



**Transportation Commission Meeting
Council Chambers
311 Vernon Street
February 16, 2016 – 7:00 p.m.
Agenda**

1. Call to Order

2. Welcome – Roll Call

- Tracy Mendonsa, *Chair*
- David Nelson
- Richard DeMarchi
- Joe Horton
- Chinnaian Jawahar
- Ryan Schrader
- Jeff Short
- Emily Nunez, *Youth Commissioner*

3. Pledge of Allegiance

4. Meeting Minutes

- a. January 19, 2016 – *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. None

7. Special Presentations/Reports

- a. SR 65/Galleria Boulevard Northbound Ramps and I-80 Auxiliary Lanes Presentation – Luke McNeel-Caird, Placer County Transportation Planning Agency (PCTPA)
- b. Transportation Systems Management (TSM) Ordinance Amendment – *Action required*

8. Staff and/or Commission Reports/Comments

- a. Appointment of 2016 Chair and Vice-Chair to the Transportation Commission – *Action required* (continued from January 19th meeting)
- b. Roseville Transit Local Services Changes – *Action required*
- c. 2nd Quarter FY16 Transit Performance Report – *Action required (continue to March 15th meeting)*
- d. 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 Regular Meeting January 19, 2016 – 7:00 p.m. Draft Minutes

1. Call to Order

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

2. Roll Call

Commissioners Present

Tracy Mendonsa – *Chair*

Vacant -*Vice - Chair*

Vacant

Joe Horton

Chinnaian Jawahar

Ryan Schrader

Jeff Short

Emily Nunez, *Youth Commissioner*

Staff Present

Mike Wixon, Alternative Transportation Manager

Eileen Bruggeman, Alternative Transportation Analyst II

Michael Christensen, Deputy City Attorney

Helen Dyda, Marketing & Communication Analyst II

Debbie Dion, Recording Secretary

3. Pledge of Allegiance

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

4. Meeting Minutes

a. October 20, 2015 – *Action Required*

MOTION:

Commissioner Schrader made the motion, which was seconded by Commissioner Jawahar to approve the meeting minutes of October 20, 2015.

Ayes: Mendonsa, Jawahar, Schrader, Short

Noes: None

Abstain: Horton, Nunez

Absent: None

5. Oral Communications

Commissioner Mendonsa opened the Public Comment period.

There were no public comments.

Commissioner Mendonsa closed the Public Comment period.

6. Consent Calendar

None

7. Special Presentation/Reports

None

8. Staff and/or Commission Reports/Comments

a. Appointment of 2016 Chair and Vice-Chair to the Transportation Commission – Tabled to February 16, 2016 regular meeting

d. Overview and Schedule for Proposed Route Changes to Local Service – Routes D, I, and M – Staff requested that this item be taken out of order and heard here.

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

Commissioner Mendonsa opened the public comment period.

Mike Barnbaum, Ride Downtown 916 Organization, addressed the Commission and thanked staff for the Public Workshop held earlier tonight on proposed Local Route changes. Mr. Barnbaum made suggestions for route changes.

Commissioner Mendonsa closed the public comment period.

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

b. Alternative Transportation Division – Transit Annual Report Fiscal Year 2014/2015

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

Commissioners and staff discussed.

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

c. Transit Performance Report for 1st Quarter Fiscal Year 2016

Mike Wixon, Alternative Transportation Manager, made the presentation.

Commissioner Mendonsa opened the public comment period.

Mike Barnbaum, Ride Downtown 916 Organization, addressed the Commission on raising transit awareness and ridership. Staff responded that Mr. Barnbaum was welcome to submit any suggestions to the Alternative Transportation Division.

Commissioner Mendonsa closed the public comment period.

Commissioners and staff discussed.

Motion by Jawahar, seconded by Short, to accept the Transit Performance Report for the 1st Quarter of Fiscal Year 2016 (FY16).

Vote: All ayes

d. Overview and Schedule for Proposed Route Changes to Local Service – Routes D, I, and M – *Heard after Item 8A.*

e. Alternative Transportation Division Update – *continued from October 20, 2015 meeting – heard simultaneously with Item 8f.*

1. TSM Quarterly Training
2. Safe Routes to School
3. Bikefest
4. Grants Update
5. Sierra Gardens Transfer Point
6. Transit Survey

Mike Wixon, Alternative Transportation Manager, made the presentation on both items: Item 8e and 8f.

Staff provided these items as informational only. No action required on either Item 8e or 8f.

f. Alternative Transportation Division Update – *January 2016 report – heard simultaneously with Item 8e.*

1. Helmet fitting
2. Stuff-A-Bus
3. Holiday Parade
4. Text & E-mail Alerts
5. Legislative Update
6. 2015 Roseville Transit Local Passenger Survey

9. Pending Agenda

None

10. Adjournment

MOTION

Commissioner Short made the motion, which was seconded by Commissioner Jawahar, to adjourn the meeting.

Vote: All ayes

The meeting was adjourned at 7:47 p.m.

Tracy Mendonsa, Chair

Debbie Dion, Recording Secretary

Item 7A. SR 65/Galleria Boulevard Northbound Ramps and I-80 Auxiliary Lanes Presentation

Staff Mike Wixon, Alternative Transportation Manager

Recommendation

This item is intended as informational and for discussion only, no action is required of the Transportation Commission.

Background

The Placer County Transportation Planning Agency (PCTPA) is our Regional Transportation Planning Agency of which Roseville is a member. The PCTPA performs many functions, one of which is the oversight of planning, environmental documentation, design, permitting, and construction of regional transportation improvements on Federal and State highways in Placer County. Recent examples of PCTPA projects are the I-80 Bottleneck project completed in 2011, and the Lincoln Bypass completed in 2014.

Discussion

The PCTPA is currently in the process of completing preliminary design and environmental studies for the following projects:

- SR 65/Galleria Boulevard Northbound Ramps
- I-80 Auxiliary Lanes Project

At least a portion of the two projects is located within the Roseville city limits. The SR 65/Galleria Boulevard Northbound Ramps improvements are planned to be constructed along with the first phase of the I-80/SR 65 interchange (www.8065interchange.org), while the I-80 Auxiliary Lanes Project includes two locations:

- I-80 Eastbound between SR 65 and Rocklin Road
- I-80 Westbound between Douglas Boulevard and Riverside Avenue

PCTPA staff will be present at the Roseville Transportation Commission meeting to provide a presentation on status of the two projects listed above, including project schedule and funding, and to answer any ensuing questions.

Attachment:

1. PowerPoint presentation

ATTACHMENT 1

Keep Placer Moving

**Roseville Transportation
Commission**

February 16, 2016



**PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY**



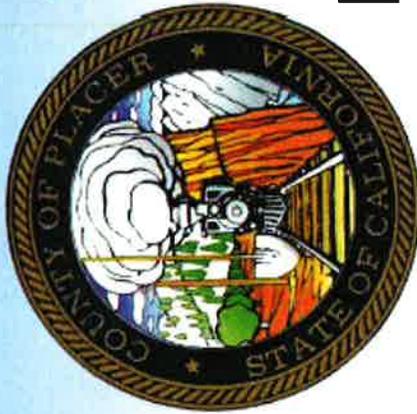
Project Partners



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY



Caltrans



CITY OF
ROSEVILLE
CALIFORNIA



SOUTH PLACER
REGIONAL
TRANSPORTATION
AUTHORITY

JPA



ROCKLIN
CALIFORNIA

HIGHWAY 65

Current Projects



STANFORD RANCH ROAD/GALLERIA BOULEVARD/SR 65 NORTHBOUND RAMPS

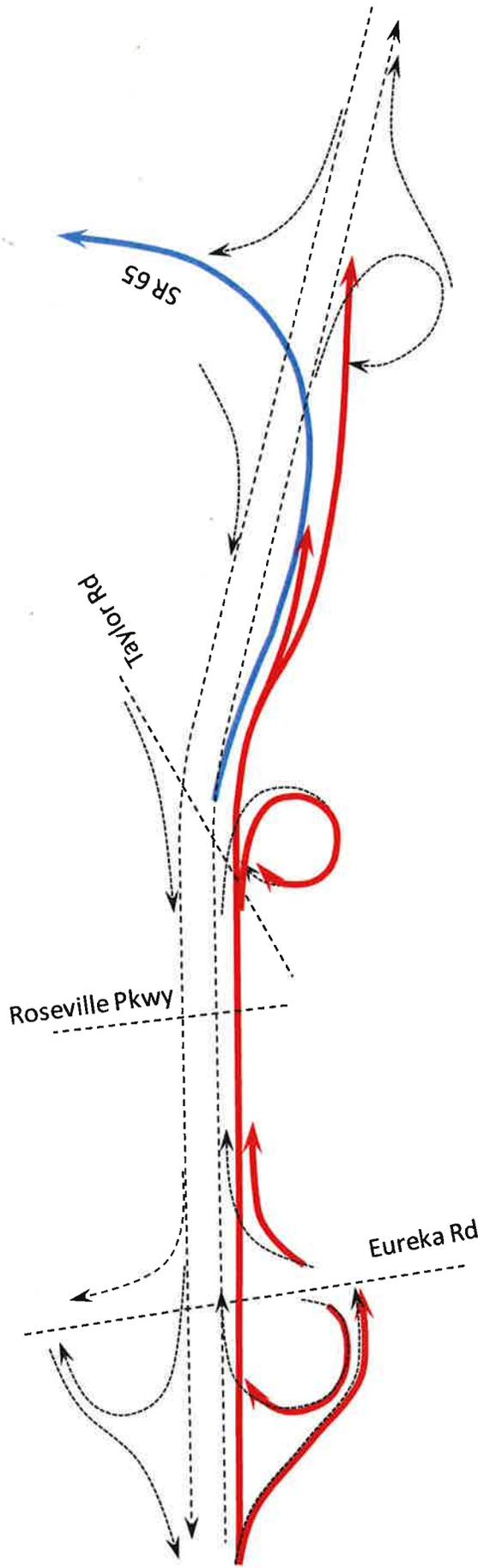
I-80/SR 65 Interchange Improvements

Alternative 2 – Collector-Distributor System Ramps



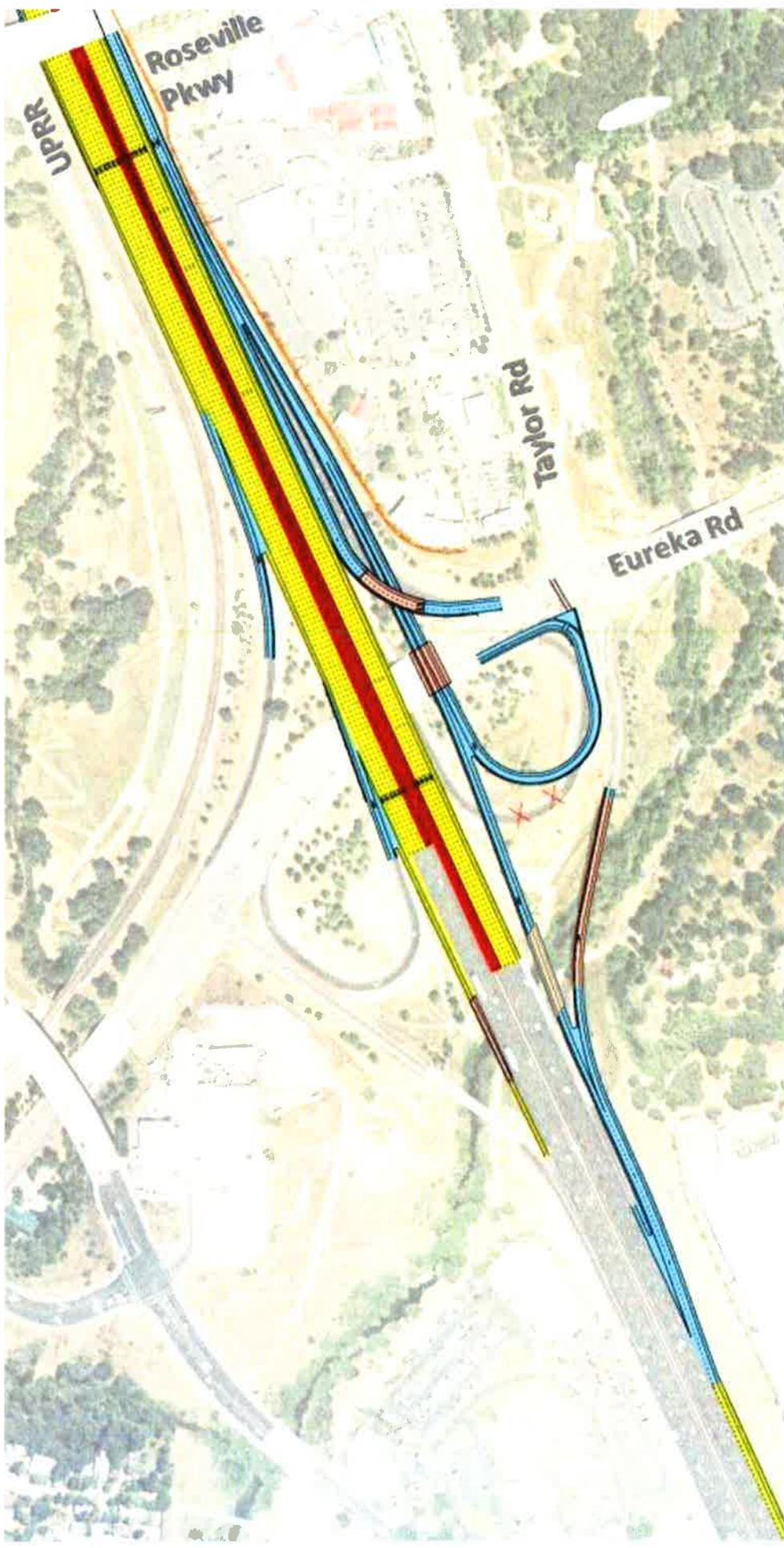
Alternative 2 – Collector-Distributor System Ramps

I-80, Eureka Rd to SR 65



STANFORD RANCH ROAD/GALLERIA BOULEVARD/SR 65 NORTHBOUND RAMP

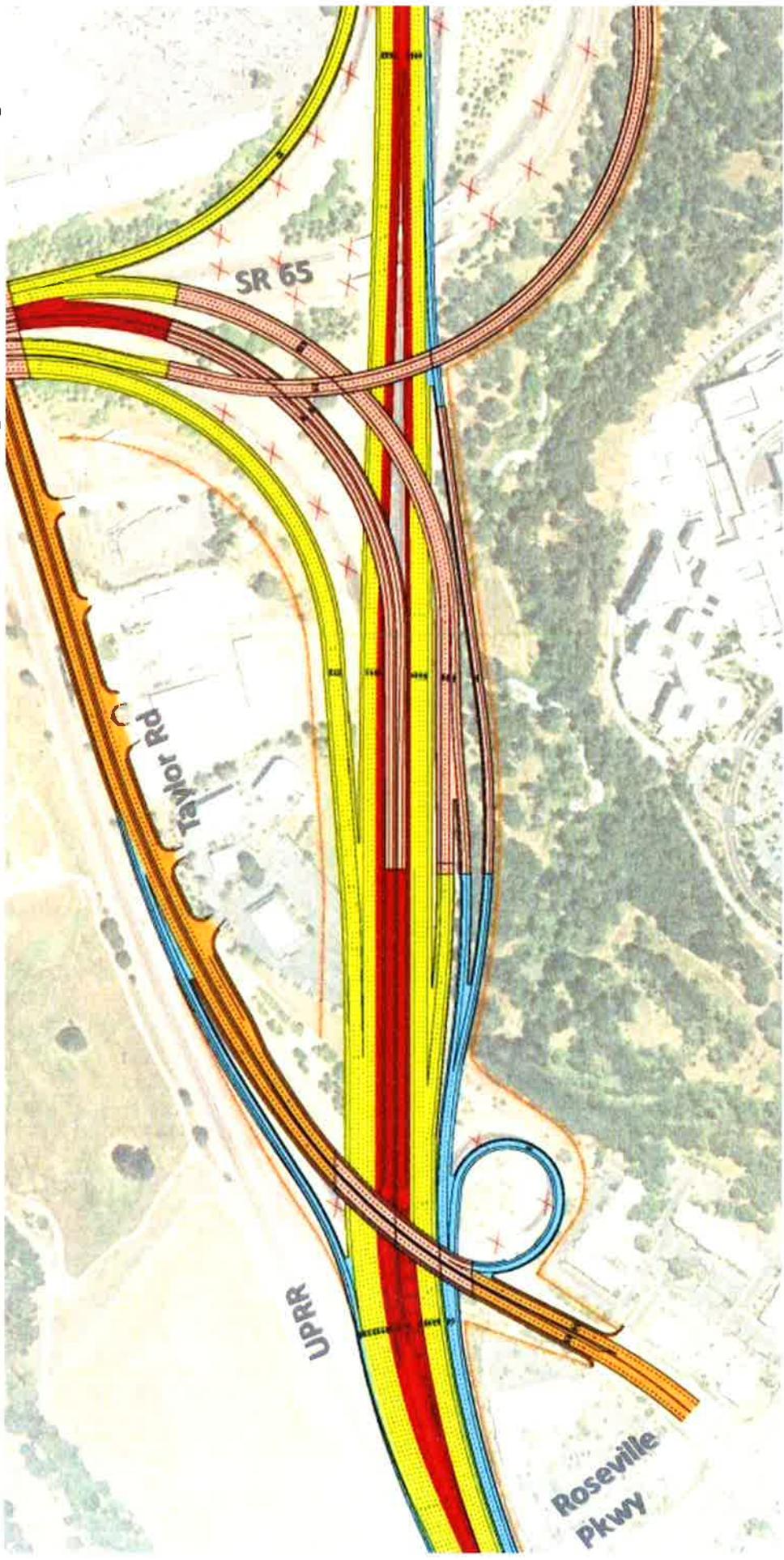
Alternative 2 – Collector-Distributor System Ramps



