CITY OF ROSEVILLE CALIFORNIA

AGENDA
December 18, 2018

TRANSPORTATION COMMISSION MEETING
7:00 p.m.
City Council Chambers
311 Vernon Street
Roseville, California

THE CITY OF ROSEVILLE WELCOMES YOUR PARTICIPATION

If an agenda item is open to public comment, such public comment shall be addressed to the chair of the meeting.

Public Comment - Speakers have three minutes under Public Comment to speak on issues that are not listed on the agenda and are within the City's jurisdiction. The Brown Act does not permit any action or discussion on items not listed on the agenda.

Consent Calendar - If applicable, the Consent Calendar consists of routine items that may be approved by one motion. Any person can remove an item from the Consent Calendar to be discussed separately.

Agenda Items - Speakers have five minutes to address items that are listed on the agenda.

Americans with Disabilities Act - Notify the City Clerk or Secretary at least 72 hours in advance if special assistance is required to participate in a meeting including the need of auxiliary aids or services.

Audio/Visual Presentations - If making a presentation regarding an agenda item, audio/visual materials must be submitted to the City Clerk or Secretary at least 72 hours in advance.

Roseville City Clerk 311 Vernon Street, Roseville, CA 916-774-5200 TDD 916-774-5220

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. PUBLIC COMMENTS

5. CONSENT CALENDAR

5.1. Approval of September 18, 2018 Minutes

5.2. Approval of Roseville 80 Transportation Systems Management (TSM) Plan

6. REQUESTS/PRESENTATIONS

6.1. Dry Creek Greenway East Trail Project - Final Environmental Impact Report (EIR) and Project Approval

6.2. Transit Performance Report - 4th Quarter of Fiscal Year 2018 - Accept the Transit Performance Report

7. BOARD MEMBER / COMMISSIONER / STAFF REPORT

7.1. Alternative Transportation Division Update

Report by Alternative Transportation staff summarizing monthly status of Alternative Transportation issues, for information.

8. ADJOURNMENT

TRANSPORTATION COMMISSION COMMUNICATION

Title:	Approval of September 18, 2018 Minutes
Contact:	

Meeting Date: 12/18/2018
Item #: 5.1.

ATTACHMENTS:

Description

September 18, 2018 Minutes

Transportation Commission Regular Meeting
September 18, 2018 – 7:00 p.m.
Draft Minutes

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

2. Roll Call
Commissioners Present
Joe Horton – *Chair*
Sergey Terebkov – *Vice-Chair - absent*
Jeff Short
Chinnaian Jawahar
David Nelson - *absent*
Brandon Baldwin
Peter Ashby
Taylor Urrutia – *Youth Commissioner*

Staff Present
Mike Dour, Alternative Transportation Manager
Michael Christensen, Deputy City Attorney
Megan MacPherson, Public Affairs & Communications Dir.
Debbie Dion, Recording Secretary

3. Pledge of Allegiance
Commissioner Baldwin led those in attendance in the Pledge of Allegiance.

4. Public Comments
Commissioner Horton opened the Public Comment period.

Mike Barnbaum, Ride Downtown 916, addressed the Commission on regional events.

Commissioner Horton closed the Public Comment period.

5. Consent Calendar
5.1 Approval of April 17, 2018 Minutes
5.2 Approval of May 21, 2018 Minutes
5.3 Roseville Eureka MOB Transportation Systems Management Plan (TSM)

Commissioner Short requested that Item 5.2 be pulled from the Consent Calendar to be voted on separately.

MOTION:
Commissioner Short made the motion, which was seconded by Commissioner Jawahar to approve Consent Calendar Items 5.1 and 5.3.

Ayes:	Short, Horton, Terebkov, Baldwin, Ashby, Urrutia
Noes:	None
Absent:	Nelson, Jawahar

MOTION:
Commissioner Jawahar made the motion, which was seconded by Commissioner Ashby to approve Consent Calendar Items 5.2.

Ayes: Horton, Terebkov, Ashby, Urrutia
Noes: None
Abstain: Short, Baldwin
Absent: Nelson, Jawahar

6. Special Presentation/Reports

6.1.Measure B Informational Update

Mike Dour, Alternative Transportation Manager, introduced Megan MacPherson, Public Affairs & Communications Director, who made the presentation.

Commissioner Horton opened the Public Comment period.

Mike Barnbaum, Ride Downtown 916, addressed the Commission and stated that he was optimistic that Measure B will pass.

Commissioner Horton closed the Public Comment period.

Staff and Commissioners discussed.

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

6.2.Game Day Express 2017/18 Report

Mike Dour, Alternative Transportation Manager, made the presentation.

Commissioner Horton opened the Public Comment period.

Mike Barnbaum, Ride Downtown 916, addressed the Commission and thanked staff for the Game Day Express service and distributed a Sacramento Kings 2018/19 regular season game schedule.

Commissioner Horton closed the Public Comment period.

Staff and Commissioners discussed.

MOTION:
Commissioner Short made the motion, which was seconded by Commissioner Baldwin to accept the Game Day Express 2017/18 Report.

Ayes: Short, Horton, Terebkov, Baldwin, Ashby, Urrutia
Noes: None
Absent: Nelson, Jawahar

6.3.Share the Trail Etiquette Guidelines Update

Mike Dour, Alternative Transportation Manager, made the presentation.

Commissioner Horton opened the Public Comment period.

Mike Barnbaum, Ride Downtown 916, addressed the Commission and requested an update on the Short Range Transit Plan.

Mike Dour, Alternative Transportation Manager responded that City staff will make a presentation to the Transportation Commission at an upcoming meeting. Staff from Placer County Transportation Planning Agency (PCTPA) may also be present to respond to questions.

Commissioner Horton closed the Public Comment period.

Staff and Commissioners discussed.

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

7. Board Member/Commissioner/Staff Report

7.1. Alternative Transportation Division Update

1. Roseville Bikefest
2. May is Bike Month
3. Transit Ambassador Program
4. South Placer Regional Mobility Training Program
5. City Transportation Projects
6. Downtown Bridges & Trail Project
7. Woodcreek Oaks Widening Project
8. Roller Compacted Concrete Project
9. Sierra Gardens Transfer Point
10. 80/65 Interchange Project
11. Miners Ravine Trail Project at Sunrise Avenue

Mike Dour, Alternative Transportation Manager, made the presentation on Items 1-11.

Commissioner Horton opened the Public Comment period.

There were no public comments.

Commissioner Horton closed the Public Comment period.

Staff and Commissioners discussed.

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

Commissioner Jawahar stated that he is terming out after 8 years of service to the Transportation Commission. He thanked City Council, City staff, Transportation Commissioners, the City's Media Division, MV Transportation, and Mike Barnbaum (Ride Downtown 916). Commissioner Jawahar encouraged residents to apply for upcoming openings on the Transportation Commission.

8. Pending Agenda

None

9. Adjournment

MOTION

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

Ayes: Horton, Short, Jawahar, Baldwin, Ashby, Urrutia

Noes: None
Absent: Terebkov, Nelson

The meeting was adjourned at 8:25 p.m.

Joe Horton, Chair	Debbie Dion, Recording Secretary

TRANSPORTATION COMMISSION COMMUNICATION

Title:	Approval of Roseville 80 Transportation Systems Management (TSM) Plan
Contact:	

Meeting Date: 12/18/2018
Item #: 5.2.

ATTACHMENTS:

Description

Staff Report

Draft TSM Plan

A 1

A 2

A 3

Transportation Commission Meeting
December 18, 2018 – 7:00 p.m.
Consent Calendar

Item 5.2:	**Roseville 80 Transportation Systems Management (TSM) Plan**
Staff	Sue Schooley, Alternative Transportation Analyst II/TSM Coordinator

Recommendation

Staff recommends the Transportation Commission approve the TSM Plan for Roseville 80.

Background

Jim Damrell, applicant, representing Roseville 80, worked in cooperation with the City in preparing a TSM Plan for this project, which is consistent with the TSM Ordinance.

Roseville 80 is an industrial project located at 7061 and 7651 Foothills Blvd in the North Industrial Planning Area (NIPA).

Discussion

Roseville 80 will include two, one-story industrial warehouse buildings located on 14.7 acres. Building 2 (7651 Foothills Blvd) totals 88,935 square feet and Building 3 (7601 Foothills Blvd) totals 339,168 square feet. Both buildings include a small office component and industrial/warehouse and truck delivery bays, with the potential for two or more tenants per building. Building 1 is not a part of this TSM plan, it was done under a separate TSM plan called “Project One” approved in December 2017.

Roseville 80 will employ approximately 300 employees: approximately 75 at Building 2 and approximately 225 at Building 3. The employees at Roseville 80 will include management, warehouse and office workers, and drivers. The tenants of Roseville 80 may commute from the surrounding residential areas of Roseville, Rocklin, Lincoln, and Citrus Heights and to a lesser degree from Sacramento.

Roseville 80 provides a total of 68 bicycle parking spaces: 14 Class II bike racks for Building 2 and 20 Class II bike racks for Building 3; and 14 Class I indoor secure bicycle parking for Building 2 and 20 Class I indoor secure bicycle parking for Building 3. These 68 bicycle parking spaces is greater than 5% of the total number of employees. Roseville 80 provides a total of 34 carpool/clean air vehicles/EV spaces: 11 carpool spaces for Building 2, and, 23 carpool spaces for Building 3. These 34 carpool spaces is greater than 10% of the total number of employee parking spaces and total number of employees. Both the bicycle parking and the carpool spaces comply with the TSM ordinance as well as the Green Building Code.

The closest existing transit stop is located on Foothills Blvd at the main entrance to Hewlett Packard Enterprise, north of this site and on the west side of the street. There will be a future bus shelter and pad north approximately 1000’ north of the main driveway to Project 80.

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

Attachment(s)

1. Roseville 80 TSM plan

TSM PLAN
Roseville 80
7601 and 7651 Foothills Blvd

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) PURPOSE

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

A. Reduce peak hour traffic circulation in the City of Roseville by reducing both the number of vehicular trips and the vehicular miles traveled that might otherwise be generated by home-to-work commuting by a minimum of twenty percent (20%).

B. Increase the efficiency of the existing transportation network and contribute to achieving Level of Service (LOS) C at intersections in the City of Roseville.

C. Reduce total vehicle emissions in the City of Roseville by reducing the number of vehicular trips that might otherwise be generated by home-to-work commuting.

D. Cooperate and coordinate with other cities, counties, communities and regional agencies in these endeavors.

E. Develop a program that secures the participation of local developers, businesses, institutions and public and private agencies to fulfill the purposes expressed herein.

TSM PLAN APPLICABILITY

The TSM Program shall be applicable to every Common Work Location and Major Common Work Location. Additionally, a TSM Plan shall be required as a condition of approval for all development projects, design review permits, tentative subdivisions and conditional use permits which are anticipated to employ fifty (50) or more employees at the Major Common Work Location. In addition, a TSM Plan shall be required for any existing development project that employs fifty (50) or more employees at the Major Common Work Location. Since Roseville 80 will employ approximately three hundred (300) employees a TSM Plan is required and is presented below.

TSM PLAN AGREEMENT

Upon approval of the TSM Plan, the project owner shall enter into a written agreement with the City obligating the project owner to comply with the TSM Plan. Such agreement shall be recorded, run with the land and bind all successors in interest, and shall constitute an equitable servitude on the property. Where appropriate, the City may require the agreement to include a provision for enforcement, in the event of breach by the project owner or a successor in interest.

TSM PLAN IMPLEMENTATION

A. The Site TSM Coordinator shall implement the TSM Plan.

B. The City shall have the right to enter, upon giving reasonable advance notice, Roseville 80 to provide information to the Major Project Controller or Site TSM Coordinator pertaining to the TSM Program. The City shall also have the right to reasonably enter Roseville 80 for inspection of the property and for audit of survey records to determine compliance with the TSM Plan.

ROSEVILLE 80 OPERATING CHARACTERISTICS

The TSM Plan for Roseville 80 includes the following operating characteristics:

A. **Project Description.** Roseville 80 is an industrial project located at 7061 and 7651 Foothills Blvd in the North Industrial Planning Area (NIPA). There will be two, one-story industrial warehouse buildings located on 14.7 acres. Building 2 (7651 Foothills Blvd) totals 88,935 square feet and Building 3 (7601 Foothills Blvd) totals 339,168 square feet. Both buildings include a small office component and industrial/warehouse and truck delivery bays, with the potential for two or more tenants per building.

The tenants at Roseville 80 will have typical industrial/warehouse hours which may include employees on site from early in the morning (approximately 5:00 a.m.) to late in the evening (approximately 10:00 p.m. or 11:00 p.m.). There may be inventory hours throughout the night.

The closest existing transit stop is located on Foothills Blvd at the main entrance to Hewlett Packard Enterprise, north of this site and on the west side of the street. There will be a future bus shelter and pad north approximately 1000’ north of the main driveway to Project 80.

B. **Employee Description.** Roseville 80 will employ approximately three hundred (300) employees:

Building	Approximate Employees
Building 2	75 employees
Building 3	225 employees

The employees at Roseville 80 will include management, warehouse and office workers, and drivers. The tenants of Roseville 80 may commute from the surrounding residential areas of Roseville, Rocklin, Lincoln, and Citrus Heights and to a lesser degree from Sacramento.

C. **Site Plan.** Please refer to Appendix A-1 for an overall site plan of Roseville 80, and A-2 and A-3 depicts the location of the required bicycle facilities and carpool spaces for Buildings 2 and 3.

1. Bicycle Facilities. Roseville 80 provides a total of sixty-eight (68) bicycle parking spaces, which is greater than five percent (5%) of the total number of employees and complies with the Green Building Code.

Building 2:	14 bike racks
	14 bike parking (indoor secure bicycle parking)
	28 total
Building 3:	20 bike racks
	20 bike lockers (indoor secure bicycle parking)
	40 total

All of the bicycle parking spaces shall be available for employees who bicycle to work.

2. Preferential Carpool Parking. Roseville 80 provides a total of thirty-four (34) carpool/clean air vehicles/EV spaces which is greater than ten percent (10%) of the total number of employee parking spaces, complies with the Green Building Code, and shall be provided for employees who carpool to work.

Building 2:	11 carpool spaces
Building 3	23 carpool spaces

The spaces shall be located for convenient access by the employee and shall be striped "carpool/clean air vehicle". The Site TSM Coordinator shall register carpoolers and shall be responsible for monitoring the use of such spaces.

D. **Site TSM Coordinator.** The following named person has been designated as the Site TSM Coordinator:

Brent Collins/Senior Development Manager
Panattoni Development Company
8775 Folsom Blvd., Suite 200
Sacramento, CA 95826
(916) 379-1202
(916) 379-6245 (fax)
bhcollins@panattoni.com

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

SITE TSM COORDINATOR'S RESPONSIBILITIES

The Site TSM Coordinator's responsibilities shall include:

A. **Posting TSM Information.** Posting by the Site TSM Coordinator in a conspicuous place or places for employees, informational material provided by the City Transportation Coordinator, other regional rideshare agencies or prepared by the Site TSM Coordinator to encourage alternative transportation methods. Such informational material shall be kept current and may include, but is not limited to, the following:

1. Current schedules, rates, procedures for obtaining transit passes, and routes of public transit service to Roseville 80.
2. Bicycle route maps.
3. Posters or flyers encouraging the use of ridesharing and referrals to sources of information concerning ridesharing.
4. Information regarding available services that will eliminate vehicle trips.

B. **Marketing the Commuter Rideshare Matchlisting Service.** Annually disseminating to all tenants and employees, or to new tenants and employees when hired, written information provided by the City Transportation Coordinator and/or other regional rideshare agencies regarding regional commuter rideshare match listing services.

C. **Promoting the Emergency Ride Home Program.** The Site TSM Coordinator shall promote the Emergency Ride Home Program. The program provides for the transportation of employees who use alternative transportation modes for home to work commuting in case of a personal, family or other major emergency. The program is designed to help employees get home, child's daycare or school. The Emergency Ride Home is a service provided by the City of Roseville.

