



**Transportation Commission Meeting  
Council Chambers  
311 Vernon Street  
February 17, 2015 – 7:00 p.m.  
Agenda**

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**1. Call to Order**

**2. Welcome – Roll Call**

- Joseph Horton, *Chair*
- Tracy Mendonsa, *Vice-Chair*
- Rita Brohman
- Chinnaiian Jawahar
- David Nelson
- Ryan Schrader
- Jeff Short
- Ethan Silver, *Youth Commissioner*

**3. Pledge of Allegiance**

**4. Meeting Minutes**

- a. October 21, 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. The 2270 Douglas Blvd. Building Transportation Systems Management (TSM) Plan – *Action Required*
- b. Hewlett Packard Transportation Systems Management (TSM) Plan – *Action Required*

**7. Special Presentations/Reports**

- a. Appointment of Chair and Vice-Chair – *Action Required*
- b. Pedestrian Safety Presentation
- c. Transit Performance Report for 1st and 2nd Quarter Fiscal Year 2015 – *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

## October 21, 2014 – 7:00 p.m.

### Draft Minutes

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#### 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 - *absent*  
Chinnaian Jawahar - *absent*  
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. July 15, 2014 (ACTION REQUIRED)**

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

##### **MOTION:**

Commissioner Nelson made the motion, which was seconded by Commissioner O'Hair, to approve the meeting minutes of July 15, 2014.

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

#### 5. Oral Communications

Commissioner Horton opened the public comment period.

Mike Barnbaum, founder of "Here We Ride", addressed the Commission on providing public transportation to the Entertainment/Sports Complex in Sacramento.

Damon Ampania, spoke in favor of providing public transportation to the Entertainment/Sports Complex in Sacramento.

Mary Russell, addressed the Commission on the untimeliness of Roseville Transit's M Route on Friday and Saturday.

Discussion ensued between the Commission and staff. Staff informed the Commission that it is aware of the issue and is working on a solution.

Commissioner Horton closed the public comment period.

## **6. Consent Calendar**

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

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

#### **MOTION:**

Commissioner Schrader made the motion, which was seconded by Commissioner O'Hair, to approve the TSM Plan for the Blue Oaks Shopping Center - Walgreens.

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

## **7. Special Presentation/Reports**

### **a. Downtown Bridges & Trail Update**

Mike Wixon, Alternative Transportation Manager, introduced Mike Dour, Alternative Transportation Analyst II, who made the presentation. Also present at the staff table was Zach Siviglia, Project Manager, with Mark Thomas and Company (the selected design team for the project).

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

A question and answer session between Commissioners, staff, and Mr. Siviglia ensued.

Commissioners commended staff and Mr. Siviglia on the report.

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

### **b. Roseville Transit Local Service Changes (ACTION REQUIRED)**

Commissioner Horton opened the Public Hearing.

Eileen Bruggeman, Administrative Analyst II, made the presentation.

Commissioner Horton opened the Public Hearing to accept public comments.

Mike Barnbaum, founder of "Here We Ride", addressed the Commission.

Mike Wixon, Alternative Transportation Manager, responded.

Bill Boudier, resident, addressed the Commission.

Mike Wixon, Alternative Transportation Manager, responded.

Commissioner Horton closed the Public Hearing.

A question and answer session between Commissioners and staff ensued.

**MOTION:**

Commissioner Keller made the motion, which was seconded by Commissioner O'Hair, to recommend that the City Council approve the proposed Local Service changes as outlined in the report.

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

**c. Roseville Municipal Code Amendment (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 Keller made the motion, which was seconded by Commissioner Nelson, to continue the item to the November 18, 2014, Transportation Commission meeting; Commission requests that a representative from the City Attorney's Office attend the November 18, 2014 Transportation Commission meeting .

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

**d. Transit Performance Report for 4<sup>th</sup> Quarter (Year End) Fiscal Year 2014 (ACTION REQUIRED)**

Mike Wixon, Alternative Transportation Manager, 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 Keller congratulated staff on awards received in 2014.

**MOTION:**

Commissioner Nelson made the motion, which was seconded by Commissioner Mendonsa, to accept the Transit Performance Report for the 4<sup>th</sup> Quarter (Year End) for Fiscal Year 2014 (FY14).

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

Due to the late hour, the Commissioners discussed continuing the remaining items to the next regularly scheduled meeting on November 18, 2014.

**MOTION:**

Commissioner Keller made the motion, which was seconded by Commissioner O’Hair, to continue Item 7E Alternative Transportation Division Annual Reports FY2014 and to continue Item 8A Alternative Transportation Division Update to the next regularly scheduled meeting on November 18, 2014.

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

**e. Alternative Transportation Division Annual Reports FY2014 (Continued to the meeting of November 18, 2014)**

**8. Staff and/or Commission Reports/Comments**

**a. Alternative Transportation Division Update (Continued to the meeting of November 18, 2014)**

**9. Pending Agenda**

None

**10. Adjournment**

**MOTION**

Commissioner O’Hair made the motion, which was seconded by Commissioner Mendonsa, to adjourn the meeting.

Ayes: Horton, Mendonsa, Schrader, Keller, Nelson, O’Hair  
Noes: None  
Abstain: None  
Absent: None

The meeting was adjourned at 9:03 p.m.

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Joseph Horton, Chair

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Debbie Dion, Recording Secretary



# Transportation Commission Meeting

## February 17, 2015 – 7:00 p.m.

### Consent Calendar

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#### **Item 6a. The 2270 Douglas Blvd. Building 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 2270 Douglas Blvd. Building.

#### **Background**

The applicant, Paula Carrel, Project Manager for Citadel Equities, on behalf of The 2270 Douglas Blvd. Building, worked in cooperation with the City in preparing a TSM Plan for this project, which is consistent with the TSM Ordinance.

The 2270 Douglas Blvd. Building is a 3.42 acre professional office project located on the south side of Douglas Blvd. just west of Professional Drive in the Southeast Roseville Specific Plan. This two-story office building has approximately 53,085 square feet with approximately .36 floor area ratio.

#### **Discussion**

The tenants at The 2270 Douglas Blvd. Building will be professional offices for insurance, investments and real estate companies. The typical hours of operation for the tenants at The 2270 Douglas Blvd. Building are Monday thru Friday, 7:00 a.m. – 5:00 p.m.

Approximately one hundred and sixty (160) people are employed at The 2270 Douglas Blvd. Building. These employees include professional and support personnel working traditional business hours. A majority of the employees commute by automobile from the surrounding residential areas in Roseville and Rocklin, and to a lesser extent, in the communities of Antelope, Auburn, Citrus Heights, Granite Bay, Loomis, Lincoln and Sacramento.

There are ten (10) Class II bicycle parking spaces, which is greater than five percent (5%) of the total number of employees, available for employees who bicycle to work. In addition, the parking lot is striped to provide nineteen (19) carpool spaces, which is also greater than ten percent (10%) of the number of employees, available for employees who carpool to work. Both the bike racks and carpool spaces in compliance with the TSM Ordinance.

There is an existing transit stop on Douglas Blvd in front of the 2200 Douglas Blvd Building, less than a quarter mile from this project.

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

#### **Attachment**

1. The 2270 Douglas Blvd. Building TSM Plan

## **TSM PLAN**

### **The 2270 Douglas Blvd. Building**

#### **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. In addition, a TSM Plan shall be required for any existing development project that employs fifty (50) or more employees at the Major Common Work Location. Since The 2270 Douglas Blvd. Building will employ approximately one hundred and sixty (160) employees a TSM Plan is 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, The 2270 Douglas Blvd. Building 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 The 2270 Douglas Blvd. Building for inspection of the property and for audit of survey records to determine compliance with the TSM Plan.

## **THE 2270 DOUGLAS BLVD. BUILDING OPERATING CHARACTERISTICS**

The TSM Plan for The 2270 Douglas Blvd. Building includes the following operating characteristics:

- A. **Project Description.** The 2270 Douglas Blvd. Building is a 3.42-acre professional office project located on the south side of Douglas Blvd. just west of Professional Drive. The 2270 Douglas Blvd. Building is one two-story office building with approximately 53,085 square feet.

The tenants at the 2270 Douglas Blvd. Building include professional offices for insurance, investments and real estate companies. The typical hours of operation for the offices are from 7:00 a.m. to 5:00 p.m., Monday through Friday.

