



**Transportation Commission Meeting
Council Chambers
311 Vernon Street
May 17, 2016 – 7:00 p.m.
Agenda**

1. Call to Order

2. Welcome – Roll Call

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

3. Pledge of Allegiance

4. Meeting Minutes

- a. March 15, 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

None

7. Special Presentations/Reports

None

8. Staff and/or Commission Reports/Comments

- a. 2nd Quarter FY16 Transit Performance Report (ACTION REQUIRED)
- b. 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 March 15, 2016 – 7:00 p.m. Draft Minutes

1. Call to Order

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

2. Roll Call

Commissioners Present

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

Staff Present

Eileen Bruggeman, Alternative Transportation Analyst II
Mike Dour, Alternative Transportation Analyst II
Sue Schooley, Alternative Transportation Analyst II/TSM
Coordinator
Michael Christensen, Deputy City Attorney
Kathy Pease, Planning Manager
Wayne Wiley, Associate Planner
Patricia Stewart, Senior Planner
Scott Gandler, Senior Engineer
Debbie Dion, Recording Secretary

3. Pledge of Allegiance

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

4. Meeting Minutes

a. February 16, 2015 – *Action required*

MOTION:

Commissioner Mendonsa made the motion, which was seconded by Commissioner Demarchi to approve the meeting minutes of February 16, 2016.

Ayes: Nelson, Short, Mendonsa, Horton, Jawahar, DeMarchi
Noes: None
Abstain: None
Absent: Schrader, Nunez

5. Oral Communications

Commissioner Nelson opened the Public Comment period.

Mike Barnbaum, Ride Downtown 916 Organization, addressed the Commission on approval by the Sacramento Regional Transit District Board of Directors for increases of SacRT bus and light rail system fares. Fare increases become effective on Friday, July 1, 2016.

Commissioner Mendonsa closed the Public Comment period.

6. Consent Calendar

a. The 316 Vernon Street Office Building Transportation Systems Management (TSM) Plan – *Action required*

b. The Falls Event Center Transportation Systems Management (TSM) Plan –
Action required

MOTION:

Commissioner Jawahar made the motion, which was seconded by Commissioner Horton to approve the Consent Calendar.

Ayes: Nelson, Short, Mendonsa, Horton, Jawahar, DeMarchi
Noes: None
Abstain: None
Absent: Schrader, Nunez

7. Special Presentation/Reports

a. Amoruso Ranch Specific Plan (ARSP) and Draft Environmental Report (DEIR) Action required

Commissioner Nelson reviewed the Public Hearing process.

Kathy Pease, Planning Manager and Wayne Wiley, Associate Planner, made the presentation.

A discussion between Commissioners and staff ensued.

Scott Gandler, Senior Engineer, responded to questions on fair share distribution of costs for roadways.

Mike Dour, Alternative Transportation Analyst II, responded to questions and reviewed mitigation measures for Capital improvements and spoke on short and long range transit plans to extend transit service when funding is available.

Eileen Bruggeman, Alternative Transportation Analyst II, responded to questions on transit thresholds; stated that population density and level of development are considered in transit planning as well as comments received from businesses and employment centers.

Commissioner Nelson opened the Public Hearing period.

Marcus LoDuca, representing the Brookfield project team, addressed the Commission on planning and design details of the ARSP.

Linda DiBiase, Amoruso Estates resident, addressed the Commission on concerns of traffic increase in the area, wildlife safety, potential flooding, and quality of life issues.

Staff responded and outlined mitigation measures and services provided to residents.

Mr. LoDuca spoke on the planned fire station that will serve the area and help with home owners insurance rates.

Chuck Lenny, new resident in Amoruso Estates, addressed the Commission on flooding/drainage concerns and urged working with Placer County to address this concern.

Commissioner Mendonsa closed the Public Hearing period.

Michael Christensen, Deputy City Attorney, confirmed that this is not an action item by roll call vote. Comments will automatically be forwarded on to the Planning Commission and to the City Council.

Staff and Commissioners discussed.

Commissioners submitted comments as follows:

City staff to work with Placer County on drainage issues.
Reflect in DEIR that Westbrook Blvd is a truck route.
Add turn lanes at W Sunset Blvd/Road G.
Take one more look at possible roundabout to facilitate left turns at Roads D/G and E/G.
Add Class I bike trails into paseos in Road G area.
Continue to monitor LOS for roadways in plan.

Comments will be forwarded on to the Planning Commission and to the City Council.

8. Staff and/or Commission Reports/Comments

a. 2nd Quarter FY16 Transit Performance Report

MOTION:

Commissioner Short made the motion, which was seconded by Commissioner Mendonsa to continue this item off-calendar to the next Transportation Commission meeting.

Vote: All ayes

b. Alternative Transportation Division

1. Fixed Routes D, I and M Modifications Update
2. Share the Road Campaign
3. Free 2016 Cycling Clinics and Events
4. Celebrate the Earth Day – April 16th
5. May is Bike Month

Eileen Bruggeman, Alternative Transportation Analyst II, made the presentation on Item 1.

Mike Dour, Alternative Transportation Analyst II, made the presentation on Item 2.

Sue Schooley, Alternative Transportation Analyst II/TSM Coordinator, made the presentation on Items 3, 4 and 5.

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

9. Pending Agenda

None

10. Adjournment

MOTION

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

Vote: All ayes

The meeting was adjourned at 8:23 p.m.

David Nelson, Chair

Debbie Dion, Recording Secretary

Item 7A: Transit Performance Report thru 3rd Quarter of Fiscal Year 2016

Staff: Michael Wixon, Alternative Transportation Manager

Recommendation

Staff requests that the Transportation Commission accept the Transit Performance Report for the 1st, 2nd and 3rd Quarters of Fiscal Year 2016.

Background

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

Discussion

Overall, the key performance measurements (KPMs) for services in the 2nd and 3rd Quarters of Fiscal Year 2016 (FY16) remained stable in comparison to the same time period during FY15. For example, overall ridership was down only by 0.3%, revenue hours increased very slightly (181 hours), overall costs increased approximately 5%, and the fare box recovery ratio was up slightly by 0.1% (total passenger fare revenue is expected to exceed \$1,100,000 by year end).

Passenger trips per vehicle revenue hour (PTVRH) for the entire system during the first three (3) quarters of FY16 was nearly identical to the FY15 performance. Individually, when comparing the each service to the previous fiscal year, these performance measures are also virtually identical.

All measurements for safety and service, such as preventable accidents per service mile, all accidents per service mile, and miles between road calls all exceeded expectations, well exceeded the standards established.

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

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

The system-wide fare recovery ratio for the year to date is just under 22%, as noted above.

The fare recovery ratio for Dial-A-Ride (DAR) services for the year is down slightly due to a higher percentage of allocated service hours, slightly higher costs, and slightly lower fare recovery during the first three (3) quarters of FY16.

The Commuter service fare recovery ratio during the first three (3) quarters of the current fiscal year is slightly down, from 82% to 81%. However, some bright spots were slightly higher overall fare revenues, slightly higher passenger counts, and a fare recovery ratio just above 88% in the 3rd quarter of the current fiscal year.

The farebox recovery ratio for Local services also decreased, resulting from slightly fewer passengers, slightly higher costs, slightly lower total fares. Overall, fare recovery for Local services remains above 10%.

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

In general, as described above, services saw general declines in passenger counts, increased costs, and slightly lower fare recovery. Each service has, therefore, experienced small declines in subsidies per trip as shown in Attachment 1. In general, there was a higher number of rainy days (23 according to the National Weather Service) in the 3rd quarter than in previous years, which may help explain the drop of passengers for Local and DAR services.

Goal 2 - Service Effectiveness – Service effectiveness is rated by total ridership and the number of passengers trips provided for each vehicle revenue hour (PTVRH). The PTRVH measurement remained relatively consistent when compared with the previous fiscal year. Overall, to date Roseville Transit carried 7.8 passengers per revenue hour in FY16, which is identical to the same time period during the previous fiscal year.

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

The average number of all accidents (preventable and non-preventable) and number of road calls between miles for the 4th quarter meets and well exceeds the standards established for Roseville Transit.

On-time performance remains good system-wide. Improvements were made in on-time performance for commuter and DAR services, while a very slight decrease was seen in local service performance.

The number of passenger complaints received also meets the established standards for each service type, although there is a downward trend. Staff will continue to monitor the nature of these complaints and work with the contractor to shift the trend upward again. Despite the trend, the service quality remains good as measured against the established standards.