D. **Participating in Training Opportunities.** The Site TSM Coordinator will be invited to training events offered by the City's TSM Coordinator. These training events will include information and materials for promoting such programs as Spare the Air, Clean Air Month, Bike Month, and information for implementing alternative transportation promotions. The City believes these training programs will be beneficial to the community and will help Site TSM Coordinators implement their TSM plans. Each Site TSM Coordinator or his/her designee is expected to attend a minimum of two (2) training events per year.

E. **Promoting Alternative Transportation Opportunities.** In addition to the above programs, the Site TSM Coordinator, working in conjunction with the City Transportation Coordinator, shall encourage employers and employees to use alternative modes of transportation.

Such alternative transportation promotional opportunities include, but are not limited to, the following:

1. *In House Carpool Matching Service.* Conduct a survey of all employees in order to identify persons interested in being matched into carpools. Potential carpoolers are then matched by work address and shift. Such survey can be done on an annual basis and for all new employees interested in ridesharing.
2. *Telecommuting.* Telecommuting which allows employees to work periodically from their home or an off-site location close to home.
3. *Transit Pass Subsidy.* Promoting the use of public transportation by providing to employees on a monthly basis a transit pass subsidy to help offset the cost to the employee. The City Transportation Coordinator will work with the Site TSM Coordinator on promoting public transit and procuring passes.
4. *Vanpool Program.* Promoting vanpooling to employees as a cost effective way to commute to work. The City Transportation Coordinator will work with the Site TSM Coordinator to help implement the vanpool program. Typically, the employees lease a van and the vanpool participants shall cover the operating costs for the van.
5. *Variable Work Hours.* Encouraging employers and employees to eliminate commute trips or relocate the commute trip out of the peak period through the use of:

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

b) staggered work hours involving a shift in the set work hours of all employees at the workplace; and

c) flexible work hours involving individually determined work hours within guidelines established by the employer.

TRANSPORTATION COMMUTER SURVEY REPORT REQUIRED

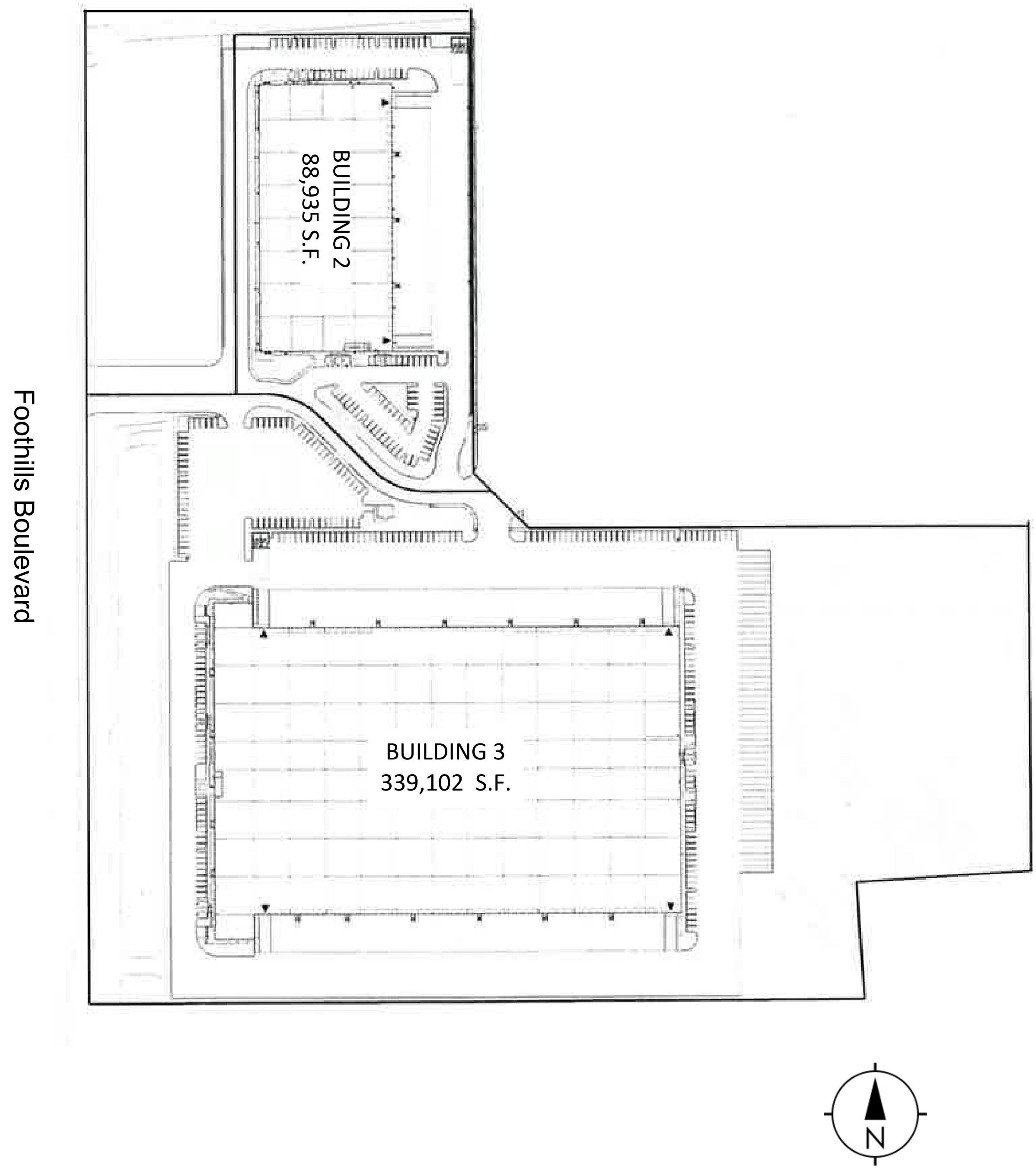
The City Transportation Coordinator shall prepare and distribute a transportation commuter survey report form to the Site TSM Coordinator for the purpose of demonstrating the effectiveness of the Roseville 80 TSM Plan. The Site TSM Coordinator shall conduct the survey and submit the transportation commuter survey report to the City Transportation Coordinator no later than April 1. The transportation survey shall be conducted every five years, beginning in the year 2019.

Appendix A-1

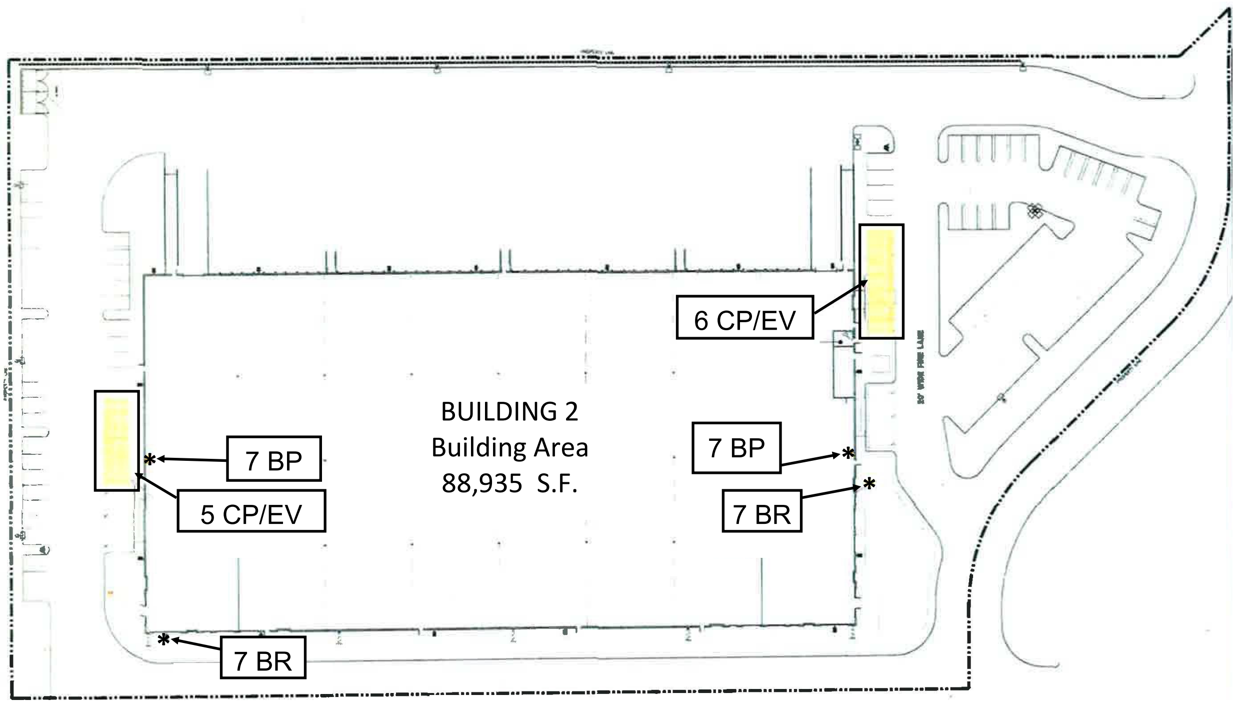
Roseville 80

7601-7651 Foothills Blvd.

Overall Site Plan



Appendix A-2
Roseville 80
Building 2
7651 Foothills Blvd.

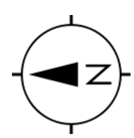


Legend

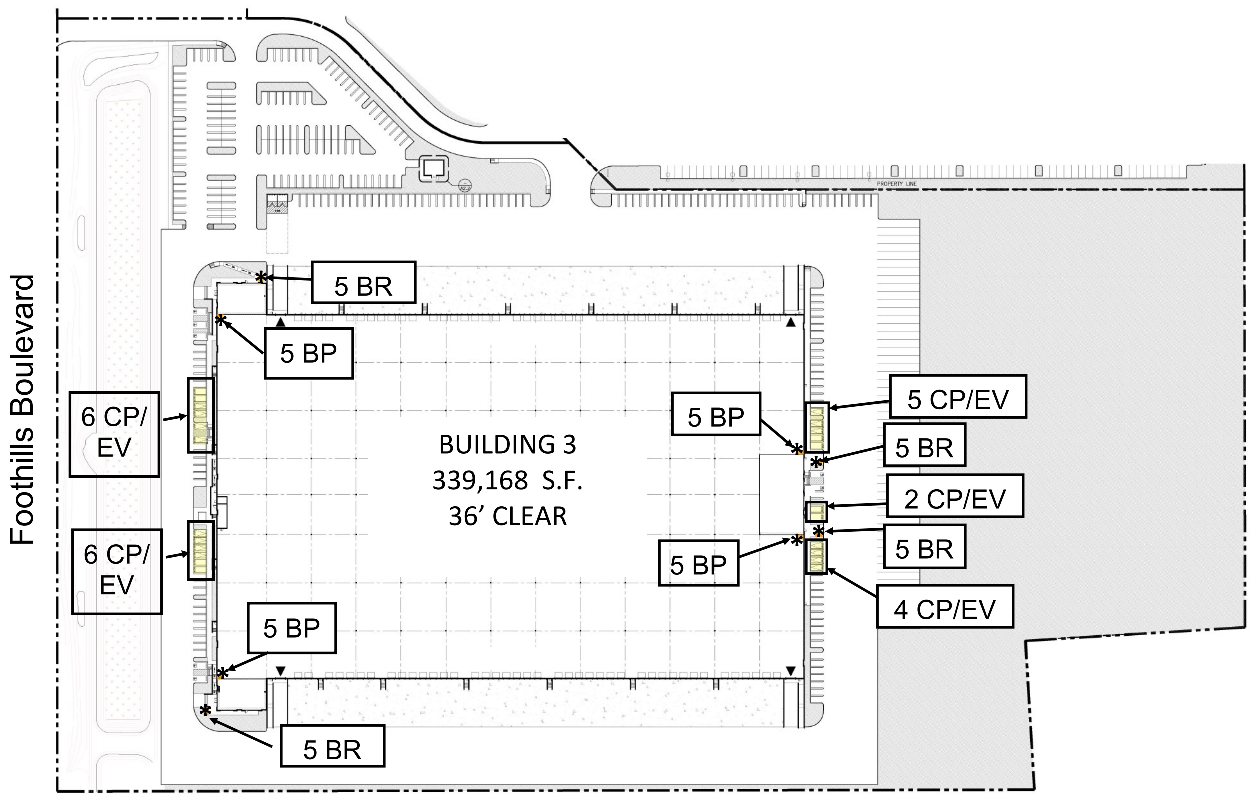
11—CP/EV - Carpool/Clean Air/Electric Vehicle

14—BR - Bike Racks

14—BP - Indoor Secure Bike Parking



Appendix A-3
Roseville 80
Building 3
7601 Foothills Blvd.

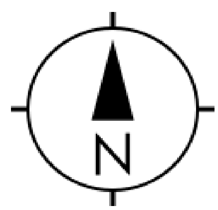


Legend

23—CP/EV - Carpool/Clean Air/Electric Vehicle

20—BR - Bike Racks

20—BP - Indoor Secure Bike Parking



TRANSPORTATION COMMISSION COMMUNICATION

Title:	Dry Creek Greenway East Trail Project - Final Environmental Impact Report (EIR) and Project Approval
Contact:	

Meeting Date: 12/18/2018
Item #: 6.1.

ATTACHMENTS:

Description

Final Report

Dry Creek A 1

Dry Creek A 2

Dry Creek A3

Dry Creek PPT

Transportation Commission Meeting
December 18, 2018 – 7:00 p.m.
Special Presentations/Reports

Item 6.1: **Dry Creek Greenway East Trail Project – Final Environmental Impact Report (EIR) and Project Approval**

Staff Michael Dour, Alternative Transportation Manager

Summary Recommendation
Staff recommends that the Transportation Commission:
1. Recommend that the City Council certify the Dry Creek Greenway East Trail EIR;
2. Recommend that the City Council approve the Dry Creek Greenway East Trail Project with the use of Alignment Options 1B for the Hillcrest area and 5A for the Sunrise Avenue area.

Staff Report Contents

Please see the staff report from May 21, 2018 Transportation Commission meeting (Attachment 1) for a detailed overview of the extensive public participation opportunities provided for the project, including for the Draft EIR direct mailing to all property owners within 300' of the project. For this Transportation Commission meeting, we notified the public in the following ways:
- Dry Creek Greenway East Project Updates email and text message to subscribers
- Trail Alert email and text message to subscribers
- Website
- Social media

Meeting Purpose and Role of the Transportation Commission
The City of Roseville is required as lead agency under the California Environmental Quality Act (CEQA) to prepare, review and certify or adopt an environmental document for capital improvement projects. For the Dry Creek Greenway East, the City has taken the following actions for CEQA compliance:
- Prepared a Notice of Preparation (NOP) and held a public scoping meeting to determine the content and scope of the environmental document;
- Prepared and distributed a Draft EIR for a 45-day public review period that ended Tuesday May 29, 2018 at 5:00 p.m.
- On May 21, 2018, the Transportation Commission held a noticed public meeting to accept public comments on the Draft EIR.