There are two transit stops close to this project. One at the southeast corner of Douglas and Eureka approximately one quarter mile from the 2270 Douglas Blvd. and the other on the north side of Douglas Blvd. across the street from this project.

- B. **Employee Description.** Approximately one hundred and sixty (160) people are employed at The 2270 Douglas Blvd. Building. The employees are a mix of professional and support personnel.

A majority of the employees commute by automobile from the surrounding residential neighborhoods within Roseville, Rocklin, Granite Bay, Citrus Heights, Loomis, Lincoln and Antelope. Due to the hours of operation many of the employees commute outside of the a.m. and p.m. peak hours of 7:30 a.m. to 8:30 a.m. and 4:30 p.m. to 5:30 p.m. Some employees commute by carpooling, bicycling and taking transit.

- C. **Site Plan.** Please refer to Appendix A for a site plan of The 2270 Douglas Blvd. Building depicting the location of the required bicycle facilities and carpool spaces.

1. **Bicycle Facilities.** Ten (10) (Class II: bike racks) bicycle parking facilities which is greater than five percent (5%) of the total number of employees on site shall be provided for employees who bicycle to work.
2. **Preferential Carpool Parking.** Nineteen (19) carpool spaces, which is greater than ten percent (10%) of the total number of employee parking spaces shall be provided for employees who carpool to work. The spaces shall be located for convenient access by the employee and shall be striped “carpool”. 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:

Paula Carrel  
Citadel Equities  
1508 Eureka Road, Suite 230  
Roseville, CA 95661  
(916) 677-2026  
Fax (916) 791-6453  
Paula@citadel-usa.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 2270 Douglas Blvd. Building.
  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:

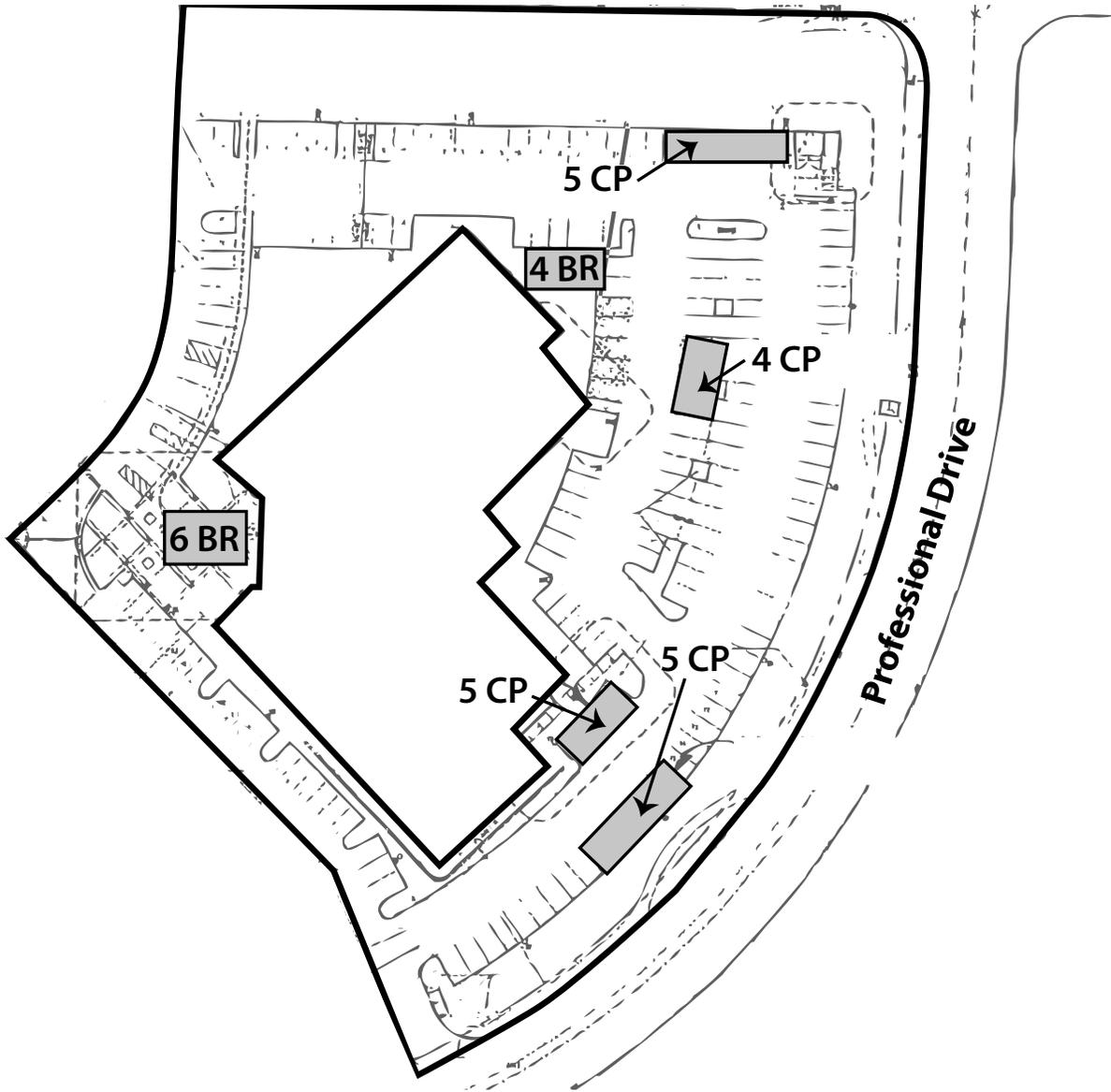
- a) compressed work weeks (A work schedule for an employee which eliminates at least one round trip commute biweekly. For example, forty hours of work in four ten-hour days or a work plan that allows one day off every other week, known as the nine-eighty plan.);
- b) staggered work hours involving a 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 The 2270 Douglas Blvd. Building 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.

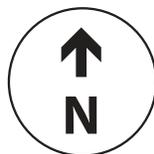
**Appendix A  
2270 Douglas Blvd.  
Site Plan**

**Douglas Blvd.**



**Legend**

- 10 BR - Bike Racks
- 19 CP - Carpool Spaces





# Transportation Commission Meeting

## February 17, 2015 – 7:00 p.m.

### Consent Calendar

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#### **Item 6b. Hewlett Packard - Transportation Systems Management (TSM) Plan**

**Staff** Sue Schooley, Administrative Analyst II/TSM Coordinator

#### **Recommendation**

Staff recommends the Transportation Commission approve the TSM Plan for Hewlett-Packard (HP).

#### **Background**

In June 1991, the Transportation Commission approved a TSM Plan for HP. In May 1999, the City revised the TSM Ordinance. In 2004, HP updated their TSM Plan to comply with the revised TSM Ordinance. In 2004, HP owned a 500 acre campus with 8 buildings with as many as 4,400 employees at its peak. Since then they have sold off some of the land and the buildings. The new owners of the sold off parcels are establishing TSM plans for their properties. Therefore, the applicant, Richard Bouldt, on behalf of HP worked in cooperation with the City in preparing a revised TSM Plan for HP, consistent with the remaining property and buildings that HP owns and consistent with the TSM Ordinance.

Hewlett-Packard currently owns a 120 acre campus located at 8000 Foothills Blvd. HP is a technology solutions provider to consumers, businesses and institutions globally. At the Roseville Campus HP provides customer support, engineering, and prototype testing. The Roseville Campus consists of 4 buildings, with approximately 808,000 square feet that is approximately 85% developed.

#### **Discussion**

HP's hours of operation are 8:00 am to 5:00 pm, Monday through Friday. However, HP has a flexible office hour schedule which allows employees to begin work prior to/or later than 8:00 am and end their work day also prior to/or later than 5:00 pm.

HP employs approximately 3,000 employees, which includes HP and contract employees. The employees at HP include a mix of professionals, engineers, and office support personnel. The greatest shift is between 8:00 a.m. to 5:00 p.m. Monday thru Friday. During that shift there are approximately 2,000-2,200 employees of the 3,000 total employees. Many HP employees commute from the surrounding communities, including Roseville, Rocklin, Lincoln, Loomis, Granite Bay, Citrus Heights, Elk Grove, Sacramento and Antelope. Although HP has many employees that commute less than 15 miles each way, some employees commute over 100 miles each way from the Bay Area.

