

# Folsom City Council Staff Report

|                        |   |
|------------------------|---|
| <b>MEETING DATE:</b>   | 2/27/2024   |
| <b>AGENDA SECTION:</b> | Scheduled Presentations   |
| <b>SUBJECT:</b>        | Sacramento Regional Transit Presentation on Proposed Folsom Bus Route Changes |
| <b>FROM:</b>           | Community Development Department  |

### **RECOMMENDATION / CITY COUNCIL ACTION**

Representatives from Sacramento Regional Transit will present information on the proposed changes to bus service in Folsom. The details of the proposed changes are included in Attachment 1. The changes will be presented for action at an upcoming Regional Transit board meeting on March 11, 2024.

### **ATTACHMENTS**

1. SacRT Draft Service Changes for 2024

Submitted,

\_\_\_\_\_  
Pam Johns, Community Development Director

**Attachment 1**  
**SacRT Draft Service Changes for 2024**



Service Changes for 2024  
Draft Plan and Title VI Equity Analysis

January 31, 2024

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SacRT is currently considering major service changes on several bus and light rail routes, as discussed in this Draft Plan and Title VI Equity Analysis. Public comments are being sought on the proposed plan and Title VI equity analysis. This draft plan will be made available to the public via [sacrt.com](http://sacrt.com) on Friday, January 31, 2024 for public review, with comments due on Friday, March 1, 2024. Staff intends to present a final version to the SacRT Board of Directors on Monday, March 11, 2024, for potential approval.

|                       |         |
|-----------------------|---------|
| Draft Plan Released   | 1/31/24 |
| Comments Due          | 3/1/24  |
| Board Approval        | 3/11/24 |
| Changes Take Effect * | 8/25/24 |

\* Most, but not all, proposed changes would take effect on August 25, 2024.

## Overview

In 2024, SacRT will complete its Folsom-15 project, improving frequency on the light rail Gold Line to every 15 minutes to and from Folsom. This new service will be the culmination of over a decade of capital planning and grant awards; however, SacRT policy still requires a Title VI analysis and public review before implementing any major service change such as this.

In addition to the planned improvements to the Gold Line, staff has developed changes to connecting Folsom bus service, which would trim service to some low-ridership stops, and eliminate one minimally-used route, but yield sufficient savings to allow addition of first-ever weekend bus service in Folsom, complementing the investment in the Gold Line.

Improvements to hours of service would also be made to several major bus routes, helping to provide more consistent and reliable connections at the end of the service day, across the network.

This report also discusses two services that would be fully funded by contracts with partner agencies, including the #137 UCDMC Elk Grove Express and the planned ACE/Airport Express.

**Proposed Changes**

| Route                | Proposed Changes   |
|----------------------|--|
| Gold Line            | Improve frequency to and from Folsom to every 15 minutes weekdays from approximately 6:15 am to 7:15 pm.   |
| Gold Line            | Add a Saturday departure from Folsom at 7:00 am and Sunday/Holiday departures from Folsom at 7:00, 7:30, 8:00, 8:30, 9:00, and 9:30 am. Add Sunday/Holiday departures from Sacramento Valley Station to Sunrise at 9:19 and 9:49 pm.   |
| F10<br>Folsom        | Eliminate service to stops on American River Canyon Drive, except for the first morning trip and last two evening trips. No changes to service on existing stops on Main and Madison, in Orangevale. Add weekend and holiday service, including stops on Main and Madison, but not on American River Canyon Drive.   |
| F30<br>Folsom Prison | Eliminate Route F30, which currently provides morning and afternoon peak-hour service between the Glenn light rail station area and Folsom Prison, due to low ridership and coverage by SmaRT Ride.  |
| 1<br>Greenback       | Add one evening trip on Saturday departing Watt/I-80 light rail station at 9:36 pm to improve frequency to every 30 minutes and provide a better connection with the Blue Line.  |
| 26<br>Fulton<br>Watt | <p>Add weekday trips departing University/65th St station at 8:47 and 9:47 pm and departing Watt &amp; Elverta at 8:33 pm (arriving at University/65th Street station at 9:30 pm) to improve frequency to every 30 minutes and provide better connections with #81 Florin.</p> <p>Add Saturday trips departing Watt &amp; Elverta at 6:58, and 7:58 pm and departing University/65th St Station at 6:17, 7:17, 8:17, and 9:17 pm to improve frequency to every 30 minutes and improve connections with the Gold Line and #81 Florin.</p> <p>Add Sunday/Holiday trips departing Watt &amp; Elverta at 7:58 pm and departing University/65th St station at 9:17 pm to improve connections with the Gold Line and other bus routes.</p> |

