



AGENDA

February 5, 2025

CITY COUNCIL
6:00 p.m.
Council Chambers
311 Vernon Street
Roseville, CA
www.roseville.ca.us

THE CITY OF ROSEVILLE WELCOMES YOUR PARTICIPATION

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

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

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

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

Levine Act Provisions - The Levine Act requires a Party (or its agent (s)) to a Proceeding before the City of Roseville that involves any action or consideration to their contract, license, permit, or other entitlement for use, to disclose any campaign contribution made to City elected or appointed officers (including Councilmembers, Planning Commissioners, and members of other City boards and commissions) totaling more than \$250 within the 12 months before the City decision.

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

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

Security procedures are in place to attend Roseville City Council meetings. All attendees must successfully pass through a security metal detector. Any person with a prohibited item will not be allowed entry. Prohibited items include, but are not limited to: firearms (even with valid CCW), knives, pepper spray/mace, explosives of any kind/ any weapons and/or dangerous devices of any kind, illegal drugs and alcohol.

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **PLEDGE OF ALLEGIANCE**
4. **MEETING PROCEDURES**
5. **PUBLIC COMMENTS**
6. **CONSENT CALENDAR**

BEGINNING OF CONSENT CALENDAR

Minutes

6.1. Minutes of Prior Meetings

Memo from City Clerk Technician Melissa Lipp and City Clerk Carmen Avalos recommending the City Council approve the minutes of the January 15, 2025 Special Meeting City Council Legislative Platform Workshop, and January 15, 2025 City Council Meeting.

CC #: 3747

File #: 0102-03

CONTACT: Melissa Lipp 916-774-5268 mllipp@roseville.ca.us

Bids / Purchases / Services

6.2. Riego Creek Park Turf Installation Project - Approval of Plans and Specifications and Authorization to Call for Bids

Memo from Senior Park Development Project Manager Heather Buck and Parks, Recreation & Libraries Director Jill Geller recommending the City Council approve the plans and specifications for the Riego Creek Park Turf Conversion Project and authorize staff to call for bids. Riego Creek Park is located on the 12.15-acre site off North Hayden and Holt Parkways, adjacent to Riego Creek Elementary in the Fiddymont Farm area of West Roseville. The Riego Creek Park Turf Conversion Project includes converting some landscaped areas along North Hayden Parkway to turf. The park was designed and constructed to meet the project budget with a conservative approach to landscaping. Funding for the initial park construction was approved in the FY2021-22 CIP budget in the Neighborhood Park - West Roseville Specific Plan Fund. As the park project is now complete and all expenses have been accounted for, staff proposes to utilize unspent contingency funds to potentially convert two large landscape areas along North Hayden into turf grass. These areas include the large spaces outside the outfield fences. Ongoing maintenance costs are funded through the Fiddymont Ranch Community Facilities District No. 2 (Public Services). There will be minimal additional maintenance cost because of this project.

CC #: 3738

File #: 0704-01

CONTACT: Heather Buck 916-774-5254 hcbuck@roseville.ca.us

6.3. Traffic Signal Equipment (RFQ 10-3404) - Purchase Orders

Memo from Buyer Sue Jessup and Assistant City Manager/Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 25-021 APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT; and adopt RESOLUTION NO. 25-022 APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT; and adopt RESOLUTION NO. 25-023 APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT; and adopt RESOLUTION NO. 25-024 APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT; and adopt RESOLUTION NO. 25-025 APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT; and adopt RESOLUTION NO. 25-026 APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT; and adopt RESOLUTION NO. 25-027 APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT; and adopt RESOLUTION NO. 25-028 APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT; and adopt RESOLUTION NO. 25-029 APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT. Staff recommends Council authorize open purchase orders with Advanced Traffic Products, Inc.; AM Signal LLC; AZCO Supply, Inc.; Control Tech West, Inc. dba CT West; Econolite Control Products, Inc.; EYEP Solutions, Inc.; J A Momaney Services, Inc. dba JAM Services; SWARCO McCain, Inc.; KCM Marketing Group, Inc. dba MK Battery; and Western Systems, Inc. as the lowest responsive and responsible bidders for the purchase of traffic signal equipment in response to Request for Quotations No. 10-3404. Funding is included in the Public Works Department's Traffic Signal capital improvement project budgets and in the Electric Fund budget for maintenance, rehabilitation, and replacement. The estimated total annual value of the award is \$1,700,000 for the twelve-month period from February 5, 2025 to February 4, 2026. Staff requests authorization for four optional renewal years without further Council approval, pending Council's approval of the annual budget.

CC #: 3736

File #: 0203-04

CONTACT: Sue Jessup 916-746-1107 sjessup@roseville.ca.us

6.4. Vacuum Power Circuit Breakers (RFQ 10-3407) - Purchase Order

Memo from Buyer Sue Jessup and Assistant City Manager/Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 25-030 APPROVING A PURCHASE ORDER FOR VACUUM POWER CIRCUIT BREAKERS. Staff requests Council authorize open purchase orders with Meiden America Switchgear, Inc. as the lowest responsive and responsible bidder for the purchase of vacuum power circuit breakers in response to Request for Quotations No. 10-3407. Funding is included in the Electric Fund budget. The total amount authorized for the initial contract period and optional renewal years through FY2028-29 is a not-to-exceed amount of \$4,250,000.

CC #: 3737

Resolutions**6.5. Denio Family Park - Phase 1 Project - Notice of Completion**

Memo from Park Development Project Manager Joel De Jong and Parks, Recreation & Libraries Director Jill Geller recommending the City Council adopt RESOLUTION NO. 25-033 ACCEPTING THE PUBLIC WORK KNOWN AS DENIO FAMILY PARK - PHASE 1 PROJECT, APPROVING THE "NOTICE OF COMPLETION", AND AUTHORIZING THE PARKS, RECREATION AND LIBRARIES DIRECTOR TO EXECUTE SAID NOTICE ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests Council approval to accept the Denio Family Park - Phase 1 Project, as complete, and adopt a resolution authorizing the Parks, Recreation & Libraries Director to execute the Notice of Completion on behalf of the City. The Parks, Recreation & Libraries Department has made a final inspection of the Denio Family Park - Phase 1 Project and has found that all contract work has been completed in accordance with the approved plans and specifications. The project is now ready for acceptance. The project scope of work includes a dog park, 18-hole disc golf course, parking areas, a group picnic area, restrooms, landscape and irrigation. Funding for the first phase of construction was approved using the Citywide Park - West Roseville Specific Plan Fund and was allocated in the FY2021-22 budget. A budget adjustment was approved at the time of contract award to fully fund the construction of the amenities identified in the Phase 1 project. Maintenance of the Phase 1 park improvements will cost approximately \$60,000/year and will be funded from the General Fund.

CC #: 3745

File #: 0704-01

CONTACT: Joel De Jong 916-774-5924 jdejong@roseville.ca.us

6.6. Riego Creek Park - Notice of Completion

Memo from Park Development Project Manager Heather Buck and Parks, Recreation & Libraries Director Jill Geller recommending the City Council adopt RESOLUTION NO. 25-019 ACCEPTING THE PUBLIC WORK KNOWN AS RIEGO CREEK PARK PROJECT, APPROVING THE "NOTICE OF COMPLETION", AND AUTHORIZING THE PARKS, RECREATION AND LIBRARIES DIRECTOR TO EXECUTE SAID NOTICE ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests Council accept the Riego Creek Park Project as complete. The Parks, Recreation & Libraries Department has made a final inspection of the Riego Creek Park Project and has found that all contract work has been completed in accordance with the improvement plans and specifications. The project is now ready for acceptance. The Riego Creek Park Project (formerly F-51 Park) is located on the 12.15-acre site off of North Hayden and Holt Parkways, adjacent to Riego Creek Elementary in the Fiddymont Farm area of West Roseville. This Project includes a children's play and swing area, shaded picnic area, off-street parking, two baseball/softball fields, a restroom, a perimeter looped trail with mileage markers and a small outdoor classroom area. In accordance with City specifications, the contractor shall guarantee the installation of

these improvements for a period of twelve (12) months from the date of this Notice of Completion. Funding for the construction project was approved in the FY2021-22 CIP budget from the Neighborhood Park -West Roseville SP Fund.

CC #: 3733

File #: 0704-01

CONTACT: Heather Buck 916-774-5254 hcbuck@roseville.ca.us

6.7. Northern California Power Agency Combustion Turbine Project - Second Phase Agreement

Memo from Power Supply and Portfolio Administrator Petra Wallace and Electric Utility Director Daniel Beans recommending the City Council adopt RESOLUTION NO. 25-032 APPROVING A SECOND PHASE AGREEMENT FOR COMBUSTION TURBINE PROJECT NUMBER TWO REPOWER PROJECT WITH NORTHERN CALIFORNIA POWER AGENCY, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests Council approve the Second Phase Agreement with the Northern California Power Agency (NCPA) and its applicable members to develop project surveys, preliminary investigations, prepare designs, develop a project schedule, and place deposits for long-lead items for the potential repowering of NCPA's Combustion Turbine Project No. 2. The estimated cost for Roseville's share of the Second Phase Agreement is approximately \$2.3 million. Funding is included in the Electric Department's FY2024-25 budget in the Electric Fund.

CC #: 3743

File #: 0800-03

CONTACT: Petra Wallace 916-774-5510 pwallace@roseville.ca.us

6.8. Construction Management and Inspection Services for Aquifer Storage and Recovery Wells 13 (Campus Oaks) and 19 (Misty Woods) Project - Professional Services Agreement

Memo from Senior Engineer Keith Schmidt and Environmental Utilities Director Sean Bigley recommending the City Council adopt RESOLUTION NO. 25-018 APPROVING A PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND BROWN AND CALDWELL, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests Council approval and award of the Aquifer Storage and Recovery Wells Campus Oaks (Well 13) and Misty Wood (Well 19) Construction Management and Inspection Services Agreement to Brown and Caldwell in the amount of \$1,793,516. The source of funding for this agreement is the Water Construction Fund, as well as a state grant approved by Council on September 20, 2023.

CC #: 3730

File #: 0800-02

CONTACT: Keith Schmidt 916-746-1194 kjschmidt@roseville.ca.us

Ordinances (for introduction and adoption - appropriation/urgency measures)

6.9. Lighting and Landscape Districts - Budget Adjustment

Memo from Parks & Open Space Superintendent Eric Dexter and Parks, Recreation & Libraries Director Jill Geller recommending the City Council adopt ORDINANCE NO. 6910 AUTHORIZING CERTAIN AMENDMENTS TO THE FISCAL YEAR 2024-25 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. Staff requests Council approval of a budget adjustment in three special district areas totaling \$81,000. The recommended budget adjustment will provide resources for repairs and maintenance of fencing in the Northwest Specific Plan Lighting and Landscape District (LLD), to increase the budget to re-paint the Cosmos sculpture in the Olympus Pointe LLD, and to increase the budget to complete a lighting project in the Vernon Street LLD. Funding is available in the Northwest Specific Plan LLD Fund, the Olympus Pointe LLD Zone A Fund, and the Vernon Street LLD Fund. There is no impact on the General Fund.

CC #: 3732

File #: 0206-08-01 & 0201-01

CONTACT: Eric Dexter 916-746-1769 edexter@roseville.ca.us

6.10. Staffing Changes

Memo from Human Resources Manager Macy Dippert and Human Resources Director Stacey Peterson recommending the City Council adopt ORDINANCE NO. 6911 AMENDING ORDINANCE NO. 6894, THE SALARY ORDINANCE FOR EMPLOYEES REPRESENTED BY THE INTERNATIONAL UNION OF OPERATING ENGINEERS, STATIONARY ENGINEERS, LOCAL 39, AS AMENDED BY APPENDIX "F" TO BE EFFECTIVE FEBRUARY 8, 2025, AS AN URGENCY MEASURE. As part of an ongoing assessment of the appropriate staffing levels to provide a high level of service to the community, staff recommends that the City Council approve the International Union of Operating Engineers, Stationary Engineers, Local 39 (Local 39) A & B salary schedules reflecting the addition of a Parks Contract Compliance Technician, Parks Maintenance and Construction Technician, and Parks Inspector classifications and the deletion of the Parks Project Technician classification. The City position allocation schedule reflects six (6) full-time position reclassifications from Parks Project Technician to three (3) Parks Contract Compliance Technicians, one (1) Parks Maintenance and Construction Technician, two (2) Parks Inspector positions, and one (1) position reclassification from Deputy City Attorney II to Senior Deputy City Attorney. For the remainder of FY2024-25, the financial impact of the recommendations to the General Fund is \$15,349. All net budget increases can be covered by the General Fund contingency, if necessary, so no budget adjustments are recommended at this time.

CC #: 3739

File #: 0600-01

CONTACT: Macy Dippert 916-774-5215 mdippert@roseville.ca.us

6.11. Environmental Utilities Water Project Cancellations – Budget Adjustment

Memo from Water Utility Manager George Hanson and Environmental Utilities

Director Sean Bigley recommending the City Council adopt ORDINANCE NO. 6909 AUTHORIZING CERTAIN AMENDMENTS TO THE FISCAL YEAR 2024-25 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. Staff requests Council approve a budget adjustment to the FY2024-25 budget to return unspent appropriations to available resources in the Water Rehabilitation Fund as a result of the cancellation of the Industrial Avenue 12-inch Water Main Rehabilitation Project, return unspent appropriations to available resources in the Water Operations Fund as a result of the cancellation of the Lead and Copper Rule Revisions–Public Outreach project, and return resources to available resources in the Water Construction Fund due to the cancellation of the Long-Term Water Contracts project. The budget adjustment will return a total of \$745,914 to available resources in the Water funds.

CC #: 3731

File #: 0900-02-01 & 0201-01

CONTACT: George Hanson 916-746-1764 ghanson@roseville.ca.us

Ceremonial Documents

6.12. Resolution - Jeff Beaubier

Commend Jeff Beaubier for his 24 years of outstanding service and dedication to the City of Roseville and the Electric Department, congratulate him for his many accomplishments, and wish him a long, healthy, and enjoyable retirement.

CC #: 3746

File #: 0102-10

CONTACT: Blair Hutchison 916-774-5266 bmhutchison@roseville.ca.us

END OF CONSENT CALENDAR

7. RESOLUTIONS

7.1. Sunrose Apartments Permanent Supportive Housing Project - Regulatory Agreement, Loan Agreement, Promissory Note, and Deed of Trust

Memo from Housing Manager Trisha Isom and Economic Development Director Melissa Anguiano recommending the City Council adopt RESOLUTION NO. 25-031 APPROVING A REGULATORY AGREEMENT, LOAN AGREEMENT, PROMISSORY NOTE, AND DEED OF TRUST, BY AND BETWEEN THE CITY OF ROSEVILLE AND ADVOCATES FOR MENTALLY ILL HOUSING, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT AND ANY OTHER RELATED DOCUMENTS ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests Council approval of the necessary loan documents between the City and Advocates for Mentally Ill Housing, Inc. to fund the Sunrose Permanent Supportive Housing project (Sunrose Apartments), in the amount of \$1,500,000. The Sunrose Apartments will include 82 studio units. The loan will be funded with HOME Program Income which is generated by First-Time Home Buyer and Owner-Occupied Rehabilitation loan payoffs funded using HOME program dollars. The recommended agreements will support the City's General Plan in meeting the

affordable housing goals. No General Fund resources will be used in the development of this project.

