



**Transportation Commission Meeting
Council Chambers
311 Vernon Street
September 16, 2014 – 7:00 p.m.
Agenda**

1. Call to Order

2. Welcome – Roll Call

- Joseph Horton, *Chair*
- Tracy Mendonsa, *Vice-Chair*
- Rita Brohman
- Chinnaiian Jawahar
- Ryan Schrader
- Grace Keller
- David Nelson
- Andrew O’Hair, *Youth Commissioner*

3. Pledge of Allegiance

4. Meeting Minutes

- a. July 15, 2014 (ACTION REQUIRED)

5. Oral Communication (Time Limitation Five (5) Minutes)

Anyone wishing to address the Commission on matters not on the Agenda please stand, come to the podium and state NAME for the record.

6. Consent Calendar

- a. Blue Oaks Shopping Center - Walgreens Transportation Systems Management (TSM) Plan (ACTION REQUIRED)

7. Special Presentations/Reports

- a. Transit Performance Report for 4th Quarter of Fiscal Year 2014 (ACTION REQUIRED)
- b. Roseville Municipal Code Amendment (ACTION REQUIRED)

8. Staff and/or Commission Reports/Comments

- a. Alternative Transportation Division Update

9. Pending Agenda

None

10. Adjournment

Note: If you plan to use audio/visual materials during your presentation, they must be submitted to the City of Roseville 72 hours in advance. All public meetings are broadcast live on Comcast Channel 14 or Surewest Channel 73 and replayed the following morning beginning at 9:00 a.m. Meetings are also replayed on weekends.



Transportation Commission Meeting

July 15, 2014 – 7:00 p.m.

Draft Minutes

1. Call to Order

The meeting was called to order at 7:00 p.m. by Commissioner Horton.

2. Roll Call

Commissioners Present

Joseph Horton, *Chair*
Tracy Mendonsa, *Vice-Chair*
Rita Brohman
Chinnaian Jawahar
Ryan Schrader
Grace Keller
David Nelson
Andrew O'Hair, *Youth Commissioner*

Staff Present

Mike Wixon, Alternative Transportation Manager
Mike Dour, Alternative Transportation Analyst II
Eileen Bruggeman, Alternative Transportation Analyst II
Debbie Dion, Recording Secretary

3. Pledge of Allegiance

Commissioner Horton led those in attendance in the Pledge of Allegiance.

Commissioner Horton read a meeting procedures statement.

4. Meeting Minutes

a. March 18, 2014 (ACTION REQUIRED)

Commissioner Horton opened and closed the public comment period. There were no public comments on this item.

MOTION:

Commissioner Keller made the motion, which was seconded by Commissioner Mendonsa, to approve the meeting minutes of July 15, 2014.

Ayes: Horton, Mendonsa, Jawahar, Keller, O'Hair
Noes: None
Abstain: Brohman, Schrader, Nelson
Absent: None

5. Oral Communications

Commissioner Horton opened the Public Comment period.

Mike Barnbaum, founder of "Here We Ride", addressed the Commission on two upcoming Capitol Corridor public scoping meetings; approval of the Entertainment Sports Complex by the Sacramento City Council; upcoming RT service changes in a brochure that he distributed to Commissioners; and his group's participation in the SACOG Transit Coordination Council meetings.

Commissioner Horton closed the Public Comment period.

6. Consent Calendar

None

7. Special Presentation/Reports

a. Transit Performance Report for 2nd Quarter of Fiscal Year 2014 (ACTION REQUIRED) (Heard jointly with Item 7b.)

Mike Wixon, Alternative Transportation Manager, introduced Eileen Bruggeman, Alternative Transportation Analyst II, who made the presentation.

Commissioner Horton opened and closed the public comment period. There were no public comments on this item.

A question and answer session between Commissioners and staff ensued.

Commissioner Horton and Commissioner Keller commended staff on the report.

MOTION:

Commissioner Nelson made the motion, which was seconded by Commissioner O'Hair, to accept the Transit Report for the 2nd Quarter for Fiscal Year 2014 (FY14) and to accept the Transit Report for the 3rd Quarter for Fiscal Year 2014 (FY14).

Ayes: Horton, Mendonsa, Brohman, Jawahar, Schrader, Keller, Nelson, O'Hair
Noes: None
Abstain: None
Absent: None

b. Transit Performance Report for 3rd Quarter of Fiscal Year 2014 (ACTION REQUIRED) (Heard jointly with Item 7a.)

c. Roseville Transit Services Policies (ACTION REQUIRED)

Eileen Bruggeman, Alternative Transportation Analyst II, made the presentation.

Commissioner Horton opened and closed the public comment period. There were no public comments on this item.

A question and answer session between Commissioners and staff ensued.

Commissioner Brohman commended staff on the presentation.

MOTION:

Commissioner Brohman made the motion, which was seconded by Commissioner Schrader, to recommend the City Council approve the proposed revisions to the Roseville Transit Service Policies.

Ayes: Horton, Mendonsa, Brohman, Jawahar, Schrader, Keller, Nelson, O'Hair
Noes: None
Abstain: None
Absent: None

8. Staff and/or Commission Reports/Comments

a. Alternative Transportation Division Update

1. Disadvantaged Business Enterprises (DBE) Program

2. May is Bike Month: update of May Activities
3. TSM Quarterly Training
4. Spare the Air for Bucks Campaign
5. Transit Ambassador Program of South Placer County
6. South Placer Transit Information Call Center Call Summary Report
7. WRSP W-15 Trail Project
8. Foothills Business Park Trail Project
9. Trail Re-surfacing Project
10. Marketing Update
11. City of Roseville wins statewide award for transit coordination
12. Federal Transit Administration (FTA) Actions
13. Legislative Update

Mike Wixon, Alternative Transportation Manager, and Mike Dour, Alternative Transportation Analyst II, made the presentation.

Commissioner Horton opened and closed the public comment period. There were no public comments on this item.

A question and answer session between staff and the Commission ensued.

Commissioners commended staff on receiving the California Association for Coordinated Transportation (CalAct) 2014 Outstanding Coordination Award.

Commissioner Brohman thanked MV Transportation for their commitment, dedication, and efforts.

Staff provided this report as informational only. No action required.

9. Pending Agenda

None

10. Adjournment

MOTION

Commissioner Brohman made the motion, which was seconded by Commissioner O'Hair, to adjourn the meeting.

Ayes: Horton, Mendonsa, Brohman, Jawahar, Schrader, Keller, Nelson, O'Hair

Noes: None

Abstain: None

Absent: None

The meeting was adjourned at 7:56 p.m.

Joseph Horton, Chair

Debbie Dion, Recording Secretary



Transportation Commission Meeting

September 16, 2014 – 7:00 p.m.

Consent Calendar

Item 6A: **Blue Oaks Shopping Center-Walgreens Transportation Systems Management (TSM) Plan**

Staff Sue Schooley, Administrative Analyst II/TSM Coordinator

Recommendation

Staff recommends the Transportation Commission approve the TSM Plan for the Blue Oaks Shopping Center - Walgreens.

Background

The applicant, Andi Panagopoulos, Project Manager for Cunningham Engineering, on behalf of Blue Oaks Shopping Center - Walgreens worked in cooperation with the City in preparing a TSM Plan for this project, which is consistent with the TSM Ordinance.

Although Blue Oaks Shopping Center-Walgreens will only employ approximately twenty-five people, it is part of a larger work location, Blue Oaks Shopping Center, a 10 acre site, which was designed with reciprocal access and parking and will employ more than fifty (50) employees . Therefore, Blue Oaks Shopping Center – Walgreens is preparing a TSM plan. When the remainder of Blue Oaks Shopping Center is developed the applicant for the remainder of the site will be required to prepare a TSM plan.

Blue Oaks Shopping Center-Walgreens is located at the Northeast corner of Woodcreek Oaks Blvd. and Blue Oaks Blvd. in the North Industrial Specific Plan.

Discussion

The Blue Oaks Shopping Center-Walgreens is a one story retail commercial building with approximately 14,490 sq. ft., with a floor area ratio of .21.

Approximately twenty-five (25) people will be employed by Blue Oaks Shopping Center-Walgreens. However, there will only be approximately six (6) employees at the greatest shift. These employees include stocking / retail sales, pharmacy professionals and custodial. The majority of the employees commute by automobile from the surrounding neighborhoods within Roseville, Rocklin, Citrus Heights, Granite Bay, Loomis and Lincoln.

For employees who bicycle to work, the Blue Oaks Shopping Center - Walgreens provides seven (7) Class II bicycle racks. In addition, for employees who carpool to work, Blue Oaks Shopping Center - Walgreens provides three (3) carpool/clean air spaces. Although local transit does not currently serve this site, the closest transit shelter will be on Woodcreek Oaks Blvd. just north of Blue Oaks Blvd. adjacent to this project

The attached TSM Plan has been prepared in compliance with the TSM Ordinance.

Attachment(s)

1. Blue Oaks Shopping Center-Walgreens TSM Plan

TSM PLAN
Blue Oaks Shopping Center-Walgreens
1492 Blue Oaks Blvd

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) PURPOSE

On May 7, 1999, the revised Transportation Systems Management (TSM) Ordinance became effective. The City of Roseville adopted the TSM Ordinance and established the TSM Program for the following purposes:

- A. Reduce peak hour traffic circulation in the City of Roseville by reducing both the number of vehicular trips and the vehicular miles traveled that might otherwise be generated by home-to-work commuting by a minimum of twenty percent (20%).
- B. Increase the efficiency of the existing transportation network and contribute to achieving Level of Service (LOS) C at intersections in the City of Roseville.
- C. Reduce total vehicle emissions in the City of Roseville by reducing the number of vehicular trips that might otherwise be generated by home-to-work commuting.
- D. Cooperate and coordinate with other cities, counties, communities and regional agencies in these endeavors.
- E. Develop a program that secures the participation of local developers, businesses, institutions and public and private agencies to fulfill the purposes expressed herein.

TSM PLAN APPLICABILITY

The TSM Program shall be applicable to every Common Work Location and Major Common Work Location. Additionally, a TSM Plan shall be required as a condition of approval for all development projects, design review permits, tentative subdivisions and conditional use permits which are anticipated to employ fifty (50) or more employees at the Major Common Work Location. Although Blue Oaks Shopping Center-Walgreens will only employ approximately twenty-five (25) employees, it is part of a larger work location, Blue Oaks Shopping Center, that was designed with reciprocal access and parking and will employ more than fifty (50) employees. A TSM Plan is therefore required and is presented below.

TSM PLAN AGREEMENT

Upon approval of the TSM Plan, the project owner shall enter into a written agreement with the City obligating the project owner to comply with the TSM Plan. Such agreement shall be recorded, run with the land and bind all successors in interest, and

shall constitute an equitable servitude on the property. Where appropriate, the City may require the agreement to include a provision for enforcement, in the event of breach by the project owner or a successor in interest.

TSM PLAN IMPLEMENTATION

- A. The Site TSM Coordinator shall implement the TSM Plan.
- B. The City shall have the right to enter, upon giving reasonable advance notice, Blue Oaks Shopping Center-Walgreens to provide information to the Major Project Controller or Site TSM Coordinator pertaining to the TSM Program. The City shall also have the right to reasonably enter Blue Oaks Shopping Center-Walgreens for inspection of the property and for audit of survey records to determine compliance with a TSM Plan.

BLUE OAKS SHOPPING CENTER-WALGREENS OPERATING CHARACTERISTICS

The TSM Plan for Blue Oaks Shopping Center-Walgreens includes the following operating characteristics:

- A. **Project Description.** Blue Oaks Shopping Center-Walgreens is located at the Northeast corner of Woodcreek Oaks Blvd. and Blue Oaks Blvd. in the North Industrial Specific Plan. The Blue Oaks Shopping Center-Walgreens is a one story retail commercial building with approximately 14,490 sq ft, with a floor area ratio of .21. The Blue Oaks Shopping Center-Walgreens will be part of the 10 acre Blue Oaks Shopping Center.

The closest transit shelter will be on Woodcreek Oaks Blvd. just north of Blue Oaks Blvd. adjacent to this project.