Attachments:

1. FY16 Performance Report thru 3rd Quarter
2. FY15 Performance Report – Year End

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Farebox Ratio for All Services					
Total Expenses - All Services	\$1,349,955	\$1,368,581	\$1,333,657		\$4,052,193
Total Fares - All Services	\$288,583	\$288,791	\$301,128		\$878,501
FY15/16 Combined Farebox Ratio for All Services	21.4%	21.1%	22.6%		21.7%
FY14/15 Combined Farebox Ratio for All Services	21.4%	21.8%	21.4%		21.6%
Percent Difference	0.0%	-0.7%	1.2%		0.1%
Subsidy per Trip (All Services)					
Total Expenses - All Services	\$1,349,955	\$1,368,581	\$1,333,657		\$4,052,193
Less Fares (All Services)	\$288,583	\$288,791	\$301,128		\$878,501
Total Subsidy	\$1,061,372	\$1,079,790	\$1,032,530		\$3,173,692
Divided by Ridership (All Services)	102,740	97,319	95,841		295,900
FY15/16 Total Subsidy for All Service Trips	\$10.33	\$11.10	\$10.77		\$10.73
FY14/15 Total Subsidy for All Service Trips	\$10.12	\$10.00	\$10.33		\$10.11
Subsidy Increase/Decrease from Previous Year	\$0.21	\$1.10	\$0.44		\$0.62
Total Ridership for All Services					
FY15/16 Quarter	102,740	97,319	95,841		295,900
FY14/15 Quarter	103,479	97,419	97,615		298,513
Total Ridership Increase/Decrease	-0.7%	-0.1%	-1.8%		-0.9%
Passenger Trips per VRH (All Services) Standard 8/VRH					
Total Ridership	102,740	97,319	95,841		295,900
Divided by Total Vehicle Revenue Hours (VRH)	12,885	12,708	12,774		38,367
Total Passenger Trips per Vehicle Revenue Hour	8.0	7.7	7.5		7.7
Preventable Accident Standard <1/50,000					
Total Service Miles (All Services)	234,584	229,681	231,105		695,370
Divided by Total Preventable Accidents	2	2	5		9
Total Service Miles per Preventable Accident	117,292	114,841	46,221		77,263
All Accidents Standard < 1/25,000					
Total Service Miles (All Services)	234,584	229,681	231,105		695,370
Divided by Total Accidents	4	3	8		15
Total Service Miles per Accident	58,646	76,560	28,888		46,358
Maintenance Standard > 1/10,000 miles between Road Calls					
Total Service Miles (All Services)	234,584	229,681	231,105		695,370
Divided by All Road Calls (average)	6	5	10		21
Total Service Miles per Road Calls	39,097	45,936	23,111		33,113

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

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Farebox >15%					
Total Expenses - All Services	\$1,349,955	\$1,368,581	\$1,333,657		\$4,052,193
Percentage of DAR Service Hours to Total Contract Service Hours	24.91%	25.34%	25.50%		25.25%
Total Expenses - DAR Service	\$332,805	\$339,437	\$337,622		\$1,009,865
DAR Fare Revenue	\$23,851	\$29,551	\$24,576		\$77,977
FY15/16 DAR Farebox Ratio	7.2%	8.7%	7.3%		7.7%
FY14/15 DAR Farebox Ratio	8.9%	8.9%	7.0%		8.9%
DAR Subsidy					
Total Expenses - DAR Service	\$332,805	\$339,437	\$337,622		\$1,009,865
Less DAR Fare Revenue	\$23,851	\$29,551	\$24,576		\$77,977
Total Subsidy	\$308,955	\$309,887	\$313,046		\$931,887
Divided by DAR Ridership	7,411	7,325	7,337		22,073
Subsidy per DAR Passenger	\$41.69	\$42.31	\$42.67		\$42.22
Last Year Quarter	\$38.04	\$37.19	\$40.39		\$38.46
Subsidy Increase/Decrease from Previous Year	\$3.65	\$5.12	\$2.28		\$3.76
DAR Ridership					
FY15/16 RIDERSHIP	7,411	7,325	7,337		22,073
FY14/15 RIDERSHIP	7,665	7,623	7,356		22,644
Ridership % Increase/Decrease	-3.3%	-3.9%	-0.3%		-2.5%
DAR Passenger Trips per VRH Standard >3.0					
DAR Ridership	7,411	7,325	7,337		22,073
Divided by DAR Vehicle Revenue Hours (VRH)	3,096	3,080	3,126		9,302
DAR Passenger Trips per Vehicle Revenue Hour	2.4	2.4	2.3		2.4
Last Year Quarter	2.6	2.6	2.4		2.5
DAR Ridership per DAR Complaint Standard <1/3000					
DAR Ridership	7,411	7,325	7,337		22,073
Number of Complaints	2	1	2		5
Divided by Substantiated Complaints	0	0	1		1
DAR Ridership per Substantiated Complaint	7,411	7,325	7,337		22,073
Last Year Quarter	7,665	7,623	3,678		7,550
DAR On Time Performance					
1st Month of Quarter	98.6%	98.7%	99.4%		98.9%
2nd Month of Quarter	98.7%	98.0%	98.6%		98.4%
3rd Month of Quarter	98.7%	98.2%	98.8%		98.6%
Avg On-Time Performance (%)	98.7%	98.3%	99.0%		98.6%
Last Year Quarter	98.7%	98.3%	98.8%		98.6%

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

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Commuter Farebox Standard >75%					
Total Expenses - All Services	\$1,349,955	\$1,368,581	\$1,333,657		\$4,052,193
Percentage of Commuter Service Hours to Total Contract Service Hours	15.56%	14.97%	15.13%		15.22%
Total Expenses - Commuter Service	\$210,367	\$205,755	\$198,075		\$614,197
Commuter Fare Revenue	\$158,258	\$147,807	\$174,948		\$481,013
FY15/16 Farebox Ratio	75.2%	71.8%	88.3%		78.3%
FY14/15 Farebox Ratio	78.1%	87.6%	80.2%		82.0%
Commuter Subsidy Standard <\$3.00 per trip					
Total Expenses - Commuter Service	\$210,367	\$205,755	\$198,075		\$614,197
Less Commuter Fare Revenue	\$158,258	\$147,807	\$174,948		\$481,013
Total Subsidy	\$52,109	\$57,948	\$23,127		\$133,184
Divided by Commuter Ridership	35,309	31,769	35,779		102,857
Subsidy per Commuter Trip	\$1.48	\$1.82	\$0.65		\$1.29
Last Year Quarter	\$1.31	\$0.69	\$1.16		\$1.05
Commuter Ridership Standard > 2% Increase					
Current Quarter	35,309	31,769	35,779		102,857
Last Year Quarter	34,323	31,523	32,712		98,558
Ridership Increase/Decrease	2.9%	0.8%	9.4%		4.3%
Commuter Passenger Trips per VRH Standard > 8.0					
Commuter Ridership	35,309	31,769	35,779		102,857
Divided by Commuter Vehicle Revenue Hours (VRH)	1,565	1,488	1,515		4,568
Commuter Passenger Trips per Vehicle Revenue Hour	22.6	21.4	23.6		22.5
Last Year Quarter	23.4	22.6	22.9		23.0
Comm. Ridership per Comm. Complaint Standard <1/5000					
Commuter Ridership	35,309	31,769	35,779		102,857
Number of Complaints	6	11	12		29
Divided by Substantiated Complaints	2	5	7		14
Commuter Ridership per Substantiated Complaint	17,655	6,354	5,111		7,347
Last Year Quarter	17,162	5,254	8,178		8,791
Commuter On Time Performance					
1st Month of Quarter	92.0%	88.2%	92.6%		90.9%
2nd Month of Quarter	93.8%	88.0%	94.6%		92.1%
3rd Month of Quarter	90.4%	87.4%	93.0%		90.3%
Avg On-Time Performance (%)	92.1%	87.9%	93.4%		91.1%
Last Year Quarter	82.7%	79.3%	83.8%		81.9%

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

FY15/16 Local Fixed Route Quarterly Performance Report

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local Fixed Route Farebox Standard >15%					
Total Expenses - All Services	\$1,349,955	\$1,368,581	\$1,333,657		\$4,052,193
Percentage of FR Service Hours to Total Contract Service Hours	59.53%	59.69%	59.37%		59.5%
Total Expenses - Fixed Route Services	\$806,783	\$823,389	\$797,960		\$2,428,132
Local Fixed Route Fare Revenue	\$91,850	\$96,847	\$87,075		\$275,772
Fixed Route Farebox Ratio	11.4%	11.8%	10.9%		11.4%
Last Year Quarter	11.9%	12.0%	12.8%		12.2%
Local Fixed Route Subsidy Standard <\$5.00 per trip					
Total Expenses - Fixed Route Services	\$806,783	\$823,389	\$797,960		\$2,428,132
Less Local Fixed Route Fare Revenue	\$91,850	\$96,847	\$87,075		\$275,772
Total Subsidy	\$714,933	\$726,542	\$710,886		\$2,152,360
Divided by Fixed Route Ridership	60,020	58,225	52,725		170,970
Subsidy per Fixed Route Trip	\$11.91	\$12.48	\$13.48		\$12.59
Last Year Quarter	\$11.56	\$11.49	\$11.71		\$11.59
Local Fixed Route Ridership Standard > 2% Increase					
Current Quarter	60,020	58,225	52,725		170,970
Last Year Quarter	61,491	58,279	57,548		177,318
Ridership Increase/Decrease	-2.4%	-0.1%	-8.4%		-3.6%
Local Fixed Route Passenger Trips Per VRH Standard > 8.0					
Local Fixed Route Ridership	60,020	58,225	52,725		170,970
Divided by FR Vehicle Revenue Hours (VRH)	8,224	8,140	8,133		24,497
FR Passenger Trips per Vehicle Revenue Hour	7.3	7.2	6.5		7.0
Last Year Quarter	7.4	7.0	7.2		7.2
Local FR Ridership per FR Complaint Standard <1/5000					
Local Fixed Route Ridership	60,020	58,225	52,725		170,970
Number of Complaints	14	8	9		31
Divided by Substantiated Complaints	7	4	4		15
Fixed Route Ridership per Substantiated Complaint	8,574	14,556	13,181		11,398
Last Year Quarter	61,491	14,571	19,183		33,705
Local Fixed Route On Time Performance					
1st Month of Quarter	90.5%	84.8%	88.3%		87.9%
2nd Month of Quarter	97.8%	86.2%	86.3%		90.1%
3rd Month of Quarter	85.5%	82.7%	85.8%		84.7%
Avg On-Time Performance (%)	91.3%	84.6%	86.3%		87.5%
Last Year Quarter	80.7%	85.2%	87.9%		84.6%

