AGENDA
February 21, 2017

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

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. ORAL COMMUNICATION

5. CONSENT CALENDAR

5.1. November 15, 2016 Minutes

5.2. Stone Point Plaza - 1410 Rockly Ridge Drive Transportation Systems Management (TSM) Plan

5.3. Stone Point Plaza 1420 Rocky Ridge Drive Transportation Systems Management (TSM) Plan

5.4. GS Office Building - 2001 Freedom Way Transportation Systems Management (TSM) Plan

6. REQUESTS/PRESENTATIONS

6.1. Appointment of 2017 Chair and Vice-Chair to the Transportation Commission

6.2. Transit Performance Report - 4th Quarter of Fiscal Year 2016

6.3. Game Day Express Mid-Season Update

7. BOARD MEMBER / COMMISSIONER / STAFF REPORT

7.1. Alternative Transportation Division Update

8. ADJOURNMENT

TRANSPORTATION COMMISSION

Title:	November 15, 2016 Minutes

Meeting Date: 2/21/2017
Item #: 5.1.

ATTACHMENTS:

Description

November 15, 2016 Draft Minutes

Transportation Commission Regular Meeting
November 15, 2016 – 7:00 p.m.
Draft Minutes

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

2. Roll Call
Commissioners Present
David Nelson – *Chair – absent excused*
Jeff Short – *Vice-Chair*
Joe Horton
Chinnaian Jawahar
Ryan Schrader – *absent excused*
Richard DeMarchi
Emily Nunez - *Youth Commissioner - absent*
Vacant position

Staff Present
Mike Dour, Alternative Transportation Manager
Sue Schooley, Alternative Transportation Analyst II
Michael Christensen, Deputy City Attorney
Jason Shykowski, Principal Engineer
Raul Cervantes, Senior Engineer
Stefanie Kemen, Assistant Engineer
Mark Morse, Environmental Coordinator
Debbie Dion, Recording Secretary

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

4. Meeting Minutes
a. **October 18, 2016** – *Action required*

MOTION:
Commissioner Jawahar made the motion, which was seconded by Commissioner Horton to approve the meeting minutes of September 20, 2016.

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

5. Oral Communications
Commissioner Short opened the Public Comment period.

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

Commissioner Short closed the Public Comment period.

6. Consent Calendar
a. **None**

7. Special Presentation/Reports
a. **Highway 65 Widening Project**

Luke McNeel-Caird, Senior Planner/Engineer, Placer County Transportation Planning Agency, made the presentation.

Commissioner Short opened the Public Comment period.

There were no public comments.

Commissioner Short closed the Public Comment period.

Staff and Commissioners discussed.

Mr. McNeel-Caird responded to questions.

This item was provided as informational only. No action required.

b. Woodcreek Oaks Boulevard Widening Project – *Action required*

Jason Shykowski, Principal Engineer, made the presentation.

Elizabeth Diamond and Namat Hosseinion from Dokken Engineering also assisted in the presentation.

Commissioner Short opened the Public Comment period.

There were no public comments.

Commissioner Short closed the Public Hearing period.

A question and answer session between Commissioners, staff, and Dokken representatives ensued.

Motion by Commissioner Horton, seconded by Commissioner Jawahar, to recommend the City Council adopt the Woodcreek Oaks Boulevard Widening Project Initial Study (IS) and Mitigated Negative Declaration (MND) and approve the project as described therein.

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

8. Staff and/or Commission Reports/Comments

a. Alternative Transportation Division Update

1. Game Day Express
2. Breathe California – Bike Trek
3. Bikefest
4. TSM Quarterly Training
5. Update on roller compacted concrete project
6. Recent Media Coverage

Sue Schooley, Alternative Transportation Analyst II, made the presentation on Items 2, 3 and 4.

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

Staff and Commissioners discussed.

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

9. Pending Agenda
None

10. Adjournment

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

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

The meeting was adjourned at 8:00 p.m.

Jeff Short, Vice-Chair

Debbie Dion, Recording Secretary

TRANSPORTATION COMMISSION

Title:	Stone Point Plaza - 1410 Rockly Ridge Drive Transportation Systems Management (TSM) Plan

Meeting Date: 2/21/2017
Item #: 5.2.

ATTACHMENTS:

Description

Staff Report - 410 Rocky Ridge

Transportation Commission Meeting
February 21, 2017 – 7:00 p.m.
Consent Calendar

Item 6a: **Stone Point Plaza-1410 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 Stone Point Plaza – 1410.

Background

Erika Freiheit, applicant, representing Stone Point Plaza - 1410, worked in cooperation with the City in preparing a TSM Plan for this project, which is consistent with the TSM Ordinance.

Stone Point Plaza - 1410 is a 4.5 acre project located at the northeast corner of Rocky Ridge Drive and Stone Point Drive.

Discussion

Stone Point Plaza - 1410 consists of one, three-story office building with 95,310 square feet with associated landscaping and parking. The hours of operation for the tenants are generally 8:00 a.m. to 6:00 p.m., Monday through Friday.

Stone Point Plaza - 1410 employs approximately 200 employees. The employees are a mix of professional and support personnel. A majority of the employees commute by automobile from the surrounding residential neighborhoods within Roseville, Rocklin, Granite Bay, Citrus Heights, Loomis, Lincoln and Antelope. Some employees commute by carpooling, bicycling, and taking transit.

For employees who bicycle to work, Stone Point Plaza – 1410 will provide ten Class II bicycle parking spaces (bike racks) which is 5% of the total number of employees. To help encourage bicycling as a viable commute transportation alternative, Stone Point Plaza – 1410 has one shower and four lockers for both men and women on the first floor.

Stone Point Plaza - 1410 will also have 20 carpool spaces which is 10% of the total number of employees for employees who carpool to work.

The closest potential future transit stop is located adjacent to this project on Stone Point Plaza on Rocky Ridge and E. Roseville Parkway. The closest current transit stop is located on Rocky Ridge and Lead Hill a little over ½ mile away.

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

Attachment(s)

1. Stone Point Plaza – 1410 TSM Plan

TSM PLAN
Stone Point Plaza - 1410
1410 Rocky Ridge Drive

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 Stone Point Plaza - 1410 will employ approximately two hundred (200) 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, Stone Point Plaza - 1410 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 Stone Point Plaza - 1410 for inspection of the property and for audit of survey records to determine compliance with the TSM Plan.

STONE POINT PLAZA - 1410 OPERATING CHARACTERISTICS

The TSM Plan for Stone Point Plaza - 1410 includes the following operating characteristics:

A. **Project Description.** Stone Point Plaza - 1410 is a 4.5 acre project located at the northeast corner of Rocky Ridge Drive and Stone Point Drive. Stone Point Plaza - 1410 consists of one, three-story office building with 95,310 square feet with associated landscaping and parking with a floor area ratio of .48. The hours of operation for the tenants are generally 8:00 a.m. to 6:00 p.m., Monday through Friday.

B. **Employee Description.** Stone Point Plaza - 1410 will employ approximately 200 employees. The employees are a mix of professional and support personnel. A majority of the employees commute by automobile from the surrounding residential neighborhoods within Roseville, Rocklin, Granite Bay, Citrus Heights, Loomis, Lincoln and Antelope. Some employees commute by carpooling, bicycling, and taking transit.

C. **Site Plan.** Please refer to Appendix A for a site plan of Stone Point Plaza - 1410 depicting the location of the required bicycle facilities and carpool spaces.

   1. Bicycle Facilities. Stone Point Plaza – 1410 will provide ten (10) Class II bicycle parking spaces (bike racks) which is five percent (5%) of the total number of employees on site during the maximum shift shall

be provided for employees who bicycle to work.

2. Preferential Carpool Parking. Stone Point Plaza - 1410 will have twenty (20) carpool spaces which is ten percent (10%) of the total number of employees on site during the maximum shift and shall be provided for employees who carpool to work as well as spaces for visitors of Stone Point Plaza - 1410. The spaces shall be located for convenient access by the employee and shall be striped "carpool". The Site TSM Coordinator shall register carpoolers and shall be responsible for monitoring the use of such spaces.

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

Erika Freiheit, Real Estate Manager
CBRE
1512 Eureka Road, Ste 100
Roseville, CA 95661
(916) 781-4837
erika.freiheit@cbre.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 Stone Point Plaza - 1410.
   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.