- B. **Employee Description.** Approximately twenty-five (25) people will be employed by Blue Oaks Shopping Center-Walgreens. However, there will only be approximately six employees at the greatest shift. These employees include stocking / retail sales, pharmacy professionals and custodial. The majority of the employees commute by automobile from the surrounding neighborhoods within Roseville, Rocklin, Citrus Heights, Granite Bay, Loomis and Lincoln. Some employees commute by carpooling, bicycling and taking transit.
- C. **Site Plan.** Please refer to appendix (A) for a site plan of Blue Oaks Shopping Center-Walgreens depicting the location of the required bicycle facilities and carpool spaces.
 - 1. **Bicycle Facilities.** A minimum of seven (7) Class II bicycle racks, which is greater than five percent (5%) of the total number of employees on site during the maximum shift shall be provided for employees who bicycle to work.

2. **Preferential Carpool Parking.** Three (3) carpool spaces, which is greater than ten percent (10%) of the total number of employee parking spaces as “Carpool/Clean Air Vehicle” shall be provided for employees who carpool to work. The spaces shall be located for convenient access by the employee. The Site TSM Coordinator shall register carpoolers and shall be responsible for monitoring the use of such spaces.
- D. **Site TSM Coordinator.** The following named person has been designated as the Site TSM Coordinator:

Eric Frink
Walgreens
2177 Sunset Boulevard
Rocklin, CA 95765
Phone: 916-435-2181
mgr.06915@store.walgreens.com

This information shall be updated and provided in writing to the City Transportation Coordinator during the triennial survey or at any time that there is a change in the Site TSM Coordinator.

SITE TSM COORDINATOR’S RESPONSIBILITIES

The Site TSM Coordinator’s responsibilities shall include:

- A. **Posting TSM Information.** Posting by the Site TSM Coordinator in a conspicuous place or places for employees, informational material provided by the City Transportation Coordinator, PCTPA, other regional rideshare agencies or prepared by the Site TSM Coordinator to encourage alternative transportation methods. Such informational material shall be kept current and may include, but is not limited to, the following:
 1. Current schedules, rates, procedures for obtaining transit passes, and routes of public transit service to the Major Common Work Location.
 2. Bicycle route maps.
 3. Posters or flyers encouraging the use of ridesharing and referrals to sources of information concerning ridesharing.
 4. Information regarding available services that will eliminate vehicle trips.
- B. **Marketing the Commuter Rideshare Matchlisting Service.** Annually disseminating to all tenants and employees, or to new tenants and employees when hired, written information provided by the City Transportation Coordinator and/or other regional rideshare agencies regarding regional commuter rideshare match listing services.

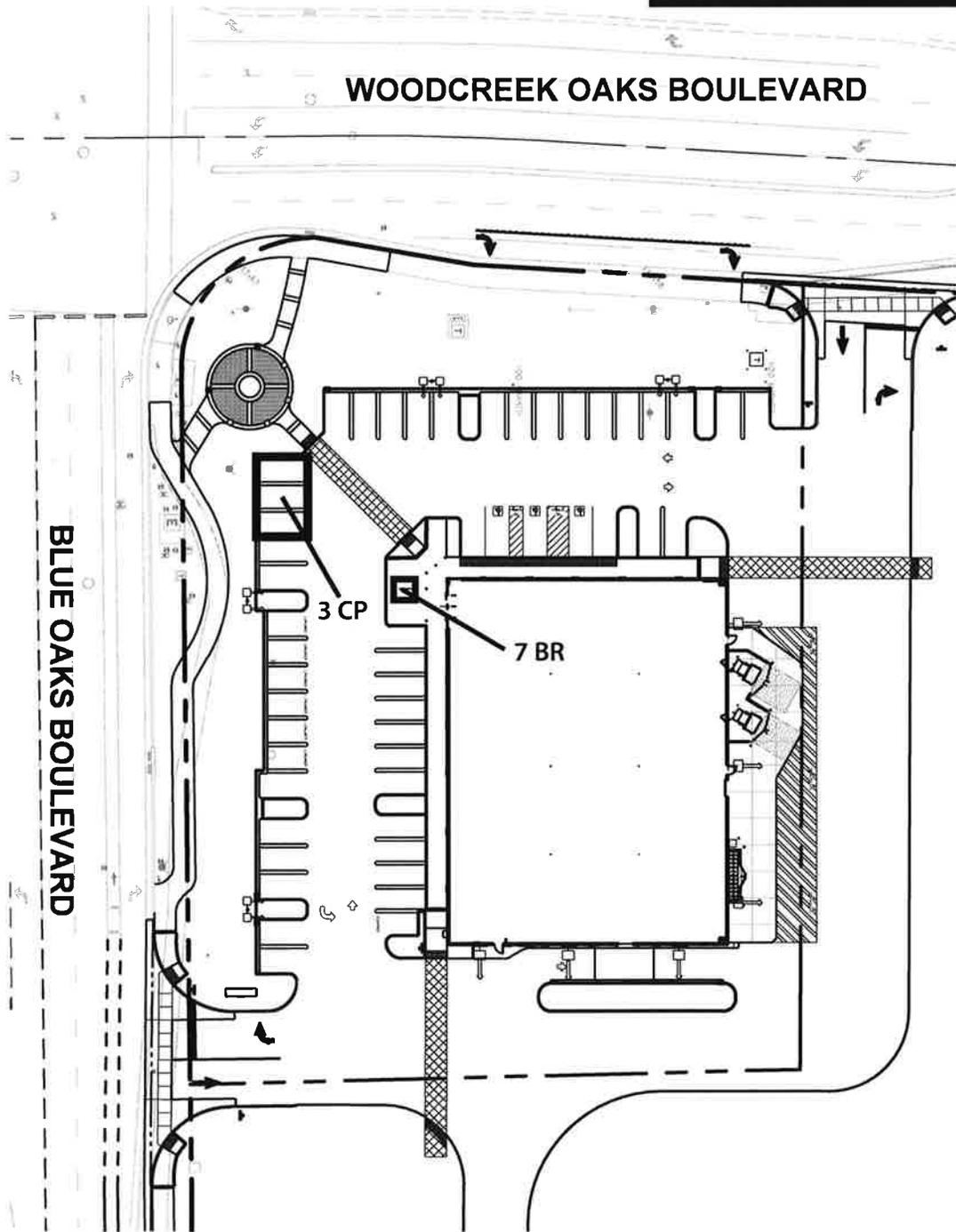
- C. **Promoting the Emergency Ride Home Program.** The Site TSM Coordinator shall promote the Emergency Ride Home Program. The program provides for the transportation of employees who use alternative transportation modes for home to work commuting in case of a personal, family or other major emergency. The program is designed to help employees get home, child's daycare or school. The Emergency Ride Home is a service provided by Placer County Transportation Planning Agency (PCTPA).
- D. **Participating in Training Opportunities.** The Site TSM Coordinator will be invited to training events offered by the City's TSM Coordinator and/or PCTPA. These training events will include information and materials for promoting such programs as Spare the Air, Clean Air Month, National Bike Month, and information for implementing alternative transportation promotions. The City believes these training programs will be beneficial to the community and will help Site TSM Coordinators implement their TSM plans. Each Site TSM Coordinator or his/her designee is expected to attend a minimum of two (2) training events per year.
- E. **Promoting alternative transportation opportunities.** In addition to the above programs, the Site TSM Coordinator, working in conjunction with the City Transportation Coordinator, shall encourage employers and employees to use alternative transportation. Such alternative transportation promotional opportunities include, but are not limited to, the following:
1. *In House Carpool Matching Service.* Conduct a survey of all employees in order to identify persons interested in being matched into carpools. Potential carpools are then matched by work address and shift. Such survey can be done on an annual basis and for all new employees interested in ridesharing.
 2. *Telecommuting.* Telecommuting which allows employees to work periodically from their home or an off-site location close to home.
 3. *Transit pass subsidy.* Promoting the use of public transportation by providing to employees on a monthly basis a transit pass subsidy to help offset the cost to the employee. The City Transportation Coordinator will work with the Site TSM Coordinator on promoting public transit and procuring passes.
 4. *Vanpool program.* Promoting vanpooling to employees as a cost effective way to commute to work. The City Transportation Coordinator will work with the Site TSM Coordinator to help implement the vanpool program. Typically, the employees lease a van and the vanpool participants shall cover the operating costs for the van.
 5. *Variable work hours.* Encouraging employers and employees to eliminate commute trips or relocate the commute trip out of the peak period through the use of:

- a) compressed work weeks (A work schedule for an employee which eliminates at least one round trip commute biweekly. For example, forty hours of work in four ten-hour days or a work plan that allows one day off every other week, known as the nine-eighty plan.);
- b) staggered work hours involving a shift in the set work hours of all employees at the workplace; and
- c) flexible work hours involving individually determined work hours within guidelines established by the employer.

TRIENNIAL REPORT REQUIRED

The City Transportation Coordinator shall prepare and distribute a survey report form to the Major Project Controller for the purpose of demonstrating the effectiveness of Blue Oaks Shopping Center-Walgreens TSM Plan. The Major Project Controller shall conduct the survey and submit the triennial survey report to the City Transportation Coordinator no later than April 1. The triennial survey shall be conducted every three years, beginning in the year 2015.

Appendix A
Blue Oaks Shopping Center -
Walgreens
1492 Blue Oaks Blvd.



Legend	
7 BR	- Bike Racks
3 CP	- Carpool Spaces

Item 7A: Transit Performance Report for 4th Quarter (Year End) Fiscal Year 2014

Staff Michael Wixon, Alternative Transportation Manager

Recommendation

Staff requests that the Transportation Commission accept the Transit Performance Report for the 4th Quarter (Year End) for Fiscal Year 2014 (FY14).

Background

The City Council adopted a series of performance standards as part of the Short Range Transit Plan adopted in February 2005. These goals and standards are a method for the Council, the Transportation Commission, and staff to evaluate the performance of the City's transit services each quarter, and at the end of each fiscal year.

Discussion

Staff has attached transit data as measurements towards achieving the established performance criteria for the overall system and each service. The performance criteria are categorized into areas of service efficiency, service effectiveness, and service quality.

This past fiscal year represents one full year of minor service changes made to Local Service Routes A, B, C, G and L to improve access and usability by passengers, and extending weekday evening hour services from 6 p.m. to 10 p.m. on key routes A, B, and M.

Overall, the figures represent one of the best years ever in the history of Roseville Transit: ridership was above 400,000 passengers (near an all-time high); farebox recovery was above 21%; the subsidy per trip dropped 5.8% and is once again below \$10 per trip; and other safety and quality performance measurements were met or well exceeded. Further, total expenses for Roseville Transit in FY14 were 2.8% (\$139,000) above FY13 (\$4,949,676). This is remarkable given the added evening services and normal cost increases for supplies and services which occurred in FY14.

Goal 1 – Service Efficiency: Service efficiency is typically rated by farebox recovery and cost per passenger (a.k.a. the subsidy per trip) for the overall system and for each service type.

Farebox Recovery Ratio: The farebox recovery ratio provides a means of evaluating the overall costs to the fare revenues for all services provided, as well as for each service individually.

Overall, the systemwide fare recovery for the 4th Quarter was 21.7%, a reduction from the 4th Quarter FY13. However, the year-end fare recovery for FY14 was 21.6%, which reflects a slight increase of 1.2%. All system-wide fare recovery ratios for FY14 continue to exceed the performance goal of 15%.

Individually, the fare recovery ratio for DAR services rose from 6% in FY13 to 9% in FY14; fare recovery for commuter services rose from 71% in FY13 to 78% in FY14; and the fare recovery for local services rose from 11% in FY13 to 12% in FY14. Of note also, the fare recovery for DAR services in the 4th quarter were above 12%, reflecting increased ridership.

Subsidy per Trip: The total subsidy for all service trips provides yet another means to measure service efficiency and the effectiveness. Subsidy per trip is calculated based on operational expenses, less fare revenue, and divided by ridership. Not only do costs impact the subsidy calculations, overall ridership is a key factor. If ridership is up and costs are fixed when compared to the previous quarter or fiscal year, then the subsidy per trip will be lower.