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

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Farebox Ratio for All Services					
Total Expenses - All Services	\$1,331,931	\$1,246,278	\$1,284,025	\$1,299,589	\$5,161,822
Total Fares - All Services	\$284,432	\$271,829	\$275,202	\$303,556	\$1,135,019
FY14/15 Combined Farebox Ratio for All Services	21.4%	21.8%	21.4%	23.4%	22.0%
FY13/14 Combined Farebox Ratio for All Services	22.3%	20.8%	21.4%	20.8%	21.5%
Percent Difference	-0.9%	1.0%	0.0%	2.6%	0.5%

Subsidy per Trip (All Services)					
Total Expenses - All Services	\$1,331,931	\$1,246,278	\$1,284,025	\$1,299,589	\$5,161,822
Less Fares (All Services)	\$284,432	\$271,829	\$275,202	\$303,556	\$1,135,019
Divided by Ridership (All Services)	\$1,047,498	\$974,448	\$1,008,823	\$996,033	\$4,026,803
	103,479	97,419	97,615	99,025	397,538
FY14/15 Total Subsidy for All Service Trips	\$10.12	\$10.00	\$10.33	\$10.06	\$10.13
FY13/14 Total Subsidy for All Service Trips	\$9.70	\$10.31	\$10.05	\$10.21	\$10.07
Subsidy Increase/Decrease from Previous Year	\$0.42	-\$0.31	\$0.28	-\$0.15	\$0.06

Total Ridership for All Services					
FY14/15 Quarter	103,479	97,419	97,615	99,025	397,538
FY13/14 Quarter	100,531	98,031	99,002	104,836	402,400
Total Ridership Increase/Decrease	2.9%	-0.6%	-1.4%	-5.5%	-1.2%

Passenger Trips per VRH (All Services) Standard 8/VRH					
Total Ridership	103,479	97,419	97,615	99,025	397,538
Divided by Total Vehicle Revenue Hours (VRH)	12,753	12,659	12,530	12,915	50,857
Total Passenger Trips per Vehicle Revenue Hour	8.1	7.7	7.8	7.7	7.8

Preventable Accident Standard <1/50,000					
Total Service Miles (All Services)	214,771	213,950	214,697	234,398	877,815
Divided by Total Preventable Accidents	0	2	2	2	6
Total Service Miles per Preventable Accident	214,771	106,975	107,348	117,199	146,303

All Accidents Standard < 1/25,000					
Total Service Miles (All Services)	214,771	213,950	214,697	234,398	877,815
Divided by Total Accidents	4	2	4	9	19
Total Service Miles per Accident	53,693	106,975	53,674	26,044	46,201

Maintenance Standard > 1/10,000 miles between Road Calls					
Total Service Miles (All Services)	214,771	213,950	214,697	234,398	877,815
Divided by All Road Calls	7	19	12	16	54
Total Service Miles per Road Calls	30,682	11,261	17,891	14,650	16,256

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

FY14/15 Dial-A-Ride Quarterly Performance Report

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Farebox >15%					
Total Expenses - All Services	\$1,331,931	\$1,246,278	\$1,284,025	\$1,299,589	\$5,161,822
Percentage of DAR Service Hours to Total Contract Service Hours	24.74%	25.40%	25.22%	24.20%	24.89%
Total Expenses - DAR Service	\$320,102	\$311,152	\$319,384	\$319,551	\$1,270,190
DAR Fare Revenue	\$28,560	\$27,664	\$22,264	\$30,224	\$108,712
FY14/15 DAR Farebox Ratio	8.9%	8.9%	7.0%	9.5%	8.6%
FY13/14 DAR Farebox Ratio	7.9%	6.8%	8.7%	11.6%	7.3%

DAR Subsidy					
Total Expenses - DAR Service	\$320,102	\$311,152	\$319,384	\$319,551	\$1,270,190
Less DAR Fare Revenue	\$28,560	\$27,664	\$22,264	\$30,224	\$108,712
Divided by DAR Ridership	\$291,542	\$283,488	\$297,121	\$289,326	\$1,161,478
	7,665	7,623	7,356	7,556	30,200
Subsidy per DAR Passenger	\$38.04	\$37.19	\$40.39	\$38.29	\$38.46
Last Year Quarter	\$36.58	\$38.93	\$37.83	\$36.81	\$37.74
Subsidy Increase/Decrease from Previous Year	\$1.46	-\$1.74	\$2.56	\$1.48	\$0.72

DAR Ridership					
FY14/15 RIDERSHIP	7,665	7,623	7,356	7,556	30,200
FY13/14 RIDERSHIP	7,125	6,953	7,025	7,551	28,654
Ridership % Increase/Decrease	7.6%	9.6%	4.7%	0.1%	5.4%

DAR Passenger Trips per VRH Standard >3.0					
DAR Ridership	7,665	7,665	7,356	7,556	30,242
Divided by DAR Vehicle Revenue Hours (VRH)	2,958	2,963	3,054	3,179	12,153
DAR Passenger Trips per Vehicle Revenue Hour	2.6	2.6	2.4	2.4	2.5
Last Year Quarter	2.7	2.7	2.6	2.6	2.7

DAR Ridership per DAR Complaint Standard <1/3000					
DAR Ridership	7,665	7,623	7,356	7,556	30,200
Number of Complaints	6	3	5	3	17
Divided by Substantiated Complaints	1	1	2	0	4
DAR Ridership per Substantiated Complaint	7,665	7,623	3,678	7,556	7,550
Last Year Quarter	7,125	6,953	7,025	7,551	14,078

DAR On Time Performance					
1st Month of Quarter	98.3%	97.5%	99.5%	98.7%	98.5%
2nd Month of Quarter	99.0%	98.7%	98.8%	99.1%	98.9%
3rd Month of Quarter	98.7%	98.9%	98.1%	98.6%	98.6%
Avg On-Time Performance (%)	98.7%	98.3%	98.8%	98.8%	98.6%
Last Year Quarter	98.8%	98.4%	98.9%	98.7%	98.7%

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

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Commuter Farebox Standard >75%					
Total Expenses - All Services	\$1,331,931	\$1,246,278	\$1,284,025	\$1,299,589	\$5,161,822
Percentage of Commuter Service Hours to Total Contract Service Hours	14.41%	13.67%	14.61%	15.96%	14.66%
Total Expenses - Commuter Service	\$205,146	\$174,272	\$191,417	\$205,142	\$775,977
Commuter Fare Revenue	\$160,117	\$152,643	\$153,524	\$167,731	\$634,015
	78.1%	87.6%	80.2%	81.8%	81.7%
FY14/15 Farebox Ratio	79.6%	73.2%	82.1%	74.9%	76.5%
FY13/14 Farebox Ratio					

Commuter Subsidy Standard <\$3.00 per trip					
Total Expenses - Commuter Service	\$205,146	\$174,272	\$191,417	\$205,142	\$775,977
Less Commuter Fare Revenue	\$160,117	\$152,643	\$153,524	\$167,731	\$634,015
Total Subsidy	\$45,029	\$21,629	\$37,893	\$37,411	\$141,962
Divided by Commuter Ridership	34,323	31,523	32,712	33,304	131,862
	\$1.31	\$0.69	\$1.16	\$1.12	\$1.08
Last Year Quarter	\$1.21	\$1.65	\$1.06	\$1.57	\$1.42

Commuter Ridership Standard > 2% Increase					
Current Quarter	34,323	31,523	32,712	33,304	131,862
Last Year Quarter	33,399	31,193	32,233	33,623	130,448
Ridership Increase/Decrease	2.8%	1.1%	1.5%	-0.9%	1.1%

Commuter Passenger Trips per VRH Standard > 8.0					
Commuter Ridership	34,323	31,523	32,712	33,304	131,862
Divided by Commuter Vehicle Revenue Hours (VRH)	1,467	1,394	1,431	1,570	5,862
Commuter Passenger Trips per Vehicle Revenue Hour	23.4	22.6	22.9	21.2	22.5
Last Year Quarter	22.8	22.5	24.1	22.9	23.1

Comm. Ridership per Comm. Complaint Standard <1/5000					
Commuter Ridership	34,323	31,523	32,712	33,304	131,862
Number of Complaints	8	9	6	8	31
Divided by Substantiated Complaints	2	6	4	3	15
Commuter Ridership per Substantiated Complaint	17,162	5,254	8,178	11,101	8,791
Last Year Quarter	11,133	6,239	7,025	7,551	8,074

Commuter On Time Performance					
1st Month of Quarter	89.0%	79.1%	76.9%	90.2%	83.8%
2nd Month of Quarter	81.8%	79.9%	84.8%	88.2%	83.7%
3rd Month of Quarter	77.1%	78.9%	89.8%	91.1%	84.2%
Avg On-Time Performance (%)	82.7%	79.3%	83.8%	89.8%	83.9%
Last Year Quarter	100.0%	100.0%	98.2%	98.4%	99.2%

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	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local Fixed Route Farebox Standard >15%					
Total Expenses - All Services	\$1,331,931	\$1,246,278	\$1,284,025	\$1,299,589	\$5,161,822
Percentage of FR Service Hours to Total Contract Service Hours	60.85%	60.93%	60.17%	59.84%	60.4%
Total Expenses - Fixed Route Services	\$806,682	\$760,853	\$773,224	\$774,897	\$3,115,656
Local Fixed Route Fare Revenue	\$95,768	\$91,383	\$99,328	\$105,511	\$391,991
Fixed Route Farebox Ratio	11.9%	12.0%	12.8%	13.6%	12.6%
Last Year Quarter	12.9%	13.3%	11.4%	12.0%	12.4%