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

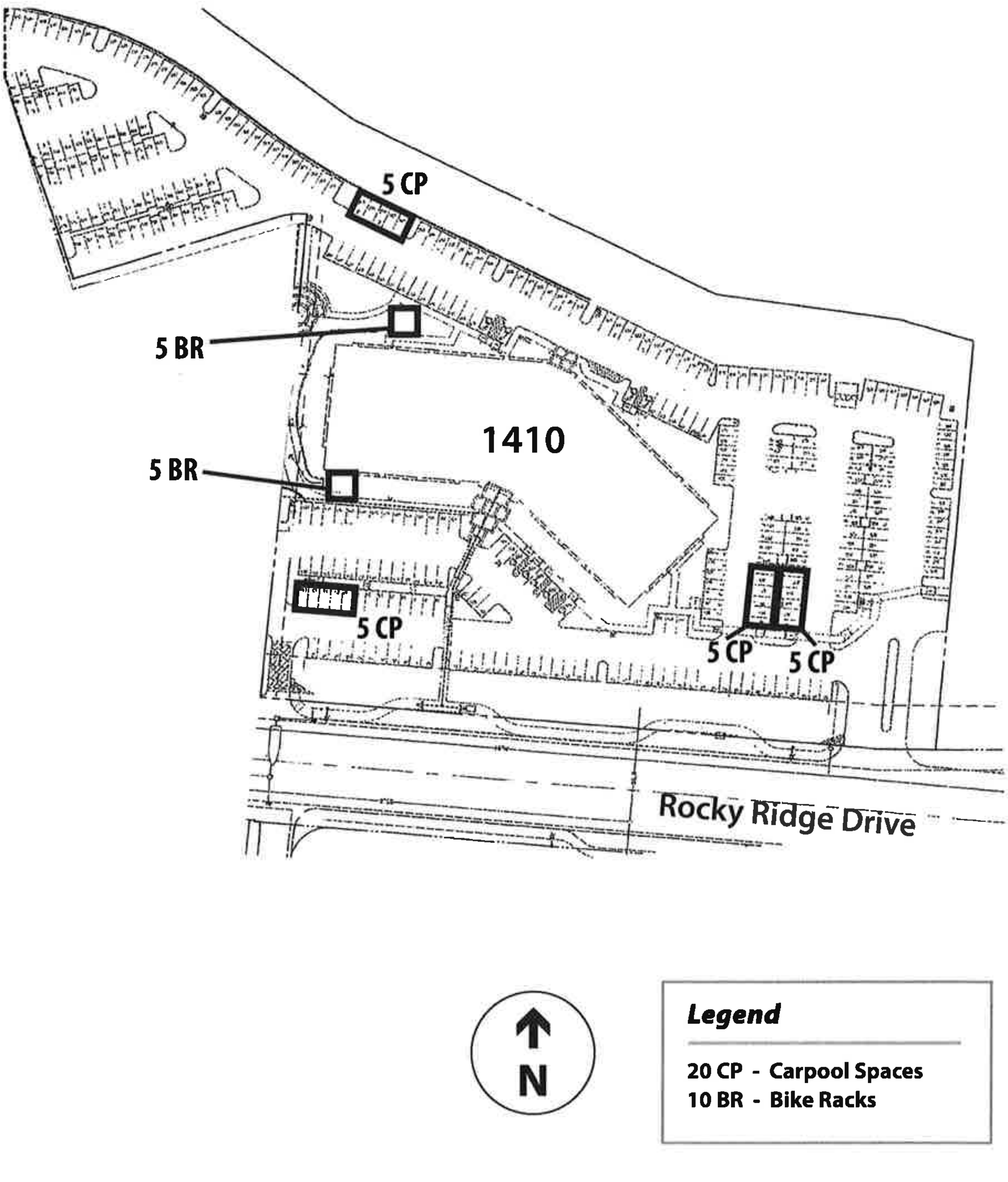
   c) flexible work hours involving individually determined work hours within guidelines established by the employer.

6. *Showers and Lockers.* To help encourage bicycling as a viable commute transportation alternative, Stone Point Plaza – 1410 has 1 shower and 4 lockers for both men and women on the first floor.

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 Stone Point Plaza - 1410 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 2018.

Exhibit A
Stone Point Plaza 1410
1410 Rocky Ridge Drive



Legend

20 CP - Carpool Spaces
10 BR - Bike Racks

TRANSPORTATION COMMISSION

Title:	Stone Point Plaza 1420 Rocky Ridge Drive Transportation Systems Management (TSM) Plan

Meeting Date: 2/21/2017
Item #: 5.3.

ATTACHMENTS:

Description

Staff Report - 1420 Rocky Ridge

CITY OF ROSEVILLE CALIFORNIA

Transportation Commission Meeting
February 21, 2017 – 7:00 p.m.
Consent Calendar

Item 6b: **Stone Point Plaza-1420 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 Stone Point Plaza – 1420.

Background

Michelle Slagerman, applicant, representing Stone Point Plaza - 1420, worked in cooperation with the City in preparing a TSM Plan for this project, which is consistent with the TSM Ordinance.

Stone Point Plaza - 1420 is a 4.5 acre project located at the northeast corner of Rocky Ridge Drive and Stone Point Drive.

Discussion

Stone Point Plaza - 1420 consists of one, three-story office building with 95,612 square feet with associated landscaping and parking. The hours of operation for the tenants are generally 7:00 a.m. to 6:00 p.m., Monday through Friday.

Stone Point Plaza - 1420 employs approximately 200 employees. The employees are a mix of professional and support personnel. A majority of the employees commute by automobile from the surrounding residential neighborhoods within Roseville, Rocklin, Granite Bay, Citrus Heights, Loomis, Lincoln and Antelope. Some employees commute by carpooling, bicycling, and taking transit.

For employees who bicycle to work, Stone Point Plaza – 1420 will provide four bike lockers which can accommodate eight Class I bicycle parking spaces and six Class II bicycle parking spaces (bike racks). Total bicycle parking is greater than 5% of the total number of employees. To help encourage bicycling as a viable commute transportation alternative, Stone Point Plaza – 1420 has one shower and six lockers for both men and women on the first floor.

Stone Point Plaza - 1420 will also have 20 carpool spaces which is 10% of the total number of employees for employees who carpool to work.

The closest potential future transit stop is located on Stone Point Plaza on Rocky Ridge and E. Roseville Parkway. The closest current transit stop is located on Rocky Ridge and Lead Hill a little over ½ mile away.

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

Attachment(s)

1. Stone Point Plaza – 1420 TSM Plan

TSM PLAN
Stone Point Plaza - 1420
1420 Rocky Ridge Drive

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 Stone Point Plaza - 1420 will employ approximately two hundred (200) 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, Stone Point Plaza - 1420 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 Stone Point Plaza - 1420 for inspection of the property and for audit of survey records to determine compliance with the TSM Plan.

STONE POINT PLAZA - 1420 OPERATING CHARACTERISTICS

The TSM Plan for Stone Point Plaza - 1420 includes the following operating characteristics:

A. **Project Description.** Stone Point Plaza - 1420 is a 4.5 acre project located at the northeast corner of Rocky Ridge Drive and Stone Point Drive. Stone Point Plaza - 1420 consists of one, three-story office building with 95,612 square feet with associated landscaping and parking with a floor area ratio of .48. The hours of operation for the tenants are generally 7:00 a.m. to 6:00 p.m., Monday through Friday.

B. **Employee Description.** Stone Point Plaza - 1420 will employ approximately 200 employees. The employees are a mix of professional and support personnel. A majority of the employees commute by automobile from the surrounding residential neighborhoods within Roseville, Rocklin, Granite Bay, Citrus Heights, Loomis, Lincoln and Antelope. Some employees commute by carpooling, bicycling, and taking transit.

C. **Site Plan.** Please refer to Appendix A for a site plan of Stone Point Plaza - 1420 depicting the location of the required bicycle facilities and carpool spaces.

   1. Bicycle Facilities. Stone Point Plaza – 1420 will provide four (4) bike lockers which can accommodate eight (8) Class I bicycle parking spaces, and will provide six (6) Class II bicycle parking spaces (bike

racks). Total bicycle parking greater than five percent (5%) of the total number of employees on site during the maximum shift and shall be provided for employees who bicycle to work.

2. Preferential Carpool Parking. Stone Point Plaza - 1420 will have twenty (20) carpool spaces which is ten percent (10%) of the total number of employees and shall be provided for employees who carpool to work as well as spaces for visitors of Stone Point Plaza - 1420. The spaces shall be located for convenient access by the employee and shall be striped "carpool". The Site TSM Coordinator shall register carpoolers and shall be responsible for monitoring the use of such spaces.

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

Elaine Nelson, Senior Property Manager and
Michelle Slagerman, Assistant Property Manager
Basin Street Properties
8950 Cal Center Drive, Suite 106
Sacramento, CA 95826
(916) 364-1337
ENelson@basin-street.com
mslagerman@basin-street.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 Stone Point Plaza - 1420.
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.

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.

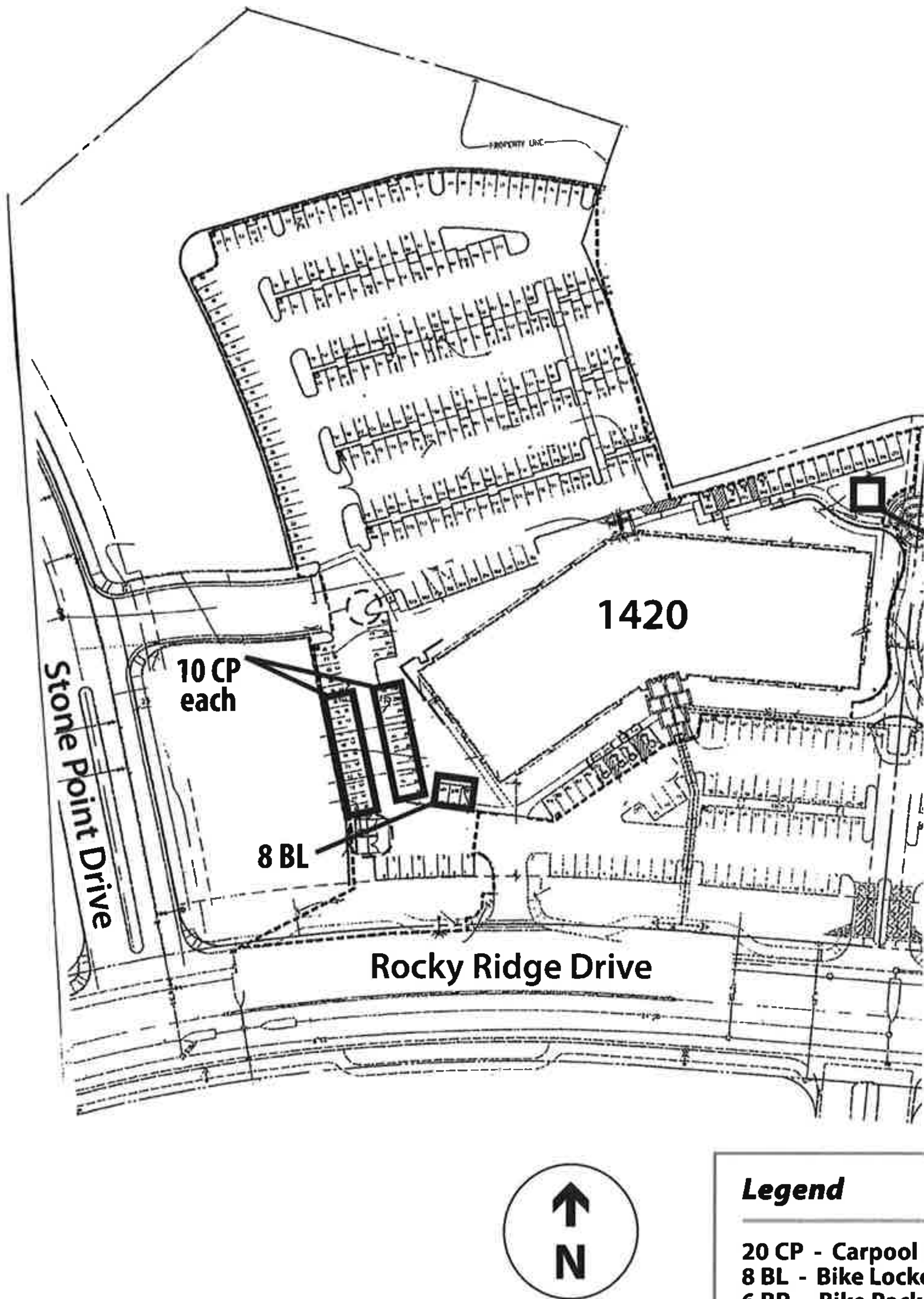
6. *Showers and Lockers.* To help encourage bicycling as a viable commute transportation alternative, Stone Point Plaza – 1420 has one shower and six lockers for both men and women on the first floor.