HP provides 88 Class II bike racks, 92 Class I bike lockers, and 375 carpool spaces for their employees. HP has also installed 14 electric vehicle charging stations for employees and customers with EV's. In addition, HP has installed 28 showers and 254 lockers for their employees.

The closest transit stop and shelter is located on Foothills Blvd. at the entrance to HP, which is currently served by Route R.

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

#### **Attachment**

1. Hewlett Packard TSM Plan

# **TSM PLAN Hewlett-Packard (HP) 8000 Foothills 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. In addition, a TSM Plan shall be required for any existing development project that employs fifty (50) or more employees at the Major Common Work Location. Since Hewlett-Packard (HP) employs approximately 3,000 employees a TSM Plan is 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, Hewlett-Packard (HP) 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 Hewlett-Packard (HP) for inspection of the property and for audit of survey records to determine compliance with the TSM Plan.

## HEWLETT-PACKARD (HP) OPERATING CHARACTERISTICS

The TSM Plan for Hewlett-Packard (HP) includes the following operating characteristics:

- A. **Project Description.** Hewlett-Packard (HP) owns a 120 acre campus that is approximately 85% developed located at 8000 Foothills Blvd. HP is a technology solutions provider to consumers, businesses and institutions globally. At the Roseville Campus HP provides customer support, engineering, and prototype testing. The Roseville Campus consists of 4 buildings, with approximately 808,000 square feet.

<u>Building Name</u>	<u>Square Footage</u>
R-3	186,000 sq ft
R-4	169,000 sq ft
R-5	258,000 sq ft
R-6	195,000 sq ft

HP's hours of operation are 8:00 am to 5:00 pm, Monday through Friday. However, HP has a flexible office hour schedule which allows employees to begin work prior to/or later than 8:00 am and end their work day also prior to/or later than 5:00 pm. The closest transit stop and shelter is located on Foothills Blvd. at the entrance to HP.

- B. **Employee Description.** HP employs approximately 3,000 employees, which includes HP and contract employees. The employees at HP include a mix of professionals, engineers, and office support personnel. The greatest shift is between 8:00 a.m. to 5:00 p.m. Monday thru Friday. During that shift there are approximately 2,000-2,200 employees of the 3,000 total employees. Many HP employees commute from the surrounding communities, including Roseville,

Rocklin, Lincoln, Loomis, Granite Bay, Citrus Heights, Elk Grove, Sacramento and Antelope. Although HP has many employees that commute less than 15 miles each way, some employees commute over 100 miles each way from the Bay Area.

C. **Site Plan.** Please refer to Appendix A for the site plans of Hewlett-Packard (HP) depicting the location of the required bicycle facilities and carpool spaces.

1. **Bicycle Facilities.** HP provides 88 Class II bike racks and 92 Class I bike lockers which is greater than five percent (5%) of the total number of employees on site during the maximum shift for employees who bicycle to work.
2. **Preferential Carpool Parking.** HP provides 375 carpool spaces, which is greater than ten percent (10%) of the total number of employee parking, for employees who carpool to work. The spaces shall be located for convenient access by the employee and shall be striped "carpool". 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:

Richard Bouldt, EHS Program Manager  
8000 Foothills Blvd.  
Roseville, CA 95747-5609  
(916) 785-4233 (office)  
(916) 425-5971 (cell)  
richard.bouldt@hp.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 Hewlett-Packard (HP).
  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 Guaranteed Ride Home Program.** The Site TSM Coordinator shall promote the Guaranteed 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 Guaranteed 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 carpoolers 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.
6. Showers and lockers. To help encourage bicycling as a viable commute transportation alternative, HP has installed showers and lockers in every building with a total of 28 showers and 216 lockers (one half mens/one half womens).

R-3	6 showers	16 lockers
R-4	10 showers	88 lockers
R-5	6 showers	56 lockers
R-6	6 showers	56 lockers

7. On-site amenities and additional transportation alternatives. In addition to the above mentioned alternative transportation programs, HP has installed fourteen (14) electric vehicle charging stations for employees/customers with EV's. To encourage bicycle usage, HP has developed a half mile on site bicycle path so employees do not have to ride on the access roads.

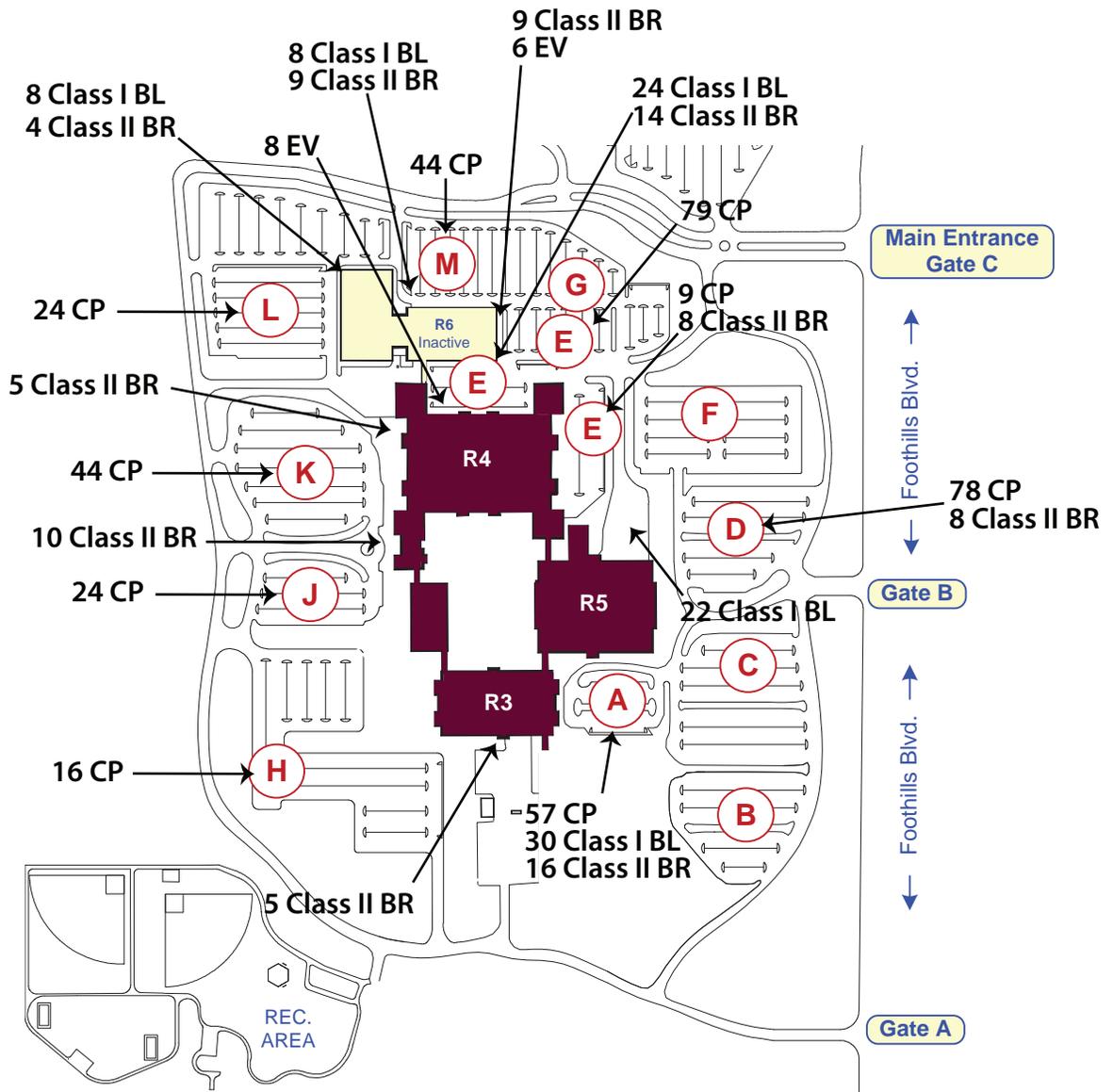
In an on-going effort to reduce vehicle trips during the workday, HP provides the following on-site amenities such as: ATM Machines, Credit Union, cafeteria in building R-4, on-site fitness and recreational facilities in building R-4, outdoor walking/bicycling paths, volleyball and basketball courts, and picnic/bbq areas.

## 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 the Hewlett-Packard (HP) 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, continuing in the year 2015.