**Proposed Changes, cont.**

| Route                                 | Proposed Changes  |
|---------------------------------------|---|
| 33<br>Dos Rios                        | Extend evening hours so that the last trip departs Alkali Flat station at approximately 6:44 pm, contingent upon securing \$115,000 of grant funds.   |
| 51<br>Stockton<br>Broadway            | Due to low ridership and to normalize headways at every 15 minutes and free up a bus to help alleviate overcrowding on Route 81 from heavy student loads, shift the weekday morning 6:20, 6:35, 6:50, and 6:58 am 8th & F St departures to 6:25, 6:40, 6:55, and 7:10 am and eliminate the 7:12 am departure. Also, shift the 6:01, 6:16, 6:31, and 6:43 am Florin Towne Centre departures to 6:05, 6:20, 6:35, and 6:50 am and eliminate the 6:55 am departure.  |
| 81<br>Florin/65th St<br>(Mon-Fri)     | To provide additional capacity during times of heavy student ridership, add or extend several weekday trips. Add a weekday morning trip from University/65th St station at 6:57 am. Extend the existing 7:44 am Florin Towne Centre departure so that it departs from University/65th St station at 7:33 am. Add a 6:59 am departure from Florin and Riverside going all the way to University/65th St station. On weekday afternoons, extend the existing 4:19, 4:49, and 5:19 pm Florin Towne Centre departures so that they depart from University/65th St station at 3:56, 4:28, and 5:02 pm. Also extend the existing 3:28, 4:01, and 4:27 arrivals at Florin Towne Centre to University/65th St station, arriving at 3:48, 4:18, and 4:48 pm. |
| 81<br>Florin/65th St<br>(Sat/Sun/Hol) | <p>Add one Saturday evening trip departing University/65th St station at 9:13 pm to improve frequency to every 30 minutes and provide a better connection with the Gold Line and #87 Howe.</p> <p>Add Sunday/Holiday trips departing Florin &amp; Riverside at 6:48 and 7:48 pm and departing University/65th St station at 7:43 and 9:13 pm to provide better connections with the Gold Line and #87 Howe.</p>   |

**Proposed Changes, cont.**

| Route                             | Proposed Changes  |
|-----------------------------------|---|
| 84<br>Watt                        | <p>Add Saturday departures from Watt/Manlove station at 6:35, 7:35, 8:35, and 9:35 pm and from Watt &amp; Elverta at 7:07 am and at 7:07, 8:07, and 9:07 pm to improve frequency to every 30 minutes and improve connections with the Blue Line, Gold Line, and multiple bus routes.</p> <p>Add a Sunday/Holiday departure from Watt/Manlove station at 9:05 pm and from Watt &amp; Elverta at 8:37 pm, to improve span of service, consistent with other major routes.</p> |
| 93<br>Hillsdale                   | Add one weekday trip departing Louis & Orlando transit center at 7:04 am to close a 54-minute gap in service.   |
| 137<br>UCDMC<br>Elk Grove Express | Add two new trips departing UC Davis Medical Center at 3:30 and 7:30 pm, contingent on execution of an amendment to the cost-sharing agreement with UC Davis Health.  |
| ACE Airport<br>Express            | Potentially create an express bus route from the future San Joaquin/Altamont Commuter Express (ACE) Natomas train station planned for Elkhorn Blvd, to begin service in 2027, contingent on execution of a cost-sharing agreement with the San Joaquin Regional Rail Commission.  |

## Gold Line

*Proposed Changes* – Effective Summer 2024, depending on the date of project completion, service between Sunrise and Folsom would be improved from every 30 minutes to every 15 minutes during the day on weekdays. The first new trip from Historic Folsom would depart at 6:15 am and the last new trip from Folsom would depart at 7:15 pm. An additional trip would also be added departing Sacramento Valley Station at 6:34 pm, going to Sunrise, to make weekday service more consistent with Saturday service, which already has a trip at this time.

On Saturdays, Sundays, and Holidays, frequency would remain the same, but some new trips would be added to fill significant gaps in the existing schedule. On Saturdays, one new train would arrive at Historic Folsom at 6:48 am and depart at 7:00 am. Currently, the first train departs Historic Folsom at 7:30 am. On Sundays and Holidays, six new morning round trips to Folsom would be added, with departures from Historic Folsom at 7:00, 7:30, 8:00, 8:30, 9:00, and 9:30 am. Currently, the first trip from Historic Folsom on Sundays and Holidays does not depart until 10:00 am. These changes would create a 7:00 am beginning of service on weekends and holidays, which would match the first bus trip on the proposed new weekend service for Folsom Route F10, discussed separately.

On Sunday and Holiday evenings, one round trip to Folsom will be added, arriving at 9:48 and departing at 10:00 pm, so that the 8:49 pm departure from Sacramento Valley goes all the way to Folsom. New departures from Sacramento Valley would also be added at 9:19 and 9:49 pm, to provide a later end-of-service on the Gold Line but going only to Sunrise.





**Gold Line – Monday to Friday  
 Proposed New Schedule**

Effective Summer 2024  
 (Exact Date TBD)