7. *Additional Transportation Alternative.* In addition to the above mentioned alternative transportation programs, there is an ATM and a UPS Drop Box on site so employees can do some of their errands without leaving the site.

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 Stone Point Plaza - 1420 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 2018.

Exhibit A
Stone Point Plaza 1420
1420 Rocky Ridge Drive



Legend

20 CP - Carpool Spaces
8 BL - Bike Lockers
6 BR - Bike Racks

TRANSPORTATION COMMISSION

Title:	GS Office Building - 2001 Freedom Way Transportation Systems Management (TSM) Plan

Meeting Date: 2/21/2017
Item #: 5.4.

ATTACHMENTS:

Description

Staff Report

Transportation Commission Meeting
February 21, 2017 – 7:00 p.m.
Consent Calendar

Item 6c: **GSA Office Building 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 GSA Office Building.

Background

Mike Cunningham, applicant, representing GSA Office Building, worked in cooperation with the City in preparing a TSM Plan for this project, which is consistent with the TSM Ordinance.

The GSA Office Building is an 11.23 acre project located at 2001 Freedom Way, on the west side of Washington Blvd, just south of Blue Oaks Blvd. The site is located within the Blue Oaks Commerce Area of the North Industrial Planning Area.

Discussion

The GSA Office Building consists of four buildings, a 3-story, 109,000 square foot office building, a 1-story 20,000 square foot annex for government vehicle storage and light maintenance, a 900 square foot visitor center and a 15,000 square foot covered carport.

The hours of operation will generally be from 8:00 a.m. – 5:00 p.m. Monday through Friday. The closest planned transit stop will be provided on Washington Blvd just south of Freedom Way adjacent to this project for potential future transit service.

The estimated number of employees at the GSA Office Building will be 390 with the majority being professional employees and support staff. The majority of the employees are likely to commute by automobile from the surrounding residential neighborhoods within Roseville, Rocklin, Lincoln, Citrus Heights, and Granite Bay with some employees commuting from further distances such as Sacramento and Natomas. Some of the employees will walk, bike, carpool and in the future take transit to work.

For employees who bicycle to work, the GSA Office Building will provide have six Class I bicycle parking (lockers) outside and 15 Class I bicycle storage spaces within the annex as well as 20 Class II bicycle parking (racks). Total bicycle parking is greater than 5% of the total number of employees on site during the maximum shift.

The GSA Office Building will have 41 carpool spaces which is greater than 10% of the total number of employee parking spaces shall be provided for employees who carpool to work.

There will be three Electric Vehicle charging ports with a total of four EV spaces provided for employees or visitors to The GSA Office Building.

To help encourage bicycling as a viable commute transportation alternative, there are a total of 10 showers (6 men's and 4 women's) with 73 lockers (37 men's and 36 women's) located in the fitness center of the 3-story office building and in the automotive annex. There will be an on-site fitness center for employees to use at the GSA Office Building. This amenity will eliminate some trips for employees who can stay on-site to exercise.

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

Attachment(s)

1. GSA Office Building TSM Plan

TSM PLAN
The GSA Office Building
2001 Freedom Way

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) PURPOSE

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

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

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

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

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

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

TSM PLAN APPLICABILITY

The TSM Program shall be applicable to every Common Work Location and Major Common Work Location. Additionally, a TSM Plan shall be required as a condition of approval for all development projects, design review permits, tentative subdivisions and conditional use permits which are anticipated to employ fifty (50) or more employees at the Major Common Work Location. In addition, a TSM Plan shall be required for any existing development project that employs fifty (50) or more employees at the Major Common Work Location. Since The GSA Office Building will employ approximately three hundred and ninety (390) employees a TSM Plan is required and is presented below.

TSM PLAN AGREEMENT

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

TSM PLAN IMPLEMENTATION

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

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

THE GSA OFFICE BUILDING OPERATING CHARACTERISTICS

The TSM Plan for The GSA Office Building includes the following operating characteristics:

A. **Project Description.** The GSA Office Building is an 11.23 acre project located in the 900 block of Washington Blvd on the west side of the street, just south of Blue Oaks Blvd. The site is located within the Blue Oaks Commerce Area of the North Industrial Planning Area. The project consists of four buildings, a 3-story, 109,000 square foot office building, a 1-story 20,000 square foot annex for government vehicle storage and light maintenance, a 900 square foot visitor center and a 15,000 square foot covered carport. The project will have a floor area ratio of approximately .25.

The hours of operation will generally be from 8:00 a.m. – 5:00 p.m. Monday through Friday. The closest planned transit stop will be provided on Washington Blvd just south of Freedom Way adjacent to this project for potential future transit service.

B. **Employee Description.** The estimated number of employees at the GSA Office Building will be 390 with the majority being professional employees and support staff. The majority of the employees are likely to commute by automobile from the surrounding residential neighborhoods within Roseville, Rocklin, Lincoln, Citrus Heights, and Granite Bay with some employees commuting from further distances such as Sacramento and Natomas. Some of the employees will walk, bike, carpool and take transit to work.

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

1. Bicycle Facilities. The GSA office building will have six (6) Class I bicycle parking (lockers) outside and fifteen (15) Class I bicycle storage spaces within the annex as well as twenty (20) Class II bicycle parking (racks) which is greater than five percent (5%) of the total number of employees on site during the maximum shift shall be provided for employees who bicycle to work.

2. Preferential Carpool Parking. The GSA Office Building will have forty-one (41) carpool spaces which is greater than ten percent (10%) of the total number of employee parking spaces shall be provided for employees who carpool to work. The spaces shall be located for convenient access by the employee and shall be striped "carpool/clean air/EV". The Site TSM Coordinator shall register carpoolers and shall be responsible for monitoring the use of such spaces.

3. Electric Vehicle. There will be three (3) Electric Vehicle charging ports with a total of four (4) EV spaces provided for employees or visitors to The GSA Office Building.

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

Mike Cunningham, Cunningham Development Company, FBI Sacramento
75 Malaga Cove Plaza, Suite 12
Palos Verdes, CA 90274
650-340-1448
Fax: 650-403-4130
mike@cunninghamdevco.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 The GSA Office Building.
2. Bicycle route maps.
3. Posters or flyers encouraging the use of ridesharing and referrals to sources of information concerning ridesharing.
4. Information regarding available services that will eliminate vehicle trips.

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

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

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.