CC #: 3740

File #: 0709-03

CONTACT: Trisha Isom 916-746-1239 tisom@roseville.ca.us

8. ORDINANCES

8.1. Fiscal Year 2023-24 Year-End Financial Report and Fiscal Year 2024-25 - Budget Adjustments

Memo from Budget Manager Nancy Rothlisberger and Assistant City Manager/Chief Financial Officer Dennis Kauffman recommending the City Council accept the FY2023-24 Year-End Report; and adopt ORDINANCE NO. 6912 AUTHORIZING CERTAIN AMENDMENTS TO THE FISCAL YEAR 2024-25 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. Staff requests Council receive the FY2023-24 Year-End Report and approve the related adjustments to the FY2024-25 budget to appropriate the \$15.86 million FY2023-24 General Fund year-end surplus to fund the following one-time expenditures: (1) Parks Recreation, and Libraries projects totaling \$4,030,000 (\$3,000,000 for the West Side Maintenance Yard project, \$630,000 for Adventure Club facility rehabilitation projects, \$250,000 for the Vernon Street Town Square Spray Ground Upgrades project, and \$150,000 for the Courts at Gibson Park Frontage project), (2) Police Department projects totaling \$930,000 (\$450,000 to replace police officer equipment and \$480,000 to replace body-worn cameras), (3) funding toward the anticipated shortfall in the Fleet Replacement Fund (\$1,531,000), (4) payment to CalPERS for the deferred FY2023-24 additional discretionary payment of \$4,577,924, and (5) transfers to the Pension Trust Fund (\$1,541,076), the General Fund Capital Reserve Fund (\$1,500,000), and the Strategic Improvement Fund (\$1,750,000).

CC #: 3744

File #: 0201 & 0201-01

CONTACT: N. Rothlisberger 916-774-5314 nrothlisberger@roseville.ca.us

9. SPECIAL REQUESTS/REPORTS/PRESENTATION

9.1. Fiscal Year 2024-25 First Quarter Report and Fiscal Year 2025-26 - Budget Development Calendar

Memo from Budget Manager Nancy Rothlisberger and Assistant City Manager/Chief Financial Officer Dennis Kauffman recommending the City Council accept a report which provides an overview of General Fund revenues for the first quarter of FY2024-25. The FY2024-25 First Quarter Report provides an overview of General Fund revenues for the first quarter of FY2024-25 (July 1, 2024 – September 30, 2024). The FY2025-26 budget development calendar, listed in the Council Communication, provides the dates of upcoming budget-related meetings and presentations. This is an informational item and requires no City Council action. There is no fiscal impact associated with this

item.

CC #: 3741

File #: 0201

CONTACT: N. Rothlisberger 916-774-5314 nrothlisberger@roseville.ca.us

9.2. Roseville Transit Comprehensive Operational Analysis

Memo from Alternative Transportation Manager Ed Scofield and Public Works Director Jason Shykowski recommending the City Council approve Roseville Transit's Comprehensive Operational Analysis (COA). The purpose of the COA is to examine all aspects of Roseville Transit's existing service, search for new and innovative ways to provide transit services to Roseville residents and enable more seamless fixed-route and demand response service connections to other adjacent transit providers as part of the greater South Placer region's transportation network. There is no fiscal impact with the approval of the COA.

CC #: 3734

File #: 0721

CONTACT: Ed Scofield 916-774-5449 ecscofield@roseville.ca.us

10. PUBLIC HEARING

NOTICE TO THE PUBLIC

City Council, when considering the matter scheduled for hearing, will take the following actions:

1. Open the Public Hearing
2. Presentation by Staff
3. Presentation by applicant or Appellant
4. Accept Public Testimony
5. Appellant or Applicant Rebuttal Period
6. Close the Public Hearing
7. City Council Comments and Questions
8. City Council Action

In the future, if you wish to challenge in court any of the matters on this agenda for which a public hearing is to be conducted, you may be limited to raising only those issues, which you, or someone else raised orally at the Public Hearing or in written correspondence received by the City on or before the hearing.

Public Hearings listed for continuance will be continued as noted and posting of this agenda serves as notice of continuation.

10.1. Tax Equity and Fiscal Responsibility Act Hearing for Heritage Park Apartments

Memo from Management Analyst Jeannine Thrash and Assistant City Manager/Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 25-020 APPROVING THE ISSUANCE BY THE CALIFORNIA STATEWIDE COMMUNITIES DEVELOPMENT AUTHORITY OF EXEMPT FACILITY BONDS FOR THE HERITAGE PARK APARTMENTS. Staff requests Council conduct a public hearing

approving the issuance of the bonds for the benefit of Heritage Park Apartments Roseville, LP (the “Borrower”) who has requested that the California Statewide Communities Development Authority (CSCDA) serve as the municipal issuer of tax-exempt multi-family housing revenue bonds in an aggregate principal amount not to exceed \$35,000,000 (the “Bonds”). There is no fiscal impact to the City. The bonds will be issued as limited obligations of CSCDA, payable solely from revenues and receipts derived from a loan to be made by CSCDA to the borrower with the bond proceeds. The City bears no liability with respect to the issuance of the bonds. Further, the City is not a party to any of the financing documents related to the Bond issuance and is not named in any of the disclosure documents describing the bonds or the proposed financing.

CC #: 3735

File #: 0206-03-01

CONTACT: Jeannine Thrash 916-774-5473 jthrash@roseville.ca.us

11. COUNCIL REPORTS / PUBLIC COMMENTS

12. ADJOURNMENT



COUNCIL COMMUNICATION

CC #: 3747
File #: 0102-03

Title: Minutes of Prior Meetings
Contact: Melissa Lipp 916-774-5268 mllipp@roseville.ca.us

Meeting Date: 2/5/2025
Item #: 6.1.

RECOMMENDATION TO COUNCIL

Approve the minutes of the January 15, 2025 Special Meeting City Council Legislative Platform Workshop, and January 15, 2025 City Council Meeting.

BACKGROUND

Not applicable.

FISCAL IMPACT

There is no fiscal impact associated with this request.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. The City Council minutes are not subject to CEQA. No additional environmental review is required.

CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Respectfully Submitted,

Melissa Lipp, City Clerk Technician

Carmen Avalos, City Clerk



Dominick Casey, City Manager

ATTACHMENTS:

Description

January 15, 2025 Legislative Platform Workshop

January 15, 2025 City Council Meeting



MINUTES

January 15, 2025

**SPECIAL MEETING
CITY COUNCIL
LEGISLATIVE PLATFORM WORKSHOP
4:30 p.m.
Council Chambers
311 Vernon Street
Roseville, California
www.roseville.ca.us**

1. CALL TO ORDER

Mayor Krista Bernasconi called the meeting to order at 4:32 p.m.

2. ROLL CALL

Present: Vice Mayor Karen Alvord, Councilmember Bruce Houdesheldt, Councilmember Tracy Mendonsa, Councilmember Pauline Roccucci, and Mayor Krista Bernasconi.

3. PLEDGE OF ALLEGIANCE

Government Relations Administrator Mark Wolinski led the Pledge of Allegiance.

4. MEETING PROCEDURES

City Clerk Carmen Avalos announced the procedures for addressing the City Council.

5. PRESENTATIONS

5.1. Workshop

A. Legislative Advocacy Overview

B. Law & Regulation Committee Overview

C. State and Federal Overview - The Ferguson Group & Gonsalves and Son

D. Legislative Platform - Review Changes

E. Council Input

CONTACT: Mark Wolinski 916-774-5179 mwolinski@roseville.ca.us

Deputy City Manager Megan Scheid made the presentation to the City Council.

-
A. Legislative Advocacy Overview

Legislative Platform guides advocacy strategy

- Law and Regulation Committee, Government Relations Team

Partnerships power advocacy strategy

- Community (SACOG, Chambers, RCONA Cities)
- Issue-specific (NCPA, CMUA, RWA, MISAC, Cal Chiefs)

Engagement activates strategy

- Monthly meetings with legislative representatives
- Advocacy at state and national capitols
- Lobbyists, testimony, regulators, advocacy letters, tours

B. Legislative Platform Workshop

- Provides deeper understanding of state & federal political environment
- Is an element of Council-approved annual legislative advocacy schedule
- Law and Regulation Committee an invaluable resource to the advocacy effort
- Basis for City's legislative advocacy positions
- Increasing pressures on municipal budgets

C. State and Federal Overview

Government Relations Administrator Mark Wolinski introduced Mike Miller of The Ferguson Group

Mike Miller of The Ferguson Group provided the Federal legislation overview to the City Council.

Federal Overview 2024

- Chevron Doctrine

Key Issues in 2025:

- New Administration and the new Congress
- Appropriation delay and impacts to the FY26 appropriations process
- Overview of how certain cabinet appointments might impact the City.

Government Relations Administrator Mark Wolinski introduced Jason Gonsalves of Gonsalves & Son.

Jason Gonsalves of Gonsalves & Son provided the State legislation overview to the City Council.

-
Overview of the 2024 Legislative Session

Key Issues in 2025

- State budget

- New administration in Washington
- Housing, homelessness, public safety

D. Legislative Platform - Review Changes

Government Relations Administrator Mark Wolinski made the presentation to the City Council.

Proposed Modifications/Critical Concerns

Citywide Legislative Principles

- Advocacy on sales tax, state bond legislation or state ballot measures

Administrative Services

- Support legislation and measures that provide and promote consistency and the promotion of harmonious labor relations

Parks, Recreation, & Libraries Platform/Item

- Support legislation to reinstate state funding for the Building Forward Facilities Improvement Program
- Support legislation that funds increased access and American Disabilities Act improvements to parks and facilities

Public Safety

- Support legislations that invests in first responder health and wellness programs, with a focus on advancing cancer prevention, research, and early detection initiatives

Housing and Community Investment Platform

- Support legislation and appropriations that fully fund assistance for affordable housing, prevention

Critical Concerns for the Upcoming Legislative/Congressional Sessions

- National Flood Insurance Program updates and Community Rating System program changes

Government Relations Administrator Mark Wolinski introduced Utility Government Relations Administrator Noelle Mattock

Environmental Utilities Platform (Modifications)

- Updated section titles to more accurately reflect the City's desired outcomes
- Rearranged goals to more appropriate sections

Environmental Utilities Platform (New Language)

- Advancing Stormwater Management and Green Infrastructure #7 "Actively track, comment and advocate requirements from the state Water Board and Regional Water Boards."
- Advancing Biosolids, Recycled Water and Energy for a Sustainable Future #4 "...allow developers of biogas and electricity to benefit from federal and state funding like e-RINS (Electric Renewables Identification Numbers) so we can use our microturbines to power e-trucks and receive the e-RINS credits."

Critical Concerns

- Implementing the Making Conservation a California Way of Life regulation
- Appropriate Regulatory Offramps
- Municipal Water Systems Performance in Wildfires - Proposed language hand out

Utility Government Administrator Noelle Mattock introduced Utility Government

Critical Concerns for Upcoming Legislative/Congressional Session (New Language):

- RPS Cost Containment - Ability to utilize cost containment measures under RPS program
- State Mandates - Support Flexibility in meeting state's energy goals
- Light up Navajo - Bring visibility through advocacy/support
- State Agency Collaboration - Foster continued engagement, pursue new opportunities
- UEC Outreach - Showcase unique value of UEC, seek regulatory benefit
- Regional Energy Market - Participate in 2025 regional energy market legislation

Critical Concerns for Upcoming Legislative/Congressional Session(Modifications):

- Grid Reliability Related Programs - Deleted to reflect completed task, acceptance in DEBA
- Supply Chain Disruptions - Modified to reflect updated supply chain efforts

Government Relations Administrator Mark Wolinski continued the presentation.

Conclusion

- Closely monitor changes in the legislative and congressional agenda and administration objectives at the state and federal level
- Continue to strengthen the relationship with state and federal elected officials, departments and agencies
- Continue to develop effective advocacy strategies with City's lobbyist, regional and coalition partners

E. Council Input

No public comment received.

Council received the presentation and did not provide any direction.

5.2. Retirement Resolution - Mark Wolinski

Commend Mark Wolinski for his 25 years of outstanding service and dedication to the City of Roseville and the Public Affairs and Communications Department, congratulate him for his accomplishments and wish him a long, healthy, and enjoyable retirement.

CONTACT: Megan Scheid mscheid@roseville.ca.us 916-774-5362

The City Council made the presentation to Mark Wolinski, who responded.

6. PUBLIC COMMENTS

Senator Roger Niello's Office presented Mark Wolinski a Resolution.

U.S. Representative Kevin Kiley's Office presented Mark Wolinski a Resolution.

Congressman Doug LaMalfa's Office presented Mark Wolinski a certificate.

Christina Fereira congratulated Mark Wolinski on his retirement.

Roseville Area Chamber of Commerce Chief Executive Officer Rana Ghadban congratulated Mark Wolinski on retirement.

Supervisor Bonnie Gore's Chief of Staff, Landon Wolfe, congratulated Mark Wolinski on his retirement.

Jason Gonsalves congratulated Mark Wolinski on his retirement.

Paul Gonsalves congratulated Mark Wolinski on his retirement.

7. ADJOURNMENT

Mayor Krista Bernasconi adjourned the meeting at 5:53 p.m.



MINUTES

January 15, 2025

CITY COUNCIL
6:00 p.m.
Council Chambers
311 Vernon Street
Roseville, CA
www.roseville.ca.us

1. CALL TO ORDER

Mayor Krista Bernasconi called the meeting to order at 6:02 p.m.

2. ROLL CALL

Present: Vice Mayor Karen Alvord, Councilmember Bruce Houdesheldt, Councilmember Tracy Mendonsa, Councilmember Pauline Roccucci, Mayor Krista Bernasconi.

3. PLEDGE OF ALLEGIANCE

Fire Chief Ryan Harrigan led the Pledge of Allegiance.

4. MEETING PROCEDURES

City Clerk Carmen Avalos announced the procedures for addressing the City Council.

5. PRESENTATIONS

5.1. Resolution - Jana Cervantes

Commend Jana Cervantes for her 26 years of outstanding service and dedication to the City of Roseville and the Public Works Department, congratulate her for her accomplishments and wish her a long, healthy, and enjoyable retirement.

CONTACT: Blair Hutchison 916-774-5266 bmhutchison@roseville.ca.us

The City Council made the presentation to Jana Cervantes, who responded.

5.2. Resolution - Lisa Gist

Commend Lisa Gist for her 19 years of outstanding service and dedication to the City of Roseville and the Finance Department, congratulate her for her accomplishments and wish her a long, healthy, and enjoyable retirement.