| Monday to Friday |         |                 |                 |         |         |            |
|------------------|---------|-----------------|-----------------|---------|---------|------------|
| Sac Valley       | Sunrise | Historic Folsom | Historic Folsom | Sunrise | 8th & K | Sac Valley |
| 3:49a            | 4:35a   | 4:48a           | 5:00a           | 5:13a   | 5:40a   | 5:44a      |
| 4:04a            | 4:50a   |                 |                 | 5:28a   | 5:55a   | 5:59a      |
| 4:19a            | 5:05a   | 5:18a           | 5:30a           | 5:43a   | 6:10a   | 6:14a      |
| 4:34a            | 5:20a   |                 |                 | 5:58a   | 6:40a   | 6:44a      |
| 4:49a            | 5:35a   | 5:48a           | 6:00a           | 6:13a   | 6:55a   | 6:59a      |
| 5:04a            | 5:50a   | <i>6:03a</i>    | <i>6:15a</i>    | 6:28a   | 7:10a   | 7:14a      |
| 5:19a            | 6:05a   | 6:18a           | 6:30a           | 6:43a   | 7:25a   | 7:29a      |
| 5:34a            | 6:20a   | <i>6:33a</i>    | <i>6:45a</i>    | 6:58a   | 7:40a   | 7:44a      |
| 5:49a            | 6:35a   | 6:48a           | 7:00a           | 7:13a   | 7:55a   | 7:59a      |
| 6:04a            | 6:50a   | <i>7:03a</i>    | <i>7:15a</i>    | 7:28a   | 8:10a   | 8:14a      |
| 6:19a            | 7:05a   | 7:18a           | 7:30a           | 7:43a   | 8:25a   | 8:29a      |
| 6:34a            | 7:20a   | <i>7:33a</i>    | <i>7:45a</i>    | 7:58a   | 8:40a   | 8:44a      |
| 6:49a            | 7:35a   | 7:48a           | 8:00a           | 8:13a   | 8:55a   | 8:59a      |
| 7:04a            | 7:50a   | <i>8:03a</i>    | <i>8:15a</i>    | 8:28a   | 9:10a   | 9:14a      |
| 7:19a            | 8:05a   | 8:18a           | 8:30a           | 8:43a   | 9:25a   | 9:29a      |
| 7:34a            | 8:20a   | <i>8:33a</i>    | <i>8:45a</i>    | 8:58a   | 9:40a   | 9:44a      |
| 7:49a            | 8:35a   | 8:48a           | 9:00a           | 9:13a   | 9:55a   | 9:59a      |
| 8:04a            | 8:50a   | <i>9:03a</i>    | <i>9:15a</i>    | 9:28a   | 10:10a  | 10:14a     |
| 8:19a            | 9:05a   | 9:18a           | 9:30a           | 9:43a   | 10:25a  | 10:29a     |
| 8:34a            | 9:20a   | <i>9:33a</i>    | <i>9:45a</i>    | 9:58a   | 10:40a  | 10:44a     |
| 8:49a            | 9:35a   | 9:48a           | 10:00a          | 10:13a  | 10:55a  | 10:59a     |
| 9:04a            | 9:50a   | <i>10:03a</i>   | <i>10:15a</i>   | 10:28a  | 11:10a  | 11:14a     |
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| 11:34a           | 12:20p  | <i>12:33p</i>   | <i>12:45p</i>   | 12:58p  | 1:40p   | 1:44p      |
| 11:49a           | 12:35p  | 12:48p          | 1:00p           | 1:13p   | 1:55p   | 1:59p      |
| 12:04p           | 12:50p  | <i>1:03p</i>    | <i>1:15p</i>    | 1:28p   | 2:10p   | 2:14p      |
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| Monday to Friday |              |                 |                 |         |         |            |
|------------------|--------------|-----------------|-----------------|---------|---------|------------|
| Sac Valley       | Sunrise      | Historic Folsom | Historic Folsom | Sunrise | 8th & K | Sac Valley |
| 1:04p            | 1:50p        | <i>2:03p</i>    | <i>2:15p</i>    | 2:28p   | 3:10p   | 3:14p      |
| 1:19p            | 2:05p        | 2:18p           | 2:30p           | 2:43p   | 3:25p   | 3:29p      |
| 1:34p            | 2:20p        | <i>2:33p</i>    | <i>2:45p</i>    | 2:58p   | 3:40p   | 3:44p      |
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| 10:49p           | 11:35p       |                 |                 |         |         |            |

New trips/time points are indicated in shaded cells with italicized text.







*Ridership* – Existing ridership on the Gold Line is approximately 8,900 boarding passengers per weekday. The Folsom stations, including Hazel, account for 1,130 of those daily passenger trips. The headway improvements affect most of the day, but not the evenings. For the affected hours of the day, ridership on the Folsom segment averages 960 boardings per weekday. SacRT expects 35 percent ridership growth during these hours, which yields an additional 335 passenger boardings per day. An additional 140 bus transfers are also expected to result from the new Gold Line service, yielding a total of 475 new passenger boardings per weekday on the overall system from the weekday frequency improvements. The additional trips are expected to add another 57 daily riders, plus 23 transfers, for 75 new trips on the system. Altogether, the weekday improvements are expected to add 554 new passenger trips per day, including transfers on connecting lines, adding up to 140,842 passenger boardings per year.

Saturday ridership is expected to grow by 1,400 per year, including transfers. Sunday and Holiday service, which would have more new trips, would see an additional 26,339 passenger boardings per year.

Altogether, the weekday and weekend/holiday changes are projected to increase systemwide ridership by approximately 168,000 boardings per year.



*Peak Passenger Loads* – On average, passenger loads on morning Gold Line trains currently peak at 73 passengers at University/65th Street station, on the 7:00 am departure from Folsom. Although total ridership should increase 35 percent on the Folsom segment, capacity will essentially increase 100 percent during affected hours. The total ridership on the line, instead of being concentrated onto two trips per hour, should spread out more evenly with four trips per hour.

On that basis, the existing peak load of 73 passengers on the 7:00 am train should actually decrease by 8 to 64 passengers. But the new 7:15 train (currently running only from Sunrise) will see its peak load increase by 17 passengers, from 39 to 56, at the max load point. In other words, total ridership will increase, but crowding will be reduced on the existing Folsom trips because riders will shift to what are now Sunrise trains.



*Capacity* – Each of the new Siemens s700 cars has 58 seats, so a 2-car train will have 116 seats, which is sufficient for the existing peak load of 73 passengers as well as the projected future peak load of 64 passengers, although seasonal and day-to-day variation are expected to increase the peak load above 64 passengers on many days.

Afternoon service has a similar existing peak load of 76 passengers, on average. On Saturdays, passenger loads peak around 35, with Sunday and Holiday trains averaging peak passenger loads of about 25. With two-car trains being standard, no capacity problems are anticipated on weekends either.

*Fiscal Impact* – Operating costs would increase by an estimated \$2.75 million per year, before factoring in any additional fare revenue. With an estimated 168,000 new passenger boardings per year, the cost per passenger is expected to be approximately \$16. Passenger fares average \$1.01 per boarding, equating to approximately \$100,000 in new fare revenue, bringing the net cost to approximately \$2.65 million in FY 2024 dollars.