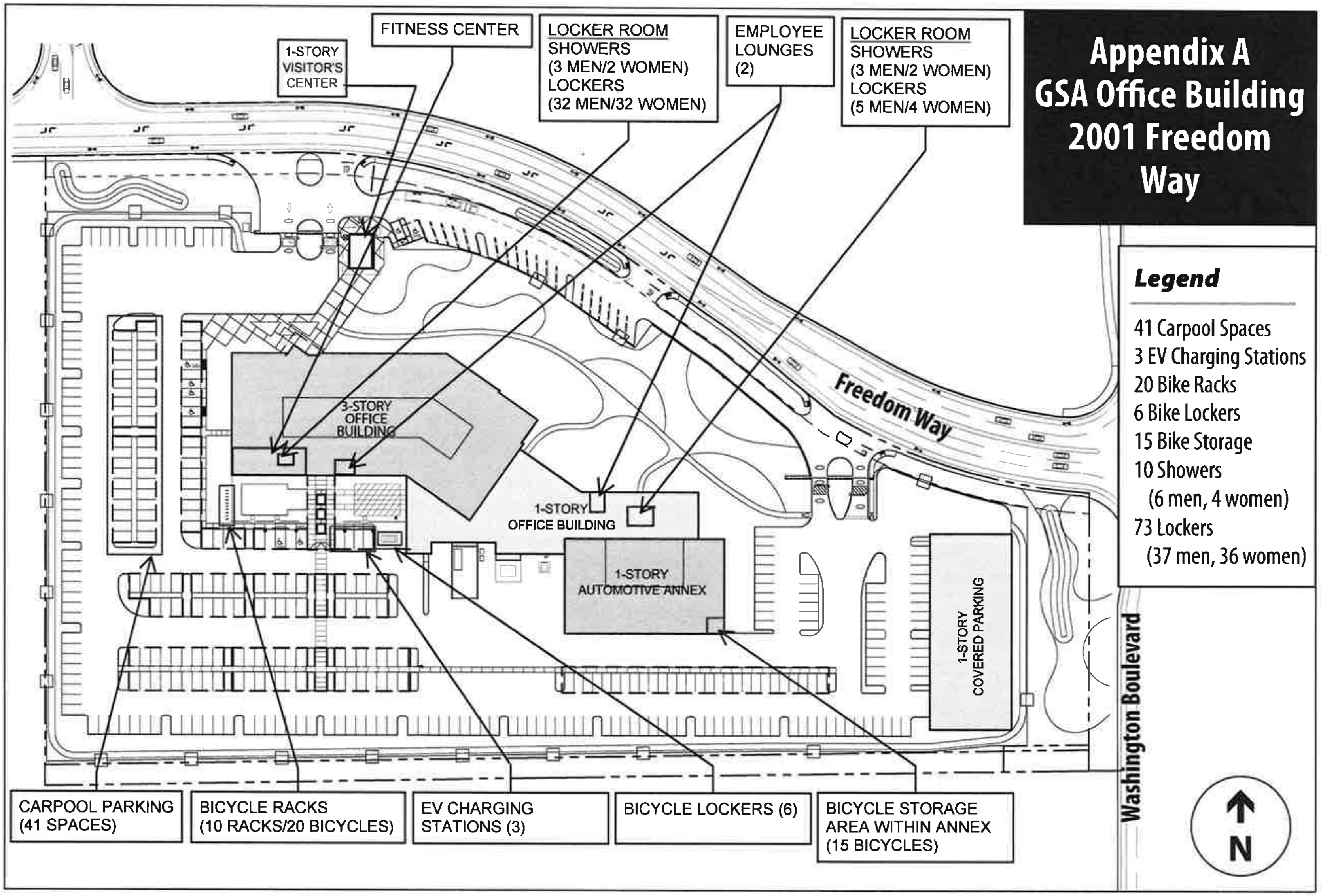
6. *Showers and Lockers.* To help encourage bicycling as a viable commute transportation alternative, there are a total of 10 showers (6 men's and 4 women's) with 73 lockers (37 men's and 36 women's) located in the fitness center of the 3-story office building and in the automotive annex.

7. *On-site Amenities.* There will be an on-site fitness center for employees to use at the GSA Office Building. This amenity will eliminate some trips for employees who can stay on-site to exercise.

TRANSPORTATION COMMUTER SURVEY REPORT REQUIRED

The City Transportation Coordinator shall prepare and distribute a transportation commuter survey report form to the Major Project Controller for the purpose of demonstrating the effectiveness of the GSA Office Building TSM Plan. The Major Project Controller 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 2018.

Appendix A GSA Office Building 2001 Freedom Way



TRANSPORTATION COMMISSION

Title:	Appointment of 2017 Chair and Vice-Chair to the Transportation Commission

Meeting Date: 2/21/2017
Item #: 6.1.

ATTACHMENTS:

Description

Stff Report

CITY OF ROSEVILLE CALIFORNIA

Transportation Commission Meeting
February 21, 2017 – 7:00 p.m.
Special Presentations/Reports

Item 7a: **Appointment of 2017 Chair and Vice-Chair to the Transportation Commission**

Staff: Mike Dour, Alternative Transportation Manager

Recommendation
Staff recommends the Transportation Commission take action to appoint a Chair and Vice-Chair for the Transportation Commission to serve until December 31, 2017.

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

TRANSPORTATION COMMISSION

Title:	Transit Performance Report - 4th Quarter of Fiscal Year 2016

Meeting Date: 2/21/2017
Item #: 6.2.

ATTACHMENTS:

Description

Staff Report

Transportation Commission Meeting
February 21, 2017 – 7:00 p.m.
Special Presentations/Reports

Item 7b: **Transit Performance Report - 4th Quarter of Fiscal Year 2016**

Staff: 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 2016.

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

Discussion
Overall, the key performance measurements (KPMs) for services in Fiscal Year 2016 (FY16) remained stable in comparison to the same time period during FY15. Decreases in FY16 ridership in comparison to FY15 may be attributable to lower fuel prices and less increase in new jobs.

Roseville Transit in FY16 experienced:
- An overall decrease of 1.7% in ridership;
- Fare revenue overall was 2.9% higher than FY15 ($1,167,934 in comparison to $1,135,019);
- Vehicle Revenue Hours only increased 0.6% (51,145 vs. 50,857 last year); and
- Total operating expenses were limited to only a 2.4% increase; resulting in
- Nearly the same fare box recovery ratio of 22.1% in comparison to 22.0% last year.

Fare revenue did not decrease proportionally to the decrease in ridership due to a change in how fare revenue is being reported. During FY15/16 revenue from Kaiser T-Bills was added to Dial-A-Ride (DAR) fare revenue, and Local service received allocations of funds received from the West Roseville Specific Plan earmarked for provision of Local service to the West Roseville area (currently provided by Route M in addition to DAR).

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

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

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

The system-wide fare recovery ratio for the year is 22.1%, as noted above.

The fare recovery ratio for Dial-A-Ride (DAR) services for the year is down slightly due to a higher amount of Vehicle Revenue Hours (increased 1.5% from 12,153 in FY15 to 12,332 in FY16) leading to higher costs (3.4% increase over FY15), coupled with decreased ridership (down 2.3%) and fare revenue (down 2.8%), resulting in a 0.6% lower fare recovery ratio of 8.3% during FY16 (down from 8.9% in FY15).

The Commuter service fare recovery ratio during FY16 is down, from 81.9% to 79%. Total ridership increased almost 5%, partially in response to providing a 10th commuter route, however, that was coupled with a 4% increase in operational expenses. The Commuter fare revenue increased 1.1%.

The farebox recovery ratio for Local services increased from 12.6% to 13.2%. While Local services experienced a ridership decrease in FY15/16 of about 13,000 fewer passengers (5.7% decrease) coupled with slightly higher costs (2.3%), there was also a 6.7% increase in fare revenue ($418,077 in FY16, up from $391,991 in FY15).

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

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.

Goal 2 - Service Effectiveness – Service effectiveness is rated by total ridership and the number of passengers trips provided for each vehicle revenue hour (PTVRH). The PTRVH measurement remained relatively consistent when compared with the previous fiscal year. Overall, Roseville Transit carried 7.6 passengers per revenue hour in FY16, which is down from 7.8 during the previous fiscal year.

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

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

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

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

Attachments:

1. FY16 Performance Report thru 4th Quarter – Year End
2. FY15 Performance Report – Year End
3. FY16 Local Services Ridership by Route

FY15/16 All Services Quarterly Performance Report

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Farebox Ratio for All Services					
Total Expenses - All Services	$1,314,065	$1,334,614	$1,288,025	$1,349,820	$5,286,524
Total Fares - All Services	$288,992	$289,200	$301,537	$288,204	$1,167,934
FY15/16 Combined Farebox Ratio for All Services	**22.0%**	**21.7%**	**23.4%**	**21.4%**	**22.1%**
FY14/15 Combined Farebox Ratio for All Services	**21.4%**	**21.8%**	**21.4%**	**23.4%**	**22.0%**
Percent Difference	**0.6%**	**-0.1%**	**2.0%**	**-2.0%**	**0.1%**
Subsidy per Trip (All Services)					
Total Expenses - All Services	$1,314,065	$1,334,614	$1,288,025	$1,349,820	$5,286,524
Less Fares (All Services)	$288,992	$289,200	$301,537	$288,204	$1,167,934
Total Subsidy	$1,025,073	$1,045,414	$986,487	$1,061,616	$4,118,590
Divided by Ridership (All Services)	102,740	97,319	95,841	94,695	390,595
FY15/16 Total Subsidy for All Service Trips	**$9.98**	**$10.74**	**$10.29**	**$11.21**	**$10.54**
FY14/15 Total Subsidy for All Service Trips	**$10.12**	**$10.00**	**$10.33**	**$10.06**	**$10.13**
Subsidy Increase/Decrease from Previous Year	**-$0.14**	**$0.74**	**-$0.04**	**$1.15**	**$0.41**
Total Ridership for All Services					
FY15/16 Quarter	102,740	97,319	95,841	94,695	390,595
FY14/15 Quarter	103,479	97,419	97,615	99,025	397,538
Total Ridership Increase/Decrease	**-0.7%**	**-0.1%**	**-1.8%**	**-4.4%**	**-1.7%**
Passenger Trips per VRH (All Services) Standard 8/VRH					
Total Ridership	102,740	97,319	95,841	94,695	390,595
Divided by Total Vehicle Revenue Hours (VRH)	12,885	12,708	12,774	12,778	51,145
Total Passenger Trips per Vehicle Revenue Hour	**8.0**	**7.7**	**7.5**	**7.4**	**7.6**
Preventable Accident Standard <1/50,000					
Total Service Miles (All Services)	234,582	229,681	231,105	233,984	929,352
Divided by Total Preventable Accidents	2	2	5	2	11
Total Service Miles per Preventable Accident	**117,291**	**114,841**	**46,221**	**116,992**	**84,487**
All Accidents Standard < 1/25,000					
Total Service Miles (All Services)	234,582	229,681	231,105	233,984	929,352
Divided by Total Accidents	4	3	8	4	19
Total Service Miles per Accident	**58,646**	**76,560**	**28,888**	**58,496**	**48,913**
Maintenance Standard > 1/10,000 miles between Road Calls					
Total Service Miles (All Services)	234,582	229,681	231,105	233,984	929,352
Divided by All Road Calls (average)	6	5	7	6	24
Total Service Miles per Road Calls	**39,097**	**45,936**	**33,015**	**38,997**	**38,723**