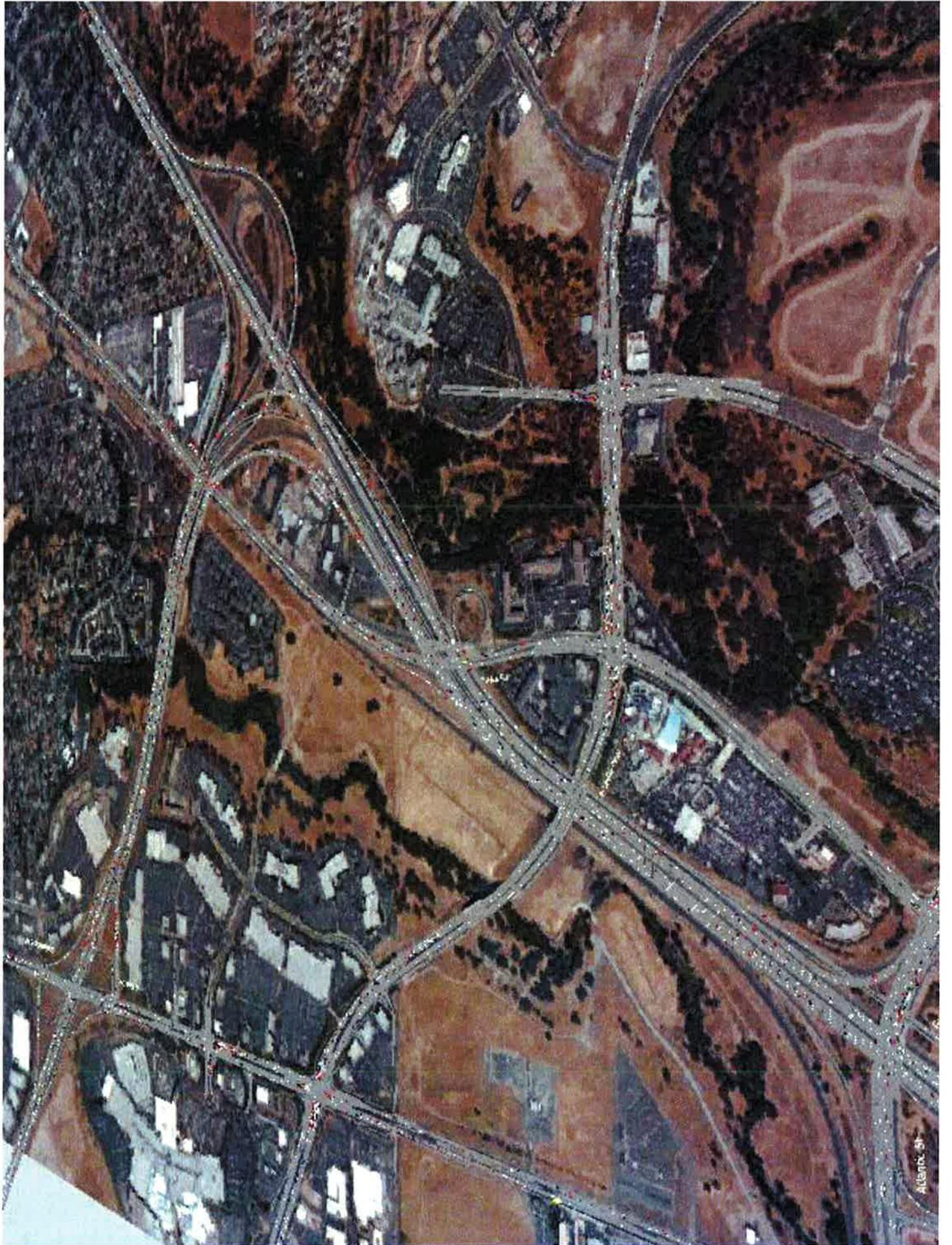
I-80, Eureka Rd to Taylor Rd

STANFORD RANCH ROAD/GALLERIA BOULEVARD/SR 65 NORTHBOUND RAMP

Alternative 2 – Collector-Distributor System Ramps

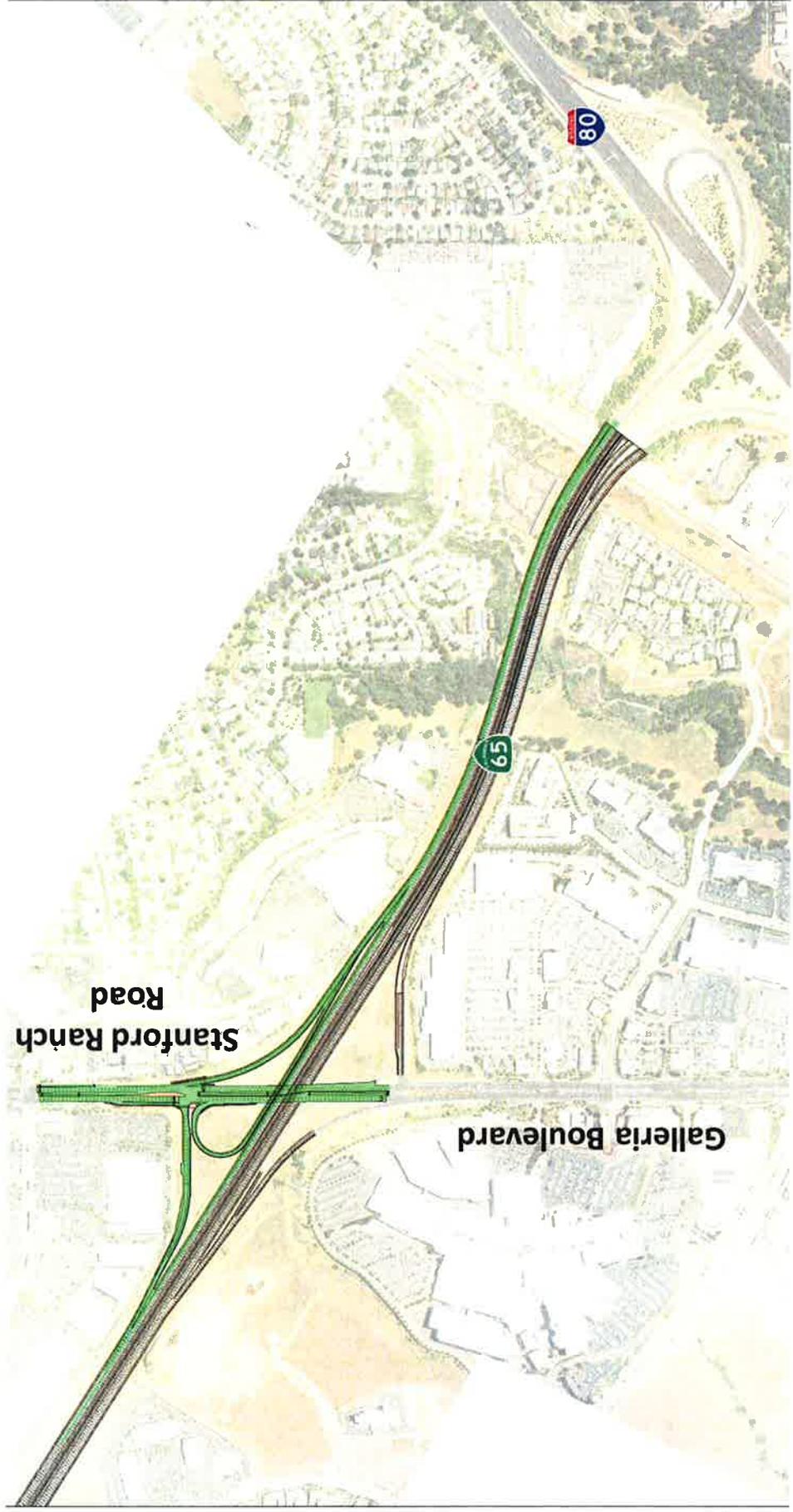


I-80, Taylor Rd to SR 65



STANFORD RANCH ROAD/GALLERIA BOULEVARD/SR 65 NORTHBOUND RAMP

Phase 1A Project Construction



STANFORD RANCH ROAD/GALLERIA BOULEVARD/SR 65 NORTHBOUND RAMPS

SR 65 Northbound Ramps at Stanford Ranch Road/Galleria Boulevard



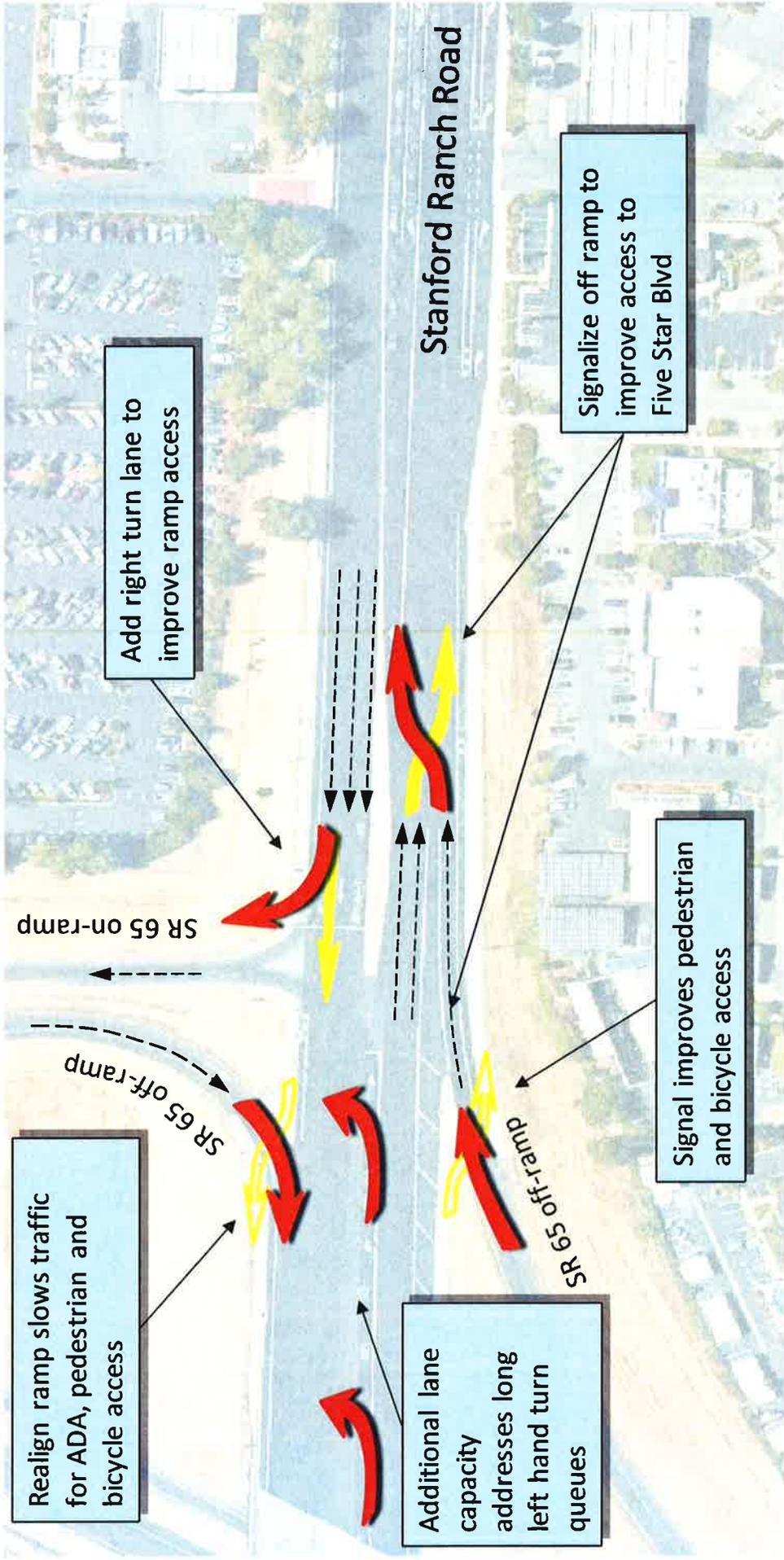
PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY



Placer County Transportation Planning Agency (PCTPA)

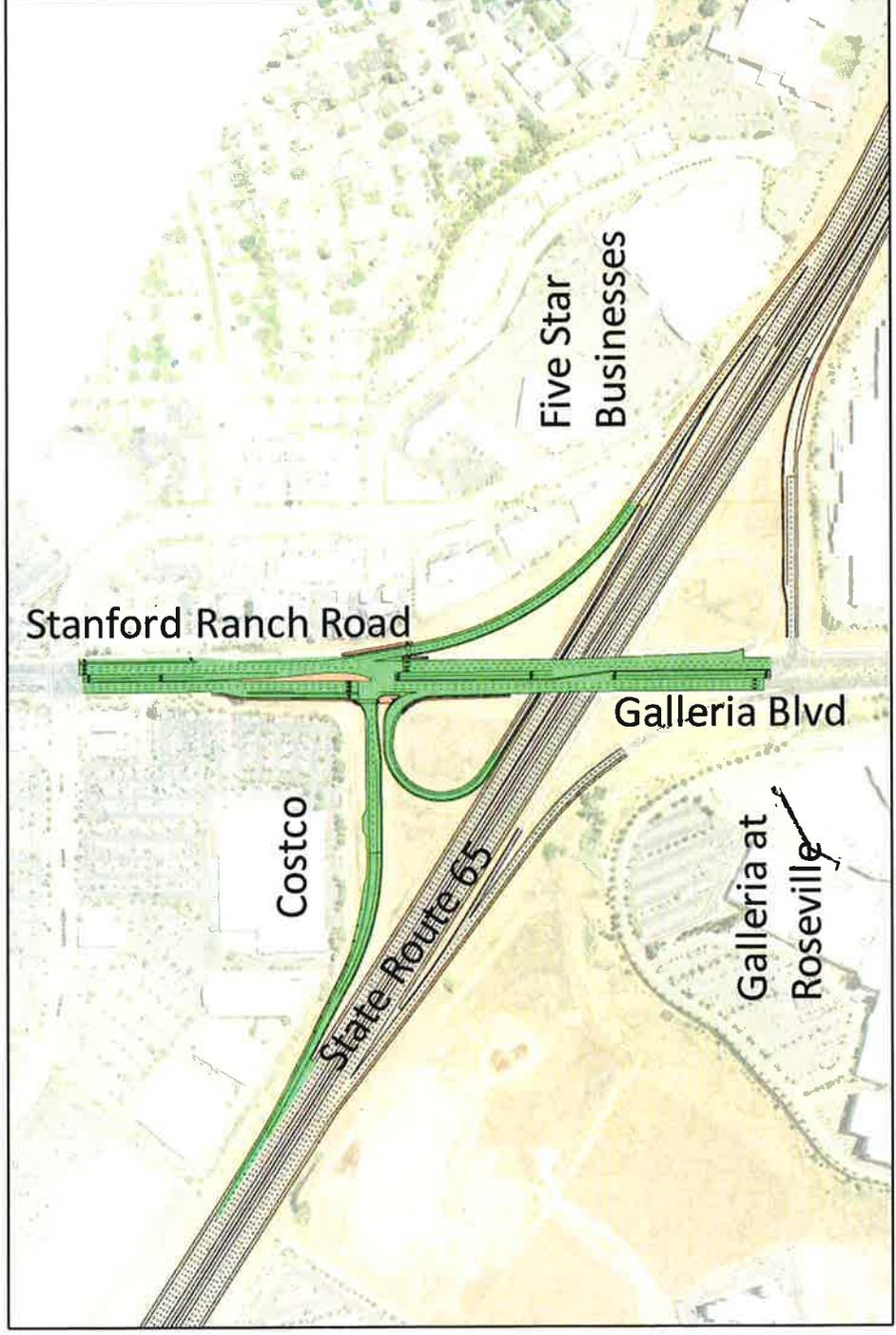
STANFORD RANCH ROAD/GALLERIA BOULEVARD/SR 65 NORTHBOUND RAMP

Need for Project



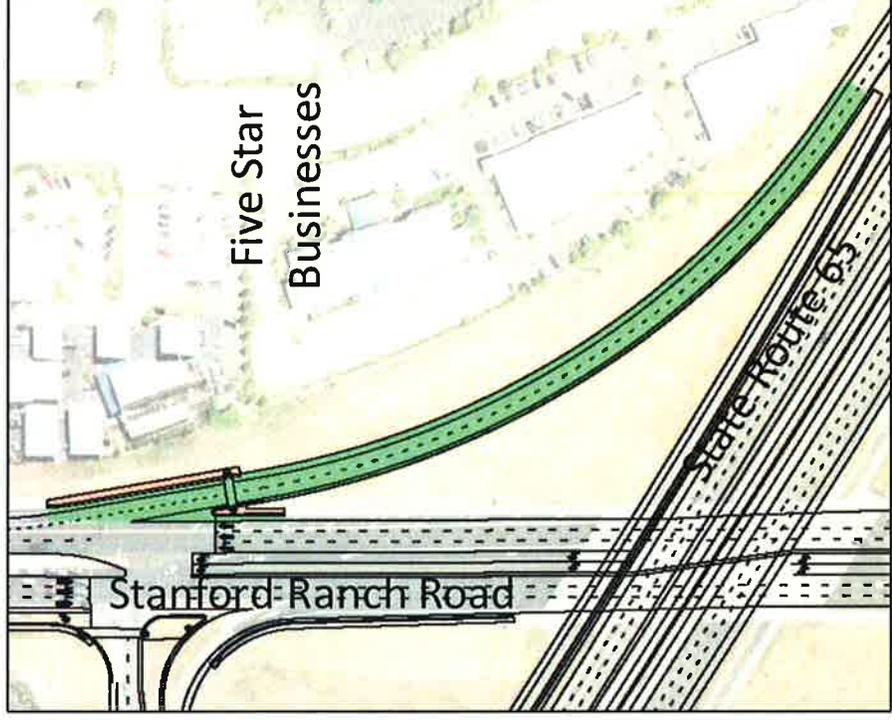
STANFORD RANCH ROAD/GALLERIA BOULEVARD/SR 65 NORTHBOUND RAMP

Proposed Improvements



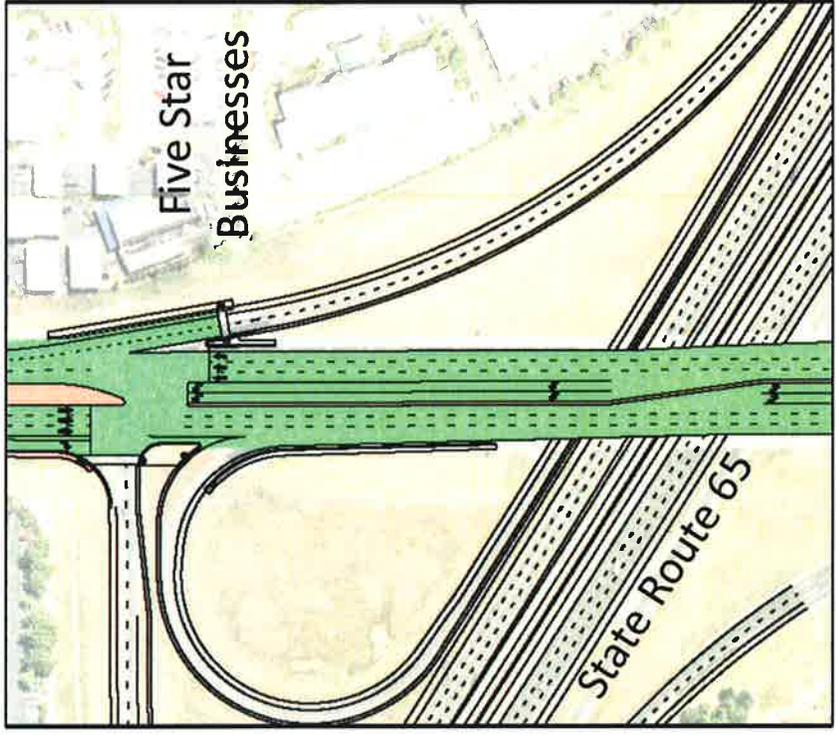
North

Project Features – Widen and Signalize Northbound Off-Ramp



North

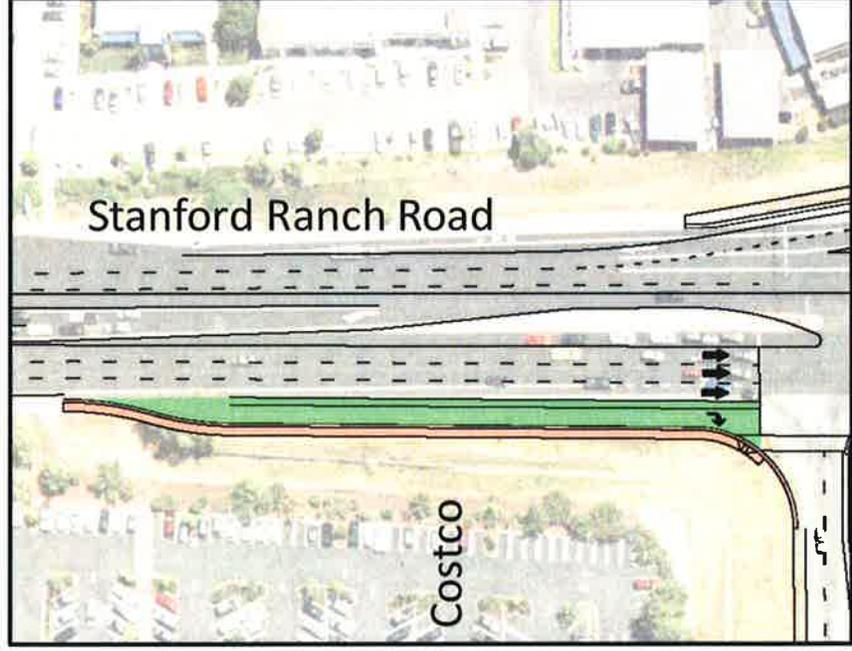
Project Features – Add 2nd Left-Turn Lane