*Background* – The Gold Line was extended from Sunrise to Folsom in 2005. Double tracks were built only to the Hazel station, allowing only one train outbound of Hazel at a time and limiting service on the Folsom segment to every 30 minutes. Construction of a second track at Glenn station, which will be complete in Summer 2024, will allow two trains on the Folsom segment to pass one another. This will enable SacRT to run trains every 15 minutes to and from Folsom.

*Demographics* – Overall, Gold Line riders are 50.3 percent minority. Riders that use the three Folsom light rail stations are 56.0 percent minority. The latter figures are believed to be most representative of populations benefiting from the new Folsom light rail service. This compares to 67.5 percent minority riders across the SacRT system. Minority populations would therefore be underrepresented by the Gold Line improvements, although the difference is less than 15 percent, SacRT’s standard of statistical significance.

**Demographics of Gold Line Riders**

|                          | Percent Minority | Percent Low-Income |
|--------------------------|------------------|--------------------|
| Gold Line Overall        | 50.3%            | 45.6%              |
| Folsom Stations          | 56.0%            | 41.2%              |
| SacRT Systemwide Average | 67.5%            | 55.5%              |

Overall, Gold Line riders are also 45.6 percent low-income. Riders that use the three Folsom light rail stations are 41.2 percent low-income. This compares to 55.5 percent low-income riders across the SacRT system. Low-income populations would therefore also be underrepresented by the Gold Line improvements, although the difference is again slightly less than 15 percent, SacRT’s standard of statistical significance.

For Title VI purposes, all proposed service changes are considered cumulatively, which is discussed in a later section.



## **#F30 Folsom Prison**

*Proposed Changes* – Effective August 25, 2024, the F30 Folsom Prison bus route would be eliminated. Currently, Route F30 runs from Glenn light rail station to Folsom Prison every 30 minutes from 6:00 a.m. to 8:00 a.m. and from the prison every 30 minutes from 2:35 p.m. to 4:35 p.m. on weekdays.

*Alternative Routes* – SmaRT Ride microtransit is available for curb-to-curb service within Folsom city limits, including all points along the F30 Folsom Prison route at the same fares as the F30 Folsom Prison.

*Ridership Impact* – The F30 Folsom Prison route averages fewer than 3 passenger boardings per day and only approximately 250 per year. At 4.5 revenue hours per day, this works out to 0.6 boardings per revenue hour. SacRT believes 100 percent of these riders would be recaptured by SmaRT Ride at no additional cost.

*Justification* – The F30 Folsom Prison route was created before SacRT annexed Folsom transit service into the district. Because ridership averages only 3 daily boardings, staff believes it would be more cost-effective to eliminate the route and transition the riders to SmaRT Ride. If approved, prior to elimination, notices would be given out to riders on the bus explaining how to use SmaRT Ride, which is open to the public and does not require a smart phone to use. SacRT remains committed to funding SmaRT Ride in Folsom from state and other ongoing revenue sources, because SmaRT Ride essentially replaced Folsom's prior general public dial-a-ride service.

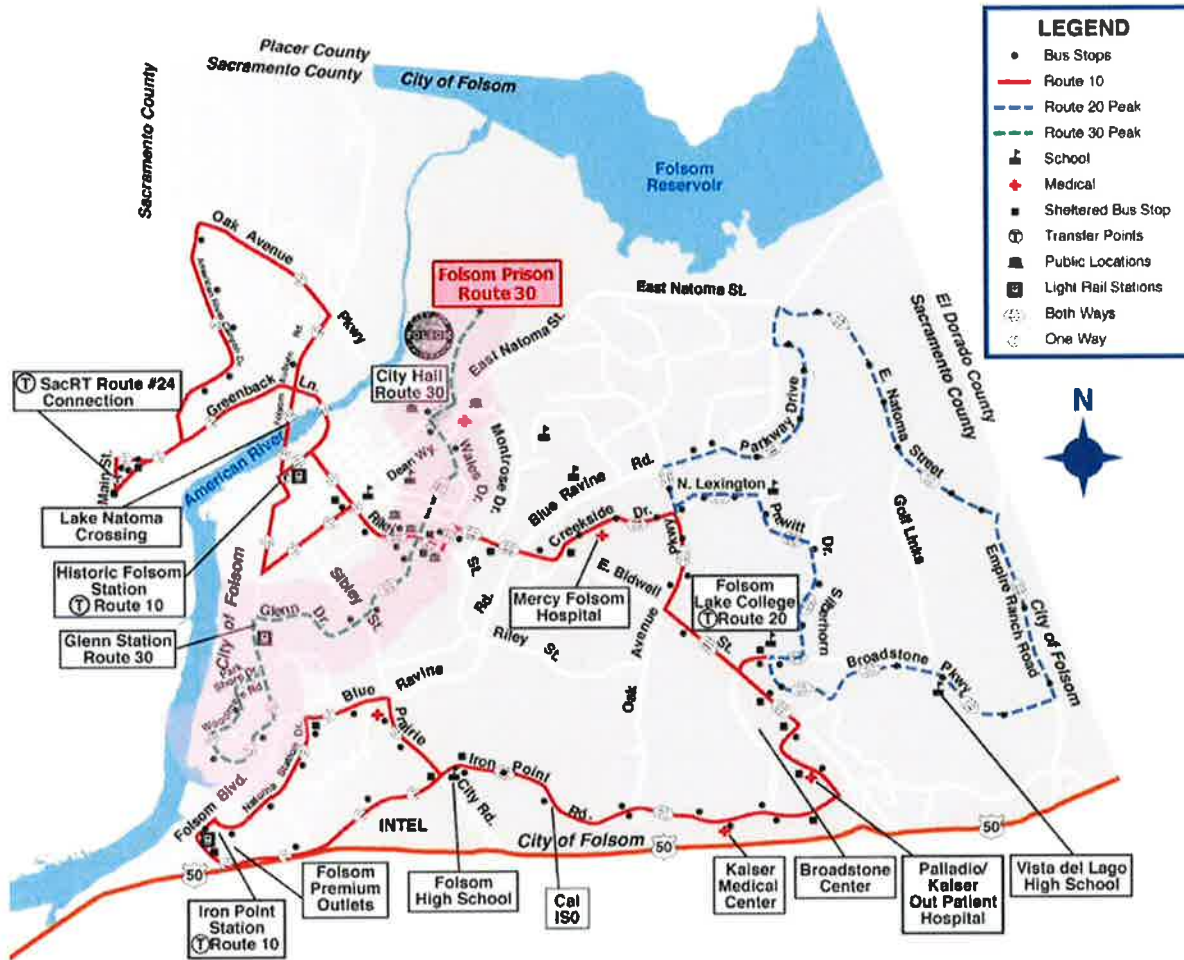
Annual savings of \$245,000 from elimination of F30 Folsom Prison would also help SacRT pay for new weekend and holiday service on F10 Folsom, discussed in more detail separately.