Local Fixed Route Subsidy Standard <\$5.00 per trip					
Total Expenses - Fixed Route Services	\$806,682	\$760,853	\$773,224	\$774,897	\$3,115,656
Less Local Fixed Route Fare Revenue	\$95,768	\$91,383	\$99,328	\$105,511	\$391,991
Total Subsidy	\$710,914	\$669,470	\$673,896	\$669,385	\$2,723,665
Divided by Fixed Route Ridership	61,491	58,282	57,548	58,615	235,936
Subsidy per Fixed Route Trip	\$11.56	\$11.49	\$11.71	\$11.42	\$11.54
Last Year Quarter	\$11.24	\$11.50	\$11.63	\$11.44	\$11.45

Local Fixed Route Ridership Standard > 2% Increase					
Current Quarter	61,491	58,279	57,548	58,615	235,933
Last Year Quarter	60,007	59,885	59,744	63,662	243,298
Ridership Increase/Decrease	2.5%	-2.7%	-3.7%	-7.9%	-3.0%

Local Fixed Route Passenger Trips Per VRH Standard > 8.0					
Local Fixed Route Ridership	61,491	58,282	57,548	58,615	235,936
Divided by FR Vehicle Revenue Hours (VRH)	8,328	8,302	8,045	8,167	32,841
FR Passenger Trips per Vehicle Revenue Hour	7.4	7.0	7.2	7.2	7.2
Last Year Quarter	7.3	7.3	7.3	7.6	7.4

Local FR Ridership per FR Complaint Standard <1/5000					
Local Fixed Route Ridership	61,491	58,282	57,548	58,615	235,936
Number of Complaints	6	6	4	7	23
Divided by Substantiated Complaints	0	4	3	0	7
Fixed Route Ridership per Substantiated Complaint	61,491	14,571	19,183	58,615	33,705
Last Year Quarter	10,001	59,885	14,936	63,662	19,982

Local Fixed Route On Time Performance					
1st Month of Quarter	82.6%	85.0%	87.5%	90.2%	86.3%
2nd Month of Quarter	81.7%	85.4%	87.4%	88.2%	85.7%
3rd Month of Quarter	77.7%	85.2%	88.7%	91.1%	85.7%
Avg On-Time Performance (%)	80.7%	85.2%	87.9%	89.8%	85.9%
Last Year Quarter	96.3%	91.3%	92.6%	91.5%	92.9%

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Transportation Commission Meeting

May 17, 2016 – 7:00 p.m.

Reports and Updates

Item 8A: Alternative Transportation Division Update

Staff: Michael Wixon, Alternative Transportation Manager

Recommendation

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

2016 Bike Trail Re-surfacing Project

This project consists of resurfacing bike trails in the northwest and north central areas of the City. The resurfacing provides a water proof membrane to protect the existing bike trail surface and extend the life of the underlying pavement.

This project is part of our proactive bike trail maintenance program designed to seal, protect, and preserve the underlying pavement of all trails in the City. Relatively affordable asphalt resurfacing products are applied at 7 to 10 year intervals to keep our bike trails in good condition and to avoid pavement failure that would require more costly rehab/reconstruction.

We anticipate construction to begin in August 2016 with completion in September 2016. The Engineer's estimate for construction is approximately \$204,000. This project is fully funded with Local Transportation Funds.

Downtown Bridges & Trail Project

Phase 1 of the Downtown Bridges & Trail project, which included a trail undercrossing of Lincoln Street and rough grading of the property at the corner of Lincoln Street and Linda Drive for future relocation of Fire Station No. 1, was completed in November 2015.

Phase 2 plans are complete and include:

- Rotation and refurbishment of the Rube Nelson "Icehouse" Bridge;
- Taylor Street (Library) Bridge Replacement; and
- Continuation of the Miners Ravine Class I Trail into Royer Park

The engineers estimate for Phase 2 is approximately \$3,700,000 and the project is fully funded with federal and state grants and local transportation funds. Construction is anticipated to begin in spring 2017 pending approval of a flood encroachment permit from the Central Valley Flood Protection Board.

Phase 3 will include the Downtown Pedestrian Bridge that includes the direct connection between Royer Park and the Vernon Street Town Square via the existing mid-block crossing of Oak Street. The engineers estimate for Phase 3 is approximately \$3,700,000. Available funding includes a \$1,500,000 Congestion Mitigation Air Quality (CMAQ) grant and \$1,200,000 in Public Facilities Funds. Staff is exploring additional funding opportunities. Staff anticipates construction of Phase 3 in 2018 or 2019 pending completion of project funding.

Westpark Parcel W-81 Trail

Staff is working with Lennar Communities to develop a reimbursement agreement for construction of the first segment of multi-use trail within West Roseville Specific Plan (WRSP) open space parcel W-81. We anticipate that this ½-mile long trail segment will be constructed in summer 2016. The trail is located west of Westbrook Boulevard and north of Pleasant Grove Boulevard adjacent to new homes

being constructed by Lennar and Pulte Homes. Per the WRSP Development Agreement, the trail is to be constructed by the adjacent home builder with reimbursement from the WRSP bike trail fund.

Future trail segments within Parcel W-81 will connect this trail to a future extension of Blue Oaks Boulevard to the north and to the larger WRSP trail system to the southeast. The timing for these future trail segments has not yet been determined and will be dependent on development activity in the area.

Dry Creek Greenway Trail Project

The Dry Creek Greenway is a proposed multi-use trail that would extend along Dry, Cirby and Linda Creeks from Darling Avenue near Riverside Avenue to Old Auburn Road at S. Cirby Way. We are in the process of completing technical studies for the project to support clearances under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). We anticipate releasing a Draft Environmental Impact Report (EIR) for public review and comment later this year. The review process will include a public hearing before the Transportation Commission.

TSM Quarterly Training

On Wednesday, April 6 staff hosted the TSM Quarterly Training where an update on the Bucks for Bike program was presented. There were 48 applicants and 26 of those were funded for new commuter bikes. Also at that meeting, staff kicked off May is Bike Month to approximately 25 employee transportation coordinators, representing over 30 businesses in Roseville.

Celebrate the Earth Festival wrap-up

On Saturday, April 16 Alternative Transportation participated in the city's annual Celebrate the Earth Festival at Mahany Park. As part of the promotion, Roseville Transit provided free Local bus service all day, throughout Roseville. This provided an ideal opportunity for the public to try transit. Free valet bike parking was available at the festival. As a



way to encourage visitors to use alternative modes of transportation, attendees who rode transit or biked to the event could enter to win a Fitbit activity tracker. The infographic shows the high level of participation by the public. Additionally, the Travel Green Zone included booths with transportation information, and served smoothie samples from the bicycle-powered blender!

City staff also participated in Lava Ridge Offices, Kaiser Permanente and Hewlett-Packard's earth day events.

May is Bike Month

May is Bike Month is a coordinated regional effort that brings visibility to bicycling as healthy and fun form of transportation, and reminds people to think about bicycling safely.

Each year Bike Month challenges residents in the region, through friendly competition, to log two million miles of bicycling collectively. Last year participants of all ages logged more than 1.8 million miles



in the Sacramento region. As of May 9, there are 541 employees in Roseville who are registered and 418 residents.

Roseville is providing free cycling and bicycle maintenance clinics, energizer stations along trails and roadways to encourage participation in this regional celebration.

Go to www.mayisbikemonth.com and log your miles for a chance to win prizes! As miles are logged, the website will track the region's cumulative progress toward bicycling two million miles in May.

May is Bike Month Energizer Station



Roseville hosted an Energizer Station at Sculpture Park on the Miner's Ravine Trail on Wednesday, May 4, 4 – 6:30 p.m. The public had their photo taken, signed up to participate in May is Bike Month, and enjoyed a snack on their ride. About 35 bicyclists and 8 walkers stopped by. The event was supported by the City of Roseville and Sacramento Area Council of Governments.

City staff will be hosting an employer energizer station on Thursday, May 18 from 6:30 – 8:30 a.m. on northbound Foothills Boulevard in front of FedEx Ground (8501 Foothills Blvd.).

Free Smart Cycling & Basic Bicycle Maintenance Clinics

Introductory instruction on skills to bicycle safely and predictably on the road, as well as basic bicycle maintenance, were offered by the City of Roseville in partnership with the Placer County Transportation Planning Agency. We participated in six public clinics in April and May with a total of approximately 75 attendees.



Upcoming Local Route changes for D, I and M

Roseville Transit changes to Local Routes D, I and M were approved by the city council at their April 20 meeting. The final route times are being completed and a summer effective date will be announced in the coming days. These changes will extend service to areas identified in the Short Range Transit Plan, maximize efficiency and connections between routes, and will serve additional areas of Roseville that are currently without Local bus service.

Bus Technology

Alternative Transportation is working with the Information Technology staff on pursuing new bus technology. This may include adding features such as: an automatic passenger counting system, an automatic digital on-board display and annunciation system to announce upcoming stops, information displays with estimated arrivals of buses at key transfer points, and on-board Wi-Fi for passengers.



National Public Works Week

On May 4, City Council proclaimed May 15 through 21 Public Works Week.

The celebration highlights the essential services public works provides in the Roseville community and how the health, safety and

comfort of the public depends on planning, construction, operation, and maintenance by skilled public works professionals.

Roseville's Public Works department manages infrastructure such as roads, bridges, bikeways, traffic systems, public buildings, flood control facilities, street maintenance, Roseville Transit and other transportation services.

Instituted as a public education campaign by the American Public Works Association (APWA) in 1960, National Public Works Week calls attention to the importance of public works in community life.



Industrial Avenue Bridge Replacement Project

Work began April 4 to replace the Industrial Avenue Bridge over Pleasant Grove Creek. It's located south of Justice Center Drive and north of Blue Oaks Boulevard. Construction is anticipated to last through winter 2016/17.

Industrial Avenue will remain open to vehicle traffic in both directions. Traffic control will be in place, which may at times result in traffic delays. Work hours will be weekdays, 6 a.m. – 6 p.m. There may be periodic work on Saturdays.