As noted above, the variable operating costs increased 2.8% compared to the previous fiscal year; total expenses for Roseville Transit in FY14 were just above \$5,088,000 (total operating costs were just above \$4,949,000 in FY13). Cost increases were primarily due to added supplies and services resulting from increased evening hours for local services on weekdays. Also, of note is that no fare revenue increases were adopted in FY14.

Overall, ridership was up for each service type in the 4th Quarter and for the year end. Of note was the local services had more than 9.7% more passengers in FY14 than the previous year, and DAR ridership was up over 10% for FY14.

With ridership up over 6% in FY14 and costs having increased only 2.8%, trip subsidies decreased for each service type and systemwide. In fact, the systemwide subsidy per trip once again fell below \$10 per trip in FY14.

Goal 2 - Service Effectiveness – Service effectiveness is rated by total ridership and the number of passengers trips provided for each vehicle revenue hour (PTRVH).

Again, as ridership increased in all service areas, the PTRVH measurement also remained consistent or slightly improved when compared with the previous fiscal year. Overall, Roseville Transit carried more than 8 passengers per revenue hour in FY14.

Goal 3 - Service Quality – Service quality is measured by the number of preventable and non-preventable accidents per 1,000 miles traveled, on-time performance, the number of passenger complaints per trip provided, and the number of road calls per mile traveled.

The average number of all accidents (preventable and non-preventable) for the 4th quarter and year-end met and well exceeded the standards established for Roseville Transit. Although Roseville Transit did not meet the service standards for the number of road calls per mile travelled in the 4th Quarter, it did meet the required standards for the year-end.

Average on-time performance for the Commuter system fell slightly from 99.2% in FY13 to 96.6% in FY14, but remains strong. Average on-time performance for local services also fell from 98.4% in FY13 to 92.9% in FY14. While this is a significant drop, it also reflects the changes made to the system to improve overall performance and minimize unnecessary wait times which were occurring at various stops. The on-time arrivals are much higher during off-peak travel periods and drop during the peak travel times, which is common of most transit systems. It seems, between the ridership increases and schedule and service changes in FY14, that Roseville Transit has been able to achieve a higher level of success with its passengers despite the decrease of on-time arrivals for local and commuter services.

The number of passenger complaints also meets the established standards for each service type. Overall, service quality remains good as measured against the established standards.

Attachments:

1. FY14 Performance Report Data for 4th Quarter (Year End)
2. FY13 Performance Report Data for 4th Quarter (Year End)

FY13/14 All Services Quarterly Performance Report

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Farebox Ratio for All Services					
Total Expenses - All Services	\$1,255,159	\$1,276,333	\$1,264,713	\$1,292,478	\$5,088,684
Total Fares - All Services	\$279,975	\$265,462	\$271,518	\$280,994	\$1,097,948
Combined Farebox Ratio for All Services	22.3%	20.8%	21.5%	21.7%	21.6%
Previous FY Combined Farebox Ratio for All Services	19.4%	19.0%	20.1%	23.1%	20.4%
Percent Difference	2.9%	1.8%	1.4%	-1.4%	1.2%
Subsidy per Trip (All Services)					
Total Expenses - All Services	\$1,255,159	\$1,276,333	\$1,264,713	\$1,292,478	\$5,088,684
Less Fares (All Services)	\$279,975	\$265,462	\$271,518	\$280,994	\$1,097,948
Divided by Ridership (All Services)	100,531	98,031	99,002	104,836	402,400
Total Subsidy for All Service Trips	\$9.70	\$10.31	\$10.03	\$9.65	\$9.92
Previous FY Subsidy for All Service Trips	\$10.71	\$10.95	\$10.38	\$10.07	\$10.53
Subsidy Increase/Decrease from Previous Year	-\$1.01	-\$0.64	-\$0.35	-\$0.42	-\$0.61
Total Ridership for All Services					
Current Quarter	100,531	98,031	99,002	104,836	402,400
Last Year Quarter	89,924	91,504	96,902	98,504	376,834
Total Ridership Increase/Decrease	11.8%	7.1%	2.2%	6.4%	6.8%
Passenger Trips per VRH (All Services) Standard 8/VRH					
Total Ridership	100,531	98,031	99,002	104,836	402,400
Divided by Total Vehicle Revenue Hours (VRH)	12,397	12,305	12,189	12,688	49,579
Total Passenger Trips per Vehicle Revenue Hour	8.1	8.0	8.1	8.3	8.1
Preventable Accident Standard <1/50,000					
Total Service Miles (All Services)	203,518	210,502	209,434	217,446	840,900
Divided by Total Preventable Accidents	3	5	3	1	12
Total Service Miles per Preventable Accident	67,839	42,100	69,811	217,446	70,075
All Accidents Standard < 1/25,000					
Total Service Miles (All Services)	203,518	210,502	209,434	217,446	840,900
Divided by Total Accidents	4	8	5	2	19
Total Service Miles per Accident	50,880	26,313	41,887	108,723	44,258
Maintenance Standard > 1/10,000 miles between Road Calls					
Total Service Miles (All Services)	203,518	210,502	209,434	217,446	840,900
Divided by All Road Calls	25	14	16	24	79
Total Service Miles per Road Calls	8,141	15,036	13,090	9,060	10,644

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Farebox >15%					
Total Expenses - All Services	\$1,255,159	\$1,276,333	\$1,264,713	\$1,292,478	\$5,088,684
Percentage of DAR Service Hours to Total Contract Service Hours	23.05%	23.05%	23.26%	24.10%	23.37%
Total Expenses - DAR Service	\$282,878	\$290,398	\$291,086	\$294,666	\$1,159,029
DAR Fare Revenue	\$22,270	\$19,735	\$25,324	\$36,548	\$103,877
DAR Farebox Ratio	7.9%	6.8%	8.7%	12.4%	9.0%
Last Year Quarter	8.7%	6.7%	8.7%	7.0%	6.0%
DAR Subsidy					
Total Expenses - DAR Service	\$282,878	\$290,398	\$291,086	\$294,666	\$1,159,029
Less DAR Fare Revenue	\$22,270	\$19,735	\$25,324	\$36,548	\$103,877
Total Subsidy	\$260,609	\$270,663	\$265,762	\$258,118	\$1,055,152
Divided by DAR Ridership	7,125	6,953	7,025	7,551	28,654
Subsidy per DAR Passenger	\$36.58	\$38.93	\$37.83	\$34.18	\$36.82
Last Year Quarter	\$36.27	\$39.10	\$39.92	\$40.44	\$38.92
Subsidy Increase/Decrease from Previous Year	\$0.31	-\$0.17	-\$2.09	-\$6.26	-\$2.10
DAR Ridership					
Current Quarter	7,125	6,953	7,025	7,551	28,654
Last Year Quarter	6,647	6,349	6,402	6,583	25,981
Ridership % Increase/Decrease	7.2%	9.5%	9.7%	14.7%	10.3%
DAR Passenger Trips per VRH Standard >3.0					
DAR Ridership	7,125	7,125	7,025	7,551	28,826
Divided by DAR Vehicle Revenue Hours (VRH)	2,672	2,669	2,690	2,885	10,916
DAR Passenger Trips per Vehicle Revenue Hour	2.7	2.7	2.6	2.6	2.6
Last Year Quarter	2.6	2.6	2.5	2.6	2.6
DAR Ridership per DAR Complaint Standard <1/3000					
DAR Ridership	7,125	6,953	7,025	7,551	28,654
Number of Complaints	1	1	3	3	8
Divided by Substantiated Complaints	1	0	1	1	3
DAR Ridership per Substantiated Complaint	7,125	6,853	7,025	7,551	9,551
Last Year Quarter	3,324	3,436	7,104	3,292	6,495
DAR On Time Performance					
1st Month of Quarter	99.5%	98.9%	98.5%	99.1%	99.0%
2nd Month of Quarter	98.9%	98.4%	98.6%	98.4%	98.6%
3rd Month of Quarter	97.9%	98.0%	99.5%	98.7%	98.5%
Avg On-Time Performance (%)	98.8%	98.4%	98.9%	98.7%	98.7%
Last Year Quarter	97.9%	98.4%	98.0%	98.6%	98.1%

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Commuter Farebox Standard >75%					
Total Expenses - All Services	\$1,255,159	\$1,276,333	\$1,264,713	\$1,292,478	\$5,088,684
Percentage of Commuter Service Hours to Total Contract Service Hours	14.83%	14.23%	14.26%	14.57%	14.47%
Total Expenses - Commuter Service	\$198,303	\$191,880	\$191,196	\$201,871	\$783,250
Commuter Fare Revenue	\$157,864	\$140,442	\$156,930	\$156,962	\$612,198
Commuter Farebox Ratio	79.6%	73.2%	82.1%	77.8%	78.2%
Last Year Quarter	66.3%	69.6%	71.3%	80.0%	71.8%
Commuter Subsidy Standard <\$3.00 per trip					
Total Cost - Commuter Service	\$198,303	\$191,880	\$191,196	\$201,871	\$783,250
Less Commuter Fare Revenue	\$157,864	\$140,442	\$156,930	\$156,962	\$612,198
Divided by Commuter Ridership	\$40,439	\$51,438	\$34,266	\$44,909	\$171,051
	33,399	31,193	32,233	33,623	130,448
Subsidy per Commuter Trip	\$1.21	\$1.65	\$1.06	\$1.34	\$1.31
Last Year Quarter	\$2.26	\$1.90	\$1.79	\$1.27	\$1.81
Subsidy Increase/Decrease from Previous Year	-\$1.05	-\$0.25	-\$0.73	\$0.07	-\$0.49
Commuter Ridership Standard > 2% Increase					
Current Quarter	33,399	31,193	32,233	33,623	130,448
Last Year Quarter	31,350	31,733	32,586	32,902	128,571
Ridership Increase/Decrease	6.5%	-1.7%	-1.1%	2.2%	1.5%
Commuter Passenger Trips per VRH Standard > 8.0					
Commuter Ridership	33,399	31,193	32,233	33,623	130,448
Divided by Commuter Vehicle Revenue Hours (VRH)	1,462	1,388	1,336	1,468	5,654
Commuter Passenger Trips per Vehicle Revenue Hour	22.8	22.5	24.1	22.9	23.1
Last Year Quarter	21.7	22.7	23.3	22.8	22.6
Comm. Ridership per Comm. Complaint Standard <1/5000					
Commuter Ridership	33,399	31,193	32,233	33,623	130,448
Number of Complaints	7	9	0	8	24
Divided by Substantiated Complaints	3	5	0	3	11
Commuter Ridership per Substantiated Complaint	11,133	6,239	32,233	11,208	11,859
Last Year Quarter	6,270	4,533	32,586	8,226	12,904
Commuter On Time Performance					
1st Month of Quarter	99.4%	95.9%	96.7%	94.3%	96.5%
2nd Month of Quarter	98.4%	94.1%	97.6%	95.9%	96.5%
3rd Month of Quarter	97.4%	96.0%	97.6%	96.3%	96.8%
Avg On-Time Performance (%)	98.4%	95.3%	97.3%	95.5%	96.6%
Last Year Quarter	100.0%	100.0%	98.2%	98.4%	99.2%

FY13/14 Fixed Route Quarterly Performance Report

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Fixed Route Farebox Standard >15%					
Total Expenses - All Services	\$1,255,159	\$1,276,333	\$1,264,713	\$1,292,478	\$5,088,684
Percentage of FR Service Hours to Total Contract Service Hours	62.11%	62.72%	62.48%	61.33%	62.2%
Total Expenses - Fixed Route Services	\$773,978	\$794,055	\$782,431	\$795,941	\$3,146,405
Fixed Route Fare Revenue	\$99,697	\$105,314	\$99,188	\$98,850	\$393,050
Fixed Route Farebox Ratio	12.9%	13.3%	11.4%	12.4%	12.5%
Last Year Quarter	9.7%	10.2%	10.7%	14.0%	11.2%