CONTACT: Blair Hutchison 916-774-5266 bmhutchison@roseville.ca.us

The City Council made the presentation to Lisa Gist, who responded.

6. **PUBLIC COMMENTS**

Penny Beingessner spoke in opposition to the removal of the painted wall in Maidu Community Center.

Jennifer Chapman requested a refund or waiver of Planning Commission decision appeal fee.

Gerry Fuller requested a refund or waiver of Planning Commission decision appeal fee.

7. **CONSENT CALENDAR**

BEGINNING OF CONSENT CALENDAR

Motion by Bruce Houdesheldt, seconded by Tracy Mendonsa, to approve the Consent Calendar as presented. The Motion Passed.

Roll call vote: Ayes: Alvord, Bernasconi, Houdesheldt, Mendonsa, Roccucci

Minutes

7.1. Minutes of Prior Meetings

Memo from City Clerk Technician Melissa Lipp and City Clerk Carmen Avalos recommending the City Council approve the minutes of the December 11, 2024 City Council Special Meeting, December 11, 2024 City Council Swearing-In Ceremony, December 18, 2024 Closed Session and December 18, 2024 City Council/Housing Authority/Housing Successor Meeting.

CC #: 3726

File #: 0102-03

CONTACT: Melissa Lipp 916-774-5268 mllipp@roseville.ca.us

Bids / Purchases / Services

7.2. Legal Research Software - Sole Source Purchase Order

Memo from Paralegal Gretchen Hakala and City Attorney Michelle Sheidenberger

recommending the City Council approve a sole source purchase order with Thomson Reuters for online law library and legal research databases. The total cost over a five-year period is approximately \$216,671.64. The cost for future years will be included in the City Attorney's budget each year in the General Fund.

CC #: 3722

File #: 0500

CONTACT: Gretchen Hakala 916-774-5325 ghakala@roseville.ca.us

7.3. Johnson Pool Renovations Project - Increase Change Order Authorization

Memo from Senior Park Development Project Manager Heather Buck and Parks, Recreation & Libraries Director Jill Geller recommending the City Council adopt RESOLUTION NO. 25-013 APPROVING AN INCREASE IN CHANGE ORDER AUTHORITY. Staff requests Council authorize staff to approve change orders up to an amount not to exceed 20% of the contracted amount. This is an increase of 5% over the previously approved 15% authorization. Johnson Pool is located on .47 acres at the intersection of Vernon and D Streets in the Cherry Glen/Theiles Manor neighborhood. The Johnson Pool Renovations Project implements the Johnson Pool Vision Plan renovations including accessibility/code upgrades to the pool house building, new pool shell and replaster, and improvements to the pool deck, equipment room, and associated site work. The total project budget of \$5,411,001 remains unchanged, and includes the cost of construction plus soft costs such as design and engineering, permits, inspections, construction administration, and contingency. The cost for maintenance is funded by the General Fund and is expected to be unchanged.

CC #: 3719

File #: 0707

CONTACT: Heather Buck 916-774-5254 hcbuck@roseville.ca.us

7.4. Interactive Voice Response System - Contract Purchase Agreement Amendment

Memo from Electric Utility Director Daniel Beans and Utility Business Systems Administrator Caitlin Ornelas recommending the City Council adopt RESOLUTION NO. 25-015 APPROVING CONTRACT PURCHASE AGREEMENT AMENDMENT NO. 1, BY AND BETWEEN THE CITY OF ROSEVILLE AND SELECTRON TECHNOLOGIES, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (3002451). Staff requests Council approve an amendment to the contract purchase agreement with Selectron Technologies, Inc. The amendment will enhance the Interactive Voice Response system by adding Screen Pop functionality when Customer Care representatives are working with utility customers. The total cost of the amendment is \$57,838.24. Funding is included in both the Electric and Environmental Utilities FY2024-25 operating budgets. This recommendation will not impact the General Fund.

CC #: 3721

File #: 0203-07

CONTACT: Caitlin Ornelas 916-774-5178 cornelas@roseville.ca.us

7.5. Fire Department Incident Reporting and Electronic Patient Care Management System - Sole Source Purchase Agreement

Memo from Fire Chief Ryan Harrigan recommending the City Council adopt RESOLUTION NO. 25-002 APPROVING A SOLE SOURCE CONTRACT PURCHASE AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND IMAGETREND, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (3004184). Staff requests Council approve a sole source contract purchase agreement for the Fire Department's incident reporting and electronic patient care management system from ImageTrend, LLC for an estimated initial cost of \$123,323. Funding for the project is included in the Mobile Fire and Emergency Medical Services Reporting System Project in the Equipment Replacement Fund. The estimated initial cost of the initial agreement is \$123,323. The annual renewal cost in subsequent years is \$91,055 and will be funded in the Fire Department's General Fund budget.

CC #: 3706

File #: 0324

CONTACT: Ryan Harrigan 916-774-5820 rharrigan@roseville.ca.us

7.6. Personal Protective Equipment - Purchase Order Increase

Memo from Division Chief Jamie Pepin and Fire Chief Ryan Harrigan recommending the City Council adopt RESOLUTION NO. 25-005 APPROVING AN INCREASE TO THE PURCHASE ORDER FOR PERSONAL PROTECTIVE EQUIPMENT. Staff requests Council approve an increase to the existing purchase order with L.N. Curtis & Son for personal protective equipment from \$74,999 to \$250,000 for the remainder of FY2024-25 and for the upcoming FY2025-26. The personal protective equipment is used by fire and rescue personnel when fighting fires, on vehicle accidents and when incidents such as gas leaks occur. The clothing provides protection from heat, steam, blood borne pathogens, falling objects, and provides for visibility, as well as identification. Funding is available in the Fire Department's FY2024-25 budget in the General Fund, and will be recommended for inclusion in the FY2025-26 General Fund budget.

CC #: 3709

File #: 0324

CONTACT: Jamie Pepin 916-774-5400 jpepin@roseville.ca.us

Ryan Harrigan 916-774-5400 rharrigan@roseville.ca.us

7.7. Heating, Ventilation and Air Conditioning Replacement Project (RFQ 10-3391) – Reject All Bids

Memo from Buyer Tiffany Valdez and Assistant City Manager/Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 25-007 REJECTING ALL BIDS FOR THE HEATING, VENTILATION AND AIR CONDITIONING REPLACEMENT PROJECT. Staff requests Council approve a request to reject all bids received for Request for Quotes No. 10-3391 for the materials and labor to replace the existing evaporative cooler located at 150 Corporation Yard Road, Roseville, CA 95678. During staff review, it

was determined that additional scope, resulting in additional budget, was required. Staff plans to revise the specifications and issue a Request for Proposals at a future date. There is no fiscal impact at this time since there will be no award.

CC #: 3712

File #: 0203-21

CONTACT: Tiffany Valdez 916-746-1109 tvaldez@roseville.ca.us

7.8. Mahany Fitness Center Boiler Replacement (RFQ 10-3395) – Contract Purchase Agreement

Memo from Buyer Tiffany Valdez and Assistant City Manager/Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 25-003 APPROVING A CONTRACT PURCHASE AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND AIR SYSTEMS SERVICE & CONSTRUCTION, LLC DBA AIR SYSTEMS OF SACRAMENTO AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (3004301). Staff requests Council approve a contract purchase agreement with Air Systems Service & Construction LLC dba Air Systems of Sacramento as the lowest responsive and responsible bidder for Request for Quotations No. 10-3395 Mahany Fitness Center Boiler Replacement. The cost of the Agreement is \$137,730. Additionally, staff recommends authorizing the Public Works Director or designee to approve change order requests for this project up to 10% or \$13,773 as a construction contingency, for a grand total of \$151,503. Funding is included in the FY2024-25 Facility Rehabilitation Fund budget, and there is no operating budget impact expected upon the completion of the project.

CC #: 3707

File #: 0203-10

CONTACT: Tiffany Valdez 916-746-1109 tvaldez@roseville.ca.us

7.9. Waste Hauling Services - Contract Purchase Agreement Amendment

Memo from Power Generation Superintendent Nathan Ribordy and Electric Utility Director Dan Beans recommending the City Council adopt RESOLUTION NO. 25-016 APPROVING CONTRACT PURCHASE AGREEMENT AMENDMENT NO. 2, BY AND BETWEEN THE CITY OF ROSEVILLE AND ADVANCED CHEMICAL TRANSPORT, LLC DBA ACTENVIRO, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (3001218). Staff requests Council approve a second amendment to the contract purchase agreement with Advanced Chemical Transport, LLC dba ACTenviro, to provide hazardous and non-hazardous waste disposal for Roseville's generation facilities. Staff also requests authorization to exercise the optional one-year extension to the contract without further City Council approval. The second amendment will add \$700,000 to the existing contract and approve a single optional renewal year not to exceed \$800,000. The total cost of the amended purchase agreement is not to exceed \$3,500,000 over five years. Funding is included in the Electric Department's FY2024-25 budget in the Electric Fund. Future year funding will be contingent on City Council's approval of the respective budget.

CC #: 3723

File #: 0203-07

CONTACT: Nathan Ribordy 916-746-1673 nribordy@roseville.ca.us

Resolutions

7.10. Child Development Services - Fiscal Year 2025-26 Agreement

Memo from Parks, Recreations, & Libraries Manager Jeff Nereson and Parks, Recreation & Libraries Director Jill Geller recommending the City Council adopt RESOLUTION NO. 25-017 APPROVING AN AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND THE CALIFORNIA DEPARTMENT OF SOCIAL SERVICES, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests Council approve a contract with the California Department of Social Services for the purpose of providing childcare services for FY2025-26. The City can receive a maximum reimbursable amount of approximately \$525,000 in FY2025-26 to offset direct program expenses. Reimbursement revenues are budgeted within the Youth Development Fund. Under the Youth Development Program Funding Policy, the General Fund may provide support to the Youth Development Fund for expenses including losses incurred by subsidized programs, all Adventure Club building-related expenses, and certain indirect costs and internal service fund charges, as needed.

CC #: 3724

File #: 0704

CONTACT: Jeff Nereson 916-774-5974 jnereson@roseville.ca.us

7.11. California Integrated Transit Project - User Agreement

Memo from Assistant Transportation Planner Zach Presley and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 25-014 APPROVING A USER AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND LITTLEPAY, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests Council approve the Littlepay User Agreement for Roseville Transit's software procurement for the California Integrated Transit Project (Cal-ITP). Cal-ITP will provide a consistent and contactless fare payment option across all transit agencies in the Sacramento/Placer area. This user agreement with Littlepay will establish the scope of work and payment provisions for the software portion of the project. The initial three years of operating costs for this project have been assessed at \$59,535 and are being funded with Local Transportation Funds provided by the state to fund local transit. There is no impact to the General Fund.

CC #: 3720

File #: 0721

CONTACT: Zach Presley 916-774-5365 zpresley@roseville.ca.us

7.12. Traffic Signal Maintenance Shop Tenant Improvement Project - Notice of Completion

Memo from Project Coordinator Rebecca McCoy and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 25-006 ACCEPTING THE PUBLIC WORK KNOWN AS THE TRAFFIC SIGNAL MAINTENANCE SHOP TENANT IMPROVEMENT PROJECT, APPROVING THE "NOTICE OF COMPLETION", AND AUTHORIZING THE PUBLIC WORKS DIRECTOR TO EXECUTE SAID NOTICE ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests Council accept the Traffic Signal Maintenance Shop Tenant Improvement - Design-Assist Construction project as complete. The tenant improvement project included design, demolition, construction, permits, paint, and fire and life safety upgrades. The space is fully operational and occupied. The total cost of this project was \$1,928,542. The Project was budgeted in the Public Works Traffic Signal Maintenance Shop Expansion Project and funded out of the Traffic Mitigation, Electric, and Transit Funds.

CC #: 3711

File #: 0900-04-03

CONTACT: Rebecca McCoy 916-774-5706 ramccoy@roseville.ca.us

7.13. Dry Creek Wastewater Treatment Plant Expansion Project – Professional Design Services Agreement

Memo from Principal Engineer Arashdeep Singh and Environmental Utilities Director Sean Bigley recommending the City Council adopt RESOLUTION NO. 25-012 APPROVING A PROFESSIONAL DESIGN SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND HAZEN AND SAWYER, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests Council approve a Professional Design Services Agreement with Hazen and Sawyer in the amount of \$4,187,994 for design services and engineering services during construction for the Dry Creek Wastewater Treatment Plant Expansion Project. Funding for this agreement is provided by the South Placer Wastewater Authority, which is jointly funded by the City, Placer County, and South Placer Municipal Utilities District.

CC #: 3718

File #: 0800-03

CONTACT: Arashdeep Singh 916-746-1854 asingh@roseville.ca.us

7.14. California Office of Traffic Safety - Grant Application

Memo from Management Analyst Mark Peinado and Police Chief Troy Bergstrom recommending the City Council adopt RESOLUTION NO. 25-011 APPROVING A GRANT APPLICATION TO THE CALIFORNIA OFFICE OF TRAFFIC SAFETY, AND AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO EXECUTE ALL RELATED FORMS AND AGREEMENTS ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests Council approval to submit a grant application to the California Office of Traffic Safety (OTS) for increased education, enforcement, and outreach related to traffic safety. The grant application requests

\$175,000 of federal grant funds through OTS. If the requested amount is awarded in FY2025-26, \$145,000 will be appropriated to officer overtime, \$22,000 to equipment/equipment maintenance and \$8,000 to training and development. There is no impact to the City's General Fund.

CC #: 3717

File #: 0323 & 0214

CONTACT: Mark Peinado 916-774-5021 mcpeinado@roseville.ca.us
Courtney Scurria 916-774-5079 cscurria@roseville.ca.us

7.15. Assistance to Firefighters Grant Program - Grant Application

Memo from Fire Chief Ryan Harrigan recommending the City Council adopt RESOLUTION NO. 25-001 APPROVING A GRANT APPLICATION TO THE UNITED STATES DEPARTMENT OF HOMELAND SECURITY ASSISTANCE TO FIREFIGHTERS GRANT PROGRAM, AND AUTHORIZING THE CITY MANAGER TO EXECUTE ALL RELATED FORMS AND AGREEMENTS ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests Council approve an application for the FY2024 U.S. Homeland Security Grant Program Assistance to Firefighters Grant for \$131,520, with a \$12,000 requirement for matching funds and, if awarded, to execute any required grant agreements and other relevant documents to comply with all grant terms and conditions. Staff also requests Council authorize two future applications for the same grant, if necessary. The grant funds would be used to provide all Fire Department employees with comprehensive medical and cancer screenings which include a health assessment as well as recommendations for long-term health and managing medical risks. No new or additional City resources will be required for this grant.

CC #: 3705

File #: 0324 & 0214

CONTACT: Ryan Harrigan 916-774-5820 rharrigan@roseville.ca.us

Ordinances (for second reading and adoption)

7.16. Second Reading - Purchase of Motor Vehicles

ORDINANCE NO. 6907 GRANTING THE PURCHASING OFFICER AUTHORITY TO MAKE PURCHASES OF MOTOR VEHICLES EQUAL TO OR GREATER THAN THE BID AMOUNT ESTABLISHED IN THE CITY CHARTER FOR A PERIOD OF TWO YEARS, for second reading and adoption.