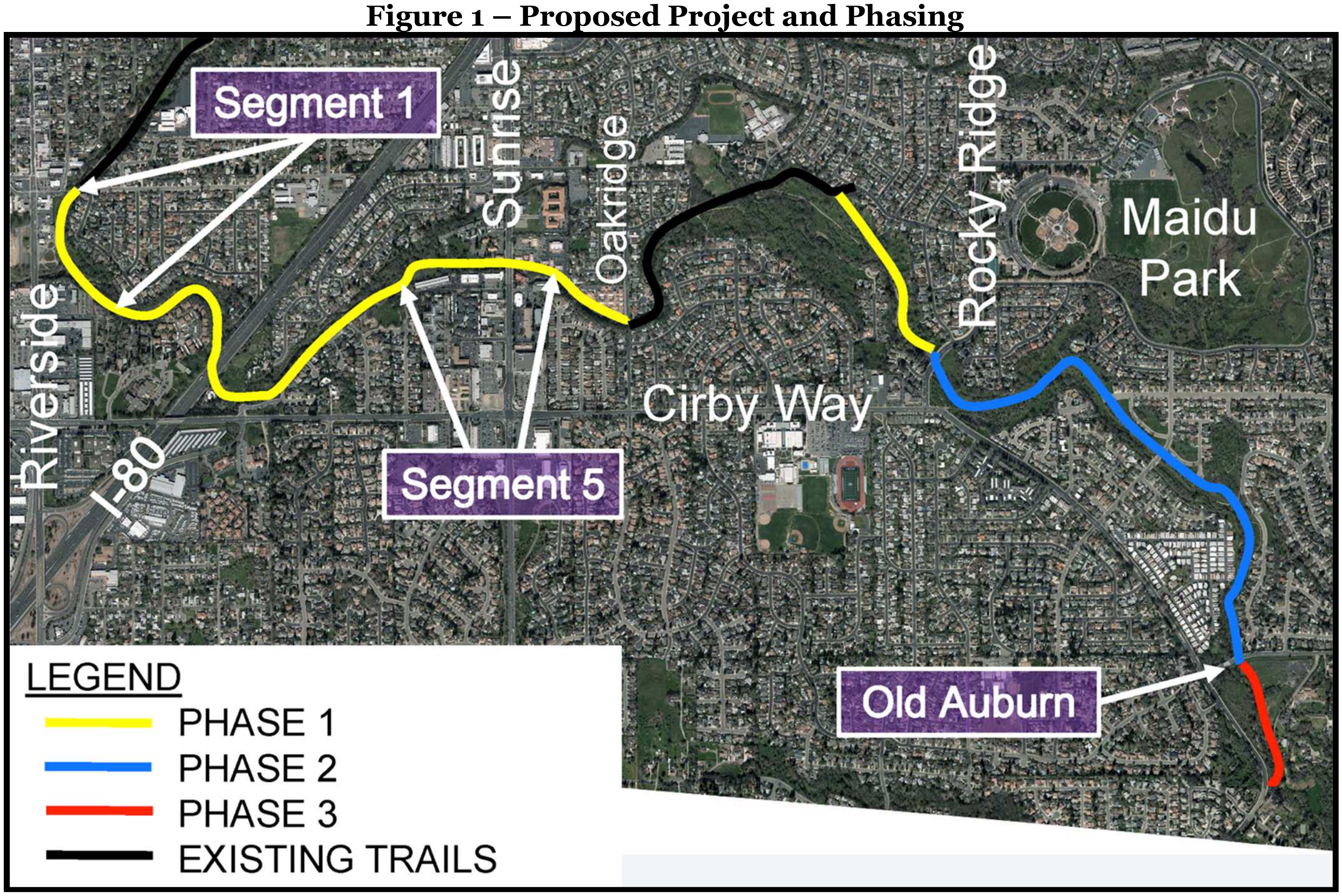
Ascent Environmental, in consultation with city staff, has now prepared a Final EIR for the Dry Creek Greenway Project. This document includes written responses to each written and verbal comment received on the Draft EIR. The responses clarify, amplify, and/or correct information presented in the Draft EIR, as appropriate. These changes do not alter the environmental impact or significance conclusions of the Draft EIR.

As the advisory body to the City Council on transportation projects, the Transportation Commission is now tasked with considering the information provided in the Draft and Final EIRs and making a recommendation on the Final EIR and the Proposed Project to the City Council. This recommendation will be forwarded to the City Council for their consideration when taking an action on certification of the EIR and project approval.

Project Overview

The Dry Creek Greenway East Trail Project is a proposed paved trail along Dry, Cirby & Linda Creeks from Darling Way/Riverside Avenue to the City limits at S. Cirby Way/Old Auburn Road (see Figure 1). The project is identified as a proposed Class I bikeway in the City of Roseville General Plan. The project is also identified as a priority project in the Bicycle Master Plan (adopted in 1994 and most recently updated in 2008) because: 1) It would provide a safe, comfortable, convenient and highly connected bike route in an area of the City that is otherwise underserved by bicycle facilities; 2) it would connect schools and businesses to residential neighborhoods, and; 3) it provides regional connections as part of a planned loop trail around the greater South Placer/ Sacramento area. Figure 1 also shows proposed phasing for the project. The phasing plan was developed in consideration of available funding and connectivity to existing and future bikeway projects. Additional phasing information is provided on pages 9-11.

Figure 1 – Proposed Project and Phasing



Project Description including Alignment Options: Chapter 3 of the Draft EIR includes a detailed description and maps of the proposed project and alignment options for Segments 1 and Segment 5.

For Segment 1 (Hillcrest area near Riverside Avenue), the alignment options are identified as options 1A, 1B, & 1C. For Segment 5 (Sunrise Avenue Area), the alignment options are identified as option 5A & 5B.

The Draft EIR includes a project-level CEQA analysis for all of the alignment options. This approach was used because a preferred alignment for Segments 1 and 5 was not selected by the City Council during review of the prior feasibility study. Providing a project-level review of the Segment 1 and 5 options is intended to allow the City Council to choose from among the options.

It should be noted that the EIR identifies a proposed project that includes Alignment Options 1B & 5B. Identifying options 1B & 5B as part of the "proposed project" was done in order to provide a stable project description for analysis, in compliance with CEQA regulations, but was not intended to preclude the City from choosing from among the alignment options. The alignment option recommendations contained later in this report are based upon the EIR Analysis summarized in Table 6-1 of the Draft EIR, and the detailed analysis of the physical, social and economic considerations of each of the alignment options provided on pages 7-8 of this report.

Summary of Draft EIR

Section 4 of the Draft EIR includes a detailed analysis of the above-noted resource topics. The analysis was prepared by resource area experts at Ascent Environmental and is supported by technical studies related to air quality and greenhouse gas emissions modeling, biological and cultural resource record searches, field studies and fluvial (hydrologic) modeling. For the proposed project and the Segment 1 and Segment 5 options, the Draft EIR analysis finds that there are ***no impacts*** or ***less-than-significant impacts*** to the following resources areas:

- Aesthetics
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change
- Hydrology and Water Quality
- Land Use and Planning
- Public Services
- Recreation
- Utilities

For the proposed project and the Segment 1 and Segment 5 options, the Draft EIR analysis also finds that there is a potentially significant impact to the following resource areas, but that the impacts for these resource areas would be reduced to a ***less-than-significant level with mitigation:***

- Air Quality
- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Transportation and Circulation

Table 2-1 includes a list of all of the proposed mitigation measures. The Draft EIR finds that, even with implementation of the feasible mitigation measures, there would be a ***significant unavoidable short-term construction-related noise impact*** for the proposed project under all of the alignment options. For the Segment 5 options, the Draft EIR finds that, even with implementation of the feasible mitigation measures, there would be a significant unavoidable short-term construction-generated ground vibration impact for Alignment Option 5A.

Summary of Final EIR

The City received 22 written comments and 6 verbal comments during the 45-day review period for the Draft EIR. The Final EIR is prepared pursuant to CEQA to document and respond to all comments received during the public comment period. The contents of the Final EIR include:

Chapter 1 - Introduction and List of Commenters
Chapter 2 - Comments and Responses
Chapter 3 – Revisions to the Draft EIR
Chapter 4 – Mitigation Monitoring Plan
Chapter 5 – References

The 28 commenters provided comments on a range of topics. The topics included parking and traffic, flooding and erosion, biological resources (including oak trees), visual quality, and noise. The Final EIR responses clarify, amplify, and/or correct information presented in the Draft EIR, as appropriate. However, the comments and responses to comments did not alter any of the environmental impact or significance conclusions of the Draft EIR.

Taken together, the Final EIR, the Draft EIR, and the Appendices constitute the full EIR for the proposed project. The full EIR is to be considered by the Transportation Commission and City Council during project review, including the selection of the alignment options.

Some of the 28 commenters also provided comments on topics that are outside the scope of CEQA review since they address social or economic considerations instead of potential physical changes to the environment. Although these are not addressed through the CEQA process, this staff report provides information on these issues as follows:

Safety & Security – Master Response 1 on page 2-1 of the Final EIR addresses this topic. Fire Department representatives further note that the City of Roseville is not located in a Cal Fire-designated high hazard area. Even so, there is a risk of human-caused fires in open space areas whether or not a trail is present, since all open space areas in Roseville experience some level of human activity. The City has a proactive weed abatement program that reduces the risks associated with fires in our open space. Trails increase human presence in open space areas, but the presence of trail users may actually discourage some illegal activities in the open space and also allows citizens to report suspicious behavior. The Fire Department has not identified a trend for fires in open space areas that have trails. The Fire Department also notes that the presence of paved trails in the open space is an important tool that allows first responders to better respond to calls for emergency service, including fires. Where there are not trails in the open space, responding to wildland fire calls is extremely challenging.

The Roseville Police Department is responsible for public safety in the open space and along Roseville's trails. The Police Department's Social Services Unit has an officer designated for patrolling the City's parks, open space and trails. The trails are patrolled on an as needed basis.

Roseville is a relatively safe and secure community. The Police Department indicates that there is not a trend in crime along our trails. With that said, crime can and does occasionally happen along our trails, just as crime occurs elsewhere in our community. This is consistent with findings in other communities where crime along trails is reflective of the general safety and security of the area through which they travel.

The Police Department has observed that transients are currently active in the open space areas along the length of the project area, even without the presence of a trail. Currently, when the Police Department receives a call for service in the open space along the project area, they have limited options for accessing the open space, and they must often leave their car and walk the open space on foot. This increases the time it takes to respond to a citizen request and reduces the ability to address open space use issues. The Police Department believes that installation of this trail will increase human activity in the open space, but the vast majority of the new users will be law abiding citizens. As with fire safety, the presence of trail users may actually discourage some illegal activities in the open space and also allows citizens to report suspicious behavior. The trail will also allow the Police Department to better patrol the open space and respond to calls for service.

Potential for Trail User Conflicts – Comment 19-1 and 22-1 (pp. 2-143 and 2-166 of the Final EIR) state concerns with trail width and the potential for injuries resulting from collisions between pedestrians and fast-moving bicyclists between Oakridge Drive and Rocky Ridge Road. Comment 19-1 indicates that the existing paved and dirt trails in the Sierra Gardens area near Eich Middle School are used by families with young children as well as older and physically challenged residents in the area. The concern is that lengthening the trail could result in additional bicyclist use of the paved trail, and this could result in higher potential for conflicts with pedestrians resulting in injuries. The commenter also requests that the project include informational trail signs to identify historic uses of the area (such as Native American activities in the area, or cattle drives.) Comment 22-1 requests that pedestrian paths be provided separate from the paved bike path.

The trail user conflict concern was posed during preliminary planning for the trail. The City responded (prior to preparation of the Draft EIR) by: 1) adjusting the trail alignment between Oakridge Drive and Rocky Ridge Road to avoid paving one existing dirt path and, 2) by proposing where feasible a modified trail design that incorporates a wider decomposed granite shoulder on one side of the pavement to provide more room for pedestrians. Due to limitations in available right-of-way along the length of the trail, we are not able to modify the trail design in most other areas.

Adjacency of trail near Spahn Ranch Subdivision – The Spahn Ranch Subdivision is a new subdivision that is located east of Old Auburn Road and north of Dry Creek. The subdivision was proposed and designed after the City Council accepted the 2010 Dry Creek Greenway Trail Planning and Feasibility Study. During the subdivision design process, the City worked with the subdivision design engineer to ensure that adequate open space was maintained to accommodate the future trail. Although the plans for the trail were made known to the home builder, the Draft EIR was the first time some of the new Spahn Ranch homeowners heard about the trail, and we received quite a few comments with concerns about this segment of trail (Phase 3).

As identified in the project phasing section of this report, Phase 2 of the trail would include an undercrossing of Old Auburn Road to allow for a connection to the east (northbound) side of Old Auburn Road. Phase 2 also includes a connection to Brightside Lane of the Spahn Ranch Subdivision. Phase 3 of the trail would extend the trail from Brightside Lane along the south edge of the Spahn Ranch Subdivision and north bank of Linda Creek to the city limits.

The 2010 Dry Creek Greenway Trail Planning and Feasibility Study proposes that, south of Old Auburn Road, the trail be located on the east side of Linda Creek. The two primary reasons for this are: 1) There are physical constraints to locating the trail on the west side of Linda Creek, including a location about 900 feet east of the South Cirby Way/Old Auburn Road intersection where Old Auburn Road directly abuts Linda Creek and there is no room for trail construction; and 2) as the trail reaches the City limits and enters unincorporated Placer County, the County's Bikeway Master Plan shows the trail heading east toward Sierra College Boulevard along Linda Creek.

Placer County is currently updating its Parks and Trails Master Plan. The current draft shows two alternatives for the extension of the trail: 1) Along Linda Creek per the Placer County Bikeway Master Plan; and 2) from Linda Creek and then along Old Auburn Road directly to Sierra College Boulevard. The City's understanding is that the County will have to conduct additional feasibility analysis to select a trail alignment for the segment of trail within unincorporated Placer County. As a result, there is a possibility that the County may choose an alternate alignment. For that reason, City staff recommends that design and construction of Phase 3 not proceed until Placer County further develops its plans for the trail alignment.

Spahn Ranch Area Map

Potential for Decreased Property Values – Comment 20-3 (Final EIR p. 2-153) raised a concern about effect on homeowner property values in the Spahn Ranch area. Several studies have been conducted to evaluate the effect of trails on property values. The studies suggest that trails are likely to increase property values within a neighborhood, and that some trails may act as a catalyst for neighborhood revitalization. For example, a 1994 study by the Maryland Greenways Commission titled *Analysis of the Economic Impacts of the Northern Central Rail Trail* asked residents near the trail corridor whether they thought value would be added to homes within walking distance of the trail. Sixty-two percent (62%) believed that a trail would add value, 7% believed that a trail would decrease home value, and 31% believed it would have no effect.

The study of Seattle's Burke-Gilman trail also attempted to evaluate the effect of the trail on property values. That study did not conclusively determine if the trail had any affect, negatively or positively, on property values. However, that study did turn up some anecdotal information:

- Trails are often considered amenities when selling real estate
- Homes are regularly advertised as being near or on the trail
- Residents who bought their homes after the trail was opened are most likely to view the trail as a positive factor that increases the value of their home

- Long-time residents who bought their homes prior to the opening of the trail are generally less likely to view the trail as an economic asset

These views are supported by a 2013 study by the National Association of Realtors and National Association of Home Builders. That study found that walking and jogging trails were identified by 60% of recent homebuyers as the most desirable community feature that would seriously influence the decision to purchase a home.

The studies are less conclusive about the effect of trails on the property value of homes that directly abut the trail corridor. Some studies suggest that the presence of a trail may result in a loss of property value, while others suggest that an adjoining trail would increase in property value. Factors that may influence a particular result include good trail design in context with the neighborhood surroundings. As noted above, the Spahn Ranch subdivision was designed in consideration of the proposed trail, but a final alignment for the trail has not yet been selected.

Other communities and organizations have studied the community-wide economic impact of trails. These studies find that many trails result in economic benefits from increased tourism. The Dry Creek Greenway Trail is part of a future 70 to 80 mile loop trail around the South Placer/Sacramento region that will be a trail of regional and potentially national significance, with corresponding potential for economic benefits.

Analysis of Alignment Options

In 2010, the City Council selected a preferred trail alignment for a majority of the Dry Creek Greenway East trail project. However, the City Council did not select a preferred alignment for the Hillcrest (Riverside Avenue) and Sunrise Avenue areas. As noted above, the EIR includes project-level CEQA analysis for multiple alignment options as follows:

- Segment 1 (Hillcrest) area alignment options: 1A, 1B, and 1C.
- Segment 5 (Sunrise) area alignment options: 5A and 5B.

