



**Transportation Commission Meeting
Council Chambers
311 Vernon Street
October 18, 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. September 20, 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. Measure M Update
- b. City of Roseville Title VI Program, Public Participation Plan and Language Assistance Plan (ACTION REQUIRED)

8. Staff and/or Commission Reports/Comments

- a. Alternative Transportation Division Update

9. Pending Agenda

None

10. Adjournment

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



Transportation Commission Regular Meeting September 20, 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*

Staff Present

Mike Dour, Acting Alternative Transportation Manager

Sue Schooley, Alternative Transportation Analyst II

Michael Christensen, Deputy City Attorney

Jason Shykowski, Principal Engineer

Jana Cervantes, Senior Engineer

Debbie Dion, Recording Secretary

3. Pledge of Allegiance

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

4. Meeting Minutes

a. May 17, 2015 – *Action required*

MOTION:

Commissioner Short made the motion, which was seconded by Commissioner DeMarchi to approve the meeting minutes of July 19, 2016.

Ayes: Nelson, Short, Mendonsa, Horton, Jawahar, DeMarchi, Nunez

Noes: None

Absent: Schrader

5. Oral Communications

Commissioner Nelson opened the Public Comment period.

Mike Barnbaum, Ride Downtown 916, addressed the Commission on the Game Day Express approval by City Council and listed upcoming events at Golden 1 Center. Mr. Barnbaum also spoke on upcoming regional meetings. Mr. Barnbaum urged a report back to the Transportation Commission on preliminary results of the Game Day Express at the meeting of January 17, 2017.

Mike Dour, Acting Alternative Transportation Manager, clarified that a date was not certain at this time for follow up and reporting back to the Transportation Commission on the preliminary results of the Game Day Express.

Commissioner Nelson closed the Public Comment period.

6. Consent Calendar

a. Vineyard Pointe Garden Offices Transportation Systems Management (TSM) Plan – *Action required*

MOTION:

Commissioner Short made the motion, which was seconded by Commissioner DeMarchi to approve the TSM Plan for Vineyard Pointe Garden Offices.

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

7. Special Presentation/Reports

a. Flashing Yellow Arrow Pilot Project – Action required

Jason Shykowski, Principal Engineer, made the presentation. Jana Cervantes, Senior Engineer, assisted in the presentation.

Mr. Shykowski noted that Doug Maas from Sacramento County Traffic Signals was in the audience in support of this item.

A question and answer session between Commissioners and staff ensued.

Commissioner Nelson opened the Public Comment period.

There were no public comments.

Commissioner Nelson closed the Public Comment period.

Commissioner Jawahar welcomed students in the audience and encouraged comments from them on this item.

Commissioner Nelson opened the floor to public comments.

Mike Barnbaum, Ride Downtown 916, addressed the Commission and questioned the difference between the flashing yellow area and a solid green ball.

Jason Shykowski, Principal Engineer, responded that typically with a solid green ball, drivers assume they have the right of way; with a flashing yellow arrow, drivers tend to slow down and proceed carefully before proceeding on.

Motion by Commissioner Short, seconded by Commissioner DeMarchi, to recommend the City Council approve the installation of a Flashing Yellow Arrow (FYA) at the intersection of Industrial Avenue and Freedom Way in conformance with Exhibit 1 and including a report on timeline on public outreach and communications and a 6-month monitoring plan with performance criteria.

Ayes: Short, Mendonsa, Horton, Jawahar, DeMarchi, Nunez
Noes: Nelson
Absent: Schrader

b. Transportation Systems Management Ordinance Amendment – Action required

Sue Schooley, Alternative Transportation Analyst II, made the presentation.

A question and answer session between Commissioners and staff ensued.

Commissioner Nelson opened the Public Comment period.

There were no public comments.

Commissioner Nelson closed the Public Comment period.

Motion by Commissioner Short, seconded by Commissioner Mendonsa, to recommend the City Council introduce the first reading of the Transportation Systems Management Ordinance amendment.

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

8. Staff and/or Commission Reports/Comments

a. Alternative Transportation Division Update

1. Volunteer Transit Ambassadors Help Passengers
2. Unmet Needs Workshop
3. Game Day Express
4. Recent Media Coverage
5. Roseville Bikefest
6. Washington Boulevard/Andora Widening Project
7. Woodcreek Oaks Widening Project

Sue Schooley, Alternative Transportation Analyst II, made the presentation on Item 5.

Mike Dour, Acting Alternative Transportation Manager, made the presentation on all other listed items.

Staff and Commissioners discussed.

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 Short, to adjourn the meeting.

Vote: All ayes
Absent: Schrader

The meeting was adjourned at 8:21 p.m.

David Nelson, Chair

Debbie Dion, Recording Secretary

Item 7a. Measure M Update

Staff Mike Dour, Alternative Transportation Manager
Jason Shykowski, Principal Engineer
Luke McNeel-Caird, PCTPA, Senior Planner/Engineer

Recommendation

This presentation is provided for informational purposes. No action is required.

Background

Placer County continues to experience rapid growth. We anticipate that over the next 20 years Placer County will grow by over 165,000 additional residents. At the same time, state and federal gas tax dollars are declining and will supply less than half the funding needed to maintain current roads and now money for new capacity. Other state and federal funding sources are declining and are also dependent on local matching funds. Measure M is a proposed Placer County ballot measure intended to supplement funding for transportation projects in Placer County.

Discussion

At the Transportation Commission hearing, City and PCTPA staff will provide a presentation summarizing proposed Measure M.

Keep Placer Moving



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The Placer County Transportation Planning Agency (PCTPA)

Our charge:

- 1) identify Placer County's transportation needs;
- 2) secure funding, and
- 3) make sure projects get built!

Our members:

City of Auburn

City of Colfax

City of Lincoln

Town of Loomis

City of Rocklin

City of Roseville

Placer County

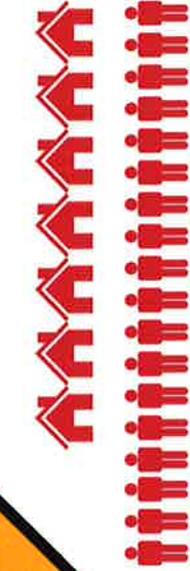


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Placer is Growing

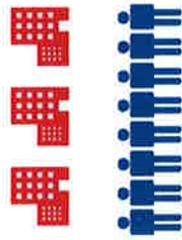
POPULATION (From 2012 to 2036)



54,000 new homes and well over 165,000 more residents

30% of the total housing market growth in the Sacramento region.

ECONOMY



32 million sq. ft. in new commercial/office construction and 81 thousand new jobs



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**Traffic is
Slowing**

8.85 million current number of daily vehicle miles of travel in 2008



12.74 million projected number of daily vehicle miles of travel by 2030



44% increase

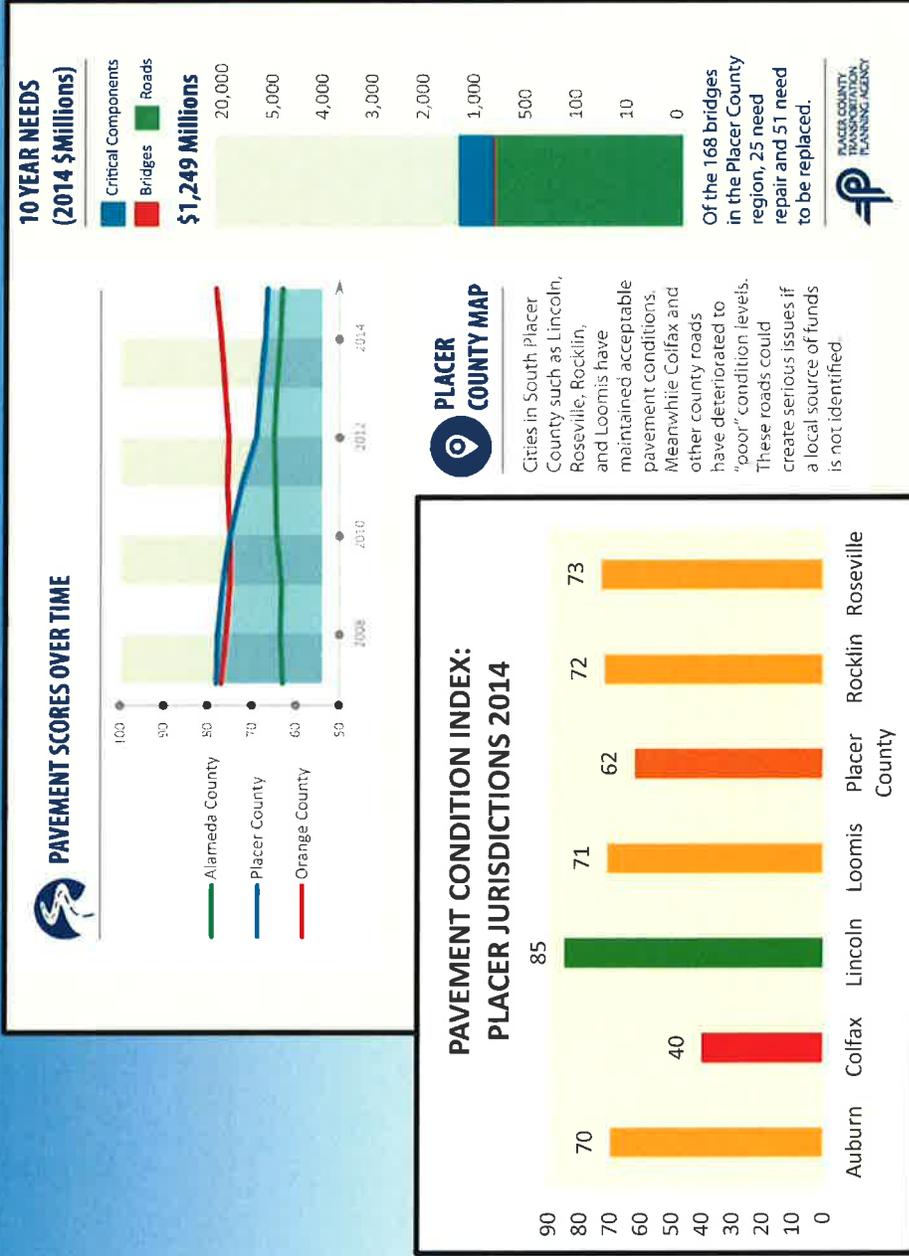
INCREASED DRIVE TIME

22 minutes- Extra time that has to be factored in for drive on SR 65 at Lincoln to west I-80 at Riverside Ave

17 minutes- Extra time for same trip eastbound
Up to 39 minutes – Daily time lost in traffic



PCTPA Progress will Keep Placer Moving



PLACER COUNTY MAP

Cities in South Placer County such as Lincoln, Roseville, Rocklin, and Loomis have maintained acceptable pavement conditions. Meanwhile Colfax and other county roads have deteriorated to "poor" condition levels. These roads could create serious issues if a local source of funds is not identified.

Of the 168 bridges in the Placer County region, 25 need repair and 51 need to be replaced.



PCTPA is Efficient with Taxpayer Dollars

PCTPA
is an award
winning agency with
a proven track record of
doing more with less.
But we are running out
of rabbits to pull
out of hats.

- Highway 65 Lincoln Bypass named
**2013 California Transportation Foundation (CTF)
Freeway/Expressway Project of the Year**
- PCTPA Executive Director, Celia McAdam, named
Women In Transportation- Woman of the Year
- PCTPA's total budget is just over **\$5 million**, with
more than **\$4.4 million** directed towards
transportation improvements
- 6.25 PCTPA employees



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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 like pavement repair.
- Placer County is one of the largest counties in the state with no local transportation funding.



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**Did
You Know?**

Funding Outlook

**\$ 1.4
billion
Projected
Funding Available**

**\$2.1 billion
Deficit**

**\$ 3.5 billion
Need**

Projected Funding Source Breakdown

Federal - 10%

Federal Highways Admin.
Federal Transit Admin.

State

22%

SHOPP
STIP
STA

Local Funding

68%

Local Transportation Fund
Regional Fees
Developer Fees
Transit Fares

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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
- ➡ Legislative changes to increase funding flexibility
- ➡ Transportation sales tax



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Transportation Sales Tax Measure Summary

Measure M Elements

- Transaction and sales tax of one-half of one percent (0.5%) transportation sales tax for a period of thirty (30) years
- Transportation Expenditure Plan

Key Provisions of Measure M

- Independent Citizen Oversight Committee
 - Annual Audits
 - Published Reports
- Investment Plan
 - Detailed List of Projects
 - Rural Road Maintenance and Repair Fund
 - Maintenance of Effort Requirement



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Transportation Investment Plan

- **Highway Projects – 44.75%**
 - I-80/Highway 65 interchange
 - Highway 65 widening, I-80 to Lincoln Blvd
 - Placer Parkway
 - Baseline Road Widening
 - Highway 49 Operations & Safety Improvements
 - I-80 Auxiliary Lanes
 - Interchange Improvements – 4 locations
- **Transit Expansion – 11.875%**
 - Dial A Ride/Senior Transit expansion
 - Capitol Corridor expansion and commuter bus service
- **Local Street Maintenance & Improvements – 30%**
 - Includes Rural Road Maintenance and Repair Fund
- **Tahoe Projects – 3%**
- **Bicycle and Pedestrian Improvements – 4.75%**
- **Competitive Funding for Future Needs – 4.375%**
- **Transparency, Accountability, and Administration – 1%**



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Transportation Investment Plan I-80/SR 65 Interchange Improvements

- Phases 1-3:
 - Widen Viaduct Section
 - Freeway to Freeway ramps
 - Collector Distributor System
 - SR 65 NB Ramps @ Galleria Blvd/Stanford Ranch Rd
- Contribution: \$300 million (est)



Existing View



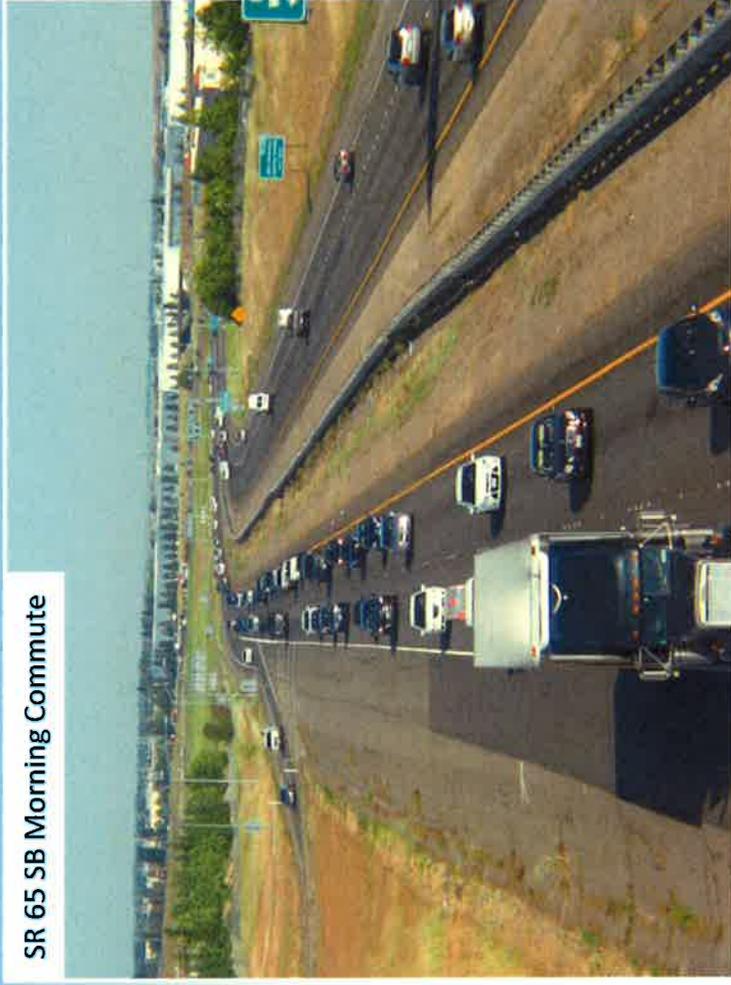
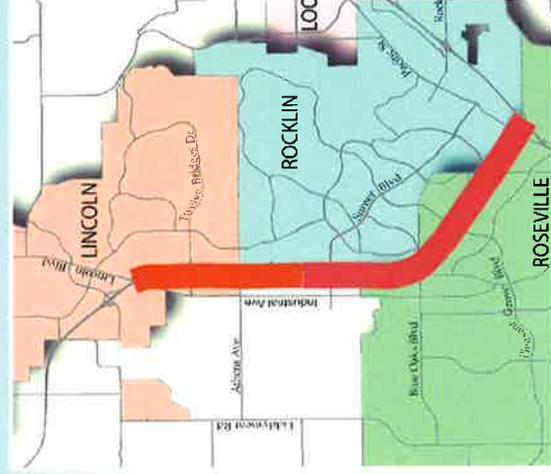
Simulation