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 2/15/2017

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Farebox >15%					
Total Expenses - All Services	$1,314,065	$1,334,614	$1,288,025	$1,349,820	$5,286,524
Percentage of DAR Service Hours to Total Contract Service Hours	**24.91%**	**25.34%**	**25.50%**	**24.60%**	**25.09%**
Total Expenses - DAR Service	$323,865	$330,830	$325,467	$332,901	$1,313,063
DAR Fare Revenue	$24,601	$30,301	$25,326	$28,532	$108,760
FY15/16 DAR Farebox Ratio	**7.6%**	**9.2%**	**7.8%**	**8.6%**	**8.3%**
FY14/15 DAR Farebox Ratio	8.9%	8.9%	7.0%	9.5%	8.9%
DAR Subsidy					
Total Expenses - DAR Service	$323,865	$330,830	$325,467	$332,901	$1,313,063
Less DAR Fare Revenue	$24,601	$30,301	$25,326	$28,532	$108,760
Total Subsidy	$299,264	$300,529	$300,141	$304,369	$1,204,303
Divided by DAR Ridership	7,411	7,325	7,337	7,432	29,505
Subsidy per DAR Passenger	**$40.38**	**$41.03**	**$40.91**	**$40.95**	**$40.82**
Last Year Quarter	**$38.04**	**$37.19**	**$40.39**	**$38.29**	**$38.46**
Subsidy Increase/Decrease from Previous Year	**$2.34**	**$3.84**	**$0.52**	**$2.66**	**$2.36**
DAR Ridership					
FY15/16 RIDERSHIP	7,411	7,325	7,337	7,432	29,505
FY14/15 RIDERSHIP	7,665	7,623	7,356	7,556	30,200
Ridership % Increase/Decrease	**-3.3%**	**-3.9%**	**-0.3%**	**-1.6%**	**-2.3%**
DAR Passenger Trips per VRH Standard >3.0					
DAR Ridership	7,411	7,325	7,337	7,432	29,505
Divided by DAR Vehicle Revenue Hours (VRH)	3,096	3,080	3,126	3,030	12,332
DAR Passenger Trips per Vehicle Revenue Hour	**2.4**	**2.4**	**2.3**	**2.5**	**2.4**
Last Year Quarter	2.6	2.6	2.4	2.4	2.5
DAR Ridership per DAR Complaint Standard <1/3000					
DAR Ridership	7,411	7,325	7,337	7,432	29,505
Number of Complaints	2	1	2	3	8
Divided by Substantiated Complaints	0	0	1	2	3
DAR Ridership per Substantiated Complaint	**7,411**	**7,325**	**7,337**	**3,716**	**9,835**
Last Year Quarter	7,665	7,623	3,678	7,551	7,550
DAR On Time Performance					
1st Month of Quarter	98.6%	98.7%	99.4%	98.4%	98.8%
2nd Month of Quarter	98.7%	98.0%	98.6%	98.4%	98.4%
3rd Month of Quarter	98.7%	98.2%	98.8%	97.9%	98.4%
Avg On-Time Performance (%)	**98.7%**	**98.3%**	**99.0%**	**98.2%**	**98.5%**
Last Year Quarter	**98.7%**	**98.3%**	**98.8%**	**98.8%**	**98.7%**

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

prepared 2/15/2017

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Commuter Farebox Standard >75%					
Total Expenses - All Services	$1,314,065	$1,334,614	$1,288,025	$1,349,820	$5,286,524
Percentage of Commuter Service Hours to Total Contract Service Hours	**15.56%**	**14.97%**	**15.13%**	**15.70%**	**15.34%**
Total Expenses - Commuter Service	$204,782	$200,670	$191,536	$210,359	$807,348
Commuter Fare Revenue	$159,083	$148,632	$175,773	$157,683	$641,171
FY15/16 Farebox Ratio	**77.7%**	**74.1%**	**91.8%**	**75.0%**	**79.4%**
FY14/15 Farebox Ratio	78.1%	87.6%	80.2%	81.8%	81.9%
Commuter Subsidy Standard <$3.00 per trip					
Total Expenses - Commuter Service	$204,782	$200,670	$191,536	$210,359	$807,348
Less Commuter Fare Revenue	$159,083	$148,632	$175,773	$157,683	$641,171
Total Subsidy	$45,700	$52,038	$15,763	$52,676	$166,177
Divided by Commuter Ridership	35,309	31,769	35,779	35,544	138,401
Subsidy per Commuter Trip	**$1.29**	**$1.64**	**$0.44**	**$1.48**	**$1.20**
Last Year Quarter	$1.31	$0.69	$1.16	$1.12	$1.07
Commuter Ridership Standard > 2% Increase					
Current Quarter	35,309	31,769	35,779	35,544	138,401
Last Year Quarter	34,323	31,523	32,712	33,304	131,862
Ridership Increase/Decrease	**2.9%**	**0.8%**	**9.4%**	**6.7%**	**4.94%**
Commuter Passenger Trips per VRH Standard > 8.0					
Commuter Ridership	35,309	31,769	35,779	35,544	138,401
Divided by Commuter Vehicle Revenue Hours (VRH)	1,565	1,488	1,515	1,580	6,147
Commuter Passenger Trips per Vehicle Revenue Hour	**22.6**	**21.4**	**23.6**	**22.5**	**22.5**
Last Year Quarter	23.4	22.6	22.9	21.2	22.5
Comm. Ridership per Comm. Complaint Standard <1/5000					
Commuter Ridership	35,309	31,769	35,779	35,544	138,401
Number of Complaints	6	12	12	8	38
Divided by Substantiated Complaints	2	7	7	2	18
Commuter Ridership per Substantiated Complaint	**17,655**	**4,538**	**5,111**	**17,772**	**7,689**
Last Year Quarter	17,162	5,254	8,178	11,101	8,791
Commuter On Time Performance					
1st Month of Quarter	92.0%	88.2%	92.6%	95.2%	92.0%
2nd Month of Quarter	93.8%	88.0%	94.6%	93.5%	92.5%
3rd Month of Quarter	90.4%	87.4%	93.0%	93.9%	91.2%
Avg On-Time Performance (%)	**92.1%**	**87.9%**	**93.4%**	**94.2%**	**91.9%**
Last Year Quarter	**82.7%**	**79.3%**	**83.8%**	**89.8%**	**83.9%**

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

prepared 2/15/2017

FY15/16 Local Fixed Route Quarterly Performance Report

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local Fixed Route Farebox Standard >15%					
Total Expenses - All Services	$1,314,065	$1,334,614	$1,288,025	$1,349,820	$5,286,524
Percentage of FR Service Hours to Total Contract Service Hours	**59.53%**	**59.69%**	**59.37%**	**59.70%**	**59.6%**
Total Expenses - Fixed Route Services	$785,417	$803,114	$771,022	$806,561	$3,166,114
Local Fixed Route Fare Revenue	$105,260	$110,256	$100,484	$102,076	$418,077
Fixed Route Farebox Ratio	**13.4%**	**13.7%**	**13.0%**	**12.7%**	**13.2%**
Last Year Quarter	11.9%	12.0%	12.8%	13.6%	12.6%
Local Fixed Route Subsidy Standard <$5.00 per trip					
Total Expenses - Fixed Route Services	$785,417	$803,114	$771,022	$806,561	$3,166,114
Less Local Fixed Route Fare Revenue	$105,260	$110,256	$100,484	$102,076	$418,077
Total Subsidy	$680,158	$692,857	$670,537	$704,484	$2,748,037
Divided by Fixed Route Ridership	60,020	58,225	52,725	51,719	222,689
Subsidy per Fixed Route Trip	**$11.33**	**$11.90**	**$12.72**	**$13.62**	**$12.34**
Last Year Quarter	$11.56	$11.49	$11.71	$11.42	$11.55
Local Fixed Route Ridership Standard > 2% Increase					
Current Quarter	60,020	58,225	52,725	51,719	222,689
Last Year Quarter	61,491	58,279	57,548	58,615	235,933
Ridership Increase/Decrease	**-2.4%**	**-0.1%**	**-8.4%**	**-11.8%**	**-5.7%**
Local Fixed Route Passenger Trips Per VRH Standard > 8.0					
Local Fixed Route Ridership	60,020	58,225	52,725	51,719	222,689
Divided by FR Vehicle Revenue Hours (VRH)	8,224	8,140	8,133	8,169	32,665
FR Passenger Trips per Vehicle Revenue Hour	**7.3**	**7.2**	**6.5**	**6.3**	**6.8**
Last Year Quarter	7.4	7.0	7.2	7.2	7.2
Local FR Ridership per FR Complaint Standard <1/5000					
Local Fixed Route Ridership	60,020	58,225	52,725	51,719	222,689
Number of Complaints	14	8	9	4	35
Divided by Substantiated Complaints	7	3	4	2	16
Fixed Route Ridership per Substantiated Complaint	**8,574**	**19,408**	**13,181**	**25,860**	**13,918**
Last Year Quarter	61,491	14,571	19,183	58,615	33,705
Local Fixed Route On Time Performance					
1st Month of Quarter	90.5%	84.8%	88.3%	86.8%	87.6%
2nd Month of Quarter	97.8%	86.2%	86.3%	86.9%	89.3%
3rd Month of Quarter	85.5%	82.7%	85.8%	89.7%	85.9%
Avg On-Time Performance (%)	**91.3%**	**84.6%**	**86.8%**	**87.8%**	**87.6%**
Last Year Quarter	**80.7%**	**85.2%**	**87.9%**	**89.8%**	**85.9%**