# Appendix A Hewlett Packard 8000 Foothills Blvd.



<b>Legend</b>	
<b>CP</b>	Carpool Spaces - 375 Total
<b>BR</b>	Bike Racks - 88 Total
<b>BL</b>	Bike Lockers - 92 Total
<b>EV</b>	Electric Vehicle Charging Stations - 14 Total
<b>(H)</b>	Parking Lot Letter



# **Transportation Commission Meeting**

## **February 17, 2015 – 7:00 p.m.**

### **Special Presentations/Reports**

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#### **Item 7a. Appointment of 2015 Chair and Vice-Chair to the Transportation Commission**

**Staff** Michael Wixon, Alternative Transportation Manager

#### **Recommendation**

Staff recommends the Transportation Commission take action to appoint a Chair and Vice-Chair for the Transportation Commission to serve until December 31, 2015.

#### **Background**

In accordance with the Transportation Commission Meeting Procedures, a Chair and Vice-Chair shall be appointed for a period of one year. There are no limitations on the number of consecutive terms a Commissioner may serve as Chair or Vice-Chair, provided they are appointed or re-appointed to the Commission.



# Transportation Commission Meeting

## February 17, 2015 – 7:00 p.m.

### Special Presentations/Reports

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#### **Item 7b. Pedestrian Safety Presentation**

**Staff** Jana Cervantes, Senior Engineer

#### **Recommendation**

For information purposes only. No action is required.

#### **Discussion**

Staff from Public Works accompanied by the Roseville Police Department will make a verbal presentation on Pedestrian Safety within the City of Roseville. It will cover local and state statistics as well as the tools Public Works uses to evaluate and mitigate pedestrian safety issues and concerns.



# Transportation Commission Meeting

## February 17, 2015 – 7:00 p.m.

### Special Presentations/Reports

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#### **Item 7c. Transit Performance Report for 1<sup>st</sup> and 2<sup>nd</sup> Quarter Fiscal Year 2015**

**Staff** Eileen Bruggeman, Alternative Transportation Analyst II

#### **Recommendation**

Staff requests that the Transportation Commission accept the Transit Performance Report for the 1<sup>st</sup> and 2<sup>nd</sup> Quarters for Fiscal Year 2015 (FY15).

#### **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.

The service overall is holding steady and maintaining the exemplary levels achieved during the prior fiscal year. Please refer to Attachment 1 (Quarterly Performance Report FY15 1<sup>st</sup> and 2<sup>nd</sup> Quarter) and Attachment 2 (Quarterly Performance Report FY14 1<sup>st</sup> and 2<sup>nd</sup> Quarter) for comparison. To date FY15 is retaining a farebox recovery ratio in excess of 21%, exceeding the 15% performance standard. Operational expenses are very similar between the current and prior fiscal year. The amount of subsidy for all service trips is down slightly from last fiscal year, and ridership is 1.2% higher than it was this time last year. Passenger trips per vehicle revenue hour (VRH) hovers at the performance standard of eight (8) passengers per hour, while preventable accidents per service mile, all accidents per service mile, and miles between road calls all exceed their respective performance standards.

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, systemwide the fare recovery ratio for the year to date is 21.9%, which reflects an increase of 0.4% in comparison to the farebox recovery ratio a year ago.

The fare recovery ratio for Dial-A-Ride (DAR) services continues to rise, increasing from 7.3% in FY14 to 9.1% in FY15. DAR ridership increased approximately 1,200 trips during this time over the prior fiscal year (increasing from 14,078 to 15,288), a significant increase that directly affects the farebox recovery ratio.

The Commuter service farebox recovery ratio also rose, increasing from 76.5% in FY14 to 82.8% in FY15. The farebox recovery ratio for Local services decreased from 13.1% in FY14 to 12.2% in FY15.

**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.

The FY15 Quarterly Performance Report provides the average amount of subsidy per trip by type of service. An additional chart is included with this report (Attachment 3) to provide the amount of average subsidy on Local Fixed Route service on a per route basis.

Overall the average subsidy per trip is \$0.15 less than it was this same time last year. Every service mode reflects a decrease in their average subsidy per trip. The Dial-A-Ride (DAR) service experienced the most significant subsidy decreased of \$1.02 per trip, Commuter service decreased by \$0.43 per trip, and Local service decreased by \$0.07 per trip.

The Local Route average subsidy per trip is one method of assessing the health of each route (Attachment 3). Local route changes were implemented last month on January 26, 2015 to Routes C and G that include providing service to the Sierra College campus in Rocklin. The Sierra College evening shuttle was discontinued in December 2014 at the end of the fall semester (see far right column, 'SC' heading for shuttle information through the end of December). These changes were implemented to better meet passenger transportation needs. It is anticipated these changes will result in higher ridership and a lower average subsidy per trip on Local services.

Goal 2 - Service Effectiveness – Service effectiveness is rated by total ridership and the number of passengers trips provided for each vehicle revenue hour (PTVRH). The PTRVH measurement remained relatively consistent when compared with the previous fiscal year. Overall, to date Roseville Transit carried 7.9 passengers per revenue hour in FY15.

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) and number of road calls between miles for the 1<sup>st</sup> and 2<sup>nd</sup> quarters met and well exceeded the standards established for Roseville Transit.

Average on-time performance data for Commuter and Local services is lower than typical and the data is not considered accurate for this period. In addition to harsher winter weather and heavier traffic affecting the Commuter routes later in the day, the primary cause for the decrease in on time performance in Commuter and Local service is a technical conflict between GPS units upgraded by our vendor around June 2015 and our performance tracking software. After identification that there was inaccurate data being collected and trying for several months to isolate and correct the conflict, it was determined a different type of GPS unit needed to be installed to provide accurate data. Fleet Maintenance has nearly completed the transition of units, and accurate data will again be captured once all buses have received the replacement GPS units sometime in February 2015.

DAR on time performance is tracked based on actual time communication between Drivers and Dispatch, making the report of 98.5% average on-time performance for that service accurate. The number of passenger complaints received also meets the established standards for each service type. Overall, service quality remains good as measured against the established standards.

**Attachments:**

1. FY15 Performance Report 1<sup>st</sup> and 2<sup>nd</sup> Quarters
2. FY14 Performance Report 1<sup>st</sup> and 2<sup>nd</sup> Quarters
3. Local Service Average Subsidy by Route FY15

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
<b>Farebox Ratio for All Services</b>					
Total Expenses - All Services	\$1,322,614	\$1,212,856			\$2,535,470
Total Fares - All Services	\$284,458	\$271,552			\$556,010
<b>FY14/15 Combined Farebox Ratio for All Services</b>	<b>21.5%</b>	<b>22.4%</b>			<b>21.9%</b>
<b>FY13/14 Combined Farebox Ratio for All Services</b>	<b>22.3%</b>	<b>20.8%</b>			<b>21.5%</b>
<b>Percent Difference</b>	<b>-0.8%</b>	<b>1.6%</b>			<b>0.4%</b>

<b>Subsidy per Trip (All Services)</b>					
Total Expenses - All Services	\$1,322,614	\$1,212,856			\$2,535,470
Less Fares (All Services)	\$284,458	\$271,552			\$556,010
Divided by Ridership (All Services)	\$1,038,156	\$941,304			\$1,979,460
	103,479	97,419			200,898
<b>FY14/15 Total Subsidy for All Service Trips</b>	<b>\$10.03</b>	<b>\$9.66</b>			<b>\$9.85</b>
<b>FY13/14 Total Subsidy for All Service Trips</b>	<b>\$9.70</b>	<b>\$10.31</b>			<b>\$10.00</b>
<b>Subsidy Increase/Decrease from Previous Year</b>	<b>\$0.33</b>	<b>-\$0.65</b>			<b>-\$0.15</b>

<b>Total Ridership for All Services</b>					
	103,479	97,419			200,898
<b>FY14/15 Quarter</b>	<b>103,479</b>	<b>97,419</b>			<b>200,898</b>
<b>FY13/14 Quarter</b>	<b>100,531</b>	<b>98,031</b>			<b>198,562</b>
<b>Total Ridership Increase/Decrease</b>	<b>2.9%</b>	<b>-0.6%</b>			<b>1.2%</b>