The new bridge will better accommodate growing traffic demands. It will be widened from 28 feet to 56 feet and include two travel lanes with shoulders for bike lanes, a center divider lane, and a

sidewalk on the northbound side.

The estimated construction cost of this project is \$4 million dollars and is funded by the Highway Bridge Program and Proposition 1B. No General Funds will be used on this project.

Improvements coming to Roseville Road this summer

The City of Roseville will soon begin work to improve sight distance on Roseville Road by widening and straightening the 'S' curve in the roadway. Construction will extend from Cirby Way south to the city limits. In addition, the project includes:

- New bike lanes and a sidewalk on the east side of the roadway
- New street lighting
- Moving utilities underground

This work is the first step in future widening that will take place as development occurs along the Roseville Road corridor.

The project is paid for by safety grant funding and developer-paid Traffic Mitigation Fees. No General Fund money is being used.

Work Schedule

Construction is scheduled to begin in early June and continue through the end of the year. Work hours will be weekdays, 7 a.m. – 4:30 p.m. Because of the proximity to residences, construction is being done during the day. Please note the schedule may change based on material availability, equipment, and/or weather conditions.

Bike/Walk Ambassadors reward safe students

You may have seen the friendly faces of Bike/Walk Ambassadors on Roseville trails. This program to encourage safe biking and



walking is expanding. Bike/Walk Ambassadors are now around schools handing out rewards to students who are practicing safe biking and walking habits like wearing a helmet properly, walking on sidewalks, and looking both ways before crossing streets. Ambassadors will be wearing fluorescent vests and city identification.

Summer Youth Bus Pass now on sale

The \$10 pass is available to youth in elementary through high school, and is good for unlimited Local service rides, June 1 - August 31, on Roseville Transit, Placer County Transit, and Auburn Transit. No student ID is required to purchase or use the pass. Passes are now on sale.

Upcoming Projects

Staff is currently working with the IT Department to create an RFP for the Roseville Transit Intelligent Transportation Project. This project will consist of the latest technology for connecting passengers with transit information, Wi-Fi, on board passenger counting systems, communications, and open data sharing for use by outside applications on various mobile platforms. Features will include on board voice and outward and inward facing LED annunciation systems, farebox and video integration with GPS location, on board Wi-Fi for passengers, platform arrival information at transfer points, mobile application accessibility for smartphone users, passenger counting capabilities, and key performance data reporting (e.g. on-time arrivals, departures, miles travelled and more). Attached is a diagram from Synchronomatics outlining the systems and their interactions.

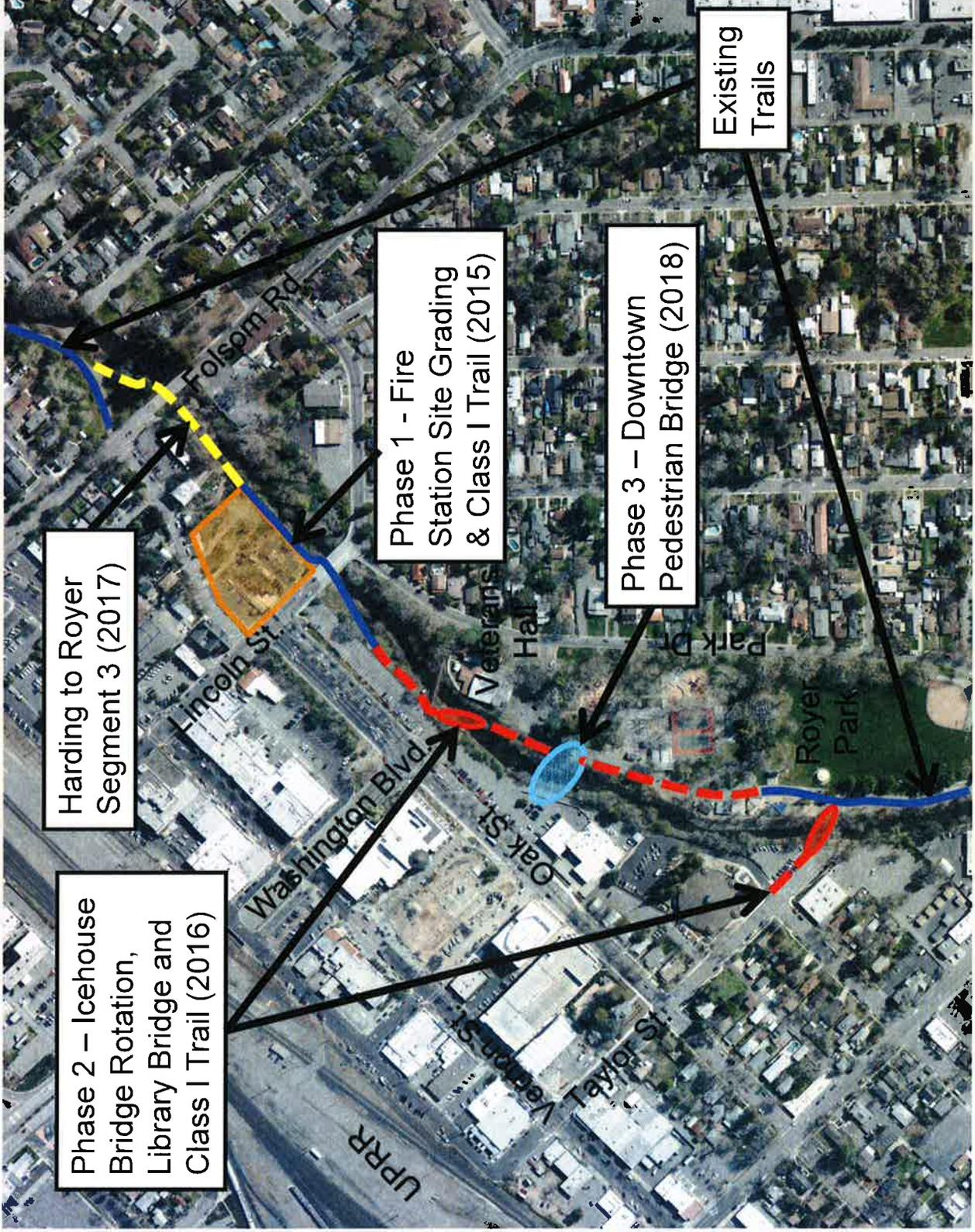
Staff will now start preparing the Roseville Transit Services RFP for bid sometime in October 2016. This will likely be an RFP for up to 5 years and with as many as 3 option years thereafter. Staff will also use this opportunity to examine the viability using other options, such as transportation network companies and local taxi companies, under a successful primary contractor. Staff will also work with PCTPA and PCT to explore options for future services, such as a Granite Bay DAR and use of Roseville Transit for Health Express rides in the 3 city area of Lincoln, Rocklin and Roseville (and community of Granite Bay).

Legislative Update

Attachments are provided as a means of understanding the current list of bills and budget proposals which could influence transportation. A brief verbal presentation of legislative activities will be provided by staff at the meeting.

Attachments:

1. Trail Re-surfacing Map
2. Downtown Bridges & Trail Phasing Map
3. WRSP W-81 Trail Map
4. Synchronomatics ITS Diagram
5. CalACT Legislative Report May 2016
6. CalACT Matrix of Bills, April 2016
7. CalACT Chart of Transportation Funding Bills