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Transportation Investment Plan SR 65 Widening

- Phased Project:
 - I-80 to Blue Oaks Blvd – 8 lanes
 - Blue Oaks Blvd to Lincoln Blvd – 6 lanes
- 70% developer fee funded
- Contribution: \$35 million (est)



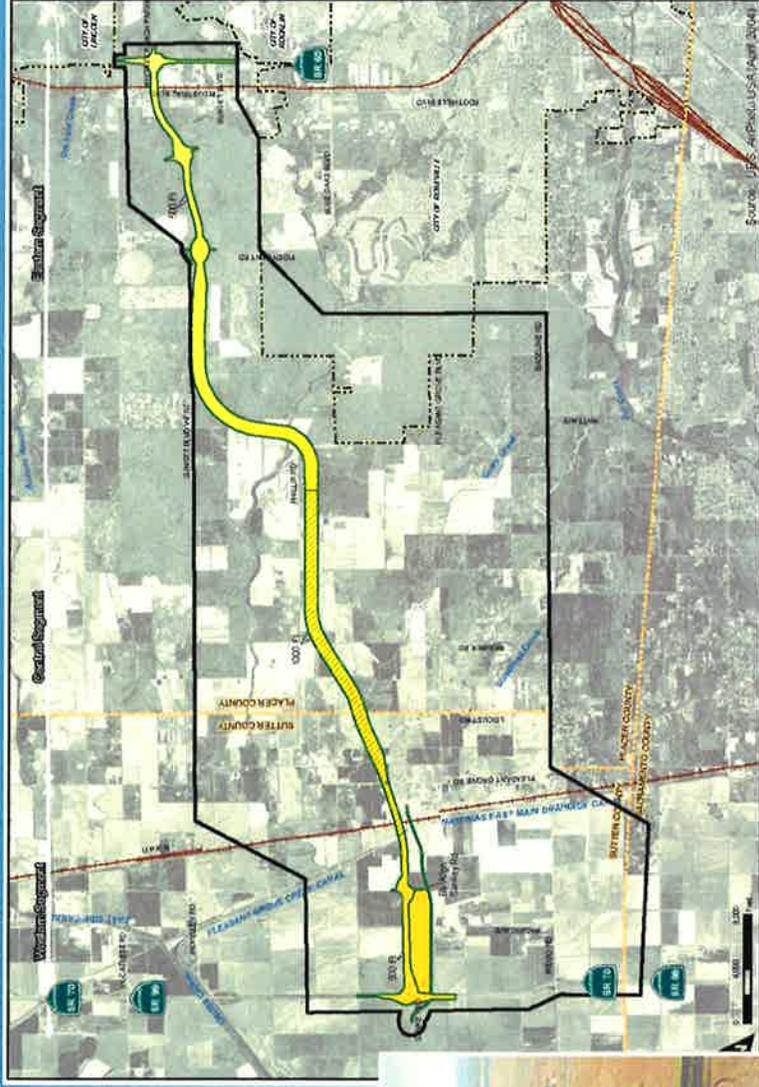
SR 65 SB Morning Commute



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Transportation Expenditure Plan Placer Parkway

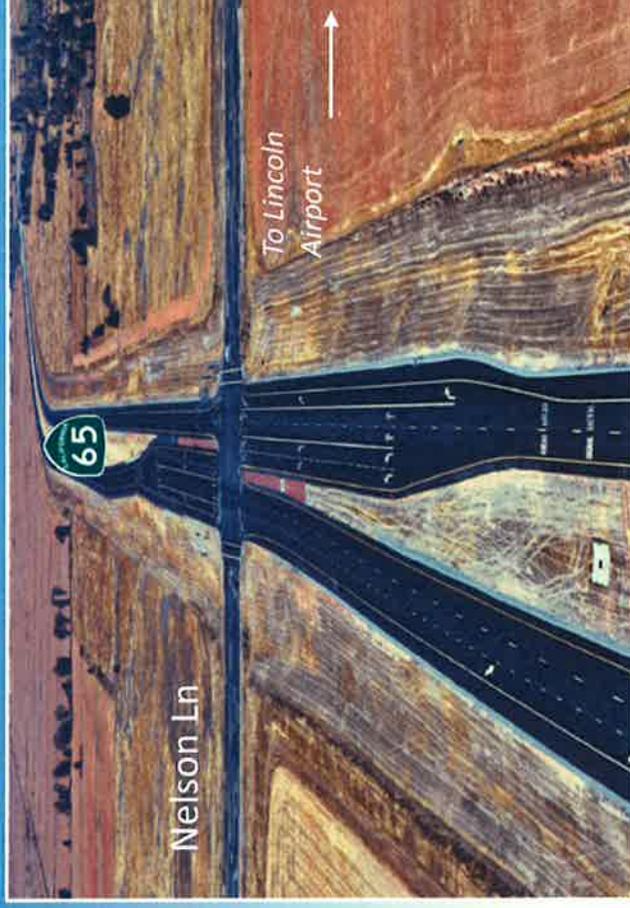
- Construct new expressway from SR 65 to SR 70/99
- 95% developer fee funded
- Funding mechanism
- Contribution: \$35 million (est)



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Transportation Investment Plan Interchange Improvements

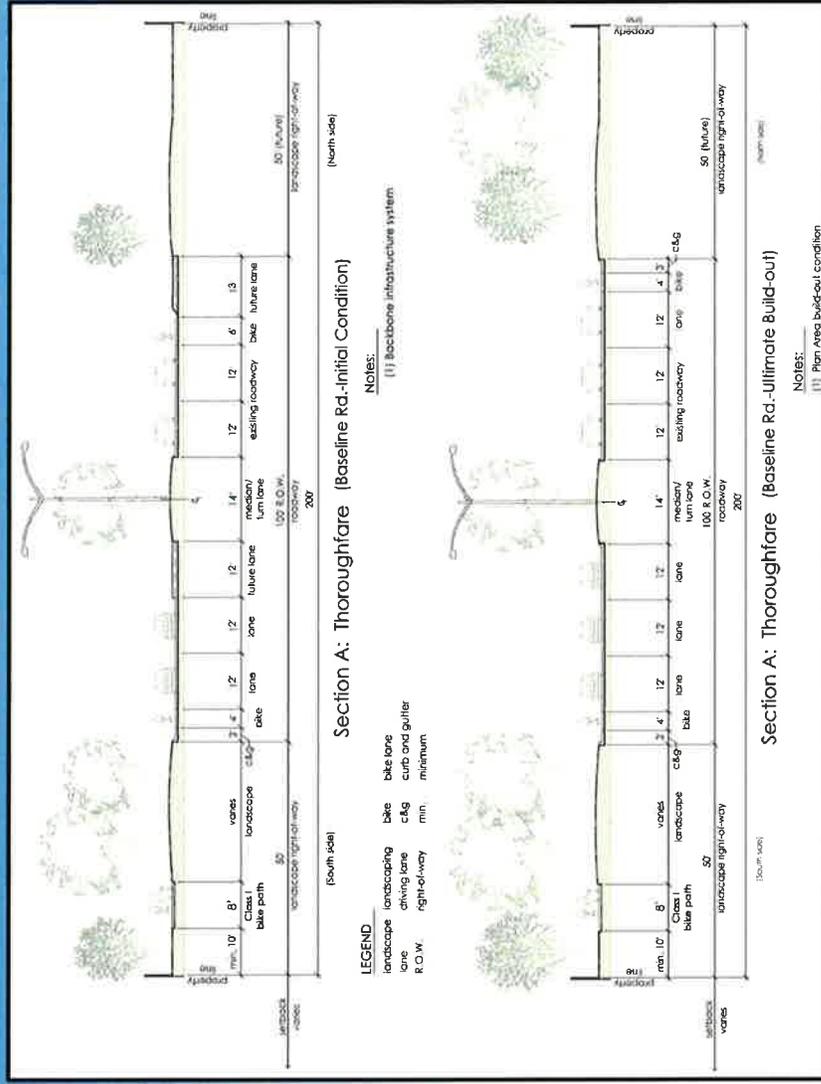
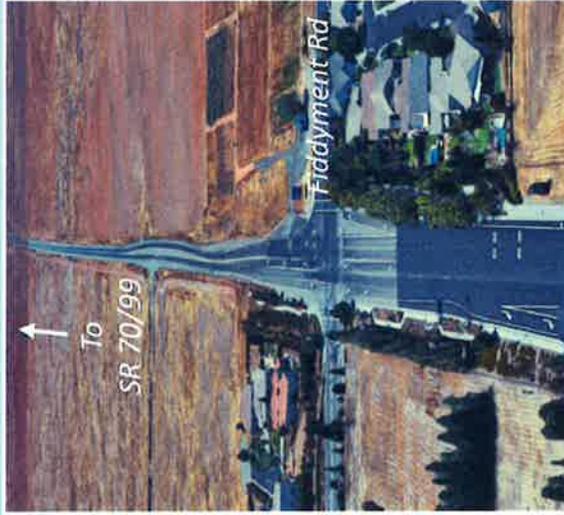
- I-80/Horseshoe Bar Road Interchange
- I-80/Rocklin Road Interchange
- I-80/SR 174 Interchange
- SR 65/Nelson Lane Interchange
- Contribution: \$95 million (est)



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Transportation Expenditure Plan Baseline Road Widening

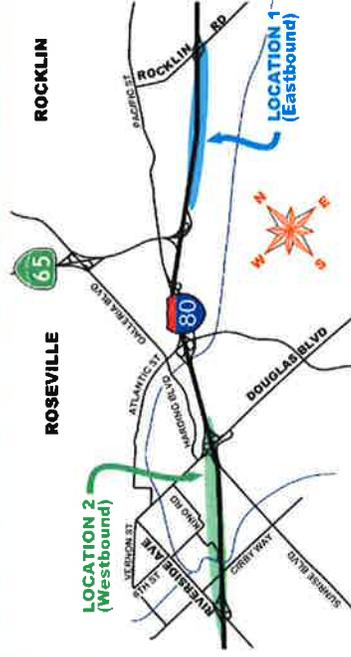
- Foothills Blvd to SR 70/99
 - Widen to 4 to 6 lanes
- 85% developer fee funded
- Financing mechanism
- Contribution: \$10 million (est)



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Transportation Expenditure Plan Other Major Highway Projects

- SR 49 Operations and Safety Improvements
 - I-80 to Dry Creek Road
 - Widen highway to 6 lanes, synchronize traffic signals
 - Add sidewalks, bike lanes, and landscaping



- I-80 Auxiliary Lanes
 - Add 5th lane Westbound I-80 between Douglas Blvd and Riverside Ave
 - Add/extend auxiliary lane Eastbound I-80 between SR 65 and Rocklin Road



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Transportation Investment Plan Capitol Corridor/Bus Rapid Transit

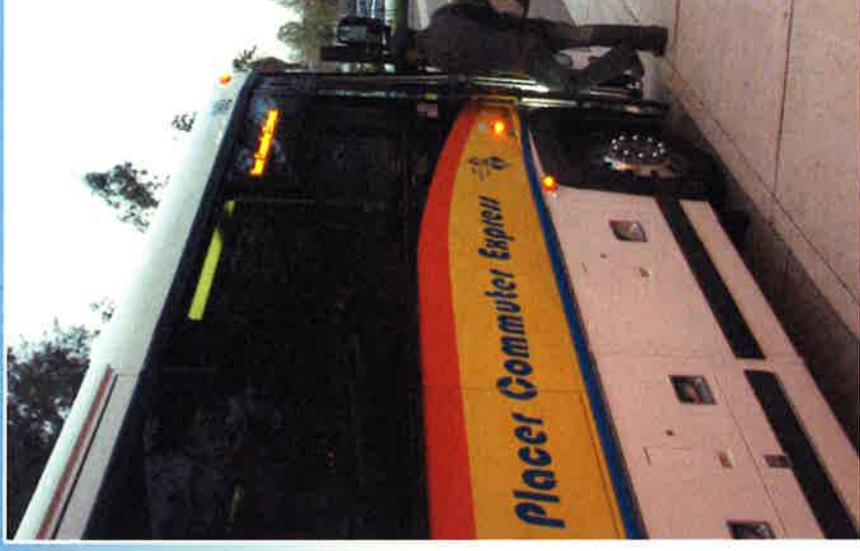
- Add Third Track between Roseville and Sacramento
- 10 round trips daily and/or
- Implement bus rapid transit in Western Placer County
- Contribution: \$90 million (est)



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Transportation Investment Plan Dial A Ride/Commuter Bus

- Expand Senior and Disabled Transit Services
- Expand Commuter Bus Services
- Contribution: \$100 million (est)

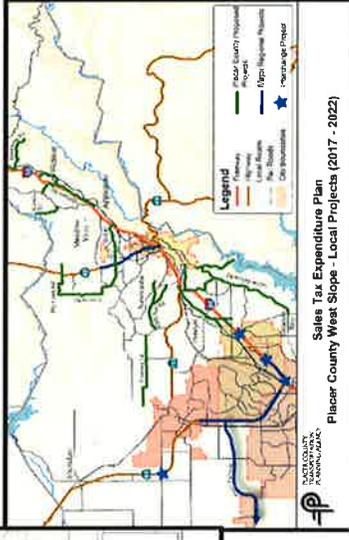
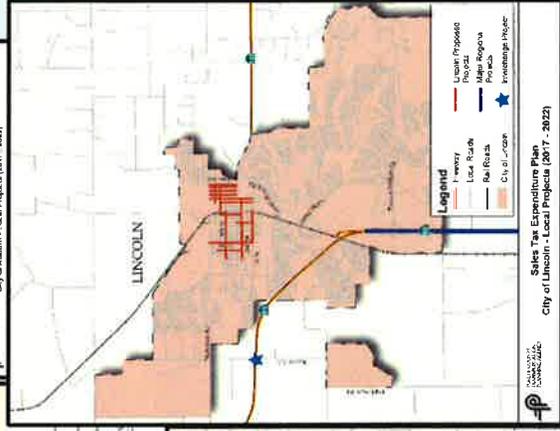
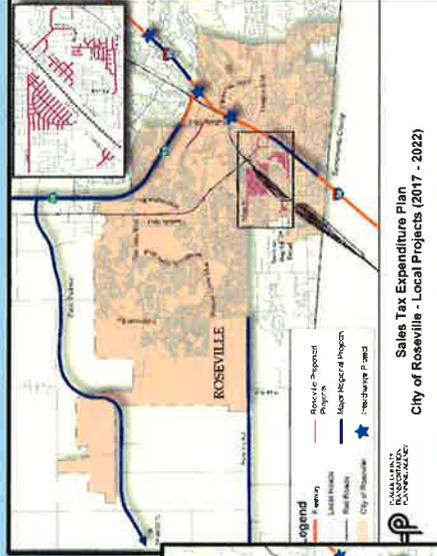
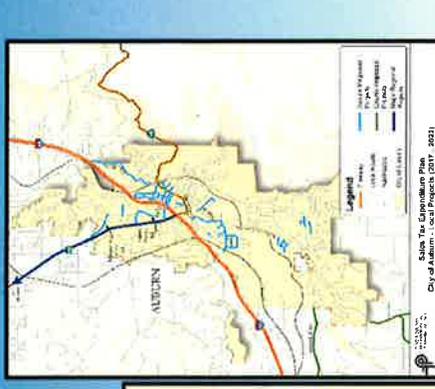