<b>Passenger Trips per VRH (All Services) Standard 8/VRH</b>					
Total Ridership	103,479	97,419			200,898
Divided by Total Vehicle Revenue Hours (VRH)	12,753	12,659			25,412
<b>Total Passenger Trips per Vehicle Revenue Hour</b>	<b>8.1</b>	<b>7.7</b>			<b>7.9</b>

<b>Preventable Accident Standard &lt;1/50,000</b>					
Total Service Miles (All Services)	214,771	213,950			428,721
Divided by Total Preventable Accidents	0	2			2
<b>Total Service Miles per Preventable Accident</b>	<b>214,771</b>	<b>106,975</b>			<b>214,361</b>

<b>All Accidents Standard &lt; 1/25,000</b>					
Total Service Miles (All Services)	214,771	213,950			428,721
Divided by Total Accidents	4	2			6
<b>Total Service Miles per Accident</b>	<b>53,693</b>	<b>106,975</b>			<b>71,454</b>

<b>Maintenance Standard &gt; 1/10,000 miles between Road Calls</b>					
Total Service Miles (All Services)	214,771	213,950			428,721
Divided by All Road Calls	7	19			26
<b>Total Service Miles per Road Calls</b>	<b>30,682</b>	<b>11,261</b>			<b>16,489</b>

Report prepared based on data available as of the date presented to Transportation Commission.  
Minor modifications may occur as revised financial or ridership data becomes available.

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
<b>DAR Farebox &gt;15%</b>					
Total Expenses - All Services	\$1,322,614	\$1,212,856			\$2,535,470
Percentage of DAR Service Hours to Total Contract Service Hours	<b>23.05%</b>	<b>23.05%</b>			<b>23.05%</b>
Total Expenses - DAR Service	\$313,687	\$303,851			\$617,538
DAR Fare Revenue	\$28,560	\$27,664			\$56,224
	<b>9.1%</b>	<b>9.1%</b>			<b>9.1%</b>
<b>FY14/15 DAR Farebox Ratio</b>	<b>7.9%</b>	<b>6.8%</b>			<b>7.3%</b>
<b>FY13/14 DAR Farebox Ratio</b>					

<b>DAR Subsidy</b>					
Total Expenses - DAR Service	\$313,687	\$303,851			\$617,538
Less DAR Fare Revenue	\$28,560	\$27,664			\$56,224
Divided by DAR Ridership	\$285,127	\$276,187			\$561,314
	7,665	7,623			15,288
	<b>\$37.20</b>	<b>\$36.23</b>			<b>\$36.72</b>
<b>Subsidy per DAR Passenger</b>	<b>\$36.58</b>	<b>\$38.93</b>			<b>\$37.74</b>
<b>Last Year Quarter</b>					
<b>Subsidy Increase/Decrease from Previous Year</b>	<b>\$0.62</b>	<b>-\$2.70</b>			<b>-\$1.02</b>

<b>DAR Ridership</b>					
FY14/15 RIDERSHIP	7,665	7,623			15,288
FY13/14 RIDERSHIP	7,125	6,953			14,078
<b>Ridership % Increase/Decrease</b>	<b>7.6%</b>	<b>9.6%</b>			<b>8.6%</b>

<b>DAR Passenger Trips per VRH Standard &gt;3.0</b>					
DAR Ridership	7,665	7,665			15,330
Divided by DAR Vehicle Revenue Hours (VRH)	2,958	2,963			5,921
<b>DAR Passenger Trips per Vehicle Revenue Hour</b>	<b>2.6</b>	<b>2.6</b>			<b>2.6</b>
<b>Last Year Quarter</b>	<b>2.7</b>	<b>2.7</b>			<b>2.7</b>

<b>DAR Ridership per DAR Complaint Standard &lt;1/3000</b>					
DAR Ridership	7,665	7,623			15,288
Number of Complaints	6	3			9
Divided by Substantiated Complaints	1	1			2
<b>DAR Ridership per Substantiated Complaint</b>	<b>7,665</b>	<b>7,623</b>			<b>7,644</b>
<b>Last Year Quarter</b>	<b>7,125</b>	<b>6,953</b>			<b>14,078</b>

<b>DAR On Time Performance</b>					
1st Month of Quarter	98.3%	97.5%			97.9%
2nd Month of Quarter	99.0%	98.7%			98.8%
3rd Month of Quarter	98.7%	98.9%			98.8%
<b>Avg On-Time Performance (%)</b>	<b>98.7%</b>	<b>98.3%</b>			<b>98.5%</b>
<b>Last Year Quarter</b>	<b>98.8%</b>	<b>98.4%</b>			<b>98.6%</b>

Report prepared based on data available as of the date presented to Transportation Commission.  
Minor modifications may occur as revised financial or ridership data becomes available.

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
<b>Commuter Farebox Standard &gt;75%</b>					
Total Expenses - All Services	\$1,322,614	\$1,212,856			\$2,535,470
Percentage of Commuter Service Hours to Total Contract Service Hours	<b>14.83%</b>	<b>14.23%</b>			<b>14.53%</b>
Total Expenses - Commuter Service	\$204,251	\$173,576			\$377,827
Commuter Fare Revenue	\$160,117	\$152,643			\$312,760
<b>FY14/15 Farebox Ratio</b>	<b>78.4%</b>	<b>87.9%</b>			<b>82.8%</b>
<b>FY13/14 Farebox Ratio</b>	79.6%	73.2%			76.5%

<b>Commuter Subsidy Standard &lt;\$3.00 per trip</b>					
Total Expenses - Commuter Service	\$204,251	\$173,576			\$377,827
Less Commuter Fare Revenue	\$160,117	\$152,643			\$312,760
Total Subsidy	\$44,134	\$20,933			\$65,067
Divided by Commuter Ridership	34,323	31,523			65,846
<b>Subsidy per Commuter Trip</b>	<b>\$1.29</b>	<b>\$0.66</b>			<b>\$0.99</b>
<b>Last Year Quarter</b>	\$1.21	\$1.65			\$1.42

<b>Commuter Ridership Standard &gt; 2% Increase</b>					
Current Quarter	34,323	31,523			65,846
<b>Last Year Quarter</b>	33,399	31,193			64,592
<b>Ridership Increase/Decrease</b>	<b>2.8%</b>	<b>1.1%</b>			<b>1.9%</b>

<b>Commuter Passenger Trips per VRH Standard &gt; 8.0</b>					
Commuter Ridership	34,323	31,523			65,846
Divided by Commuter Vehicle Revenue Hours (VRH)	1,467	1,394			2,861
<b>Commuter Passenger Trips per Vehicle Revenue Hour</b>	<b>23.4</b>	<b>22.6</b>			<b>23.0</b>
<b>Last Year Quarter</b>	22.8	22.5			22.7

<b>Comm. Ridership per Comm. Complaint Standard &lt;1/5000</b>					
Commuter Ridership	34,323	31,523			65,846
Number of Complaints	8	9			17
Divided by Substantiated Complaints	2	6			8
<b>Commuter Ridership per Substantiated Complaint</b>	<b>17,162</b>	<b>5,254</b>			<b>8,231</b>
<b>Last Year Quarter</b>	11,133	6,239			8,074

<b>Commuter On Time Performance</b>					
1st Month of Quarter	89.0%	79.1%			84.1%
2nd Month of Quarter	81.8%	79.9%			80.9%
3rd Month of Quarter	77.1%	78.9%			78.0%
<b>Avg On-Time Performance (%)</b>	<b>82.7%</b>	<b>79.3%</b>			<b>81.0%</b>
<b>Last Year Quarter</b>	<b>100.0%</b>	<b>100.0%</b>			<b>100.0%</b>

Report prepared based on data available as of the date presented to Transportation Commission.  
Minor modifications may occur as revised financial or ridership data becomes available.