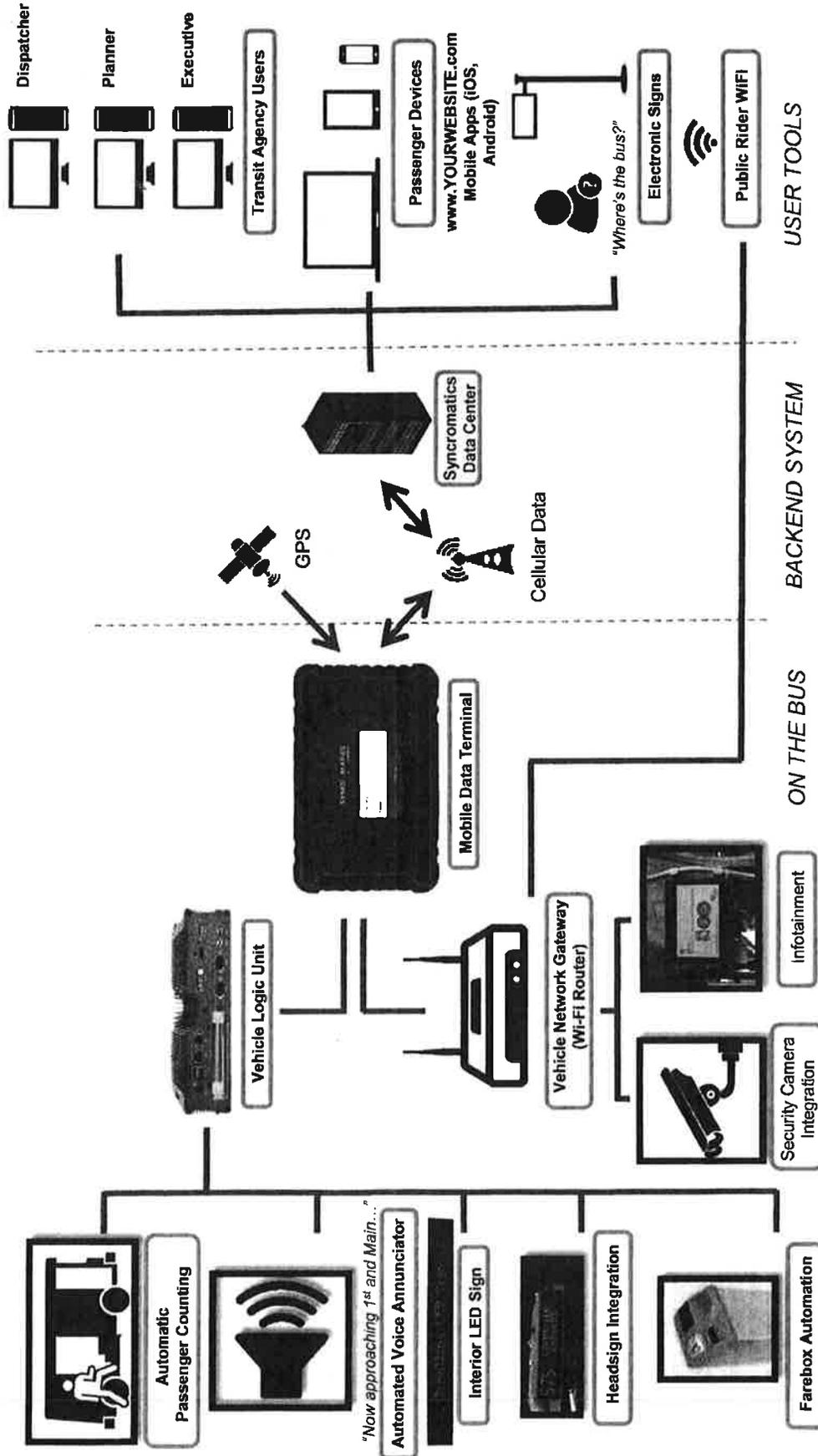


Attachment 3

- Proposed W-81 Trail
- Existing Trails
- Future Trails



WE ARE AN INTEGRATOR





May 10, 2016

TO: Jacklyn Montgomery, Executive Director
California Association for Coordinated Transportation

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

May Revise: It is anticipated that the Governor's presentation of the May Revision with updated revenue projections and changes to his January budget proposal on May 12. Numerous large-ticket items are under discussion between the two houses and the administration including housing, transportation, and early childhood education. Governor Brown has been consistent about his mantra to maintain fiscal discipline and prepare for future funding shortfalls, and the expectation remains that he will address the May Revise in a similar fashion. However, there are rumblings that he might be amenable to including housing proposals negotiated by the Legislature and other spending priorities.

STA Fix: Both the Senate Budget Subcommittee #2 and the Assembly Budget Subcommittee #3, which oversee transportation funding items, adopted budget trailer bill placeholder language taking the first step in addressing changes the State Controller's Office made in allocating the revenue portion of State Transit Assistance (STA) funds.

The Subcommittees approved the adoption of trailer bill language that would put a freeze on the changes implemented by the State Controller's Office on how the revenue portion of STA funds are allocated. The language would direct the Controller's Office to allocate the remaining 2015-16 funds and all of the 2016-17 and 2017-18 funds pursuant to the formula used to allocate the STA revenue funds in the 2014-15 fiscal year. This "timeout" would provide time for transit operators to work with the Controller on implementing any needed statutory changes next year.

As you may recall, the State Controller's Office (SCO) changed how it calculates the allocation of the revenue share of STA funds. The STA allocation formula allocates half of STA funds to a region based on the region's share of the statewide population, and half allocated to operators based the operator's proportionate share of fare box and other revenue sources.

Historically, the SCO calculates the revenue share based on the revenue from those transit operators that receive TDA Article 4 funds. If an operator does not receive Article 4 funds it is not eligible to receive STA funds. The SCO has changed its interpretation to now base the

allocation of the STA revenue share to any entity that submits an annual financial transaction report to the SCO. This increased the number of eligible transit operators from about 150 to 250. These new potential claimants consist of van pools, paratransit providers, and some legitimate public transit operators. In addition, the SCO changed how it allocates these funds. The revenue is now allocated to the regional transportation agency, such as MTC, and it is at the regional transportation agency's discretion on how these funds are allocated to the operators within the region.

The impetus for this change remains murky, and there are many potential pitfalls to this change, such as could corporate shuttles become eligible for STA funds if they file a financial report. This change also impacts how LCTOP funds would be allocated.

Stop & Go: While there have been no public hearings or major announcements on any progress on reaching a transportation funding agreement, recent amendments to Senator Beall's SBX 1 does show some movement on trying to secure Republican support for a funding package. Many of the policy items added to SBX 1 have previously been proposed by Republican Caucus members. Attached is an updated comparison of the main proposals.

In general each of the proposals would create a Road Maintenance & Rehabilitation Account where all the new excise tax and vehicle fee revenue would be deposited. The proposals also augment by varying amounts the allocation of cap & trade funds to transit projects. Senator Beall's SBX 1 and Assemblyman Frazier's AB 1591 would dedicate 5% of the revenue to a State and Local Partnership Program that would be open to those counties that previously did not have a local transportation sales tax program. The balance of the funds would then be split with 50% allocated to Caltrans for the SHOPP and other eligible projects, and 50% allocated to cities and counties for local street and road projects.

The amendments to SBX 1 illustrate progress in reaching a bi-partisan agreement on a meaningful transportation funding package. This will hopefully spur momentum to reach an agreement as part of the budget. The following summarizes the more significant changes made to SBX 1.

Revenue Tweaks: SBX 1 not only requires the excise taxes to be adjusted for inflation, but the amendments also require the excise tax to be adjusted to account for improving vehicle fuel efficiency. In addition, the amendments require the vehicle registration fee and the Road User Charge to also be annually adjusted for inflation.

In other areas, the amendments would capture and return to transportation programs the increased gas tax revenue derived from fuel sales for boats, agricultural vehicles, and off-highway vehicles. This revenue is currently directed to the general fund. The amendments would allocate this revenue pursuant to the Prop 42 formula of 44% STIP, 12% SHOPP, and 40% local streets and roads.

Sales Tax: In a surprising move, SBX 1 was amended to increase the sales tax add-on for diesel fuel from 1.87% to 5.25%. The 1.87% add-on was enacted as part of the fuel tax swap in order to stabilize State Transit Assistance (STA) funding. STA provides operating funds for transit operators. This increase to 5.25% would increase STA funding by about \$300 million. While STA revenue would climb by \$300 million for total balance of \$600

million, not all the sales tax money is used for transit. SBX 1 would direct 1.75% of the increase to the Transportation Debt Service Account to pay the debt service on Prop 108, 116 and 1B bonds. An amount of cap & trade dollars equal to the 1.75% would be deposited into the STA to keep transit whole.

Cap & Trade Revenue: The amendments significantly increase the amount of cap & trade auction revenue allocated for transportation purposes. The changes would increase the current 60% of revenue continuously appropriated to nearly 80% of all auction revenues. This expanded allocation of cap & trade revenue will impact the negotiations on the cap & trade expenditure plan, and will likely draw the opposition of numerous groups advocating to use cap & trade revenue for numerous other programs. The cap & trade expenditures in SBX 1 include the following:

- Increase from 5% to 10% the continuous appropriation for the Low Carbon Transit Operations Program. Increasing the program from \$100 million to \$200 million annually.
- Increase from 10% to 20% the continuous appropriation for the Transit & Intercity Rail Capital Program. Increasing the program from \$200 million to \$400 million annually.
- Continuously appropriate \$100 million in auction proceeds to the Active Transportation Program.
- Annually appropriate an amount equal to 1.75% of the diesel fuel sales tax to the State Transit Assistance Program. These funds would backfill the reduction of a similar amount of revenue being used for bond debt service.
- Annually appropriate to the Transportation Debt Service Fund an amount equivalent to the cost of bond debt service for Prop 1A – High Speed Rail Bonds.
- Require the High Speed Rail Authority to set aside over time from the 25% of cap & trade funds that the Authority receives \$550 million for a competitive grant program for commuter rail and intercity rail connectivity projects.

Truck Weight Fees: SBX 1 would phase out the use of truck weight fees for bond debt service. To avoid any impact to the general fund, SBX 1 uses cap & trade revenue for the debt service on High Speed Rail bonds, and a portion of the increase sales tax on diesel fuel is used for the debt service on Prop 108, 116, and 1B bonds. Truck weight fee will continue to be used for the balance of debt service demands. However, amendments direct the Department of Finance, CalSTA, and the CTC to develop a plan that will phase out the use of weight fees starting no later than the 2021-22 fiscal year.

Environmental Review: SBX 1 amendments make several changes aimed at improving the environmental review process. The bill would expand an existing CEQA exemption that currently applies in rural counties to allow any city or county to proceed with maintenance and repair projects within an existing right-of-way without CEQA review. This exemption for all counties and cities would sunset on January 1, 2025. SBX 1 would also repeal the sunset date on delegating the NEPA process to Caltrans.

The most significant addition to SBX 1 is the creation of the Advanced Transportation Project Mitigation Program. Amendments add a detailed proposal to create this mitigation

bank. In general the Act directs the Natural Resources Agency to develop guidelines to prepare and implement mitigation plans. The language also directs any state, regional or local transportation entity to enter into an MOU to implement a mitigation plan.

Reforms: The amendments will once again make the California Transportation Commission (CTC) an independent entity. Under the reorganization plan that created CalSTA, the CTC was partially placed under the oversight of CalSTA. In addition, amendments would create the Office of Transportation Inspector General. This would also be an independent entity that would have the power to review policies and audit programs that involve transportation funds.

Bike & Ped: The amendments replace onerous provisions that required the inclusion of bicycle and pedestrian components to any STIP or SHOPP project. The changes would elevate the importance of bicycles and pedestrian projects within Caltrans:

- Requires Caltrans to amend the Highway Design Manual by January 1, 2017 to incorporate complete streets design concepts.
- Creates within Caltrans the Division of Active Transportation.
- Appropriates \$100 million in cap & trade revenue annually to the Active Transportation Program
- SBX 1 continues to include as an eligible expense bicycle and pedestrian component included in a local street and road maintenance or safety project.