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Transportation Investment Plan Local Transportation Program

- Local transportation needs, primarily road repair
- Rural Road Maintenance and Repair Fund
- Allocation by formula
- Contribution: \$480 million (est), (\$16 million annually)



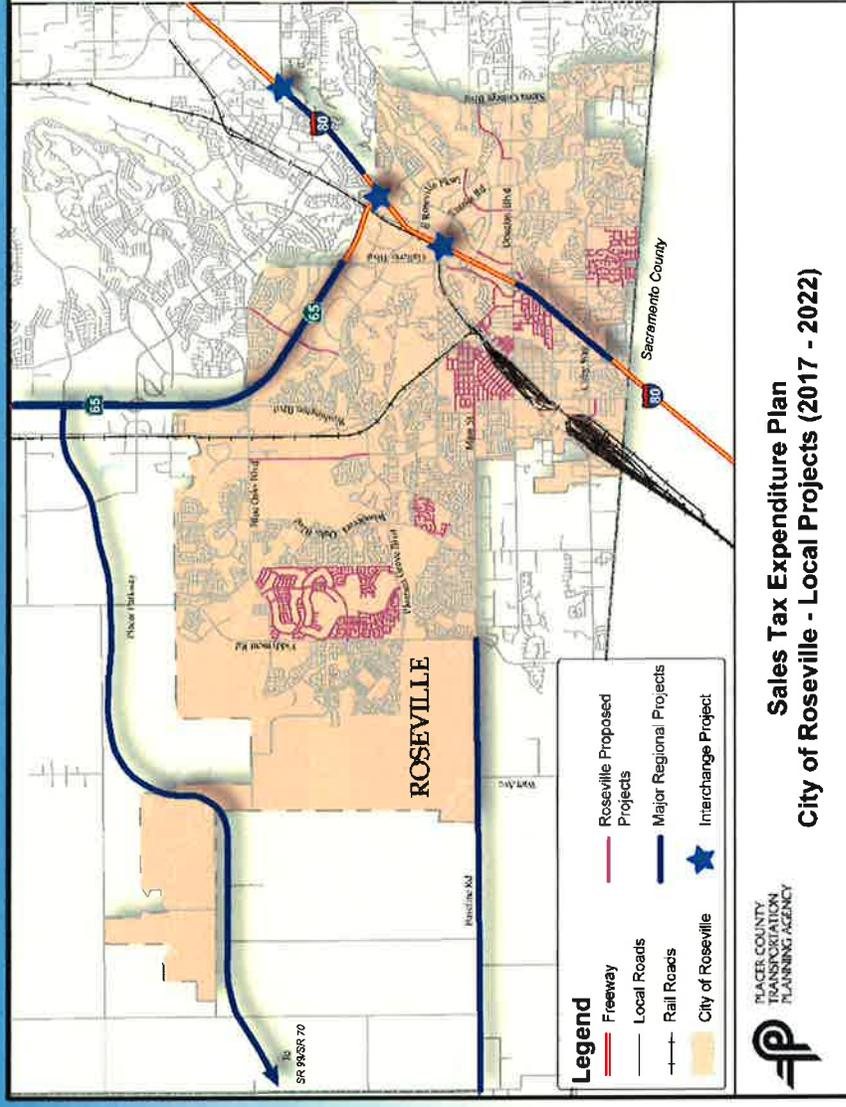
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Transportation Expenditure Plan Local Transportation Program: Roseville

- Project list for 2017-2022
- Estimated share \$141.1 million (\$4.7 million annually)

Street Maintenance and Rehab Projects

Street	From	To
Pleasant Grove Blvd	E. Roseville Pkwy	Rocklin City Limits
Foothills Blvd	Pleasant Grove Blvd	Blue Oaks Blvd
Rocky Ridge Rd	Douglas Blvd	E. Roseville Pkwy
Olympus Dr	Douglas Blvd	Sierra College Blvd
N. Sunrise Ave	Douglas Blvd	Lead Hill Blvd
Ascot Dr	Oak Ridge Dr	Sunrise Ave
Commerce Dr	Roseville Rd	Vernon St
Main St	Foothills Blvd	Washington Blvd
Harding Blvd	Wills Rd	End
Cirby Ranch Neighborhood	(56 Streets)	
Hillcrest Neighborhood	(32 Streets)	
Folsom Road Neighborhood	(17 Streets)	
Roseville Heights Neighborhood	(20 Streets)	
Los Cerritos Neighborhood	(23 Streets)	
Woodcreek Oaks Neighborhood	(16 Streets)	
Sun City Neighborhood	(133 Streets)	



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Transportation Investment Plan Local Transportation Program: Placer County

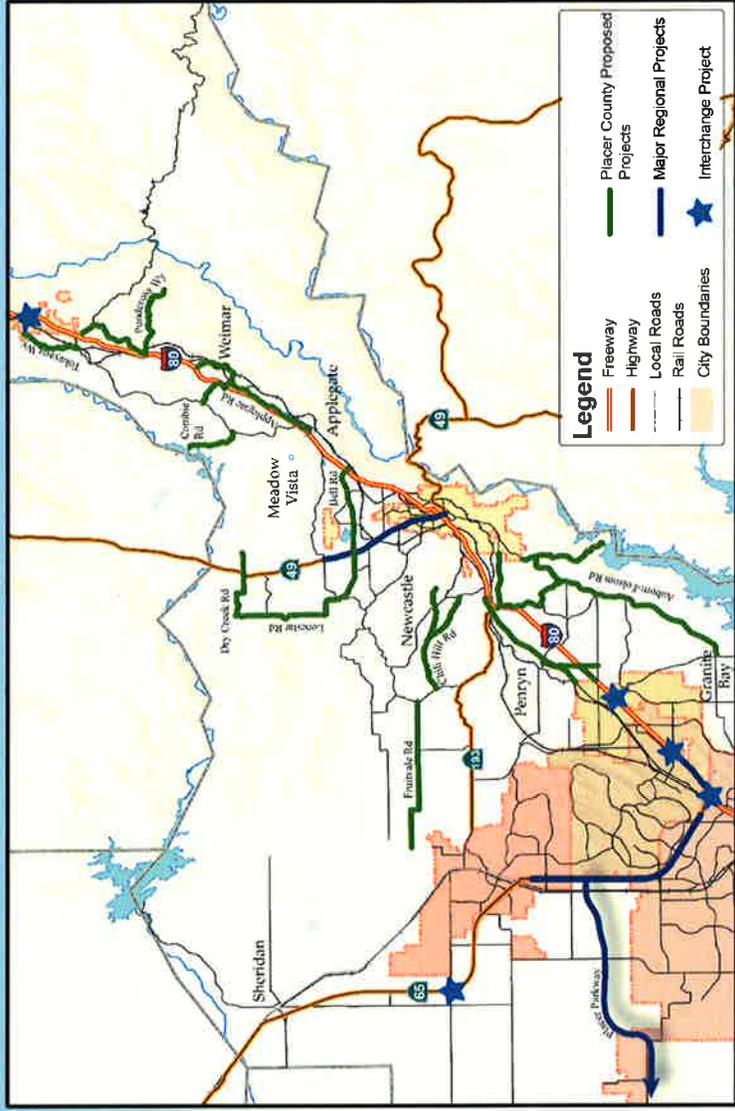
- Project list for 2017-2022
- Estimated share \$187.6 million (\$6.26 million annually) including minimum \$93.8 million (\$3.13 million annually) to the Rural Road Maintenance and Repair Fund

Street Maintenance and Rehab Projects

Street	From	To
Colfax Area		
Casa Loma Rd	Alta Bonneyhook	Tahoe National Forest
Tokayana Wy	Placer Hills Rd	Colfax City Limits
Canyon Wy	I-80	Colfax City Limits
Weimar Area		
E Weimar Cross Roads	Ponderosa Wy	End
Applegate Rd	I-80	End
Meadow Vista Area		
Combie Rd	Placer Hills Rd	End
Crother Rd	Placer Hills Rd	Applegate Rd
North Auburn Area		
Bell Rd	I-80	Lone Star Rd
Dry Creek Rd	Joeger Rd	I-80
Lonestar Rd	Bell Rd	Winding Wy
Newcastle Area		
Auburn Folsom Rd	Auburn City Limits	Cavitt Stallman Rd
Indian Hill Rd	I-80	Auburn City Limits
Newcastle Rd	Auburn Folsom Rd	Old State Hwy
Rattlesnake Rd	Shirland Tract Rd	End
Chili Hill Rd	Gold Hill Rd	Lozanos Rd
Crater Hill Rd	Chili Hill Road	Bald Hill Road
Pennyn Area		
Fruitvale Rd	McCourtney Road	Gold Hill Road
Taylor Rd	State Route 193	Loomis Town Limits
Boyington Rd	Loomis Town Limits	Pennyn Rd
Pennyn Rd	English Colony Rd	King Rd



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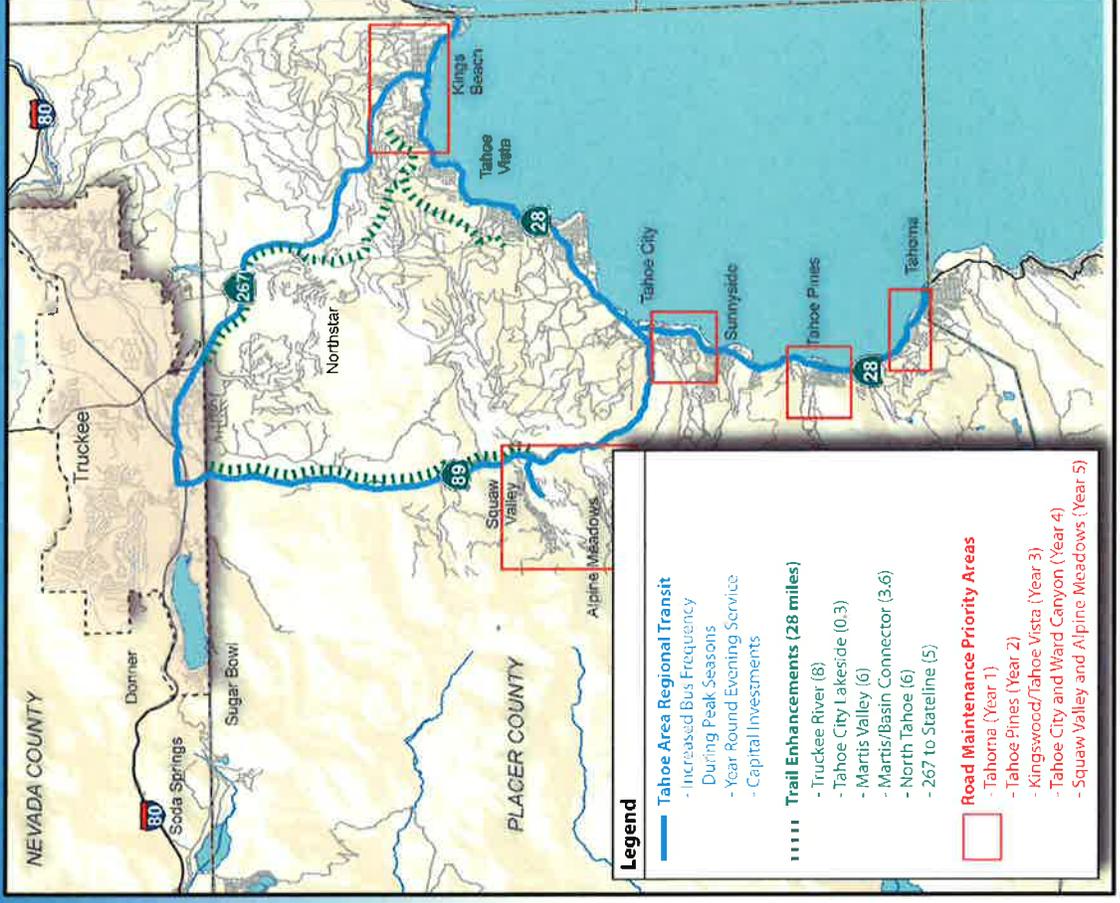
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Sales Tax Expenditure Plan

Placer County West Slope - Local Projects (2017 - 2022)

Transportation Expenditure Plan Tahoe Program

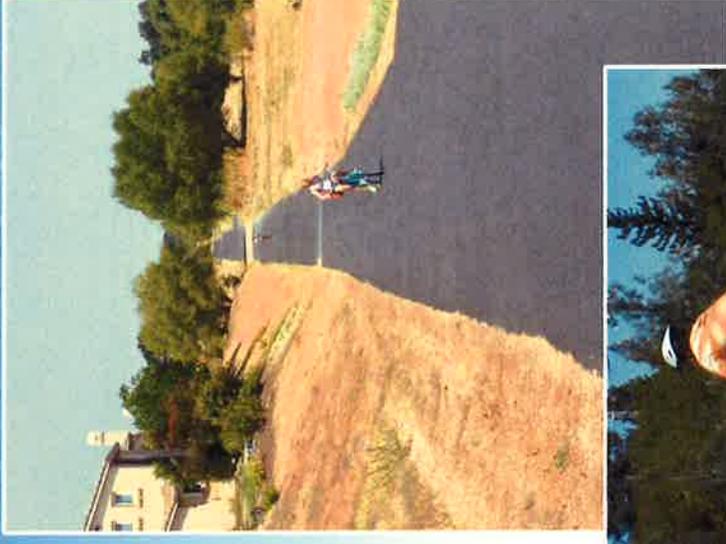
- **Transit Enhancements**
 - Expanded Service Frequency
 - Capital Investments
- **Bicycle and Pedestrian Trail Expansion and Maintenance**
 - 28 miles of new trails
- **Road Maintenance (Overlays & Potholes)**
 - Five year plan focusing on the poorest road condition roads first
 - Snow removal
- **Contribution: \$48 million (est.)
(\$1.6 million annually)**



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Transportation Investment Plan Bicycle and Pedestrian Program

- Competitive Program
 - Bikeways
 - Pedestrian
 - Neighborhood Electric Vehicles
 - Safe Routes to School
- Contribution: \$76 million (est)



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Transportation Investment Plan Competitive Projects Program

- Competitive Program
 - Future Needs
 - Matching Funds
 - New Technologies
- Contribution: \$74 million (est)

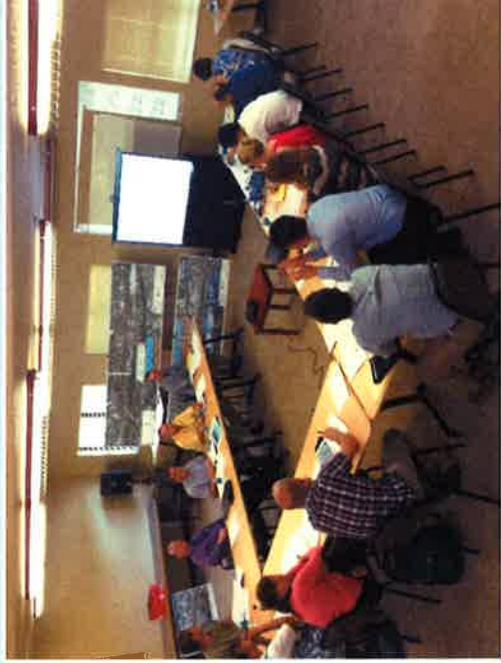


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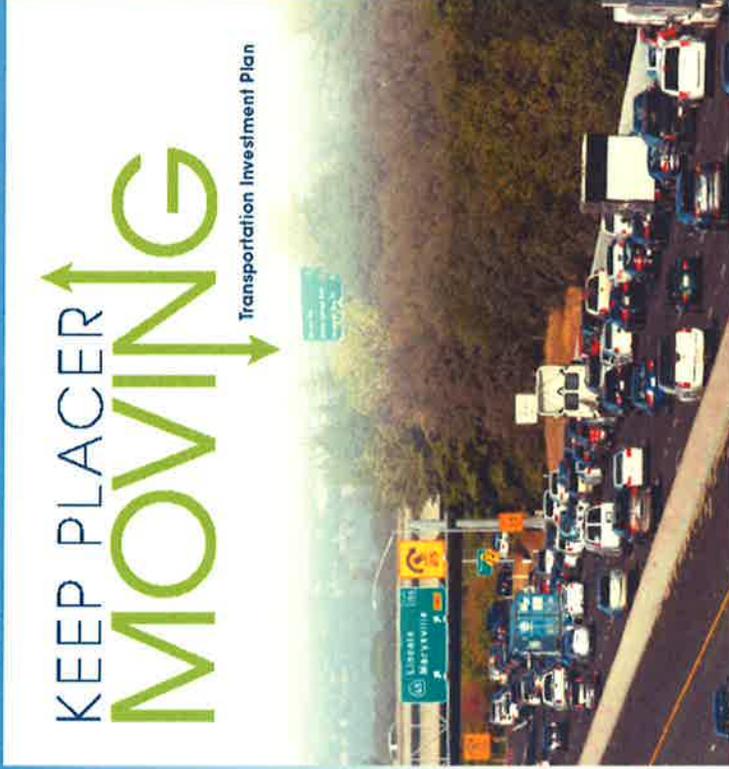
Transportation Investment Plan Transparency, Accountability, & Administration

- Audits
- Independent Citizen Advisory Committee
- Annual Reports
- Administration
- Contribution: \$16 million (est)



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Questions?