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

prepared 2/15/2017

FY14/15 All Services Quarterly Performance Report

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

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

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

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

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

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

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

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

prepared 2/15/2017

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

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Subsidy					
Total Expenses - DAR Service	$320,102	$311,152	$319,384	$319,551	$1,270,190
Less DAR Fare Revenue	$28,560	$27,664	$22,264	$30,224	$108,712
Total Subsidy	$291,542	$283,488	$297,121	$289,326	$1,161,478
Divided by DAR Ridership	7,665	7,623	7,356	7,556	30,200
Subsidy per DAR Passenger	**$38.04**	**$37.19**	**$40.39**	**$38.29**	**$38.46**
Last Year Quarter	**$36.58**	**$38.93**	**$37.83**	**$36.81**	**$37.74**
Subsidy Increase/Decrease from Previous Year	**$1.46**	**-$1.74**	**$2.56**	**$1.48**	**$0.72**

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Ridership					
FY14/15 RIDERSHIP	7,665	7,623	7,356	7,556	30,200
FY13/14 RIDERSHIP	7,125	6,953	7,025	7,551	28,654
Ridership % Increase/Decrease	**7.6%**	**9.6%**	**4.7%**	**0.1%**	**5.4%**

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Passenger Trips per VRH Standard >3.0					
DAR Ridership	7,665	7,665	7,356	7,556	30,242
Divided by DAR Vehicle Revenue Hours (VRH)	2,958	2,963	3,054	3,179	12,153
DAR Passenger Trips per Vehicle Revenue Hour	**2.6**	**2.6**	**2.4**	**2.4**	**2.5**
Last Year Quarter	2.7	2.7	2.6	2.6	2.7

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

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR On Time Performance					
1st Month of Quarter	98.3%	97.5%	99.5%	98.7%	98.5%
2nd Month of Quarter	99.0%	98.7%	98.8%	99.1%	98.9%
3rd Month of Quarter	98.7%	98.9%	98.1%	98.6%	98.6%
Avg On-Time Performance (%)	**98.7%**	**98.3%**	**98.8%**	**98.8%**	**98.6%**
Last Year Quarter	**98.8%**	**98.4%**	**98.9%**	**98.7%**	**98.7%**

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

prepared 2/15/2017

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

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

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

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

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

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

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 2/15/2017

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

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local Fixed Route Subsidy Standard <$5.00 per trip					
Total Expenses - Fixed Route Services	$806,682	$760,853	$773,224	$774,897	$3,115,656
Less Local Fixed Route Fare Revenue	$95,768	$91,383	$99,328	$105,511	$391,991
Total Subsidy	$710,914	$669,470	$673,896	$669,385	$2,723,665
Divided by Fixed Route Ridership	61,491	58,282	57,548	58,615	235,936
Subsidy per Fixed Route Trip	**$11.56**	**$11.49**	**$11.71**	**$11.42**	**$11.54**
Last Year Quarter	$11.24	$11.50	$11.63	$11.44	$11.45

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local Fixed Route Ridership Standard > 2% Increase					
Current Quarter	61,491	58,279	57,548	58,615	235,933
Last Year Quarter	60,007	59,885	59,744	63,662	243,298
Ridership Increase/Decrease	**2.5%**	**-2.7%**	**-3.7%**	**-7.9%**	**-3.0%**

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local Fixed Route Passenger Trips Per VRH Standard > 8.0					
Local Fixed Route Ridership	61,491	58,282	57,548	58,615	235,936
Divided by FR Vehicle Revenue Hours (VRH)	8,328	8,302	8,045	8,167	32,841
FR Passenger Trips per Vehicle Revenue Hour	**7.4**	**7.0**	**7.2**	**7.2**	**7.2**
Last Year Quarter	7.3	7.3	7.3	7.6	7.4

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local FR Ridership per FR Complaint Standard <1/5000					
Local Fixed Route Ridership	61,491	58,282	57,548	58,615	235,936
Number of Complaints	6	6	4	7	23
Divided by Substantiated Complaints	0	4	3	0	7
Fixed Route Ridership per Substantiated Complaint	**61,491**	**14,571**	**19,183**	**58,615**	**33,705**
Last Year Quarter	10,001	59,885	14,936	63,662	19,982

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local Fixed Route On Time Performance					
1st Month of Quarter	82.6%	85.0%	87.5%	90.2%	86.3%
2nd Month of Quarter	81.7%	85.4%	87.4%	88.2%	85.7%
3rd Month of Quarter	77.7%	85.2%	88.7%	91.1%	85.7%
Avg On-Time Performance (%)	**80.7%**	**85.2%**	**87.9%**	**89.8%**	**85.9%**
Last Year Quarter	**96.3%**	**91.3%**	**92.6%**	**91.5%**	**92.9%**

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 2/15/2017

Attachment 3

TOTAL																	
FIXED ROUTE RIDERSHIP BY ROUTE																	Adj.
15/16	A1	A2	B1	B2	C	D	E	F	G	I	L	M	R AM	R PM	S	Total	Total
July	3,497	2,119	2,201	2,868	241	834	263	266	245	908	1,664	3,452	400	462	288	19,708	19,980
Aug	3,503	1,833	2,090	3,189	264	890	237	229	323	969	1,518	3,252	423	463	302	19,485	19,783
Sept	3,567	1,796	2,264	2,945	266	993	416	264	542	1,137	1,352	3,140	435	488	288	19,893	20,257
Oct	3,678	1,947	2,228	3,242	274	972	384	289	463	1,177	1,549	3,331	515	502	374	20,925	21,503
Nov	2,923	1,658	1,988	2,759	270	884	311	234	440	910	1,388	2,829	364	392	310	17,660	18,083
Dec	3,301	1,660	1,902	2,987	243	832	268	197	276	1,015	1,733	2,653	351	404	384	18,206	18,639
Jan	2,934	1,497	1,515	2,646	237	782	200	180	247	796	1,434	2,178	328	372	372	15,718	15,975
Feb	3,159	1,641	1,775	2,851	221	887	312	185	427	932	1,643	2,568	355	393	386	17,735	18,022
Mar	3,392	1,707	1,884	2,927	239	945	313	233	350	969	1,667	2,627	401	397	397	18,448	18,728
Apr	3,115	1,494	1,788	2,891	258	991	252	205	302	1,027	1,657	2,604	392	359	326	17,661	17,903
May	3,060	1,640	1,829	2,583	258	841	237	211	262	867	1,573	2,588	416	357	340	17,062	17,386
June	3,038	1,631	1,640	2,518	168	739	141	189	211	734	1,485	2,335	428	356	411	16,024	16,430
Total	39,167	20,623	23,104	34,406	2,939	10,590	3,334	2,682	4,088	11,441	18,663	33,557	4,808	4,945	4,178	218,525	222,688
Total	59,790		57,510														
% of Total	17.92%	9.44%	10.57%	15.74%	1.34%	4.85%	1.53%	1.23%	1.87%	5.24%	8.54%	15.36%	2.20%	2.26%	1.91%	100.00%	
	27.36%		26.32%														

TRANSPORTATION COMMISSION

Title:	Game Day Express Mid-Season Update

Meeting Date: 2/21/2017
Item #: 6.3.

ATTACHMENTS:

Description

Staff Report

Transportation Commission Meeting
February 21, 2017 – 7:00 p.m.
Special Presentations/Reports

Item 7c: **Game Day Express**

Staff: Eileen Bruggeman, Alternative Transportation Analyst

Recommendation

Staff requests that the Transportation Commission accept the following report regarding the performance to date of the Game Day Express bus service. No action is required.

Background

On September 7, 2016, the City Council acted upon a recommendation of the Transportation Commission and directed staff to initiate the Game Day Express bus service between Roseville and Kings home basketball games at the Golden 1 Center in Sacramento. The service began with the Kings first regular season home game on October 27, 2016.

The City Council authorized the use of up to two buses per game for the Game Day Express. The Square ticket sales system is used for advanced ticket sales, allowing staff to determine whether to send 1 or 2 buses for each game. One-way fares for the Game Day Express are identical to Roseville commuter fares: $3.25 for residents and $4.50 for non-residents. Same day (cash) ticket sales are also available on the bus.

The pick-up location in Roseville is at the Civic Center transfer point on Vernon Street. The City of Roseville entered into an agreement with the City of Sacramento to allow Game Day Express passenger drop off/pick up and parking for two buses during the game at the Amtrak Sacramento Valley station at a cost of $1,500 for the season. The Amtrak Station is located less than four blocks from the Golden 1 Center.

Discussion

The Game Day Express has experienced a successful start to the season. Key performance statistics for the first 21 home games between October 27, 2016 and January 31, 2017 include:

- 1,777 passenger trips have been provided, which translates to the elimination of almost 17,000 vehicle miles traveled and 7 metric tons of greenhouse gas emissions (based upon the assumption that ticket holders would otherwise have traveled in pairs);
- For eleven of the first twenty-one home games two buses were sent, and for the other ten games, a single bus was sent;

- $6,588 total fare revenue was received (after deduction of Square charges), which equates to $313 per game;
- $4,353 costs through end of December, inclusive of driver time and fuel only; and
- Roseville Transit and other agencies providing transportation services to the Golden 1 Center were recently recognized with a SACOG Salutes Regional Collaboration award.

Regular Season Projections (based upon statistics from first 21 games):

- Total fare revenue of $12,500, assuming fare revenue of $300 per each of the 20 remaining regular season home games;
- $21,660 projected costs for the season, inclusive of $12,750 projected driver/fuel costs, plus costs for the seasonal expenses such as parking, promotional items and marketing;
- ***Close to 60% fare box recovery ratio is projected for the 2016/2017 basketball season.***

Marketing (total cost $7,100):

- Facebook video ad prepared for $500 plus $100 to place reached nearly 12,000 people;
- City of Roseville Parks and Recreation Guide ad for $1,000 reached 26,000 customers;
- Bus shelter posters for $2,500;
- Collateral printing for $500, for example interior bus ads;
- Bus exterior wrap ads for $2,500;
- 649 iHeartMedia radio ad spots on app and broadcast, across 6 stations at no cost;
- Local news media coverage through nearly every major Sacramento outlet;
- E-mail marketing reaching 19,000 customers;
- Partner marketing (Kings, GetHereSac, City of Sacramento, City of Rocklin, Placer County, etc.); and
- Other social media ads on Instagram, Twitter and NextDoor.