April 28, 2016

Existing Positions

Bills	Subject	Status	Client - Position
<p>AB 1591 (Frazier D) Transportation funding.</p>	<p>AB 1591 which would generate nearly \$8 billion annually for transportation investments. This proposal shares many elements with Senator Beall's proposal, and the other funding proposals released last year.</p> <p>The position is to support AB 1591 and seek amendments that would split the allocation of cap & trade funds equally between the Low Carbon Transit Program (LCTOP) and the Transit & Intercity Rail Capital Program (TIRCP). The bill currently calls for increasing the share of cap & trade funds for the LCTIP from 10% to 20%. The amendment would increase the share of funds to LCTOP from 5% to 10%, and increase the share to TIRCP from 10% to 15%.</p> <p>The bill includes the following funding elements:</p> <ul style="list-style-type: none"> • \$3.3 billion annually by increasing the gasoline excise by 22.5 cents. This new base rate would be adjusted for inflation. 5% of these funds would be set aside for a State and Local Partnership Program for counties currently without a local transportation sales tax program. The remaining would be placed in the Road Maintenance and Rehabilitation Account, where the funds would be split equally with 50% allocated to state highway maintenance projects and 50% allocated to cities and counties for street and road maintenance projects. • \$840 million annually by increasing the diesel fuel excise tax by 30 cents, and indexing it for inflation. This revenue would be dedicated the Trade Corridor Investment Fund. 	<p>Assembly Trans</p>	<p>SUPPORT & SEEK AMENDMENTS</p>

	<ul style="list-style-type: none"> • \$1.24 billion by increasing vehicles registration fees by \$38. These funds would be deposited in the Road Maintenance and Rehabilitation Account. • \$16 million by imposing an annual surcharge of \$165 on all zero emission vehicles. These funds would be deposited in the Road Maintenance and Rehabilitation Account. • Return nearly \$1 billion in truck weight fees annually to the State Highway Account. This halts the use of truck weight fees for transportation bond debt payments. • Repay over two years \$879 million in outstanding loans made from various transportation accounts to the general fund. This one time revenue would be allocated to cities and counties for road improvement projects. • Increase the share of cap & trade auction revenue appropriated to the Transit & Intercity Rail Program from 10% to 20%. This would increase this Program from \$200 million annually to \$400 million annually. • Annually appropriate 20% of cap & trade auction revenue, about \$400 million per year, to the Trade Corridor Investment Fund. This new program would use cap & trade revenue to improve the state's freight corridors. 		
<p>AB 1595 (Campos D) Employment: human trafficking training: mass transportation employers.</p>	<p>AB 1595 was unanimously approved by the Assembly Committee on Labor. This bill would require a public or private employer that provides mass transportation services to train its employees to recognize the signs of human trafficking and how to report those signs to law enforcement. The bill requires the Department of Justice to develop the guidelines for the training program. By January 1, 2018, this training program shall be incorporated into the training process for all new employees, and all existing employees must complete the training by January 1, 2018.</p>	<p>ASSEMBLY APPR</p>	<p>Watch</p>

<p>AB 1746 (Stone, Mark D) Transit buses.</p>	<p>AB 1746 was unanimously approved by the Assembly on a vote of 76-0.</p> <p>AB 1746 adds AC Transit, the Central Contra Costa Transit Authority, the Livermore Amador Valley Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority to an existing program that allows buses to operate on the shoulder of a state highway upon approval of Caltrans and the CHP.</p> <p>This was initially a pilot program that authorized Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to utilize shoulders along heavily congested highways.</p>	<p>SENATE T & H</p>	<p>Support</p>
<p>AB 2090 (Alejo D) Low Carbon Transit Operations Program.</p>	<p>AB 2090 would amend the Low Carbon Transit Operations Program (LCTOP) to allow a transit operator to expend its share of LCTOP funds to operate existing transit service if the governing board of the transit operator declares a fiscal emergency and makes specified findings.</p> <p>An operator could not ask for this use of LCTOP funds for more than 3 consecutive years, and the operator must declare a fiscal emergency for each year LCTOP funds will be used for existing operations.</p>	<p>ASSEMBLY APPR – Suspense File</p>	<p>Support</p>
<p>AB 2094 (Oberholte R) Transportation: Greenhouse Gas Reduction Fund: state and local transportation funds</p>	<p>In short, AB 2094 would swap existing transit revenue with cap & trade auction revenue, and then dedicate the transit revenue to roadway repairs.</p> <p>As amended, AB 2094 would continuously appropriate \$1 billion of cap & trade auction revenue to the local transportation fund within the Retail Sales Tax Fund. The local transportation fund is the ¼ cent sales tax revenue that is dedicated primarily to fund public transit service, which was enacted as part Transit Development Act. In addition, AB 2094 would then transfer \$1 billion from the local transportation and split these funds equally between state highway projects and local streets and roads.</p>	<p>ASSEMBLY TRANS DEAD-Failed Deadline</p>	<p>Oppose</p>

<p>AB 2222 (Holden D) Transit passes.</p>	<p>AB 2222 would create a new program that would continuously appropriate \$50 million annually from the Greenhouse Gas Reduction Fund for a Transit Pass Program.</p> <p>The bill directs Caltrans to work with the Air Board on developing guidelines for this program. The funds would be allocated pursuant to the STA formula, but it would provide that each operator would receive at least \$20,000.</p>	<p>ASSEMBLY APPR – Suspense File</p>	<p>Watch</p>
<p>AB 2411 (Frazier D) Transportation revenues.</p>	<p>AB 2411 would redirect what is called non-Article 19 revenue from being used for debt service and use it for highway projects. Non-Article 19 funds primarily consist of lease and rental income that Caltrans receives, among other fees collected, and usually totals less than \$80 million annually.</p> <p>Prior to the gas tax swap, non-Article 19 funds were deposited in the Public Transportation Account. However, AB 2411 would restrict the use of these funds to projects consistent with Article 19, which means they can only be used for highway projects or fixed guideway projects.</p>	<p>ASSEMBLY APPR – Suspense File</p>	<p>Watch</p>
<p>ACA 4 (Frazier D) Local government transportation projects: special taxes: voter approval.</p>	<p>ACA 4 would amend the Constitution to lower approval threshold to impose a special sales tax that provides funding for local transportation project to 55%. Local transportation projects are defined to include the funding needs for local streets and roads, state highways and freeways, and public transit systems. ACA 4 does not lower the voter threshold for parcel taxes.</p>	<p>ASSEMBLY APPR – Suspense File</p>	
<p>ABX1 7 (Nazarian D) Public transit: funding.</p>	<p>ABX 7 would increase the share of cap & trade funds dedicated to transit. The bill would increase the amount allocated to the Low Carbon Transit Operations Program from 5% to 10%, and increase the amount allocated to the Transit & Intercity Rail Capital Program from 10% to 20%.</p>	<p>ASSEMBLY PRINT</p>	<p>SUPPORT</p>
<p>ABX1 8 (Chiu D) Diesel sales and use tax.</p>	<p>Starting on July 1, 2016, ABX 8 would impose a sales tax on diesel fuel sales of 5.25%. This revenue would be deposited into the Public Transportation Account and allocated to operators through the State Transit Assistance formula.</p> <p>The bill would also sunset the existing 1.75% gas</p>	<p>ASSEMBLY PRINT</p>	<p>SUPPORT</p>

	tax swap add-on sales tax imposed on diesel fuel sales on July 1, 2016. Thus replacing the existing 1.75% rate with the 5.25% rate.		
SB 824 (Beall D) Low Carbon Transit Operations Program	<p>As recently amended, SB 824 would amend the Low Carbon Transit Operations Program (LCTOP) to essentially allow an operator to bank or loan its share of these funds. Specifically, SB 824 would allow a recipient to do the following:</p> <ul style="list-style-type: none"> • Use these funds for new or expanded service in the first year of operation and in any subsequent year if the operator can demonstrate GHG reductions. • Use these funds for any expenditure as long as the operators can demonstrate GHG reductions. • Accumulate and utilize its funding share at a later date, but the operator must specify how long it intends to save the money and how it intends to spend the accumulated funds. • Loan or transfer its funding share to another operator. • Pool its funding share with other operators for an identified project. • Reassign any savings allocated to an operator for one project to another eligible project. <p>SB 824 would also expand the audits conducted under the Transportation Development Act to include verification of recipient of LCTOP funds and the appropriate expenditure of the LCTOP funds. In addition, SB 824 would allow an operator to apply to Caltrans for a “letter of no prejudice” that would allow an operator to proceed with an eligible project using its own funds and then use LCTOP funds to reimburse the operator.</p>	SENATE APPR Suspense File	Support
SB 951 (McGuire D) Transportation: Golden State Patriot Passes Program.	<p>SB 951 was unanimously approved by the Senate Committee on Environmental Quality.</p> <p>This bill creates the Golden State Patriot Passes Program administered by the state Department of Transportation (Caltrans) to provide free access to transit services for veterans.</p> <p>The bill would establish a pilot program whereby</p>	SENATE APPR Suspense File	Watch