PLACER COUNTY
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PLANNING AGENCY
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Auburn, CA 95603
(530) 831-4000

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www.pctpa.net

Item 7b. City of Roseville Title VI Program, Public Participation Plan and Language Assistance Plan

Staff Mike Dour, Alternative Transportation Manager
Eileen Bruggeman, Alternative Transportation Analyst

Recommendation

Staff recommends that the Transportation Commission open the public hearing, accept public comment, close the public hearing and make a recommendation to the City Council to adopt the City of Roseville Title VI Program, Public Participation Plan (PPP), and Language Assistance Plan (LAP).

Background

The Federal Transit Administration (FTA) is responsible for ensuring that its funding recipients fully comply with Title VI of the Civil Rights Act of 1964. The City of Roseville, which operates Roseville Transit, is a recipient through FTA of federal funds. As a recipient of federal funds, Roseville Transit is required to prepare a Title VI Program in accordance with the current FTA Circular (Circular 4702.1B).

Title VI of the Civil Rights Act of 1964 states the following:

“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

The Title VI Program is required by FTA to be reviewed and approved by the City Council and submitted to FTA every three years. In order to adopt a document that meets the objectives of the Title VI Program, agencies also prepare Public Participation and Language Assistance Plans. Although these are separate plans, they are often included in the Title VI Program document.

Discussion

Roseville Transit’s current Title VI Program was adopted in 2013. The program provides that Roseville Transit grants all citizens equal access to its programs, projects and activities. Roseville Transit is also committed to ensuring that no person is excluded from participation in or denied the benefits of its programs, projects and activities on the basis of race, color or national origin. Furthermore, Roseville Transit continuously strives to ensure that equal opportunities are afforded to all individuals.

The objectives of the City of Roseville Title VI Program are:

- Ensure that the level and quality of public transportation service is provided in a non-discriminatory manner;
- Promote full and fair participation in public transportation decision-making without regard to race, color, or national origin; and
- Ensure meaningful access to transit-related programs and activities by persons with limited English proficiency.

City staff has updated the Title VI Program in compliance with current FTA requirements. Key updates provided in the attached redline/strikeout version of the revised Title VI Program include:

- The title of “Limited English Proficiency Language Plan” is changed to “Language Assistance Plan”.

- Descriptions of the three (3) customer service issues addressed between 2013 and present are provided; there are no ongoing Title VI complaints or lawsuits.
- Updates to reflect that since 2013, there has been a 1.4% increase in population speaking English less than very well in Roseville (language spoken very well reported as Spanish).
- A discussion that Tagalog is the language group with the second highest population not speaking English very well in Roseville. There are 820 people over the age of five (5) years in Roseville that speak Tagalog very well and report speaking English less than very well. This language group is approaching the 1,000 persons threshold of the Safe Harbor Provision, which strongly recommends written translation of vital documents for language groups meeting the 5% or 1,000 persons thresholds. It is anticipated by the next Title VI Program update in three (3) years (2019), this language group will meet the threshold and the Title VI complaint form and service guides will need to be translated to Tagalog. The City of Roseville currently has one designated Tagalog translator.
- The City of Lincoln now partners with Placer County Transit (PCT), with PCT providing three (3) local routes and one (1) Dial-A-Ride) within the City of Lincoln, and the City of Lincoln directs Title VI complaints to Placer County Department of Public Works.
- The Sierra Gardens Transfer Point (SGTP) Improvement Project has been added as a planned transit facility construction project.

Notification of this public hearing was provided as follows:

- Publication of the public hearing notice in the Roseville Press-Tribune (English and Spanish)
- Posting of the public hearing notice at the three libraries and Alternative Transportation offices (English and Spanish)
- City of Roseville website
- Roseville Transit E-notify
- City of Roseville Social media

Public comments received in writing as well as provided at the Transportation Commission public hearing will be included in Appendix G and forwarded to the City Council as part of their approval of the Title VI Program, Public Participation Plan, and Language Assistance Plan. Once approved, the attached Title VI Program will remain in effect through 2019.

Attachment(s):

1. City of Roseville Title VI Program in red-lined/strike-out format (with Appendices A-G, including the Public Participation Plan and the Language Assistance Plan)

CITY OF ROSEVILLE
TITLE VI PROGRAM

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Adopted: November 20, 2013**Adopted: November 20, 2013; Revised: September 28,**
2016

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Prepared by:
City of Roseville
401 Vernon Street
Roseville, CA 95678
www.roseville.ca.us/transit

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*Please direct comments/questions to:
City of Roseville Alternative Transportation Division
at (916) 774-5293 or transportation@roseville.ca.us*

City of Roseville
Roseville Transit

The following information is being submitted as part of the City of Roseville, which operates Roseville Transit in compliance with the Title VI of the 1964 Civil Rights Act per FTA Circular 4702.1B, dated October 1, 2012.

General Reporting Requirements:

1. City of Roseville has electronically ~~(via the TEAM program)~~ attested to the required FTA certifications and assurances.
2. City of Roseville has developed Title VI Complaint Procedures and Complaint Form that is available at the City of Roseville Alternative Transportation Division office, located on all of the Roseville Transit buses and is posted on the City of Roseville website at www.roseville.ca.us/titlevi. Title VI Complaint Procedures can also be found in the Fixed Route and Commuter Services Guide.
3. City of Roseville maintains a Complaint log for Title VI Investigations, Complaints and Lawsuits. To date, there are no Title VI complaints that the City of Roseville is aware of.
4. City of Roseville has developed a ~~Limited English Proficiency (LEP)~~ Language Assistance Plan (LAP) which is available on the City of Roseville website at www.roseville.ca.us/LEP.
5. City of Roseville has developed a Public Participation Plan.
6. City of Roseville will continue to make information available regarding Title VI obligations and apprise members of the public of the protections afforded to them.
7. City of Roseville has attached the required documents and is submitting the Title VI Program.
8. City of Roseville will provide any information that is requested by FTA.

I. Overview

The Federal Transit Administration (FTA) is responsible for ensuring that its funding recipients fully comply with Title VI of the Civil Rights Act of 1964. The City of Roseville which operates Roseville Transit (hereafter referred to as Roseville Transit), is a recipient of federal funds. As a recipient of federal funds, Roseville Transit has prepared an update to its 2013 Title VI Program in accordance with FTA Circular 4702.1B, dated October 1, 2012.

Section 601 of Title VI of the Civil Rights Act of 1964 states the following:

"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

Roseville Transit grants all citizens equal access to its transportation services and is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color, or national origin. Furthermore, Roseville Transit shall continuously strive to ensure that equal opportunities are afforded to all individuals in its service area.

As of January 1, ~~2013~~2016, the City of Roseville population was ~~423,514~~134,073. Roseville Transit operates three services, local fixed route, commuter service and dial-a-ride with a total fleet of 36 buses.

II. Notice to the Public

To ensure Roseville Transit riders are aware of its commitment to Title VI compliance, and of their right to file a civil rights complaint, Roseville Transit posts the following notification, in both English and Spanish, at the City of Roseville Alternative Transportation Division office, on the buses, in the Bus Service Guides and on the City's website: www.roseville.ca.us/titlevi. A sample of Title VI notice is in Appendix A.

III. Complaint Procedures

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by Roseville Transit may file a Title VI complaint by completing

and submitting Roseville Transit's Title VI Complaint Form with the Roseville Transit, Civil Rights Officer or with the Federal Transit Administration (FTA).

The Title VI complaint form is available in both English and Spanish and is available in the City of Roseville Alternative Transportation Division office, and on the City's website: www.roseville.ca.us/titlevi. The Title VI complaint procedures are also included in the Bus Service Guides. A sample Title VI complaint form is in Appendix B.

Roseville Transit investigates complaints received no more than 180 days after the alleged incident. Roseville Transit will process complaints that are complete. Once the complaint is received, Roseville Transit Civil Rights Officer will review the complaint to determine if Roseville Transit has jurisdiction and will send the complainant an acknowledgment letter informing her/him whether the complaint will be investigated by Roseville Transit.

Roseville Transit has up to sixty (60) calendar days to investigate the complaint. If more information is needed to resolve the case, Roseville Transit may contact the complainant. The complainant has thirty (30) calendar days from the date of the letter to send requested information to the investigator assigned to the case; if within thirty (30) calendar days from the date of the letter the investigator is not contacted by the complainant and the investigator does not receive the additional information requested in the letter, Roseville Transit can administratively close the case. A case can also be administratively closed if the complainant no longer wishes to pursue their case.

After the investigator reviews the complaint, Roseville Transit will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed.

An LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur. If the complainant wishes to appeal the decision, she/he has ten (10) business days after the date of the letter or the LOF to file an appeal with the City of Roseville Public Works Director.

A person may also file a complaint directly with the Federal Transit Administration, at:

Federal Transit Administration
Office of Civil Rights
1200 New Jersey Avenue SE
Washington, DC 20590

		<u>AM on Sunday morning, but did not arrive until 9:20 AM because the driver picked up and dropped off other riders. She had a return ride home at 10:15 AM, called to change her time and was told she would have to pay \$7.50. The passenger wrote "I feel I was discriminated because she [the driver] drop off the white lady who was an American and the one on the phone was very rude."</u>	<u>Follow-up customer service call on 9/22/14.</u>	<u>service. Policies explained to passenger.</u>
<u>16-01</u>	<u>1/14/2016</u>	<u>Citizen felt her son was discriminated against by bus driver. The driver refused her son's request that the driver call another bus driver to hold a bus. Mother felt it was because of how her son looks.</u>	<u>Closed. Acknowledgment call to citizen on 1/14/16. Response call on 2/2/16 to inform citizen of Title VI complaint process and complaint form mailed. Form not received as of 3/3/16.</u>	<u>No reasonable cause. Operations manager reviewed the video of the approach and stop in question. One request was made of the driver for a transfer, and the driver explains transfers no longer provided.</u>

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As of the writing of this program, Roseville Transit has had no complaints, investigations, or lawsuits which allege discrimination on the grounds of race, color, national origin or any other form of discrimination in 2010, 2011, 2012 or thus far in 2013.

V. Public Participation Plan

As a recipient of federal transportation funding from the Federal Transit Administration (FTA), the City of Roseville (COR) is required to develop a Public Participation Plan (PPP) that implements the goals and objectives of Title VI of the Civil Rights Act of 1964. The PPP is intended to provide guidance for public involvement activities to be conducted by COR in the expenditure of FTA funds in compliance with Title VI of the Civil Rights Act of 1964 and FTA Circular 4702.1B ("Title VI Requirements and Guidelines for Federal Transit Administration Recipients"). The PPP is provided as Appendix C.

A Public Involvement Plan was prepared for the review and adoption of the Title VI Plan, including the Public Participation Plan and the Language Assistance Plan. A copy of the Public Involvement Plan is provided as Appendix F and a copy of comments received during the public outreach process is provided as Appendix G.

VI. Language Assistance Plan

In order to ensure meaningful access to transit programs, services, information and activities for people with Limited English Proficiency (LEP), Roseville Transit uses the information obtained in a Four Factor Analysis to determine the specific language services that are appropriate. This analysis helps Roseville Transit to determine if it communicates effectively with LEP persons and informs language access planning.

The complete Four Factor Analysis used to develop the Language Assistance Plan (LAP) is provided in Appendix D. The LAP includes the results of the Four Factor Analysis which is a local assessment and consideration of the following:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by Roseville Transit;
2. The frequency with which LEP persons come into contact with Roseville Transit services and programs;
3. The nature and importance of Roseville Transit services and programs in people's lives;
4. The resources available to Roseville Transit for LEP outreach, as well as the costs associated with that outreach.

The results of conducting the Four Factor Analysis using U.S. Census Bureau 2010-2014 Census Data American Community Survey relating to use of Roseville Transit services and programs indicate the highest percentage of speaking population which reports speaking English less than well is Spanish (~~4.92.2~~%). While there are other languages spoken in the region by people who report speaking English less than well is ~~less than 2.53.6~~% combined for all other languages (~~4.51.7~~% for all other Indo-European Languages, ~~such as Italian or Russian and less than 1.8~~% for all other languages ~~such as Japanese or Cantonese Asian and Pacific Island languages, and 0.1~~% for other languages).

Moreover, employees of the City of Roseville and MV Transportation who come into contact with the general public and passengers of Roseville Transit have not reported that English is a barrier to understanding the programs and services offered by

Roseville Transit, other than Spanish speaking individuals. This information is also confirmed by review of the Language Line Translation requests and a log kept at the Alternative Transportation Division office documenting the number of customers at the front counter requiring language assistance.

To minimize language barriers and to better communicate information important to using Roseville Transit services and programs a number of steps were identified that Roseville Transit has implemented. The following resources provided by Roseville Transit to all persons who speak other languages include:

- Language Card – Bus Drivers equipped with language card to assist passenger ability to indicate language needs
- Language Translation Line –Telephone service to assist in translation for employees to assist customers
- Google Translator on the City's website – service to assist customers in translating written information

In addition, the following materials are provided in Spanish, since Spanish is the highest percentage of speaking population which reports speaking English less than well in Roseville. Employees are trained in how to make use of tools provided to assist in communicating transit services. Available resources provided by Roseville Transit include:

- Civil Rights Complaint Form – translated into Spanish and provided on board buses, on website, and in administrative office lobby
- ADA Eligibility Application – translated into Spanish
- Spanish Speaking Customer Service Representatives – provided both in the administrative office and in the operations office for Dispatch and Demand Response phone calls and emails
- ADA Service Information – translated into Spanish and provided in the Service Guide(s) and on website
- Notices placed on-board buses – translated into Spanish
- Local Transit Service Information – translated into Spanish and provided in the Service Guide(s) and on website
- Spanish phrase book – provided to all bus drivers to assist in providing on board information to Spanish speaking passengers

VII. Decision Making Committees and Councils

The City of Roseville is committed to providing an open and visible decision-making process to which the public has equal access. The City Council makes the decisions regarding policy, service changes, fares, capital programming and facility locations for Roseville Transit. The City Council members are elected officials, and therefore, are not subject to Title VI requirement.