Public Responses:
Public comments have been favorable, with several repeat passengers and people grateful the City chose to offer the service. Sample comment received via email from a passenger: "The game day bus was wonderful! Only way to travel to a Kings game. Short walk from the bus to the arena and return. Hope you begin running buses to the arena for other events."

An initial survey was conducted after the first few games to confirm if the departure times provided people sufficient time to enter and to leave the Golden 1 Center. The survey confirmed that the departure times worked for most riders. Also, many riders indicated that they were pleased with the service and would try it again.

Staff has received several suggestions for improvements to the service. These include finding a drop off/pick up location closer to the center, offer the service to other events, and consider other pick-up locations in Roseville. Staff will address these requests in a more detailed report to be provided after the end of the season.

Next Steps: Consistent with the City Council direction, staff will continue the Game Day Express service through the end of the regular season (and the playoffs if applicable). At the end of the season staff will conduct a second, more in depth survey to gather key information pertaining to the service. This will include demographic data such as where Game Day Express customers live, as well as feedback on potential service improvements. City staff will then provide a detailed report to the Transportation Commission with recommendations for the service. Staff would then take the Transportation Commission's recommendation on the service forward to the City Council. The public will be invited to participate in both meetings.

GAME DAY
EXPRESS

TRANSPORTATION COMMISSION

Title:	Alternative Transportation Division Update

Meeting Date: 2/21/2017
Item #: 7.1.

ATTACHMENTS:

Description

Update Report

Transportation Commission Meeting
February 21, 2017 – 7:00 p.m.
Reports and Updates

Item 8a. **Alternative Transportation Division Update**

Staff Mike Dour, Alternative Transportation Manager

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

Transit Ambassadors
In 2006, the Placer County Transportation Planning Agency (PCTPA) designated the City of Roseville as the lead agency to set up a regional Transit Ambassador program. The following year, the City's Alternative Transportation division established the Transit Ambassador Program of South Placer County. Applicants are typically passengers on local fixed routes who have a heart for helping people. They are interviewed, finger-printed and cleared through the Department of Justice, trained in customer service skills by AT staff and then ride area buses to answer questions and offer assistance as needed. Some Transit Ambassadors are available to help new passengers plan their bus trips and ride the bus with them the first time. Others have spent as many as 30 hours helping an individual get comfortable and confident using public transportation. In addition, Transit Ambassadors are often on hand to help staff at community outreach events. There are currently 6 trained and active Transit Ambassadors who volunteered almost 600 hours helping passengers during calendar year 2016.

South Placer Regional Mobility Training Program
The South Placer Regional Mobility Training Program was developed in response to the discovery that many people need a level of training to learn how to use public transportation that cannot be provided by volunteer Transit Ambassadors. In 2016 the City of Roseville was awarded Federal Transit Administration, Enhanced Mobility of Seniors and Disabled – Section 5310 grant funding for a proposal to implement the "South Placer Regional Mobility Training Program". After a competitive procurement process, the Alternative Transportation division contracted with Paratransit, Inc. to provide professional Mobility Trainers who are available as training requests are received. The contract was awarded by City Council on September 20, 2016, and the program was up and running on September 21, 2016. It is anticipated that 2 training sessions will occur each month. Training can be individual or in groups and can range from 5 – 30 hours. Mobility Trainers develop customized transit trips and travel with trainees to teach them how to access lifeline services, medical appointments, shopping, restaurants, entertainment or social events. Mobility Training offers trainees the opportunity to travel confidently and independently on public transportation and to maintain or regain quality of life. The City of Roseville is the lead agency and training is available to seniors and individuals with disabilities in the south Placer region. To date three individuals have used the service and are able to travel confidently on public transportation throughout the region. Two more individuals are currently being trained and there are three more individuals on a waiting list. A flier is attached which is being widely circulated to promote the program.

TSM quarterly training

On February 1st, the City held a TSM quarterly training. Approximately 25 property managers and Employee Transportation Coordinators representing approximately 35 local business sites attended the training. The training was held at the new Falls Event Center. At the meeting, staff kicked off the Bucks for Bikes program and the Smart Cycling Clinics which are available to the public as well as employees in the business community. In addition, updated information was provided on Roseville Transit.

Bucks for Bikes

The City of Roseville is offering subsidies of up to $200, towards the cost of a new commuter bike and eligible accessories through the Bucks for Bikes program. The goal is to encourage commuters to use an active, clean, traffic-relieving mode of travel – Bicycling!

The program kicked off on February 3rd and applications will be accepted through 5 p.m. on March 13th.

Eligible applicants are those who live, work or attend higher education school in Roseville, are 18 years of age of older, and commute to work or school (working from home or taking on-line classes does not qualify). Applicants must provide a quote from a local bike shop, attend a free 1-hour cycling clinic, and be willing to log cycling miles during the upcoming regional May is Bike Month campaign. Funding is limited and not everyone who applies or is eligible will be awarded a subsidy. Applications can be downloaded from the City's website. (flier is attached)

Smart Cycling Clinics

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

There are two types of clinics provided:

Basic Bicycle Maintenance (1 hour): Timely bicycle maintenance can prevent a serious crash as well as inconveniences that can ruin a ride. This clinic covers tools to have with you, fixing a flat tire, basic brake adjustments, basic derailleur adjustments (shifting), and caring for your drive train (chain, cassette, chain ring). A demonstration bicycle is used, so participants are asked to NOT bring their bicycle to the clinic.

Wednesday, April 12, 2017: 7:00 – 8:00 pm
Roseville Cyclery
404 Vernon St., Roseville

Wednesday, April 26, 2017: 6:00 – 7:00 pm
The Hub
953 Pleasant Grove Blvd, Suite 100, Roseville

Smart Cycling (1 hour): Instruction on skills to bicycle safely and predictably, rules of the road and lane positioning, bicycle selection and fit, helmets, equipment you need and optional equipment you'll like, clothing, and safety gear, five things to check every time before you ride, planning a route, taking your bike on transit, parking and bike security.

Wednesday, April 12, 2017: noon – 1:00 pm
City of Roseville – Alternative Transportation
316 Vernon Street, Suite 150, Roseville

Thursday, April 6, 2017: 6:00 – 7:00 pm
City of Roseville – Alternative Transportation
316 Vernon Street, Suite 150, Roseville

Winter Storms Update

Northern California has experienced a series of strong winter storms during January and early February 2017. The storms have included significant levels of precipitation that have generated one of the wettest seasons on record. The storms also came with high winds at times. The impact on the City's transportation systems has been as follows:

- Roseville's streets have experienced localized flooding due to storm drain blockages, which are quickly cleared by Street Maintenance crews.
- Hurst Way north of Champion Oaks Drive was closed for a brief time one day in early January due to flooding. Floodwaters receded and the road was open the following day without damage.
- No homes were flooded due primarily to the $20 million in flood control improvements we have constructed since the 1995 flood.
- Strong winds on January 22 resulted in irreparable damage to the bus shelter at Saugstad Park. City staff is in the process of obtaining quotations for the purchase and installation of a new shelter.
- Roseville's Class I bike trails are often located within the floodplain of our creeks. Several of our trails have been closed periodically during the past month due to rising floodwaters. The City's Floodplain Management program includes flood gauges in key locations that allow staff to identify water levels relative to known bike trail and bike/ped bridge elevations. This allows Street Maintenance crews to proactively place "Trail Closed" signs at trail entrances when Class I trails are inundated by floodwaters. Trails that have been affected include:
    - **Miners Ravine Trail** between the UA Theaters and Orvietto Drive.
    - **Royer Park Trail** under Douglas Boulevard to Saugstad Park.
    - **Linda Creek Trail** between Meadowlark Way and Sierra Gardens Drive.
    - **North Branch of Pleasant Grove Creek Trail** near Hughes Park.
    - **Antelope Creek Trail** between Antelope Creek Drive and Galleria Boulevard.

With the exception of the Antelope Creek Trail, the trail system has not suffered serious damage and the trails have been re-opened by Street Maintenance crews as flood waters recede. During the significant winter storm event of January 7-10, 2017, heavy storm water flows within Antelope Creek overtopped the multi-use trail crossing located near the City's landfill closure site and caused substantial erosion beneath the trail surface. The creek's flow also severely damaged one of the existing culverts underneath the trail crossing. The trail is now closed until repairs can be made to allow safe access. Barricades and fencing have been installed to keep the public out of the area.

The damaged culvert crossing is targeted for replacement in summer 2017 as part of the Placer County Flood Control District's (PCFCD) Antelope Creek Flood Control Project. The flood control project would replace the existing culvert and trail crossing with a larger culvert and include streambank reinforcement that will provide flood water detention within the open space area upstream of the new culvert crossing. The project also includes re-construction of the trail a distance of approximately 200-300' on each side of the creek crossing, which will act as a concrete reinforced weir during significant storm events. The flood control project would require an extended closure of the trail (approximately 6 months). PCFCD staff has informed city staff that they intend to bid the project in February 2017. If bids are within budget, construction could begin as early as spring 2017, and this would provide the needed repair to the Antelope Creek Trail. If the PCFCD project does not move forward this year, then City staff will investigate options to repair the damaged trail as a stand-alone City project.

Connect Card

Regional transit operators recently initiated the phase 2 "Soft Launch" of the Connect Card system. Connect Card is the Sacramento region's new transit smart card fare collection system. It provides a convenient and secure way for transit customers to pay their fare. The system uses a plastic smart card called a Connect Card with a computer chip inside that can store cash value, passes and discount fares. Passengers can now travel throughout the region using a single transit card.