North

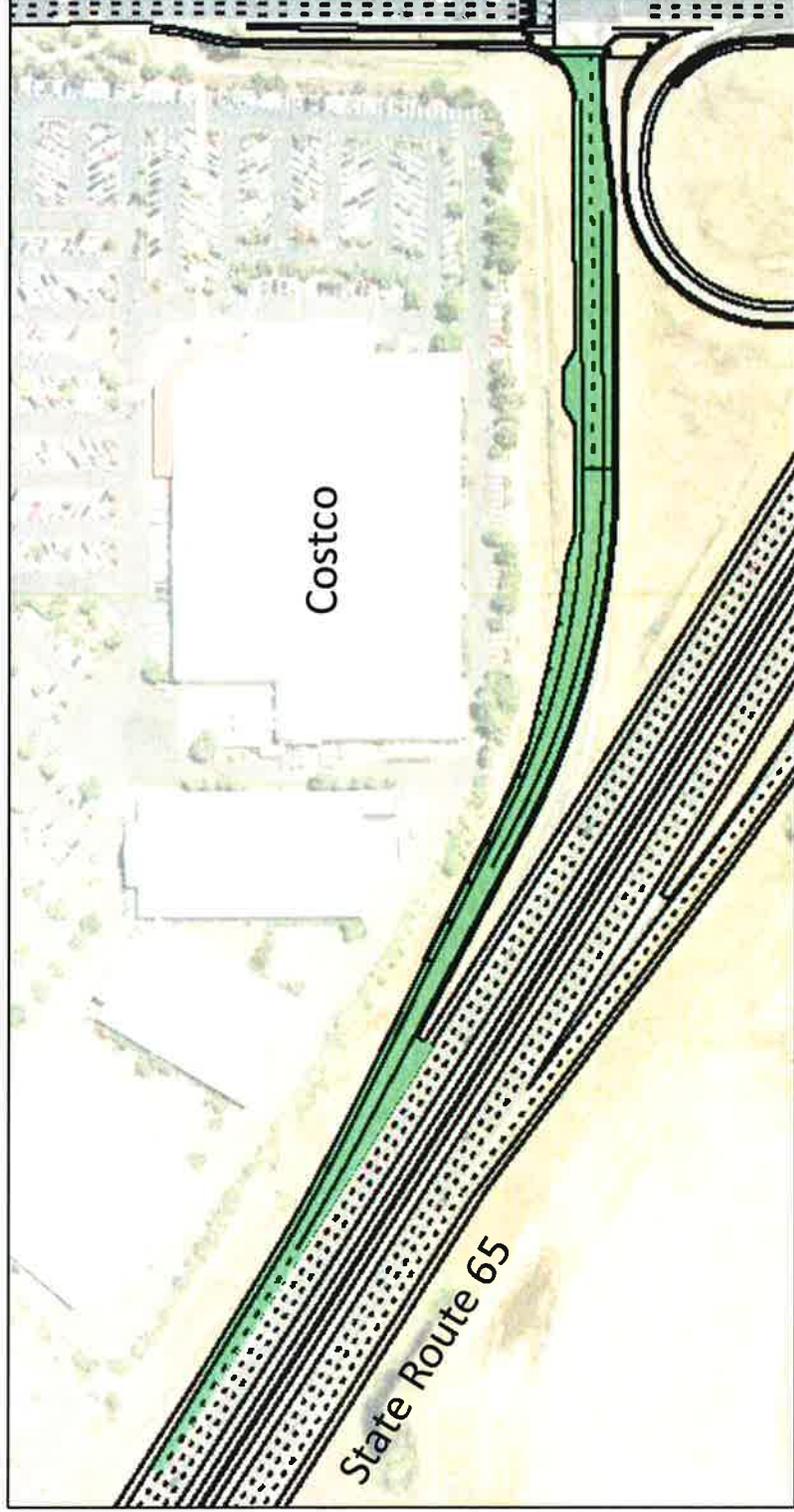


Project Features – Add Right Turn-Pocket



North

Project Features – Widen Northbound On-Ramp



North

Environmental Review

- No private property impacts
- Impacts are less-than-significant overall
- Circulation of Draft Environmental Document –
March 2016



- www.8065interchange.org



PROJECT STATUS UPDATE - - - - FEB 2016 -

I-80 Auxiliary Lanes

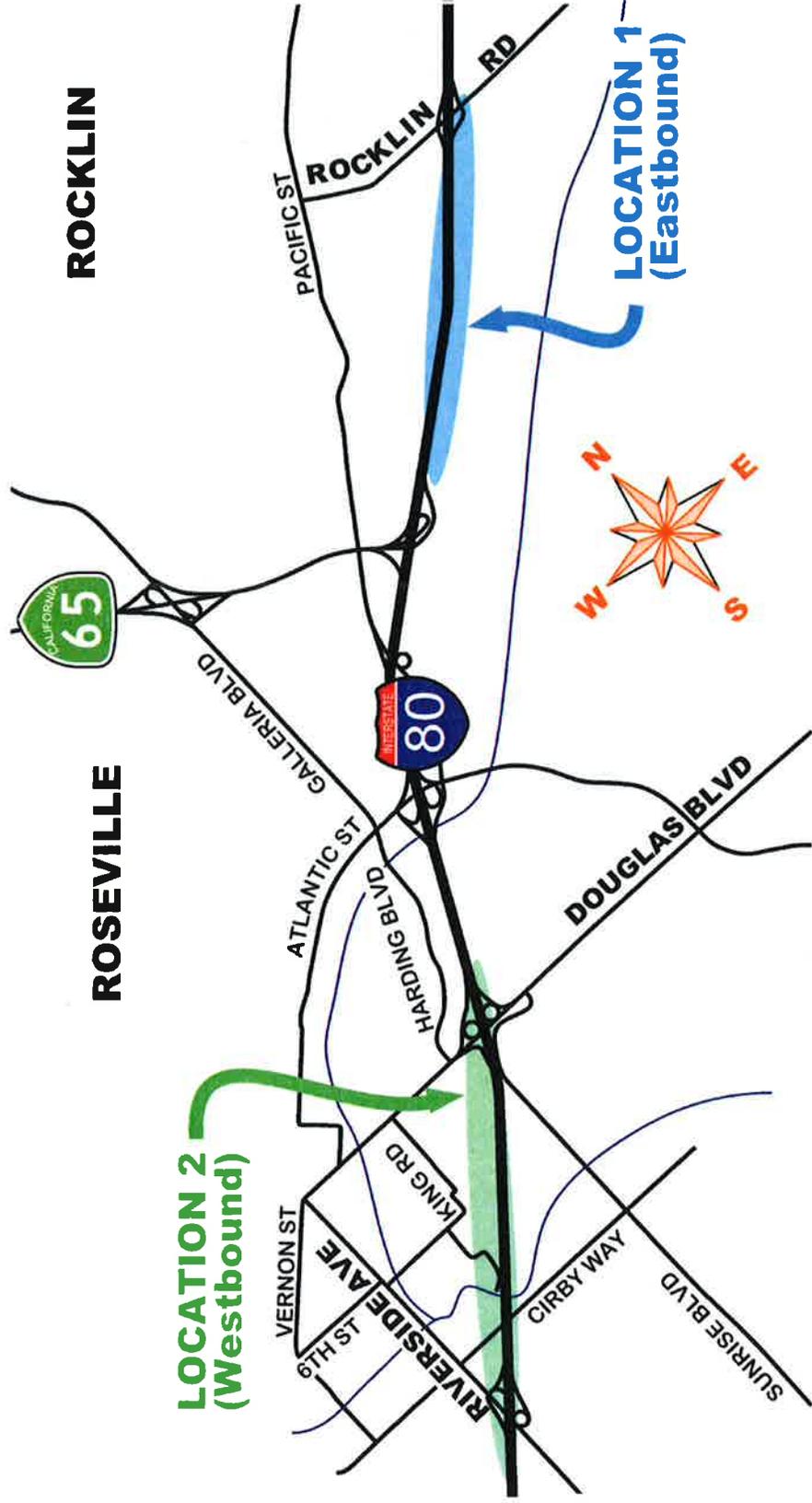
PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT (PA&ED) PHASE





LANES - PROJECT STATUS UPDATE - FEB 2016 -

Project Location



Public Outreach and Project Schedule

TASK	2014	2015	2016
1 Preliminary Design / Technical Studies	Spring 2014 - Summer 2015		
2 Environmental Documentation		Fall 2015 - Spring 2016	
3 Public Circulation			Winter 2016
4 Project Approval			Spring 2016
5 Community Workshops and Public Meetings	Oct 2014	May 2015	 Winter 2016 Spring 2016

We are here

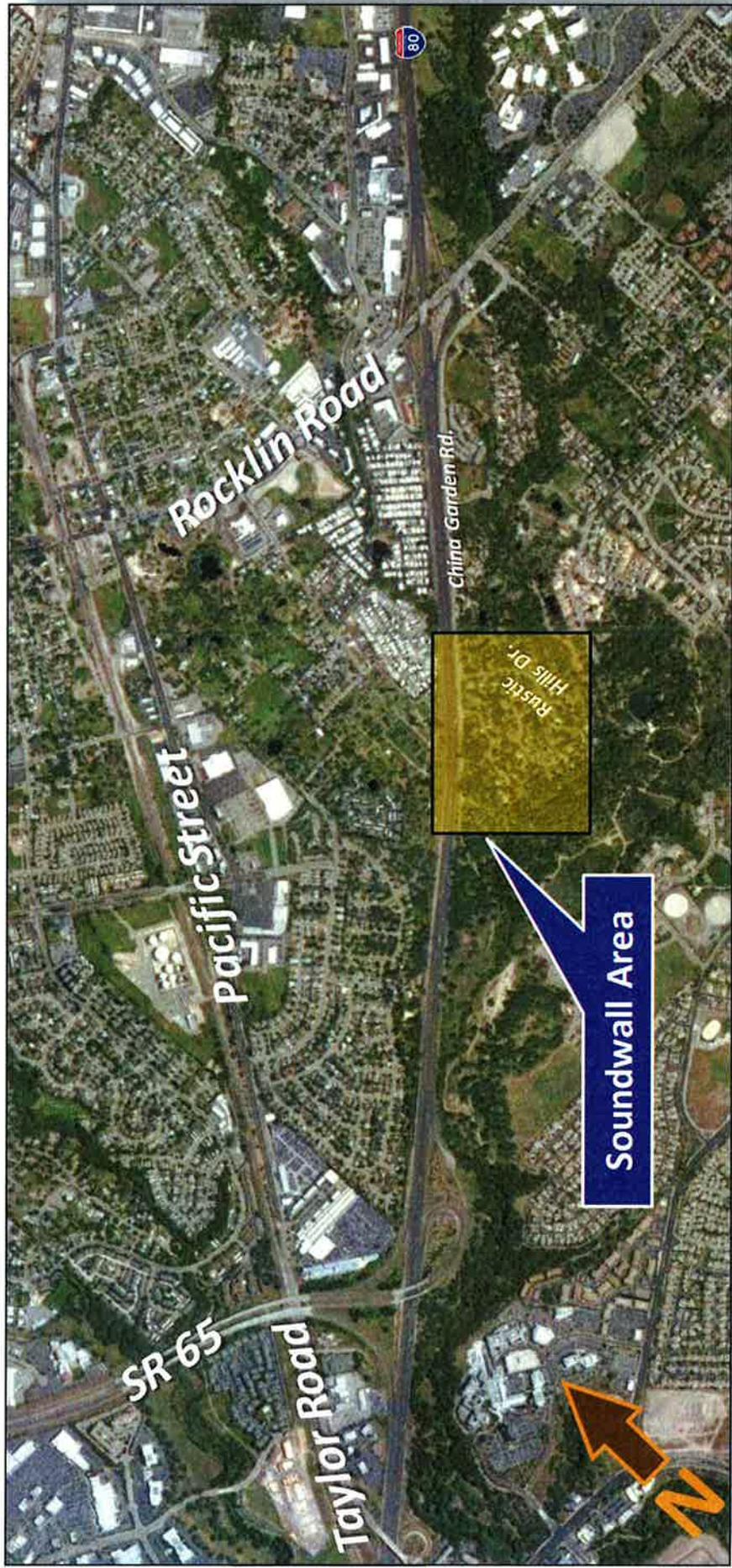
Eastbound I-80 – Proposed Auxiliary Lane





LANES - PROJECT STATUS UPDATE - FEB 2016 -

Location 1: Eastbound I-80





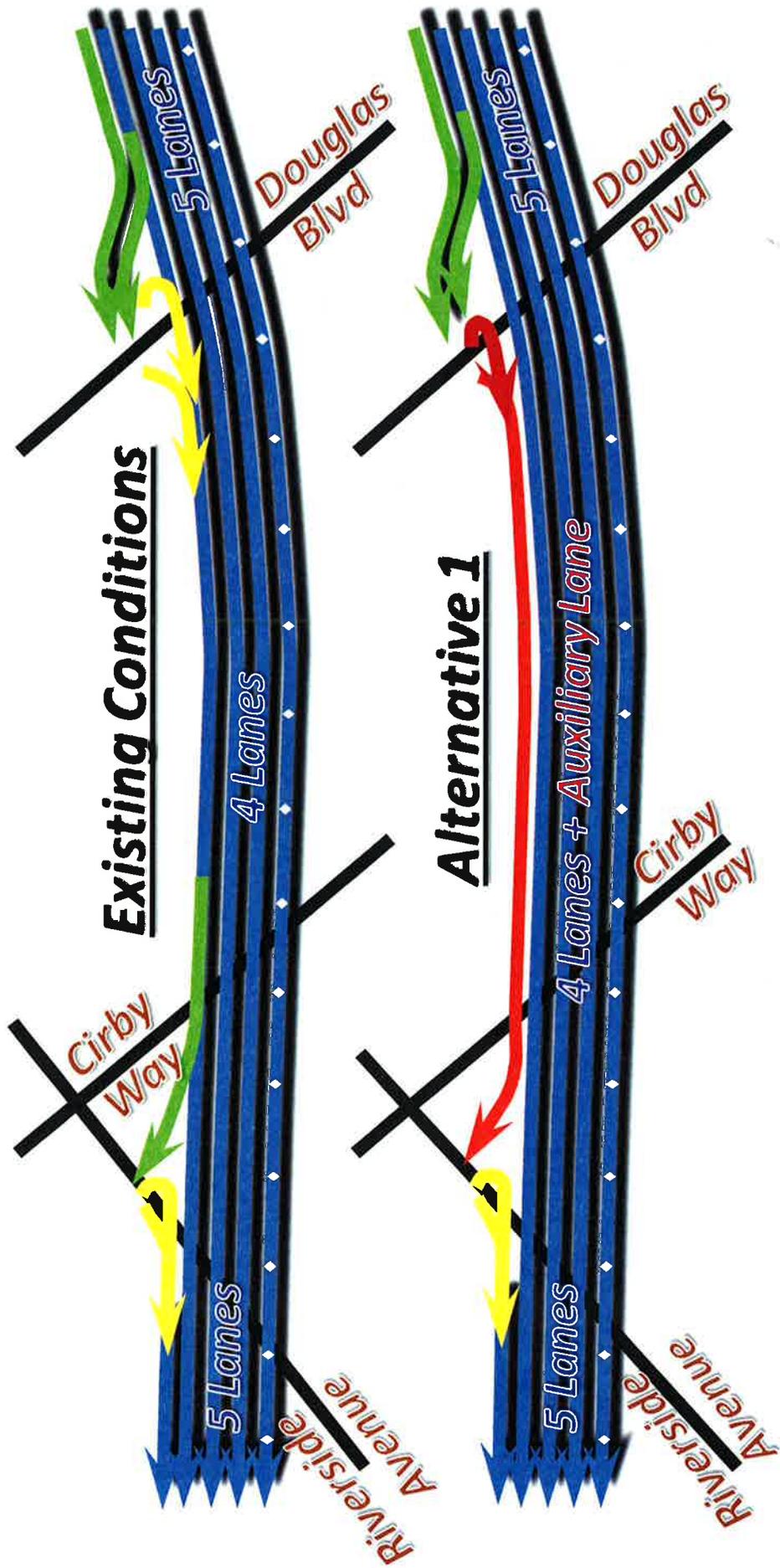
PROJECT STATUS UPDATE - - - - FEB 2016 - -