Fixed Route Subsidy Standard <\$5.00 per trip					
Total Expenses - Fixed Route Services	\$773,978	\$794,055	\$782,431	\$795,941	\$3,146,405
Less Fixed Route Fare Revenue	\$99,697	\$105,314	\$89,188	\$98,850	\$393,050
Total Subsidy	\$674,281	\$688,740	\$693,243	\$697,091	\$2,753,356
Divided by Fixed Route Ridership	60,007	59,885	59,744	63,662	243,298
Subsidy per Fixed Route Trip	\$11.24	\$11.50	\$11.60	\$10.95	\$11.32
Last Year Quarter	\$12.55	\$12.98	\$11.95	\$11.58	\$12.27
Subsidy Increase/Decrease from Previous Year	-\$1.31	-\$1.48	-\$0.35	-\$0.63	-\$0.95

Fixed Route Ridership Standard > 2% Increase					
Current Quarter	60,007	59,885	59,744	63,662	243,298
Last Year Quarter	51,927	53,422	57,914	59,020	222,283
Ridership Increase/Decrease	15.6%	12.1%	3.2%	7.9%	9.7%

Fixed Route Passenger Trips Per VRH Standard > 8.0					
Fixed Route Ridership	60,007	59,885	59,744	63,662	243,298
Divided by FR Vehicle Revenue Hours (VRH)	8,263	8,248	8,164	8,334	33,009
FR Passenger Trips per Vehicle Revenue Hour	7.3	7.3	7.3	7.6	7.4
Last Year Quarter	7.2	6.6	7.1	7.1	7.0

FR Ridership per FR Complaint Standard <1/5000					
Fixed Route Ridership	60,007	59,885	59,744	63,662	243,298
Number of Complaints	11	4	6	8	29
Divided by Substantiated Complaints	6	0	4	1	11
Fixed Route Ridership per Substantiated Complaint	10,001	59,885	14,936	63,662	22,118
Last Year Quarter	51,927	17,807	28,957	14,755	28,362

Fixed Route On Time Performance					
1st Month of Quarter	98.6%	92.1%	92.4%	92.3%	93.8%
2nd Month of Quarter	94.9%	92.4%	93.2%	90.4%	92.7%
3rd Month of Quarter	95.4%	89.4%	92.2%	91.9%	92.2%
Avg On-Time Performance (%)	96.3%	91.3%	92.6%	91.5%	92.9%
Last Year Quarter	98.4%	98.5%	98.2%	98.3%	98.4%

FY12/13 All Services Quarterly Performance Report

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Farebox Ratio for All Services					
Total Expenses - All Services	\$1,195,727	\$1,236,662	\$1,258,660	\$1,289,932	\$4,980,981
Total Fares - All Services	\$232,499	\$234,626	\$252,720	\$298,452	\$1,018,298
	19.4%	19.0%	20.1%	23.1%	20.6%
Combined Farebox Ratio for All Services					
Previous FY Combined Farebox Ratio for All Services	20.8%	20.3%	20.3%	20.6%	20.5%
Percent Difference	-1.4%	-1.3%	-0.2%	2.5%	0.1%
Subsidy per Trip (All Services)					
Total Expenses - All Services	\$1,195,727	\$1,236,662	\$1,258,660	\$1,289,932	\$4,980,981
Less Fares (All Services)	\$232,499	\$234,626	\$252,720	\$298,452	\$1,018,298
Divided by Ridership (All Services)	\$963,227	\$1,002,035	\$1,005,940	\$991,481	\$3,962,683
	89,924	91,504	96,902	98,504	376,834
	\$10.71	\$10.95	\$10.38	\$10.07	\$10.52
Total Subsidy for All Service Trips	\$9.36	\$10.25	\$9.95	\$10.07	\$9.90
Previous FY Subsidy for All Service Trips	\$1.35	\$0.70	\$0.43	\$0.00	\$0.62
Subsidy Increase/Decrease from Previous Year					
Total Ridership for All Services					
Current Quarter	89,924	91,504	96,902	98,504	376,834
Last Year Quarter	96,066	87,912	91,590	92,430	367,998
Total Ridership Increase/Decrease	-6.4%	4.1%	5.8%	6.6%	2.4%
Passenger Trips per VRH (All Services) Standard 8/VRH					
Total Ridership	89,924	91,504	96,902	98,504	376,834
Divided by Total Vehicle Revenue Hours (VRH)	11,205	12,118	12,080	13,730	49,133
Total Passenger Trips per Vehicle Revenue Hour	8.0	7.6	8.0	7.2	7.7
Preventable Accident Standard <1/50,000					
Total Service Miles (All Services)	189,084	198,078	196,341	201,254	784,757
Divided by Total Preventable Accidents	3	2	3	1	9
Total Service Miles per Preventable Accident	63,028	99,039	65,447	201,254	87,195
All Accidents Standard < 1/25,000					
Total Service Miles (All Services)	189,084	198,078	196,341	201,254	784,757
Divided by Total Accidents	7	8	3	1	19
Total Service Miles per Accident	27,012	24,760	65,447	201,254	41,303
Maintenance Standard > 1/10,000 miles between Road Calls					
Total Service Miles (All Services)	189,084	198,078	196,341	201,254	784,757
Divided by All Road Calls	28	19	21	31	99
Total Service Miles per Road Calls	6,753	10,425	9,350	6,492	7,927

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Farebox >15%					
Total Expenses - All Services	\$1,195,727	\$1,236,662	\$1,258,660	\$1,289,932	\$4,974,047
Percentage of DAR Service Hours to Total Contract Service Hours	21.73%	21.91%	22.61%	22.34%	22.15%
Total Expenses - DAR Service	\$264,045	\$265,961	\$279,867	\$286,297	\$1,096,169
DAR Fare Revenue	\$22,941	\$17,721	\$24,302	\$20,049	\$85,014
DAR Farebox Ratio	8.7%	6.7%	8.7%	7.0%	7.8%
Last Year Quarter	9.0%	7.4%	9.3%	9.6%	8.8%

DAR Subsidy					
Total Expenses - DAR Service	\$264,045	\$265,961	\$279,867	\$286,297	\$1,096,169
Less DAR Fare Revenue	\$22,941	\$17,721	\$24,302	\$20,049	\$85,014
Total Subsidy	\$241,103	\$248,241	\$255,564	\$266,247	\$1,011,156
Divided by DAR Ridership	6,647	6,349	6,402	6,583	25,981
Subsidy per DAR Passenger	\$36.27	\$39.10	\$39.92	\$40.44	\$38.92
Last Year Quarter	\$30.74	\$34.50	\$32.62	\$32.61	\$32.57

DAR Ridership					
Current Quarter	6,647	6,349	6,402	6,583	25,981
Last Year Quarter	7,595	6,871	7,104	7,264	28,834
Ridership % Increase/Decrease	-12.5%	-7.6%	-9.9%	-9.4%	-9.9%

DAR Passenger Trips per VRH Standard >3.0					
DAR Ridership	6,647	6,647	6,402	6,583	26,279
Divided by DAR Vehicle Revenue Hours (VRH)	2,525	2,576	2,565	2,571	10,237
DAR Passenger Trips per Vehicle Revenue Hour	2.6	2.6	2.5	2.6	2.6
Last Year Quarter	2.8	2.5	2.7	2.7	2.7

DAR Ridership per DAR Complaint Standard <1/3000					
DAR Ridership	6,647	6,349	6,402	6,583	25,981
Number of Complaints	6	3	1	2	12
Divided by Substantiated Complaints	2	0	0	2	4
DAR Ridership per Substantiated Complaint	3,324	3,436	7,104	3,292	6,495
Last Year Quarter	3,798	3,436	7,104	1,211	2,621

DAR On Time Performance					
1st Month of Quarter	98.3%	98.5%	98.8%	98.4%	98.5%
2nd Month of Quarter	98.5%	98.5%	98.6%	98.7%	98.6%
3rd Month of Quarter	96.9%	98.2%	98.9%	98.6%	98.1%
Avg On-Time Performance (%)	97.9%	98.4%	98.8%	98.6%	98.4%
Last Year Quarter	97.9%	97.3%	98.0%	98.7%	98.0%

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Commuter Farebox Standard >75%					
Total Expenses - All Services	\$1,195,727	\$1,236,662	\$1,258,660	\$1,289,932	\$4,976,269
Percentage of Commuter Service Hours to Total Contract Service Hours	16.28%	14.55%	14.58%	14.81%	15.05%
Total Expenses - Commuter Service	\$210,127	\$198,609	\$203,673	\$208,764	\$821,173
Commuter Fare Revenue	\$139,414	\$138,183	\$145,221	\$167,016	\$589,834
Commuter Farebox Ratio	66.3%	69.6%	71.3%	80.0%	71.8%
Last Year Quarter	72.8%	76.7%	77.1%	74.3%	75.2%
Commuter Subsidy Standard <\$3.00 per trip					
Total Cost - Commuter Service	\$210,127	\$198,609	\$203,673	\$208,764	\$821,173
Less Commuter Fare Revenue	\$139,414	\$138,183	\$145,221	\$167,016	\$589,834
Total Subsidy	\$70,713	\$60,426	\$58,452	\$41,748	\$231,340
Divided by Commuter Ridership	31,350	31,733	32,586	32,902	128,571
Subsidy per Commuter Trip	\$2.26	\$1.90	\$1.79	\$1.27	\$1.80
Last Year Quarter	\$1.54	\$1.34	\$1.19	\$1.45	\$1.38
Commuter Ridership Standard > 2% Increase					
Current Quarter	31,350	31,733	32,586	32,902	128,571
Last Year Quarter	33,403	30,245	33,054	32,122	128,824
Ridership Increase/Decrease	-6.1%	4.9%	-1.4%	2.4%	-0.2%
Commuter Passenger Trips per VRH Standard > 8.0					
Commuter Ridership	31,350	31,733	32,586	32,902	128,571
Divided by Commuter Vehicle Revenue Hours (VRH)	1,446	1,397	1,399	1,444	5,686
Commuter Passenger Trips per Vehicle Revenue Hour	21.7	22.7	23.3	22.8	22.6
Last Year Quarter	18.8	19.4	22.6	21.5	20.5
Comm. Ridership per Comm. Complaint Standard <1/5000					
Commuter Ridership	31,350	31,733	32,586	32,902	128,571
Number of Complaints	7	11	8	7	33
Divided by Substantiated Complaints	5	7	1	4	17
Commuter Ridership per Substantiated Complaint	6,270	4,533	32,586	8,226	7,563
Last Year Quarter	8,351	15,123	11,018	32,122	12,882
Commuter On Time Performance					
1st Month of Quarter	100.0%	100.0%	98.5%	98.8%	99.3%
2nd Month of Quarter	100.0%	100.0%	98.5%	98.4%	99.2%
3rd Month of Quarter	100.0%	100.0%	97.7%	98.1%	98.9%
Avg On-Time Performance (%)	100.0%	100.0%	98.2%	98.4%	99.2%
Last Year Quarter	100.0%	100.0%	100.0%	100.0%	100.0%

FY12/13 Fixed Route Quarterly Performance Report

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Fixed Route Farebox Standard >15%					
Total Expenses - All Services	\$1,195,727	\$1,236,662	\$1,258,660	\$1,289,932	\$4,961,322
Percentage of FR Service Hours to Total Contract Service Hours	61.99%	63.54%	62.81%	62.84%	62.8%
Total Expenses - Fixed Route Services	\$721,556	\$772,091	\$775,120	\$794,872	\$3,063,638
Fixed Route Fare Revenue	\$69,936	\$78,607	\$83,053	\$111,357	\$342,952
Fixed Route Farebox Ratio	9.7%	10.2%	10.7%	14.0%	11.2%
Last Year Quarter	11.0%	10.9%	10.7%	11.3%	11.0%

Fixed Route Subsidy Standard <\$5.00 per trip					
Total Expenses - Fixed Route Services	\$721,556	\$772,091	\$775,120	\$794,872	\$3,063,638
Less Fixed Route Fare Revenue	\$69,936	\$78,607	\$83,053	\$111,357	\$342,952
Total Subsidy	\$651,620	\$693,485	\$692,067	\$683,515	\$2,720,686
Divided by Fixed Route Ridership	51,927	53,422	57,914	59,020	222,283
Subsidy per Fixed Route Trip	\$12.55	\$12.98	\$11.95	\$11.58	\$12.24
Last Year Quarter	\$11.15	\$12.28	\$12.45	\$12.21	\$12.01