The Connect Card "Soft Launch" allows early adopters help make improvements to the system by providing feedback. Connect Card Soft Launch is underway in all participating agencies, including Roseville Transit, Placer County Transit, Sacramento Regional Transit, El Dorado Transit, Etran, Folsom Stage Line, SCT/Link, Yolobus, and Yuba-Sutter Transit. Interested persons can get additional Connect Card information at https://www.connecttransitcard.com/ or at (916) 321-BUSS (2877).

We anticipate full launch of the Connect Card system within 6 months. Additional information will be provided at a future Transportation Commission meeting as the full launch approaches.

Recent Media Coverage

- Sacramento Region Soft Launches All-in-One Transit Smart Card, *Tech Wire*: http://www.techwire.net/local/sacramento-region-soft-launches-all-in-one-transit-smart-card.html
- All-in-One Transit Smart Card Debuts in Sacramento, Calif. Region, *Government Technology*: http://www.govtech.com/transportation/All-in-One-Transit-Smart-Card-Debuts-in-Sacramento-Calif-Region.html?utm_content=buffer616f0&utm_medium=social&utm_source=twitter.com&utm_campaign=buffer
- Flashing Yellow Arrows: A More Effective Left Turn Signal, *Woodcreek News*, February 2017 edition (print edition, attached)

Roseville Transit accepts award for Game Day Express

Last week Roseville Transit, Sacramento Kings and other transportation partners were honored for collaborating on the smooth opening of downtown Sacramento's Golden 1 Center. The teamwork eliminated the potential for traffic jams typical of a new arena or stadium opening in a downtown.

Honored by the Sacramento Area Council of Governments with a SACOG Salutes Special Recognition award was the City of Roseville - Roseville Transit, City of Sacramento, Sacramento Kings, Sacramento Regional Transit District, Yolo County Transportation District, Downtown Sacramento Partnership and the Sacramento Area Bicycle Advocates.

Roseville Transit's Game Day Express has contributed to reducing traffic and improving air quality by saving more than 8,700 total vehicle miles on our roadways so far.

Through many hours of meetings, stakeholder engagement, mass communication, and planning, the Golden 1 Center opened with patrons arriving on foot, by bike, by transit and in cars. SACOG made this award because, "the regional infill project overcame numerous challenges, exemplifies mobility planning for all, and is a national example for sustainable planning."

Attachments:

1. **South Placer Regional Mobility Training Program flyer**
2. **Bucks for Bikes flyer**
3. **Tech Wire, January 26, 2017 – Sacramento Region Soft Launches All-in-One Smart Card**

4. **Government Technology, January 30, 2017 – All-in-One Transit Smart Card Debuts in Sacramento, Calif. Region**
5. **Woodcreek News, February 2017 – Flashing Yellow Arrows: A More Effective Left Turn Signal**

Attachment 1

NEW!

Increase Your Independence With Mobility Training

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

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

Contact us today to get on the road.

(916) or (530) 745-7560
mobilitytraining@roseville.ca.us
roseville.ca.us/mobilitytraining

CITY OF ROSEVILLE CALIFORNIA
Public Works

Bucks for Bikes

Get on the road with a new commuter bike!

Applications are now being accepted for Bucks for Bikes; an opportunity to receive up to $200 toward a new commuter bike*.

Applicants must be:

- Living, working, *or* attending school in Roseville
- 18 years of age or older
- Willing to commute to work or school by bike
- Willing to attend a free cycling clinic
- Participate in May is Bike Month by logging miles

Submit your application by 5 p.m. on Monday, March 13, 2017.

For more information visit roseville.ca.us/transportation, or call us at 774-5365.

** Funding is limited. This is not a first come, first served application process. Not everyone who applies or is eligible will be awarded a subsidy.*

Public Works - Alternative Transportation
316 Vernon Street, Suite 150 • Roseville, CA 95678
roseville.ca.us/transportation • transportation@roseville.ca.us

CITY OF ROSEVILLE CALIFORNIA

Attachment 3

LOCAL GOVERNMENT (/LOCAL)

Sacramento Region Soft Launches All-in-One Transit Smart Card

BY NEWS STAFF (/AUTHOR/NEWS-STAFF) | JANUARY 26, 2017

(HTTP://TWITTER.COM/HOME?STATUS=SACRAMENTO REGION SOFT LAUNCHES ALL-IN-ONE TRANSIT SMART CARD HTTP://WWW.TECHWIRE.NET/LOCAL/SACRAMENTO-REGION-SOFT-LAUNCHES-ALL-IN-ONE-TRANSIT-SMART-CARD) (HTTP://WWW.FACEBOOK.COM/SHARER.PHP?U=HTTP://WWW.TECHWIRE.NET/LOCAL/SACRAMENTO-REGION-SOFT-LAUNCHES-ALL-IN-ONE-TRANSIT-SMART-CARD&T=SACRAMENTO REGION SOFT LAUNCHES ALL-IN-ONE TRANSIT SMART CARD) (HTTPS://PLUS.GOOGLE.COM/SHARE?URL=HTTP://WWW.TECHWIRE.NET/LOCAL/SACRAMENTO-REGION-SOFT-LAUNCHES-ALL-IN-ONE-TRANSIT-SMART-CARD) (MAILTO:?SUBJECT=SACRAMENTO REGION SOFT LAUNCHES ALL-IN-ONE TRANSIT SMART CARD&BODY=HTTP://WWW.TECHWIRE.NET/LOCAL/SACRAMENTO-REGION-SOFT-LAUNCHES-ALL-IN-ONE-TRANSIT-SMART-CARD)

Photo: Connect Transit Card

Public transit riders in the greater Sacramento area can now use a single "smart" card to pay fares among nine participating agencies.

The Connect Transit Card was soft launched regionwide on Wednesday, after the Sacramento Regional Transit District became the first adopter in November.

The system — which uses a plastic smart card with an embedded computer chip inside that can store cash value, passes and discount fares can now be used on Regional Transit, e-tran, El Dorado Transit, Folsom Stage Line, Placer County Transit, Roseville Transit, South County Transit Link, Yolobus and Yuba-Sutter Transit.

The card is valid for travel on buses and Regional Transit light rail trains. Users can simply tap their fare card at a card reader to pay before boarding. The fare cards can be reloaded online, at kiosks or via participating retailers.

"The region paid for the card system using available federal and state funds. The process has been and is currently managed by the Sacramento Area Council of Governments (SACOG), a regional planning agency, in coordination with all nine participating transit agencies," the Connect Card website says.

This short video explains the system's features. More information also is available at **https://www.connecttransitcard.com/ (https://www.connecttransitcard.com/)**.

gt (/)

Attachment 4

TRANSPORTATION
(/transportation)

All-in-One Transit Smart Card Debuts in Sacramento, Calif., Region

The Connect Transit Card was soft launched regionwide on last week, after the Sacramento Regional Transit District became the first adopter in November.

BY NEWS STAFF / JANUARY 30, 2017

CONNECT TRANSIT CARD (HTTPS://WWW.CONNECTTRANSITCARD.COM/#)

Public transit riders in the greater Sacramento area can now use a single "smart" card to pay fares among nine

participating agencies.

CONNECT TRANSIT CARD (HTTPS://WWW.CONNECTTRANSITCARD.COM/#)

The Connect Transit Card was soft launched regionwide on Wednesday, Jan. 25, after the Sacramento Regional Transit District became the first adopter in November.

The system — which uses a plastic smart card with an embedded computer chip inside that can store cash value, passes and discount fares can now be used on Regional Transit, e-tran, El Dorado Transit, Folsom Stage Line, Placer County Transit, Roseville Transit, South County Transit Link, Yolobus and Yuba-Sutter Transit.

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Introducing Connect Card Transit Card

Attachment 5

Maidu Museum & Historic Site

February 2017 Events —

19th Annual Sacramento Museum Day: Saturday, February 4 from 9am-4pm. The Maidu Museum & Historic Site is offering free admission, free guided tours at 10am and 1pm, and free children's activities all day.

Night Out at the Museum: Saturday, February 18 from 6:30pm-8:30pm. Opening Reception & Artist Panel for INTERWOVEN, art from Melissa Melero-Moose, Shanti Parks, Maureen Self, Sarah Biscarra-Dilley, and Dixie Rogers, on display December 16 through March 31, 2017. Doors open at 6:30pm. Program starts at 7pm. Light refreshments. FREE event.

Maidu Museum & Historic Site
1970 Johnson Ranch Drive, Roseville
916.774.5934.

Museum Hours: Monday-Friday, 9:00am-4:00pm, Saturday, 9:00am-1:00pm, 3rd Saturdays 6:30pm-8:30pm. Guided Tours Saturdays at 10am. Self-guided tours on weekdays.

Admission Fees: $5.00 Adults, $4.00 Seniors/Students, $2.00 after 2pm, $16/Family of Four. Free admission for: Tribal Members, Museum Members, Military, Under 5

FYI — Flashing Yellow Arrows: A more Effective Left Turn Signal

Have you ever waited at a red light to turn left when there were no cars coming and it was clear to go? This can be frustrating as well as cost you time and fuel. The solution is a type of traffic signal with a flashing yellow left-turn arrow.

This means you are allowed to cautiously enter the intersection to make your left turn after yielding to oncoming traffic.

A new signal with this feature was installed at the intersection of Industrial Avenue and Freedom Way in early November. You will also see them in the near future in other communities around the Sacramento area.

Flashing yellow arrow intersections are proven to be more efficient—reducing traffic delays and emissions, saving you time and money. These signals have been successfully used for years in other cities in northern California, Reno, and around the country.

Watch the brief animation below to see how it works. Learn more by visiting roseville.ca.us/FlashingYellowArrow.