	<p>three transit operators would be selected, one urban, one rural, and one suburban, to participate in this program. SB 951 would allocate \$3 million per year for this pilot program, with the funding being the Green House Gas Reduction Fund.</p>		
<p>SB 1128 (Glazer D) Commute benefit policies.</p>	<p>SB 1128 was unanimously approved by the Senate. This bill would delete the sunset date on MTC's and the Bay Area Air Quality District's authority to adopt a commute benefit ordinance. This authority is scheduled to sunset on January 1, 2017.</p> <p>Current law authorizes MTC and the Air District to jointly adopt a commute benefit ordinance that requires covered employers operating within the Bay Area with a specified number of covered employees to offer those employees certain commute benefits through a pilot program.</p>	ASSEMBLY TRANS	Support
<p>SBX1 7 (Allen D) Diesel sales and use tax.</p>	<p>Identical to ABX 8, SBX 7 would replace the existing 1.75% diesel fuel sales tax that was imposed as part of the gas tax swap with a 5.25% sales tax rate.</p> <p>Starting on July 1, 2016, SBX 7 would impose a sales tax on diesel fuel sales of 5.25%, and sunset the existing 1.75% sales tax rate imposed on diesel fuel sales. This revenue would be deposited into the Public Transportation Account and allocated to operators through the State Transit Assistance formula.</p>	SENATE APPR	SUPPORT
<p>SBX1 8 (Hill D) Public transit: funding.</p>	<p>SBX 8 is identical to ABX 7.</p> <p>SBX 8 would the amount allocated to the Low Carbon Transit Operations Program from 5% to 10%, and increase the amount allocated to the Transit & Intercity Rail Capital Program from 10% to 20%.</p>	SENATE APPR	SUPPORT

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	AB 1591 (Frazier) As Introduced 1/6/16	Governor's Proposal	SBX 1 (Beall) As Amended on 4/21/16
Truck Weight Fees	Returns weight fees that are being diverted to the general fund to pay for bond debt to the SHA. (\$1 billion)	No Proposal Keep using weight fees for debt service.	Amendments create a structure to phase out the use of weight fees for bond debt service. <ul style="list-style-type: none"> The bill now directs Finance, CalSTA, and the CTC to develop a plan, which may include statutory changes, so that 100% of weight fees are returned to the State Highway Account starting no later than the 2021-22 fiscal year. To phase out the use of weight fees for debt service the bill would use cap & trade auction revenue to pay the debt service on Prop 1A, high speed rail bonds. In addition, the bill would dedicate 1.75% of the sales tax on diesel fuel to paying the debt service on Prop 116, Prop 108, and Prop 1B bonds. SBX 1 would increase the sales tax on diesel fuel by 5.25% as described under Fuel Excise & Sales Taxes.
Loan Repayment	Repay over two years \$879 million in outstanding loans made from various transportation accounts to the general fund. This revenue would be allocated to cities and counties for road improvement projects.	Repay \$879 million over the next four fiscal years.	This bill would require the Department of Finance to compute the amount of outstanding loans made to the general fund from various transportation accounts. The loans shall be repaid by June 30, 2016, and the payments will be made to the accounts from which the loans were made. The bill appropriates this payment from revenue in the Budget Stabilization Account (Rainy Day Fund) (\$879 million)
Fuel Excise & Sales Tax	22.5 cent increase to the gasoline excise tax (\$3.3 billion). The BOE's annual adjustment of the price based excise tax is repealed. This new base rate would be adjusted for inflation. 30 cent increase to the diesel fuel excise tax (\$840 million), and indexing the base 13 cent rate and this new addition for inflation.	Replaces the price based excise tax on gasoline with a fixed 18 cents (\$500 million). This is the historical average for the gasoline excise tax rate. Repeals the current annual BOE adjustments, and replaces it with an annual inflation adjustment. 11 cent increase to the diesel excise tax (\$500 million)	<ul style="list-style-type: none"> 12 cent increase on gasoline. (\$2 billion). The BOE's annual adjustment of the price based excise tax is repealed. The excise tax would be adjusted every three years for inflation as well as adjusted every three years to adjust the rate to take into account improvements in fuel economy. 22 cent increase on diesel fuel. (\$600 million) The BOE's annual adjustment of the price based tax is repealed. Diesel excise tax would be adjusted for inflation every three years, as well as adjust to take into account improvements in fuel economy. Replaces the existing 1.87% diesel fuel sales tax add-on enacted as part of the swap to shore up transit operating funds with a 5.25% sales tax add-on. This would increase total diesel fuel sales tax from 9.25% to 12.75%, and generate an

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	<p>This revenue would be dedicated the Trade Corridor Investment Fund.</p> <p>\$38 vehicle registration fees increase (\$1.24 billion). These funds would be deposited in the Road Maintenance and Rehabilitation Account.</p> <p>\$165 annual surcharge of on all zero emission vehicles and alternatively fueled vehicles. (\$16 million)</p>	<p>million) starting in 2017-18. The entire diesel excise tax would also be adjusted annually for inflation.</p> <p>\$65 fee on all vehicles, including zero emission and alternatively fueled vehicles (\$2 billion)</p>	<p>additional \$300 million annually. While the total dollar value of this increase would be deposited into the State Transit Assistance account, 1.75% of this increase would be deposited into the Transportation Debt Service Account. The remaining 3.5% would be deposited into the STA account, along with cap & trade auction revenues in an amount equivalent to the 1.75%,</p> <ul style="list-style-type: none"> \$35 per vehicle registration fee. (\$1 billion) This fee would be adjusted annually for inflation. \$35 per vehicle road access charge (\$1 billion) This fee would be adjusted annually for inflation. \$100 fee on zero emission and alternatively fueled vehicles. (\$25 million)
<p>Cap & Trade Revenue</p>	<p>Increase the share of cap & trade auction revenue appropriated to the Transit & Intercity Rail Program from 10% to 20%. This would increase this Program from \$200 million to \$400 million annually.</p> <p>Annually appropriate 20% of cap & trade auction revenue, about \$400 million per year, to the Trade Corridor Investment Fund. This new program would use cap & trade revenue to improve the state's freight corridors.</p>	<p>\$500 million in additional Cap and Trade proceeds dedicated to transit capital projects and complete streets projects.</p> <p>\$400 million appropriated annually to the Transit Capital & Intercity Rail Program, and \$100 million cities and counties for complete streets.</p>	<p>SBX 1 has been amended to use cap & trade funds as follows:</p> <ul style="list-style-type: none"> Increase from 5% to 10% the continuous appropriation for the Low Carbon Transit Operations Program. Increasing the program from \$100 million to \$200 million annually. (+\$100 million) Increase from 10% to 20% the continuous appropriation for the Transit & Intercity Rail Capital Program. Increasing the program from \$200 million to \$400 million annually. (+\$200 million) Continuously appropriate \$100 million in auction proceeds to the Active Transportation Program. (\$100 million) Annually appropriate an amount equal to 1.75% of the diesel fuel sales tax to the State Transit Assistance Program. These funds would backfill the reduction of a similar amount of revenue being used for bond debt service. (approximately \$125 million) Annually appropriate to the Transportation Debt Service Fund an amount

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			<p>equivalent to the cost of bond debt service for Prop 1A – High Speed Rail Bonds. (approximately \$100 million)</p> <ul style="list-style-type: none"> Require the High Speed Rail Authority to set aside over time \$550 million of the revenue it expects to receive in cap & trade auction proceeds for a competitive grant program for commuter rail and intercity rail connectivity projects.
General Fund	No Proposal	No Proposal	No Proposal
Trade Corridor Investments	This proposal dedicates \$400 million in cap & trade revenue and \$840 million in diesel excise tax revenue to trade corridor projects.	Allocates \$200 million for trade corridor projects.	Dedicates 12 cents of the diesel fuel excise tax increase, approximately \$300 million annually, to trade corridor projects.
Policy & Miscellaneous Provisions	<p>5% of revenue to a State & Local Partnership Program that is open only to those counties that previously did not have a local sales tax program.</p> <p>Requires Caltrans to submit a supplemental allocation request to the CTC for any cost increases on projects listed in the SHOPP.</p>	<p>\$250 million annually a State & Local Partnership Program to provide matching grants for locally imposed transportation tax revenue.</p> <p>Requires Caltrans efficiencies to produce \$100 million.</p>	<ul style="list-style-type: none"> Creates the Division of Active Transportation within Caltrans Requires Caltrans to update by January 1, 2017 the Highway Design Manual to incorporate the complete streets design concept. Creates the Office of Transportation Inspector General, which would be an independent entity charged with overseeing Caltrans, the High Speed Rail Authority and any other state agency expending transportation funds. Re-establishes the CTC as an independent entity outside the oversight of CalSTA. Increases the CTC's oversight and approval of the SHOPP prepared by Caltrans. The CTC would be authorized to adopt and/or reject individual projects included in the SHOPP. Caltrans is required to provide the CTC a plan to improve efficiencies by 30% over the next three years. Caltrans is required to provide the CTC a five year plan to increase income through property leases, sales, or joint use of highway properties by business activities. Includes a "true-up" provision whereby funds transferred to the Transportation Bond Debt Account but not used due to reduced costs associated with refunding

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			<p>bonds. These savings would be appropriated to the CTC for allocation to high priority state or local rehabilitation projects.</p> <ul style="list-style-type: none"> Existing CEQA exemption for rural counties is expanded to include all counties and state highways. Enacts the Advanced Transportation Project Mitigation Program Act. The increased revenue resulting from the higher excise tax revenue resulting from sales for boating, agriculture, and off-road vehicle use would not be deposited into special accounts, but would be divided as follows: 44% STIP, 12% SHOPP, and 40% local street & roads. Halts the transfer of all Non-Article 19 revenue to the Transportation Debt Service Fund. Deletes the sunset date on the authority for Caltrans to oversee the NEPA process. Continues to set aside 5% of revenue to a State & Local Partnership Program that is open only to those counties that previously did not have a local sales tax program. Caltrans and any local agency receiving any funds shall adopt and implement a preapprenticeship employment and training program.
Sunset Date	Not specified	Assumes 10 year life	None
Total Added Revenue	\$7.859 billion	\$4.38 billion (includes one-time repayment of loans)	\$6.5 billion