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
<b>Local Fixed Route Farebox Standard &gt;15%</b>					
Total Expenses - All Services	\$1,322,614	\$1,212,856			\$2,535,470
Percentage of FR Service Hours to Total Contract Service Hours	<b>62.11%</b>	<b>62.72%</b>			<b>62.4%</b>
Total Expenses - Fixed Route Services	\$804,676	\$735,429			\$1,540,105
Local Fixed Route Fare Revenue	\$95,768	\$91,383			\$187,152
<b>Fixed Route Farebox Ratio</b>	<b>11.9%</b>	<b>12.4%</b>			<b>12.2%</b>
<b>Last Year Quarter</b>	12.9%	13.3%			13.1%

<b>Local Fixed Route Subsidy Standard &lt;\$5.00 per trip</b>					
Total Expenses - Fixed Route Services	\$804,676	\$735,429			\$1,540,105
Less Local Fixed Route Fare Revenue	\$95,768	\$91,383			\$187,152
Total Subsidy	\$708,907	\$644,046			\$1,352,953
Divided by Fixed Route Ridership	61,491	58,282			119,773
<b>Subsidy per Fixed Route Trip</b>	<b>\$11.53</b>	<b>\$11.05</b>			<b>\$11.30</b>
<b>Last Year Quarter</b>	\$11.24	\$11.50			\$11.37

<b>Local Fixed Route Ridership Standard &gt; 2% Increase</b>					
Current Quarter	61,491	58,282			119,773
Last Year Quarter	60,007	59,885			119,892
<b>Ridership Increase/Decrease</b>	<b>2.5%</b>	<b>-2.7%</b>			<b>-0.1%</b>

<b>Local Fixed Route Passenger Trips Per VRH Standard &gt; 8.0</b>					
Local Fixed Route Ridership	61,491	58,282			119,773
Divided by FR Vehicle Revenue Hours (VRH)	8,328	8,302			16,630
<b>FR Passenger Trips per Vehicle Revenue Hour</b>	<b>7.4</b>	<b>7.0</b>			<b>7.2</b>
<b>Last Year Quarter</b>	7.3	7.3			7.3

<b>Local FR Ridership per FR Complaint Standard &lt;1/5000</b>					
Local Fixed Route Ridership	61,491	58,282			119,773
Number of Complaints	6	6			12
Divided by Substantiated Complaints	0	4			4
<b>Fixed Route Ridership per Substantiated Complaint</b>	<b>61,491</b>	<b>14,571</b>			<b>29,943</b>
<b>Last Year Quarter</b>	10,001	59,885			19,982

<b>Local Fixed Route On Time Performance</b>					
1st Month of Quarter	82.6%	85.0%			83.8%
2nd Month of Quarter	81.7%	85.4%			83.5%
3rd Month of Quarter	77.7%	85.2%			81.4%
<b>Avg On-Time Performance (%)</b>	<b>80.7%</b>	<b>85.2%</b>			<b>82.9%</b>
<b>Last Year Quarter</b>	<b>96.3%</b>	<b>91.3%</b>			<b>93.8%</b>

Report prepared based on data available as of the date presented to Transportation Commission.  
Minor modifications may occur as revised financial or ridership data becomes available.

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
<b>Farebox Ratio for All Services</b>					
Total Expenses - All Services	\$1,255,159	\$1,276,333			\$2,531,492
Total Fares - All Services	\$279,975	\$265,462			\$545,436
	<b>22.3%</b>	<b>20.8%</b>			<b>21.5%</b>
<b>Combined Farebox Ratio for All Services</b>					
Previous FY Combined Farebox Ratio for All Services	<b>19.4%</b>	<b>19.0%</b>			<b>19.2%</b>
Percent Difference	<b>2.9%</b>	<b>1.8%</b>			<b>2.3%</b>

<b>Subsidy per Trip (All Services)</b>					
Total Expenses - All Services	\$1,255,159	\$1,276,333			\$2,531,492
Less Fares (All Services)	\$279,975	\$265,462			\$545,436
Total Subsidy	\$975,184	\$1,010,871			\$1,986,055
Divided by Ridership (All Services)	100,531	98,031			198,562
	<b>\$9.70</b>	<b>\$10.31</b>			<b>\$10.00</b>
<b>Total Subsidy for All Service Trips</b>					
Previous FY Subsidy for All Service Trips	<b>\$10.71</b>	<b>\$10.95</b>			<b>\$10.83</b>
Subsidy Increase/Decrease from Previous Year	<b>-\$1.01</b>	<b>-\$0.64</b>			<b>-\$0.83</b>

<b>Total Ridership for All Services</b>					
Current Quarter	100,531	98,031			198,562
Last Year Quarter	89,924	91,504			181,428
	<b>11.8%</b>	<b>7.1%</b>			<b>9.4%</b>
<b>Total Ridership Increase/Decrease</b>					

<b>Passenger Trips per VRH (All Services) Standard 8/VRH</b>					
Total Ridership	100,531	98,031			198,562
Divided by Total Vehicle Revenue Hours (VRH)	12,397	12,305			24,702
	<b>8.1</b>	<b>8.0</b>			<b>8.0</b>
<b>Total Passenger Trips per Vehicle Revenue Hour</b>					

<b>Preventable Accident Standard &lt;1/50,000</b>					
Total Service Miles (All Services)	203,518	210,502			414,020
Divided by Total Preventable Accidents	3	5			8
	<b>67,839</b>	<b>42,100</b>			<b>51,753</b>
<b>Total Service Miles per Preventable Accident</b>					

<b>All Accidents Standard &lt; 1/25,000</b>					
Total Service Miles (All Services)	203,518	210,502			414,020
Divided by Total Accidents	4	8			12
	<b>50,880</b>	<b>26,313</b>			<b>34,502</b>
<b>Total Service Miles per Accident</b>					

<b>Maintenance Standard &gt; 1/10,000 miles between Road Calls</b>					
Total Service Miles (All Services)	203,518	210,502			414,020
Divided by All Road Calls	25	14			39
	<b>8,141</b>	<b>15,036</b>			<b>10,616</b>
<b>Total Service Miles per Road Calls</b>					

	1st Quarter	2nd Quarter	Year To Date
<b>DAR Farebox &gt;15%</b>			
Total Expenses - All Services	\$1,255,159	\$1,276,333	\$2,531,492
Percentage of DAR Service Hours to Total Contract Service Hours	<b>23.05%</b>	<b>23.05%</b>	<b>11.53%</b>
Total Expenses - DAR Service	\$282,878	\$290,398	\$573,276
DAR Fare Revenue	\$22,270	\$19,735	\$42,005
<b>DAR Farebox Ratio</b>	<b>7.9%</b>	<b>6.8%</b>	<b>7.3%</b>
<b>Last Year Quarter</b>	<b>8.7%</b>	<b>6.7%</b>	<b>7.7%</b>
<b>DAR Subsidy</b>			
Total Expenses - DAR Service	\$282,878	\$290,398	\$573,276
Less DAR Fare Revenue	\$22,270	\$19,735	\$42,005
Total Subsidy	\$260,609	\$270,663	\$531,271
Divided by DAR Ridership	7,125	6,953	14,078
<b>Subsidy per DAR Passenger</b>	<b>\$36.58</b>	<b>\$38.93</b>	<b>\$37.74</b>
<b>Last Year Quarter</b>	<b>\$36.27</b>	<b>\$39.10</b>	<b>\$37.69</b>
<b>Subsidy Increase/Decrease from Previous Year</b>	<b>\$0.31</b>	<b>-\$0.17</b>	<b>\$0.05</b>
<b>DAR Ridership</b>			
Current Quarter	7,125	6,953	14,078
<b>Last Year Quarter</b>	<b>6,647</b>	<b>6,349</b>	<b>12,996</b>
<b>Ridership % Increase/Decrease</b>	<b>7.2%</b>	<b>9.5%</b>	<b>8.3%</b>
<b>DAR Passenger Trips per VRH Standard &gt;3.0</b>			
DAR Ridership	7,125	7,125	14,250
Divided by DAR Vehicle Revenue Hours (VRH)	2,672	2,669	5,341
<b>DAR Passenger Trips per Vehicle Revenue Hour</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>
<b>Last Year Quarter</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>
<b>DAR Ridership per DAR Complaint Standard &lt;1/3000</b>			
DAR Ridership	7,125	6,953	14,078
Number of Complaints	1	1	2
Divided by Substantiated Complaints	1	0	1
<b>DAR Ridership per Substantiated Complaint</b>	<b>7,125</b>	<b>6,853</b>	<b>14,078</b>
<b>Last Year Quarter</b>	<b>3,324</b>	<b>3,436</b>	<b>3,380</b>
<b>DAR On Time Performance</b>			
1st Month of Quarter	99.5%	98.9%	99.2%
2nd Month of Quarter	98.9%	98.4%	98.7%
3rd Month of Quarter	97.9%	98.0%	97.9%
<b>Avg On-Time Performance (%)</b>	<b>98.8%</b>	<b>98.4%</b>	<b>98.6%</b>
<b>Last Year Quarter</b>	<b>97.9%</b>	<b>98.4%</b>	<b>98.2%</b>