Eastbound I-80 Soundwall



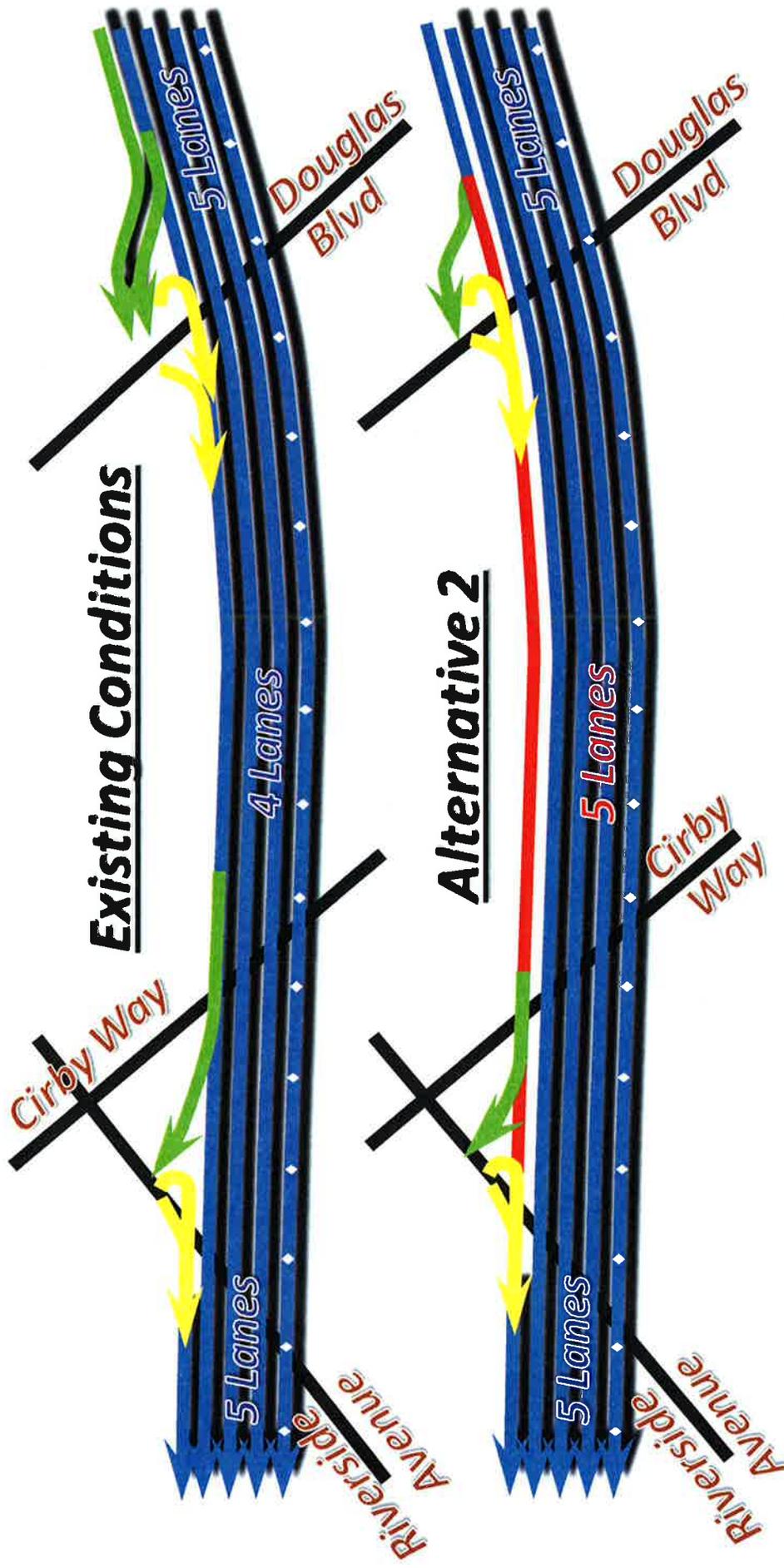


Westbound I-80 – Proposed Auxiliary Lane





Westbound I-80 – Proposed 5th Through Lane

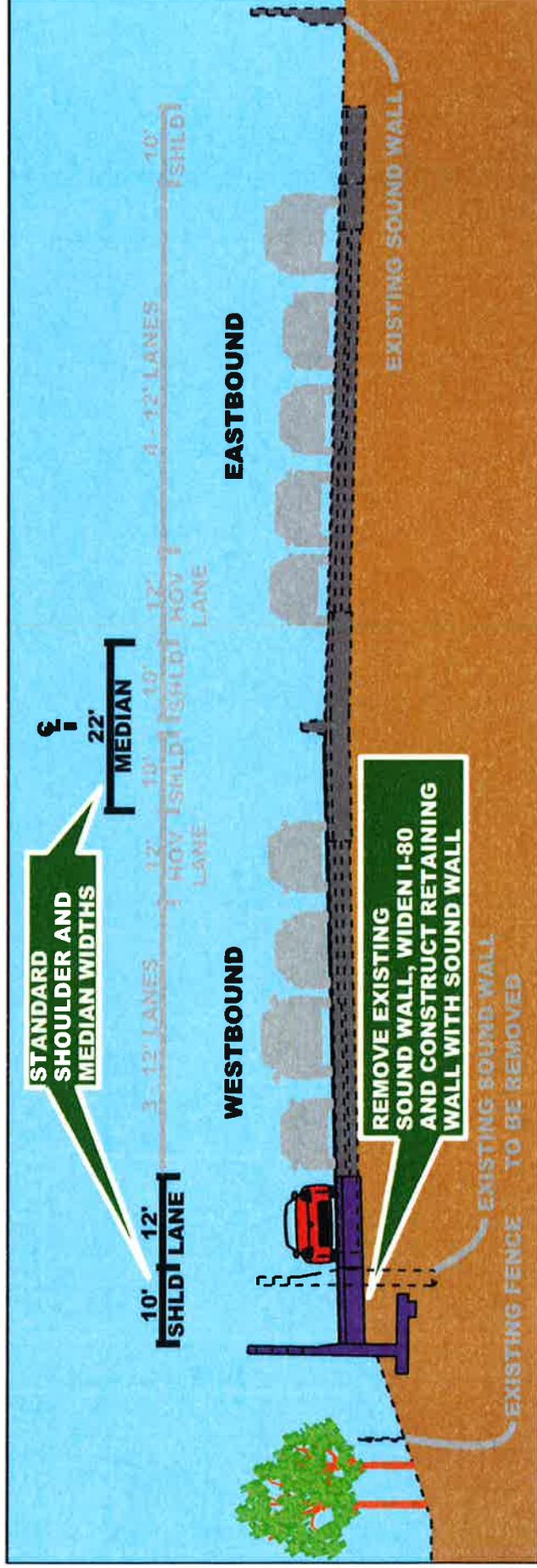




AUXILIARY 80 LANES

PROJECT STATUS UPDATE FEB 2016

Location 2: Westbound I-80 Widening



- Widening for Lane within Existing Right of Way



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

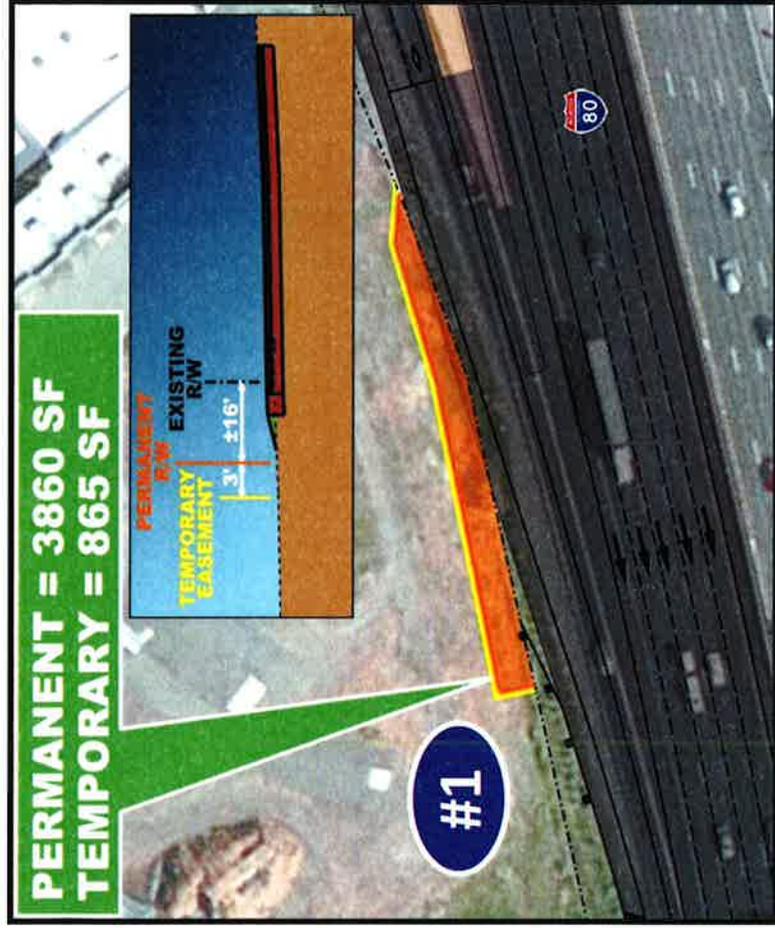


PROJECT STATUS UPDATE - - - FEB 2016 -

Westbound I-80 Property Impacts



Westbound I-80 Property Impacts





PROJECT STATUS UPDATE - - - - - **FEB 2016**

Location 2: Westbound I-80





Westbound I-80 Bridge/Soundwall



- Widen Bridge at Cirby Creek
- Replace 10 foot tall Soundwall and Extend
(690 feet further west, 120 feet further east; new height 10 to 12 feet)

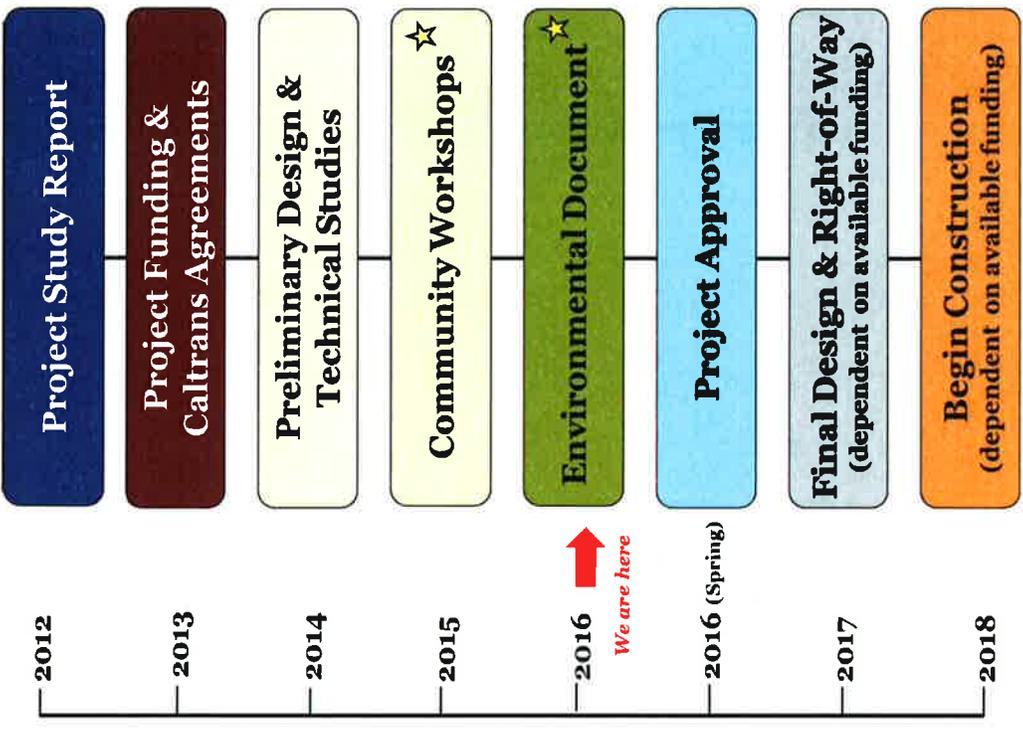


AUXILIARY 80 LANES - PROJECT STATUS UPDATE - - - FEB 2016 -

What's Ahead

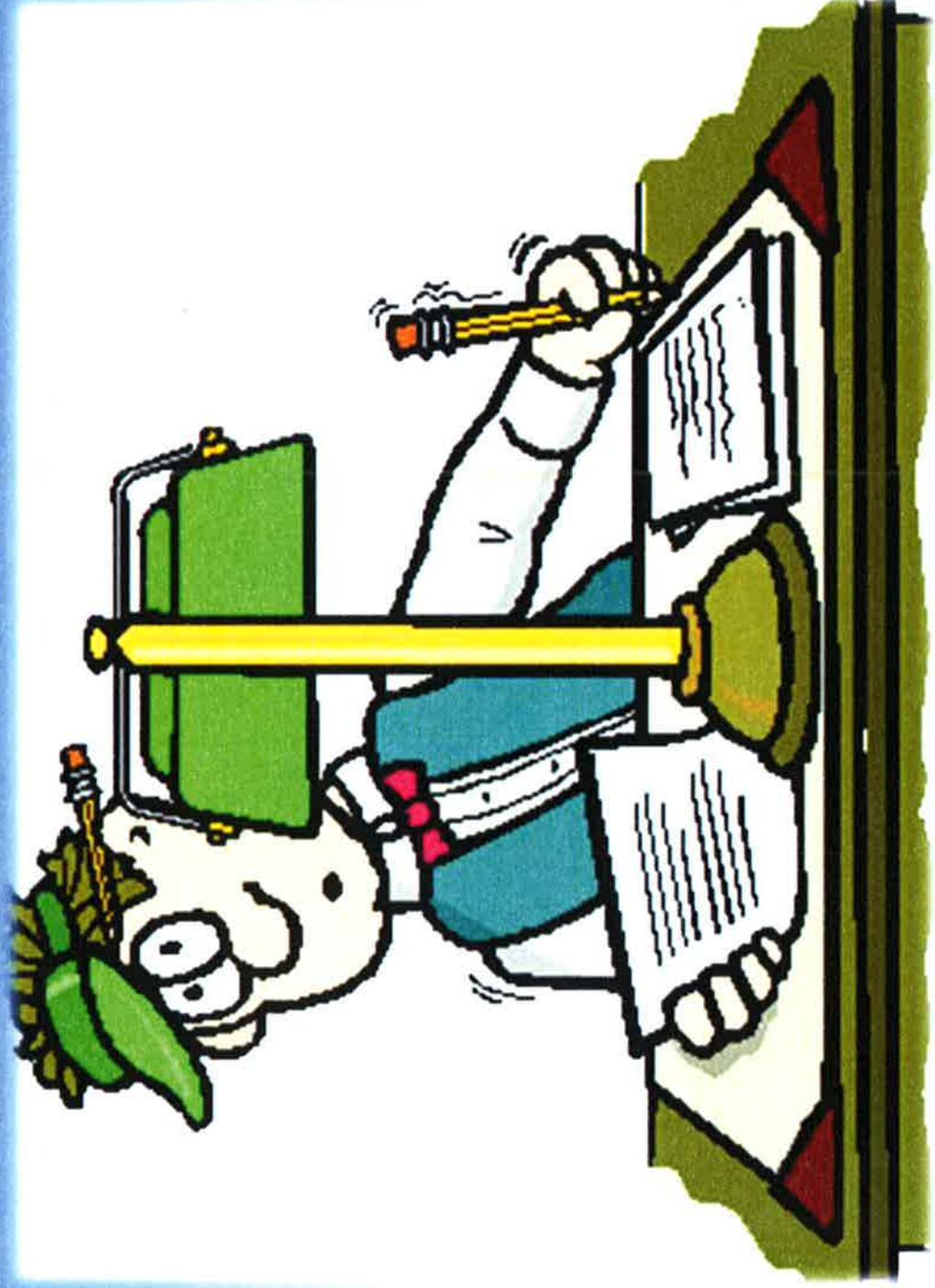
- Final Environmental Document – *Spring 2016*
- Estimated Project Costs
 - Alternative 1 - \$16 million
 - Alternative 2 - \$18 million

- www.pctpa.net



★ Key Opportunity for Public Input

It's All About The Bucks



Keep Placer Moving

Did You Know?

- The state and federal gas tax supply less than half the funding needed to maintain current roads, with no money for new capacity.
- Federal/state transportation dollars are declining and often contingent on a local funding match and strings.
- Developer fees are maxed out and cannot pay for existing problems.
- Placer County is one of the largest counties in the state with no local transportation funding.



Transportation Funding Strategy

- ✓ Keep the money we've already got
- ✓ Leverage future State/Federal funding
- ✓ Additional developer impact fees
- ✓ High Occupancy Toll (HOT) lanes
- ✓ Toll Roads
- ⇒ Transportation sales tax
- ⇒ Legislative changes to increase funding flexibility

Keep Placer Moving

**Did
You Know?**

Funding Outlook



Possible Way To Bridge the Funding Gap

\$1.6 billion
Local Transportation
Sales Tax

+

\$0.5 billion of
Increased Eligibility
for Matching Funds



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

Thank You For Helping To Keep Placer Moving

Funding Outreach Strategic Plan

2014

- Initial Transportation Plan Development
- Stakeholder & Community Outreach
- Updated Opinion Research

2015

- Continued & Broadening Outreach
- Plan Development

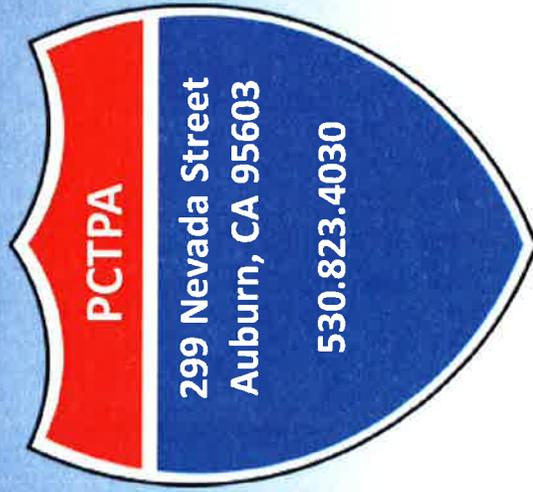
2016

- Plan Refinement
- Decision to Proceed
- Private Campaign (Not connected to PCTPA)



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

Questions?



Luke McNeel-Caird, P.E.
Senior Planner/Engineer

lmcneel-caird@pctpa.net

Find Us Online:



www.pctpa.net

Facebook/PCTPA

@PCTPA



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

Item 7B. Transportation Systems Management Ordinance Amendment

Staff Sue Schooley, Administrative Analyst II/TSM Coordinator

Recommendation

Staff recommends the Transportation Commission recommend that the City Council introduce the first reading of the Transportation Systems Management Ordinance amendment.

Background

On February 16, 1983, the City adopted a Rideshare Ordinance as a prerequisite for the Highway 65 bypass state funding. In addition, the City adopted the ordinance to address the transportation commuting needs of citizens and employees in Roseville.

In 1991, at the request of the Transportation Commission and the City Council, staff rewrote the ordinance to reaffirm the City's commitment to reducing congestion and preserving the quality of life in Roseville. The result was the Transportation Systems Management (TSM) Ordinance.

In 1997, the City Council adopted a revised TSM Ordinance. The intent of that revision was to refine the ordinance, clarify terms and concepts, and provide additional mitigation measures.

In 1998, the South Placer Transportation Management Association (TMA) dissolved. The TMA was both a mitigation measure in the TSM Ordinance, as well as the liaison between the City and businesses. Therefore, businesses were unable to comply with the existing TSM Ordinance. In May 1999, the City Council adopted the current TSM Ordinance.

Discussion

There are two parts to this TSM Ordinance amendment.

The first is to update some terminology which include minor edits such as changing "Guaranteed" Ride Home to "Emergency" Ride Home to accurately reflect the program and to be consistent with the region.

The second is to change the timing of the Transportation Survey. Since the TSM Ordinance update in 1999, the Transportation Survey has been conducted every three years (triennial survey). For the past five survey cycles (15 years) the results of the survey are very consistent with incremental increases in carpoolers, bicyclists, transit riders, walkers and telecommuters. The hard costs to the City, to conduct the survey and tabulate the survey results is approximately \$20,000 each survey cycle. Also, the survey is a time intensive project for property managers, local businesses and city staff. The business community requested, and staff concurred, that the surveys should be conducted less frequently. Staff is recommending that that survey be changed to every five years rather than every three years. If approved, the next Transportation Survey cycle would be in 2018.

Environmental Documentation

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines

§15061(b)(3). The Transportation Systems Management Ordinance Amendment project does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Attachment(s):

1. Email from Susie Lynn, Owner/Operator of Lawler Professional Building.
2. Email from Deborah Brooks, Property Manager for Hines Properties
3. Email from Jane Madeley, Administrative Clerk, Placer County Revenue Services Division
4. Draft TSM Ordinance amendments (redline/strikeout version)
5. Draft TSM Ordinance amendments (clean version)

ATTACHMENT 1

Schooley, Sue

From: Susie Lynn <swlynn@sbcglobal.net>
Sent: Wednesday, February 3, 2016 1:54 PM
To: Schooley, Sue
Subject: TSM Amendment

I'm writing in support of the proposed TSM amendment changing the survey time frame for the Transportation Survey from 3 years to 5 years. Three years is just too short a time and too frequent. My tenants think I was just there knocking at the door to do this again or constantly e-mailing them to return the surveys to me. After awhile, they just tune out.

We would get a better response for sure from our building if went to every 5 years and save a few trees to boot!!!

Thank you,

Lawler Professional Building
Susie Lynn, Owner/Operator

ATTACHMENT 2

Schooley, Sue

From: Brooks, Deb <Deb.Brooks@hines.com>
Sent: Wednesday, February 3, 2016 2:37 PM
To: Schooley, Sue
Subject: Triennial Survey Request

Hello Sue,

It is my understanding that the City of Roseville has been considering modifying the TSM Ordinance regarding the Triennial Survey. It would be great if the surveys could be completed every five (5) years rather than every three (3) years! Currently, our portfolio includes nine buildings with a total of 115 tenants, plus their employees. I make multiple survey copies, organize by building, hand deliver/speak with and collect the surveys from each tenant and their employees in hopes of receiving 100% participation. A lot of time, effort and expense are put forth in our office, as well as your office, to organize, distribute, collect and tally the survey results.