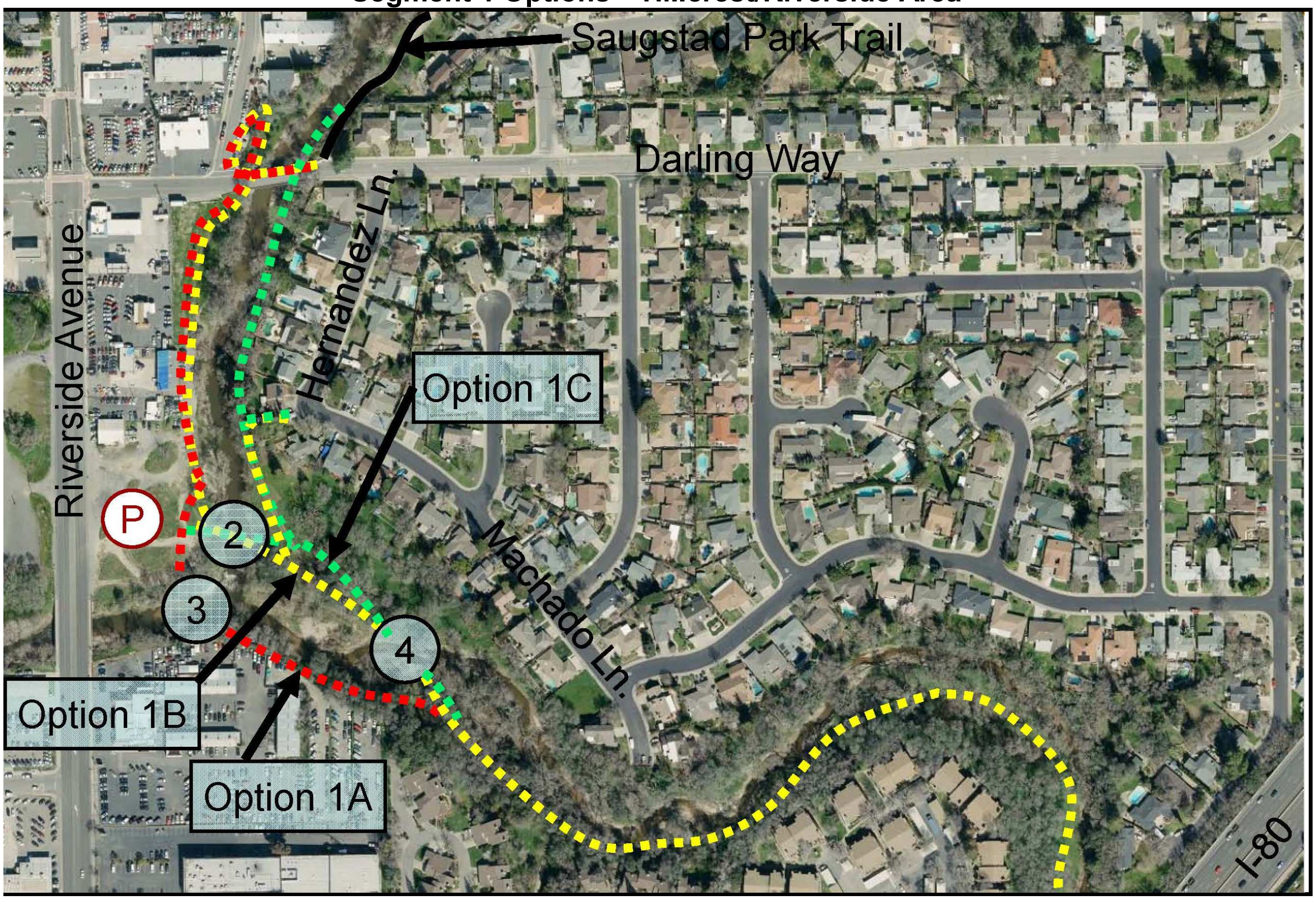
Draft EIR Table 6-1 shows that the environmental impacts of all alignment options are generally the same. There are some minor variations in the level of impact as identified through use of the terms greater than, less than or equal to in Table 6-1. However, since the impacts are generally the same for each alignment option, the staff recommendation provided below focuses primarily on the other physical, social and economic considerations for each alignment option.

Analysis of Segment 1 Alignment Options (Hillcrest/Riverside Area) - The following key considerations inform the staff recommendation for the Segment 1 Hillcrest Area:

- Limited space, existing property line fences, steep banks along the creek, and the location of sewer main and manholes present significant challenges to Option 1C.
- Options 1A & 1B require two bridge crossings (Bridge #2 across Dry Creek and Bridge #4 across Cirby Creek), while Option 1C requires one bridge crossing (Bridge #3 across Dry Creek).
- Option 1C requires challenging construction including the installation of a large retaining walls along the south side of Dry and Cirby Creeks(walls 35, 36 and 37 as shown on Exhibit 3-13 of the Draft EIR), resulting in overall greater cost.
- Options 1A reduces access options for the Hillcrest neighborhood since access to Hernandez/Machado is not provided. However this connection can be provided under the proposed trail alignment and Option 1C.

In consideration of the above, **staff recommends that the City select Option 1B as the recommended trail alignment** in the Hillcrest Area. This is primarily due to the improved constructability of Option 1B combined with the access that it provides.

Segment 1 Options – Hillcrest/Riverside Area

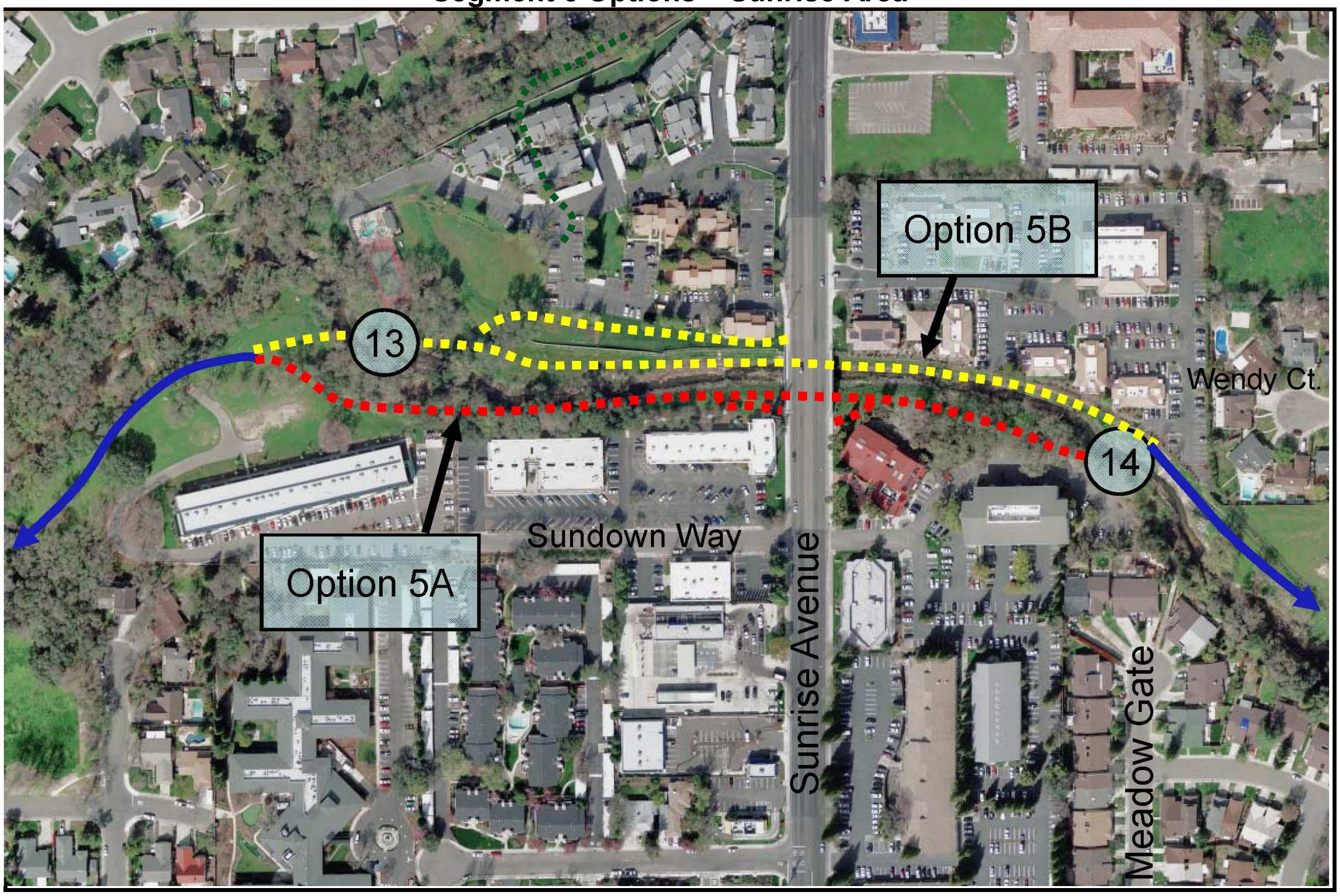


Analysis of Segment 5 Alignment Options (Sunrise Avenue Area) - The following key considerations inform the staff recommendation for the Segment 5 Sunrise Area:

- Option 5A and 5B both result in significant and unavoidable short-term temporary construction noise impacts. However, Option 5A may also expose residents of nearby homes on Meadow Gate Drive to significant ground vibration associated with the construction of bridge #14.
- Option 5A provides direct and convenient access to the west and east sides of Sunrise Avenue.
- Option 5A requires less right-of-way acquisition, but requires additional structural features including Bridge #14 that results in a cost differential of $1,100,000 (compared to Option 5B).
- Option 5B does not provide access to the east side of Sunrise Avenue, and access to the west side of Sunrise Avenue is not convenient as it begins over 500' from Sunrise Avenue. The limited access to Sunrise Avenue is a concern because there are no safe and convenient options for bicyclists and pedestrians to cross Sunrise Avenue.
- Bridge 13 of Option 5B is proposed as a low-flow bridge across Linda Creek (similar to the bridges on Miners Ravine) because the regulatory floodway is very wide at the confluence of

Cirby and Linda Creeks. This is expected to result in permitting challenges with the Central Valley Flood Protection Board since a variance would be required.

Segment 5 Options – Sunrise Area



In consideration of the above, **staff recommends that the City select Option 5A as the recommended trail alignment** in the Sunrise Area. This is primarily due to the enhanced trail access and the relative balancing of other considerations, and because we anticipate that we will be able to obtain sufficient grant funds for the project.

Proposed Phasing and Cost Estimates

Staff currently proposes construction of the project in 3 phases as described below. We have developed cost estimates for each phase. The cost estimates for design, permitting and right-of-way are estimates based upon our experience with similar projects. The construction cost estimates are based upon recent bid openings for other similar projects. Recent projects have been expensive due to the current high demand for contractors and high materials costs, and this is factored into the cost estimates. We anticipate that the project costs will be paid for using a variety of federal and state grants, and local transportation funds. General fund money, including the recently-approved Measure B funds, will not be used for this project.

Phase 1: Riverside/Darling to Rocky Ridge - This phase is approximately 2 miles long and includes the following improvements:

- Connection to existing Saugstad Park Trail at Darling Way
- Widening and undercrossing of Darling Way
- One bridge crossing of Dry Creek and potentially 1 bridge crossing of Cirby Creek (depending on selected alignment option)
- Undercrossing of I-80
- Connection to Eastwood Park
- Undercrossing of and connection to Sunrise Avenue
- 1 bridge crossing of Linda Creek (location dependent on selected alignment option)
- At-grade crossing of Oakridge Drive to connection with existing Sierra Gardens Trail
- At-grade connection to west side of Rocky Ridge Drive

The estimated cost for Phase 1 is $15,900,000 as follows:

- Final Design $1,000,000
- Environmental Permits $700,000
- Right-of-way Acquisition $1,200,000
- Construction $11,500,000
- Construction Engineering & Management $1,500,000

Staff has identified local funds for design, permitting and right-of-way acquisition. Staff has also identified $5,000,000 in federal grant funding for Phase 1 construction. If the project is approved, staff will explore additional options for funding the balance of the construction costs.

The above cost estimate is based upon the recommended alignment. As noted above, the project includes several alignment options within Phase 1 that have varying costs as follows:

- Option 1A would increase the cost of construction by $200,000.
- Option 1C would decrease the cost of construction by $100,000
- Option 5B would decrease the cost of construction by $1,100,000

Phase 2: Rocky Ridge to Old Auburn Way- This phase is approximately 1.5 miles long and includes the following improvements:

- Undercrossing of and connection to existing path along Rocky Ridge Drive
- 1 Bridge crossing of Linda Creek
- Replacement or retrofit of the existing bridge over Strap Ravine
- Undercrossing of Old Auburn Road
- Trail connection to the west and east sides of Old Auburn Road

The estimated cost for Phase 2 is $5,000,000 as follows:

- Final Design $400,000
- Environmental Permits $200,000
- Right-of-way Acquisition $300,000
- Construction $3,600,000
- Construction Engineering & Management $500,000

Staff has not yet identified funding for Phase 2, but expects that it would be eligible for transportation-related grants such as the California Active Transportation Program.

Phase 3: Old Auburn Way to City Limits - This phase is approximately 0.5 miles long and includes the following improvements:

- Trail improvements along north side of Linda Creek adjacent to the Spahn Ranch subdivision
- Up to 2 bridge crossings of Linda Creek

The estimated cost for Phase 2 is $2,000,000 as follows:

• Final Design	$200,000
• Environmental Permits	$100,000
• Right-of-way Acquisition	N/A
• Construction	$1,500,000
• Construction Engineering & Management	$200,000

Staff has not yet identified funding for Phase 3, but also expects this phase to be eligible for grant funding. As noted above, staff recommends that design and construction of Phase 3 not proceed until Placer County further develops its plans for the trail alignment.

Recommendation

Staff recommends that the Transportation Commission:

1. Accept the staff report
2. Ask clarifying questions
3. Accept public comment
4. Discuss the project
5. Recommend that the City Council certify the Dry Creek Greenway East Trail Final EIR;
6. Recommend that the City Council approve the Dry Creek Greenway East Trail Project with the use of Alignment Option 1B for the Hillcrest area and Alignment Option 5A for the Sunrise Avenue area.

The Transportation Commission recommendations will be forwarded to the City Council for their review and action. A date has not yet been set for the future City Council meeting. Persons interested in receiving notification of the follow-up meetings should submit their contact information to the Alternative Transportation offices at transportation@roseville.ca.us.

If the City Council accepts the project and directs staff to move forward, the next steps would include:

- Final Design
- Environmental Permitting
- Right-of-way Acquisition
- Obtain Grant Funding
- Phased Trail Construction

If the project is approved by the City Council, phased trail construction could begin as early as 2021.

Attachments

1. Final EIR
2. Draft EIR
3. May 21, 2018 Transportation Commission Staff Report

Dry Creek Greenway East Trail Project

A Multi-Use Trail Along Dry, Cirby, and Linda Creeks From Riverside Avenue to Old Auburn Road

Draft Environmental Impact Report

April 2018

To review complete document, go to:
www.roseville.ca.us/DryCreekEast

CITY OF ROSEVILLE CALIFORNIA

311 Vernon Street
Roseville, CA 95678
Contact: Mark Morse
(916) 774-5334

Attachment 1

Dry Creek Greenway East Trail Project

A Multi-Use Trail Along Dry, Cirby, and Linda Creeks From Riverside Avenue to Old Auburn Road

Final Environmental Impact Report

September 2018

CITY OF ROSEVILLE CALIFORNIA

311 Vernon Street
Roseville, CA 95678
Contact: Mark Morse
(916) 774-5334

Attachment 2

Item 5.1: **Dry Creek Greenway East Trail Project - Draft Environmental Impact Report (EIR)**

Staff Michael Dour, Alternative Transportation Manager

Recommendation
Staff recommends that the Transportation Commission:
1. Accept the Staff Report on the Dry Creek Greenway East Trail Project Draft EIR;
2. Accept Public Comment on the Dry Creek Greenway East Trail Project Draft EIR; and
3. Provide comments on the Dry Creek Greenway East Trail Project Draft EIR.