*Demographics* – Passenger surveys conducted on Folsom bus routes in August 2023 indicated that riders were 56.0 percent minority and 64.0 percent low-income. The percent minority found by surveys was identical to prior surveys of light rail riders in Folsom, however, the 64.0 percent low-income was considerably higher than the 41.2 percent low-income for Folsom light rail riders. It is still less than 15 percent different than SacRT's overall systemwide average of 55.5 percent low-income, so it is not a statistically significant difference. Also, the magnitude of this change is relatively small. Any negative impact from eliminating Route F30 would be mitigated by adding weekend and holiday service to Route F10. SacRT also believes most or all F30 riders would be able to use SmaRT Ride instead, at the same fare.

*Fiscal Impact* – Eliminating the F30 Folsom Prison bus route would save approximately \$245,000 per year.



### #F30 Folsom Prison



Route F30 would be eliminated, effective August 25, 2024.

## **#F10 Folsom**

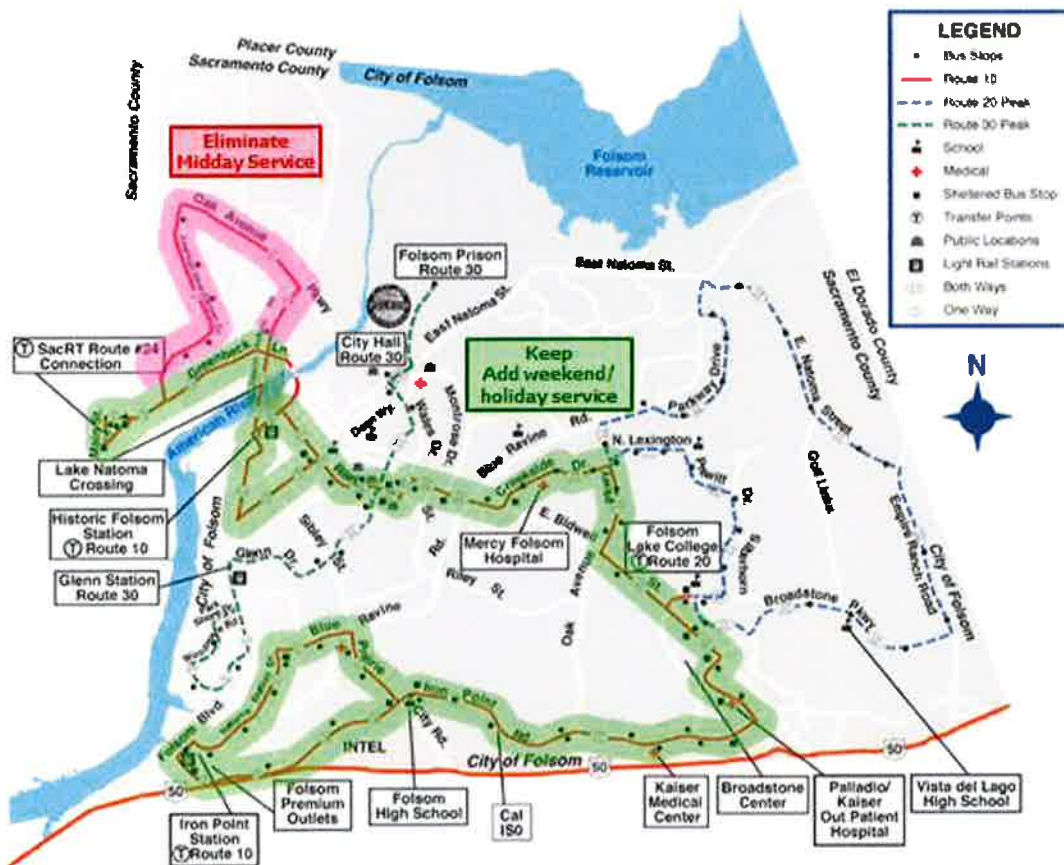
*Proposed Changes* – Effective August 25, 2024, service on Route F10 on American River Canyon Drive, Oak Avenue Parkway, and Folsom-Auburn Road would be eliminated, north of the American River, except on the first morning trip and the last two evening trips. Saturday, Sunday and Holiday service would also be introduced on the remainder of Route F10, including stops on Madison Ave and Main Ave, north of the river, but excluding the American River Canyon Drive loop, and excluding the first trip from Historic Folsom at 5:27 am. Currently, Folsom has no bus service on weekends or holidays, so this new service would be the only bus service in Folsom on weekends and holidays. A full schedule is included below.