The City of Roseville has established 13 boards and commissions for the specific purpose of soliciting and involving public input as part of any decision-making process. Of these, the City of Roseville Transportation Commission reviews and makes recommendations to the City Council regarding transportation items that receive Federal funding. The Transportation Commission is composed of seven members who are residents of the City of Roseville. Appointments are made by the City Council for overlapping four year terms. No member of the Transportation Commission shall serve more than two consecutive terms. In addition, the City Council may annually appoint a high school student that is a resident of Roseville to serve as an 8th voting member of the Transportation Commission.

Our current Transportation Commission is comprised of the following members representing the following races.

Commission	Caucasian	Latino	African American	Asian American	Native American	Did not respond
Transportation	50 12.5%	0	0	12.5%	12.5 25%	50 25%

VIII. Subrecipient Compliance

As a primary recipient of FTA funds with subrecipients Roseville Transit shall undertake the following activities:

- Document the process for ensuring that all subrecipients are complying with the general reporting requirement, as well as other requirements that apply to the subrecipient based on the type of entity and the number of fixed route vehicles it operates in peak service.
- Collect Title VI Programs from subrecipients and review programs for compliance.

The Sacramento Regional Transit (SacRT) and the City of Lincoln, Lincoln Transit are currently subrecipients of Roseville Transit. Lincoln Transit is a sub-recipient to the City of Roseville for FTA Grant #CA 03-0772 (Lincoln Bus Barn), and SacRT is a sub-recipient to the City of Roseville for FTA Grant #CA 90-Y492 (Louis Orlando Transfer Point).

SacRT operates approximately 697 bus routes and 42,938.6 miles of light rail covering a 418 square-mile service area. SacRT is a direct recipient of Federal Transportation Agency (FTA) funds. Compliance with Title VI and other federal requirements by SacRT is monitored by the FTA.

The City of Lincoln partners with Placer County Transit to operates threewe (32) local fixed routes one dial-a-ride paratransit service within its jurisdictional boundaries. The City of Lincoln and Roseville Transit are both members of the Placer County Transportation Planning Agency (PCTPA). As a member of the PCTPA Transit Operators Working Group (TOWG), ~~the City of Lincoln,~~ along with other transit operators, receives updates and participates in discussions of revised Title VI obligations. City of Roseville staff:

- Conducts periodic desk review of materials and Lincoln's website;
- Receives updates of Lincoln program modifications through TOWG meetings; and,
- Conducts a triennial site visit to discuss Title VI and other obligations required of sub-recipients of federal funding and to confirm and document the City of Lincoln's compliance with applicable obligations.

Material collected includes Lincoln Transit's statement of their commitment to "ensuring no person is excluded from participation in, or denied the benefits of its transit services or programs on the basis of race color or national origin as afforded under Title VI of the Civil Rights Act of 1964." The statement of commitment is included as part of the Lincoln Transit service guide distributed to passengers on board buses and is also available online. Instructions are also included for any person(s) who feels they have been discriminated against on how they may file a complaint with the City of Lincoln, Department of Public Services-Placer County Department of Public Works or with the Federal Transportation Administration. Copies of both notifications are provided in Appendix E.

- New landscaped Park & Ride facility.

The Louis/Orlando Transfer Point was approved with a categorical exclusion (CE) under NEPA. Following right of way acquisition, the City will pursue full funding for the construction of the project.

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Sierra Gardens Transfer Point

The Sierra Gardens Transfer Point (SGTP) Improvement Project is located in the City of Roseville on Sierra Gardens Drive at its intersection with Santa Clara Drive. This site is in close proximity to two of the City's major arterial roadways, Douglas Boulevard and Sunrise Avenue, and within ½-mile of Interstate-80 and the Douglas/Sunrise Interchange.

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The SGTP Improvement Project consists of facilities and amenities to support operations for improved public bus services for Roseville Transit. The project will include bulb outs at the intersection of Sierra Gardens Drive and Santa Clara Drive. These roadway improvements include curb transitions, curb ramps, street modifications, enhanced pedestrian crosswalk, and traffic calming improvements. Construction costs are estimated to be approximately \$1.4 million.

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Improvements for each bus bay shall include:

- Passenger shelters;
- Bicycle facilities;
- Passenger wayfinding signage;
- An automated fare kiosk (i.e., the Connect Card Fare Dispenser), and
- Information kiosks.

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The design of both bus bays will consider installing improvements for the digital reader boards for displaying rider information. Also included in the improvements is the rehabilitation of the existing pavement on Sierra Gardens Drive between Sunrise Avenue and Santa Clara Drive.

It is anticipated no additional right of way will be required for acquisition. The SGTP Improvement Project will be a categorical exclusion (CE) under CEQA. The City will pursue full funding for the construction of the project following completion of the engineering and design.

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X. Service Standards and Policies

Roseville Transit has developed a set of quantifiable service standards and policies. These service standards were developed through a public participation process that included development of a Short Range Transit Plan accepted by the Placer County Transportation Planning Agency (PCTPA) and the Roseville City Council.

The City of Roseville Transportation Commission reviews the quarterly reports and an annual year-end report that documents how well Roseville Transit meets the standards. Service standards are used as key performance indicators to help gauge different areas of performance for the entire Roseville Transit system. As such, these standards are used to identify trends and/or issues which should be addressed to improve overall system performance and to measurably identify successes. These service standards and policies include, but are not limited to those presented below.

A. VEHICLE LOADS AND PASSENGERS PER HOUR STANDARDS

Vehicle load is expressed as the ratio of passengers to the total number of seats on a vehicle at any moment. Vehicle load will also vary by route, time of day, and by season.

Vehicle Type	Seated Capacity	Standing Capacity	Total Capacity	Preferred Capacity	Average Load	Maximum Load
Orion V-30-ft	28	14	42	1	.28	2
Gillig Phantom - 30-ft	28	14	42	1	.28	2
Gillig Phantom- 40-ft	45	145	60	1	.51	2
Gillig LF-2930-ft	288	15	42	1	.28	2
Gillig LF-35-ft	28	15	42	1	.28	2
Gillig BRT LF - 40-ft	39	15	55	1	.58	2
ARBOC LF	17	6	23	1	NA	NA
El Dorado Aerolite	11	4	15	1	NA	NA

For passenger safety and comfort, vehicles should be sized and the transit service operated to limit typical peak loads to the seating capacity. Local fixed route and commuter services should generally limit standing loads to a maximum of 20 percent of daily runs on a single route.

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Passengers per revenue hour is also a useful measure of vehicle use over the course of each hour of service. Below are general standards which are used to help gauge the average use of each service.

Local Services - The average number of passengers per revenue hour should be greater than or equal to 8 passengers per vehicle revenue hour.

Commuter Services - The average number of passengers per revenue hour should be greater than or equal to 14 passengers per vehicle revenue hour.

Dial-A-Ride Services - The average number of passengers per revenue hour should be greater than or equal to 3 passengers per vehicle revenue hour.

These standards are considered targets. In general, the number of passengers per revenue hours will exceed the average in peak travel periods and will be less than the average during the first and last hour of service. Also, mid-week days tend to show higher averages than other days. The average number of passengers per revenue hour tends to be below the system average during the first year of any new route, but generally improves to meet or exceed the system average within a few years.

B. VEHICLE HEADWAY (FREQUENCY) STANDARDS

Local Services - Vehicle headway for local fixed route service is generally provided in 30 or 60 minute increments, and may vary depending upon demand.

Commuter Services - Vehicle headway for commuter services range from 0-40 minutes, depending upon demand and the specific routing of each commuter bus during peak hours.

C. SERVICE SPAN STANDARDS

Local and Dial-A-Ride Services - Generally, the span of service each weekday is 6 a.m. to 6 p.m. for all local routes, and reduced service levels continue until 10 p.m. The span of service on Saturdays is from 8 a.m. to 5 p.m., and no local route service exists on Sundays. General public Dial-A-Ride (DAR) services are also available by reservation during these times. General public DAR services are also generally available on Sundays from 8 a.m. to 5 p.m.

The hours and days of Local and DAR services are continuously adjusted to reflect demands while striving to attain other performance standards.

Commuter Services - The general service span for Commuter service is weekdays during peak travel times.

While the hours of peak travel do not vary greatly, the frequency of Commuter services from Roseville to Downtown Sacramento or other job centers will generally be determined by demand and an ability to meet other performance standards.

D. ON-TIME PERFORMANCE STANDARDS

The standard for average on-time performance for all services is greater than or equal to **95%**.

E. FARE RECOVERY AND AVERAGE SUBSIDY PER TRIP STANDARDS

Fare Recovery - The standard for average fare recovery for all services is greater than or equal to 15% of all transit operating expenses. The average subsidy per trip by type of service and by route is measured quarterly and/or annually to help evaluate the cost of services.

Fare Recovery for New Services - These standards should not be strictly applied to new routes for the first two years of service. A 60 percent fare recovery of standard could be considered successful after one year, but a favorable trend thereafter should be maintained. Conversely, Roseville Transit should not simply keep a service if revenues cannot support the continued operation of a route, or if a different and more successful route could replace the less successful route.

F. BUS STOPS AND PASSENGER AMENITY STANDARDS

Bus Stop Location and Spacing - Bus stops are generally encouraged to be spaced a maximum of ½ mile apart along both arterial and collector streets in both directions, and/or at each leg of an intersection between arterial/arterial and arterial/collector streets, depending upon road patterns, adjacent land uses and densities and other factors which may influence the accessibility and use of a stop.

Shelters and Seats - Shelters should be provided at all bus stops expected to serve 15 or more passengers per day, and passenger seating should be provided at all bus stops expected to serve five or more passengers per day. Further refinement of stops, passenger amenities and timed stop designations will occur after a route has begun service.

Amenity Removal - When the annual maintenance or repair cost of an amenity is excessive or greater than the value of the structure or amenity, or presents a safety risk, then Roseville Transit reserves the right to remove the amenity.

Route Travel Time - Bus routes are generally designed so that the travel time will not exceed 3 times the equivalent automobile trip during peak travel hours, and should be designed to function as efficiently as possible.

G. SERVICE AVAILABILITY AND CONNECTIVITY STANDARDS

Service Routes - Generally, Roseville Transit provides general public Dial-A-Ride services within its entire corporate boundaries. Also, Roseville Transit attempts to provide fixed route services within ½ mile walking distance of 90% of the daytime population within City boundaries. As new development is added, new local fixed route and commuter services will be added based upon demand and as funding permits.

Connecting Adjacent Land Uses - Adjacent uses should provide direct pedestrian access to planned and existing bus stop locations to facilitate use of public transit. New projects that would generate DAR trips, such as medical office buildings, should also consider site designs that would accommodate the DAR bus picking up and dropping off ADA passengers at or near front door locations with ADA accessibility to the front door.

Reciprocal Transfer Agreements and Regional Fare Cards -- Reciprocal transfer arrangements should continue to be implemented between all connecting service providers. Regional fare cards, such as Connect Card, should continue to be implemented by Roseville Transit to improve regional connectivity and passenger mobility.

Regional Transfer Points - Local service should be provided within one block of all regional transit transfer locations and intercity bus/rail stops. Also, passenger facilities at regional transit transfer locations should be improved to enhance regional public transportation connections.

H. SAFETY, MAINTENANCE AND REPLACEMENT STANDARDS

Accident Rates – The average preventable accident rate standard for all services is less than or equal to 1 preventable accident for every 50,000 service miles travelled. The average accident rate standard for all accidents for all services is less than or equal to 1 accident (preventable and non-preventable) for 25,000 service miles travelled.

Road Calls – The average road call standard is less or equal to 1 road call for every 10,000 service miles travelled.

Programmed Vehicle Maintenance – The standard for vehicle maintenance is for 90% percent of all programmed maintenance to occur within scheduled parameters.

Vehicle Replacement – Vehicles should be replaced at the end of their useful lives

according to FTA guidelines and industry accepted practices for public fleet operators. The average fleet age should not exceed six (6) years.

I. CUSTOMER SERVICE STANDARDS

Employee Training – All employees should receive annual customer service training to ensure courteous, safe and respectful behavior, and that employees are sensitive to the needs of passengers.

Local and Commuter Services – The standard for the average number of passenger complaints for Local and Commuter services is less than or equal to 1 validated complaint for every 5,000 passenger trips.

Dial-A-Ride (DAR) – The standard for the average number of passenger complaints for DAR services is less than or equal to 1 validated complaint for every 3,000 passenger trips.

XI. Program Specific Requirements and Guidelines for Transit Providers Serving Urbanized Areas (of 200,000 or more people) and Operates 50 or more Fixed Route Vehicles

As of January 1, ~~2013~~2016, the City of Roseville population was ~~134,073~~123,514 and Roseville Transit has a fleet of 36 buses. Therefore, Roseville Transit is not subject to the demographic and service profile maps and charts, ridership and travel patterns, results of monitoring programs, or other requirements of transit providers that operate 50 or more fixed route vehicles in peak service and are located in an urbanized area of 200,000 people or more.

Appendix A

Title VI Notice to the Public (English and Spanish)

***Notifying the Public of Rights Under Title VI of the
Civil Rights Act of 1964
Roseville Transit***

Roseville Transit operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act of 1964. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with Roseville Transit.

For more information on Roseville Transit's civil rights program, and the procedures to file a complaint with either Roseville Transit or the Federal Transit Administration, contact 916-774-5293, (TTY:916-774-5220), (Fax: 916-746-1333), email: transportation@roseville.ca.us, ask at the City of Roseville Alternative Transportation Division office, at 401 Vernon Street, Roseville CA 95628 or visit our website at: www.roseville.ca.us/titlevi

***Notificando al público de Derechos Bajo Título VI del
Acta de Derechos Civiles de 1964
Tránsito de Roseville***

El Tránsito de Roseville opera sus programas y servicios sin considerar la raza, color, y origen nacional en conformidad con el Título VI del Acta de Derechos Civiles de 1964. Cualquier persona quien cree ella/él ha sido ofendido por cualquier práctica discriminatoria ilegal bajo el Titulo VI puede presentar una queja con el Tránsito de Roseville.

*Para más información del programa de derechos civiles del Tránsito de Roseville, y los procedimientos de presentar una queja con ya sea el Tránsito de Roseville o la Administración de Tránsito Federal, comuníquese al 916-774-5293, (TTY: 916-774-5220), (Fax: 916-746-1333), e-mail: transportation@roseville.ca.us, **pregunte en la oficina de Transportación Alternativa de la Ciudad de Roseville, al 401 Calle Vernon, Roseville CA 95678** o visite nuestro sitio de Internét al: www.roseville.ca.us/titlevi.*

Appendix B

Title VI Sample Complaint Form – 2 sided (English and Spanish)

The image displays four panels of the Title VI Complaint Form for Roseville Transit, arranged in a 2x2 grid. The top row shows the English version, and the bottom row shows the Spanish version. Each panel includes a header with the title, a 'What is a Title VI complaint?' section, a 'Where do I submit a complaint?' section, and a form grid with sections labeled Section 1 through Section 5. The Roseville Transit logo is visible in the bottom right of each panel.