Fixed Route Ridership Standard > 2% Increase					
Current Quarter	51,927	53,422	57,914	59,020	222,283
Last Year Quarter	55,068	50,796	51,432	53,044	210,340
Ridership Increase/Decrease	-5.7%	5.2%	12.6%	11.3%	5.7%

Fixed Route Passenger Trips Per VRH Standard > 8.0					
Fixed Route Ridership	51,927	53,422	57,914	59,020	222,283
Divided by FR Vehicle Revenue Hours (VRH)	7,234	8,145	8,116	8,270	31,766
FR Passenger Trips per Vehicle Revenue Hour	7.2	6.6	7.1	7.1	7.0
Last Year Quarter	7.3	6.8	7.0	7.3	7.1

FR Ridership per FR Complaint Standard <1/5000					
Fixed Route Ridership	51,927	53,422	57,914	59,020	222,283
Number of Complaints	12	7	7	7	33
Divided by Substantiated Complaints	1	3	2	4	10
Fixed Route Ridership per Substantiated Complaint	51,927	17,807	28,957	14,755	22,228
Last Year Quarter	55,068	12,699	17,144	26,522	21,034

Fixed Route On Time Performance					
1st Month of Quarter	98.1%	98.5%	98.3%	98.3%	98.3%
2nd Month of Quarter	98.4%	98.5%	98.3%	98.4%	98.4%
3rd Month of Quarter	98.8%	98.6%	98.0%	98.1%	98.4%
Avg On-Time Performance (%)	98.4%	98.5%	98.2%	98.3%	98.4%
Last Year Quarter	99.0%	98.4%	98.9%	99.3%	98.9%

Item 7B: Roseville Municipal Code Amendment

Staff Eileen Bruggeman, Alternative Transportation Analyst

Recommendation

That the Transportation Commission recommends the City Council adopt the proposed Roseville Municipal Code Amendment as shown in Attachment 1 to:

- Amend §14.30.010 and §14.30.030;
- Remove §14.30.060, and
- Add §14.30.080.

No fares are changed.

Discussion

Amend §14.30.010 and §14.30.030: Amendments include a title change, and removal of a fee from the listing of Dial-A-Ride and Complementary Paratransit ADA Service fares in §14.30.010.

Previously approved Commuter fares were incorrectly incorporated into the Roseville Municipal Code (RMC). The proposed Ordinance Amendment corrects Commuter fares in §14.30.030 to reflect actual fare prices, and clarifies that passengers using certain types of fare from other transit providers are not required to pay additional fare to board Roseville Transit Commuter routes.

Remove §14.30.060: Proposed changes include removal of RMC §14.30.060 Special services (aka charter services) given Roseville Transit chooses to not provide such services and avoid the additional Federal Transit Administration (FTA) reporting requirements associated with provided such services.

Add §14.30.080: The Roseville Transit Service Policies previously reviewed by the Transportation Commission included charging fees for minor administrative services, such as a returned check fee and reprinting of a historical receipt fee. In order for the Alternative Transportation Division to collect fees for minor administrative services they must be included in §14.30 Public Works. The proposed fees are consistent with fees charged by other City departments.

Staff has been charging a fee of \$7.50 per occurrence beyond the passenger's control of Excessive No Show/Late Cancellation, with the caveat that the Alternative Transportation Manager has the option to assess higher fees for repeated occurrences. Pursuant to direction provided by the FTA the Roseville Transit Service Policies include Excessive No Show/Late Cancellation policies specific to passengers who are American with Disabilities Act (ADA) eligible. The policy specific to ADA passengers avoids causing financial hardship by using suspension of transit services as a deterrent to excessive No Shows/Late Cancellations. However, Roseville Transit and other operators are permitted to continue to use a fee as a deterrent of Excessive No Shows/Late Cancellations by general public passengers. The \$7.50 fee has caused some confusion given it is the same amount as the Same Day Fare. To reduce confusion and to clarify the actual escalating fees, §14.30.80 includes the escalating fees for the general public passengers, which will range from \$8.00 for the first occurrence to a maximum of \$20.00 for the 4th and subsequent occurrences.

Attachment:

1. RMC 14.30 Ordinance Amendment

ATTACHMENT 1

14.30.010 Roseville Transit Dial-a-Ride and Complementary Paratransit ADA Service.

Passengers shall tender fare or present pass upon boarding.

A. General public single fare	\$3.75
B. General public 10-ride pass	\$37.50
C. Discount senior/disabled single fare	\$2.50
D. Discount senior/disabled 10-ride pass	\$25.00
E. ADA certified single fare	\$2.50
F. ADA certified 10-ride pass	\$25.00
G. ADA certified attendants	Free
H. Up to two children ages four or under when accompanied by a paying adult	Free
I. Same day service fare (including ADA certified)	\$7.50
J. Missed trip or late cancellation fee (including ADA-certified)	\$7.50

(Ord. 4956 § 1, 2011.)

14.30.030 Roseville ~~Transit~~ ~~Commuter~~.

Passengers shall tender fare or present pass upon boarding.

- | | |
|--|--|
| A. Discount Roseville resident single fare | \$3.25 |
| B. Discount Roseville resident 10-ride pass | \$45.00
<u>\$32.50</u> |
| C. Discount Roseville resident 30-day pass | \$110.00 |
| D. Non-resident single fare | \$4.50 |
| E. Non-resident 10-ride pass | \$32.50
<u>\$45.00</u> |
| F. Non-resident 30-day pass | \$155.00 |
| G. Reverse commuter single fare | \$3.25 |
| H. Reverse commuter 10-ride pass | \$32.50 |
| I. Reverse commuter 30-day pass | \$110.00 |
| J. Placer Commuter Express Roseville/ Rocklin zones 20-ride and monthly pass additional fare | \$0.50 |
| K. Placer Commuter Express all other zones 20-ride and monthly pass additional fare | Free
<u>No additional fare</u> |
| L. Capitol Corridor monthly pass additional fare | Free
<u>No additional fare</u> |

(Ord. 4956 § 1, 2011.)

14.30.060 Special services.

~~_____ The special services rate shall be set in accordance with California Public Utilities Code Section 99250. Rates will be reviewed, and if necessary, adjusted by ordinance no less than semiannually.~~

~~_____ A. _____ The rate as of the effective date of the ordinance codified in this chapter is a minimum of \$500.00, up to five hours, and \$75.00 for each additional, (\$35.00 cancellation fee) to provide special service in the event that there is no private charter operator willing and able to provide the service.~~

~~_____ B. _____ The rate as of the effective date of the ordinance codified in this chapter is \$1.00 per mile and \$75.00 per hour (\$225.00 three-hour minimum, \$35.00 cancellation fee) to provide special service to a charitable or public service organization for a public need that cannot be met by a private charter operator. (Ord. 4956 § 1, 2011.)~~

14.30.0760 Limited promotions.

The transportation commission is authorized to make periodic fare reductions for promotional purposes. Such promotions shall not exceed more than a total of three months during the calendar year, per service type. (Ord. 4956 § 1, 2011.)

14.30.080 Service fees.

<u>A.</u>	<u>Check Return Fee</u>	<u>\$25.00</u>
<u>B.</u>	<u>Copy of Receipt Fee</u>	<u>\$1.00</u>
<u>C.</u>	<u>Excessive No Show or Late Cancellation Fee</u>	
<u>1.</u>	<u>1st occurrence</u>	<u>\$8.00</u>
<u>2.</u>	<u>2nd occurrence</u>	<u>\$12.00</u>
<u>3.</u>	<u>3rd occurrence</u>	<u>\$16.00</u>
<u>4.</u>	<u>4th and subsequent occurrences</u>	<u>\$20.00</u>

Item 8A: Alternative Transportation Division Update

Staff Michael Wixon, Alternative Transportation Manager

Recommendation

This item is provided to update the Transportation Commission on the activities of the Alternative Transportation Division and other transportation related items of the region, no action is needed.

Downtown Bridges, Trail & Fire Station Grading Project

The City of Roseville and the community have developed a shared vision for a revitalized Downtown Roseville as part of the Downtown Specific Plan as adopted by the City Council in 2009. The Downtown Bridges, Trail and Fire Station Grading Project continues implementation of that vision by providing three important bridge connections across Dry Creek, continuation of the Dry Creek/Miners Ravine trail system, and site preparations for re-location of Fire Station #1.

In 2012, the City embarked on a bridge design competition which included extensive community involvement. The community ideas and thoughts provided during the design contest were considered and incorporated into refined design drawings for the project. The revised design drawings were presented to the public at an open house meeting on September 9, 2014. Approximately 50 members of the public attended and were given the opportunity to provide additional input.

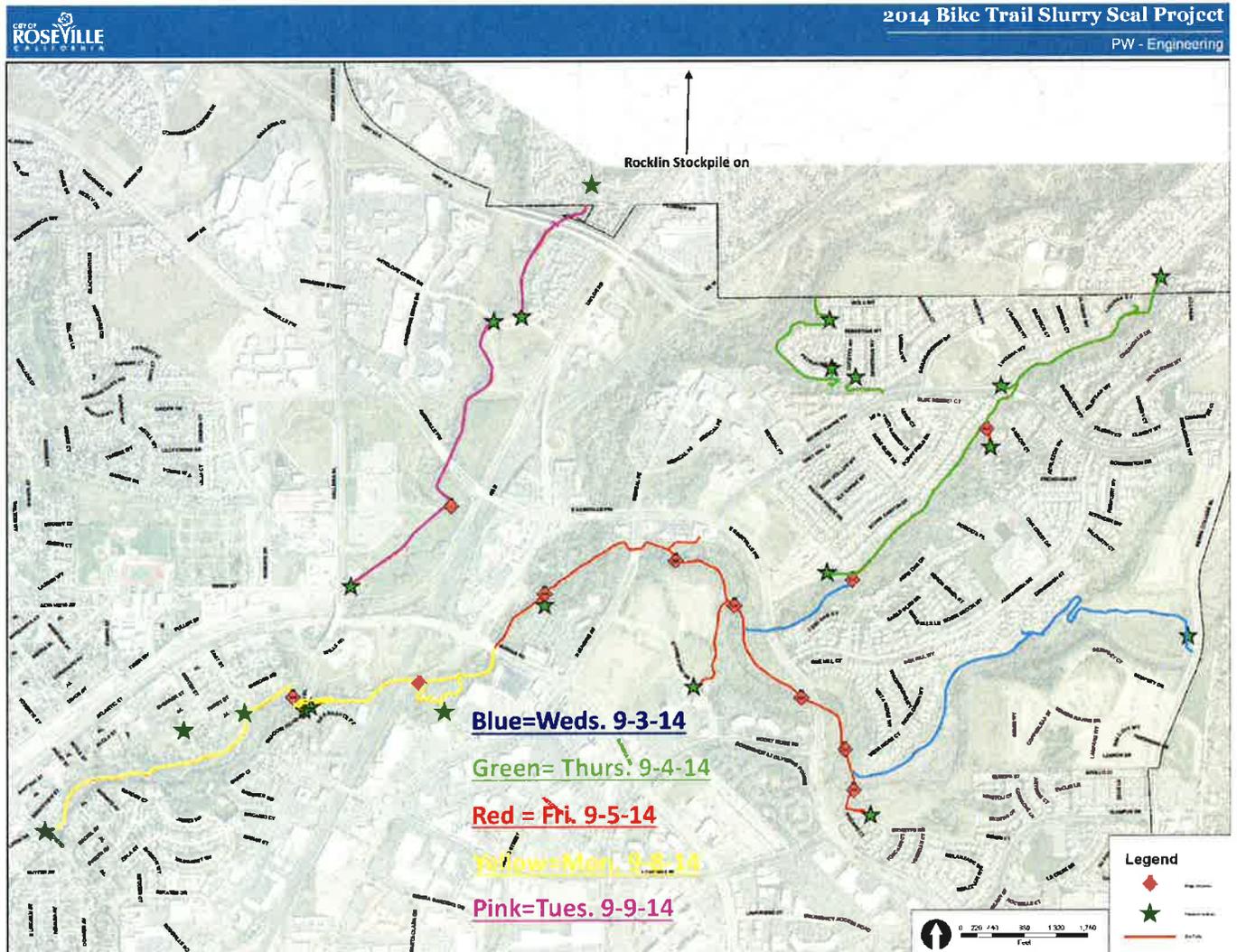
The project will be constructed in phases, with timing dependent on environmental clearances and funding availability. The anticipated time frames for construction are:

1. Fire Station Site Grading/Trail – 2015
2. Rotation of Rube Nelson “Icehouse” Bridge, Replacement Bridge Near Library and Continuation of Trail – 2016/17
3. Downtown Pedestrian Bridge – 2017/18

The Phase 1 fire station site grading and adjacent trail will cost \$1.25 million and is fully funded through the Fire Facilities Fund and Local Transportation Fund. The Phase 2 work is anticipated to cost \$3 million and is also fully funded largely through state and federal grants. This includes the recent award of a \$1.23 million Active Transportation Program grant, which is a new and highly competitive program managed by Caltrans and sourced through the federal MAP-21 transportation bill. The Phase 3 Downtown Pedestrian Bridge is estimated to cost \$3.6 million. Staff is currently exploring local and grant funding options to complete funding for this phase of work.