CC #: 3725

File #: 0800-04

CONTACT: Brandy LeBeau 916-774-5531 blebeau@roseville.ca.us

7.17. Second Reading - 2024 Speed Limit Update - Roseville Municipal Code Amendment

ORDINANCE NO. 6908 AMENDING SECTION 11.28.010 OF CHAPTER

11.28 OF TITLE 11 OF THE ROSEVILLE MUNICIPAL CODE REGARDING SPEED LIMITS, for second reading and adoption.

CC #: 3726

File #: 0316-04

CONTACT: Jana Cervantes 916-774-5498 jcervantes@roseville.ca.us

Reports / Requests

7.18.Appointments - City Council Auxiliary Positions

Memo from City Clerk Carmen Avalos recommending the City Council approve the appointment of councilmembers to various auxiliary positions on regional and local agencies, boards, commissions, committees, and joint power authorities. There is no fiscal impact associated with this request.

CC #: 3727

File #: 0102-12

CONTACT: Carmen Avalos 916-774-5269 cavalos@roseville.ca.us

END OF CONSENT CALENDAR

8. SPECIAL REQUESTS/REPORTS/PRESENTATION

8.1. Park Naming Recommendations

Memo from Park Planning and Development Manager Tara Gee and Parks, Recreation & Libraries Director Jill Geller recommending the City Council adopt RESOLUTION NO. 25-009 APPROVING PARK NAME RECOMMENDATIONS. On an annual basis, each July, park naming suggestions are solicited for new parks that will enter into the construction phase of development within the current fiscal year. The name suggestion period is opened for one month. In July 2024, the park naming period for three new parks was opened for suggestions from the public. The name suggestion period closed on July 31. The parks to be named include C-63 Neighborhood Park in Creekview, and KT-52 School/Park and FD-51 Neighborhood Park, both in Sierra Vista. Additionally, four dog parks located within parks are currently unnamed. To continue with the City's tradition of naming dog parks after police K-9's, four dog parks are recommended for naming, which are located within Campus Oaks, Saugstad, Denio Family and Hughes parks. For the three new parks, funding for the new park ID signs will be included in the capital project budgets. For the dog parks, funding has been incorporated in the Denio Family Park, Saugstad Renovations, and Campus Oaks, Phase 2 project budgets. Funding will be sought for the added sign for Hughes Park in the FY2025-26 Capital Improvement Program budget.

CC #: 0704-01

File #: 3714

CONTACT: Tara Gee 916-774-5253 tgee@roseville.ca.us

Parks Recreation and Libraries Director Jill Geller introduced Park Planning and

Development Manager Tara Gee, who made the presentation to the City Council.

Bruce Hagler spoke in support of naming the FD-51 Neighborhood Park F.C. "Rocky" Rockholm Park.

Sara Madison spoke in support of naming the FD-51 Neighborhood Park F.C. "Rocky" Rockholm Park.

Motion by Scott Alvord, seconded by Tracy Mendonsa, to adopt RESOLUTION NO. 25-009 APPROVING PARK NAME RECOMMENDATIONS for three new parks and four dog parks. C-63 Neighborhood Park – Lower Bank Park; KT-52 School/Park – Silver Spruce Park; FD-51 Neighborhood Park – F.C. "Rocky" Rockholm Park; The dog park at Campus Oaks – Arno Dog Park; The dog park at Saugstad Park – Eros Dog Park; The dog park at Denio Family Park – Fargo Dog Park; and The dog park at Hughes Park – Zig & Eivo Dog Park. The Motion Passed.

Roll call vote: Ayes: Alvord, Bernasconi, Houdesheldt, Mendonsa, Roccucci

8.2. Roseville Transit Comprehensive Operational Analysis

Memo from Alternative Transportation Manager Ed Scofield and Public Works Director Jason Shykowski recommending the City Council approve Roseville Transit's Comprehensive Operational Analysis (COA). The purpose of the COA is to examine all aspects of Roseville Transit's existing service, search for new and innovative ways to provide transit services to Roseville residents and enable more seamless fixed-route and demand response service connections to other adjacent transit providers as part of the greater South Placer region's transportation network. There is no fiscal impact with the approval of the COA.

CC #: 3710

File #: 0721

CONTACT: Ed Scofield 916-774-5449 ecscofield@roseville.ca.us

Item dropped from the agenda to be re-listed on the February 5, 2025 agenda.

9. **COUNCIL REPORTS / PUBLIC COMMENTS**

Northern California Power Association Meeting - Councilmember Pauline Roccucci reported on attendance.

Placer County/Roseville Water Authority Meeting - Councilmember Pauline Roccucci reported on attendance.

Placer County Water Association Meeting - Councilmember Pauline Roccucci reported on attendance.

Sacramento Area Council of Governments Meeting - Councilmember Bruce Houdesheldt reported.

Placer County Transportation Planning Agency Meeting - Councilmember Bruce Houdesheldt reported.

Western Placer Waste Management Authority Meeting - Mayor Krista Bernasconi reported on attendance.

Gerry Fuller and Jennifer Chapman offered compliments to Roseville.

10. ADJOURNMENT

Mayor Krista Bernasconi adjourned the meeting at 6:57 p.m.



COUNCIL COMMUNICATION

CC #: 3738
File #: 0704-01

Title: Riego Creek Park Turf Installation Project - Approval of Plans and Specifications and Authorization to Call for Bids
Contact: Heather Buck 916-774-5254 hcbuck@roseville.ca.us

Meeting Date: 2/5/2025
Item #: 6.2.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council approve the plans and specifications for the Riego Creek Park Turf Conversion Project and authorize staff to call for bids.

BACKGROUND

Location and Size

Riego Creek Park is located on the 12.15-acre site off North Hayden and Holt Parkways, adjacent to Riego Creek Elementary in the Fiddymont Farm area of West Roseville. The park includes a children's play and swing area, shaded picnic area, off-street parking, two baseball/softball fields, a restroom, a perimeter looped trail with mileage markers, a small outdoor classroom area, open turf areas, and landscaping and irrigation. The park was designed and constructed to meet the project budget with a conservative approach to landscaping.

As the park project is now complete and all expenses have been accounted for, staff proposes to utilize the unspent contingency funds to convert potentially two large landscape areas along North Hayden into turf grass. These areas include the large spaces outside the outfield fences. The addition of these turf areas is a response from resident feedback seeking more turf areas within the park.

Schedule

Bids are scheduled to be opened in February/March 2025. The base bid includes approximately 52,000 s.f. of landscape area converted to turf. A bid alternate including approximately 50,000 s.f. more turf can be incorporated should the City receive competitive bids.

Staff plans to return to Council in April/May 2025 to seek approval to award the project and for a budget adjustment.

FISCAL IMPACT

Funding for the park construction was approved in the FY2021-22 CIP budget using the Neighborhood Park - West Roseville Specific Plan (SP) Fund. Ongoing maintenance costs are funded through the Fiddymment Ranch Community Facilities District No. 2 (Public Services). There will be minimal additional maintenance cost because of this project.

ENVIRONMENTAL REVIEW

Development of the Riego Creek Park (formerly known as F-51 Neighborhood Park) site was previously evaluated in the West Roseville Specific Plan (WRSP) EIR (certified February 2004 and SCH No.2002082057) and identified in the associated West Roseville Specific Plan. As proposed, the turf renovation is within the scope of the project covered by the WRSP EIR. As discussed in the Specific Plan EIR, the EIR provides environmental analyses of community infrastructure and facilities, including parks, pedestrian bridges, and bike trails, to the extent applicable. Because the project is consistent with the WRSP EIR and Specific Plan, no new effects would be expected to occur and all applicable mitigation measures from the WRSP EIR will be implemented during the design and construction of the turf renovation. Because the proposed project meets the requirements identified in Section 15183 of the State CEQA Guidelines, no additional CEQA review is required.

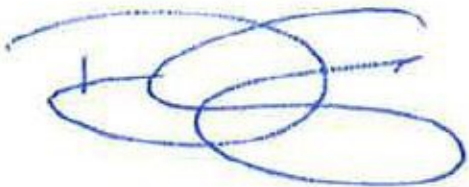
CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Goal A - Remain fiscally responsible in a changing world
Goal B - Support community engagement and advocacy
Goal C - Maintain a safe and healthy community
Goal E - Deliver exceptional city services
Goal F - Invest in well-planned infrastructure and growth

Respectfully Submitted,

Heather Buck, Senior Park Development Project Manager

Jill Geller, Director, Parks, Recreation & Libraries



Dominick Casey, City Manager

ATTACHMENTS:

Description

Vicinity map

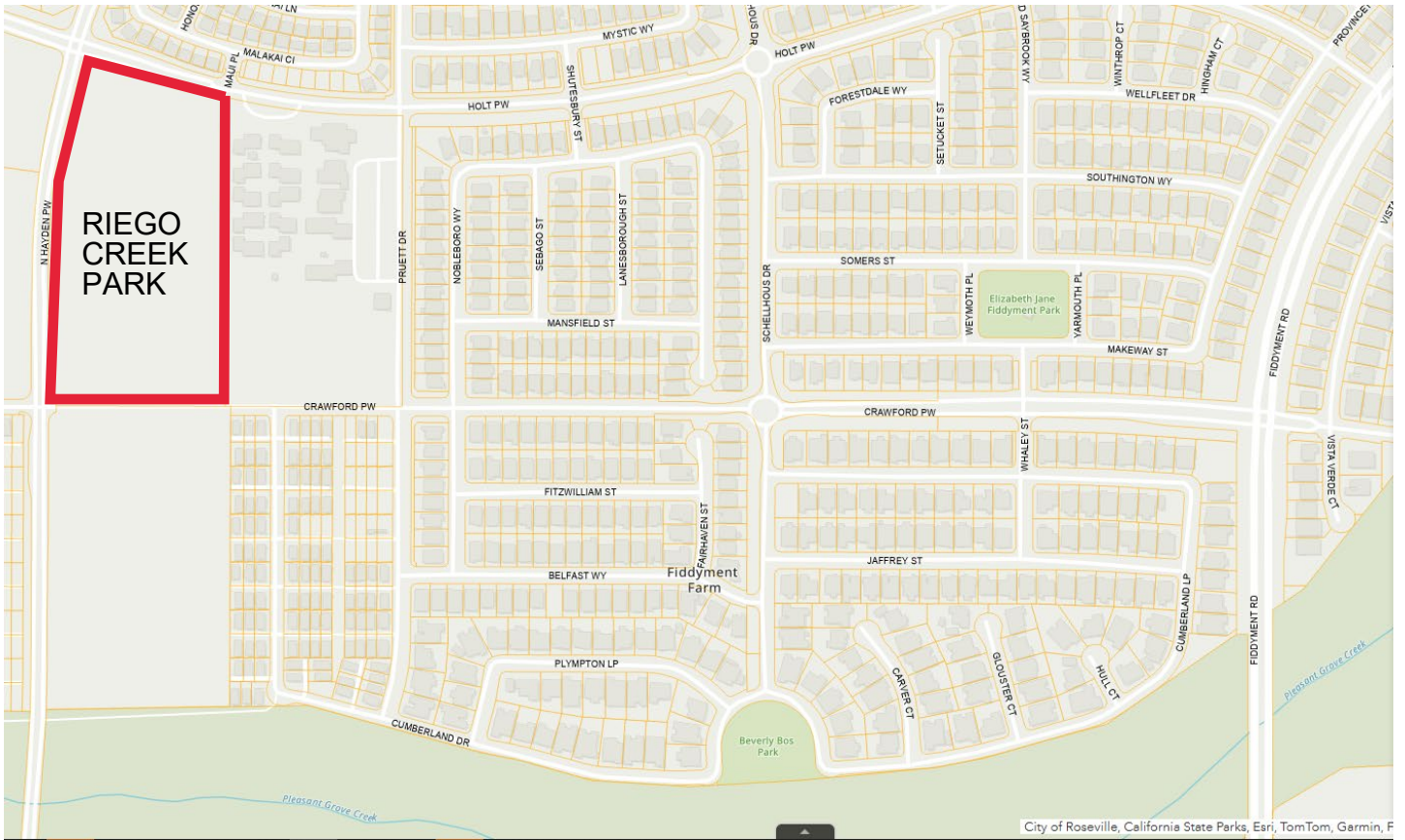
Plans

Project Manual

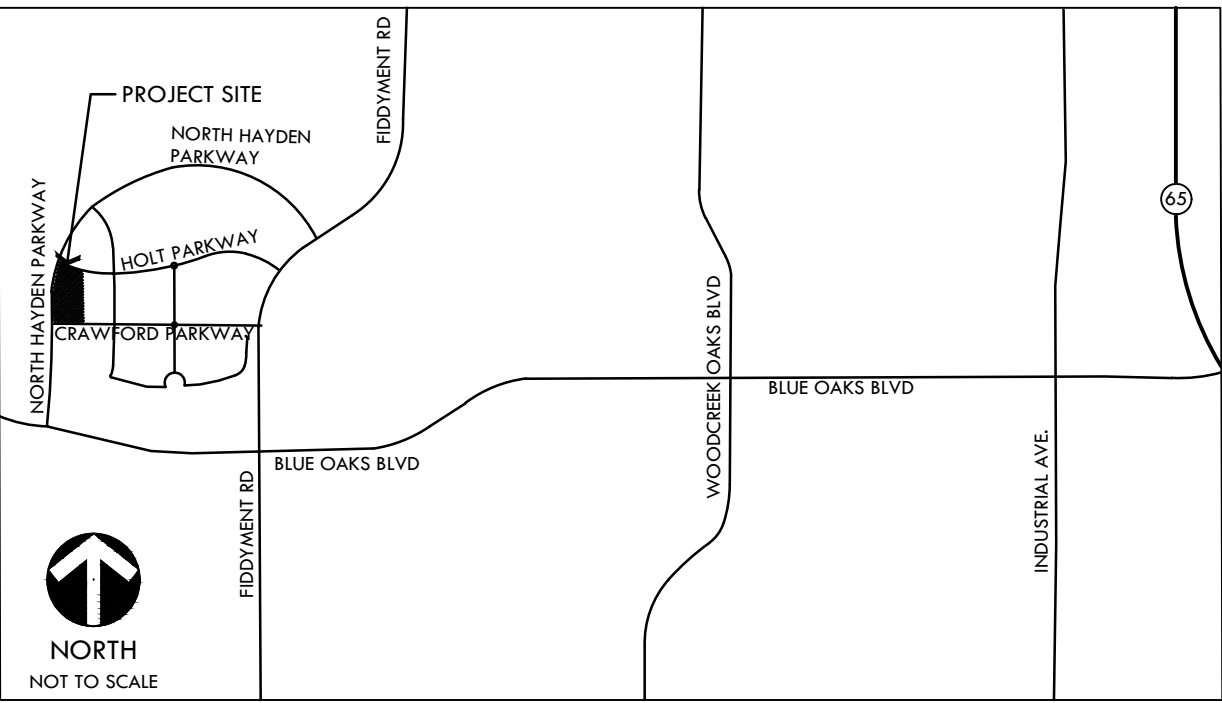
Scope of Work Exhibit

Riego Creek Park

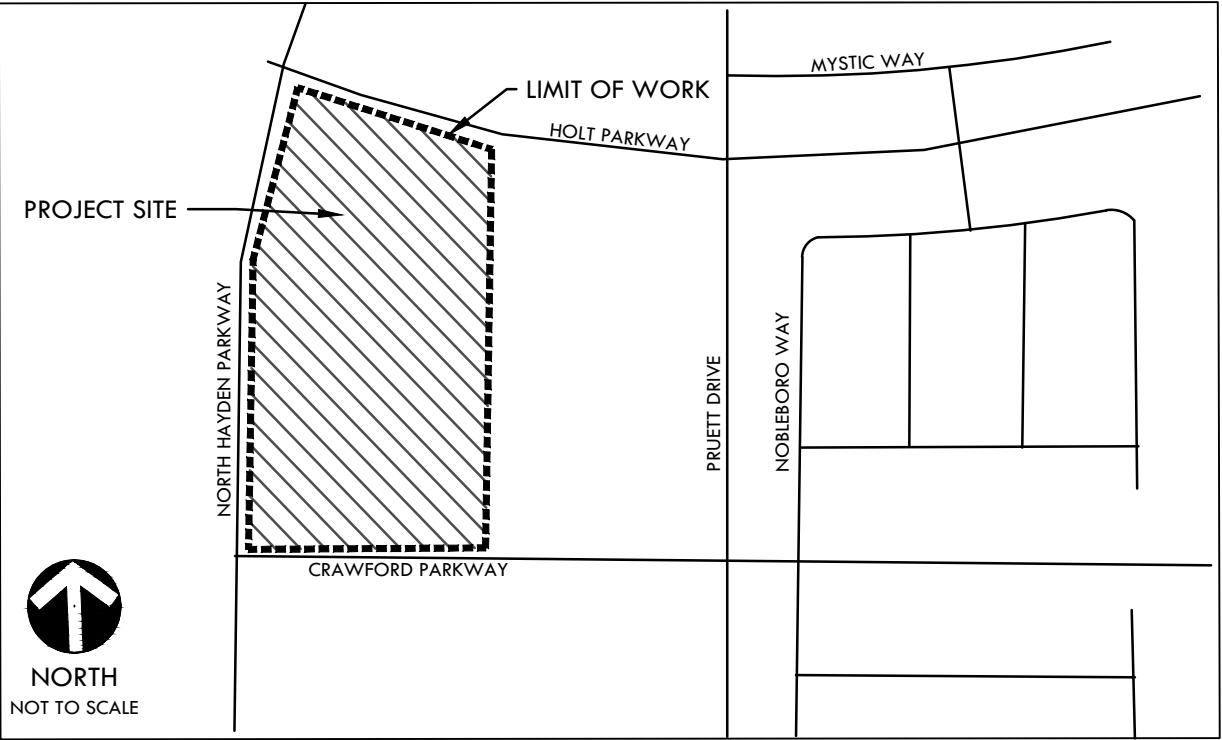
Vicinity Map



PROJECT MAPS



VICINITY MAP



SITE MAP

GENERAL NOTES

- PRIOR TO BIDDING, THE GENERAL CONTRACTOR SHALL VISIT & INSPECT THE SITE & FAMILIARIZE THEMSELVES WITH EXISTING CONDITIONS AFFECTING THE NEW WORK. THE GENERAL CONTRACTOR SHALL NOT DISPUTE, COMPLAIN OR ASSERT THAT THERE IS ANY MISUNDERSTANDING IN REGARDS TO LOCATION, EXTENT, NATURE OR AMOUNT OF WORK TO BE PERFORMED UNDER THIS CONTRACT DUE TO THE CONTRACTOR'S FAILURE TO INSPECT THE SITE. CONTRACTOR SHALL NOTIFY THE OWNER OF ANY CONDITIONS, REQUIRING WORK, WHICH ARE NOT COVERED IN THE CONTRACT DOCUMENTS.
- NO CONSTRUCTION SHALL COMMENCE WITHOUT THE OFFICIAL NOTICE TO PROCEED FROM THE OWNER.
- THE GENERAL CONTRACTOR & SUBCONTRACTORS ARE RESPONSIBLE FOR LOCATING & VERIFYING ALL EXISTING UNDERGROUND UTILITIES IN ALL AREAS OF NEW WORK PRIOR TO COMMENCEMENT OF EXCAVATION. EXISTING UTILITIES SHOWN ON THE DRAWINGS ARE APPROXIMATE ROUTING LOCATIONS AS BEST DETERMINED FROM EXISTING DRAWINGS AND THE OWNER, BUT SHOULD NOT BE CONSTRUED TO REPRESENT ALL OF THE EXISTING UNDERGROUND UTILITIES. THE CONTRACTOR SHALL POTHOLE ALL EXISTING UTILITIES THAT MAY BE AFFECTED BY NEW FACILITIES IN THIS CONTRACT. VERIFY ACTUAL LOCATION AND DEPTH OF UTILITIES, AND REPORT POTENTIAL CONFLICTS TO THE OWNER PRIOR TO EXCAVATING FOR NEW FACILITIES.
- CONTRACTOR SHALL TAKE ALL NECESSARY STEPS TO PROTECT ALL EXISTING UTILITIES, WHETHER SHOWN OR NOT, IN THE CONTRACT DOCUMENTS. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES TO EXISTING UTILITIES CAUSED BY ITS OPERATIONS.
- THE CONTRACTOR SHALL PROTECT ALL EXISTING ITEMS WITHIN SITE IMPROVEMENTS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REPAIR ALL DAMAGED AREAS TO THEIR ORIGINAL CONDITION OR BETTER AT CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE OWNER.
- DIMENSIONS AND LOCATIONS OF EXISTING FACILITIES ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY CONTRACTOR. ANY DISCREPANCIES SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER.
- ALL WORK SHALL CONFORM TO THE LATEST EDITION OF THE CALIFORNIA BUILDING CODE, CALIFORNIA PLUMBING CODE, CALIFORNIA FIRE CODE AND ALL APPLICABLE STATE AND LOCAL CODES AND ORDINANCES, AS WELL AS ADAPTED STANDARDS.
- ALL NOTES ARE FOR GENERAL REFERENCE IN CONJUNCTION WITH, AND AS A SUPPLEMENT TO, THE WRITTEN SPECIFICATIONS AND DETAILS ASSOCIATED WITH THE CONTRACT DOCUMENTS. CONTRACTOR SHALL COMPLY WITH REQUIREMENTS SET FOR IN THE GEOTECHNICAL ENGINEERS REPORT, F-51 SCHOOL PARK, PREPARED BY ENGEO INCORPORATED, INCLUDED BY REFERENCE.
- THIS DRAWING SET SHALL BE USED IN CONJUNCTION WITH THE CITY OF ROSEVILLE FORMAT SPECIFICATIONS PUBLISHED IN BOOK FORM. COMBINED, THEY ARE HEREIN REFERRED TO AS THE "CONTRACT DOCUMENTS".
- DIMENSIONS ON WORKING DRAWINGS TAKE PRECEDENCE OVER MEASURED ELEMENTS. CONTRACTOR SHALL NOT SCALE DRAWINGS.
- ALL TYPICAL DETAILS SHALL APPLY UNLESS NOTED OTHERWISE.
- CONTRACTOR SHALL PROVIDE ADEQUATE DUST CONTROL AND KEEP MUD AND DEBRIS OFF THE PUBLIC RIGHT-OF-WAY AT ALL TIMES.
- ALL TRENCHES AND EXCAVATIONS SHALL BE CONSTRUCTED IN STRICT COMPLIANCE WITH THE APPLICABLE SECTIONS OF CALIFORNIA AND FEDERAL O.S.H.A. REQUIREMENTS AND OTHER APPLICABLE SAFETY ORDINANCES. CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR TRENCH SHORING DESIGN AND INSTALLATION.
- ANY ALTERATIONS OF EXISTING FACILITIES TO ACCOMMODATE THE INSTALLATION OF NEW WORK SHALL BE REVIEWED BY THE OWNER PRIOR TO COMMENCING WORK.
- CONTRACTOR SHALL COORDINATE ALL WORK TO AVOID DISTURBING NEIGHBORHOOD RESIDENTS DURING WORK HOURS. ANY DISRUPTION OF THE UTILITIES MUST BE COORDINATED AND APPROVED BY THE OWNER AND INSPECTOR OF RECORD PRIOR TO COMMENCING WORK.
- ALL TEMPORARY WORK SHALL BE CONSIDERED A PART OF THIS CONTRACT AND NO EXTRA CHARGES WILL BE ALLOWED. THIS SHALL INCLUDE MINOR ITEMS OF MATERIAL OR EQUIPMENT NECESSARY TO MEET THE REQUIREMENTS AND INTENT OF THE PROJECT.
- THE PLANS AND SPECIFICATIONS DO NOT UNDERTAKE TO SHOW OR LIST EVERY ITEM TO BE PROVIDED, BUT RATHER TO DEFINE THE REQUIREMENTS FOR A FULL AND WORKING SYSTEM FROM THE STANDPOINT OF THE END USER. FOR THIS REASON, WHEN AN ITEM NOT SHOWN OR LISTED IS CLEARLY NECESSARY FOR PROPER CONTROL/OPERATION OF EQUIPMENT WHICH IS SHOWN OR LISTED, THE CONTRACTOR SHALL PROVIDE AN ITEM WHICH WILL ALLOW THE SYSTEM TO FUNCTION PROPERLY AT NO INCREASE IN PRICE.
- ALL CONTRACTORS SHALL REMOVE TRASH AND DEBRIS STEMMING FROM THEIR WORK ON A DAILY BASIS. PROJECT SITE SHALL BE MAINTAINED IN A CLEAN AND ORDERLY CONDITION.
- THE DETAILS REFLECT THE DESIGN INTENT FOR TYPICAL CONDITIONS. THE CONTRACTOR SHALL VERIFY ALL FIELD CONDITIONS AND SHALL INCLUDE, IN HIS SCOPE, THE COST FOR COMPLETE FINISHED INSTALLATIONS, INCLUDING ANOMALIES, OF ALL TRADES.
- NO WORK SHALL COMMENCE WITH UNAPPROVED MATERIALS. ANY WORK DONE WITH UNAPPROVED MATERIALS AND EQUIPMENT IS AT THE CONTRACTOR'S RISK AND IS SUBJECT TO REJECTION AND REPLACEMENT. SEE SPECIFICATIONS FOR SUBMITTAL AND SUBSTITUTION REQUIREMENTS.
- CONSTRUCTION MATERIALS STORED ON THE SITE SHALL BE PROPERLY STACKED AND PROTECTED SO AS TO PREVENT DAMAGE OR DETERIORATION UNTIL USED. FAILURE IN THIS REGARD MAY BE CAUSE FOR REJECTION OF MATERIAL AND/OR WORK.
- ALL EQUIPMENT SHALL BE FABRICATED FROM FIELD VERIFIED DIMENSIONS AND APPROVED SHOP DRAWINGS. COORDINATE MECHANICAL, PLUMBING AND ELECTRICAL EQUIPMENT.
- CONTRACTOR SHALL PERFORM THEIR CONSTRUCTION AND OPERATIONS IN A MANNER WHICH WILL NOT ALLOW HARMFUL POLLUTANTS TO ENTER THE STORM DRAIN SYSTEM. TO ENSURE COMPLIANCE, THE CONTRACTOR SHALL IMPLEMENT THE APPROPRIATE BEST MANAGEMENT PRACTICE (BMP) AS OUTLINED IN THE BROCHURES ENTITLED "BEST MANAGEMENT PRACTICE FOR THE CONSTRUCTION INDUSTRY" ISSUED BY THE CALIFORNIA STORM WATER QUALITY ASSOCIATION, NONPOINT SOURCE POLLUTION CONTROL PROGRAM, AS FULL COMPLIANCE WITH THE STATE OF CALIFORNIA GENERAL PERMIT REQUIREMENT FOR SWPPP, TO SUIT THE CONSTRUCTION SITE AND JOB CONDITION. THE CONTRACTOR SHALL PRESENT HIS PROPOSED BMP AND SWPPP DOCUMENTATION AT THE PRECONSTRUCTION MEETING FOR DISCUSSION AND APPROVAL.
- CONTRACTOR SHALL PROVIDE TEMPORARY CONSTRUCTION FENCING PER CONTRACT DOCUMENTS TO SERVE LIMIT OF WORK AREAS. FENCING MAY BE ADJUSTED DURING CONSTRUCTION BASED ON CONSTRUCTION SEQUENCE OR THE OWNER'S DIRECTION.
- OVERNIGHT PARKING OF CONSTRUCTION EQUIPMENT IN THE STREET RIGHT-OF-WAY SHALL NOT BE PERMITTED.
- ALL WORK PERFORMED ON THIS PROJECT SHALL CONFORM TO THE CITY OF ROSEVILLE PARKS CONSTRUCTION STANDARDS, LATEST EDITION UNLESS OTHERWISE NOTED.

CONSTRUCTION DRAWINGS FOR
RIEGO CREEK PARK
TURF CONVERSION PROJECT

2800 NORTH HAYDEN PARKWAY

ROSEVILLE, CA 95678

VERDE DESIGN, INC. PROJECT NO. 2102102

PREPARED BY



ALL IDEAS, DESIGNS, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF VERDE DESIGN INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED, REPRODUCED, OR PUBLISHED BY ANY METHOD, IN WHOLE OR IN PART, OR DISCLOSED TO ANY PERSON, FIRM, OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT WRITTEN PERMISSION OF VERDE DESIGN, INC.

SCOPE OF WORK : BASE BID- AREA A

SCOPE OF WORK TO INCLUDE, BUT NOT LIMITED TO, THE FOLLOWING: REMOVAL OF EXISTING MULCH IN DESIGNATED AREA A. SOIL AMENDMENT ADDED TO NEW SEEDED TURF. EXISTING TREES AND PLANTS TO REMAIN. ADDITION OF CONCRETE MOWBAND TO SEPARATE PLANTING AREAS FROM NATURAL TURF. NEW IRRIGATION CONTROLLER, CONTROL VALVES, ROTORS, AND PIPING.

BID ALTERNATE 1: AREA B

SCOPE OF WORK TO INCLUDE, BUT NOT LIMITED TO, THE FOLLOWING: REMOVAL OF EXISTING MULCH IN DESIGNATED AREA B. SOIL AMENDMENT ADDED TO NEW SEEDED TURF AREA. EXISTING TREES AND PLANTS TO REMAIN. ADDITION OF CONCRETE MOWBAND TO SEPARATE PLANTING AREAS FROM NATURAL TURF. NEW IRRIGATION CONTROL VALVES, ROTORS, AND PIPING.