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Appendix C

**CITY OF ROSEVILLE
PUBLIC PARTICIPATION PLAN**

Adopted: ~~November 20, 2013~~; Revised September 28, 2016

**Prepared by:
City of Roseville
401 Vernon Street
Roseville, CA 95678
www.roseville.ca.us/transit**

*Please direct comments/questions to:
City of Roseville Alternative Transportation Division at
(916) 774-5293 or transportation@roseville.ca.us*

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 - D. Logistics for Public Meetings
 - E. Documentation of Public Comments
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- IV. Periodic Review of Public Participation Plan

I. Purpose & Goals

Purpose

As a recipient of federal transportation funding from the Federal Transit Administration (FTA), the City of Roseville (COR) is required to develop a Public Participation Plan (PPP) that implements the goals and objectives of Title VI of the Civil Rights Act of 1964, which states:

No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

This PPP is intended to provide guidance for public involvement activities to be conducted by COR in the expenditure of FTA funds in compliance with Title VI of the Civil Rights Act of 1964 and FTA Circular 4702.1B ("Title VI Requirements and Guidelines for Federal Transit Administration Recipients").

Goals

The procedures, strategies and techniques contained in this PPP support the purpose stated above and the following goals:

- Provide an open and visible decision-making process to which all members of the public have equal access;
- Seek out and consider the viewpoints of minorities, low income persons, persons with limited English proficiency, and other community groups;
- Offer early and continuous opportunities for the public to be involved in the identification of social, economic, physical and environmental impacts of proposed decisions; and,
- Raise the level of community participation by citizens for the purpose of improving and maintaining the quality of life within the City of Roseville.

II. Background

Public Participation in Roseville

The City of Roseville has a long-standing commitment to providing open and visible decision-making processes that provide equal access to all. Two of the primary methods Roseville uses to promote public involvement are:

1. **Boards and Commissions** – The City of Roseville has established 13 boards and commissions for the specific purpose of soliciting and involving public input

as part of any decision-making process. Of these, the Transportation Commission typically has responsibility for oversight of FTA-funded transportation projects, plans and services.

2. **Roseville Coalition of Neighborhood Associations** - The City of Roseville established the Roseville Coalition of Neighborhoods Association (RCONA) in 1993. RCONA is a not-for-profit, non-partisan umbrella organization comprised of representatives of Roseville's individual "Neighborhood Associations". There are currently 39 Neighborhood Associations, each of which geographically represents a defined area of the City's entire corporate boundaries, as shown at the RCONA web site: <http://www.rcona.org>. Two clearly stated purposes of the mission of the RCONA are:

- To raise the level of community participation by citizens for the purpose of improving and maintaining the quality of life within the City of Roseville; and,
- To work with neighborhood associations in resolving social, physical and economic problems within neighborhood, and deal with other important neighborhood issues

The City of Roseville will incorporate the use of these existing community outreach and public involvement resources into this PPP. This PPP will also consider other measures to solicit the involvement of citizens in the public decision-making process.

Public Participation for the Metropolitan Transportation Plan - Any transportation project in the six-county region using federal and state funding must be incorporated into the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The MTP/SCS is updated once every four years. For each update, SACOG develops a Public Participation Plan to assist SACOG staff in implementing an effective public review process of the MTP and the projects contained therein. This is another opportunity for the public to participate in transportation planning efforts in Roseville and the six-county region. For more information on the MTP/SCS and the SACOG Public Participation Plan, see this website: <http://www.sacog.org/2035/>.

III. **Public Involvement Plan**

The primary means of implementing the goals of the PPP shall be the development and execution of a Public Involvement Plan (PIP) for applicable transit plans, projects or activities. The PIP shall be developed at the outset of the project planning process and shall be modified as needed during the planning process. The PIP shall be designed in accordance with the following principles:

1. The PIP shall be tailored to the scope of the proposed plan, project or activity, the population of the planning or project impact area, and the resources available for outreach.
2. The PIP will be designed to eliminate barriers to active participation and shall seek out the viewpoints of minority, low-income, LEP and other populations consistent with Title VI Program Executive Order 13166 and U.S. Department of Transportation (DOT) LEP Guidance.
3. The PIP will be developed at the beginning of each planning process to provide early opportunities for public involvement in the identification of project, plan and activity goals and community needs, benefits and impacts.
4. Public notification will be provided throughout the planning process, including at key decision points and for public meetings.

The PIP for each transit plan, project and activity shall include public involvement strategies tailored to the scope of the proposed plan, project or activity and methods of public notification appropriate to the particular plan, project or activity. ~~The PIP for City-initiated transit projects will be reviewed and approved by the City Manager or his/her designee (often the responsible department head, division manager or project manager) prior to implementation, and shall be maintained in a project file for public review at all times.~~

A. Applicability of Public Involvement Plans

A PIP shall be prepared for the following activities undertaken by the COR:

1. Adoption or substantial modification of transit plans
2. Approval of FTA-funded capital improvement projects
3. Fare changes
4. Major service changes as defined below:
 - The elimination or addition of a transit line or service
 - A route change that impacts 25% or more of a route's miles or bus stops
 - A reduction or increase of service or frequency of service that affects 25% or more of the total transit system revenue miles
 - Proposed changes that are reasonably anticipated to be controversial with or substantially affect an identified stakeholder, neighborhood or community group or population

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Service changes not falling under the definition of a major service change are considered minor changes that may be approved by the Alternative Transportation Manager without the implementation of a PIP.

B. Public Involvement Strategies

During development of the PIP, the following **public involvement strategies** may be used as appropriate to the activity being undertaken to identify public needs, concerns and comments:

- Project Newsletters
- Informal Meetings with community groups
- Formal presentations to community groups
- Interactive Public Workshops (Visioning, Scenario Planning, etc.)
- Project Open Houses
- Special Advisory Committees
- Focus Groups
- Media Strategies
- Public Surveys
- Public Hearings

The above list is considered a menu of strategies to obtain public input. The PIP for each particular activity subject to this PPP will be tailored to use the most appropriate strategies for achieving public involvement for the given activity. The PIP for a particular activity may incorporate some or all of the above strategies.

As appropriate to the particular activity, the PIP may incorporate **supplemental outreach strategies** to seek out the viewpoints of minority, low-income, and Limited English Proficient (LEP) populations;

- Partner with community organizations to engage members of the public who are less likely to attend traditional public meetings (including LEP populations) through means such as surveys and focus groups.
- Attend community events.
- Attend meetings and activities organized by faith-based organizations, advocacy groups, or other community partners that will help solicit feedback from diverse members of the public.
- Develop and maintain a "Community Partner List", which identifies community partners and organizations that may be targeted for public outreach based upon the scope of the particular project, plan or activity. The community partner list may include the following types of groups and organizations:
 - o Lower Income Individuals/Households
 - o Minorities
 - o Limited English Proficient ~~Individuals~~Individuals/Groups
 - o Persons with Disabilities and Limited Mobility
 - o Native American Organizations and Tribal Councils
 - o Senior Citizens

- RCONA and Neighborhood Associations
- Community Service Organizations
- Faith-based Organizations
- Affordable Housing Advocates
- Environmental Advocates
- Home Builder Organizations
- Business Organizations
- Commercial Property Interests
- Landowners
- Other Public Agencies

C. Public Hearings

A minimum of one (1) public hearing shall be required for fare changes and major service changes and may be required for other plans, projects and activities as required by local, state and federal law, such as the California Environmental Quality Act.

Public hearings will be scheduled as part of a regular Transportation Commission or City Council meeting. Notification of public hearings shall, at a minimum, be as required by the applicable local, state or federal law. In addition, public hearings should be more broadly through other means as identified in the PIP.

D. Logistics for Public Meetings

The following should be considered when planning public workshops and meetings:

- Public meetings, workshops and hearings should be held at convenient and accessible locations, with consideration of access to transit and ease of access for target audience. When local transit does not provide service due to the meeting location or time, the City of Roseville advertises the availability of free Dial-A-Ride service to the meeting.
- Meeting rooms should be large enough for the anticipated audience
- Meeting locations should be accessible to persons with disabilities
- Meeting times should consider the work schedules, school schedules, rush hours, meal hours, religious worship hours and other characteristics of target audience
- If needed, a specific employee shall be designated to accommodate the needs of persons who are linguistically or culturally isolated, as well as persons with disabilities

E. Documentation of Public Comments

Public comments received during the public outreach and involvement process will be compiled in writing in either meeting notes, minutes or as otherwise appropriate. The

comments will be forwarded to the applicable advisory committee, commission or City Council for review and consideration in the decision-making process. A summary of the public comments received will be provided as part of a staff report submitted to the Transportation Commission and/or City Council. Per FTA Circular 4702.1B (IV-10); the staff report to the Transportation Commission and/or City Council shall include an evaluation of whether or not the proposed fare change or major service change will have a discriminatory impact based on race, color, or national origin.

F. Public Notification

The PIP shall identify the appropriate methods of public notification for transit plans, projects and activities covered by this PPP. In all instances, information materials shall be made available and distributed in English and Spanish.

For all projects, notifications methods may include as appropriate to the project:

- COR Website
- Emails to Specific Groups or Individuals
- E-notify Email
- Social Media
- Press release and tip sheet
- Advertisement(s) in local media (Roseville Press Tribune, Sacramento Bee and/or ethnic media as appropriate)
- Legal Notice(s) as required by local, state and federal agencies
- Direct Mail
- Post Meeting Agendas for Advisory Committee(s), Transportation Commission, City Council
- Post flyers and notices at community facilities (libraries, senior centers, human service organizations, schools, etc.) and transit facilities (e.g. transit transfer points, bus shelters, buses and Roseville Transit offices)

All flyers, handouts and other public notification materials shall specify that any interested individual is invited to make comments. The flyers, handouts and other public notification shall also specify the methods for submittal of comments, with appropriate contact information included. Typically, public comments may be submitted in the following manners:

- Email
- Direct mail
- In person at locations specified in the notice/flyer
- At public hearings, informational meetings, open houses and workshops
- By telephone to City representatives

V. Periodic Review of Public Participation Plan

Every 3 years or more frequently as determined necessary by the COR, the COR will review the effectiveness of the public engagement process and the procedures and strategies contained in this PPP. The goal of this review will be to ensure a full and open participation process. The PPP will be revised as appropriate based upon this periodic review.

Appendix D

Roseville Transit ~~Limited English Proficiency (LEP)~~ Language Assistance Plan – ~~November 2013~~ September 2016

Background

This ~~Limited English Proficiency (LEP)~~ Language Assistance Plan (LAP) is provided to address the City of Roseville Alternative Transportation Division's obligation as a recipient of Federal funds to meet the needs of individuals that have been identified as Limited English Proficient (LEP) within the City of Roseville's boundaries. This plan includes responsibilities of the Alternative Transportation staff and Roseville Transit staff. The City of Roseville contracts with MV Transportation (MV) to oversee the operation of Roseville Transit.

Limited English Proficiency Defined

A Limited English Proficiency (LEP) person as defined by the FTA is as a person for whom English is not their primary language and who have a limited ability to speak, understand, read, or write English. It includes people who reported to the U.S. Census that they do not speak English well or do not speak English at all.

Four Factor Analyses

Factor 1: The number or proportion of LEP persons in the service area who may be served or are likely to encounter an Alternative Transportation or Roseville Transit program, activity or service.

Alternative Transportation staff reviewed the U.S. Census 2010-2014 U.S. Census American Community Survey report, to identify LEP language groups that constitute 5% of the population or 1,000 (whichever is less) of the persons eligible to be served or likely to be affected or encountered in the Roseville Transit service area. Data shows that Spanish speaking persons constitute the only language group that numbers 5% of the population or 1,000 (whichever is less) of the persons eligible to be served or likely to be affected or encountered in the Roseville Transit service area. Of the population in the City of Roseville 5 years of age and over, there are approximately 2,2172,505 persons/people who speak Spanish and English not very well as reported in the 2010-2014 American Communities Survey, by Census Tract (1.0% of the 2010 Census Population)

Language services that are needed by current programs and services primarily involve Spanish speaking individuals.

Factor 2: The frequency with which LEP person come in contact with an Alternative Transportation or Roseville Transit program, activity or service.

In ~~August-September~~ of ~~2014~~~~2016~~, Alternative Transportation staff conducted an informal survey showing the following figures:

Alternative Transportation staff comes into contact with approximately 2 individuals per month that requires an interpreter.

Roseville Transit reservationist/dispatchers come into contact with approximately 40 callers per month that require an interpreter.

Roseville Transit drivers come into contact with approximately 50 customers per month that require an interpreter.

Factor 3: The nature and importance of transit programs, activities or services provided by Alternative Transportation and Roseville Transit to the LEP populations.

Alternative Transportation front counter staff may assist LEP customers with trip planning, pass sales, discount photo identification cards, ADA inquires, and general information about Roseville Transit.

Roseville Transit dispatchers may assist LEP customers with Dial-A-Ride reservations and trip planning.

Roseville Transit drivers may assist LEP passengers with fare questions and trip planning.

Factor 4: The resources available to Alternative Transportation and Roseville Transit and overall costs to provided LEP assistance.

The Alternative Transportation staff has access to City employees that are approved translators in Spanish, American Sign Language, Romanian, Tagalog, and Punjabi. Translators are available in various departments throughout the City.

The City of Roseville employees also have access to an AT & T Language Line. The language line allows employees and customers to speak to each other through an interpreter by speaker phone. The Language Line offers translation in many languages. Alternative Transportation staff uses this service as necessary.

The City of Roseville website has a link to Google translator which offers translation into many languages. Both the customer and Alternative Transportation staff can use this service as necessary.

MV Transit employs Spanish speaking dispatchers and drivers. In addition to employing Spanish speaking drivers, MV Transit employs drivers that speak Hmong-Mien, Persian, and Samoan.

Spanish Materials and Services Currently Offered

Alternative Transportation offers many of its materials in Spanish (initial year provided in Spanish):

- Roseville Transit Local, Dial-A-Ride, and Commuter Bus Services Guides (2000)
- ADA complementary Paratransit Services Guide (2016)
- On-board information notifying passengers of promotions and service notices (2008)
- Bus stop closures notices (2009)
- ADA application and letters (2002)
- ~~Roseville Transit E-Notify – notifies passengers via e-mail of the latest Roseville Transit information that may affect a passenger's trip (2008)~~
- Civil Rights and Compliant Procedure (2010)

Alternative Transportation staff will continue to produce transit materials in Spanish as the need arises.

The City of Roseville web site offers a translator provide by Google. By a push of a button any website page is translated into the desired language. (2008)

Alternative Transportation front counter staff and Roseville Transit dispatchers and drivers received the training booklet "*Basic Spanish for Transit Employees*". This booklet contains basic Spanish words and phrases. (2005)

The Roseville Transit customer service line (916-745-7560) offers callers the option to hear menus in Spanish.

Spanish speaking dispatchers are available Monday – Friday in the morning and Thursday – Sunday in the afternoon. If an interpreter is not available, callers are instructed to call back during the above listed times. Regular customers are aware of the days and hours a translator is available. A majority of Spanish speaking callers make their Dial-A-Ride reservations during this time.

Roseville Transit contracts driver/operator services; some contracted employees (i.e. drivers) are fluent in Spanish. The City's contractor makes efforts to assign these drivers to routes that predominantly encounter the Spanish speaking population. If a driver is not Spanish speaking and the passenger requires an interpreter, the driver will either contact dispatch or another Spanish speaking driver for assistance.

Alternative Transportation Training

- Staff has been trained of the formalized ~~LEP plan~~LAP
- Staff are reminded of the available translator services
- Staff are instructed to document language assistance requests

Roseville Transit Training

- MV Management staff are informed of the LEP-planLAP
- MV Management staff are instructed to document language assistance requests
- Alternative Transportation staff provides MV Transit with the form(s) to track requests

Monitoring and Updating the LEP-PlanLAP

Staff will continue to monitor usage of services and use of translated documents to review the data and update the plan as necessary.

Alternative Transportation staff will periodically perform an informal survey of Roseville transit drivers and dispatchers to see if additional language services are necessary. Staff will also review the language assistance requests provided by Alternative Transportation and Roseville Transit staff.