	1st Quarter	2nd Quarter	Year To Date
<b>Commuter Farebox Standard &gt;75%</b>			
Total Expenses - All Services	\$1,255,159	\$1,276,333	\$2,531,492
Percentage of Commuter Service Hours to Total Contract Service Hours	<b>14.83%</b>	<b>14.23%</b>	<b>7.27%</b>
Total Expenses - Commuter Service	\$198,303	\$191,880	\$390,182
Commuter Fare Revenue	\$157,864	\$140,442	\$298,306
<b>Commuter Farebox Ratio</b>	<b>79.6%</b>	<b>73.2%</b>	<b>76.5%</b>
<b>Last Year Quarter</b>	<b>66.3%</b>	<b>69.6%</b>	<b>68.0%</b>
<b>Commuter Subsidy Standard &lt;\$3.00 per trip</b>			
Total Cost - Commuter Service	\$198,303	\$191,880	\$390,182
Less Commuter Fare Revenue	\$157,864	\$140,442	\$298,306
Divided by Commuter Ridership	\$40,439	\$51,438	\$91,877
	33,399	31,193	64,592
<b>Subsidy per Commuter Trip</b>	<b>\$1.21</b>	<b>\$1.65</b>	<b>\$1.42</b>
<b>Last Year Quarter</b>	<b>\$2.26</b>	<b>\$1.90</b>	<b>\$2.08</b>
<b>Subsidy Increase/Decrease from Previous Year</b>	<b>-\$1.05</b>	<b>-\$0.25</b>	<b>-\$0.66</b>
<b>Commuter Ridership Standard &gt; 2% Increase</b>			
Current Quarter	33,399	31,193	64,592
<b>Last Year Quarter</b>	<b>31,350</b>	<b>31,733</b>	<b>63,083</b>
<b>Ridership Increase/Decrease</b>	<b>6.5%</b>	<b>-1.7%</b>	<b>2.4%</b>
<b>Commuter Passenger Trips per VRH Standard &gt; 8.0</b>			
Commuter Ridership	33,399	31,193	64,592
Divided by Commuter Vehicle Revenue Hours (VRH)	1,462	1,388	2,850
<b>Commuter Passenger Trips per Vehicle Revenue Hour</b>	<b>22.8</b>	<b>22.5</b>	<b>22.7</b>
<b>Last Year Quarter</b>	<b>21.7</b>	<b>22.7</b>	<b>22.2</b>
<b>Comm. Ridership per Comm. Complaint Standard &lt;1/5000</b>			
Commuter Ridership	33,399	31,193	64,592
Number of Complaints	7	9	16
Divided by Substantiated Complaints	3	5	8
<b>Commuter Ridership per Substantiated Complaint</b>	<b>11,133</b>	<b>6,239</b>	<b>8,074</b>
<b>Last Year Quarter</b>	<b>6,270</b>	<b>4,533</b>	<b>5,402</b>
<b>Commuter On Time Performance</b>			
1st Month of Quarter	99.4%	95.9%	97.6%
2nd Month of Quarter	98.4%	94.1%	96.3%
3rd Month of Quarter	97.4%	96.0%	96.7%
<b>Avg On-Time Performance (%)</b>	<b>98.4%</b>	<b>95.3%</b>	<b>96.9%</b>
<b>Last Year Quarter</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

	1st Quarter	2nd Quarter	Year To Date
<b>Fixed Route Farebox Standard &gt;15%</b>			
Total Expenses - All Services	\$1,255,159	\$1,276,333	\$2,531,492
Percentage of FR Service Hours to Total Contract Service Hours	<b>62.11%</b>	<b>62.72%</b>	<b>62.4%</b>
Total Expenses - Fixed Route Services	\$773,978	\$794,055	\$1,568,033
Fixed Route Fare Revenue	\$99,697	\$105,314	\$205,012
<b>Fixed Route Farebox Ratio</b>	<b>12.9%</b>	<b>13.3%</b>	<b>13.1%</b>
<b>Last Year Quarter</b>	<b>9.7%</b>	<b>10.2%</b>	<b>10.0%</b>

<b>Fixed Route Subsidy Standard &lt;\$5.00 per trip</b>			
Total Expenses - Fixed Route Services	\$773,978	\$794,055	\$1,568,033
Less Fixed Route Fare Revenue	\$99,697	\$105,314	\$205,012
Total Subsidy	\$674,281	\$688,740	\$1,363,022
Divided by Fixed Route Ridership	60,007	59,885	119,892
<b>Subsidy per Fixed Route Trip</b>	<b>\$11.24</b>	<b>\$11.50</b>	<b>\$11.37</b>
<b>Last Year Quarter</b>	<b>\$12.55</b>	<b>\$12.98</b>	<b>\$12.77</b>
<b>Subsidy Increase/Decrease from Previous Year</b>	<b>-\$1.31</b>	<b>-\$1.48</b>	<b>-\$1.40</b>

<b>Fixed Route Ridership Standard &gt; 2% Increase</b>			
Current Quarter	60,007	59,885	119,892
<b>Last Year Quarter</b>	<b>51,927</b>	<b>53,422</b>	<b>105,349</b>
<b>Ridership Increase/Decrease</b>	<b>15.6%</b>	<b>12.1%</b>	<b>13.8%</b>

<b>Fixed Route Passenger Trips Per VRH Standard &gt; 8.0</b>			
Fixed Route Ridership	60,007	59,885	119,892
Divided by FR Vehicle Revenue Hours (VRH)	8,263	8,248	16,511
<b>FR Passenger Trips per Vehicle Revenue Hour</b>	<b>7.3</b>	<b>7.3</b>	<b>7.3</b>
<b>Last Year Quarter</b>	<b>7.2</b>	<b>6.6</b>	<b>6.9</b>

<b>FR Ridership per FR Complaint Standard &lt;1/5000</b>			
Fixed Route Ridership	60,007	59,885	119,892
Number of Complaints	11	4	15
Divided by Substantiated Complaints	6	0	6
<b>Fixed Route Ridership per Substantiated Complaint</b>	<b>10,001</b>	<b>59,885</b>	<b>19,982</b>
<b>Last Year Quarter</b>	<b>51,927</b>	<b>17,807</b>	<b>34,867</b>

<b>Fixed Route On Time Performance</b>			
1st Month of Quarter	98.6%	92.1%	95.4%
2nd Month of Quarter	94.9%	92.4%	93.7%
3rd Month of Quarter	95.4%	89.4%	92.4%
<b>Avg On-Time Performance (%)</b>	<b>96.3%</b>	<b>91.3%</b>	<b>93.8%</b>
<b>Last Year Quarter</b>	<b>98.4%</b>	<b>98.5%</b>	<b>98.5%</b>

**Roehville Transit Local Service Average Subsidy by Route FY15**  
(July 2014 - December 2015)

<b>14/15</b>	<b>A1</b>	<b>A2</b>	<b>B1</b>	<b>B2</b>	<b>C</b>	<b>D</b>	<b>G</b>	<b>I</b>	<b>L</b>	<b>M</b>	<b>R AM</b>	<b>R PM</b>	<b>S*</b>	<b>SC**</b>
AVG # PASS/DAY	143.5	74.1	81.9	133.7	15.3	32.0	19.5	32.4	57.5	128.6	22.2	22.3	15.6	0.4
AVG FARE/PASS	\$ 1.62	\$ 1.62	\$ 1.62	\$ 1.62	\$ 1.62	\$ 1.62	\$ 1.62	\$ 1.62	\$ 1.62	\$ 1.62	\$1.62	\$1.62	\$ 1.62	\$ 1.62
AVG COST/ROUTE	\$1,547	\$1,156	\$1,165	\$1,447	\$ 554	\$ 578	\$ 554	\$ 578	\$1,190	\$1,493	\$ 122	\$ 122	\$ 563	\$ 126
<b>AVG SUBSIDY/TRIP</b>	<b>\$ 9.16</b>	<b>\$13.98</b>	<b>\$12.61</b>	<b>\$ 9.21</b>	<b>\$34.68</b>	<b>\$16.43</b>	<b>\$26.83</b>	<b>\$16.22</b>	<b>\$19.07</b>	<b>\$ 9.99</b>	<b>\$3.90</b>	<b>\$3.87</b>	<b>\$34.38</b>	<b>\$ 308.91</b>

*\*\*Route S is self-funded through Placer County annual payment*

*\*\*Sierra College evening shuttle service was eliminated Dec. 2014 at the end of fall semester*

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# Transportation Commission Meeting

## February 17, 2015 – 7:00 p.m.

### Reports and Updates

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#### **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.

