additional morning and afternoon runs	4	\$ 122,918
One additional Midday run	1	\$ 36,844
<b>Total Cost (2007 dollars)</b>		<b>\$ 159,762</b>