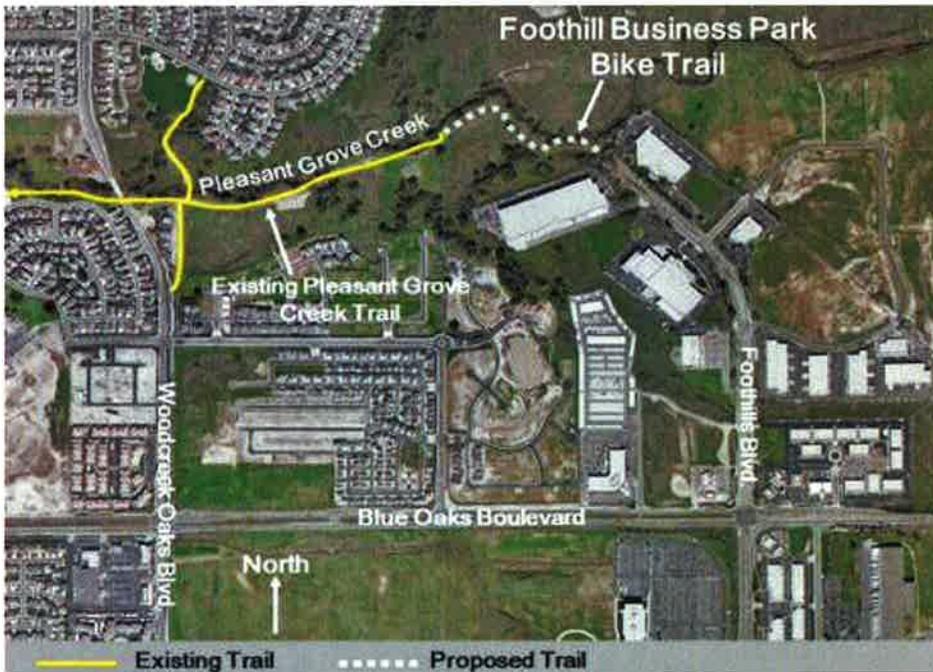
Trail Re-surfacing Project

The Antelope Creek, Miners Ravine and False Ravine Trails were resurfaced the first week of September. Re-striping is underway as of the writing of this report. The resurfacing will provide an improved the walking and bicycling surface and will also extend the service life of the asphalt paths. The \$186,000 project is funded with Local Transportation Funds.



Foothills Business Park Trail

Construction is underway on the Foothills Business Park Trail. The project is a Class I multi-use trail that will close a gap in the Pleasant Grove Creek trail system and connect nearby residences to the employment centers along Foothills Boulevard. The path will also enhance recreational bicycling, walking and jogging, and maintenance vehicle access. The trail will run approximately 1,600 feet along the south side of Pleasant Grove Creek from an existing paved path (installed by the Diamond Woods residential project) to Foothills Boulevard. This project is identified as a priority project in the City of Roseville Bicycle Master Plan and the Foothills Business Park Annexation Master Plan.



Extra Transit Service on Saturday, September 13

In response to the large number of visitors for Saturday's Sammy Hagar concert, and the anticipated need for transit service, modified extra Local service will be offered during the evening as follows:

- 5:00 p.m. until 8:00 p.m.
Begin: Roseville High School Parking Lot
End: Lincoln Street before Vernon Street
- 9:30 p.m. until 11:00 p.m.
Begin: Lincoln Street before Vernon Street
End: Roseville High School Parking Lot

Complementary ADA paratransit service will be provided during equivalent hours, and only within $\frac{3}{4}$ mile of the extra service route.

Roseville Bikefest

Families will be bringing their bikes and helmets to Bikefest, **9 a.m. - noon, Saturday, September 20 at Cirby Elementary School.**

Roseville's 21st annual family-friendly bicycle safety event will feature fun obstacle courses, riding demonstrations, helmet fittings, bicycle safety inspections, entertainment, bike-related giveaways, and grand prize drawings for childrens' bicycles. There will also be special appearances by Red E Fox and Kaiser Permanente's Super



Weevil! The event is put together by a team of city staff and community volunteers, along with sponsorship donations from various companies and organizations. Visit www.roseville.ca.us/bikefest for more information.

International Walk to School Day

Junction, Diamond Creek, Cirby, Stoneridge, Coyote Ridge, Quail Glen, Fiddymont Farm and Kaseberg schools are teaming up with the City of Roseville to participate in the annual Walk or Bike to School Day on **Wednesday, October 8**. Organized by the school's parent-teacher association and staff from the City of Roseville's Safe Routes to School program, the day is designed to encourage walking or biking to school in groups rather than driving alone. Approximately 9,000 students will be participating along with parents, teachers and community leaders. The goal is to motivate parents and students to continue walking and biking to school throughout the year. To dispell the common fear that walking to school isn't safe, City of Roseville traffic engineers helped school officials designate safe routes for students to use when traveling to school. Visit www.roseville.ca.us/saferoutes for more information.



New “Trail Alerts & Information” e-notification

We are now using a new Trail Alerts & Information e-mail subscription to notify the public about trail conditions, temporary closures, trail planning, and related activities. Sign up by visiting www.roseville.ca.us/subscribe. E-mails will be sent on an occasional basis only when important information is available.

2014 Commuter Passenger Survey

The attached report shows highlights from the 2014 Commuter Passenger Survey. Passengers were encouraged to participate in the online survey through posters on all Commuter buses, the website, social media, and the Roseville Transit website. As an incentive to participate, there was a random drawing for Jamba Juice gift cards. For this survey, seventy-two passengers participated and provided valuable information on their riding habits, demographics, customer service information, and comments and suggestions. See the attached report for a summary of the information collected. This information will be used to aid route and service planning.

Washington Blvd. and Taylor Rd. Resurfacing Project

Portions of Washington Boulevard and Taylor Road will be rehabilitated beginning in September, 2014. The work includes repairing pavement and overlaying new asphalt, new road striping, and minor traffic signal work. The new striping configuration on Taylor Road will include the addition of bike lanes. See attached map. Construction work schedule:

- Taylor Road work will take place weeknights, 8 p.m. to 6 a.m.
- Washington Boulevard work hours will typically be weekdays 6:30 a.m. to 3:30 p.m. Work on Washington Boulevard at Hallissy Drive will be completed on Saturdays. Some night work will occur near the railroad track underpass.

The project is part of the Roseville's ongoing roadway preventative maintenance program, keeping the roadway network in good condition at a minimum cost through the optimized timing of maintenance. This \$2 million project is funded with a combination of state gasoline sales tax revenue, utility roadway impact fees, and regional transportation funds.

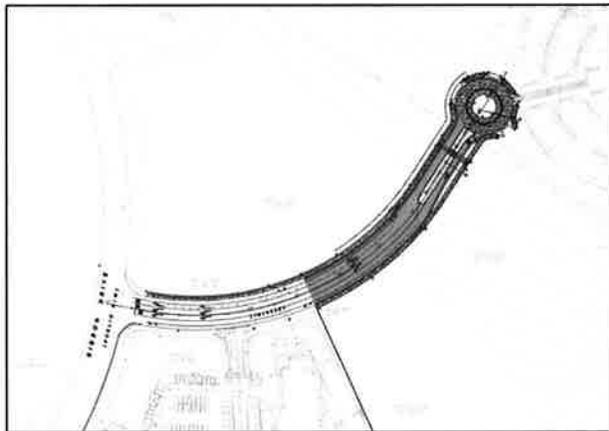
Curb, Gutter, Sidewalk Repair and ADA Ramp Upgrade Project

This project will repair sidewalk, curb and gutter damaged by city-owned trees in the Roseville Heights and Los Cerritos neighborhoods, and upgrade ADA access ramps at various locations throughout the City. The improvements will provide pedestrians with disabilities better use of Roseville's sidewalk network. See the attached map.

Construction will take place September through November 2014 between the hours of 7 a.m. to 5 p.m., Monday – Friday with temporary closures of sidewalks and roadway shoulders.

This work is funded through the City's General Liability Insurance Fund, Gas Tax Fund, North Central LLD Fund, CIP Rehab Fund, and Traffic Mitigation Fees and is estimated to cost \$700,000 - \$950,000.

Conference Center Drive to be Extended



Conference Center Drive will be extended 600 feet from its current location to the future conference center site. The roadway will include a roundabout at the northern end to connect with future development of adjacent parcels. Work is scheduled to begin the first week in September and is funded by the North Central Roseville Community Facilities District, estimated to be \$1,100,000. Minimal short term impacts to motorists on Conference Center Drive are expected.

Local Fixed Route Service Changes

The October Transportation Commission meeting will include a Public Hearing to receive comments regarding proposed modifications to Routes G and C, and elimination of the Sierra College Evening Shuttle due to a lack of ridership. Roseville Transit has received concurrence from Placer County Transit and the City of Rocklin to proceed with implementation of week-day service to the Sierra College Campus in Rocklin. Route G would continue to provide service along Douglas Boulevard, and use Sierra College Boulevard or I-80 to access the campus. Service would be provided every hour between east Roseville and the campus.

Grant Activities

The FTA grant application submitted in June was approved for use of \$1,590,153 Section 5307 funds to offset costs associated with transit operations, provide trips for passengers eligible for Americans with Disability Act (ADA) service, and to construct the Louis Orlando Transfer Point.

As noted above, Roseville was recently awarded a \$1.23 million Active Transportation Program grant, which is a new and highly competitive program managed by Caltrans and sourced through the federal

MAP-21 transportation bill. Staff is currently exploring local and grant funding options to complete funding for Phase 3 of the Downtown Pedestrian Bridge project.

Breathe Sacramento Emigrant Trails Bike Trek

Roseville Transit was a sponsor this year of the Breathe Emigrant Trails Bike Trek by providing in-kind advertising space on our buses. Breathe Sacramento is the local chapter of the nationwide Breathe organization, formerly affiliated with the American Lung Association. The Roseville Transit Trekker Team this year included seven members, three of whom work for the City of Roseville (Cal Walstad, Police Department, and Sue Schooley and Mike Wixon, Public Works Department). The Roseville Transit Team raised over \$9,300 for Breathe Sacramento—the largest fundraiser for the entire event and team captain was Sue Schooley. This is not only a fundraiser effort, but part of a larger marketing effort for Roseville Transit to promote cycling, transit and clean air with other partners in the region, including Sacramento Regional Transit and Kaiser Permanente.



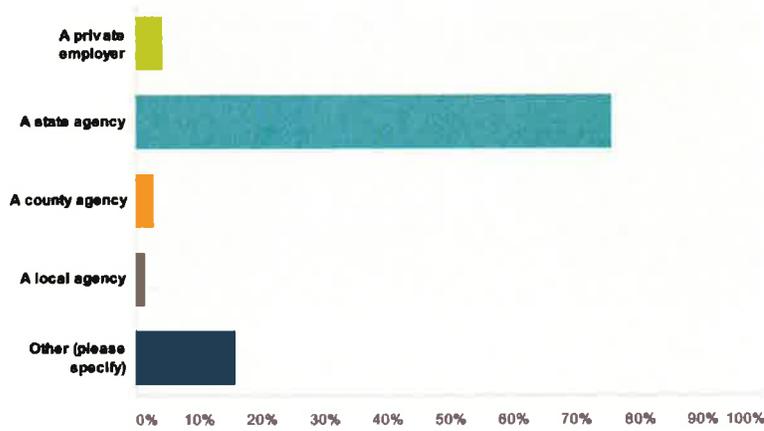
Legislative Update -- An update will be presented by staff at the meeting.