Thank you for your time and consideration of my request. I appreciate all that you do!

Have a wonderful day!

Deb

Deborah Brooks
Hines

3721 Douglas Boulevard | Suite 310 | Roseville, CA 95661
P: 916.773.3518 | F: 916.773.5566
deborah.brooks@hines.com

Hines

Setting the Standard in Real Estate Investment
Development and Management the World Over

Make a difference. Print wisely 

ATTACHMENT 3

Schooley, Sue

From: Jane Madeley <JMadeley@placer.ca.gov>
Sent: Wednesday, February 3, 2016 3:15 PM
To: Schooley, Sue
Subject: TSM Meeting 02-03-16

Thank you and Pieology Pizzeria for hosting today!

I do believe it would be beneficial to have the Triennial Survey pushed out to every 5 years. I have been with Placer County since 1997. A lot of time and energy is expended to get the forms filled out and returned to you for compilation. Reviewing past surveys, the majority of our staff has complied. Data seems to be consistent from survey to survey. Please thank the board for taking this change under serious consideration.

Thank you,
Jane Madeley
Senior Administrative Clerk
Administrative Services Department | Revenue Services Division
(916) 543-3924 | (916) 543-3910 fax | jmadeley@placer.ca.gov



ATTACHMENT 4

ORDINANCE NO. ____

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING
SECTIONS 11.33.010, 11.33.030, 11.33.080, 11.33.120 AND 11.33.130 OF CHAPTER 11.33
OF TITLE 11 OF THE ROSEVILLE MUNICIPAL CODE REGARDING
TRANSPORTATION SYSTEMS MANAGEMENT

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. Section 11.33.010 of Chapter 11.33 of Title 11 of the Roseville Municipal Code is hereby amended to read as follows:

11.33.010 Findings.

The city council of the City of Roseville finds and determines that:

A. A significant level of additional public service, private enterprise and residential development is anticipated in the South Placer region, including the City of Roseville, during the next decade.

B. Concurrent with this urban growth will be an increase in road congestion and air pollution.

C. As of January 2014, the population of Roseville was approximately 128,000. Sacramento Area Council of Governments (SACOG) estimates Roseville population at approximately 172,000 by 2035. Adoption of several specific plans which designate land uses for an ultimate population range from 100,000 to 107,500 at full development of the community

~~by the year 2010 demonstrates~~ As population increases, coupled with the increases in employment, the need for travel modes other than single occupant vehicles in order to minimize road congestion and air pollution in the region, and to fulfill the goals, policies and implementation measures in the general plan is needed.

D. Ridesharing and other alternative transportation modes among employees for home to work trips is a simple, inexpensive and effective means of reducing peak hour, single occupant motor vehicle trips. A reduction in such trips can be expected to result in an improvement to the region's air quality, and a reduction in traffic congestion and energy consumption impacts relating to anticipated growth.

E. Implementation of a transportation systems management program focusing on alternative transportation modes is required to protect the public health, safety and welfare.

F. Cooperation with and coordination of transportation systems management programs with other cities, counties, and communities in the region and through regional agencies will demonstrate the viability and enhance the effectiveness of such programs.

SECTION 2. Section 11.33.030 of Chapter 11.33 of Title 11 of the Roseville Municipal Code is hereby amended to read as follows:

11.33.030 Definitions.

As used in this chapter, the following terms shall be given the meaning ascribed to them in this section.

A. **Applicant.** An applicant for any development approval, design review permit, tentative subdivision map or parcel map or for a use or uses which, individually or collectively, may be reasonably expected to generate employment for 50 or more employees at a major common work location.

B. **Carpool.** A motor vehicle occupied by two or more, but less than eight persons traveling to a common destination. Employees who work for different employers as well as non-employed persons, excluding children, are included within the definition so long as they are in the vehicle for the majority of the total trip distance.

C. **Commute Trip.** The trip made by an employee from home-to-work or work-to-home. The commute trip may include stops between the home and the work site.

D. **Common Work Location.**

1. A common work location shall consist of any office, commercial or industrial project or a single employer in separate or common ownership having more than 10 but fewer than 50 employees, which can generally be characterized by one or more of the following:

- a. Known by a common name given to the project by its developer;
- b. Governed by a common set of covenants, conditions, and restrictions, which requires common area maintenance agreement or owner's association;
- c. Approved, or is to be approved, as a single entity by the city;
- d. Covered by a single parcel map or final subdivision map; or

- e. Functions as a single retail, business center, or industrial park.
- 2. A “major common work location” is any common work location as defined in this section with 50 or more employees.
- E. **Commuter.** An employee who travels regularly to and from a common work location or major common work location two or more days a week.
- F. **Commuter Rideshare Matchlisting Service.** The rideshare program and commuter information service operated by the Sacramento Area Council of Governments (SACOG).
- G. **Existing TSM Plan and TSM Agreement.** A TSM plan and TSM agreement existing prior to the adoption of this amendment to this chapter.
- H. **Flexible Work Hours.** A system for shifting the workday of an employee so that the workday starts and/or ends outside of the peak hours.
- I. **Level of Service.** A scale that measures the operating capacity likely to be encountered on a roadway or at the intersection of roadways, based on a volume-to-capacity ratio, with levels ranging from A to F, with A representing the lowest ratio and F the highest level of service.
- J. **Peak Hours.** The periods of the day with the greatest volume of vehicular street traffic. In Roseville, the peak hours are 7:30 a.m. to 8:30 a.m. and 4:30 p.m. to 5:30 p.m. from Monday through Friday.

K. **Peak Hour Commuter.** A commuter who regularly arrives at, or departs from, a common work location or major common work location during the peak hours.

L. **Peak Hour Trip.** An arrival at, or departure from, a common work location or major common work location during the peak hours by a motor vehicle.

M. **Placer County Transportation Planning Agency (PCTPA).** The Regional Transportation Planning Agency (RTPA) for the Placer County jurisdictions, except for that portion of the county within the Tahoe Regional Planning Agency (TRPA). One of the PCTPA's responsibilities is maintaining the congestion management program (CMP) which is to coordinate the interrelationship of transportation, land use and air quality including trip reduction and travel demand. Some of the programs implemented by PCTPA include the guaranteed ride home program, marketing materials for alternative transportation promotions and site coordinator meetings.

N. **Project Controller.**

1. A project controller is the owner, lessor and/or manager of a common work location whose tenants, individually or collectively, employ 10 or more but less than 50 employees, or an employer who employs 10 or more but less than 50 employees.

2. A major project controller is the owner, lessor, and/or manager of a major common work location whose tenants, individually or collectively, employ 50 or more employees, or an employer who employs 50 or more persons.

O. **Ridesharing.** A commute alternative to driving alone, which includes but is not limited to carpooling, vanpooling, public transit, walking and bicycling.

P. **Shift of Employment.** Any group of employees who work at a common work location or major common work location and who arrive and depart from work in a common time interval not greater than one hour.

Q. **Single Occupant Vehicle (SOV).** A motor vehicle occupied by one employee for commute purposes.

R. **Telecommuting (also known as Telework).** A system of working at home or at an off-work site (non-home telecommute facility) for the full work day on a regular basis for at least one day per week.

S. **Transportation Commission.** The transportation commission of the City of Roseville.

T. **Transportation Coordinator.** The person responsible for implementing a TSM plan including employee education, in-house rideshare matching, and posting of information relating to alternative transportation.

1. **City Transportation Coordinator.** The transportation coordinator of the City of Roseville as designated by the city manager.

2. **Site Transportation Systems Management (TSM) Coordinator.** The person designated by the employer, property manager, or major project controller who is responsible for implementing a TSM plan at the major common work location. Such person is commonly

referred to as the employee transportation coordinator (ETC) or the property transportation coordinator (PTC).

U. **Transportation Survey.** A survey report designed and distributed by the city's transportation coordinator and filled out by the site TSM coordinator which provides employee commute information in order to calculate peak order vehicle reduction, as well as alternative transportation effectiveness. Such survey shall be conducted every five years, beginning in the year 2018 for employee commute methods in 2017.

Formatted: Underline

VU. **Transportation Systems Management (TSM) Agreement.** Written agreement with the city obligating the applicant to comply with the TSM Plan.

WV. **Transportation Systems Management (TSM) Handbook.** An explanatory guide meant to provide clarification for site TSM coordinators and other interested persons. The TSM Handbook describes how TSM plans are prepared by applicants, reviewed by the city and implemented by the site TSM coordinator.

XW. **Transportation Systems Management (TSM) Plan.** A plan submitted by an applicant and approved by the city pursuant to this chapter that is designed to reduce the number of vehicle trips to and from a major common work location. Such plan attempts to improve the movement of persons by providing employees with information regarding better and more efficient utilization of existing infrastructure (e.g., streets, roads, freeways) and new and innovative alternative commute modes (e.g., transit, carpooling, bicycling, telecommuting) in accordance with this chapter.

~~X. **Triennial Survey.** A survey report form designed and distributed by the city's transportation coordinator and filled out by the site TSM coordinator which provides employee commute information in order to calculate peak-hour vehicle reduction, as well as alternative transportation effectiveness. Such survey shall be conducted every three years, beginning in the year 2000.~~

Y. **Vanpool.** A motor vehicle suited for occupancy by more than seven but less than 16 persons including the driver, traveling to and from work.

SECTION 3. Section 11.33.0180 of Chapter 11.33 of Title 11 of the Roseville Municipal Code is hereby amended to read as follows:

11.33.080 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 ~~Guaranteed-Emergency~~ Ride Home Program. The site TSM coordinator shall promote the ~~guaranteed-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, to a hospital, clinic, 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 or her designee is expected to attend a minimum of two 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 (also known as telework). Telecommuting by allowing 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, 40 hours of work in four 10-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, major project controllers shall consider installing showers and lockers for their employees.

SECTION 4. Section 11.33.120 of Chapter 11.33 of Title 11 of the Roseville Municipal Code is hereby amended to read as follows:

11.33.120 ~~Triennial~~ Transportation survey report required.

The city transportation coordinator shall prepare and distribute a survey report form to the major project controller. Each major project controller subject to the requirements of this chapter, and all successors in interest of said major project controller obligated to carry out a TSM plan or any part thereof, shall submit a ~~triennial~~ transportation survey report to the city transportation coordinator no later than April 1st describing the effectiveness of the TSM plan. The report shall contain at a minimum the following information:

A. Employee Characteristics. Base information regarding employees, including:

1. The number of employees;
2. The number of employees at each workplace, if more than one workplace is involved;
3. The number of employees per shift at each workplace;
4. The start and stop hours of each employee;
5. The city and zip code of each employee's residence;
6. The distance and commute time for each employee from residence to work.

B. Site Characteristics. Site specific information, including:

1. The number of off-street parking spaces provided by the employer for the employees;
2. The number of off-street parking spaces provided by the employer available to non-employees per day.

C. Description. A description of the measures taken to comply with this chapter, including an accounting of the resources expended on TSM promotional activities.

D. Use. The average number of tenants and/or employees regularly arriving at and leaving the major common work location for the reporting period by each of the following methods of transportation:

1. Single occupant vehicles (SOV);

2. Carpooling (survey to include number of vehicles and number of occupants per vehicle);

3. Vanpooling (survey to include number of vehicles and number of occupants per vehicle);

4. Public transit;

5. Bicycling;

6. Telecommuting;

7. Walking;

8. All others.

E. The total number of employees participating in a variable work hours program pursuant to Section 11.33.080(E)(5) of this chapter and a description of that program.

F. A description of any employer sponsored vanpool or transit pass subsidy programs.

G. The name, address, and telephone number of the site TSM coordinator.

H. Statement of Implementation. The major project controller shall state how the TSM plan has been implemented during the past three years and demonstrate that the 20 percent minimum trip reduction goal has been achieved. If the 20 percent minimum trip reduction goal

has not been achieved, an explanation must be included, and the report shall state what actions will be taken to overcome the shortfall.

I. Goals for the Upcoming ~~Three-Five~~ Years. The major project controller shall include a list of alternative transportation goals planned for the next ~~three-five~~ years to ensure attainment of the 20 percent minimum trip reduction goal.

SECTION 5. Section 11.33.130 of Chapter 11.33 of Title 11 of the Roseville Municipal Code is hereby amended to read as follows:

11.33.130 Review of ~~triennial~~ transportation survey reports.

A. The city transportation coordinator or his or her designee shall review ~~triennial~~ transportation survey TSM reports and compare performance with the 20 percent minimum trip reduction goal or compare the performance with the minimum trip reduction percentages for projects with an existing TSM plan. The city transportation coordinator shall prepare a ~~triennial~~ transportation survey staff report which compiles all of the major common work locations triennial reports, and shall present the report to the transportation commission and the city council describing the results of the program.

B. If after review of a major project controller's ~~triennial-transportation survey~~ report, the city transportation coordinator finds that substantial progress was not made toward achieving the 20 percent minimum trip reduction goal, or trip reductions percentage credits for existing TSM plans, the city transportation coordinator shall:

1. Notify the major project controller of additional alternative transportation opportunities that can be made to achieve the 20 percent minimum trip reduction goal within one year of notice;

2. Prepare a staff report for the transportation commission discussing the failure to comply with the TSM plan and alternative transportation opportunities that can be made to achieve the 20 percent minimum trip reduction goal; and

3. Notify the major project controller that supplemental annual reports will be required until such time as compliance is demonstrated.

C. The transportation commission may find that the major project controller, the employer, and/or the site TSM coordinator:

1. Is in violation of this chapter and the TSM agreement and recommend that the matter be forwarded to the city council to determine the proper means of enforcement for noncompliance; or

2. Shall be allowed an additional year to comply.

D. Subsequent Annual Report. If upon review of the major project controller's triennial report or supplemental annual report following a prior unsatisfactory triennial report, the city transportation coordinator determines that attainment of the 20 percent minimum trip reduction goal still has not occurred:

1. The city transportation coordinator shall present a report to the transportation commission describing the reasons for noncompliance. The city transportation coordinator may

advise the transportation commission as to measures that would achieve the 20 percent minimum trip reduction goal.

2. The transportation commission may find that the major project controller, the employer and/or the site TSM coordinator is in violation of this chapter and that the matter be forwarded to the city council to determine the proper means of enforcement for noncompliance.

E. Adoption of the Revised TSM Plan. If deemed appropriate by the transportation commission, an existing TSM plan using trip reduction percentage credits shall be revised and adopted through the same process and with the same right to appeal as the original TSM plan. The transportation commission shall review the revised TSM plan for compliance with this chapter. The TSM agreement shall be amended to reflect the revised TSM plan.

SECTION 6. This ordinance shall be effective at the expiration of thirty (30) days from the date of adoption.

SECTION 7. The City Clerk is hereby directed to cause this ordinance to be published in full at least once within fourteen (14) days after it is adopted in a newspaper of general circulation in the City, or shall within fourteen (14) days after its adoption cause this ordinance to be posted in full in at least three (3) public places in the City and enter in the Ordinance Book a certificate stating the time and place of said publication by posting.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20 __, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk

ATTACHMENT 5

ORDINANCE NO. _____

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING
SECTIONS 11.33.010, 11.33.030, 11.33.080, 11.33.120 AND 11.33.130 OF CHAPTER 11.33
OF TITLE 11 OF THE ROSEVILLE MUNICIPAL CODE REGARDING
TRANSPORTATION SYSTEMS MANAGEMENT

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. Section 11.33.010 of Chapter 11.33 of Title 11 of the Roseville Municipal Code is hereby amended to read as follows:

11.33.010 Findings.

The city council of the City of Roseville finds and determines that:

A. A significant level of additional public service, private enterprise and residential development is anticipated in the South Placer region, including the City of Roseville, during the next decade.

B. Concurrent with this urban growth will be an increase in road congestion and air pollution.

C. As of January 2014, the population of Roseville was approximately 128,000. Sacramento Area Council of Governments (SACOG) estimates Roseville population at approximately 172,000 by 2035. As population increases, coupled with the increases in employment, the need for travel modes other than single occupant vehicles in order to minimize

road congestion and air pollution in the region, and to fulfill the goals, policies and implementation measures in the general plan is needed.

D. Ridesharing and other alternative transportation modes among employees for home to work trips is a simple, inexpensive and effective means of reducing peak hour, single occupant motor vehicle trips. A reduction in such trips can be expected to result in an improvement to the region's air quality, and a reduction in traffic congestion and energy consumption impacts relating to anticipated growth.

E. Implementation of a transportation systems management program focusing on alternative transportation modes is required to protect the public health, safety and welfare.

F. Cooperation with and coordination of transportation systems management programs with other cities, counties, and communities in the region and through regional agencies will demonstrate the viability and enhance the effectiveness of such programs.

SECTION 2. Section 11.33.030 of Chapter 11.33 of Title 11 of the Roseville Municipal Code is hereby amended to read as follows:

11.33.030 Definitions.

As used in this chapter, the following terms shall be given the meaning ascribed to them in this section.

A. **Applicant.** An applicant for any development approval, design review permit, tentative subdivision map or parcel map or for a use or uses which, individually or collectively, may be reasonably expected to generate employment for 50 or more employees at a major common work location.

B. **Carpool.** A motor vehicle occupied by two or more, but less than eight persons traveling to a common destination. Employees who work for different employers as well as non-employed persons, excluding children, are included within the definition so long as they are in the vehicle for the majority of the total trip distance.

C. **Commute Trip.** The trip made by an employee from home-to-work or work-to-home. The commute trip may include stops between the home and the work site.

D. **Common Work Location.**

1. A common work location shall consist of any office, commercial or industrial project or a single employer in separate or common ownership having more than 10 but fewer than 50 employees, which can generally be characterized by one or more of the following:

- a. Known by a common name given to the project by its developer;
- b. Governed by a common set of covenants, conditions, and restrictions, which requires common area maintenance agreement or owner's association;
- c. Approved, or is to be approved, as a single entity by the city;
- d. Covered by a single parcel map or final subdivision map; or

e. Functions as a single retail, business center, or industrial park.

2. A “major common work location” is any common work location as defined in this section with 50 or more employees.

E. **Commuter.** An employee who travels regularly to and from a common work location or major common work location two or more days a week.

F. **Commuter Rideshare Matchlisting Service.** The rideshare program and commuter information service operated by the Sacramento Area Council of Governments (SACOG).

G. **Existing TSM Plan and TSM Agreement.** A TSM plan and TSM agreement existing prior to the adoption of this amendment to this chapter.

H. **Flexible Work Hours.** A system for shifting the workday of an employee so that the workday starts and/or ends outside of the peak hours.

I. **Level of Service.** A scale that measures the operating capacity likely to be encountered on a roadway or at the intersection of roadways, based on a volume-to-capacity ratio, with levels ranging from A to F, with A representing the lowest ratio and F the highest level of service.

J. **Peak Hours.** The periods of the day with the greatest volume of vehicular street traffic. In Roseville, the peak hours are 7:30 a.m. to 8:30 a.m. and 4:30 p.m. to 5:30 p.m. from Monday through Friday.

K. **Peak Hour Commuter.** A commuter who regularly arrives at, or departs from, a common work location or major common work location during the peak hours.

L. **Peak Hour Trip.** An arrival at, or departure from, a common work location or major common work location during the peak hours by a motor vehicle.

M. **Placer County Transportation Planning Agency (PCTPA).** The Regional Transportation Planning Agency (RTPA) for the Placer County jurisdictions, except for that portion of the county within the Tahoe Regional Planning Agency (TRPA). One of the PCTPA's responsibilities is maintaining the congestion management program (CMP) which is to coordinate the interrelationship of transportation, land use and air quality including trip reduction and travel demand. Some of the programs implemented by PCTPA include the guaranteed ride home program, marketing materials for alternative transportation promotions and site coordinator meetings.