Appendix E

Subrecipient Title VI Program – City of Lincoln Materials

[City Hall » Departments/Divisions » Public Services » TransitHome » Department & Services » Department of Public Services » Lincoln Transit System](#)

Title VI of the Civil Rights Act of 1964

Non-Discrimination Policy

The City of Lincoln, Lincoln Transit System is committed to ensuring no person is excluded from participation in, or denied the benefits of its transit services or programs on the basis of race, color or national origin as afforded under Title VI of the Civil Rights Act of 1964.

The City of Lincoln Department of Public Services is responsible for providing leadership, direction, and policy to ensure compliance with Title VI of the Civil Rights Act of 1964 in respect to its transit services. Any person(s) who feels they have been discriminated against is encouraged to report such violations in writing to:

City of Lincoln
~~C/O Dept of Public Services~~
~~600 Sixth Street~~
~~Lincoln, CA 95648~~

~~Placer County Department of Public Works~~
~~3091 County Center Drive, Suite 220~~
~~Auburn, CA 95603~~

or

You may file a written complaint within 180 days from the alleged incident to:

Federal Transit Administration
Office of Civil Rights
Title VI Program Coordinator
East Building, 5th Floor - TCR
1200 New Jersey Ave., SE
Washington, D.C. 20590

~~[Go here for more information about Title VI of the Civil Rights Act of 1964.](#)~~

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NEW LINCOLN TRANSIT

Lincoln Transit logo and various service icons.

Lincoln Circulator

Map showing the bus route and a schedule table.

Bus Stops	AM	PM
7th St & F St (Vallejo)	8:40	7:40
Autioth Blvd & Ferran Ranch	8:42	7:42
Twin Bridges Library (Arrive)	8:44	7:44
Twin Bridges Library (Depart)	8:50	7:50
Overing Hwy & Jomer Hwy	8:54	7:54
Ferran Ranch & Woodland (L)	9:00	8:00
Ferran Ranch & Woodland (R)	9:02	8:02
Ferran Ranch & Groveland (E)	9:04	8:04
Lincoln Blvd & Ferran Ranch	9:06	8:06
7th St & F St (Vallejo)	9:08	8:08
7th St & O St	9:10	8:10
7th St & O St	9:12	8:12
7th St & O St	9:14	8:14
7th St & O St	9:16	8:16
7th St & O St	9:18	8:18
7th St & O St	9:20	8:20
7th St & O St	9:22	8:22
7th St & O St	9:24	8:24
7th St & O St	9:26	8:26
7th St & O St	9:28	8:28
7th St & O St	9:30	8:30
7th St & O St	9:32	8:32
7th St & O St	9:34	8:34
7th St & O St	9:36	8:36
7th St & O St	9:38	8:38
7th St & O St	9:40	8:40
7th St & O St	9:42	8:42
7th St & O St	9:44	8:44
7th St & O St	9:46	8:46
7th St & O St	9:48	8:48
7th St & O St	9:50	8:50
7th St & O St	9:52	8:52
7th St & O St	9:54	8:54
7th St & O St	9:56	8:56
7th St & O St	9:58	8:58
7th St & O St	10:00	9:00

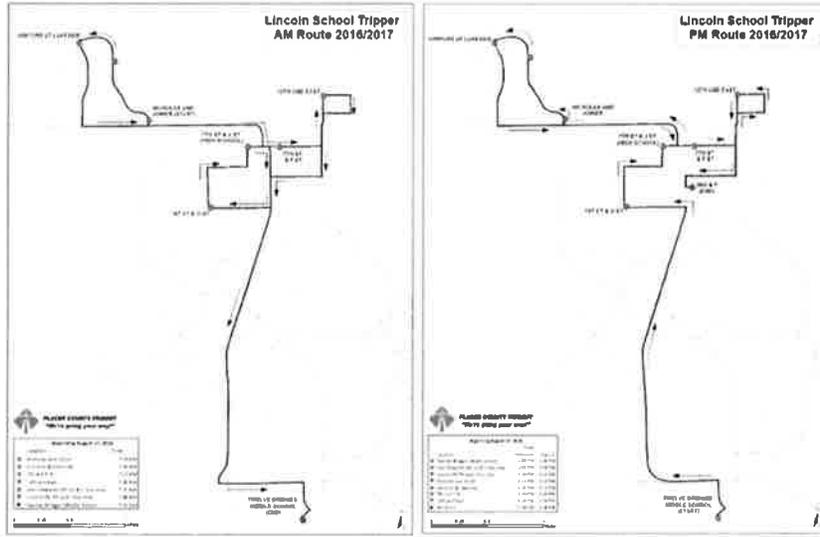
New Lincoln Bus Route
July 1, 2015



Lincoln Circulator
Effective July 1, 2015

Bus Stops	AM	PM
7th St & F St (Vallejo)	8:40	7:40
Autioth Blvd & Ferran Ranch	8:42	7:42
Twin Bridges Library (Arrive)	8:44	7:44
Twin Bridges Library (Depart)	8:50	7:50
Overing Hwy & Jomer Hwy	8:54	7:54
Ferran Ranch & Woodland (L)	9:00	8:00
Ferran Ranch & Woodland (R)	9:02	8:02
Ferran Ranch & Groveland (E)	9:04	8:04
Lincoln Blvd & Ferran Ranch	9:06	8:06
7th St & F St (Vallejo)	9:08	8:08
7th St & O St	9:10	8:10
7th St & O St	9:12	8:12
7th St & O St	9:14	8:14
7th St & O St	9:16	8:16
7th St & O St	9:18	8:18
7th St & O St	9:20	8:20
7th St & O St	9:22	8:22
7th St & O St	9:24	8:24
7th St & O St	9:26	8:26
7th St & O St	9:28	8:28
7th St & O St	9:30	8:30
7th St & O St	9:32	8:32
7th St & O St	9:34	8:34
7th St & O St	9:36	8:36
7th St & O St	9:38	8:38
7th St & O St	9:40	8:40
7th St & O St	9:42	8:42
7th St & O St	9:44	8:44
7th St & O St	9:46	8:46
7th St & O St	9:48	8:48
7th St & O St	9:50	8:50
7th St & O St	9:52	8:52
7th St & O St	9:54	8:54
7th St & O St	9:56	8:56
7th St & O St	9:58	8:58
7th St & O St	10:00	9:00

Not all stops are listed. For additional stops and departure times please call PCT at (916) 784-6177



Lincoln School Tripper

Placer County Transit

Placer County Transit, in partnership with the City of Lincoln, will operate a special bus to serve bus stops nearby Lincoln schools to supplement the regular bus route. The schedule will be operated on school days only and will be open to the general public. The fare will be \$1.25 for each boarding. This begins August 17, for the 2016/17 school year.

Lincoln School "Tripper" Route

Location	Time
7th and 1st St	7:00
7th and 2nd St	7:05
7th and 3rd St	7:10
7th and 4th St	7:15
7th and 5th St	7:20
7th and 6th St	7:25
7th and 7th St	7:30
7th and 8th St	7:35
7th and 9th St	7:40
7th and 10th St	7:45
7th and 11th St	7:50
7th and 12th St	7:55
7th and 13th St	8:00
7th and 14th St	8:05
7th and 15th St	8:10
7th and 16th St	8:15
7th and 17th St	8:20
7th and 18th St	8:25
7th and 19th St	8:30
7th and 20th St	8:35
7th and 21st St	8:40
7th and 22nd St	8:45
7th and 23rd St	8:50
7th and 24th St	8:55
7th and 25th St	9:00
7th and 26th St	9:05
7th and 27th St	9:10
7th and 28th St	9:15
7th and 29th St	9:20
7th and 30th St	9:25
7th and 31st St	9:30
7th and 32nd St	9:35
7th and 33rd St	9:40
7th and 34th St	9:45
7th and 35th St	9:50
7th and 36th St	9:55
7th and 37th St	10:00
7th and 38th St	10:05
7th and 39th St	10:10
7th and 40th St	10:15
7th and 41st St	10:20
7th and 42nd St	10:25
7th and 43rd St	10:30
7th and 44th St	10:35
7th and 45th St	10:40
7th and 46th St	10:45
7th and 47th St	10:50
7th and 48th St	10:55
7th and 49th St	11:00
7th and 50th St	11:05
7th and 51st St	11:10
7th and 52nd St	11:15
7th and 53rd St	11:20
7th and 54th St	11:25
7th and 55th St	11:30
7th and 56th St	11:35
7th and 57th St	11:40
7th and 58th St	11:45
7th and 59th St	11:50
7th and 60th St	11:55
7th and 61st St	12:00
7th and 62nd St	12:05
7th and 63rd St	12:10
7th and 64th St	12:15
7th and 65th St	12:20
7th and 66th St	12:25
7th and 67th St	12:30
7th and 68th St	12:35
7th and 69th St	12:40
7th and 70th St	12:45
7th and 71st St	12:50
7th and 72nd St	12:55
7th and 73rd St	1:00
7th and 74th St	1:05
7th and 75th St	1:10
7th and 76th St	1:15
7th and 77th St	1:20
7th and 78th St	1:25
7th and 79th St	1:30
7th and 80th St	1:35
7th and 81st St	1:40
7th and 82nd St	1:45
7th and 83rd St	1:50
7th and 84th St	1:55
7th and 85th St	2:00
7th and 86th St	2:05
7th and 87th St	2:10
7th and 88th St	2:15
7th and 89th St	2:20
7th and 90th St	2:25
7th and 91st St	2:30
7th and 92nd St	2:35
7th and 93rd St	2:40
7th and 94th St	2:45
7th and 95th St	2:50
7th and 96th St	2:55
7th and 97th St	3:00
7th and 98th St	3:05
7th and 99th St	3:10
7th and 100th St	3:15

Location	Time
7th and 100th St	3:15
7th and 99th St	3:10
7th and 98th St	3:05
7th and 97th St	3:00
7th and 96th St	2:55
7th and 95th St	2:50
7th and 94th St	2:45
7th and 93th St	2:40
7th and 92th St	2:35
7th and 91st St	2:30
7th and 90th St	2:25
7th and 89th St	2:20
7th and 88th St	2:15
7th and 87th St	2:10
7th and 86th St	2:05
7th and 85th St	2:00
7th and 84th St	1:55
7th and 83th St	1:50
7th and 82th St	1:45
7th and 81st St	1:40
7th and 80th St	1:35
7th and 79th St	1:30
7th and 78th St	1:25
7th and 77th St	1:20
7th and 76th St	1:15
7th and 75th St	1:10
7th and 74th St	1:05
7th and 73th St	1:00
7th and 72th St	0:55
7th and 71th St	0:50
7th and 70th St	0:45
7th and 69th St	0:40
7th and 68th St	0:35
7th and 67th St	0:30
7th and 66th St	0:25
7th and 65th St	0:20
7th and 64th St	0:15
7th and 63th St	0:10
7th and 62th St	0:05
7th and 61st St	0:00

Field Code Changed

Appendix F

Public Involvement Plan for the City of Roseville Program for Title VI of the Civil Rights Act of 1964, Public Participation Plan, and ~~Limited English Proficient~~ Language Assistance Plan

Project Description: As a recipient of federal transportation funding from the Federal Transit Administration (FTA), the City of Roseville (COR) is required to develop a Program for implementation of Title VI of the Civil Rights Act of 1964, including a Public Participation Plan (PPP) and a ~~Limited English Proficient~~ Language Assistance Plan (LEPLP/LAP). The Title VI Program documents the City of Roseville's efforts to grant all citizens equal access to transit service, and also confirms that the City of Roseville is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color, or national origin. The PPP is intended to provide guidance for public involvement activities to be conducted by COR in the expenditure of FTA funds. The PPP requires that all FTA-funded programs, plans or undertakings prepare a Public Involvement Plan that plans for and documents public outreach efforts. The ~~LEPLP/LAP~~ demonstrates that the City of Roseville, as a recipient of FTA funds, takes responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP).

Public Involvement Plan Purpose: This PIP is being developed at the outset of the Title VI project to seek out the viewpoint of the general public as well as minority, low income, and LEP populations as it relates to the above-described project.

Public Involvement Strategies: The following public involvement strategies will be used to engage the public in the review of the above-described project:

- Transportation Commission Public hearing
- City Council Meeting

Public Notification: The following public notification methods will be used to engage the public in the review of the above-described project:

- COR Website (translations available for multiple languages)
- ~~Email to: RCONA Representatives, Latino Leadership Council, HEAR, Food Closet Collaborative, Placer Collaborative Network~~
- Roseville Transit E-notify
- Notice of Public Hearing
- Post Meeting Agendas for Transportation Commission and City Council
- Post flyers and notices at:
 - ~~Main, Maidu and Martha Riley Libraries~~
 - Roseville Alternative Transportation Division office
 - Civic Center Transfer Station

☐ On bus kisok

Appendix G

Public Comments Received during Public Review of the City of Roseville Program for Title VI of the Civil Rights Act of 1964, Public Participation Plan, and ~~Limited English Proficient~~ Language Assistance Plan

~~October 15, 2013 Transportation Commission Meeting~~

~~Mike Barnbaum, Sacramento resident and customer of Roseville Transit spoke at the Public Hearing. Mr. Barnbaum comments were related to service requests for local fixed route service on Sundays primarily from the Louis/Orlando transfer point.~~

~~Commission Brohman responded to Mr. Barnbaum's comments thanking him for his input and noting that his comments were not centered around the City of Roseville Title VI Program, but rather a specific service request which would be addressed during the Short Range Transit Plan process.~~

~~[reserved]~~

Item 8a. Alternative Transportation Division Update

Staff Mike Dour, 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.

Mobility Training Program of South Placer County

On September 21, 2016, City Council approved the agreement between the City of Roseville and Paratransit, Inc. for the Mobility Training Program of South Placer County and on September 22, 2016, the program was launched. A Section 5310 grant will fund the Mobility Training Program for one year. The goal of the program is to help seniors and people with disabilities learn how to use local fixed route buses on their own. Two trainees are already working with professional Mobility Trainers to learn how to use area buses independently. The Mobility Training Program augments the volunteer Transit Ambassador program. Volunteer Transit Ambassadors ride area buses, assist staff at community outreach events and at school programs, and, depending on their individual qualifications may be able to provide one-on-one training. Professional Mobility Trainers are assigned to help individuals or groups as requests are received for this type of training. They are prepared to assess individuals or groups to determine the appropriate amount of time and level of training, design customized trip plans and complete the training. Training programs range from 10 to 30 hours in duration. The attached flier has been posted on area buses and on-line.

Game Day Express

The City Council approved the Game Day Express between Roseville and the Golden 1 Center on September 7, 2016. The Game Day Express will provide bus service from Roseville to Sacramento Kings home games in Sacramento. The approved Fare Ordinance included advance purchase round-trip tickets priced at \$12 for adults, \$9 for youth ages 2-18, and children under age 2 ride free.



We have since had further discussions with legal counsel about the applicability of charter regulations to the proposed express service. Based upon new information received about federal charter regulations, we are required to modify the adopted fares to match the most comparable service, which in this case is Roseville Commuter Service. As a result, a new Fare Ordinance will be considered by the City Council on October 19, 2016 with the following fares:

- | | |
|--|--------|
| • Non-resident single fare | \$4.50 |
| • Discount resident single fare | \$3.25 |
| • Children 2 and under (on paying adult's lap) | Free |

If approved, tickets will go on sale October 24 and service will begin at the first regular season home game on Thursday, October 27. As previously discussed at the Transportation Commission's July 2016

meeting, staff will provide a mid-season update to the Transportation Commission at the January 2017 meeting.