BID ALTERNATE 2:

IN LIEU OF DISPOSAL, TRANSPORT EXISTING MULCH IN AREA A TO THE COURTS AT GIBSON PARK LOCATED AT 201 GIBSON DRIVE, ROSEVILLE, CA. STOCKPILE AS INDICATED IN THE SPECIFICATIONS.

BID ALTERNATE 3:

IN LIEU OF DISPOSAL, TRANSPORT EXISTING MULCH IN AREA B TO THE COURTS AT GIBSON PARK LOCATED AT 201 GIBSON DRIVE, ROSEVILLE, CA. STOCKPILE AS INDICATED IN THE SPECIFICATIONS.

PROJECT INFORMATION:

TOTAL PROJECT AREA A = 61,475 SF
TOTAL PROJECT AREA B = 75,485 SF

TOTAL LANDSCAPE AREA A = 55,133 SF
TOTAL LANDSCAPE AREA B = 71,980 SF

PROJECT TYPE: NEW PUBLIC PARK

WATER DISTRICT NAME:
CITY OF ROSEVILLE
WATER UTILITY
(916) 774-5750

POWER UTILITY PROVIDER:
CITY OF ROSEVILLE
ELECTRIC UTILITY
(916) 797-6937

CWJ #500040

WDID #

NEAREST CITY OF ROSEVILLE BENCHMARK: BM128.
3-1/4" BRASS DISK STAMPED 2018 PLS 8278, LOCATED APPROX. 500' NORTH OF STATION 12+31.61 OF FUTURE NORTH HAYDEN PARKWAY ON TOP OF HEADWALL AT STORM DRAIN OUTFALL STRUCTURE, SAID STATIONING IS LOCATED APPROX. 1600' WEST OF THE INTERSECTION OF NORTH HAYDEN PKWY AND HOPKINTON PLACE. Lat. = 38d48'24", Long. = 121d21'59". ELEVATION 106.06 PER NAVD 88 STANDARDS.

CONTACT INFORMATION

OWNER CITY OF ROSEVILLE	TARA GEE TGEE@ROSEVILLE.CA.US	(916) 774-5253
LANDSCAPE ARCHITECT VERDE DESIGN INC.	MARK BAGINSKI MARK@VERDEDESIGNINC.COM CHRIS SULLIVAN CHRISS@VERDEDESIGNINC.COM	(408) 850-3411 (916) 996-5525

UTILITY CONTACT REPRESENTATIVES

UTILITY CONTACT REPRESENTATIVES		
UTILITY	REPRESENTATIVES / CONTACT	PHONE
U.S.A		1(800) 227-2600
TELEPHONE	SURE WEST / HANK BRAZ	(916) 786-1783
GAS	PACIFIC GAS & ELECTRICA / SUSAN SMITH	(530) 889-3262
ELECTRIC	ROSEVILLE ELECTRIC DEPARTMENT / ANDREW KOTZ	(916) 746-1662
FIRE	ROSEVILLE FIRE DEPT. / JASON RIZZI	(916) 774-5802
WATER	ROSEVILLE ENVIRONMENTAL UTILITIES DEPT. / SEAN BIGLEY	(916) 774-5750
SEWER	ROSEVILLE ENVIRONMENTAL UTILITIES DEPT. / BRYAN BUCHANAN	(916) 774-5750
CABLE	COMCAST / CALVIN DAVIS	(916) 830-6723
STORM DRAINAGE	ROSEVILLE DEVELOPMENT SERVICES DEPT. ENGINEERING DIVISION	(916) 774-5339

SHEET INDEX

SHEET NO.	SHEET DESCRIPTION
C0.1	COVER SHEET
C0.2	PUBLIC IMPROVEMENT NOTES
C0.3	PUBLIC IMPROVEMENT NOTES
L1.1	EXISTING CONDITIONS PLAN AREA A
L1.2	EXISTING CONDITIONS PLAN AREA B BID ALTERNATE
L2.1	EROSION CONTROL PLAN AREA A
L2.2	EROSION CONTROL PLAN AREA B BID ALTERNATE
L3.1	DEMOLITION PLAN AREA A
L3.2	DEMOLITION PLAN AREA B BID ALTERNATE
L4.1	LAYOUT/MATERIAL PLAN AREA A
L4.2	LAYOUT/MATERIAL PLAN AREA B BID ALTERNATE
L5.1	IRRIGATION PLAN AREA A
L5.2	IRRIGATION PLAN AREA B BID ALTERNATE
L5.3	IRRIGATION SUPPLEMENTAL INFORMATION
L5.4	IRRIGATION SUPPLEMENTAL INFORMATION
L6.1	PLANTING PLAN AREA A
L6.2	PLANTING PLAN AREA B BID ALTERNATE

DT1 IRRIGATION DETAILS

LANDSCAPE ARCHITECT

I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPING ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE.

LANDSCAPE ARCHITECT
01/27/2025
DATE

CITY OF ROSEVILLE APPROVAL

ALL IDEAS, DESIGNS, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF VERDE DESIGN, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED, REPRODUCED, OR PUBLISHED BY ANY METHOD, IN WHOLE OR IN PART, OR DISCLOSED TO ANY PERSON, FIRM, OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT WRITTEN PERMISSION OF VERDE DESIGN, INC.

APPLICABLE CODES AND STANDARDS

1. 2022 CBC CHAPTER 35: PROVIDE ALL THE APPLICABLE/ADOPTED STANDARDS. WHERE A PARTICULAR STANDARD IS REFERENCED IN THE CODE BUT DOES NOT APPEAR AS AN ADOPTED STANDARD IT MAY STILL BE USED. APPLY ONLY THE PORTION OF THE STANDARD THAT IS APPLICABLE TO THE CODE SECTION WHERE THE STANDARD IS REFERENCED, NOT THE ENTIRE STANDARD.
- 2022 BUILDING STANDARDS ADMINISTRATIVE CODE, PART 1, TITLE 24 C.C.R.
2022 CALIFORNIA BUILDING CODE (CBC), PART 2, TITLE 24 C.C.R.
(2018 INTERNATIONAL BUILDING CODE VOLUMES 1-2 AND 2016 CALIFORNIA AMENDMENTS)
2022 CALIFORNIA ELECTRICAL CODE (CEC), PART 3, TITLE 24 C.C.R.
(2017 NATIONAL ELECTRICAL CODE AND 2016 CALIFORNIA AMENDMENTS)
2022 CALIFORNIA MECHANICAL CODE (CMC) PART 4, TITLE 24 C.C.R.
(2018 UNIFORM MECHANICAL CODE AND 2016 CALIFORNIA AMENDMENTS)
2022 CALIFORNIA PLUMBING CODE (CPC), PART 5, TITLE 24 C.C.R.
(2018 UNIFORM PLUMBING CODE AND 2016 CALIFORNIA AMENDMENTS)
2022 CALIFORNIA ENERGY CODE, PART 6, TITLE 24 C.C.R.
2022 CALIFORNIA FIRE CODE, PART 9, TITLE 24 C.C.R.
(2018 INTERNATIONAL FIRE CODE AND 2016 CALIFORNIA AMENDMENTS)
2022 CALIFORNIA EXISTING BUILDING CODE, PART 10, TITLE 24 C.C.R.
(2018 INTERNATIONAL EXISTING BUILDING CODE AND 2016 CALIFORNIA AMENDMENTS)
2021 CALIFORNIA "GREEN" BUILDING REQUIREMENTS OR CAL GREEN, PART 11, TITLE 24 C.C.R.
2022 CALIFORNIA REFERENCED STANDARDS, PART 12, TITLE 24 C.C.R.
2022 TITLE 19 C.C.R., PUBLIC SAFETY, STATE FIRE MARSHAL REGULATIONS.
- LIST OF FEDERAL CODES AND STANDARDS (IF APPLICABLE)
AMERICANS WITH DISABILITIES ACT (ADA), TITLE II OR TITLE III
FOR TITLE II: UNIFORM FEDERAL ACCESSIBILITY STANDARDS (UFAS) 28 CFR 35.151(c)
OR ADA STANDARDS FOR ACCESSIBLE DESIGN (APPENDIX A OF 28 CFR PART 36)
FOR TITLE III: ADA STANDARDS FOR ACCESSIBLE DESIGN (APPENDIX A OF 28 CFR PART 36) 28 CFR 36.406
2010 AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS FOR ACCESSIBLE DESIGN
- NOTE: TITLE II APPLIES TO PROJECTS FUNDED AND/OR USED BY STATE AND LOCAL GOVERNMENT SERVICES. TITLE III COVERS PUBLIC ACCOMMODATIONS AND COMMERCIAL FACILITIES. DEPENDING ON THE USE AND FUNDING, BOTH TITLE MAY APPLY TO THE PROJECT.
- NFPA 13 AUTOMATIC SPRINKLER SYSTEMS (CALIFORNIA AMENDED) 2022 EDITION
NFPA 14 STANDPIPE SYSTEMS 2022 EDITION
NFPA 17 DRY CHEMICAL EXTINGUISHING SYSTEMS 2021 EDITION
NFPA 17A WET CHEMICAL EXTINGUISHING SYSTEMS 2021 EDITION
NFPA 20 STATIONARY FIRE PUMPS 2022 EDITION
NFPA 24 PRIVATE FIRE SERVICE MAINS 2022 EDITION
NFPA 72 NATIONAL FIRE ALARM AND SIGNALING CODE (CALIFORNIA AMENDED) 2022 EDITION
(NOTE SEE UL STANDARD 1971 FOR "VISUAL DEVICES")
NFPA 253 CRITICAL RADIANT FLUX OF FLOOR COVERING SYSTEMS 2023 EDITION
NFPA 2001 CLEAN AGENT FIRE EXTINGUISHING SYSTEMS 2022 EDITION
ASME 17.1 ELEVATOR STANDARD 2019 EDITION
- REFERENCE CODE SECTIONS FOR APPLICABLE STANDARDS - 2022 CALIFORNIA BUILDING CODE (FOR SFM) REFERENCED STANDARDS CHAPTER 35
- ADA STANDARD FOR ACCESSIBLE DESIGN (APPENDIX A OF 28 CFR PART 36)
2. THE INTENT OF THESE DRAWINGS AND SPECIFICATIONS IS THAT WORK OF THE ALTERATION, REHABILITATION OR RECONSTRUCTION IS TO BE IN ACCORDANCE WITH TITLE 24, CALIFORNIA CODE OF REGULATIONS. SHOULD ANY EXISTING CONDITIONS SUCH AS DETERIORATION OR NON-COMPLYING CONSTRUCTION BE DISCOVERED WHICH IS NOT COVERED BY THE CONTRACT DOCUMENTS WHEREIN THE FINISHED WORK WILL NOT COMPLY WITH TITLE 24, CALIFORNIA CODE OF REGULATIONS, A CHANGE ORDER, OR A SEPARATE SET OF PLANS AND SPECIFICATIONS, DETAILING AND SPECIFYING THE REQUIRED WORK SHALL BE SUBMITTED TO AND APPROVED BY THE OWNER REPRESENTATIVE BEFORE PROCEEDING WITH THE WORK.
3. ALL EXISTING FIRE EXTINGUISHING SYSTEMS ARE IN COMPLIANCE WITH UL 300, CBC 904.11, CFC 904.11.
4. LATEST EDITION OF THE CITY OF ROSEVILLE DESIGN AND CONSTRUCTION STANDARDS.
5. LATEST EDITION OF THE CITY OF ROSEVILLE PARKS CONSTRUCTION STANDARDS.

PUBLIC IMPROVEMENT REQUIREMENTS

GRADING:

1. GRADING SHALL CONFORM TO APPENDIX CHAPTER 33 UBC, LATEST EDITION, AND TO THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEERING REPORT TITLED F-51 SCHOOL PARK, ROSEVILLE, CALIFORNIA, GEOTECHNICAL EXPLORATION PREPARED BY ENGEO. REFER TO ENGINEERING DIVISION FILE #308-1002 FOR SOILS REPORT.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED AS SPECIFIED IN THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) FOR THIS PROJECT OR AS DETERMINED BY THE CITY INSPECTOR. THE SWPPP IS CONSIDERED A DYNAMIC DOCUMENT AND WILL CHANGE AS CONDITIONS WARRANT. PERMANENT EROSION AND SEDIMENT CONTROL MEASURES WILL BE CONSTRUCTED AS SHOWN ON THE PRE-DEVELOPED SWPPP PLAN. REFER TO STORM WATER POLLUTION PREVENTION PLAN _____.
3. LOTS SHALL BE GRADED WITH A CONSTANT SLOPE ALONG THE FRONTAGE OF THE RIGHT-OF-WAY, FROM BUILDING SETBACK LINE TO BACK OF SIDEWALK. ALL TEMPORARY AND PERMANENT SLOPES STEEPER THAN 4:1 ALONG THIS FRONTAGE SHALL HAVE EROSION NETTING INSTALLED.
4. ALL REAR LOT CORNER ELEVATIONS SHALL BE EQUAL TO OR GREATER THAN THE HIGHEST ADJACENT PAD GRADE UNLESS SPECIFICALLY SHOWN ON THESE PLANS AND APPROVED BY ENGINEERING DIVISION.
5. NON-POTABLE WATER SHALL BE SPRAYED ON ALL EXPOSED EARTH SURFACES DURING CLEARING GRADING, EARTH MOVING, AND OTHER SITE PREPARATION ACTIVITIES. THE EXPOSED EARTH SHALL BE WATERED THROUGHOUT THE DAY TO MINIMIZE DUST.
6. TARPULINS OR OTHER EFFECTIVE COVERS SHALL BE USED ON ALL STOCKPILED EARTH MATERIAL AND ON HAUL TRUCKS TO MINIMIZE DUST.
7. THE CITY SHALL HAVE THE AUTHORITY TO STOP ALL GRADING OPERATIONS, IF, IN OPINION OF CITY STAFF, INADEQUATE DUST CONTROL MEASURES ARE BEING PRACTICED OR EXCESSIVE WIND CONDITIONS CONTRIBUTE TO FUGITIVE DUST EMISSIONS.
8. ADJACENT STREET FRONTAGES SHALL BE SWEEP AT LEAST ONCE A DAY TO REMOVE SILT AND OTHER DIRT WHICH IS EVIDENT FROM CONSTRUCTION ACTIVITIES. REFER TO SCHEDULES WITHIN SWPPP.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING CONSTRUCTION VEHICLES LEAVING THE SITE ON A DAILY BASIS TO PREVENT DUST, SILT AND DIRT FROM BEING RELEASED OR TRACKED OFFSITE. REFER TO SWPPP FOR SPECIFIC REQUIREMENTS.
10. CONSTRUCTION SHALL STOP IF CULTURAL RESOURCES ARE SUSPECTED. IT IS POSSIBLE THAT PREVIOUS ACTIVITIES HAVE OBSCURED SURFACE EVIDENCE OF CULTURAL RESOURCES. IF SIGNS OF AN ARCHEOLOGICAL SITE, SUCH AS ANY UNUSUAL AMOUNTS OF STONE, BONE, OR SHELL, ARE UNCOVERED DURING GRADING OR OTHER CONSTRUCTION ACTIVITIES, WORK SHALL BE HALTED WITHIN 100 FEET OF THE FIND AND THE ROSEVILLE COMMUNITY DEVELOPMENT DEPARTMENT SHALL BE NOTIFIED. A QUALIFIED ARCHEOLOGIST SHALL BE CONSULTED FOR AN ON-SITE EVALUATION. THE ARCHEOLOGIST MAY REQUIRE ADDITIONAL MITIGATION.
11. SHOULD GRADING OPERATIONS UNCOVER HAZARDOUS MATERIALS, OR WHAT APPEARS TO BE HAZARDOUS MATERIALS, THE FIRE DEPARTMENT SHALL BE CONTACTED IMMEDIATELY AT (916) 774-5820. THE AREA, WHICH CONTAINS THE HAZARDOUS MATERIALS, SHALL BE MARKED OFF UNTIL AN INVESTIGATION BY A MEMBER OF THE FIRE DEPARTMENT IS CONDUCTED.
12. GRADES SHOWN OUTSIDE OF THE PUBLIC RIGHT OF WAY WITHIN THE APPROVED GRADING PLAN ARE SUBJECT TO FURTHER REVIEW AND MODIFICATION BY THE BUILDING DIVISION FOR COMPLIANCE WITH THE UNIFORM BUILDING CODE AND STATE OF CALIFORNIA TITLE 24 HANDICAP ACCESSIBILITY REQUIREMENTS.
13. THE CONTRACTOR/DEVELOPER IS EXPECTED TO COMPLY WITH THE FUGITIVE DUST CONTROL REQUIREMENTS FROM THE PLACER COUNTY AIR POLLUTION CONTROL DISTRICT: WWW.PLACER.CA.GOV/APCD
14. CONTAMINATED SOIL - DEVELOPER AGREES TO PROPERLY ADHERE TO ALL THEN CURRENT STATE AND FEDERAL REQUIREMENTS WHEN ANY EVIDENCE OF TOXIC, HAZARDOUS OR CONTAMINATED SOILS ARE ENCOUNTERED DURING ANY AND ALL EXCAVATION OR GRADING OPERATIONS, AND TO INDEMNIFY, DEFEND AND HOLD HARMLESS THE CITY OR ROSEVILLE, ITS OFFICERS, AGENTS AND EMPLOYEES, FROM ANY AND ALL LIABILITY, COSTS, CLAIMS, FEES, FINES, PENALTIES AND CLAIMS OF OR DAMAGE OF ANY TYPE WHATSOEVER. EXTRA COSTS FOR REMEDIATION AND/OR REMOVAL OF SOIL SHALL BE BOURN SOLELY BY THE DEVELOPER. THE PARTIES INTEND THAT THIS PROVISION BE BROADLY CONSTRUED.