Staff Report Contents

Meeting Purpose and Role of the Transportation Commission
Prior to taking action to approve a project, the City of Roseville is required as lead agency under the California Environmental Quality Act (CEQA) to prepare, review and certify or adopt an environmental document. For the Dry Creek Greenway East Trail Project, a Draft Environmental Impact Report (EIR) has been prepared pursuant to CEQA. That document is now available for public review and comment. The public review period for the Draft EIR closes on Tuesday May 29, 2018 at 5:00 p.m.

Pursuant to the CEQA Guidelines, a public meeting may be held to solicit public comments on the Draft EIR. As the advisory body to the City Council on transportation projects, the Transportation Commission is tasked with accepting and considering public comments on the Draft EIR. The Transportation Commission may also make its own comments on the Draft EIR. Comments received at the Transportation Commission meeting or received in writing during the 45-day review period of the Draft EIR shall be included in a Final EIR (FEIR).

As the advisory body to the City Council on transportation projects, the Transportation Commission is also tasked with making a project recommendation to the City Council. Upon completion of the Final EIR, a second Transportation Commission meeting will be scheduled to forward a project recommendation to the City Council. Staff will provide the Transportation Commission with a recommendation on the project and the merits of the alignment options (discussed later in this report) at this second meeting (see page 7 of this report for information about the scheduling of this future meeting).

Project Background and Public Participation
The Dry Creek Greenway East Trail Project is a proposed paved trail along Dry, Cirby & Linda Creeks from Darling Way/Riverside Avenue to the City limits at S. Cirby Way/Old Auburn Road (see Figure 1).

Figure 1 – Study Area Map

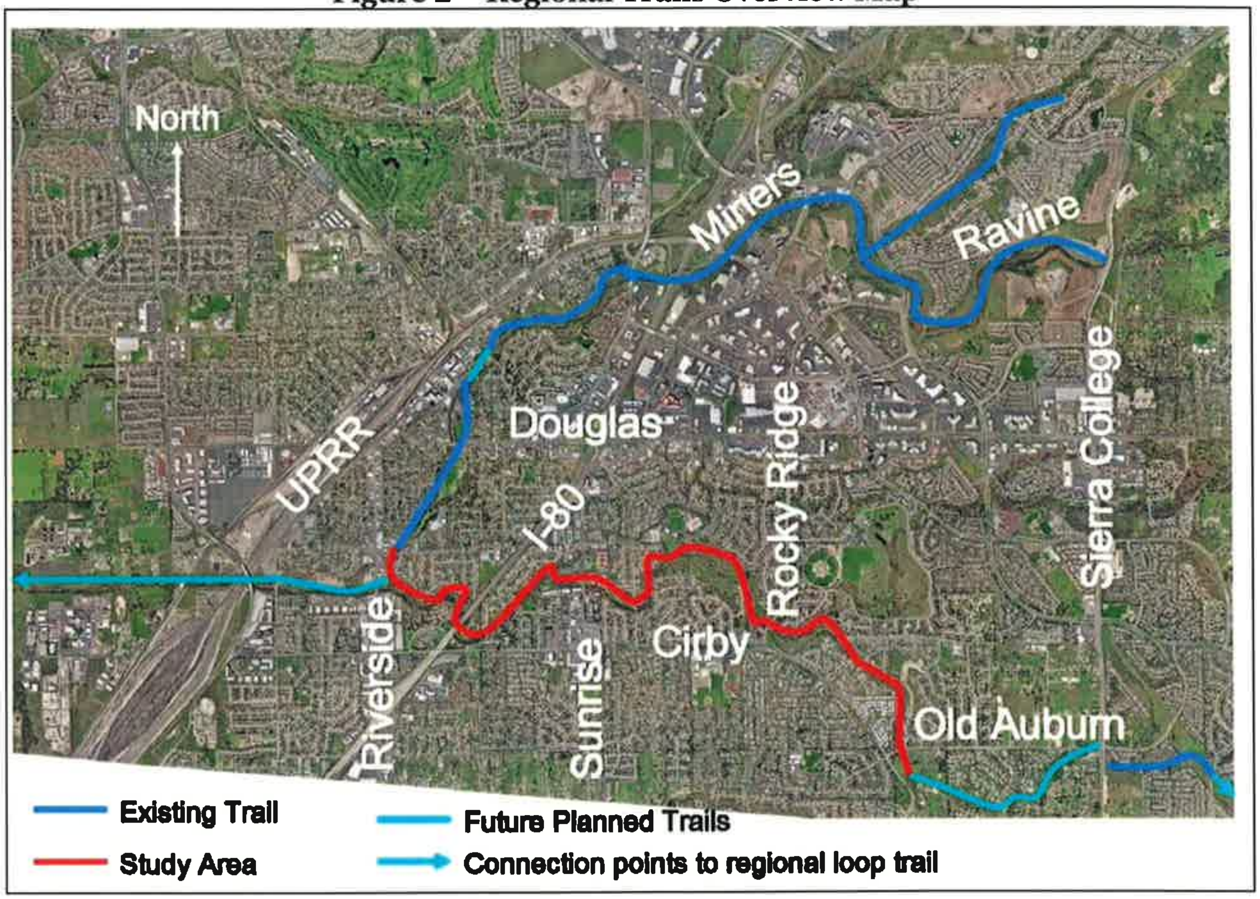
The Dry Creek Greenway East Trail is identified as a proposed Class I bikeway in the City of Roseville General Plan. The project is also identified as a priority project in the Bicycle Master Plan (adopted in 1994 and most recently updated in 2008) because: 1) It would provide a safe, comfortable, convenient and highly connected bike route in an area of the City that is otherwise underserved by bicycle facilities; 2) it would connect schools and businesses to residential neighborhoods, and; 3) it provides regional connections as part of a planned loop trail around the greater South Placer/ Sacramento area. The study area's relation to other trails is shown in Figure 2.

Planning and Feasibility Study (Phase 1) – In 2008, the City initiated the Dry Creek Greenway Trail Planning & Feasibility Study for the segment of trail from Darling/Riverside to Old Auburn/S. Cirby Way. The purpose of the study was to document the existing conditions, opportunities and constraints, evaluate design and alignment options, identify a locally preferred alternative for trail routing, and obtain initial cost estimates.

The City used a community based planning approach with an emphasis on public outreach. The public outreach efforts included:

- Mass mailing to over 900 property owners along the open space corridor
- An online public opinion survey

Figure 2 – Regional Trails Overview Map



- Two public open houses
- Six Stakeholder Representatives Group meetings
- Field walks with interested groups and persons, including the Stakeholder Representatives Group and neighborhood associations
- Attendance at neighborhood meetings
- Transportation Commission and Parks and Recreation Commission meetings

The study identified a preferred alignment for the majority of the 4.25-mile long study area. The two areas where a preferred alignment was not identified were:

- Segment 1 – Hillcrest Area - Darling Way to Riverside Avenue then ¼-mile west along Cirby Creek
- Segment 5 – Sunrise Area – West and east of Sunrise Avenue.

In 2010 the City Council accepted the DCG Planning & Feasibility Study and directed staff to initiate a second phase of feasibility analysis and environmental review for the project.

Planning and Feasibility Study (Phase 2) – In 2012, the City initiated a second phase of feasibility analysis for the project. The purpose of updating the feasibility analysis was to further evaluate the optional trail alignments for the Segment 1 Hillcrest and Segment 5 Sunrise Areas, and to conduct initial technical studies including a preliminary hydraulic model to confirm feasibility of the full length of the trail. The City continued the community based planning approach with outreach efforts that included:

- 4 additional Stakeholder Representative Group Meetings
- Attendance at neighborhood association meetings
- An additional public open house

The hydraulic analysis and other technical studies confirmed that the proposed project is feasible, including each of the proposed options in the Hillcrest and Sunrise areas. The Updated Feasibility Study provided some important insights into the tradeoffs for each of the Hillcrest and Sunrise options. However, a decision on which option to use in each of these area was not reached. As a result, the Draft Environmental Impact Report (EIR) fully evaluates each of the Segment 1 Hillcrest and Segment 5 Sunrise Area options, with the intention that the City Council may choose either option within these areas. See the Project Description discussion below for further information on the process for selection of an alignment through the Segment 1 Hillcrest and Segment 5 Sunrise areas.

Environmental Review

In accordance with the California Environmental Quality Act (CEQA), a Draft Environmental Impact Report (EIR) has been prepared for the Dry Creek Greenway East Trail Project. The purpose of the Draft EIR is to:

- Evaluate the physical environmental effects of the proposed project
- Identify feasible mitigation for significant impacts
- Evaluate a reasonable range of alternatives, including a No-Project Alternative
- Assess cumulative and growth-inducing impacts
- Provide for public and agency participation in the decision-making process

Notice of the availability of the Draft EIR has been provided to the public in the following ways:

- Direct mailing to all property owners within 300 feet of the trail
- Legal notification in the Roseville Press-Tribune
- Email notification to the project list of interested persons
- City of Roseville Trail Alerts Email List
- City of Roseville Website
- City of Roseville Social Media (Facebook, Twitter, NextDoor)
- Copies of the Draft EIR were made available at the Permit Center, the Maidu Library and the Downtown Library

Project Description – Chapter 3 of the Draft EIR contains a detailed description of the project. This chapter includes

- Section 3.1 - Introduction and Project Description (including a detailed description of and exhibits for the proposed trail alignment and design elements)
- Section 3.2 – Alignment Options
- Section 3.3 – Required City Actions
- Section 3.4 – Other Permits and Approvals

It should be noted that the "Proposed Trail Alignment" identified within Section 3.1 includes an alignment for the Segment 1 Hillcrest and Segment 5 Sunrise Areas. However, as noted above, the

City Council has not made a decision on which option to use in each of these areas. As a result, Section 3.2 identifies "Alignment Options" for Segments 1 and 5, including a detailed description of and exhibits for each alignment option. The Draft EIR presents project-level CEQA analysis of both the proposed trail alignment and the alignment options.

City staff has not yet prepared a recommendation for the Segment 1 Hillcrest and Segment 5 Sunrise alignment. Upon preparation of the Final EIR, City staff will present an alignment recommendation for each of these segments to the Transportation Commission at a follow-up meeting. The Transportation Commission would review the staff analysis, the Final EIR and any public comments presented at the meeting and then forward a recommendation on the alignments for Segments 1 and 5 to the City Council. The City Council would have the decision-making authority to select a final alignment for Segments 1 and 5. See page 7 of this report for information about the scheduling of these future meetings.

Notice of Preparation (NOP) - The City initiated the EIR process for the project by releasing a NOP for a 30-day review period from November 18 – December 19, 2013. The review period included a public scoping meeting on December 3, 2013 at the Maidu Community Center. The City received 15 comment letters during the NOP review period as identified in section 1.2.1 of the Draft EIR.

Draft EIR Technical Topics - In consideration of the NOP comments, the Draft EIR analyzes project-related impacts to the following resource areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation and Circulation
- Utilities

Draft EIR Analysis and Findings –Section 4 of the Draft EIR includes a detailed analysis of the above-noted resource topics. The analysis was prepared by resource area experts at Ascent Environmental and is supported by technical studies related to air quality and greenhouse gas emissions modeling, biological and cultural resource record searches, and fluvial (hydrologic) modeling.

For the proposed project and the Segment 1 and Segment 5 options, the Draft EIR analysis finds that there are ***no impact*** or ***less-than-significant impacts*** to the following resources areas:

- Aesthetics
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change
- Hydrology and Water Quality
- Land Use and Planning
- Public Services
- Recreation
- Utilities

For the proposed project and the Segment 1 and Segment 5 options, the Draft EIR analysis also finds that there is a potentially significant impact to the following resource areas, but that the impacts for these resource areas would be reduced to a ***less-than-significant level with mitigation:***

- Air Quality
- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Transportation and Circulation

Table 2-1 includes a list of all of the proposed mitigation measures.

For the proposed project and the Segment 1 and Segment 5 options, the Draft EIR also finds that, even with implementation of the feasible mitigation measures, there would be a significant unavoidable short-term construction-related noise impact for the proposed project and all of the alignment options. For the Segment 5 options, the Draft EIR finds that, even with implementation of the feasible mitigation measures, there would be a significant unavoidable short-term construction-generated ground vibration impact for Alignment Option 5A.

Although all of the impact findings are the same between the proposed project and alignment options for Segments 1 and Segment 5, there are variations between the levels of impact that are discussed in each issue area and these variations are summarized in Table 6-1.

Other Considerations - The State CEQA Guidelines (Section 15130) requires that an EIR discuss cumulative impacts of a project and determine whether the project's incremental effect is "cumulatively considerable. ***Potential Cumulative Impacts*** are analyzed in Chapter 5, Section 5.1. Table 5.1 lists the technical areas discussed and Section 5.1.2 includes the impact analysis. With one exception, the analysis concludes that cumulative impacts would be less than significant for the proposed project and Options 1A, 1C, and 5A. The only exception is for cumulative short-term construction related noise which was found to be significant and unavoidable at both "project level" and "cumulative conditions." Chapter 5 also includes an analysis of potential Growth-inducing Impacts (Section 5.2), which were found to be less than significant, and provides a summary of the project's Significant Environmental Impacts (Section 5.3).

Alternatives Analysis – CEQA requires EIRs to describe "... a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." For this project, the Segment 1 Options 1A and 1C and Segment 5 Option 5A are analyzed at an equal level in each technical chapter and are also discussed in Chapter 6, Alternatives. In addition, Chapter 6 includes a discussion of the No Project Alternative.

Next Steps

The public review period for the Draft EIR closes on Tuesday May 29 at 5:00 p.m. The public may provide oral testimony to the Transportation Commission at tonight's meeting. The public is also encouraged to provide written comments on the EIR by 5:00 p.m. on May 29, 2018. Comments may be submitted to:

City of Roseville
Attn: Mark Morse
311 Vernon Street
Roseville, CA 95678
Email: mmorse@roseville.ca.us

Submittal information is available online at www.Roseville.ca.us/DryCreek.

Upon close of the public review period, the project team will compile all of the public and Transportation Commission comments and forward them to Ascent Environmental. Ascent and City staff will prepare responses to all comments addressing the adequacy of the draft EIR. The responses to comments and any needed changes to the Draft EIR will be incorporated into a Final EIR.

The Final EIR will be forwarded to the Transportation Commission and considered as they make a recommendation on the project to the City Council, including a recommendation for the alignment options for Segments 1 and 5.

The Transportation Commission recommendation and the Final EIR will be forwarded to the City Council for their consideration as they consider certifying the Final EIR and making a final decision on the project.

The City is also required to prepare findings of fact indicating whether feasible mitigation measures or alternatives exist that can avoid or reduce significant effects identified in the EIR, and a "Statement of Overriding Considerations" for approval by the City Council for impacts identified as significant and unavoidable. The City may approve the project if it determines that specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects. Ascent Environmental and City staff will prepare a "Statement of Overriding Considerations" for review and approval by the City Council that discusses the specific reasons for approving the project, based on information in the EIR and other information in the record

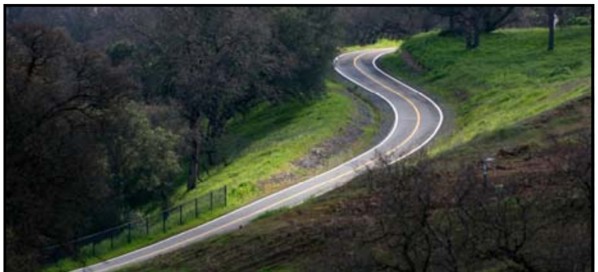
Dates have not yet been set for the future Transportation Commission and City Council meetings. Persons interested in receiving notification of the follow-up meetings should submit their contact information to the Alternative Transportation offices at transportation@roseville.ca.us.