*Justification* – Currently, Route F10 takes approximately 1 hour and 59 minutes per round trip. At hourly frequency, this results in operator breaks at one end of the route being either one minute or an hour and one minute. Staff believes that elimination of the canyon loop is justified for a number of reasons, including:

- (1) Allowing a more reasonable operator break
- (2) Affecting very few total riders
- (3) Availability of alternative service (i.e., SmaRT Ride)
- (4) The \$305,000 annual savings from this proposed change can help pay for weekend bus service, which does not currently exist in Folsom, but would cost \$406,000 annually
- (5) The weekend service, though not highly productive, would likely be substantially more productive than the existing American River Canyon Drive loop, raising the overall productivity of the route, which is currently below standard
- (6) New weekend bus service would help feed light rail, making light rail more productive as well
- (7) The shortened loop north of the river will allow north-of-the-river riders, two-thirds of whom board on Main Ave or Madison Ave, to reach light rail sooner, at :06 to :09 after the hour, allowing them to catch one of the new Folsom trains departing at :15 after, rather than their existing :30 after train, saving them an additional 15 minutes on their journey
- (8) Potential SacRT GO savings, by offering a fixed-route bus alternative on weekends.

*Alternative Routes* – SmarT Ride is available on weekdays throughout the entire City of Folsom, including the American River Canyon Drive loop, where Route F10 service would be reduced. Service hours for SmarT Ride are 7:00 a.m. to 7:00 p.m, Monday to Friday. Currently, the first pick-up on the canyon loop is at 7:01 am, dropping riders off at light rail at 7:14 am. This first trip on the American River Canyon Drive loop averages two riders per day and is the only trip to average more than one rider per day. Although this is not a large number of riders, staff recommends this trip continue to stop on the American River Canyon Drive loop as-is, to help assure a timely connection to light rail for commuters heading into Sacramento. Although SmarT Ride begins at 7:00 a.m., the first hour of service can often have wait times over 30 minutes. Keeping the American River Canyon Drive stops on the first morning F10 trip will help assure residents there will continue to arrive in time to catch their normal train.

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After that first morning trip, the American River Canyon Drive trips average one or fewer riders per trip and would be eliminated; however, riders would be able to use SmaRT Ride instead. The last two trips of the day on Route F10, which currently come through American River Canyon Drive at 6:05 and 7:05 pm, would also be retained as-is, serving American River Canyon Drive, to augment SmaRT Ride as a means to assure a return trip to American River Canyon Drive. All trips on Route F10 would continue to cross the river and stop on Madison Ave and Main Ave. Only the American River Canyon Drive loop would be affected, and only during the midday, when ridership is at its lowest.



*New Weekend Service* – The savings from eliminating service north of the river would help SacRT afford new weekend and holiday service on the remainder of Route F10. Currently, Folsom has no weekend transit service other than SacRT GO paratransit (see further explanation below regarding weekend service on SacRT GO). Surveyors recently riding Route F10 reported that the top request they heard from riders, anecdotally, was for weekend service on Route F10. Current and former F10 bus operators also reported that weekend service was the most commonly heard request. Surveyors observed that although a great deal of Route F10 riders are students, either at Folsom High School or Folsom Lake College, the next largest group appears to be healthcare workers, working either at Mercy Hospital or at various assisted living facilities throughout Folsom. Many of these riders take transit on weekdays but are currently forced to walk on weekends and holidays if they cannot afford a rideshare.

The addition of weekend service on the F10 would also support SacRT's investment in Gold Line (i.e., the Folsom-15 project, which will take effect in 2024, as described

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separately in this analysis). In 2019, the SacRT Forward new network project established a goal of seven-day service throughout the SacRT network. This design guideline was established in recognition of the fact that transit routes do not function in a standalone manner, but as part of an interdependent network. Also, even before the pandemic, industry research was showing that likely transit customers were increasingly working and travelling outside of traditional weekday 8-to-5 commuter schedules, a trend that has continued since the pandemic.



*Ridership* – Currently, Route F10 averages 275 boardings per day, 13 of which ride to or from the American River Canyon Drive loop. Of the 13 daily American River Canyon Drive riders, an estimated five ride either the first morning trip or one of the last two evening trips, which would be unaffected. Of the remaining eight daily American River Canyon Drive riders, staff believes it is reasonable to assume half of them (four daily riders) might continue to ride SacRT. Some might use SmarT Ride. Others might be able to get a ride to Greenback Lane or Madison Ave to catch Route F10 where it will continue to pick up. Still others might drive to the free park-and-ride lot at Historic Folsom Station. Staff assumes that the remaining four daily riders on the canyon might cease to ride, for one reason or another. This would total approximately 1,000 lost riders per year from the reduction.

Weekend service is expected to add 100 Saturday boardings and 70 Sunday/Holiday boardings, for a total of 9,300 boardings per year. After deducting the 1,000 potential lost riders from the segment that would be eliminated, the changes would result in 8,300 net new boardings. An additional 4,600 transfer boardings would also be expected on light rail, bringing the total to approximately 12,900 net new boardings per year.

*Paratransit* – SacRT already provides a span of service and service area for SacRT GO service within Folsom that exceeds regulatory requirements, by providing SacRT GO

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service on weekends and holidays when fixed-route service does not operate. Introduction of fixed-route bus service on weekends and holidays will create a new regulatory requirement for complementary ADA paratransit within three quarters of a mile of the route on those days; however, this service is already being provided. Addition of the weekend and holiday Route F10 service would make this service an ADA requirement, but would not change coverage area, passenger fare, ridership, or operating cost. It is possible that introduction of weekend and holiday service on Route F10 might reduce existing paratransit cost, because existing SacRT GO riders would gain a lower-priced fixed-route bus alternative.