N. **Project Controller.**

1. A project controller is the owner, lessor and/or manager of a common work location whose tenants, individually or collectively, employ 10 or more but less than 50 employees, or an employer who employs 10 or more but less than 50 employees.

2. A major project controller is the owner, lessor, and/or manager of a major common work location whose tenants, individually or collectively, employ 50 or more employees, or an employer who employs 50 or more persons.

O. **Ridesharing.** A commute alternative to driving alone, which includes but is not limited to carpooling, vanpooling, public transit, walking and bicycling.

P. **Shift of Employment.** Any group of employees who work at a common work location or major common work location and who arrive and depart from work in a common time interval not greater than one hour.

Q. **Single Occupant Vehicle (SOV).** A motor vehicle occupied by one employee for commute purposes.

R. **Telecommuting (also known as Telework).** A system of working at home or at an off-work site (non-home telecommute facility) for the full work day on a regular basis for at least one day per week.

S. **Transportation Commission.** The transportation commission of the City of Roseville.

T. **Transportation Coordinator.** The person responsible for implementing a TSM plan including employee education, in-house rideshare matching, and posting of information relating to alternative transportation.

1. **City Transportation Coordinator.** The transportation coordinator of the City of Roseville as designated by the city manager.

2. **Site Transportation Systems Management (TSM) Coordinator.** The person designated by the employer, property manager, or major project controller who is responsible for implementing a TSM plan at the major common work location. Such person is commonly

referred to as the employee transportation coordinator (ETC) or the property transportation coordinator (PTC).

U. **Transportation Survey.** A survey report designed and distributed by the city's transportation coordinator and filled out by the site TSM coordinator which provides employee commute information in order to calculate peak order vehicle reduction, as well as alternative transportation effectiveness. Such survey shall be conducted every five years, beginning in the year 2018 for employee commute methods in 2017.

V. **Transportation Systems Management (TSM) Agreement.** Written agreement with the city obligating the applicant to comply with the TSM Plan.

W. **Transportation Systems Management (TSM) Handbook.** An explanatory guide meant to provide clarification for site TSM coordinators and other interested persons. The TSM Handbook describes how TSM plans are prepared by applicants, reviewed by the city and implemented by the site TSM coordinator.

X. **Transportation Systems Management (TSM) Plan.** A plan submitted by an applicant and approved by the city pursuant to this chapter that is designed to reduce the number of vehicle trips to and from a major common work location. Such plan attempts to improve the movement of persons by providing employees with information regarding better and more efficient utilization of existing infrastructure (e.g., streets, roads, freeways) and new and innovative alternative commute modes (e.g., transit, carpooling, bicycling, telecommuting) in accordance with this chapter.

Y. **Vanpool.** A motor vehicle suited for occupancy by more than seven but less than 16 persons including the driver, traveling to and from work.

SECTION 3. Section 11.33.0180 of Chapter 11.33 of Title 11 of the Roseville Municipal Code is hereby amended to read as follows:

11.33.080 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, to a hospital, clinic, 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, 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 or her designee is expected to attend a minimum of two 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 (also known as telework). Telecommuting by allowing 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, 40 hours of work in four 10-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, major project controllers shall consider installing showers and lockers for their employees.

SECTION 4. Section 11.33.120 of Chapter 11.33 of Title 11 of the Roseville Municipal Code is hereby amended to read as follows:

11.33.120 Transportation survey report required.

The city transportation coordinator shall prepare and distribute a survey report form to the major project controller. Each major project controller subject to the requirements of this chapter, and all successors in interest of said major project controller obligated to carry out a TSM plan or any part thereof, shall submit a transportation survey report to the city transportation coordinator no later than April 1st describing the effectiveness of the TSM plan. The report shall contain at a minimum the following information:

- A. Employee Characteristics. Base information regarding employees, including:
1. The number of employees;
 2. The number of employees at each workplace, if more than one workplace is involved;

3. The number of employees per shift at each workplace;
4. The start and stop hours of each employee;
5. The city and zip code of each employee's residence;
6. The distance and commute time for each employee from residence to work.

B. Site Characteristics. Site specific information, including:

1. The number of off-street parking spaces provided by the employer for the employees;
2. The number of off-street parking spaces provided by the employer available to non-employees per day.

C. Description. A description of the measures taken to comply with this chapter, including an accounting of the resources expended on TSM promotional activities.

D. Use. The average number of tenants and/or employees regularly arriving at and leaving the major common work location for the reporting period by each of the following methods of transportation:

1. Single occupant vehicles (SOV);
2. Carpooling (survey to include number of vehicles and number of occupants per vehicle);

3. Vanpooling (survey to include number of vehicles and number of occupants per vehicle);

4. Public transit;

5. Bicycling;

6. Telecommuting;

7. Walking;

8. All others.

E. The total number of employees participating in a variable work hours program pursuant to Section 11.33.080(E)(5) of this chapter and a description of that program.

F. A description of any employer sponsored vanpool or transit pass subsidy programs.

G. The name, address, and telephone number of the site TSM coordinator.

H. Statement of Implementation. The major project controller shall state how the TSM plan has been implemented during the past three years and demonstrate that the 20 percent minimum trip reduction goal has been achieved. If the 20 percent minimum trip reduction goal has not been achieved, an explanation must be included, and the report shall state what actions will be taken to overcome the shortfall.

I. Goals for the Upcoming Five Years. The major project controller shall include a list of alternative transportation goals planned for the next five years to ensure attainment of the 20 percent minimum trip reduction goal.

SECTION 5. Section 11.33.130 of Chapter 11.33 of Title 11 of the Roseville Municipal Code is hereby amended to read as follows:

11.33.130 Review of transportation survey reports.

A. The city transportation coordinator or his or her designee shall review transportation survey TSM reports and compare performance with the 20 percent minimum trip reduction goal or compare the performance with the minimum trip reduction percentages for projects with an existing TSM plan. The city transportation coordinator shall prepare a transportation survey staff report which compiles all of the major common work locations triennial reports, and shall present the report to the transportation commission and the city council describing the results of the program.

B. If after review of a major project controller's transportation survey report, the city transportation coordinator finds that substantial progress was not made toward achieving the 20 percent minimum trip reduction goal, or trip reductions percentage credits for existing TSM plans, the city transportation coordinator shall:

1. Notify the major project controller of additional alternative transportation opportunities that can be made to achieve the 20 percent minimum trip reduction goal within one year of notice;

2. Prepare a staff report for the transportation commission discussing the failure to comply with the TSM plan and alternative transportation opportunities that can be made to achieve the 20 percent minimum trip reduction goal; and

3. Notify the major project controller that supplemental annual reports will be required until such time as compliance is demonstrated.

C. The transportation commission may find that the major project controller, the employer, and/or the site TSM coordinator:

1. Is in violation of this chapter and the TSM agreement and recommend that the matter be forwarded to the city council to determine the proper means of enforcement for noncompliance; or

2. Shall be allowed an additional year to comply.

D. Subsequent Annual Report. If upon review of the major project controller's triennial report or supplemental annual report following a prior unsatisfactory triennial report, the city transportation coordinator determines that attainment of the 20 percent minimum trip reduction goal still has not occurred:

1. The city transportation coordinator shall present a report to the transportation commission describing the reasons for noncompliance. The city transportation coordinator may

advise the transportation commission as to measures that would achieve the 20 percent minimum trip reduction goal.

2. The transportation commission may find that the major project controller, the employer and/or the site TSM coordinator is in violation of this chapter and that the matter be forwarded to the city council to determine the proper means of enforcement for noncompliance.

E. Adoption of the Revised TSM Plan. If deemed appropriate by the transportation commission, an existing TSM plan using trip reduction percentage credits shall be revised and adopted through the same process and with the same right to appeal as the original TSM plan. The transportation commission shall review the revised TSM plan for compliance with this chapter. The TSM agreement shall be amended to reflect the revised TSM plan.

SECTION 6. This ordinance shall be effective at the expiration of thirty (30) days from the date of adoption.

SECTION 7. The City Clerk is hereby directed to cause this ordinance to be published in full at least once within fourteen (14) days after it is adopted in a newspaper of general circulation in the City, or shall within fourteen (14) days after its adoption cause this ordinance to be posted in full in at least three (3) public places in the City and enter in the Ordinance Book a certificate stating the time and place of said publication by posting.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20___, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk



Transportation Commission Meeting

February 16, 2016 – 7:00 p.m.

Special Presentations/Reports

Item 8A: Appointment of 2016 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 one (1) year from tonight's meeting (February 16, 2017) or until the first Transportation Commission meeting in 2017 immediately following the City Council's appointment of new Transportation Commissioners, whichever occurs first.

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.

Item 8B: Roseville Transit Local Service Changes

Staff: Eileen Bruggeman, Alternative Transportation Analyst II

Recommendation

Staff recommends that the Transportation Commission:

- Open the public hearing and accept public comments;
- Recommend the City Council approve the proposed Local Service changes as outlined in this report for Routes D, I and M; and,
- Provide staff with comments regarding possible expansion of Route S service hours and stops.

Discussion

Local Service Changes

Staff is recommending changes to the Local Services consistent with the Short Range Transit Plan (SRTP) to accomplish the following objectives:

- Enhance Route M connections at Galleria Transfer Point to other routes
- Modify and expand Routes D and I to cover new areas:
 - Woodcreek Oaks Boulevard between Junction and Baseline Boulevards
 - Baseline Boulevard between Woodcreek Oaks and Junction Boulevards
 - Junction Boulevard between Baseline and Woodcreek Oaks Boulevards
- Maintain service frequency for Routes D and I of approximately 45 minutes
- Design Routes D and I to provide passengers the ability to transfer to Route M

As currently designed Route M provides service between The Galleria and West Roseville, primarily travelling along Pleasant Grove Boulevard. However, Route M also travels along Fairway Drive and travels a “U” shaped pattern along Woodcreek Oaks Boulevard, Junction Boulevard and Country Club Drive.

In the latter part of 2015, a short-term modification was made to Route M. The modification was made in response to requests for increased reliability of Route M, particularly to facilitate transfers to other transit services at the Galleria Transfer Point. The modification suspended the mid-morning and mid-afternoon runs of the route from travelling west of Woodcreek Oaks Boulevard to provide additional recovery time at the Galleria Transfer Point.

Since the modification to Route M has been implemented, staff has evaluated various options and conducted public outreach to identify a long-term solution. The Short Range Transit Plan approved in 2011 by the Placer County Transportation Planning Agency (PCTPA) recommended extension of Route M to provide service to West Roseville, with elimination of the portion of Route M which travels south of Pleasant Grove Boulevard along Woodcreek Oaks Boulevard, left on Junction Boulevard to the Junction Transfer Point, and left on Country Club to return to Pleasant Grove Boulevard and continue to the Galleria Transfer Point. Route M was extended to West Roseville, however, the area south of Pleasant Grove Boulevard was retained as part of the route.

Therefore, staff recommends Route M no longer provide service to the “U” shaped portion of the route which travels south of Pleasant Grove Boulevard, in order to increase its reliability and usefulness to passengers along the main line of the route (see Attachment 1).

Removal of Route M providing service south of Pleasant Grove Boulevard provides an opportunity to expand the areas served by Routes D and I, consistent with another recommendation provided in a Short Range Transit Plan (see Attachments 2 and 3, Routes D and I, respectively).

The modification of Routes D and I would provide:

A. New Service:

- Junction Boulevard between Baseline and Woodcreek Oaks Boulevards
- Baseline Boulevard between Woodcreek Oaks and Junction Boulevards
-

B. Replacement Service:

- Along Woodcreek Oaks Boulevard between Junction and Baseline Boulevards

C. Additional Service

- Foothills Boulevard between Pleasant Grove Boulevard and McAnally (overlaps Route R)
- Pleasant Grove Boulevard between Woodcreek Oaks and Foothills Boulevard (overlaps Route M)

D. Removes Service

- Along McAnally Drive between Woodcreek Oaks and Foothills Boulevards

After conducting test drives the proposed modifications would increase headways (i.e., travel time) on Routes D and I from every 30 minutes to approximately every 45 minutes. In comparison other Local routes typically provide service every hour (for example, M and L), with the exception of our core routes with the highest amount of passengers per hour, Routes A and B. At this time, Route D and I do not have the ridership levels to justify 30 minute headways.

The time schedule and bus stop locations for Routes D, I and M are being finalized. Key considerations for the schedules include:

- Structure Route M to arrive at Galleria Transfer Point to facilitate transfer to Routes A and B, and to Placer County Transit;
- Structure D/I to facilitate transfers to Route M at Pleasant Grove and Foothills Boulevards; and
- Retain arrivals of D/I that coordinate with Route L, A and B at the Civic Center Transfer Point.

Public Outreach for Proposed Local Service Changes

Public outreach has been conducted consistent with the previously approved Title VI Plan for Roseville Transit and Federal Transit Administration (FTA) public notification requirements. Outreach efforts have included:

- Brochures written in Spanish and English indicating the proposed Local Service changes and soliciting public input were placed on Roseville Transit buses and at community facilities;
- The same information was also posted on the City of Roseville website and social media;
- A public workshop was held in Council Chambers on January 19, 2016;
- The public hearing notice was published in English and Spanish;
- The brochure was mailed directly to each apartment unit within the Heritage Oaks Apartments located adjacent to the Junction Transfer Point;

Comments received in response to public outreach efforts and any comments recently received regarding Local Service via email, phone calls, driver input, Transit Ambassador input Facebook page, and Next Door page are provided in Attachment 5, with a summary of key comments with staff responses provided in Attachment 4.

Key comments made include:

- Support for the expansion of Routes D and I to Baseline and Junction Boulevards;
- Feel the changes will improve the on time performance of Route M;
- It will be important to provide effective transfers at Pleasant Grove Boulevard between Routes D/I to Route M, possible need it to be a Timed Stop;
- Routes D/I stop running on week-days before Route M – how will people return home after 6:30pm;
- Passengers going to Galleria Transfer Point will need to use an additional bus (additional cost);
- Passengers who currently board at stops on Country Club will lose service.

The schedules for Routes M, D and I will be carefully structured to meet the various needs for promoting connections to other routes, both at Pleasant Grove Boulevard and at the Civic Center Transfer Point. As the schedules and bus stop locations are developed staff will evaluate the use of making the stop on Pleasant Grove Boulevard at Foothills Boulevard as a Timed Stop to help facilitate transfers between D, I and M.

It is acknowledged that these changes will modify services to certain areas (i.e., McAnally between Woodcreek Oaks and Foothills Boulevard, and Country Club between Pleasant Grove and Junction Boulevards). However, the trade-off is increased service to other areas along key arterials that will potentially benefit a greater number of passengers, while still providing service in the vicinity of the road segments being removed from service. For some passengers transfers between Routes D/I and M may require them to move towards purchasing Daily Passes, which could potentially increase their daily expenses for fares (4 individual fares may be needed with the changes when only 2 individual fares are presently needed).

Recommended Modification: Staff reviewed possible scenarios to address the concern that Routes D and I currently end by 6:30 p.m., while Route M runs until about 9:30 p.m. Staff recommends modifying the proposed Local Service changes to include that Route M will offer deviated service to the Junction Transfer Point after 6:30 p.m. Monday through Friday, and with advance request. This option will provide the service on an as needed basis, and avoid the additional cost of providing regularly scheduled service with relatively low ridership.

Route S Service Expansion

Another Short Range Transit Plan (SRTP) recommendation includes expansion of service on Route S through adding new stops and offering more hours of service. The recommendation was made to increase ridership and revenue, better meet the needs of passengers, and improve connectivity between key employment centers, retail areas and County services provided inside city limits.

Currently Route S travels between the Galleria Transfer Point and the Santucci Justice Center (SJC). The Route was initially established to provide transportation for employees at the SJC. Over time it has become clear that the route is also used by passengers making use of the services offered at the SJC. The SJC is continuing to build out with the addition of the County Jail and assorted offices offering services that complement the already open Placer County Courthouse and Probation Department. However, the hours have not been adjusted to reflect the greater level of activity at the Center and remains a low ridership route.

The SRTP recommendation includes adding additional stops at the Walmart Supercenter off Highway 65 at Pleasant Grove Boulevard, and the Thunder Valley Casino. Staff also wishes to pursue possible inclusion of service to retail centers along Fairway Boulevard, and hotel sites such as off Pleasant Grove and Blue Oaks, next to the Galleria, or off I-80 at Roseville Parkway and Sunrise Boulevard. Route S would be structured to provide 1-hour headway (or frequency of service), and provide the service approximately twelve (12) hours per day (6 a.m. to 6 p.m.), Monday through Friday, consistent with other Local Service routes.

Pursuant to terms of a Development Agreement with Placer County, the County provides approximately half the costs associated with Route S to provide service to the Santucci Justice Center (SJC). The additional hours of revenue service hours will result in additional costs of approximately \$184,000. In order to reduce local costs for the new Route S services, additional funding may be provided through a Low Carbon Transit Operations Program (LCTOP) grant. Staff has requested use of \$162,221 of LCTOP funding for this purpose. Award of the grant is anticipated in March/April.

Staff will pursue coordination with Placer County Transit and Placer County Transportation Planning Agency (PCTPA), with the Thunder Valley Casino, and with local hotels. Additional public outreach specific to Route S modifications will be conducted. A more defined route proposal that addresses comments received at this time, from public outreach efforts, and through the coordination with other organizations would be presented to the Transportation Commission sometime during summer, 2016 with planned implementation of Route S modifications in September 2016. The changes to Routes D, I and M present staff with an opportunity to obtain comments from both the general public and Transportation Commission early in the process of pursuing these changes to Route S.

Fiscal Impact

The proposed Local Service changes to Routes M, D and I will not result in an increase in vehicle revenue hours. The stop modifications are proposed to be incorporated approximately within the existing beginning and ending route times. The optional deviation of Route M for the final two to three (2-3) runs will possibly cause Route M to end later than the scheduled end time, however, until the deviated service is offered it is difficult to predict the level of additional costs. At this time it is projected if Route M ends ten to fifteen (10-15) minutes late the additional cost will be minimal (less than \$5,000).

Expansion of service on Route S could potentially increase operating expenses by approximately \$184,000. When staff returns in the summer with a more defined recommendation, a more precise fiscal impact analysis will also be included. By that time results of the LCTOP grant application will be known and can be incorporated into the discussion of fiscal impacts.

Environmental Review

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3)). The proposed modification of existing transit services does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Attachments:

1. Existing and Proposed Route M
2. Existing and Proposed Route D
3. Existing and Proposed Route I
4. Local Service Comments and Responses from staff
5. Log of all comments and suggestions received

ATTACHMENT 2

Proposed Route D / Propuesta Ruta D

Service proposed approximately every 40 minutes.

Monday – Friday:

6 a.m. – 6:30 p.m.

Saturday:

8 a.m. – 4:30 p.m.