If the City Council accepts the project and directs staff to move forward, the next steps would include:

- Final Design
- Environmental Permitting
- Right-of-way Acquisition
- Obtain Grant Funding
- Phased Trail Construction

If the project is approved by the City Council, at the earliest, phased trail construction would begin in 2021.

Attachments
1. Draft EIR for the Dry Creek Greenway East Trail Project
2. Public Comments Received to Date



Dry Creek Greenway East Trail Project Environmental Impact Report

Mike Dour, Alternative Transportation Manager
Brian Wright, Psomas
Fran Ruger, Ascent Environmental

Meeting Purpose/Role of Commission

- Accept Staff Report on the Final Environmental Impact Report (EIR)
- Accept Public Comments
- Recommend that City Council Certify the EIR
- Recommend that City Council approve the project including Alignment Options 1B & 5A

Project Overview

- General Plan
- Bicycle Master Plan
- 2010/13 Planning & Feasibility Study

EIR Public Notification

Draft EIR Notices
- Direct mail to property owners within 300' of project
- Legal Notice in Newspaper

Final EIR Notices
- Social Media Postings
- Email to Trail Alerts list
- Email to Project Interested Parties List

EIR Timeline

- November 18 – December 19, 2013: Notice of Preparation (30-day public review)
  - December 3, 2013: Public scoping meeting
- 2014 – 2017: Technical studies completed
- April 13, 2018: Draft EIR released
  - April 13 to May 29, 2018 (47-day public review)
  - May 21, 2018: Public meeting
- September 2018: Final EIR released
- December 18, 2018: Transportation Commission for recommendation (Public meeting)
- City Council for EIR certification and project approval (Public Meeting)

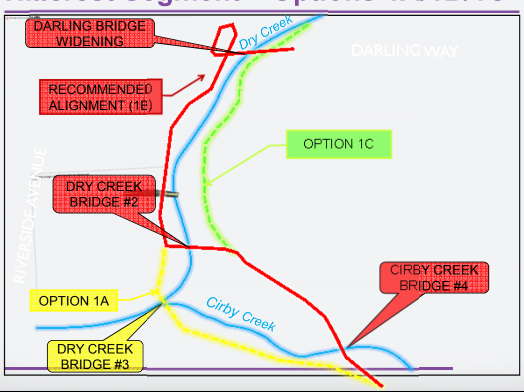
Final EIR

- 22 comment letters were submitted on the Draft EIR
- 5 individuals commented during the May 21, 2018 public hearing
- The Final EIR:
  - Provides responses to written and oral comments
  - Includes minor text revisions and corrections to the EIR
    - Text changes clarify and correct information in the Draft EIR and do not alter the environmental impact or significance conclusions of the Draft EIR
  - Includes CEQA Mitigation Monitoring Plan

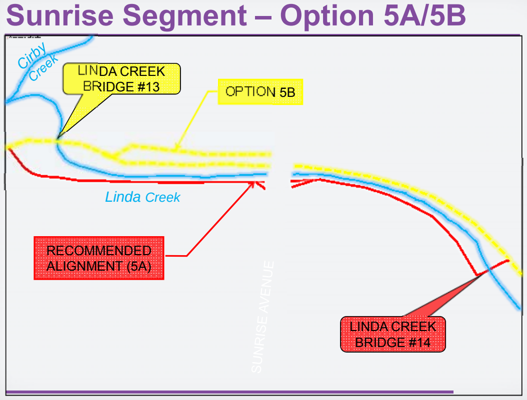
EIR and Project Next Steps

- Transportation Commission provides recommendation to City Council regarding CEQA certification and project alignment
- City Council will make decisions on:
  - EIR Certification
  - Adoption of CEQA Findings of Fact and Statement of Overriding Considerations
  - Approval of project trail alignment

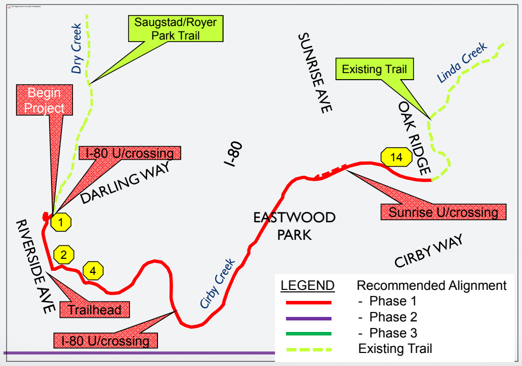
Hillcrest Segment – Options 1A/1B/1C



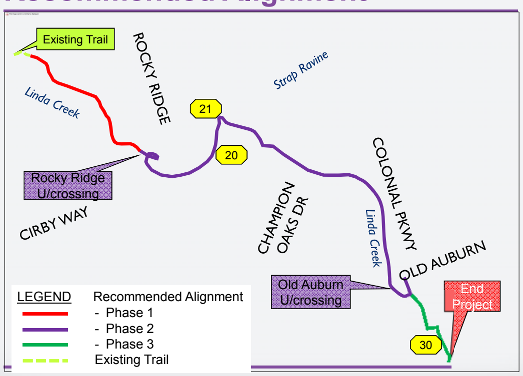
Sunrise Segment – Option 5A/5B



Recommended Alignment



Recommended Alignment



Recommended Alignment Costs

Total Project Costs

- Phase 1 = $15.9M
- Phase 2 = $5.1M
- Phase 3 = $2.3M

Recommended Actions

1. Recommend that the City Council certify the Dry Creek Greenway East Trail EIR;

2. Recommend that the City Council approve the Dry Creek Greenway East Trail Project including Alignment Options 1B and 5A

Next Steps

- Final Design
- Environmental Permitting
- Right-of-way Acquisition
- Obtain Additional Grant Funding
- Phased Trail Construction

TRANSPORTATION COMMISSION COMMUNICATION

Title:	Transit Performance Report - 4th Quarter of Fiscal Year 2018 - Accept the Transit Performance Report
Contact:	

Meeting Date: 12/18/2018
Item #: 6.2.

ATTACHMENTS:

Description

Transit Performance Report

A1 Quarter 4

A 2 Quarter 4

Transportation Commission Meeting
December 18, 2018 – 7:00 p.m.
Special Presentations/Reports

Item 6.2: Transit Performance Report – 4th Quarter of Fiscal Year 2018

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

Recommendation
Staff requests that the Transportation Commission accept the Transit Performance Report for the year end 4th Quarter of Fiscal Year 2018.

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

Discussion
Overall, the key performance measurements (KPMs) for services in Fiscal Year 2018 (FY18) remained stable in comparison to the same time period during FY17, or without such a drastic decrease as what was experienced between FY16 and FY 17, perhaps indicating a leveling off of impacts.

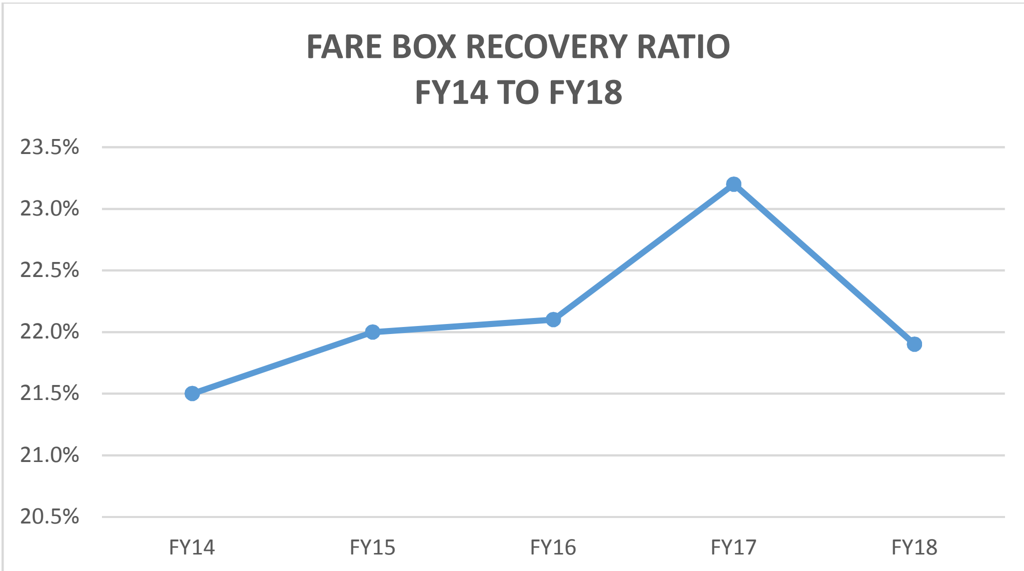
Roseville Transit in FY18 experienced:
- An overall decrease of 2.9% in ridership between FY17 and FY18;
- Fare revenue overall was 1% higher than FY17 ($1,234,721 in comparison to $1,224,146);
- Vehicle Revenue Hours remained stable with a slight 1% decrease (50,603 vehicle revenue hours vs. 50,969 hours last year); and
- Total operating expenses as anticipated increased over the prior year 5%; with
- Fare box recovery ratio remained well above the required minimum 15% ratio, with a slight decrease to 22.2% in comparison to 23.2% last year.

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

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

Farebox Recovery Ratio: The farebox recovery ratio provides a means of evaluating the overall costs to the fare revenues for all services provided, as well as for each service individually. The required minimum fare box recovery ratio for Roseville Transit is 15% system wide.

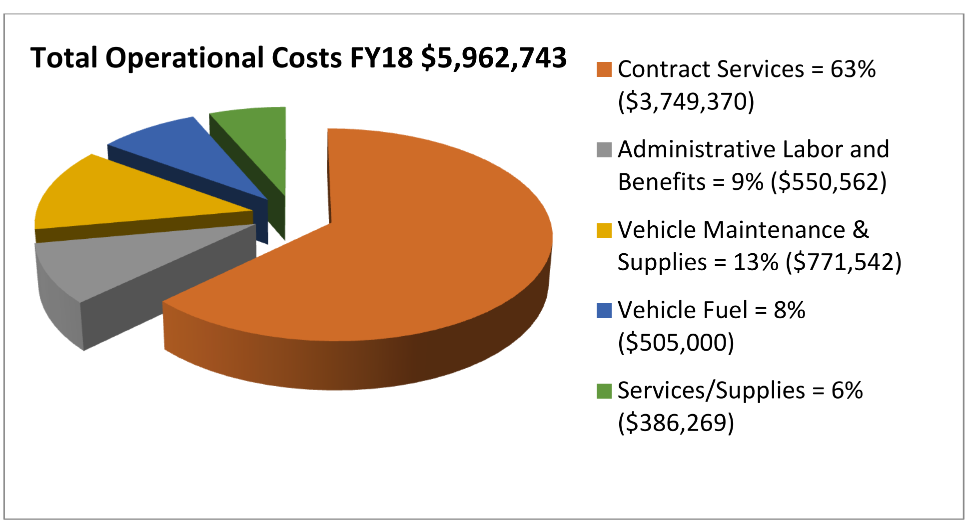
Below is a comparison of how the system wide fare box recovery ratio has changed annually for the previous 5 years, FY14 through FY18. As noted above it most recently decreased from a high of 23.2% in FY17 to 22.2% in FY18.



The system-wide fare recovery ratio is comprised of operational costs and fare revenue associated with operation of all modes offered by Roseville Transit:

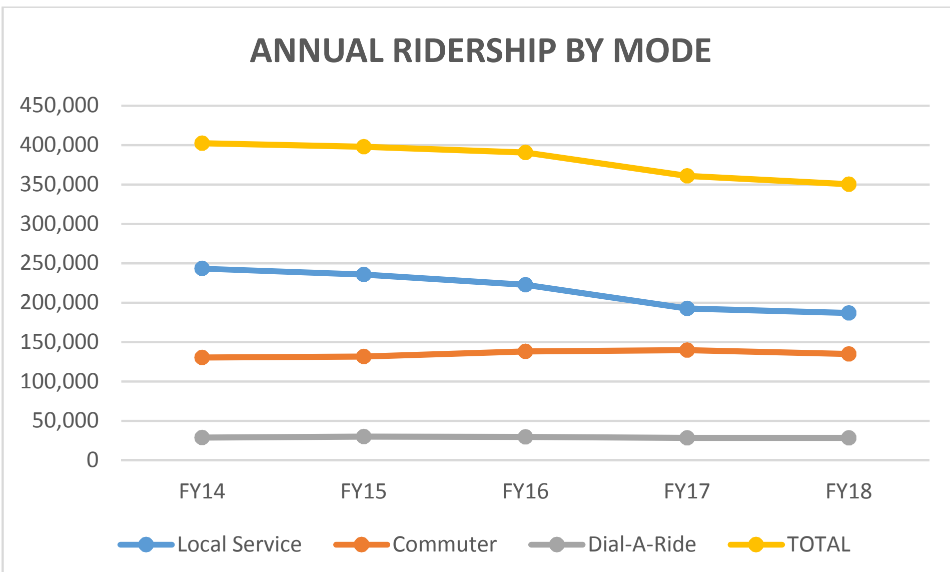
- **Dial-A-Ride** which is a public reservation-based curb-to-curb bus service that provides shared trips with up to 14 days advance reservations, seven days a week;
- **ADA Paratransit** that operates as a compliment to Local fixed-route service by providing individuals with disabilities preventing them from using the Local service an origin-to-destination, reservation-based, shared ride service operating within the city limits of Roseville, during regular Local service hours, seven days a week;
- **Commuter** service with express routes between Roseville and downtown Sacramento on weekdays, during peak commute times;
- **Game Day Express** that offers express bus service between Roseville and Sacramento Kings basketball games at the Golden 1 Center during basketball season (October – April, generally); and
- **Local** service that operates within the City of Roseville, Monday through Saturday, with transfer points shared with Placer County Transit and Sacramento Regional Transit.

Key components of operational costs are contract services (bus drivers, operations, dispatch, and management), City administrative staff costs, City vehicle maintenance and fuel.



Fare Revenue is comprised of revenue deposited in fare boxes. Per Transportation Development Act guidelines, additional sources of revenue may be included in the calculation of fare box recovery ratio (the percentage of operational costs covered by fare box revenue), such as advertisement revenue and additional payments from other government entities to support provision of transit services.

The largest influence of fare box revenue is fares, which is directly impacted by ridership. Below is a chart representing the changes in annual ridership, by modes, over the last 5 years from FY14 through FY18. DAR combined with ADA Paratransit has remained relatively stable with a slight increase. This trend is expected to continue as the Roseville population grows, particularly with an increasing number of seniors. Local service has experienced a significant decrease in ridership, while Commuter service ridership continues to increase.



	FY14	FY15	FY16	FY17	FY18	Change in Ridership FY14 to FY18
Local Service	243,298	235,936	222,689	192,701	186,909	-23.18%
Commuter	130,448	131,862	138,401	139,773	134,953	3.45%
Dial-A-Ride	28,654	30,200	29,505	28,408	28,615	-0.14%
TOTAL	402,400	397,998	390,595	360,882	350,477	-12.90%

DAR and ADA Paratransit: The fare box recovery ratio for Dial-A-Ride (DAR) services combined with ADA Paratransit trips for the year increased from 8.3% last year to 8.7% in FY18. While operational costs increased in all modes due to more accurate capturing of indirect costs from cost centers such as building maintenance and IT support, ridership and fare revenue in DAR/ADA Paratransit also increased.

Commuter and Game Day Express: The fare recovery ratio for Commuter service (combined with the Game Day Express data) during FY18 is significantly down, from 80.6% to 65.8%. The biggest factor associated the reduction of the recovery ratio is the increase in Commuter fleet maintenance costs. In FY18 the monthly costs to maintain a commuter bus increased approximately $1,000 per bus. The increase resulted in a 22% increase in operational expenses ($1,025,822 in FY18, vs. $837,836 in FY17). Fare box revenue was also slightly down, however, that is attributable to the continuing transition to the regional Connect Card; that adjustment period appears to be ending as ridership and fare revenue for the 3rd and 4th Quarters achieved more typical levels.