*Demographics* – Passenger surveys conducted in August 2023 found that Route F10 riders are likely to be 56.0 percent minority and 64.0 percent low-income. This compares to 67.5 percent minority and 55.5 percent low-income across the SacRT system.

The American River Canyon Drive loop, where Route F10 would be eliminated, has 1,300 residents and 100 jobs in 0.4 square miles, for a population density of only about 3,250 per square miles and a combined 3,500 residents and jobs per square mile. Only 7 percent of households are in poverty and less than one percent are car-free households. The area also lacks any major schools or retail destinations to drive ridership. Altogether, the area fails to meet multiple criteria for fixed-route service and staff believes SmaRT Ride is a better fit, to cover the occasional, dispersed nature of most of the ridership.

The remainder of the area covered by Route F10 is 38,200 residents and 21,600 jobs over 9.9 square miles, for a population density of 3,860 per square mile and a combined 6,000 residents and jobs per square mile. Poverty rates are similar at 5 percent. Only 3 percent of households are car-free. <sup>1</sup>

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<sup>1</sup> Source: U.S. Census Bureau, American Community Survey, 2017-2021, computed using geospatial intersection in Remix software.



*Fiscal Impact* – Eliminating the American River Canyon Drive loop, except for three trips a day, as proposed, would save approximately nine revenue vehicle hours per day—more than one operator shift. Annually, it would save approximately 2,200 revenue hours per year, more than one full-time equivalent position. This would save approximately \$305,000 per year. The proposed new weekend and holiday service would add approximately 3,000 revenue hours, costing approximately \$406,000 per year. Combined, the fiscal impact would be a net cost of \$101,000 per year, before counting potential increases in fare revenue. (This also excludes a planned \$245,000 savings from eliminating Route F30, as well as any potential savings on SacRT GO.)

Because the changes would be paid for by reallocating low-productivity service to more productive times, the changes would help improve the cost-effectiveness of Folsom bus service. Assuming 13,100 net new boardings per year from the new weekend service, the cost per passenger for the new riders would be less than \$8.00, which is below average for both the fixed-route bus system (\$12.37) as well as light rail (\$10.69) and the existing Route F10 (\$24.00).

If the proposed elimination of Route F30 is also factored in, the combined cost of the changes to Routes F10 and F30 would be a net *savings* of \$144,000, yet the ridership impact would be a net *gain* of 13,100 passenger boardings per year in Folsom. This is, of course offset, by approximately \$2.75 million per year in new costs for the major increase in service on the Gold Line in Folsom, discussed separately.



**Proposed Schedule  
Weekdays**

| To Iron Point              |                     |                       | To Historic Folsom    |                     |                            | North-of-River Loop |                       |                            |
|----------------------------|---------------------|-----------------------|-----------------------|---------------------|----------------------------|---------------------|-----------------------|----------------------------|
| Historic Folsom Light Rail | Folsom Lake College | Iron Point Light Rail | Iron Point Light Rail | Folsom Lake College | Historic Folsom Light Rail | Main & Madison      | American River Canyon | Historic Folsom Light Rail |
| 5:27a                      | 5:42a               | 5:58a                 | 6:08a                 | 6:27a               | 6:52a                      | 6:59a               | 7:02a                 | 7:12a                      |
| 6:27a                      | 6:42a               | 6:58a                 | 7:08a                 | 7:31a               | 7:53a                      | 8:00a               | -                     | 8:06a                      |
| 7:21a                      | 7:38a               | 7:58a                 | 8:08a                 | 8:31a               | 8:53a                      | 9:00a               | -                     | 9:06a                      |
| 8:21a                      | 8:38a               | 8:58a                 | 9:08a                 | 9:31a               | 9:53a                      | 10:00a              | -                     | 10:06a                     |
| 9:21a                      | 9:38a               | 9:58a                 | 10:08a                | 10:31a              | 10:53a                     | 11:01a              | -                     | 11:07a                     |
| 10:21a                     | 10:38a              | 10:58a                | 11:08a                | 11:31a              | 11:53a                     | 12:01p              | -                     | 12:07p                     |
| 11:21a                     | 11:38a              | 11:58a                | 12:08p                | 12:31p              | 12:55p                     | 1:03p               | -                     | 1:09p                      |
| 12:21p                     | 12:38p              | 12:58p                | 1:08p                 | 1:31p               | 1:55p                      | 2:03p               | -                     | 2:09p                      |
| 1:21p                      | 1:38p               | 1:58p                 | 2:08p                 | 2:31p               | 2:55p                      | 3:03p               | -                     | 3:09p                      |
| 2:21p                      | 2:38p               | 2:58p                 | 3:08p                 | 3:31p               | 3:55p                      | 4:03p               | -                     | 4:09p                      |
| 3:20p                      | 3:38p               | 3:58p                 | 4:08p                 | 4:31p               | 4:55p                      | 5:03p               | -                     | 5:09p                      |
| 4:20p                      | 4:38p               | 4:58p                 | 5:08p                 | 5:31p               | 5:55p                      | 6:03p               | 6:06p                 | 6:19p                      |
| 5:20p                      | 5:38p               | 5:58p                 | 6:08p                 | 6:31p               | 6:55p                      | 7:02p               | 7:05p                 | 7:18p                      |
| 6:20p                      | 6:38p               | 6:58p                 | 7:08p                 | 7:33p               | 7:56p                      |                     |                       |                            |

Under the proposed new weekday schedule, American River Canyon Drive would still have stops at 7:02 am and at 6:05 and 7:05 pm, but the remaining stops throughout the day would be eliminated.