Attachments:

1. Commuter Passenger Survey Results
2. Taylor and Washington Road Resurfacing Map
3. Curb, Gutter, Sidewalk Repair and ADA Ramp Upgrade Project Map

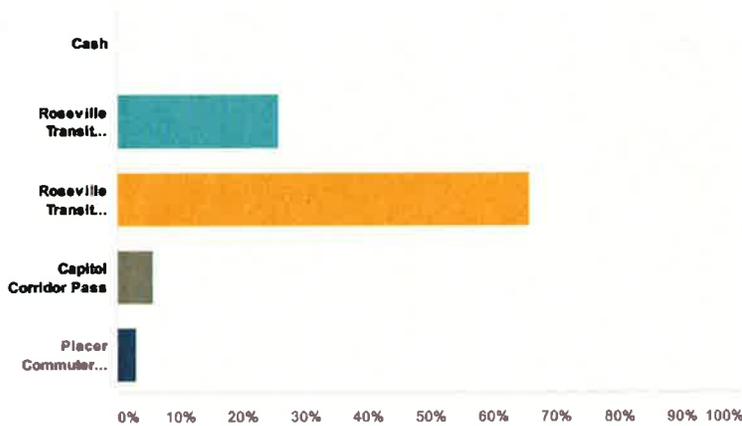
2014 Commuter Passenger Survey Result Highlights

Employer Type



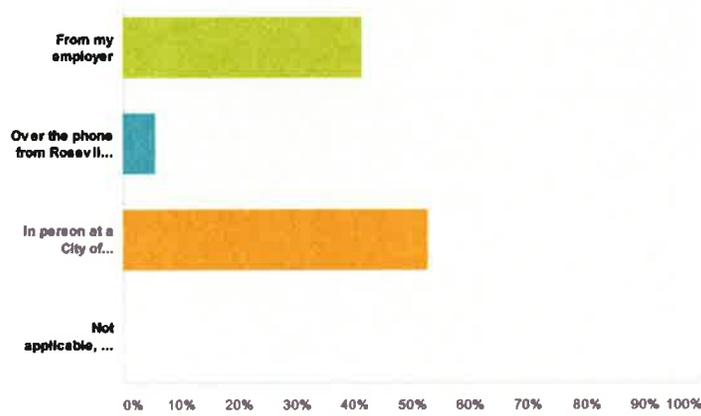
Private employer	4.29%
State agency	75.1%
County agency	2.86%
Local agency	1.43%
Federal agency	15.71%

Fare Type Typically Used



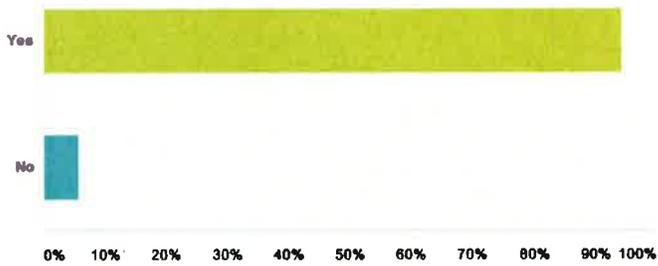
Cash	0%
Roseville Transit Commuter 10-Ride Pass	25.71%
Roseville Transit Commuter 30-Day Pass	65.71%
Capitol Corridor Pass	5.71%
Placer Commuter Express Pass	2.86%

Where Commuter Fares are Purchased



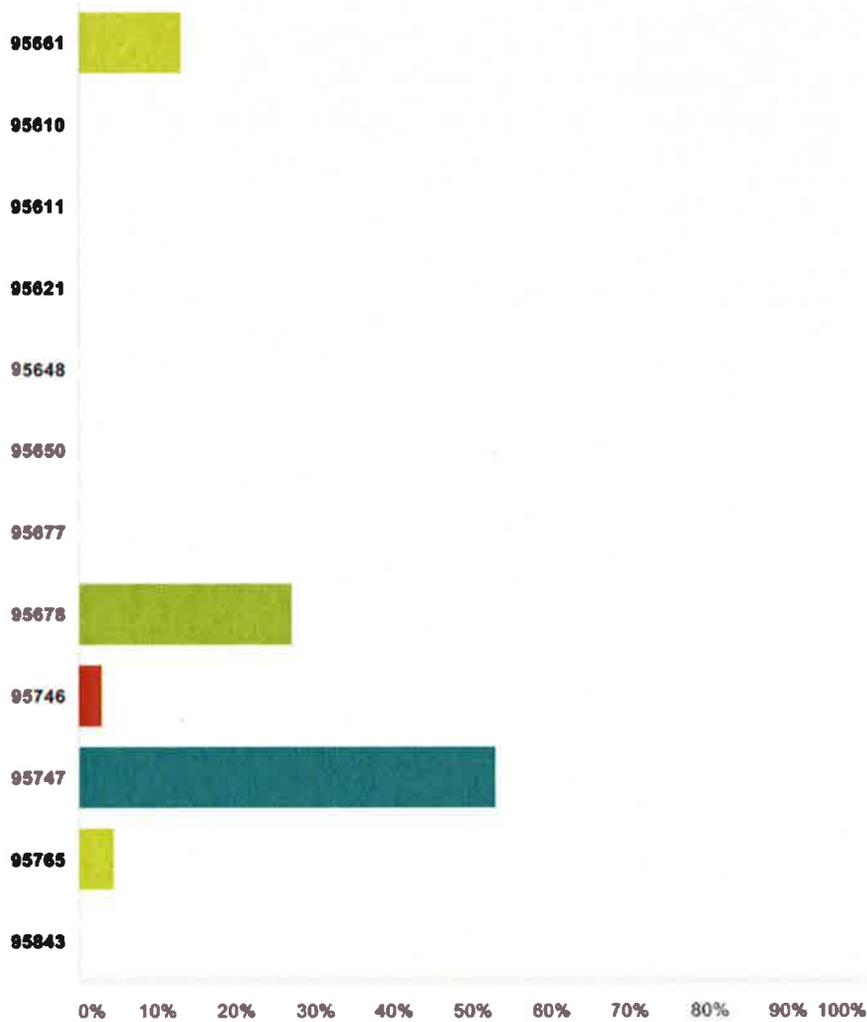
From my employer	41.43%
Over the phone from Roseville Transit	5.71%
In person at a City of Roseville facility (Alternative Transportation office, Maidu Community Center, or Roseville Sports Center)	52.86%
Not applicable, I pay cash each time I board the bus	0%

Living within Roseville city limits



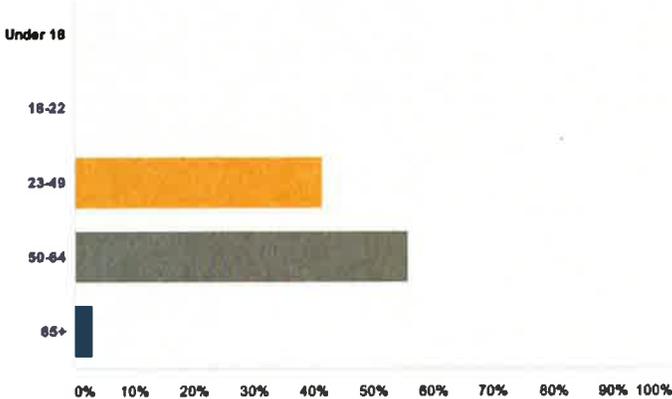
Yes	94.29%
No	5.71%

Passenger home zip codes



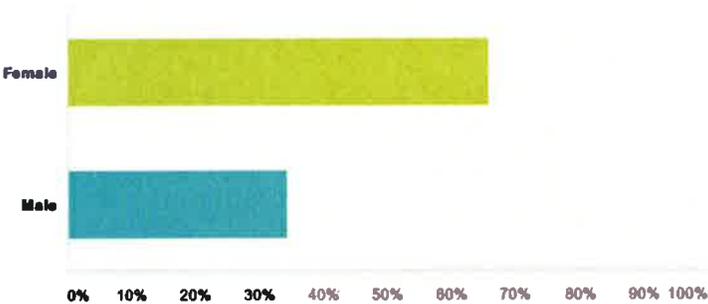
95661	12.86%
95678	27.14%
95746	2.86%
95747	52.86%
95765	4.29%

Passenger Age



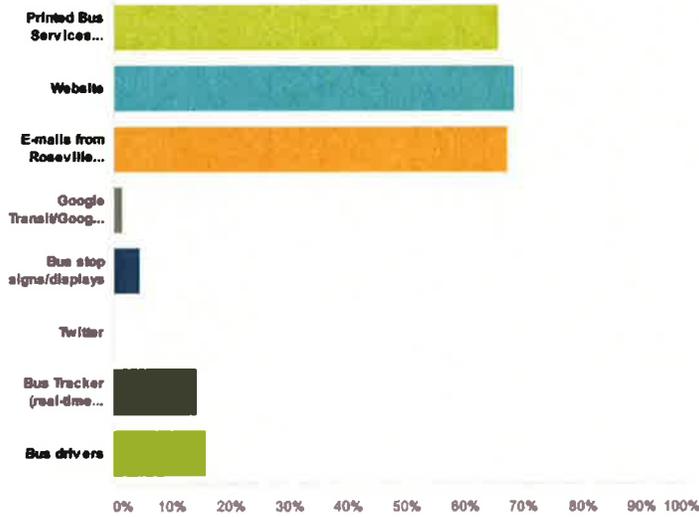
Under 18	0%
18-22	0%
23-49	41.43%
50-64	55.71%
65+	2.86%

Passenger Gender



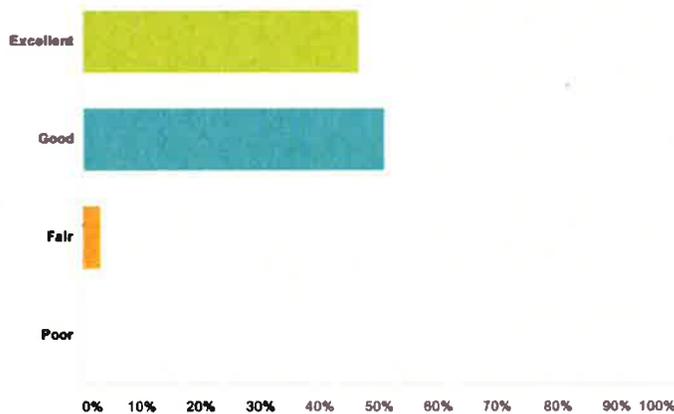
Female	65.71%
Male	34.29%

How Passengers Receive Roseville Transit Information



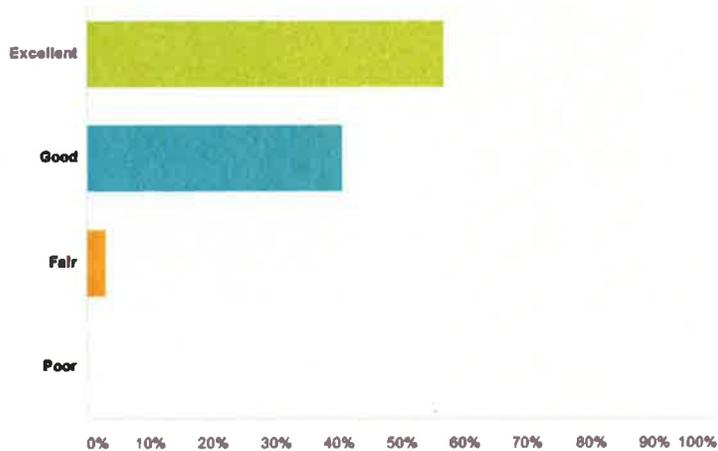
Printed Bus Services Guides, brochures, and fliers	65.71%
Website	68.57%
E-mails from Roseville Transit	67.14%
Google Transit/Google Maps	1.43%
Bus stop signs/displays	4.29%
Twitter	0%
Bus Tracker (real-time arrival tool)	14.29%
Bus drivers	15.71%