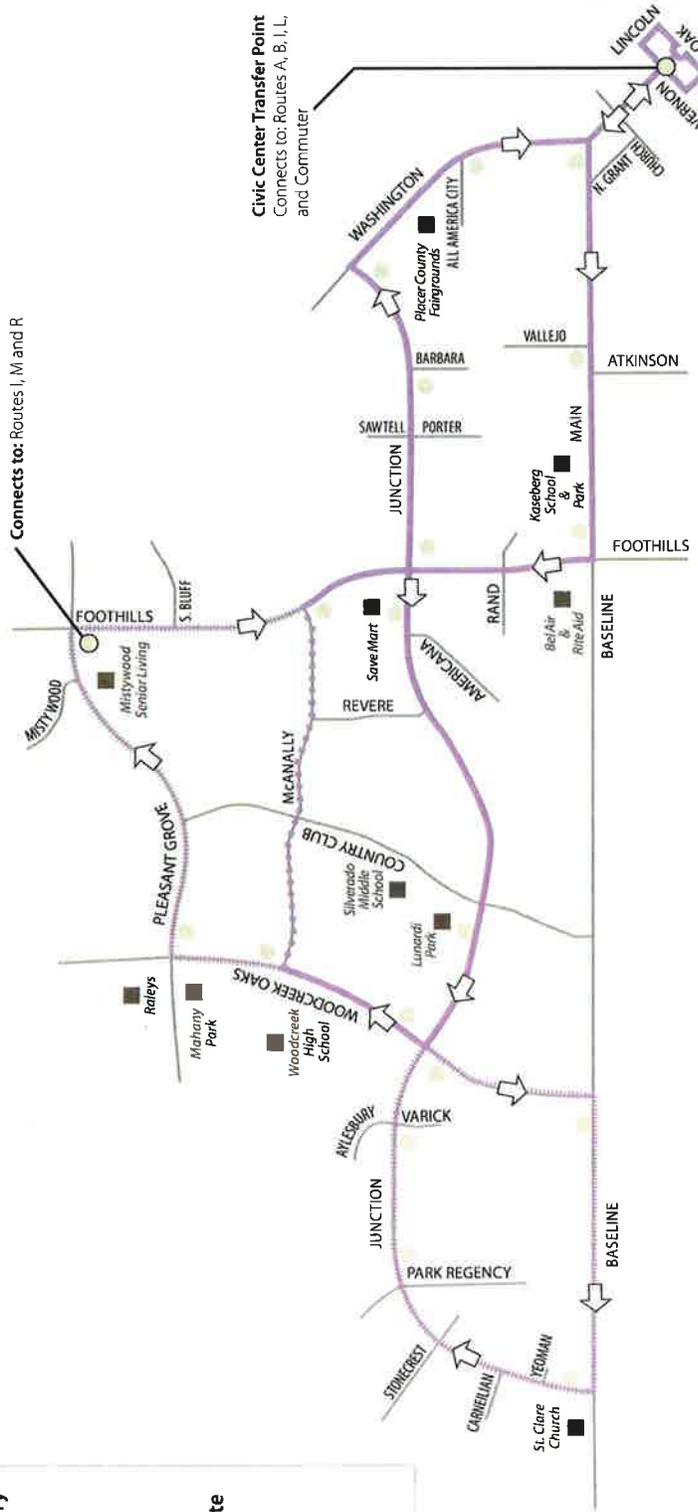
Servicio propuesta aproximadamente cada 40 minutos.

Lunes-Viernes:

6 a.m. – 6:30 p.m.

Sábado:

8 a.m. – 4:30 p.m.



Legend

- Bus Stop / Parada de Autobús
- Bus Stop Connecting to Other Routes / Parada de Autobús que Conecta a Otra Ruta
- Park & Ride Lot / Park & Ride Solar
- Bike Lockers / Taquilla Bicicleta
- Popular destinations / Destino más populares
- Placer County Transit connection / Conecta a Tránsito de Placer County

- Proposed for addition / Propuesta para la adición
- Proposed for removal / Propuesto para el retiro
- Existing Route / Ruta actual

ATTACHMENT 3

Proposed Route I / Propuesta Ruta I

Service proposed approximately every 40 minutes.

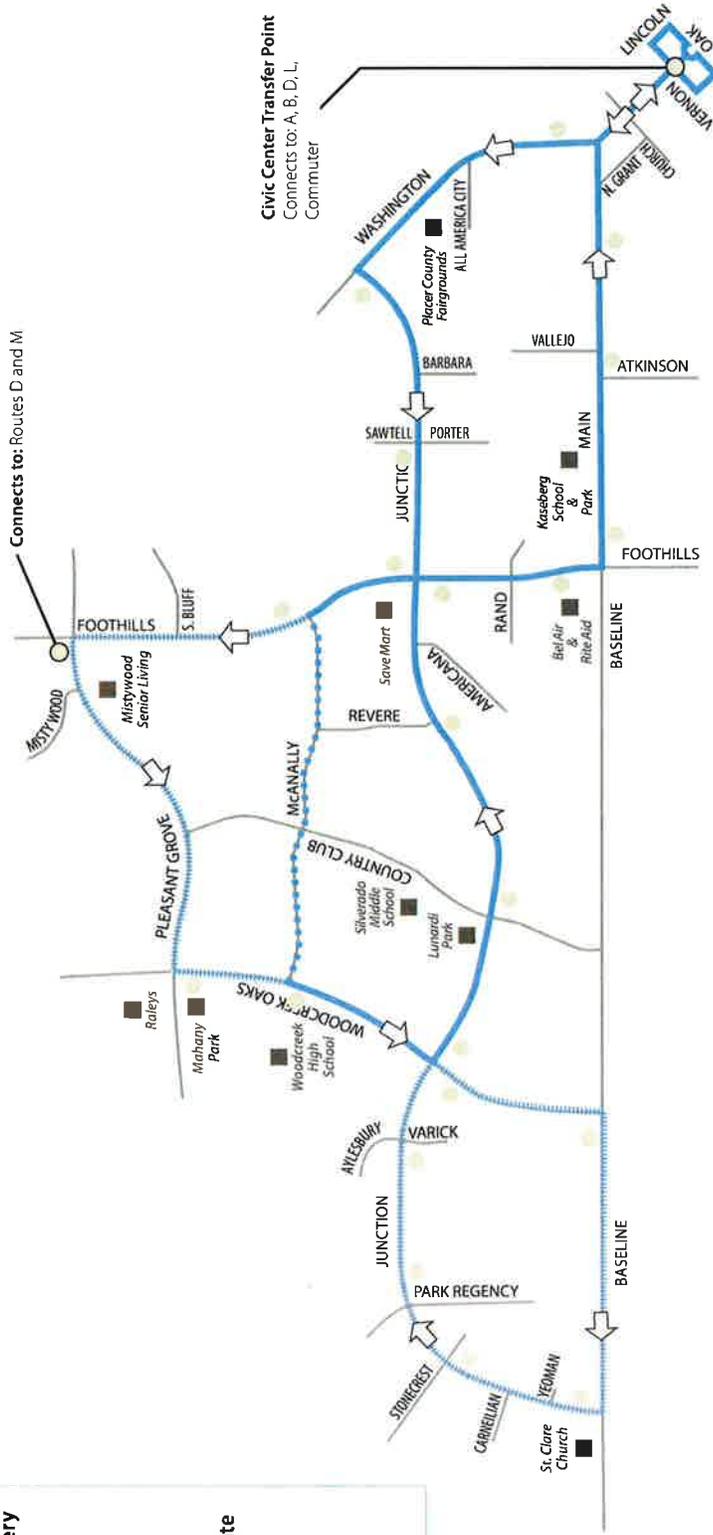
Monday – Friday:
6 a.m. – 6:30 p.m.

Saturday:
8 a.m. – 4:30 p.m.

Servicio propuesta aproximadamente cada 40 minutos.

Lunes-Viernes:
6 a.m. – 6:30 p.m.

Sábado:
8 a.m. – 4:30 p.m.



Legend

- Bus Stop / Parada de Autobús
- Bus Stop Connecting to Other Routes / Parada de Autobús que Conecta a Otra Ruta
- Park & Ride Lot / Park & Ride Solar
- Bike Lockers / Taquilla Bicicleta
- Popular destinations / Destino más populares
- Placer County Transit connection / Conecta a Tránsito de Placer County

- Proposed for addition / Propuesta para la adición
- Proposed for removal / Propuesto para el retiro
- Existing Route / Ruta actual

ATTACHMENT 4

Comments that expressed concerns or recommendations related to the proposed changes	Response
Extend hours of D and I Monday - Friday to coincide with passengers using Route M to return home from work in the Galleria area	There are passengers alighting at the Junction Transfer point after 6:30pm, however, it is a significantly lower number than typically seem earlier in the day. Staff recommends offering Route M provide a deviated service to the Junction Transfer Point (with advance request) for those 2-3 runs that occur after the end of Route D and I.
Run D and I opposite each other on the Junction/Baseline section	Staff recommends the one direction loop because a reverse loop would involve driving along the south side of Baseline Road. We chose not to do this because: 1) it would be unproductive with a limited number of passengers boarding from the south side of Baseline Road given the very low density, rural development of that area, and 2) it would require additional time and money to coordinate with Placer County and install new bus stops within that jurisdiction.
Confirm that D and I will stop at all 4 corners of Foothill and Junction Blvds.	Yes, they will.
Recommend D and I stop at the Amtrak Station	This suggestion is being retained as a service request for future consideration when additional runs are added to the Capital Corridor service.
Proposed changes will cause Sierra College students an additional transfer (D/I to M, M to Placer Co. Transit)	Understood, this is one of the trade offs of increasing the reliability of Route M and expanding services provided by Routes D and I.
Proposed Changes will extend the length of time spent on D and I	To cover the additional area (Baseline/Junction, and up to Pleasant Grove Blvd along Woodcreek Oaks and Foothills Blvd) the length of the D and I will increase from 30 minute service to approximately 45 minutes. Most of the routes within Roseville provide hourly service (i.e., Route M). As one of the lower ridership corridors, the proposed level of service is appropriate.

Comments that expressed concerns or recommendations related to the proposed changes	Response
<p>Proposed changes will increase the cost of riding D/I and M (will require a transfer); this will negatively impact passengers who use Route M to travel between the Galleria and Junction Transfer Points</p>	<p>This is true. If someone living south of McAnally has been using Route M to reach the Galleria they will need to either walk to the stops along Pleasant Grove Blvd, or they will use D/I to reach Route M. To use D/I and M for a round trip, it will become more economical for them to purchase a Daily pass; if eligible for Discount fare this will increase their daily fare by \$.50 or for General Public fare it will increase by \$1.00 per day.</p>
<p>On Route M provide a stop at the NE corner of Foothill and Pleasant Grove (across from CVS) to help prevent pedestrian accidents</p>	<p>There are no records of pedestrian accidents at this intersection and there are four (4) bus stops within the vicinity of the intersection at locations identified as meeting traffic safety considerations. Placing an additional bus stop at this intersection would not be consistent with bus stop location policies.</p>
<p>Changes to Route M will impact 7-10 regulars who board along Country Club in the morning</p>	<p>Understood, however, in comparison to other stops the boarding and alighting information indicates these stops are used consistently by a regular but small group of passengers. Other options will be offered in the vicinity of Country Club by Routes D and I. As the bus stop locations are finalized we will assess if additional stops on D, I and M can be placed closer to Country Club.</p>
<p>Suggestion: Remove Route M service to one side or the other of Fairway Drive, given that is the area that causes the biggest impact to Route M running on time; reduce number of stops on Fairway Drive.</p>	<p>This is another possible solution. However, the Short Range Transit Plan recommended a corridor route along Pleasant Grove Boulevard, and analysis of current passenger boardings and alightings indicates that there is significant ridership boarding and alighting at stops on both sides of Fairway Drive from Route M, comparable to the level of passenger activity along the segment of M proposed for removal (south of Pleasant Grove Blvd.). Currently Route M is the only option to provide service to the employment and shopping centers along Fairway Drive, whereas there is the option of increasing service provided by D and I to the Woodcreek Oaks/Junction/Foothills area to offset the loss of Route M service to this area.</p>

Comments that expressed concerns or recommendations related to the proposed changes	Response
Want to ensure the D/I will continue to reach the Civic Center at 6:36 so then able to walk to school	The route schedules are in process of being finalized; this will be taken into consideration and should be possible to accomplish.
Request adding a stop on Main Street by the Kaseberg School	There are currently two (2) stops on Main Street on either side of Kaseberg Elementary School - one (1) is immediately east of Foothills Blvd., and another is on Main at Vallejo. Placing an additional stop in between those two (2) locations would not meet the standard for placing stops approximately a quarter mile apart (too close).
Concern that the transfer stop from D/I to Route M be a timed stop so if someone misses the Route M bus and then have to wait another hour.	The route schedules are in process of being finalized; this will be taken into consideration and should be possible to accomplish.
Routes D and I need to retain convenience of connections to the L at the Civic Center Transfer Point.	The route schedules are in process of being finalized; this will be taken into consideration and should be possible to accomplish.
It would be helpful if Route M came by the Pleasant Grove Blvd at Woodcreek Oaks intersection earlier so able to reach the Galleria Transfer Point in time for the 6:30AM Route B.	Route M currently begins service at the Junction Transfer Point (a partial run), resulting in the stops west of Woodcreek Oaks do not receive service until the first full run that occurs in the next hour. With the proposed service change that includes removal of Route M traveling to the Junction Transfer Point, it is anticipate the route will start at the stop at the intersestion of Fiddyment and Pleasant Grove, thereby providing earlier first run/earlier service to the intersection of Woodcreek Oaks and Pleasant Grove Blvd.

ATTACHMENT 5

Comments on Proposed Route Changes for M, D and I

Date	Method of contact	Name	Comment
12/24/2015	phone call	Mike Barnbaum	Mike emailed Mike W and Eileen but wanted to review his comments He would like D and I to run up to 9:57 pm Mon-Fri Would like D and I to run opposite each other on the Junction/Baseline section Wants to confirm that D and I will stop at all 4 corners of Foothill and Junction esp to serve Dunkin Donuts Would like to see D and I stop at the Amtrak parking lot; mention of possible parking structure near Amtrak and possible use of LCTOP Grant to cover cost Additional comment re: Rte R - would like to see more hours of service on this route Expressed concern re: new Sacramento Arena - would like commuter to run later for Roseville residents to attend games and concerts
1/6/2016	meeting	Pat - Transit Ambassador	For the D/I changes: mentioned that Riders living in the McAnally and Country Club areas will no longer be served The proposed D and I do not pick up what M has dropped (McAnally & Country Club) would like to see D and I run later into the evening Sierra College Students would have to catch D/I to then catch M to get to Galleria to get Placer Country Bus to Sierra College some comments about the increase in the cost of fare for using D/I and then getting M D/I needs more than 40 minutes to make the runs For M Changes:
1/6/2016	Email	driver input	would like stop on NE corner of Foothill and Pleasant Grove (across from CVS) to help prevent pedestrian accidents Angela mentioned she picks up 7-10 people in the morning along Country Club Jim mentioned that many M passengers right to Junction Transfer Pt if D/I keeps same time schedule, passengers would not be able to get back to Junction Fairway is the biggest culprit for time lost. Perhaps only serve one side or go every other hour or add this part to another route.
1/7/2016	NextDoor	Amanda B.	Thank you, City Hall, for raising this Topic. I highly suggest that the M-line route gets expanded, much further than the Galleria, and even making it more convenient for passengers to commute to/from Granite Bay. Also, longer routes with less transfers on the main streets.
1/7/2016	NextDoor	Bruce B.	How about a route that covers Blue Oaks, Crocker Ranch and NW Fiddymont Farm?!!
1/7/2016	NextDoor	Justin N.	How about showing up on time for a change. Never had this many problems with a big bus service. Can't tell you how many times I've been sitting on Riverside waiting for the bus to come only to find out that it's 20 minutes late and I'm 20 minutes late to work. Oh and by the way I'm always there 10 minutes early
1/8/2016	Facebook	Nicole Stamps	I think all routes need to be every 15 minutes, no more. I know the reasoning is because there's no ridership. You don't have ridership because waiting a half hour or more for a bus is NOT acceptable. It should NOT take an hour and a half to two hours to get across town. Have regular intervals of time and you will get the ridership you want. Have regular stops, have a couple buses per route. Look Sacramento or even San Francisco and their bus routes. Trust me, I'd be more than willing to take the bus if it didn't take so dang long to get from one place to another.

Comments on Proposed Route Changes for M, D and I

Date	Method of contact	Name	Comment
1/9/2016	NextDoor	Michelle L.	Would like to see a bus route that would be near cook riolo/vineyard/PFE heading to/from west park-FF. There is a K-8 school Creekview Ranch without sidewalks.... Also. West Park/Fiddlyment Farms ... View more attends Oakmont HS. The school bus picks up at 6:50. We need more transportation available to these kids due to attendance issue possibilities and also to help with transportation after school for those who are involved in school activities/sports
1/12/2016	NextDoor	Rick W.	I like the way the proposed new routes tie in to the transfer point in downtown Roseville. I would like to see all the routes tie together there.
1/12/2016	Email	Tapani Lindgren	I have just a couple of minor comments / suggestions. I live near the terminus of route M and could potentially use it to run errands if we choose to save money and keep only one car.
			1. I do like the proposed straighter alignment for route M. It's shorter and can help keeping on time. It serves most of the destinations along Pleasant Grove, Fairway and Galleria which I frequently visit.
			2. After stopping at Vintage Square, the bus could possibly save a few seconds and a pinch of fuel by taking the newly completed Amington Dr as a shortcut to Pleasant Grove, instead of following Rothbury Dr all the way to the end.
			3. The route map has a small error near the terminus. Elmsett Place was never constructed. Its intersections were torn down and a walkway was built in its place. Please remove "Elmsett" from the map.
			4. It is not clear to me what benefit there is for a "connection" between the routes D and I at a specific bus stop. You can only bet back to where you came from. You could also get there by staying on the bus through the turnaround at the end. Perhaps I'm missing some detail. Now, connecting between route M and either D or I is beneficial of course, if the time tables are such that the wait is not too long.
1/14/2016	phone call	Jose Gonzales 724-9392	High School student. He currently catches the D/I at Woodcreek Oaks and takes it to be to the Civic Center. From there, he and his brother walk to Roseville High School. He feels that the time would change to be too early. He also was concerned that the M would no longer drop down to that area and he couldn't get to the mall easily.
1/14/2016	NextDoor	Joyce E.	No service now between Pleasant Grove and Blue Oaks via Woodcreek Oaks - there are spaces for turnouts and it would provide service for middle school and high school as well as apartment and condos, plus future projected growth