**Proposed Schedule**  
**Saturdays, Sundays, and Holidays**

| To Iron Point              |                     |                       | To Historic Folsom    |                     |                            | North-of-River Loop |                       |                            |
|----------------------------|---------------------|-----------------------|-----------------------|---------------------|----------------------------|---------------------|-----------------------|----------------------------|
| Historic Folsom Light Rail | Folsom Lake College | Iron Point Light Rail | Iron Point Light Rail | Folsom Lake College | Historic Folsom Light Rail | Main & Madison      | American River Canyon | Historic Folsom Light Rail |
|                            |                     |                       | 6:08a                 | 6:27a               | 6:52a                      | 6:59a               | -                     | 7:05a                      |
| 6:27a                      | 6:42a               | 6:58a                 | 7:08a                 | 7:31a               | 7:53a                      | 8:00a               | -                     | 8:06a                      |
| 7:21a                      | 7:38a               | 7:58a                 | 8:08a                 | 8:31a               | 8:53a                      | 9:00a               | -                     | 9:06a                      |
| 8:21a                      | 8:38a               | 8:58a                 | 9:08a                 | 9:31a               | 9:53a                      | 10:00a              | -                     | 10:06a                     |
| 9:21a                      | 9:38a               | 9:58a                 | 10:08a                | 10:31a              | 10:53a                     | 11:01a              | -                     | 11:07a                     |
| 10:21a                     | 10:38a              | 10:58a                | 11:08a                | 11:31a              | 11:53a                     | 12:01p              | -                     | 12:07p                     |
| 11:21a                     | 11:38a              | 11:58a                | 12:08p                | 12:31p              | 12:55p                     | 1:03p               | -                     | 1:09p                      |
| 12:21p                     | 12:38p              | 12:58p                | 1:08p                 | 1:31p               | 1:55p                      | 2:03p               | -                     | 2:09p                      |
| 1:21p                      | 1:38p               | 1:58p                 | 2:08p                 | 2:31p               | 2:55p                      | 3:03p               | -                     | 3:09p                      |
| 2:21p                      | 2:38p               | 2:58p                 | 3:08p                 | 3:31p               | 3:55p                      | 4:03p               | -                     | 4:09p                      |
| 3:20p                      | 3:38p               | 3:58p                 | 4:08p                 | 4:31p               | 4:55p                      | 5:03p               | -                     | 5:09p                      |
| 4:20p                      | 4:38p               | 4:58p                 | 5:08p                 | 5:31p               | 5:55p                      | 6:03p               | -                     | 6:09p                      |
| 5:20p                      | 5:38p               | 5:58p                 | 6:08p                 | 6:31p               | 6:55p                      | 7:02p               | -                     | 7:08p                      |
| 6:20p                      | 6:38p               | 6:58p                 | 7:08p                 | 7:33p               | 7:56p                      |                     |                       |                            |

The proposed new weekend and holiday schedule would not have any stops on American River Canyon Drive, but all trips would cross the river and stop on Main & Madison. There would not be a 5:27 am departure from Historic Folsom light rail station, but otherwise, the route would have the same number of trips and same approximate trip times as the weekday service, subject to some adjustments to account for differences in weekend traffic, including frequent special events in Downtown Folsom.

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**SacRT Service Changes  
 Proposed for 2024**

| Route                            | O&M Cost<br>Per Year | New Psgrs<br>Per Year | Cost<br>Per Psgr |
|----------------------------------|----------------------|-----------------------|------------------|
| <b>Folsom Bus and Light Rail</b> |                      |                       |                  |
| Gold Line - 15m Weekdays         | \$2,489,328          | 117,599               | \$21.17          |
| Gold Line - Saturday Trips       | \$16,875             | 1,393                 | \$12.11          |
| Gold Line - Sun/Hol Trips        | \$256,565            | 26,339                | \$9.74           |
| F10 Folsom - Weekend Service     | \$101,347            | 12,887                | \$7.86           |
| F30 Folsom Prison - Discontinue  | <u>(\$245,477)</u>   | <u>0</u>              | <u>\$0.00</u>    |
| Subtotal                         | \$2,618,639          | 158,218               | \$16.55          |
| <b>Other SacRT Bus</b>           |                      |                       |                  |
| 1 Greenback                      | \$4,193              | 363                   | \$11.54          |
| 26 Fulton/Watt                   | \$217,513            | 20,820                | \$10.45          |
| 33 Dos Rios *                    | \$53,823             | 3,870                 | \$13.91          |
| 51 Stockton/Broadway             | (\$67,290)           | -2,571                | \$26.17          |
| 81 Florin/65th St                | \$136,920            | 29,800                | \$4.59           |
| 81 Florin/65th St                | \$42,525             | 4,171                 | \$10.20          |
| 84 Watt                          | \$98,670             | 8,223                 | \$12.00          |
| 93 Hillsdale                     | \$26,331             | 4,166                 | \$6.32           |
| 137 UCDMC Elk Grove Commuter *   | <u>\$131,654</u>     | <u>8,996</u>          | <u>\$14.63</u>   |
| Subtotal                         | \$512,685            | 68,842                | \$7.45           |
| <b>External Subsidy *</b>        |                      |                       |                  |
| 33 Grant Revenue (\$115k / 28mo) | (\$49,285)           | n/a                   | n/a              |
| 137 UC Davis Health Contribution | (\$131,654)          | n/a                   | n/a              |
| ACE Airport Express              | <u>n/a</u>           | <u>n/a</u>            | <u>\$0.00</u>    |
| Subtotal                         | (\$171,654)          | 0                     | 0                |
| <b>Total</b>                     | <b>\$3,082,038</b>   | <b>290,806</b>        | <b>\$10.60</b>   |

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