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#### **2015 CalAct Bus Rodeo**

Hosted by Roseville Transit, the 2015 CalACT/RTAP Rodeo will test behind-the-wheel skills of bus drivers with serpentine, diminishing clearance, securement, and other tests over the course of the weekend of March 14 and 15. Top drivers will be awarded prizes to recognize their efforts and skills, and the top scoring team will receive a scholarship from CaAct to compete at the National Bus Rodeo in Tampa, FL May 30-31, 2015. A flier for the event is attached and members of the Transportation Commission are welcome to attend to observe the event. (See Attachment 1)

#### **Transit Service Changes**

New services went into effect on January 26, 2015. Routes C and G were modified to travel to Sierra College in Rocklin on an hourly basis, extra commuter service was added in the morning and evening to handle peak ridership periods, elimination of the Sierra College Evening Shuttle, and minor schedule adjustments were implemented to improve services. See attachments for copies of the Bus Services Guides.

#### **Bus Procurement**

Roseville Transit recently participated in a Request for Proposals (RFP) for the purchase of several replacement buses for our fleet; the RFP was developed and awarded by Placer County for Placer County Transit. As a participating agency in the RFP, Roseville Transit will use the bid award to purchase four (4) replacement buses for our local fixed route services with new 35-foot, low-floor buses. Staff plans to bring the purchase agreement to the City Council in FY2015.

#### **Connect Card Update**

Recent regional meetings with agencies participating in the Connect Card fare system indicate that it could be ready for roll out to the public in Summer 2015. Participating agencies want to ensure that the corporate accounts access and fare reconciliation features are part of the final testing before it is advertised and made available to the public. Both SACOG and Sacramento Regional Transit are working closely with other operators to ensure all features are fully operational before the fare system is brought to the public. Another issue is beginning to present itself to fund the operation of the Connect Card once started—initially it was hoped that funds would be in place to operate the system for a period of 18-months, but these funds have been expended on other items as the project has progressed and now local agencies will need to commit or pursue other funds to continue to operate the system once started. For Roseville Transit staff does not anticipate this as an funding issue, however, it may for other operators. In any event, SACOG will continue working with all operators to resolve these issues as the project progresses.

## **Call Center Report**

Attached (Attachment 2) is a current report of phone calls received for the South Placer Transit Information Center (a.k.a., The Call Center).

## **CalACT Board Election Results**

The Alternative Transportation Manager, Michael Wixon, was recently elected to the California Association for Coordinated Transportation (CalAct) for a two-year term as a result of a recent statewide election of its members. CalACT is the largest state transit association in the United States, with over 300 members dedicated to promoting professional excellence, stimulating ideas and advocating for effective community transportation. For more information about CalAct, please refer to the following website link: <http://www.calact.org/home>

## **Bucks for Bikes**

The City of Roseville and the Placer county Transportation Planning Agency are offering subsidies of up to \$200, toward the cost of a new commuter bike and eligible accessories through the Bucks for Bikes program. The goal is to encourage commuters to use an active, clean, traffic-relieving mode of travel – bicycling!

The program kicked off on January 21st and applications will be accepted from those who work or attend school in Placer County through 5 p.m. on March 9th.

Applicants must be at least 18 years old, provide a quote from a bike shop located in Placer County, attend a free one-hour cycling clinic, and be willing to log cycling miles during the upcoming regional May is Bike Month campaign. Funding is limited and not everyone who applies or is eligible will be awarded a subsidy. Applications can be downloaded from the City's website.

## **Smart Cycling Clinics**

In conjunction with the Bucks for Bikes program and in preparation for May is Bike Month the staff hosts a minimum of four FREE bicycle clinics open to the public. Staff also hosts clinics at employment sites for their employees.

There are two types of clinics provided:

1. **Smart Cycling: (1 hour):** Instruction on skills to bicycle safely and predictably, rules of the road and lane positioning, bicycle selection and fit, helmets, equipment you need and optional equipment you'll like, clothing, and safety gear, five things to check every time before you ride, planning a route, taking your bike on transit, parking and bike security.  
Friday, February 20: 11:30-12:30 for employees at Highland Pointe  
Tuesday, April 14: noon – 1pm at City of Roseville Civic Center – mtg rooms 1 & 2 – (Public)  
Wednesday, April 22: 6 – 7:00 pm at Placer County Transportation Planning Agency – (Public)
2. **Basic Bicycle Maintenance (1 hour):** Timely bicycle maintenance can prevent a serious crash as well as inconvenience that can ruin a ride. The clinic covers tools to have with you, fixing a flat tire, basic brake adjustments, basic derailleur adjustments (shifting), and caring for your drive train (chain, cassette, chain ring)  
Wednesday, April 8: 6 – 7:00 pm at A-Town Bikes in Auburn – (Public)  
Wednesday, April 29: 6 – 7:00 pm at Roseville Cyclery – (Public)

## **Marketing & Communication Update**

### *Bus Service Changes*

Communication to passengers and the public about Roseville Transit's service updates is ongoing and includes website, e-mail, social media, direct mail, advertising, and in-person events. Outreach to Sierra College students has involved Transit Ambassadors on campus, and efforts are continuing with the college staff and students to market the new routes from Roseville to the Rocklin campus to prospective riders.

### *Other events and promotions:*

- *Rosa Parks Day*  
Roseville Transit honored civil rights icon Rosa Parks on December 1 by taking part in the National Transit Tribute to Rosa Parks Day by reserving a front bus seat in her honor, and proclaiming the day on transit readerboards as buses drove around town. The tribute marks the anniversary of Parks' refusal to give up her seat on a Montgomery, Alabama bus.
- *Downtown Holiday Parade*  
Roseville Transit participated in the annual Holiday Parade in downtown Roseville.
- *Stop & Shop*  
During the holiday shopping season, Roseville Transit promoted our ongoing offer of a free Local bus trip with the purchase of \$10 or more at the Roseville Galleria. This effort encourages the public to choose public transportation when traveling to the Galleria mall when car volume on the roadways is highest.

## **Transit Ambassador Program**

Volunteers in the Transit Ambassador Program contributed over 325 hours during the 1<sup>st</sup> and 2<sup>nd</sup> quarters of FY14-15 helping people learn about public transportation in South Placer County. Transit Ambassadors prepared customized "trip plans" on request, traveled one-on-one with passengers who needed personal guidance getting comfortable with bus travel, and assisted staff at the following community events or outreaches:

- Sierra College – Fall Orientation for International Students, August 14
- Oakmont High School – Presentation to Independent Living Skills Classes – August 18
- Sierra College – General Outreach – August 25, 26 and September 3
- Oakmont High School – Independent Living Skills Class – November 4
- Sun City Roseville – General Outreach – November 6

## **Legislative Update**

An update will be presented by staff at the meeting.

### **Attachments:**

1. CalAct/RTAP Bus Roadeo Flier
2. Call Center Call Activity Report

# 2015 CalACT/RTAP SPRING ROADEO

## March 14-15th, 2015

**Hosted by City of Roseville**



**City of Roseville**  
**2075 Hilltop Circle**  
**Roseville, CA 95747**

### ROADEO PRIZES

- First Place Driver:** \$125 + Trophy + RTAP Scholarship to attend the National Roadeo in Tampa, FL
- Second Place Driver:** \$100
- Third Place Driver:** \$75
- Fourth Place Driver:** \$50
- Fifth Place Driver:** \$25
- First Place Team:** \$100 + Trophy for the Team Agency
- Top Five Teams will also receive Trophies**

**Host Hotel**  
Hyatt Place

220 Conference Center Drive, Roseville, CA, 95678; Tel: 760-948-8982

The room Rate is \$105.00 per night for a king and \$115 for a double; includes breakfast, parking, and wifi

Must ask for the CalACT Roadeo Room Block and rooms must be reserved by March 2nd, 2015

**This year we will have a cutaway and minivan division at the Roadeo.**

**Registration information also available at CalACT**