Local: Even with a 3% lower ridership (186,909 in FY18 vs. 192,701 in FY17) and slightly higher costs ($3,195,615 in FY18 vs. $3,193,972 in FY17), the fare box recovery ratio for the Local services increased slightly. This is due to an increase in fare revenue ($442,969 vs. $440,879 in FY17). The fare revenue increase resulted from a greater contribution from the West Roseville Specific Plan fee for transit services, as well as on-going payments from Placer County to subsidize operation of Route S between the Galleria transfer point and the Santucci Justice Center. Overall, fare box recovery for Local services for FY18 was 13.9%, which is a slight increase in comparison to 13.8% in FY17.

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

In general, as described above, services saw general declines in passenger counts, increased costs, and slightly lower fare recovery. Each service has, therefore, experienced an increase in subsidies per trip as shown in Attachment 1.

<u>Goal 2 - Service Effectiveness</u> – Service effectiveness is rated by total ridership and the number of passengers trips provided for each vehicle revenue hour (PTVRH). The PTRVH measurement remained relatively consistent when compared with the previous fiscal year. Overall, Roseville Transit carried 6.9 passengers per revenue hour in FY18, which is down from 7.1 during the previous fiscal year. The Key Performance Measure goal is to provide 8 PTVRH.

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

The average number of all accidents (preventable and non-preventable) and number of road calls between miles for the 4th quarter meets the standards established for Roseville Transit. On-time performance remains good system-wide.

The number of passenger complaints received also meets the established standards for each service type, although there is a downward trend. The service quality remains good as measured against the established standards.

What Else Happened in FY18, and Looking Forward

Working towards meeting performance standards is only a portion of the transit picture. We also manage a number of special projects that affect transit. Highlights from FY18 and a preview of upcoming activities is provided below.

Louis Orlando Transit Center - In FY18 we opened the improved Louis Orlando Transit Center in cooperation with Placer County Transit (PCT), Sacramento Regional Transit (SacRT), Placer County Transportation Planning Agency (PCTPA), City of Citrus Heights and Sacramento Area Council of Governments (SACOG).

Improvements included a passenger loading platform, pedestrian enhancements, bus bays for up to 6 buses (2 bays for Roseville routes, 3 for local SacRT routes, and 1 for PCT Auburn to light rail route), a bus driver bathroom, covered seating areas, bike racks and lockers, lighting, video surveillance, plus a 44-stall park and ride lot with electric vehicle charging station.

Project funding was provided through Federal Transit Agency (FTA) grants, discretionary FTA funding coordinated through SACOG and secured by SacRT, State grants secured by City of Roseville for safety and security features, funds provided by PCT and SacRT, and City of Roseville Transportation Development Act (TDA) local funding. No funds were used from the City General Fund.

With completion of the Transit Center and adjacent park and ride lot there are opportunities to enhance use of this location by Commuter routes. Enhanced services using Louis Orlando Transit Center will be explored in FY19.

Connect Card – FY18 was the first full year for implementation of the Connect Card. Passengers were encouraged to transition to the Connect Card throughout the SACOG region. While this initially impacted ridership data and fare revenue, the final 2 quarters of FY18 reflect successful and growing implementation of the program. FY19 will see continued and increased promotion of use of Connect Card, particularly for Local service passengers.

Short Range Transit Plan – PCTPA completed the 2018 Short Range Transit Plans for Roseville. The document provides several avenues for possible improvements and ways to enhance efficiencies of the existing service of provide better service for passengers. The document will be discussed in greater detail at the next Transportation Commission meeting.

Sierra Gardens Transfer Point – In FY19 the Sierra Gardens Transfer Point and roadway project was initiated and is soon to be completed. Local TDA funds were used to construct a bus pull-out on the north side, construct pedestrian enhancements, install new bus shelters, and replace the roadway. Several East Roseville Local routes transfer at this transfer stop; in FY19 Local routes will be evaluated in light of Short Range Transit Plan findings and recommendations. Staff will evaluate implementation of recommendations chosen for further evaluation. Recommendations for route changes would be subject to public outreach, and brought to the Transportation Commission for review and recommendation to City Council. Such an effort may extend into early FY20.

Zero-Emission Buses – Staff has successfully applied for various grants that will fund planning and design of charging stations, identification of bus specifications, and procurement of zero-emission Commuter electric buses. The Fleet Utilization plan will need to be updated in FY19 to reflect the future transition to zero-emission buses, and to implement recommendations of the Short Range Transit Plan selected by the Commission and City Council for implementation. Development of the short and long range plans and construction of the initial charging stations will extend into FY20, with the long range efforts extending further.

Attachments:

1. FY18 Performance Report thru 4th Quarter – Year End
2. FY17 Performance Report – Year End

All Services Systemwide

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Farebox Ratio for All Services					
Total Expenses - All Services	$1,448,551	$1,243,199	$1,427,630	$1,439,094	$5,558,474
Total Fares - All Services	$292,234	$281,182	$336,965	$324,340	$1,234,721
FY17/18 Combined Farebox Ratio for All Services	**20.2%**	**22.6%**	**23.6%**	**22.5%**	**22.2%**
FY16/17 Combined Farebox Ratio for All Services	**22.8%**	**23.0%**	**23.0%**	**24.0%**	**23.2%**
Percent Difference	**-2.6%**	**-0.4%**	**0.6%**	**-1.5%**	**-1.0%**
Subsidy per Trip (All Services)					
Total Expenses - All Services	$1,448,551	$1,243,199	$1,427,630	$1,439,094	$5,558,474
Less Fares (All Services)	$292,234	$281,182	$336,965	$324,340	$1,234,721
Total Subsidy	$1,156,317	$962,018	$1,090,664	$1,114,754	$4,323,753
Divided by Ridership (All Services)	87,291	85,835	86,831	90,520	350,477
FY17/18 Total Subsidy for All Service Trips	**$13.25**	**$11.21**	**$12.56**	**$12.32**	**$12.34**
FY16/17 Total Subsidy for All Service Trips	**$10.86**	**$11.44**	**$11.78**	**$10.92**	**$11.24**
Subsidy Increase/Decrease from Previous Year	**$2.39**	**-$0.23**	**$0.78**	**$1.40**	**$1.10**
Total Ridership for All Services					
FY17/18 Quarter	87,291	85,835	86,831	90,520	350,477
FY16/17 Quarter	94,604	88,825	88,940	88,512	360,882
Total Ridership Increase/Decrease	**-7.7%**	**-3.4%**	**-2.4%**	**2.3%**	**-2.9%**
Passenger Trips per VRH (All Services) Standard 8/VRH					
Total Ridership	87,291	85,835	86,831	90,520	350,477
Divided by Total Vehicle Revenue Hours (VRH)	12,651	12,659	12,507	12,786	50,603
Total Passenger Trips per Vehicle Revenue Hour	**6.9**	**6.8**	**6.9**	**7.1**	**6.9**
Preventable Accident Standard <1/50,000					
Total Service Miles (All Services)	222,386	217,589	218,865	219,809	878,649
Divided by Total Preventable Accidents	3	3	6	5	17
Total Service Miles per Preventable Accident	**74,129**	**72,530**	**36,478**	**43,962**	**51,685**
All Accidents Standard < 1/25,000					
Total Service Miles (All Services)	222,386	217,589	218,865	219,809	878,649
Divided by Total Accidents	4	4	5	6	19
Total Service Miles per Accident	**55,597**	**54,397**	**43,773**	**36,635**	**46,245**
Maintenance Standard > 1/10,000 miles between Road Calls					
Total Service Miles (All Services)	222,386	217,589	218,865	219,809	878,649
Divided by All Road Calls (average)	7	4	5	7	23
Total Service Miles per Road Calls	**31,769**	**54,397**	**43,773**	**31,401**	**38,202**

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

prepared 12/11/2018

Dial-A-Ride and ADA Paratransit Services

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Farebox >15%					
Total Expenses - All Services	$1,448,551	$1,243,199	$1,427,630	$1,439,094	$5,558,474
Percentage of DAR Service Hours to Total Contract Service Hours	**24.65%**	**24.85%**	**24.49%**	**25.08%**	**99.07%**
Total Expenses - DAR Service	$342,133	$330,681	$328,847	$335,376	$1,337,037
DAR Fare Revenue	$31,651	$27,854	$27,907	$29,371	$116,783
FY17/18 DAR Farebox Ratio	**9.3%**	**8.4%**	**8.5%**	**8.8%**	**8.7%**
FY16/17 DAR Farebox Ratio	7.2%	8.6%	8.3%	9.3%	8.3%
DAR Subsidy					
Total Expenses - DAR Service	$342,133	$330,681	$328,847	$335,376	$1,337,037
Less DAR Fare Revenue	$31,651	$27,854	$27,907	$29,371	$116,783
Total Subsidy	$310,481	$302,827	$300,940	$306,006	$1,220,254
Divided by DAR Ridership	7,288	7,124	6,748	7,455	28,615
Subsidy per DAR Passenger	**$42.60**	**$42.51**	**$44.60**	**$41.05**	**$42.64**
Last Year Quarter	$41.03	$40.71	$41.98	$37.71	$40.33
Subsidy Increase/Decrease from Previous Year	**$1.57**	**$1.80**	**$2.62**	**$3.34**	**$2.31**
DAR Ridership					
FY17/18 RIDERSHIP	7,288	7,124	6,748	7,455	28,615
FY16/17 RIDERSHIP	7,180	6,794	7,057	7,377	28,408
Ridership % Increase/Decrease	**1.5%**	**4.86%**	**-4.4%**	**1.1%**	**0.7%**
DAR Passenger Trips per VRH Standard >3.0					
DAR Ridership	7,288	7,124	6,748	7,455	28,615
Divided by DAR Vehicle Revenue Hours (VRH)	2,969	2,994	2,911	2,982	11,855
DAR Passenger Trips per Vehicle Revenue Hour	**2.5**	2.4	**2.3**	**2.5**	**2.4**
Last Year Quarter	2.5	2.4	2.4	2.5	2.5
DAR Ridership per DAR Complaint Standard <1/3000					
DAR Ridership	7,288	7,124	6,748	7,455	28,615
Number of Complaints	3	4	8	3	18
Divided by Substantiated Complaints	1	1	3	1	6
DAR Ridership per Substantiated Complaint	**7,288**	**7,124**	**2,249**	**7,455**	**4,769**
Last Year Quarter	3,590	6,794	7,057	3,689	5,682
DAR On Time Performance					
1st Month of Quarter	97.3%	98.31%	97.1%	95.3%	97.0%
2nd Month of Quarter	98.6%	98.30%	97.5%	97.2%	97.9%
3rd Month of Quarter	97.5%	96.66%	97.2%	96.0%	96.8%
Avg On-Time Performance (%)	**97.8%**	**97.76%**	**97.2%**	**96.2%**	**97.2%**
Last Year Quarter	**98.4%**	**98.42%**	**98.7%**	**98.4%**	**98.5%**

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

prepared 12/11/2018

Commuter and Game Day Express Services

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Commuter Farebox Standard >75%					
Total Expenses - All Services	$1,448,551	$1,243,199	$1,427,630	$1,439,094	$5,558,474
Percentage of Commuter Service Hours to Total Contract Service Hours	**15.73%**	**15.99%**	**16.27%**	**15.91%**	**15.97%**
Total Expenses - Commuter Service	$258,122	$250,186	$259,238	$258,276	$1,025,822
Commuter Fare Revenue	$159,170	$143,481	$192,350	$179,967	$674,969
FY17/18 Farebox Ratio	**61.7%**	**57.35%**	**74.2%**	**69.7%**	**65.8%**
FY16/17 Farebox Ratio	80.30%	81.46%	80.50%	80.30%	80.60%
Commuter Subsidy Standard <$3.00 per trip					
Total Expenses - Commuter Service	$258,122	$250,186	$259,238	$258,276	$1,025,822
Less Commuter Fare Revenue	$159,170	$143,481	$192,350	$179,967	$674,969
Total Subsidy	$98,951	$106,705	$66,888	$78,308	$350,853
Divided by Commuter Ridership	33,423	32405	34,746	34,379	134,953
Subsidy per Commuter Trip	**$2.96**	**$3.29**	**$1.93**	**$2.28**	**$2.60**
Last Year Quarter	$1.15	$1.13	$1.19	$1.17	$1.16
Commuter Ridership Standard > 2% Increase					
Current Quarter	33,423	32,405	34,746	34,379	134,953
Last Year Quarter	35,826	34,020	35,974	33,953	139,773
Ridership Increase/Decrease	**-6.7%**	**-4.75%**	**-3.4%**	**1.3%**	**-3.4%**
Commuter Passenger Trips per VRH Standard > 8.0					
Commuter Ridership	33,423	32405	34,746	34,379	134,953
Divided by Commuter Vehicle Revenue Hours (VRH)	1,574	1,630	1,686	1,641	6,530
Commuter Passenger Trips per Vehicle Revenue Hour	**21.2**	**19.9**	**20.6**	**21.0**	**20.7**
Last Year Quarter	22.5	20.5	21.0	21.1	21.3
Comm. Ridership per Comm. Complaint Standard <1/5000					
Commuter Ridership	33,423	32,405	34,746	34,379	134,953
Number of Complaints	15	11	15	10	51
Divided by Substantiated Complaints	4	2	9	1	16
Commuter Ridership per Substantiated Complaint	**8,356**	**16,203**	**3,861**	**34,379**	**8,435**
Last Year Quarter	11,942	3,780	5,996	33,953	7,356
Commuter On Time Performance					
1st Month of Quarter	90.7%	86.02%	88.9%	86.58%	88.1%
2nd Month of Quarter	87.2%	87.34%	88.5%	91.03%	88.5%
3rd Month of Quarter	86.3%	83.05%	89.38%	94.73%	88.4%
Avg On-Time Performance (%)	**88.1%**	**85.47%**	**88.9%**	**90.8%**	**88.3%**
Last Year Quarter	**92.7%**	**93.36%**	**92.9%**	**94.4%**	**93.3%**

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

prepared 12/11/2018

Local Services

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local Fixed Route Farebox Standard >15%					
Total Expenses - All Services	$1,448,551	$1,243,199	$1,427,630	$1,439,094	$5,558,474
Percentage of FR Service Hours to Total Contract Service Hours	**59.62%**	**59.15%**	**59.24%**	**59.01%**	**59.3%**
Total Expenses - Fixed Route Services	$848,296	$662,333	$839,545	$845,442	$3,195,615
Local Fixed Route Fare Revenue	$101,412	$109,847	$116,709	$115,001	$442,969
Fixed Route Farebox Ratio	**12.0%**	**16.58%**	**13.9%**	**13.6%**	**13.9%**
Last Year Quarter	14.0%	13.5%	13.2%	14.5%	13.8%
Local Fixed Route Subsidy Standard <$5.00 per trip					
Total Expenses - Fixed Route Services	$848,296	$662,333	$839,545	$845,442	$3,195,615
Less Local Fixed Route Fare Revenue	$101,412	$109,847	$116,709	$115,001	$442,969
Total Subsidy	$746,884	$552,486	$722,836	$730,440	$2,752,646
Divided by Fixed Route Ridership	46,580	46,306	45,337	48,686	186,909
Subsidy per Fixed Route Trip	**$16.03**	**$11.93**	**$15.94**	**$15.00**	**$14.73**
Last Year Quarter	$13.40	$15.00	$15.46	$13.82	$14.29
Local Fixed Route Ridership Standard > 2% Increase					
Current Quarter	46,580	46,306	45,337	48,686	186,909
Last Year Quarter	51,598	48,011	45,909	47,183	192,701
Ridership Increase/Decrease	**-9.7%**	**-3.55%**	**-1.2%**	**3.2%**	**-3.0%**
Local Fixed Route Passenger Trips Per VRH Standard > 8.0					
Local Fixed Route Ridership	46,580	46,306	45,337	48,686	186,909
Divided by FR Vehicle Revenue Hours (VRH)	8,108	8,035	7,911	8,164	32,218
FR Passenger Trips per Vehicle Revenue Hour	**5.7**	**5.8**	**5.7**	**6.0**	**5.8**
Last Year Quarter	6.3	5.9	5.6	5.8	5.9
Local FR Ridership per FR Complaint Standard <1/5000					
Local Fixed Route Ridership	46,580	46,306	45,337	48,686	186,909
Number of Complaints	14	9	13	14	50
Divided by Substantiated Complaints	7	3	5	7	22
Fixed Route Ridership per Substantiated Complaint	**6,654**	**15,435**	**9,067**	**6,955**	**8,496**
Last Year Quarter	12,900	24,006	15,303	4,289	9,635
Local Fixed Route On Time Performance					
1st Month of Quarter	89.9%	86.87%	91.8%	86.3%	88.7%
2nd Month of Quarter	84.7%	86.62%	84.7%	85.9%	85.5%
3rd Month of Quarter	81.5%	84.85%	87.2%	93.4%	86.7%
Avg On-Time Performance (%)	**85.3%**	**86.11%**	**87.9%**	**88.5%**	**87.0%**
Last Year Quarter	**88.8%**	**88.49%**	**91.1%**	**89.3%**	**89.4%**