Comments on Proposed Route Changes for M, D and I

Date	Method of contact	Name	Comment
1/19/2016	email	Jack Exton (extonjack@gmail.com)	It would help a great deal, if the M line would go to Vernon Street.
1/19/2016	email	Stephanie Upton	Hello, my name is Stephanie and I take the local route M almost every single day. I get on at the Junction transfer point and get off at the Galleria. The M route is the easiest way for me to get to work and the only one that runs early enough in the morning for me to get to work on time. If you change the route I would have to start taking the D or I route to the proposed connection point, but those routes stop running earlier than the M so I would now have to walk from Foothills and Pleasant Grove to my apartment on Junction and Woodcreek Oaks because of how late I work sometimes. The apartments that the Junction Transfer Point is in front of are limited income apartments. A lot of the people depend on this stop to get to and from work and to do their daily activities and run errands. So please take this into consideration before you change the route. I understand changing it to be more efficient, but please don't take this stop away.
1/20/2016	card	Mike Barnbaum	Route align the D&I to Amtrak. Consider using ICTOP funds for all day service on Rte. R. Consider future Routes: Sierra College/Galleria/CCTP/LOTP/ARC/Watt&I80.
1/20/2016	card	Daniel Zellitti	D: from heritage park appts to foothill & junction point, I: from heritage park appts at junction going to civic ctr & connect to route b, M:take route m to Galleria and change to route a to 600 sunrise blvd
1/20/2016	card	anonymous	I feel like the m bus transfer point is going to be inconvenient change because of the longer walk back to JTP, I'm a single mother and don't feel safe doing that walk at night.
1/20/2016	card	anonymous	D, I to woodcreek&junction transfer point, M bus from JTP to Galleria, D, I to americana dr.
1/20/2016	card	anonymous	M route runs later than the D & I if you extend the hours on D&I connection can be made to get home from Galleria (work).
1/20/2016	card	anonymous	I'm in favor of the proposed changes to D&I these will cover more shopping and apartment complexes. Suggest extending the hours of the F line by 1 hour preferably 2. I use it a lot but have to rush to get on
1/20/2016	card	Shane Arroyo	From civic ctr to St. Johns, wants to be able to transfer as quickly and efficiently as possible without having to get up too early. Also travels to Golden One on Pleasant Grove
1/20/2016	card	anonymous	I'm all for the changes but I'd like to suggest running 2 M buses every half hour
1/20/2016	card	Scott Ehلمان	M, D, I time match up
1/20/2016	card	anonymous	Need M Route 930am @ Galleria to St. Johns @ 10am (not 9am).
1/20/2016	card	anonymous	I board M bus @ Rothbury/Elmshurst usually ride to Raley's @ pleasant grove/woodcreek oaks I get off M bus @ woodcreek stop. If woodcreek stop is eliminated how will I get to Raley's. If buses D/I stop at 6:30p M-F and 4:30p Saturdays how do I make connections to attend downtown theater for various Rsvl activities. Please restore 9:30a to 10:30a and 3:30p to 4:30p stops on M Rte.
1/20/2016	card	anonymous	M times don't meet with D/I times. Catch M on a stop that is uncovered and wet always (Rothbury) that goes long. No changes to D/I would like to participate in Rsvl nitelife, like plays.
1/20/2016	card	anonymous	Current bus route is most beneficial to me and the other kids who ride with me. We take the JTP to the CCTP at 6:36 a every morning. I question when that bus will arrive if these changes will pass. Will it pick up at 6:46a or continue to Civic Ctr at 6:36.
1/20/2016	card	Nicholas DePina	comment about M route on the inbound routes, it would be better for the bus to stay on time if it turned R on Rsvl Pkwy and went to the mall that way rather than serving the stores on Fairway. Then the M can service stores on Fairway in the outbound route. It would also be nice to have more frequent bus service during commute times 6a-9a and 3:30p-6p such as 2 buses per hour. Sunday service on M bus would be awesome.
1/20/2016	card	Jennifer Higgins	

Comments on Proposed Route Changes for M, D and I

Date	Method of contact	Name	Comment
1/20/2016	card	Chantel	I like taking the M bus to the mall and the A bus to N Sunrise, my starting point is woodcreek oaks and junction
	workshop comments	Chantel	I take M bus from Woodcreeks Oaks/Junction to Galleria and then catch A/B bus to get near my work at Johns Incredible pizza. Now I will have to take 3 buses to get to work. Tried the D/I to the A/B and it takes too long
1/21/2016	In Person	anonymous	Request a bus stop for the D,I at Kaseberg School on Main St.
1/11/2016	email	Toni Starbird	Terrific improvements for D & I routes; please start soon. There are 5,000 parishioners that attend St Clare
1/7/2016	email	Jennifer Winscott	I am very much in favor of these new routes. I have a daughter that will be starting at Sierra College next year and will need to use public transit. We are in the Baseline/Junction area of Roseville and this will bring the busses closer to our house. It will also give people in the area quicker access to shopping and other areas across town.
1/7/2016	email	Karen Killmer	A more comprehensive time line for the routes would be greatly appreciated. Eliminating the Junction/Country Club loop on the M line requires an extra transfer for those in the area. Will the transfer spot on Foothills/Pleasant Grove be a dedicated spot (buses wait for transfers) or will we be seeing the bus fly by as we approach (and then get to wait another hour before it gets back)?
1/6/2016	NextDoor	David J	I believe we need a bus that comes up Fiddlyment and also across Blue Oaks.
12/28/2015	letter		do not eliminate Junction Pt from Rt M. Creates frustration of time and money for your riders. Why charge more for what they have now?
			Having so many stops on Fairway is a nuisance. Fairway is the problem. Pickup/dropoff on only one side of Fairway. Use Roseville Pkway instead of Fairway
			consider Sunday routes or change the 30 day pass. I lose 4 days every month because I cannot use my pass (48 days a year)
1/19/2016	workshop comments	Pat-as a passenger	Will changes to D/I affect convenience of connections to the L route, while still maintaining convenience of connection to A/B at Galleria. She indicated that for some, the L connection is very important and she was worried that timing of transfers would be affected.
			Need convenient timing of connection from D/I to M
			Extend hours of D/I to match M... or in later hours (after D/I are shut down and traffic is less) loop the M down to Country Club (this last idea was not Pat's, but someone who was listening in to our conversation)
			Doesn't believe that conditions will allow the D/I to circulate on the 40 minute schedule... did we account for wheelchair loading and other little things that can slow a route down?
			Some existing M riders off Junction/Country Club will now be in a two fare zone because they'll need to take D/I to M (concerned since some of them use single ride tickets)
1/19/2016	workshop comments		One attendee liked the changes to Route M, particularly the additional service in the morning hours. This attendee also transfers from I to M often, and wanted us to consider convenient connections between the two.
			One attendee thought we should evaluate the potential for a stop on route M on E/B Pleasant Grove east of Country Club, due to a concern about loss of stops 24/25 on Country Club (Commissioner Jawahar)

Comments on Proposed Route Changes for M, D and I

Date	Method of contact	Name	Comment
			<p>One woman lived in the Woodcreek/Junction apartment complex and used the M Route at night. Now with M Route only travelling along PG Blvd, she was worried about having to walk at night with her son to her apartment complex from Mahany.</p> <p>Older group of ladies wanted to be sure that the M Route will make all runs out to the senior apartment complex by St. John's Church.</p>
			<p>Several comments about D/I and L running until the A, B and M in the evening. One guy, Tom, mentioned he would like to see the D/I run just an hour later to make the last connection back after 5 p.m. (i.e. one more run).</p> <p>One person, Tom, like the fact that the D/I would travel to Pleasant Grove Blvd Woodcreek to Foothills).</p> <p>A few were concerned about timed connections with A, B and L at the Civic Center Transfer Point.</p> <p>One older lady who lived in the senior apartment complex by St. Johns was concerned how she would travel to Raleys at Woodcreek/PG Blvd without having to walk too far. Once I showed her a stop would likely be placed at the southeast cor of Woodcreek/PG Blvd, she was fine and thought that would work.</p> <p>Transfer from D/I to M will increase costs.</p> <p>Gentleman who is a regular bike rider/transit user (black hair, glasses, Raul & Lisa probably know his name, really nice guy) – he lives in Heritage Oaks. Goes to New Hope Church at corner of Pleasant Grove and Foothills. The proposed changes to Routes D/I would work for him to reach the 6:30pm Biblestudy. He currently catches the 9:20pm route M to get home; D/I don't run that late so that poses a problem. Also, he needs Saturday service close to 8am to reach social event held each week at the New Hope Church.</p>
			<p>Jennifer Higgins – works at Adventist Health off Douglas Blvd, across from Kaiser campus. M doesn't come by early enough for her to catch the 6:30 departure from Galleria TP of the B bus. She lives in the apartments on Pleasant Grove across the street from Mahany. The 1st pick up on Route M is the JTP; if the route came up Fiddymont and Right on Pleasant Grove, it could start earlier further west on Pleasant Grove and that would work for her. Clubhouse is closed until 10am – we understood that was the designated DAR pickup location, but if it is closed until 10am that is problematic. Also, Jennifer is legally blind. When she takes DAR it would help when she can't be waiting at the clubhouse for the driver to call her and she would know to come out of her apartment (I spoke to Cyndi, they started to talk together so perhaps we can confirm Cyndi worked out a solution). They would qualify as a Reasonable Modification – we should document it.</p>
			<p>Guy that Mike Dour and then Helen spoke to, lives off Lincoln in downtown Roseville, goes Friday and Sat to St. Johns in West Roseville – he would use D/I to transfer to the M, so he would need them to arrive before M reaches the transfer stop. He hopes for time efficiency – time it so he doesn't to wait around a long time to make transfers.</p> <p>would like D and I to run later to match M</p> <p>concerned about transfers and additional cost</p> <p>M will be too long. Doesn't feel there is much reason to go down Fairway</p> <p>Picks up at Penhurst; would possibly miss connection to M</p> <p>Thinks Rte M should run 2x every hour (or use 2 buses so it runs every 30 minutes) Maybe split up the M run into 2 different routes</p>

Comments on Proposed Route Changes for M, D and I

Date	Method of contact	Name	Comment
			Commissioner Jawahar would like to see a stop that spans the run between Woodcreek and Foothills at top of Country Club
1/25/2016	email	Artem Lyubimtsev	I am a senior at Horizon Charter School (Near The Fountains). I depend of the bus to go to and from school and work (Walmart off of Pleasant Grove). I do not like that you are changing this route, and I believe that others share my point of view on this. I would really appreciate it if the route doesn't change.
1/25/2016	email	Bruce Hagler	I would support having a route coming down Junction from Baseline and connect at the current Woodcreek & Junction stop. I don't feel changing it to a 40 minute cycle is needed since this is a short distance change and the bus always has arrived at the transfer point earlier then scheduled.
2/8/2016	email	James Roy <jetta995@yahoo.com	Route M Proposed Changes:
			1. By far the biggest compliant from passengers is the elimination of the Route M Junction Transfer point/Country Club Drive loop from the route. Passengers are not happy about having to ride the D/I bus from the Junction Transfer point to Pleasant Grove at Foothills to transfer to route M headed to the Galleria Mall.
			2. Currently the D and I route ends service at 6:30 PM, so the passengers on the return trip from the Galleria (after 6:30 PM) living at the Heritage Apartments at the Junction Transfer point bus would have to get off the M bus at Pleasant Grove and Wood Creek Oaks and walk a considerable distance (about 3/4 mile) to the Junction Transfer point. A couple of female passengers expressed to me personal safety concerns walking 3/4 of a mile in the dark back to the Junction Transfer point! Obviously elderly and disabled passengers living near the Junction Transfer point would be impacted greatly by this change!
			3. Passengers living near the Junction Transfer point area were wondering if the D and I route service hours could be extended from 6:30 PM until 9:30 PM to coincide with the last departure of the M bus from the Galleria Mall at 9:25 PM???
			Route D and I Proposed Changes:
			1. Passengers were for the most part positive about the proposed changes to the D and I route. Passengers who work and shop in the Pleasant Grove Blvd/Foothills Blvd and the Pleasant Grove/Wood Creek Oaks areas would benefit from this change as the bus would drop them off much closer to their employment or shopping area. Passengers expressed to me they thought that the impact of the elimination of the McAnally Drive loop would be minimal as current passengers could catch the I bus across Foothills Blvd at McAnally Drive or Route D on southbound Foothills Blvd at McAnally Drive by the Jack in the Box.
			2. I did not receive any passenger comments regarding the addition of the west Junction/ Baseline Road area's to the D and I routes.

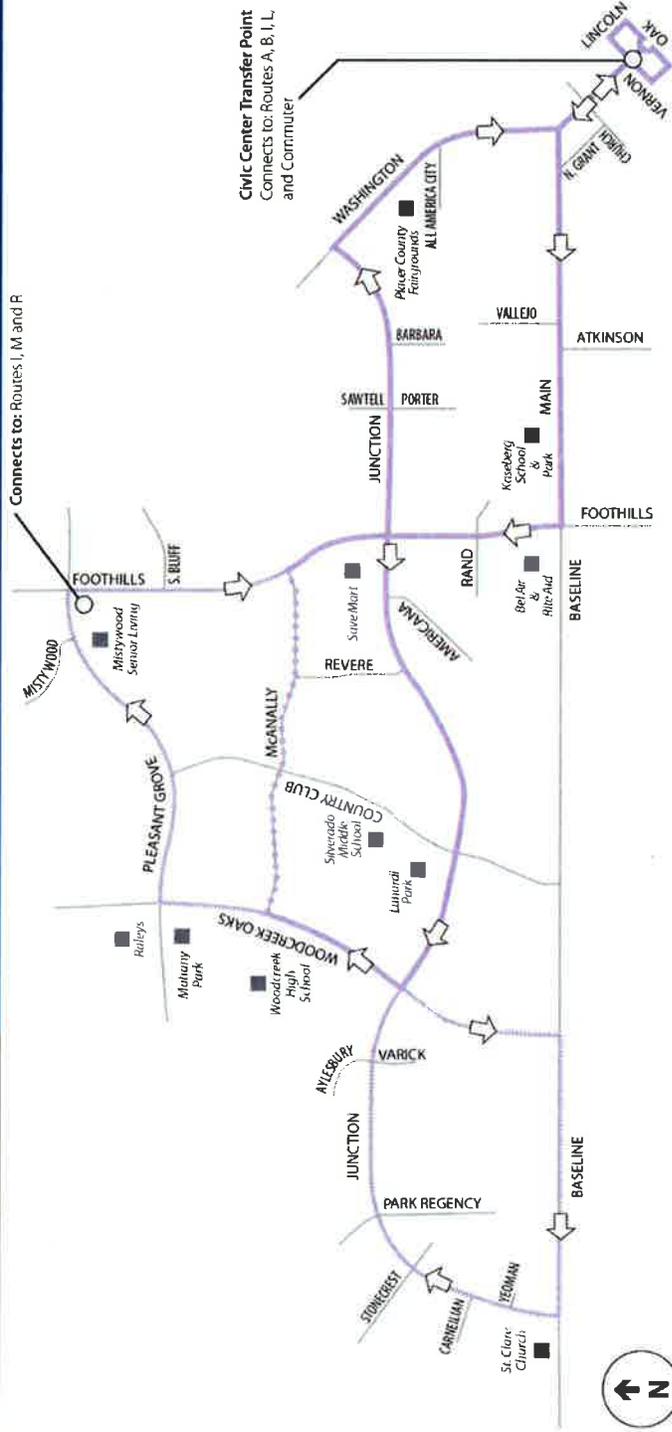


Roseville Transit Local Service Changes

Transportation Commission Meeting
February 16, 2016



Route D Modifications

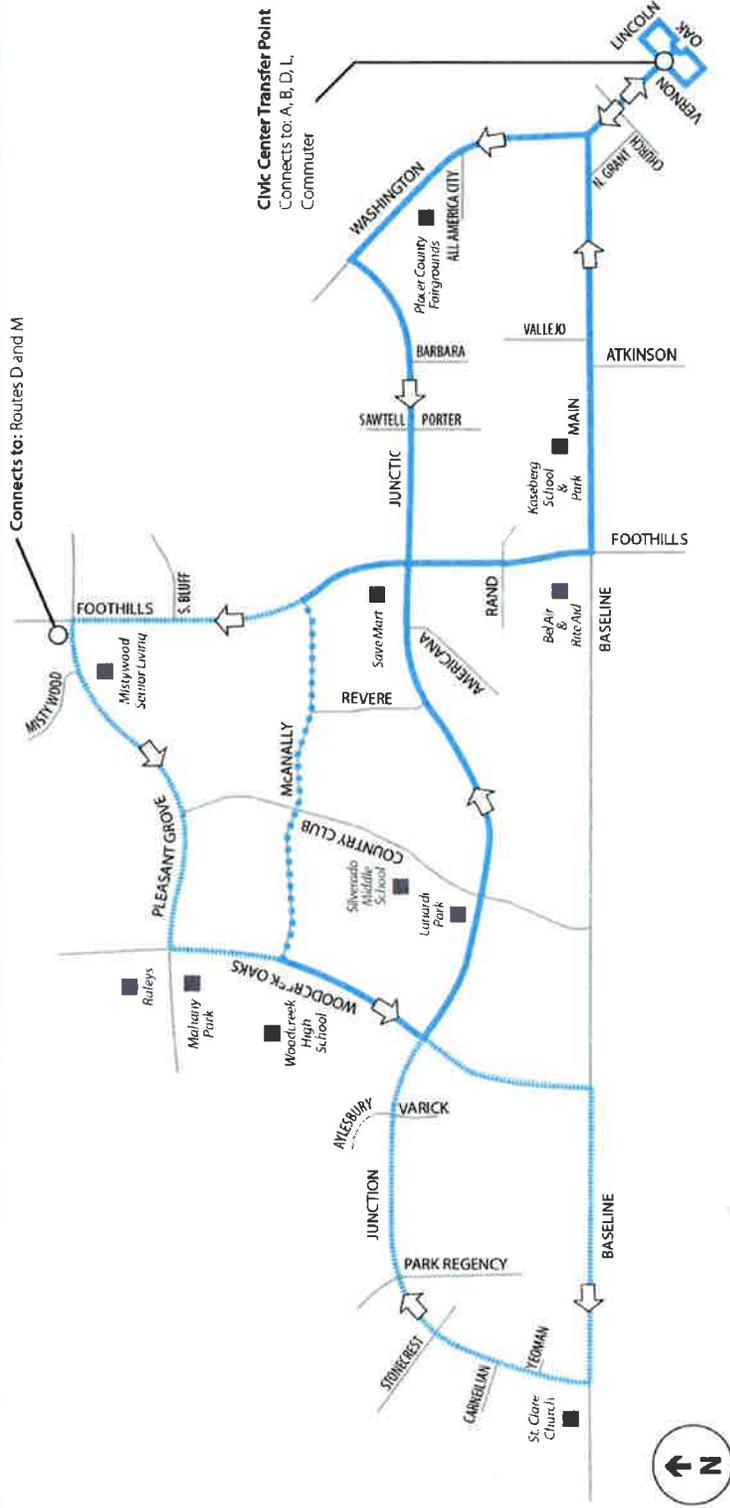


- Legend**
- Bus Stop / Parada de Autobús
 - Bus Stop Connecting to Other Routes / Parada de Autobús que Conecta a Otra Ruta

- Proposed for addition / Propuesta para la adición
- Proposed for removal / Propuesto para el retiro
- Existing Route / Ruta actual



Route I Modifications





Route S Options

Add Stops and Hours

- Thunder Valley Casino
- Super Walmart
- Hotels
- Retail on Fairway Drive



Transportation Commission Meeting

February 16, 2016 – 7:00 p.m.
Special Presentations/Reports

Item 8C. Transit Performance Report for 2nd Quarter Fiscal Year 2016

Staff Michael Wixon, Alternative Transportation Manager

Recommendation

Staff requests that the Transportation Commission continue this item to the next regularly scheduled meeting on March 15, 2016.



Transportation Commission Meeting

February 16, 2016 – 7:00 p.m.

Reports and Updates

Item 8D: 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.

TSM quarterly training

On February 3rd, the City held a TSM quarterly training. Approximately 40 property managers and Employee Transportation Coordinators representing over 50 local business sites attended the training. The training was held at Pieology in the Rocky Ridge Town Center hosted by Fulcrum Management Company. At the meeting, staff kicked off the Bucks for Bikes program and the Smart Cycling Clinics which are available to the public and as well as employees in the business community.

Bucks for Bikes

The City of Roseville and the Placer County Transportation Planning Agency (PCTPA) 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 February 3rd and applications will be accepted from those who work or attend school in Placer County through 5 p.m. on March 21st.

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.

Wednesday, April 6: 6 – 7:00 pm at Placer County Transportation Planning Agency – (Public)
Thursday, April 7: noon – 1pm at City of Roseville Civic Center – mtg rooms 1 & 2 – (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 13: 6:30-7:30 pm at The Hub in Roseville – (Public)

Wednesday, April 20: 6 – 7:00 pm at A-Town Bikes in Auburn – (Public)

Wednesday, April 27: 7 – 8:00 pm at Roseville Cyclery – (Public)

Legislative Update

A handout of most recent legislative activities concerning transportation and the City of Roseville will be provided at the meeting.