Recent Media Coverage

9/21/16 Sacramento Bee: *Yolo, Roseville, Sacramento transit agencies offer special service to downtown arena*

<http://www.sacbee.com/news/local/transportation/article103256462.html>

9/25/16 Sacramento Bee: *How will disabled people, bicyclists, arena workers get to Golden 1 Center*

<http://www.sacbee.com/news/local/transportation/back-seat-driver/article104103961.html>

10/5/16 Press Tribune: *Roseville to start bus service to Golden 1 Center*

<http://www.thepresstribune.com/article/10/04/16/roseville-start-bus-service-golden-1-center>

Attachments:

1. **Increase Your Independence with Mobility Training flyer**
2. **Sac Bee, September 21, 2016 – Yolo, Roseville, Sacramento transit agencies offer special service to downtown arena**
3. **Sac Bee, September 25, 2016 – How will disabled people, bicyclists, arena workers get to Golden 1 Center**
4. **Press Tribune, October 5, 2016 – Roseville to start bus service to Golden 1 Center**

NEW!

Increase Your Independence With Mobility Training

Mobility Training is free, one-on-one or group training, designed to help seniors or people with disabilities learn how to use the bus.

Our trainers meet with you, explain the bus system, and ride with you to teach you how to travel independently.

Contact us today to get on the road.

(916) or (530) 745-7560

mobilitytraining@roseville.ca.us

roseville.ca.us/mobilitytraining

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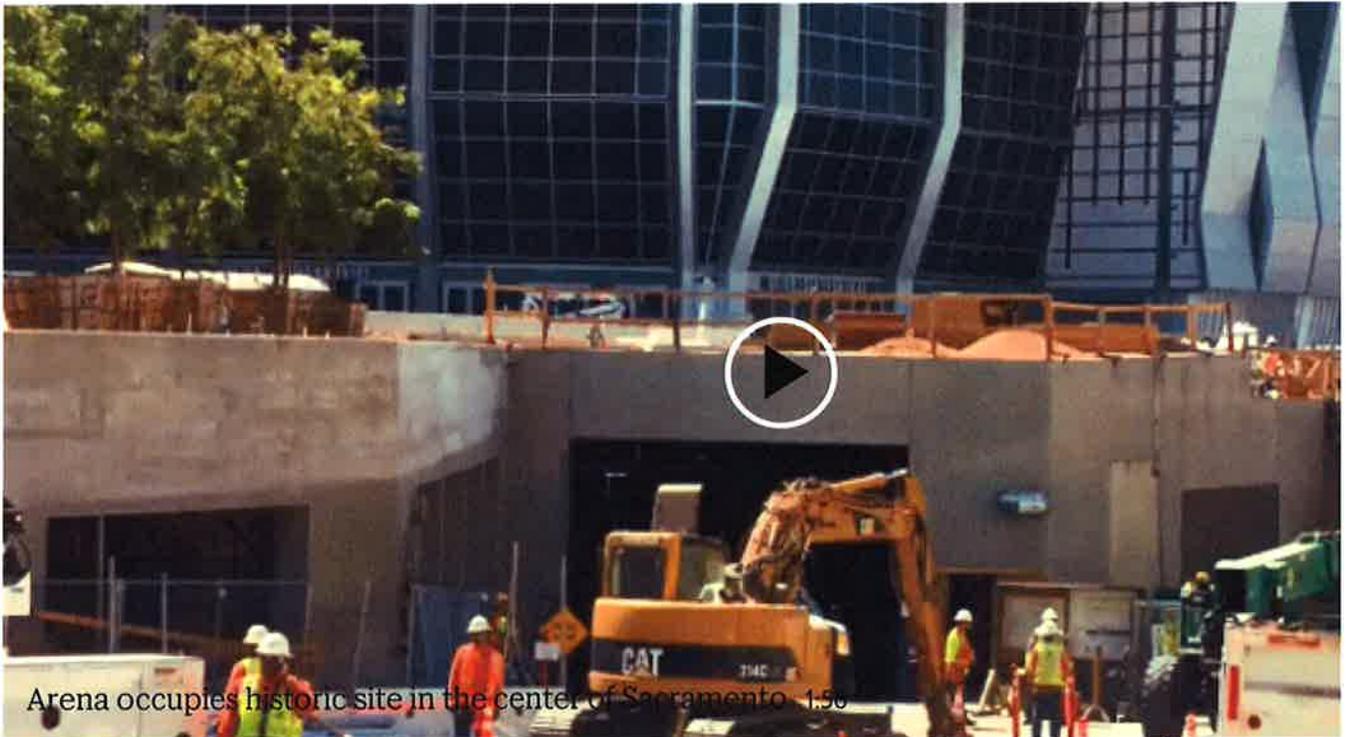


TRANSPORTATION SEPTEMBER 21, 2016 1:40 PM

Yolo, Roseville, Sacramento transit agencies offer special service to downtown arena

BOOKMARK FOR LATER

MY BOOKMARKS



1 of 2



BY TONY BIZJAK
tbizjak@sacbee.com

Yolo Transit on Wednesday announced free shuttles to the Golden 1 Center arena, the third transit agency offering arena-goers an alternative to cars.

YoloBus will offer 15-minute shuttles, called The Y, from West Sacramento during events with 10,000-plus attendees. The arena opens Oct. 4 with a Paul McCartney concert.

Riders can board the shuttle at the West Sacramento transit center on West Capitol Avenue, across from City Hall, or at stops near Raley Field and Tower Bridge. The agency will offer bus service from Davis and Woodland to the shuttle stop. Round-trip fare from Davis or Woodland on those buses is \$7 in cash at time of boarding. Group passes for up to four people may also be purchased on the bus for \$14.

The shuttle will take the place of regular bus routes into downtown Sacramento during major arena events. Yolobus weekday commuter buses to downtown Sacramento will not be affected. Return service from the arena area will take place starting 20 minutes after the end of a major event.

For more information, go to www.yolobus.com/y or call 530-661-0816

Sacramento Regional Transit plans to run additional light-rail trains to and from the arena on all event nights, extending train hours to handle after-event crowds. The agency has announced it will offer free rides to arena event-goers on certain, as-yet unspecified occasions. The first such free-ride day will be Oct. 1, when the Kings hold a daylong FanFest. The FanFest is free, but limited to people who obtain tickets on the Kings' website.

**WHO'S COMING TO GOLDEN 1?
THE ACTS, EVENTS AND
SIGNATURE GAMES COMING
TO THE NEW DOWNTOWN
ARENA**

Roseville also will provide a "Game Day Express" bus to Kings games at the arena. If the service is popular, city officials said they may run shuttles for other Golden 1 events. Round-trip bus fare will be \$15 for those paying on the spot. Advance tickets will be \$12 for adults and \$9 for youths ages 3 to 18. Kids

under 3, sitting on a parent's lap, will ride for free. One or two buses will run, depending on demand.

Advance tickets will go on sale in October at the Roseville Transit website, at www.roseville.ca.us/transportation/roseville_transit.



Sacramento's new fast-entry downtown garages

New technology will make downtown garage use easier for arena attendees. Nine-second transaction times expected, instead of thirty to sixty seconds at the former Sleep Train Arena. Matt Eierman, city parking chief, explains.

Tony Bizjak - The Sacramento Bee

Tony Bizjak: 916-321-1059, @TonyBizjak

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reprints

BACK-SEAT DRIVER SEPTEMBER 25, 2016 1:09 PM

How will disabled people, bicyclists, arena workers get to Golden 1 Center?

BOOKMARK FOR LATER

MY BOOKMARKS



Back-Seat Driver

Tony Bizjak writes about traffic and travel in the Sacramento region



Golden 1 Center ticket holders get first view





BY TONY BIZJAK

tbizjak@sacbee.com

Golden 1 Center arena patrons are not all alike. Some will be able to walk for many blocks. Others are disabled and need to be dropped off close by. Some will come on two wheels, and will need a safe place to park their bikes. Some will arrive on light rail, others on Uber. Then there are the 1,000 or more arena workers who need to find their way into downtown almost nightly.

For many, it won't be easy, at least early on. Here are some insider transportation tips for arena users of various stripes:

Parking options

Where to park? That may be the biggest question of all.

City officials are pushing hard for car drivers to use the city's SacPark website – www.sacpark.org – to purchase a reserved spot in a downtown garage beforehand. You can also reserve a garage spot when you buy a Kings ticket on the team app.

As of late last week, 1,800 drivers had reserved garage spots for the first preseason game on Oct. 10. That means plenty of drivers will be circling around that night, looking for a spot. Not good.

Parking meters within three blocks of the arena will cost \$18.75 for the evening during Kings games and major concerts. If you prepay for a city garage online, that night's parking will cost you \$11.25. If you just show up at a city garage the night of your event, it'll cost \$15. I went to the city's SacPark web page and reserved a private garage at Eighth and J streets, instead of a city garage, for \$10.50 on a concert night.

Early data shows that a lot of Kings season ticket holders are booking spots in the garage on L Street just west of Macy's, which is charging \$25 a night. The Kings are calling that one the "West Premium Garage."

Urban walking



It may be a smart bet, though, to park a half-mile or more from the arena to avoid arena-area congestion and the higher garage and street parking prices. I did a test walk last week with Michele Gigante, a downtown communications specialist for the city, to see what that might be like.

We started from the top floor of the city garage at 10th and I streets. That's a half-mile - 6 1/2 blocks - from the arena main entry. It took us nine minutes to get to the arena, including the elevator ride in the parking garage.

It's an urban walk. I smelled urine in one doorway and at one point Michele, who's also a police officer, had to stop me from absentmindedly stepping in front of a light rail train rolling down Seventh Street.

But our route also took us past the enticing Grange restaurant, a Temple cafe. And we passed two recently opened restaurants, El Rey and Malt and Mash, that should be popular and lively on game nights. They're on the intriguing 700 block of K Street. It's blighted now, but that's one block that will change dramatically in the next year when 200 new apartment dwellers move in, and a dozen stores and restaurants open.

Disabled drop-off

People with disabled placards on their cars can be dropped off and picked up at a special spot - a small stub of Fourth Street just south of J Street between the downtown cinema complex and Holiday Inn. It's a block and a half west of the arena main entrance.

A parking attendant will be there to assist, and to keep non-placarded cars away. It's not a parking lot, though. People dropped off there will get to the arena on the J Street sidewalk to Fifth Street, then will head up a slight incline to the K Street plaza and arena entrance.

Next year, disabled people will be able to get to the arena via a slightly shorter route from that same drop-off site. They'll go along K Street in front of Macy's instead of J Street. That area, formerly part of Downtown Plaza, is being rebuilt as a smaller shopping strip.



The Kings, by the way, are offering loaner wheelchairs inside the arena. The Golden 1 Center website lists other accommodations offered for the disabled.

Rideshare zones

More sports fans are using rideshare, such as Uber and Lyft, to get to venues these days. But city officials don't want a cluster of rideshare cars blocking the streets next to the arena, so they have set up three zones a few blocks away where rideshare vehicles – or anyone actually – can drop off and pick up passengers.

Those designated sites: J between Third and Fifth on the north side curb; I between Seventh and Eighth on the north curb; and Fourth between L and Capitol Mall.

Think of it as a quick, airport-style drop-off. There may be a traffic attendant shooing you along.

Bike valet

The Sacramento Area Bicycle Advocates will contract with the Kings to run a free “bike valet” service in Cesar Chavez Plaza on game and concert nights. It's like a coat check. Cyclists leave their bikes in a fenced-in area and are given a claim check.

City officials plan to publish a map online in the next few days showing best bike routes to the plaza. “One of our goals is to get more people biking,” said Jennifer Donlon Wyant, the city's active transportation (non-car) manager. “That would help with concerns about congestion.”

The Kings will install about 100 bike racks around the arena as well. Wyant said she thinks locked bikes will be safe at those racks because of all the people walking around the area. But SABA's Jim Brown says it could be hard for cyclists to get through tight streets and heavy crowds to those racks.

Cyclists are not allowed to ride in the arena plaza, but can walk their bikes through it. And, they are not allowed to bring their bike helmet into the arena.

Employee shuttles

The Kings, the city and Sacramento Regional Transit are finalizing a plan to allow arena employees, and workers at other arena-area businesses, to park for free under the W-X freeway south of downtown, to be paid for by the Kings and other employers. The state, which owns the land, is letting the city use the lots.

RT buses will shuttle those workers to the arena area. The groups are discussing whether the employees can use their arena badge or other identification to ride for free. RT will add extra bus service and change some routes to handle the task, which could be available as late as 3 a.m.

This park-and-ride option (which city planners envisioned a half-century ago) could some day be used for a broader range of downtown workers on days when there is no event at the arena.

“Not everyone employing folks downtown has realized the employee parking problem facing them yet,” said RT’s operations chief, Mark Lonergan, “including later when more businesses open downtown and more employees need to get to work.”

Cheap parking

The best central city parking deal we have found, so far, is the city’s \$2 price for several surface lots under the W/X freeway at 18th and 19th streets. You pay at a kiosk in the lot.

But that lot is a long two miles from the arena. You can pull your bike out of your trunk, catch light rail at the nearby Broadway station, or take a bus. For more information about this and other city parking programs, go to www.sacpark.org.

Bus and rail

Yolo Transit officials have a deal for people coming from west of the Sacramento River. YoloBus will offer free shuttle buses for major events at the arena, mainly Kings games and concerts with more than 10,000 attendees expected.

The buses – called the Y Shuttle – will take off at 15-minute intervals from the transit station across the street from West Sacramento City Hall on West Capitol Avenue. YoloBus is offering buses from Davis and Woodland to the shuttle stop. Those buses will cost \$7 per round trip ticket, or \$14 for groups of up to four. Information is at www.yolobus.com.

Roseville will provide express buses to the arena starting with the first regular-season Oct. 27 game. If the service proves popular, officials may expand the service to other arena events. Information is at www.roseville.ca.us/transportation.

The Capitol Corridor trains will be available from cities west of Sacramento for

Kings games as well. Check www.capitolcorridor.org for schedules.

Light rail, after hours

Sac RT is boosting service on arena nights, and officials say they can handle 4,000 riders. All trains will have security personnel on them. (Anyone with a ticket to the Kings' Oct. 1 FanFest event, by the way, can ride light rail free that day.)

There may be lines at some station platforms of rookie riders all trying to buy train tickets at once. RT suggests you download its RideSacRT mobile app. For information about the app and about riding light rail, go to www.gosacrt.com.

Of note, many riders will board at a different station going home than the station they used to disembark near the arena. RT will pass out information sheets during the ride in. They'll have signs near the arena, directing riders, and guides will be on the streets offering assistance.

Some good news for Folsom residents: That city and RT are near a deal to extend two night trains from the arena to Sutter Street after Kings games and major concerts. The second train will leave 45 minutes after the arena event concludes.

"This is new to everybody," Sac RT's Lonergan said. "The city, police, the Kings, RT, everybody is going to make refinements over time. A lot is going to be determined by how people choose to interact with it. We all have a learning curve."



PRESS RELEASE

Tuesday Oct 04 2016 | 0 comments

10

Roseville to start bus service to Golden 1 Center

Game day traffic congestion a major concern

By: Steve Archer, Reporter



Roseville residents may not have to drive themselves to Sacramento Kings games at the new Golden 1 Center.

The Roseville City Council voted Sept. 7 to approve Game Day Express bus service from downtown Roseville to the Golden 1 Center in downtown Sacramento. The Roseville Transportation Commission voted July 19 to recommend approval of the service to the city council.

Game Day Express will provide direct Roseville Transit routes for fans of the Sacramento Kings.

Helen Dyda, a spokeswoman for the Roseville Public Works Department, said as many as two commuter buses will depart Roseville for each Kings game. Roseville Transit provides 10 morning commuter routes to Sacramento and 10 afternoon routes back to Roseville every weekday.

“The city of Roseville has been watching the arena progress and looking for ways to help reduce traffic and improve air quality,” Dyda said. “Since many people from the Roseville area travel to Kings games, the Game Day Express proved to be a beneficial service to alleviate congestion.”

Service is expected to begin Oct. 27, the first home game for the Sacramento Kings. Advance purchase for a round-trip fare is \$12 for adults and \$9 for children 2-18, and children under 2 ride free. If there is space available, round-trip fares can be bought on the bus on game day for \$15, exact change only....

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