AIR QUALITY:

THE FOLLOWING NOTES ARE PROVIDED AS REFERENCE TO APPLICABLE PLACER COUNTY AIR POLLUTION CONTROL DISTRICT ADOPTED RULES AND REGULATIONS. COMPLIANCE WITH ALL APPLICABLE APCD RULES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. AIR QUALITY RULES ARE ENFORCED SOLELY BY THE PLACER COUNTY AIR POLLUTION CONTROL DISTRICT.

1. CONSTRUCTION EQUIPMENT EXHAUST EMISSIONS SHALL NOT EXCEED PLACER COUNTY APCD RULE 202 VISIBLE EMISSION LIMITATIONS. OPERATORS OF VEHICLES AND EQUIPMENT FOUND TO EXCEED OPACITY LIMITS ARE TO BE IMMEDIATELY NOTIFIED BY APCD TO CEASE OPERATIONS AND THE EQUIPMENT MUST BE REPAIRED WITHIN 72 HOURS. (BASED ON APCD RULE 202)
2. THE CONTRACTOR SHALL SUSPEND ALL GRADING OPERATIONS WHEN FUGITIVE DUST EXCEEDS PLACER COUNTY APCD RULE 228 (FUGITIVE DUST) LIMITATIONS. THE PRIME CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN INDIVIDUAL WHO IS CARB-CERTIFIED TO PERFORM VISIBLE EMISSIONS EVALUATIONS (VEE). THIS INDIVIDUAL SHALL EVALUATE COMPLIANCE WITH RULE 228 ON A WEEKLY BASIS. IT IS TO BE NOTED THAT FUGITIVE DUST IS NOT TO EXCEED 40% OPACITY AND NOT GO BEYOND THE PROPERTY BOUNDARY AT ANY TIME. LIME OR OTHER DRYING AGENTS UTILIZED TO DRY OUT WET GRADING AREAS SHALL NOT EXCEED PLACER COUNTY APCD RULE 228 FUGITIVE DUST LIMITATIONS. OPERATORS OF VEHICLES AND EQUIPMENT FOUND TO EXCEED OPACITY LIMITS WILL BE NOTIFIED BY APCD AND THE EQUIPMENT MUST BE REPAIRED WITHIN 72 HOURS. ALL PROJECTS IN EXCESS OF 5 ACRES SHALL HAVE AN APPROVED DUST CONTROL PLAN FROM THE PLACER COUNTY AIR POLLUTION CONTROL DISTRICT. (BASED ON APCD RULE 228)

3. DURING CONSTRUCTION, TRAFFIC SPEEDS ON ALL UNPAVED SURFACES SHALL BE LIMITED TO 15 MILES PER HOUR OR LESS. (BASED ON APCD RULE 228 / SECTION 401.2)
4. DURING CONSTRUCTION, NO OPEN BURNING OF REMOVED VEGETATION SHALL BE ALLOWED UNLESS PERMITTED BY THE PCAPCD. ALL REMOVED VEGETATIVE MATERIAL SHALL BE EITHER CHIPPED ON SITE OR TAKEN TO AN APPROPRIATE RECYCLING SITE, OR IF A SITE IS NOT AVAILABLE, A LICENSED DISPOSAL SITE. (BASED ON APCD RULE 310)
5. A PERSON SHALL NOT DISCHARGE INTO THE ATMOSPHERE VOLATILE ORGANIC COMPOUNDS (VOC'S) CAUSED BY THE USE OR MANUFACTURE OF CUTBACK OR EMULSIFIED ASPHALTS FOR PAVING, ROAD CONSTRUCTION OR ROAD MAINTENANCE, UNLESS SUCH MANUFACTURE OR USE COMPLIES WITH THE PROVISIONS RULE 217. (BASED ON APCD RULE 217).
6. PROCESSES THAT DISCHARGE 2 POUNDS PER DAY OR MORE OF AIR CONTAMINANTS, AS DEFINED BY HEALTH AND SAFETY CODE SECTION 39013, TO THE ATMOSPHERE MAY REQUIRE A PERMIT. PERMITS MAY BE REQUIRED FOR BOTH CONSTRUCTION AND OPERATION. DEVELOPERS/CONTRACTORS SHOULD CONTACT THE DISTRICT PRIOR TO CONSTRUCTION AND OBTAIN ANY NECESSARY PERMITS PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. (BASED ON THE CALIFORNIA HEALTH & SAFETY CODE SECTION 39013: HTTP://WWW.LEGINFO.CA.GOV/CGI-BIN/DISPLAYCODE?SECTION=HSC&GROUP=39001-40000&FILE=39010-39060

EROSION / SEDIMENT CONTROL:

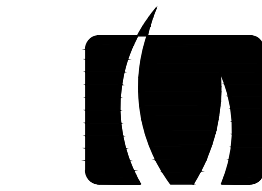
1. THE STATE'S GENERAL PERMIT FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY (WQD 99-080-DWQ) REQUIRES THE PREPARATION OF A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) FOR SITES WITH SOIL DISTURBANCES GREATER THAN OR EQUAL TO ONE ACRE, OR FROM SITES SMALLER THAN ONE ACRE IF THE CONSTRUCTION ACTIVITY IS PART OF A LARGER PLAN OF DEVELOPMENT OR SALE THAT DISTURBS ONE ACRE OR MORE. CONSTRUCTION ACTIVITY SHALL NOT COMMENCE, NOR A PRE-CONSTRUCTION MEETING PERMITTED TO BE SCHEDULED, PRIOR TO THE SWPPP BEING ACCEPTED BY THE CITY. FOR MORE INFORMATION SEE; HTTP://WWW.ROSEVILLE.CA.US/EU/STORMWATER_MANAGEMENT
2. THE PROJECT STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IS INCORPORATED BY REFERENCE INTO THIS SET OF PLANS (REFER TO GRADING NOTE #2, THIS SHEET). THE SWPPP IS CONSIDERED A DYNAMIC DOCUMENT AND WILL CHANGE AS CONDITIONS WARRANT. PERMANENT EROSION AND SEDIMENT CONTROL MEASURES WILL BE CONSTRUCTED AS SHOWN ON THESE PLANS.
3. A COPY OF THE SWPPP SHALL BE KEPT AT THE PROJECT SITE AT ALL TIMES.
4. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED AS SPECIFIED IN THE SWPPP AND/OR AS DIRECTED BY CITY INSPECTOR.
5. NO GRADING OR TRENCHING, EXCEPT AS REQUIRED FOR EROSION OR SEDIMENT CONTROL, SHALL OCCUR WITHIN 35 FEET FROM THE CENTERLINE OF PERENNIAL AND INTERMITTENT DRAINAGE SWALES BETWEEN OCTOBER 15 AND APRIL 15 EXCEPT AS APPROVED BY THE DEPARTMENT OF FISH AND GAME.
6. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED IN ACCORDANCE WITH THE SWPPP.
7. THE CONTRACTOR SHALL ESTABLISH A SPECIFIC SITE WITHIN THE DEVELOPMENT FOR MAINTENANCE AND STORAGE OF EQUIPMENT OR ANY OTHER ACTIVITY THAT MAY ADVERSELY CONTRIBUTE TO THE WATER QUALITY OF THE RUNOFF IN ACCORDANCE WITH THE SWPPP.

CITY OF ROSEVILLE GENERAL NOTES:

1. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THESE PLANS AND THE LATEST EDITION AND AMENDMENTS OF THE CITY OF ROSEVILLE DESIGN AND CONSTRUCTION STANDARDS.
2. THE CITY OF ROSEVILLE IS A MEMBER OF THE UNDERGROUND SERVICE ALERT (U.S.A.) ONE-CALL SYSTEM. THE CONTRACTORS SHALL NOTIFY THE U.S.A. CENTER 48 HOURS IN ADVANCE OF PERFORMING ANY EXCAVATION WORK BY CALLING 1-800-227-2600.
3. THE CONTRACTOR SHALL MARK IN WHITE PAINT ALL AREAS TO BE EXCAVATED PRIOR TO CONTACTING U.S.A. ANY AREAS NOT MARKED WILL NOT BE SUBJECT TO U.S.A., AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE RESULTING FROM EXCAVATION.
4. THE CONTRACTOR SHALL EXPOSE AND VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION OF THE NEW IMPROVEMENTS CONNECTING TO OR IN THE VICINITY OF THE SAME.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING MONUMENTS AND OTHER SURVEY MARKERS ON THE JOB SITE.
6. THE CONTRACTOR SHALL PLACE BOXED SURVEY MONUMENTS WITH 1-1/2" BRONZE HEAD SET IN CONCRETE (STD. DWG. ST-36) AT LOCATIONS SHOWN ON THESE PLANS.
7. A.C. SURFACE SHALL BE CUT TO A NEAT, STRAIGHT LINE PARALLEL WITH THE STREET CENTERLINE AND THE EXPOSED EDGE SHALL BE TACKED WITH EMULSION PRIOR TO PAVING. THE EXPOSED BASE MATERIAL SHALL BE GRADED, RE-COMPACTED, AND RESEALED PRIOR TO PAVING.
8. ANY EXISTING CONCRETE SURFACE TO BE REMOVED SHALL BE SAW CUT TO A NEAT STRAIGHT LINE.
9. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN THAT SHALL BE ACCEPTED BY THE ENGINEERING DIVISION OF PUBLIC WORKS BEFORE START OF WORK IN RIGHT-OF-WAY AND SHALL BE IN ACCORDANCE WITH CALIFORNIA MUTCD LATEST EDITION. AT LEAST ONE LANE IN EACH DIRECTION SHALL REMAIN OPEN TO TRAFFIC UNLESS OTHERWISE SHOWN ON THE PLANS. TRAFFIC CONTROL HOURS ARE SUBJECT TO LIMITATION BY THE CITY. TRAFFIC CONTROL WITH LANE CLOSURES THAT AFFECT TRAFFIC FLOW MAY REQUIRE NIGHT WORK. IF, AS A PART OF TRAFFIC CONTROL MEASURES, A ROADWAY CLOSURE HAS BEEN APPROVED, THE CONTRACTOR SHALL NOTIFY DEVELOPMENT SERVICES CONSTRUCTION INSPECTOR 72 HOURS IN ADVANCE OF SETTING UP THIS CLOSURE.