How Passengers Rate Roseville Transit Commuter Service Overall – 97% rate it Good or Excellent



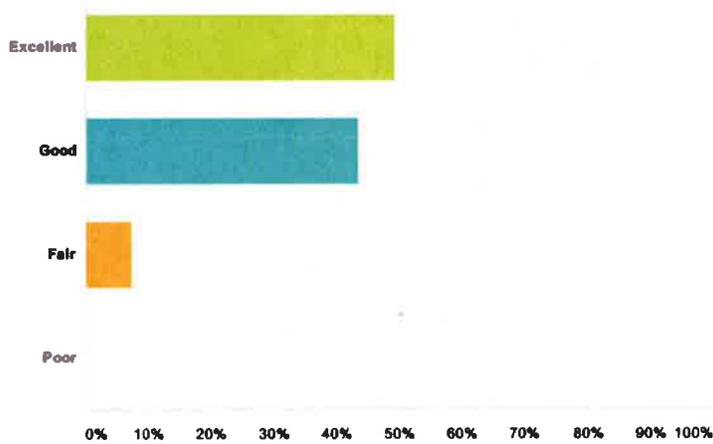
Excellent	46.38%
Good	50.72%
Fair	2.90%
Poor	0%

How Passengers Rate Cleanliness of Roseville Transit Buses – 97% rate it Good or Excellent



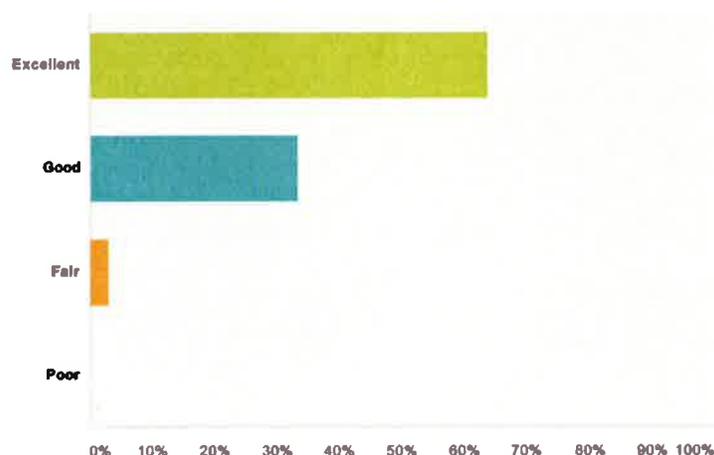
Excellent	56.52%
Good	40.58%
Fair	2.90%
Poor	0%

How Passengers Rate On Time Performance of Roseville Transit Commuter Service – 92% rate it Good or Excellent



Excellent	49.28%
Good	43.48%
Fair	7.25%
Poor	0%

How Passengers Rate Safety of Roseville Transit Commuter Service – 97% rate it Good or Excellent



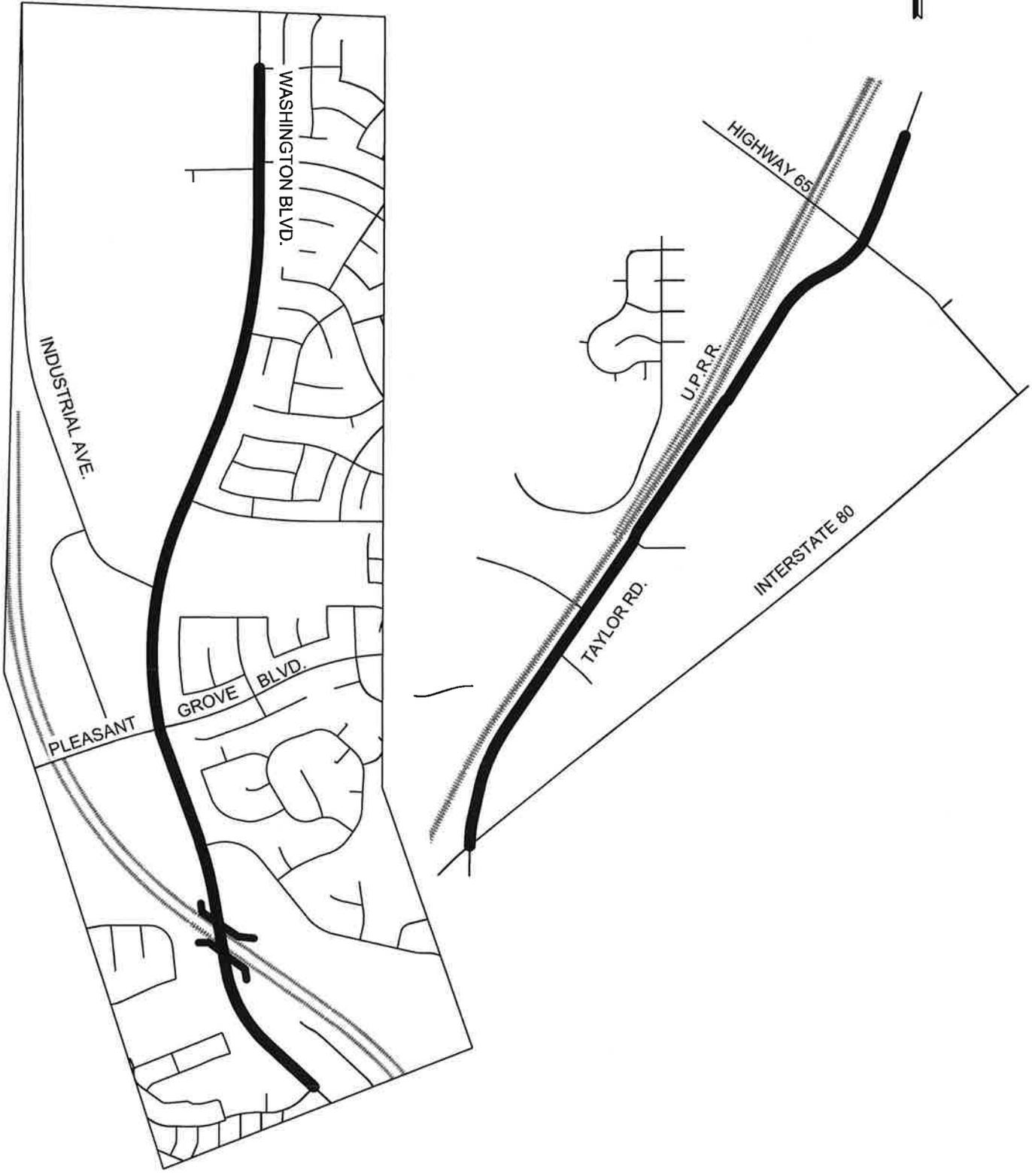
Excellent	63.77%
Good	33.33%
Fair	2.90%
Poor	0%

Comments from Commuter Passengers

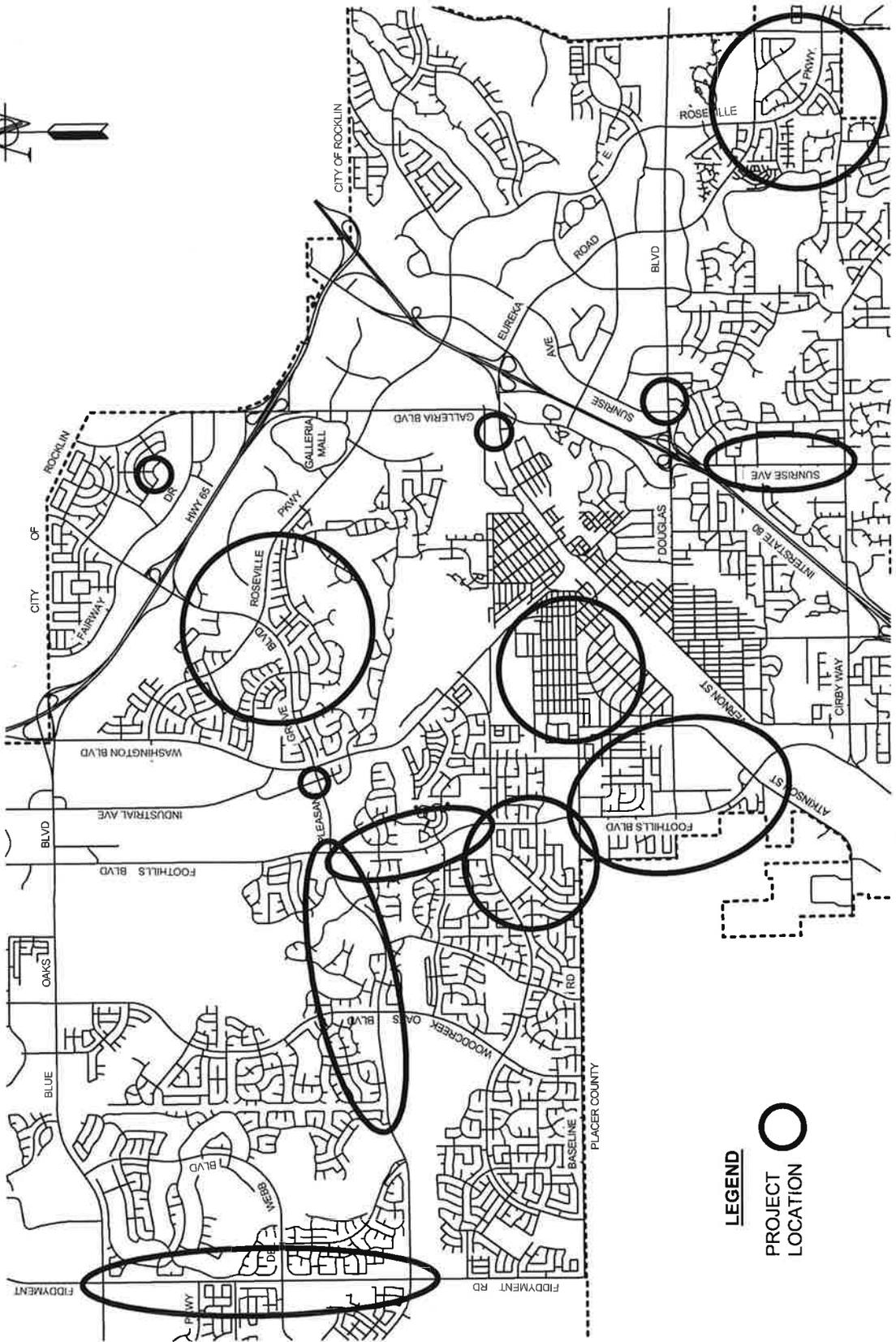
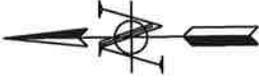
- “I absolutely love the Roseville Commuter drivers. I usually ride the 6:50 from Saugstad Park and that driver is wonderful! He's kind and quiet. He turns the lights down when everyone is on, because most of us do sleep on the way in. And, he is very safe. The young man in the afternoon who drops me off at I-80 is also wonderful. So kind and always tells us to have a nice evening. So patient with questions or folks who are lost. I never thought I would love to commute (I have been driving downtown for 23 years!) but I LOVE it! Thank you so much!”
- “The drivers are great: safety, courtesy, timeliness. Travel from downtown SAC to home is such a restful ride home. Thanks for driving.”
- “Rarely have I had any problem with buses being late in morning or going home at night.”
- “I have ridden on several commuter lines over the years. Yuba-Sutter Transit; Natomas Flyer; and the current Roseville Transit. They all rank pretty high in customer service and reliability, but I find Roseville Transit to be the cherry on top.”
- “I can/will adjust my work schedule depending on the bus times. Right now, it works well. The potential mid-day schedule would be a GREAT addition to help plan/accommodate other appointments and activities. With a set schedule on certain/specific days, doctor/dentist/etc appts can be scheduled and I would still be able to use the Commuter Service.”

2014 PAVEMENT REHABILITATION AND OVERLAY PROJECT PROJECT

LOCATION MAP



"EXHIBIT A"
2014 SIDEWALK CURB & GUTTER PROJECT
VICINITY MAP



LEGEND
○
PROJECT LOCATION