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prepared 12/11/2018

FY16/17 Quarterly Performance Report

All Services Systemwide

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Farebox Ratio for All Services					
Total Expenses - All Services	$1,329,845	$1,319,403	$1,360,856	$1,271,132	$5,281,236
Total Fares - All Services	$302,759	$303,451	$313,202	$304,735	$1,224,146
FY16/17 Combined Farebox Ratio for All Services	**22.8%**	**23.0%**	**23.0%**	**24.0%**	**23.2%**
FY15/16 Combined Farebox Ratio for All Services	**22.0%**	**21.6%**	**23.4%**	**21.3%**	**22.1%**
Percent Difference	**0.8%**	**1.4%**	**-0.4%**	**2.7%**	**1.1%**
Subsidy per Trip (All Services)					
Total Expenses - All Services	$1,329,845	$1,319,403	$1,360,856	$1,271,132	$5,281,236
Less Fares (All Services)	$302,759	$303,451	$313,202	$304,735	$1,224,146
Total Subsidy	$1,027,086	$1,015,952	$1,047,655	$966,397	$4,057,090
Divided by Ridership (All Services)	94,604	88,825	88,940	88,513	360,882
FY16/17 Total Subsidy for All Service Trips	**$10.86**	**$11.44**	**$11.78**	**$10.92**	**$11.24**
FY15/16 Total Subsidy for All Service Trips	**$9.98**	**$10.75**	**$10.30**	**$11.22**	**$10.55**
Subsidy Increase/Decrease from Previous Year	**$0.88**	**$0.69**	**$1.48**	**-$0.30**	**$0.69**
Total Ridership for All Services					
FY16/17 Quarter	94,604	88,825	88,940	88,513	360,882
FY15/16 Quarter	102,740	97319	95841	94,695	390,595
Total Ridership Increase/Decrease	**-7.9%**	**-8.7%**	**-7.2%**	**-6.5%**	**-7.6%**
Passenger Trips per VRH (All Services) Standard 8/VRH					
Total Ridership	94,604	88,825	88,940	88,513	360,882
Divided by Total Vehicle Revenue Hours (VRH)	12,653	12656	12902.6	12,757	50,969
Total Passenger Trips per Vehicle Revenue Hour	**7.5**	**7.0**	**6.9**	**6.9**	**7.1**
Preventable Accident Standard <1/50,000					
Total Service Miles (All Services)	229,765	223,781	222,146	223,624	899,316
Divided by Total Preventable Accidents	8	2	5	8	23
Total Service Miles per Preventable Accident	**28,721**	**111,891**	**44,429**	**27,953**	**39,101**
All Accidents Standard < 1/25,000					
Total Service Miles (All Services)	229,765	223,781	222,146	223,624	899,316
Divided by Total Accidents	11	7	11	10	39
Total Service Miles per Accident	**20,888**	**31,969**	**20,195**	**22,362**	**23,059**
Maintenance Standard > 1/10,000 miles between Road Calls					
Total Service Miles (All Services)	229,765	223,781	222,146	223,624	899,316
Divided by All Road Calls (average)	9	7	8	8	32
Total Service Miles per Road Calls	**25,529**	**31,969**	**27,768**	**27,953**	**28,104**

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prepared 12/11/2018

Dial-A-Ride and ADA Paratransit Service

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Farebox >15%					
Total Expenses - All Services	$1,329,845	$1,319,403	$1,360,856	$1,271,132	$5,281,236
Percentage of DAR Service Hours to Total Contract Service Hours	**23.50%**	**23.36%**	**25.00%**	**24.31%**	**24.04%**
Total Expenses - DAR Service	$317,286	$302,509	$322,926	$306,708	$1,249,428
DAR Fare Revenue	$22,707	$25,908	$26,684	$28,489	$103,788
FY16/17 DAR Farebox Ratio	**7.2%**	**8.6%**	**8.3%**	**9.3%**	**8.3%**
FY15/16 DAR Farebox Ratio	7.6%	9.2%	7.8%	8.6%	8.3%

DAR Subsidy					
Total Expenses - DAR Service	$317,286	$302,509	$322,926	$306,708	$1,249,428
Less DAR Fare Revenue	$22,707	$25,908	$26,684	$28,489	$103,788
Total Subsidy	$294,579	$276,601	$296,242	$278,219	$1,145,640
Divided by DAR Ridership	7,180	6,794	7,057	7,377	$28,408
Subsidy per DAR Passenger	**$41.03**	**$40.71**	**$41.98**	**$37.71**	**$40.33**
Last Year Quarter	$40.38	$41.03	$40.91	$40.95	$40.82
Subsidy Increase/Decrease from Previous Year	**$0.65**	**-$0.32**	**$1.07**	**-$3.24**	**-$0.49**

DAR Ridership					
FY16/17RIDERSHIP	7,180	6,794	7,057	7,377	28,408
FY15/16 RIDERSHIP	7,411	7,325	7,337	7,432	29,505
Ridership % Increase/Decrease	**-3.1%**	**-7.25%**	**-3.8%**	**-0.7%**	**-3.7%**

DAR Passenger Trips per VRH Standard >3.0					
DAR Ridership	7,180	6,794	7,057	7,377	28,408
Divided by DAR Vehicle Revenue Hours (VRH)	2,893	2,803	2,972	2,974	11,642
DAR Passenger Trips per Vehicle Revenue Hour	**2.5**	2.4	**2.4**	**2.5**	**2.4**
Last Year Quarter	2.4	2.4	2.3	2.5	2.4

DAR Ridership per DAR Complaint Standard <1/3000					
DAR Ridership	7,180	6,794	7,057	7,377	28,408
Number of Complaints	3	2	0	6	11
Divided by Substantiated Complaints	2	1	0	2	5
DAR Ridership per Substantiated Complaint	**3,590**	**6,794**	**7,057**	**3,689**	**5,682**
Last Year Quarter	7,411	7,325	7,337	3,716	9,835

DAR On Time Performance					
1st Month of Quarter	98.1%	98.9%	98.6%	98.2%	98.4%
2nd Month of Quarter	98.0%	98.2%	98.5%	99.2%	98.5%
3rd Month of Quarter	99.0%	98.2%	99.1%	97.9%	98.5%
Avg On-Time Performance (%)	**98.4%**	**98.42%**	**98.7%**	**98.4%**	**98.5%**
Last Year Quarter	**98.7%**	**98.30%**	**99.0%**	**98.2%**	**98.6%**

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prepared 12/11/2018

Commuter and Game Day Express Services

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Commuter Farebox Standard >75%					
Total Expenses - All Services	$1,329,845	$1,319,403	$1,360,856	$1,271,132	$5,281,236
Percentage of Commuter Service Hours to Total Contract Service Hours	**15.90%**	**15.72%**	**16.00%**	**15.93%**	**15.89%**
Total Expenses - Commuter Service	$209,233	$206,960	$219,754	$201,889	$837,836
Commuter Fare Revenue	$168,005	$168,593	$177,880	$164,659	$679,137
FY16/17 Farebox Ratio	**80.3%**	**81.46%**	**80.9%**	**81.6%**	**81.1%**
FY15/16 Farebox Ratio	77.70%	74.10%	91.80%	75.00%	79.40%
Commuter Subsidy Standard <$3.00 per trip					
Total Expenses - Commuter Service	$209,233	$206,960	$219,754	$201,889	$837,836
Less Commuter Fare Revenue	$168,005	$168,593	$177,880	$164,659	$679,137
Total Subsidy	$41,228	$38,367	$41,874	$37,230	$158,699
Divided by Commuter Ridership	35,826	34020	35,974	33,953	139,773
Subsidy per Commuter Trip	**$1.15**	**$1.13**	**$1.16**	**$1.10**	**$1.14**
Last Year Quarter	$1.29	$1.64	$0.44	$1.48	$1.20
Commuter Ridership Standard > 2% Increase					
Current Quarter	35,826	34,020	35,974	33,953	139,773
Last Year Quarter	35,309	31,769	35,779	35,544	138,401
Ridership Increase/Decrease	**1.5%**	**7.09%**	**0.5%**	**-4.5%**	**1.0%**
Commuter Passenger Trips per VRH Standard > 8.0					
Commuter Ridership	35,826	34,020	35,974	33,953	139,773
Divided by Commuter Vehicle Revenue Hours (VRH)	1,589	1,663	1,715	1,607	6,574
Commuter Passenger Trips per Vehicle Revenue Hour	**22.5**	**20.5**	**21.0**	**21.1**	**21.3**
Last Year Quarter	22.6	21.4	23.6	22.5	22.5
Comm. Ridership per Comm. Complaint Standard <1/5000					
Commuter Ridership	35,826	34,020	35,974	33,953	139,773
Number of Complaints	15	16	14	9	54
Divided by Substantiated Complaints	3	9	6	1	19
Commuter Ridership per Substantiated Complaint	**11,942**	**3,780**	**5,996**	**33,953**	**7,356**
Last Year Quarter	17,655	4,538	5,111	17,772	7,689
Commuter On Time Performance					
1st Month of Quarter	93.1%	94.83%	90.67%	94.06%	93.2%
2nd Month of Quarter	92.7%	93.10%	93.1%	94.69%	93.4%
3rd Month of Quarter	92.2%	92.15%	94.9%	94.30%	93.4%
Avg On-Time Performance (%)	**92.7%**	**93.36%**	**92.9%**	**94.4%**	**93.3%**
Last Year Quarter	**92.1%**	**87.90%**	**93.4%**	**94.2%**	**91.9%**

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prepared 12/11/2018

Local Services

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local Fixed Route Farebox Standard >15%					
Total Expenses - All Services	$1,329,845	$1,319,403	$1,360,856	$1,271,132	$5,281,236
Percentage of FR Service Hours to Total Contract Service Hours	61%	61%	59%	60%	**60.1%**
Total Expenses - Fixed Route Services	$803,325	$809,935	$818,176	$762,535	$3,193,972
Local Fixed Route Fare Revenue	$112,112	$109,000	$108,677	$111,090	$440,879
Fixed Route Farebox Ratio	**14.0%**	**13.46%**	**13.3%**	**14.6%**	**13.8%**
Last Year Quarter	13.4%	13.7%	13.0%	12.7%	13.2%
Local Fixed Route Subsidy Standard <$5.00 per trip					
Total Expenses - Fixed Route Services	$803,325	$809,935	$818,176	$762,535	$3,193,972
Less Local Fixed Route Fare Revenue	$112,112	$109,000	$108,677	$111,090	$440,879
Total Subsidy	$691,213	$700,935	$709,499	$651,445	$2,753,093
Divided by Fixed Route Ridership	51,598	48,011	45,909	47,183	192,701
Subsidy per Fixed Route Trip	**$13.40**	**$15**	**$15.45**	**$13.81**	**$14.29**
Last Year Quarter	$11.33	$11.90	$12.72	$13.62	$12.34
					$3,193,972
Local Fixed Route Ridership Standard > 2% Increase					
Current Quarter	51,598	48,011	45,909	47,183	192,701
Last Year Quarter	60,020	58,225	52,725	51,719	222,689
Ridership Increase/Decrease	**-14.0%**	**-17.54%**	**-12.9%**	**-8.8%**	**-13.5%**
Local Fixed Route Passenger Trips Per VRH Standard > 8.0					
Local Fixed Route Ridership	51,598	48,011	45,909	47,183	192,701
Divided by FR Vehicle Revenue Hours (VRH)	8,171	8,190	8,215	8,176	32,753
FR Passenger Trips per Vehicle Revenue Hour	**6.3**	**5.9**	**5.6**	**5.8**	**5.9**
Last Year Quarter	7.3	7.2	6.5	6.3	6.8
Local FR Ridership per FR Complaint Standard <1/5000					
Local Fixed Route Ridership	51,598	48,011	45,909	47,183	192,701
Number of Complaints	9	6	14	22	51
Divided by Substantiated Complaints	4	2	3	11	20
Fixed Route Ridership per Substantiated Complaint	**12,900**	**24,006**	**15,303**	**4,289**	**9,635**
Last Year Quarter	8,574	19,408	13,181	25,860	13,918
Local Fixed Route On Time Performance					
1st Month of Quarter	89.0%	89.12%	92.2%	91.3%	90.4%
2nd Month of Quarter	88.3%	88.86%	91.3%	87.5%	89.0%
3rd Month of Quarter	89.1%	87.50%	89.6%	89.2%	88.8%
Avg On-Time Performance (%)	**88.8%**	**88.49%**	**91.1%**	**89.3%**	**89.4%**
Last Year Quarter	**91.3%**	**84.60%**	**86.8%**	**87.8%**	**87.6%**

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prepared 12/11/2018

TRANSPORTATION COMMISSION COMMUNICATION

Title:	Alternative Transportation Division Update
Contact:	

Meeting Date: 12/18/2018
Item #: 7.1.

ATTACHMENTS:

Description

Div update

Transportation Commission Meeting
December 18, 2018 – 7:00 p.m.
Reports and Updates

Item 7.1. **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.

FTA grant award for Roseville Zero-Emission Commuter Bus Replacement Project
We were recently awarded a grant for the Federal Transit Administration (FTA) Buses and Bus Facilities Infrastructure Investment Program in the amount of $826,000 to purchase zero-emission electric buses. The new buses will improve transit service and enhance mobility in our region.

This award helps cover the incremental costs of zero-emission technology vehicles over traditional fuel vehicles. A financing model that leverages state and federal funds provides a strategy to deliver this project, which includes replacing four (4) year 2000 diesel-fuel buses with battery electric buses.

This project represents one (1) of 107 projects that were selected for funding, out of 339 eligible projects across the country. This grant award demonstrates a commitment to providing clean and reliable transit.

Short Range Transit Plan - Roseville
The 2018 Short Range Transit Plan (SRTP) for Roseville Transit was accepted August 22, 2018 by the Placer County Transportation Planning Agency (PCTPA) Board of Directors. PCTPA oversaw the consultant contract to develop a menu of recommendations of both capital and operational changes for possible implementation over the next 5 to 7 years to further enhance the effectiveness of the Roseville Transit services.

The next step is to present the SRTP at the next Transportation Commission. Following review and receipt of public input, the Transportation Commission is tasked with providing the Roseville City Council their recommendations for prioritization of the list of recommendations contained in the SRTP. Following adoption of the plan by the City Council, staff will initiate implementation strategies based on direction provided by the Transportation Commission and City Council.

Hard copies are available to Transportation Commission members following the December Commission meeting upon request, or may be viewed at the PCTPA website at: http://pctpa.net/transit-planning/.