10. CURB RAMPS CONFORMING TO ALL ADA AND TITLE 24 REQUIREMENTS SHALL BE PLACED AT ALL NEW STANDARD CURB RETURNS (STANDARD DRAWING ST-27) AND STANDARD TYPE A-7 DRIVEWAYS. WHERE EXISTING RAMPS DO NOT MEET CURRENT ADA AND TITLE 24 REQUIREMENTS, THE RAMPS SHALL BE UPGRADED IN CONFORMANCE WITH MINIMUM TITLE 24 REQUIREMENTS. WHERE EXISTING RAMPS DO NOT INCLUDE DETECTABLE WARNING PANELS (TRUNCATED DOMES), PANELS SHALL BE RETROFITTED PER THE CONSTRUCTION STANDARDS.
11. DRAIN INLETS NOT WITHIN A PAVED AREA SHALL HAVE A 12" WIDE COLLAR OF 6" THICK P.C.C. OR 2" THICK A.C. DRAIN INLETS INSTALLED IN MULCHED PLANTER AREAS SHALL HAVE A 12" WIDE COLLAR OF 2" TO 6" COBBLE PLACED OVER FILTER FABRIC.
12. ALL UNDERGROUND UTILITIES WITHIN EXISTING OR PROPOSED CITY OF ROSEVILLE EASEMENTS SHALL REQUIRE A MINIMUM OF 90% COMPACTION ON THE TRENCH BACKFILL. COMPACTION OF BACKFILL BY JETTING IS NOT PERMITTED IN CITY OF ROSEVILLE RIGHT OF WAY AND EASEMENT AREAS OR WITHIN DEDICATED RECLAIMED WATER, STORM, SEWER OR WATER EASEMENTS AND MAINS.
13. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION MEETING ONE-WEEK PRIOR TO STARTING WORK. MEMBERS OF THE CITY OF ROSEVILLE DEVELOPMENT SERVICES DEPARTMENT, ENVIRONMENTAL UTILITIES DEPARTMENT, CITY OF ROSEVILLE PARK DEVELOPMENT DIVISION, AND ALL OTHER UTILITY REPRESENTATIVES SHALL BE NOTIFIED BY THE CONTRACTOR AS TO THE DATE AND LOCATION OF THE MEETING.
14. PRIOR TO EXCAVATION OF TRENCHES 5 FEET OR DEEPER, THE CONTRACTOR SHALL SUBMIT TO THE DEVELOPMENT SERVICES DEPARTMENT OR ENVIRONMENTAL UTILITIES DEPARTMENT INSPECTOR A COPY OF THE COMPANY'S ANNUAL CALOSHA TRENCHING PERMIT AND A COPY OF THE COMPANY'S LETTER INFORMING CALOSHA OF THE TIME THE TRENCHING IS COMMENCING AND THE LOCATION OF THE WORK.
15. ALL PAINTED TRAFFIC STRIPES, ARROWS, AND PAVEMENT MARKINGS SHALL BE CONSTRUCTED WITH THERMOPLASTIC MATERIAL TO THE SPECIFICATIONS SET FORTH IN CHAPTER 3 OF THE CALIFORNIA MUTCD LATEST EDITION. NON-REFLECTIVE PAVEMENT MARKERS SHALL CONSIST OF CERAMIC MARKERS ONLY CONFORMING TO CHAPTER 3 OF THE CALIFORNIA MUTCD LATEST EDITION.
16. THE DEVELOPERS CONTRACTOR SHALL TAKE EXTREME CARE TO PROTECT EXISTING SITE AND ADJACENT IMPROVEMENTS FROM DAMAGE. THE CONTRACTOR SHALL BE RESPONSIBLE TO REPAIR OR MAKE REPLACEMENT OF ALL CRACKED AND OTHERWISE PRE-EXISTING DAMAGED PUBLIC IMPROVEMENTS ALONG THE FRONTAGE OF THE PROJECT SITE AND ANY DAMAGE RESULTING FROM CONSTRUCTION TO CURRENT CITY STANDARDS AND AT THEIR OWN EXPENSE. THE EXTENT OF THE REPAIRS SHALL BE DETERMINED BY THE DEVELOPMENT SERVICES CONSTRUCTION INSPECTOR AND SHALL BE COMPLETED PRIOR TO THE CITY ACCEPTANCE OF THE IMPROVEMENTS.

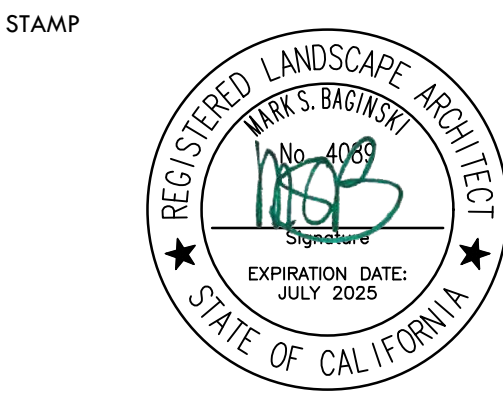
17. WHERE COMBINATIONS OF SIDEWALK OR CURB AND GUTTER ARE PLACED CONTIGUOUS TO EXISTING, ALL ADJOINING EXISTING CONCRETE VERTICAL FACES SHALL BE DOWELED. ALL ABUTTING SIDEWALK ENDS SHALL BE DOWELED MID-SECTION VERTICALLY WITH TWO DOWELS FOR FOUR THROUGH SIX-FOOT WIDE SIDEWALK AND THREE DOWELS FOR WIDER SIDEWALK. ABUTTING CURB AND GUTTER ENDS SHALL BE DOWELED TWICE, 18 INCHES APART AT GUTTER PAN MID-SECTION. DOWEL CONNECTIONS OF LONGITUDINAL RUNS OF SIDEWALK TO BACK OF CURB SHALL BE THREE FEET ON CENTER. ALL DOWELS SHALL BE 16 INCHES LONG, GRADE 60; #4 REBAR PENETRATING FOUR INCHES. THE DOWEL HOLE SHALL BE 5/8-INCH DIAMETER AT A SLIGHT HORIZONTAL ANGLE FROM PERPENDICULAR. THE PENETRATING PORTION OF THE DOWEL AND THE ENTIRE (CLEANED) VERTICAL SURFACE OF THE ADJOINING, EXISTING CONCRETE SHALL BE THOROUGHLY COATED WITH STATE STANDARD TWO-PART EPOXY.
18. WHEN SAWCUTTING WITHIN THE STREET FOR TRENCHING OR OTHER PURPOSES, CONTRACTOR SHALL GRIND 1 1/2" OF PAVEMENT BETWEEN THE LANE LINE (FROM LANE STRIPE TO LANE STRIPE) UPON COMPLETION OF THE SAWCUTTING AND OR TRENCHING WORK. WHERE THE SAWCUTTING OCCURS BETWEEN THE CURB AND GUTTER AND NEAREST LANE STRIPE (INCLUDING BIKE LANES), THE SAME 1 1/2" GRIND SHALL BE REQUIRED. CONTRACTOR TO PLACE A PETROMAT FABRIC OR APPROVED EQUAL BY THE CITY OF ROSEVILLE AND OVERLAY FROM LANE STRIPE TO LANE STRIPE, OR CURB TO LANE STRIPE AND RESTRIPE OR REPLACE ANY DELINEATORS REMOVED DURING THE GRIND.
19. ALL PUBLICLY MAINTAINED STORM DRAIN ON PRIVATE PROPERTY SHALL BE A MINIMUM OF 12 INCHES IN DIAMETER AND SHALL BE RECYCLED UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
20. FOR RESIDENTIAL SUBDIVISIONS, UNLESS OTHERWISE APPROVED BY DEVELOPMENT SERVICES ENGINEERING, THE FINAL GRADING OF THE PROJECT SITE SHALL BE CONSTRUCTED TO ACCOMMODATE A MAXIMUM DRIVEWAY SLOPE OF 14% FOR EACH RESIDENTIAL LOT, AS MEASURED FROM THE BACK OF THE SIDEWALK TO THE GARAGE (20-FT SET BACK). IT WILL REMAIN THE RESPONSIBILITY OF THE BUILDER/DEVELOPER TO DESIGN A HOUSE THAT PROVIDES SUITABLE ACCESS TO THE PARCEL.
21. THE CONTRACTOR SHALL PLACE FILTER FABRIC BETWEEN THE INITIAL BEDDING AND BACKFILL AND THE TRENCH BACKFILL FOR SANITARY SEWERS DEPTH GREATER THAN 15 FEET MEASURED TO THE PIPE INVERT.



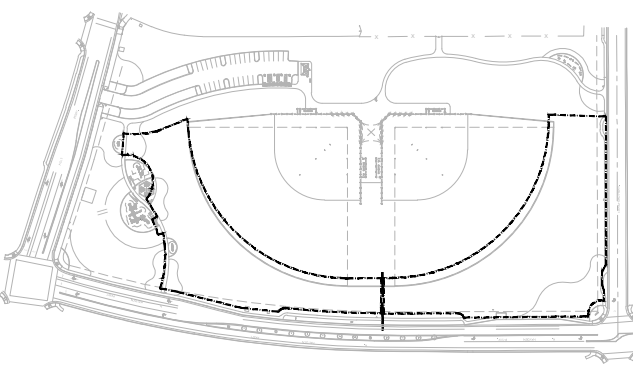
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KEY MAP



SHEET TITLE

PUBLIC IMPROVEMENT
REQUIREMENT NOTES

PROJECT NAME

RIEGO CREEK PARK
TURF CONVERSION
PROJECT

PROJECT ADDRESS

2800 N. HAYDEN PARKWAY
ROSEVILLE, CA 95678

SUBMITTAL	DATE
99% SUBMITTAL	12/17/24
100% SUBMITTAL	01/27/25

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PUBLIC IMPROVEMENT REQUIREMENTS, CONTINUED

GENERAL FIRE DEPARTMENT NOTES

1.

AN APPROVED PROJECT SIGN SHALL BE PLACED AT VEHICLE ACCESS POINTS INTO THE PROJECT DURING CONSTRUCTION TO ASSIST EMERGENCY RESPONDERS. THE SIGN SHALL IDENTIFY THE ADDRESS, AS APPROVED BY THE CITY OF ROSEVILLE. SUCH SIGNS SHALL BE CLEARLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROJECT.
2.

PRIOR TO COMBUSTIBLE MATERIALS BEING BROUGHT TO THE SITE, FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED TO WITHIN 150 FEET OF ALL STRUCTURES AND COMBUSTIBLE STORAGE PILES. FIRE APPARATUS ACCESS ROADS SHALL BE FULLY PAVED AND SHALL BE DESIGNED TO SUPPORT THE IMPOSED WEIGHT OF A FIRE APPARATUS (34 TONS GVW), UNLESS PRIOR APPROVAL IS OBTAINED FROM THE FIRE DEPARTMENT FOR TEMPORARY ACCESS ROADS. ACCESS ROADS SHALL BE PROVIDED WITH A MINIMUM 20-FOOT ROADWAY WIDTH AND 13 FOOT 6 INCH VERTICAL CLEARANCE.
3.

PRIOR TO COMBUSTIBLE MATERIALS BEING BROUGHT TO THE SITE, ANY REQUIRED ON-SITE FIRE HYDRANTS SHALL BE COMPLETED AND ACCEPTED BY THE ROSEVILLE FIRE DEPARTMENT.
4.

CONSTRUCTION MATERIAL AND VEHICLES SHALL NOT OBSTRUCT FIRE APPARATUS ACCESS TO FIRE APPARATUS ROADS, FIRE HYDRANTS OR THE BUILDING.
5.

BARRICADES SHALL BE PROVIDED TO PROTECT ANY NATURAL GAS METER, FIRE HYDRANT, FIRE DEPARTMENT CONTROL DEVICE, OR OTHER POSSIBLE PERTINENT EQUIPMENT OR DEVICES THAT MAY BE SUBJECT TO VEHICULAR DAMAGE.
6.

PROVIDE AND MAINTAIN A MINIMUM 3-FOOT CLEAR SPACE AROUND FIRE PROTECTION EQUIPMENT.
7.

THE BURNING OF COMBUSTIBLE CONSTRUCTION MATERIALS AND TRASH IS PROHIBITED.
8.

ASPHALT AND TAR KETTLES SHALL NOT BE LOCATED WITHIN 20 FEET OF ANY COMBUSTIBLE MATERIAL, COMBUSTIBLE BUILDING SURFACE OR BUILDING OPENING. AN ATTENDANT SHALL BE WITHIN 100 FEET OF A KETTLE WHEN THE HEAT SOURCE IS OPERATING. A MINIMUM OF ONE (1) 20B:C PORTABLE FIRE EXTINGUISHER SHALL BE LOCATED WITHIN 30 FEET OF THE KETTLE, AND ON THE ROOF DURING ASPHALT COATING OPERATIONS.
9.

DRYWALL AND OTHER TEMPORARY HEATING DEVICES SHALL BE OF AN APPROVED TYPE, LOCATED AWAY FROM COMBUSTIBLE MATERIALS AND ATTENDED AND MAINTAINED AT ALL TIMES. HEATING DEVICES SHALL NOT BE OPERATED AFTER NORMAL WORKING HOURS WITHOUT BEING ATTENDED TO ON AN HOURLY BASIS.
10.

CUTTING AND WELDING OPERATIONS SHALL CONFORM TO THE HOT WORK PROVISIONS OF CHAPTER 35 OF THE FIRE CODE. A FIRE WATCH SHALL BE PROVIDED DURING HOT-WORK ACTIVITIES AND SHALL CONTINUE FOR A MINIMUM OF 30 MINUTES AFTER THE CONCLUSION OF THE WORK.
11.

IF SITE SURVEY OR EARTH MOVING WORK RESULTS IN THE DISCOVERY OF HAZARDOUS MATERIALS IN CONTAINERS, OR WHAT APPEARS TO BE HAZARDOUS WASTES RELEASED INTO THE GROUND, THE CONTRACTOR OR APPLICANT SHALL IMMEDIATELY REPORT THE FINDING TO THE ROSEVILLE FIRE DEPARTMENT VIA PHONE AT (916) 774-5800. ALL SUSPECTED AREAS SHALL BE MARKED OFF WITH APPROVED SIGNAGE OR CAUTION TAPE UNTIL SUCH TIME THAT A REPRESENTATIVE FROM THE FIRE DEPARTMENT DETERMINES WHETHER THE RELEASE IS REPORTABLE OR NOT AND IF SITE REMEDIATION IS REQUIRED.
12.

FIRE SAFETY DURING CONSTRUCTION SHALL COMPLY WITH CHAPTER 33 OF THE CALIFORNIA FIRE CODE.
13.

ADEQUATE RADIO COVERAGE SHALL BE PROVIDED WITHIN BUILDINGS FOR PUBLIC SAFETY AGENCIES, AS REQUIRED BY FIRE CODE.
14.

PORTABLE FIRE EXTINGUISHERS SHALL BE INSTALLED IN OCCUPANCIES AND LOCATIONS AS SET FORTH IN THE CALIFORNIA FIRE CODE AND AS REQUIRED BY THE CHIEF. PROVIDE A MINIMUM OF ONE (1) PORTABLE FIRE EXTINGUISHER WITHIN EACH TENANT SPACE. THE MAXIMUM TRAVEL DISTANCE TO THE FIRE EXTINGUISHER SHALL NOT EXCEED 75- FEET. THE MINIMUM RATING CLASSIFICATION FOR THE EXTINGUISHER SHALL BE NOT LESS THAN 2A-10B:C. THE MAXIMUM TRAVEL DISTANCE FROM ANY POINT IN A LIGHT HAZARD AREA OF CLASS A HAZARDS SHALL NOT BE MORE THAN 75 FEET FROM A CLASS 2A-10B:C. FIRE EXTINGUISHER AND ONE EXTINGUISHER SHALL BE PROVIDED FOR EACH 6,000 SQUARE FEET. THE MAXIMUM TRAVEL DISTANCE FROM ANY POINT IN AN ORDINARY HAZARD OF CLASS A HAZARDS AREA SHALL NOT BE MORE THAN 75 FEET AND ONE EXTINGUISHER SHALL BE PROVIDED FOR EACH 3,000 SQUARE FEET. THE MAXIMUM TRAVEL DISTANCE TO CLASS B EXTINGUISHERS IS EITHER 30 FEET OR 50 FEET DEPENDING UPON THE SIZE OF THE EXTINGUISHER AND THE CLASSIFICATION OF THE HAZARD. REFER TO UFC STANDARD NO. 10-1 FOR COMPLETE REQUIREMENTS. ALL PORTABLE FIRE EXTINGUISHERS SHALL HAVE A SERVICE TAG AFFIXED TO THEM SHOWING THAT THE EXTINGUISHER HAS BEEN SERVICED BY A CALIFORNIA STATE LICENSED FIRE EXTINGUISHER CONCERN. ALL FIRE EXTINGUISHERS SHALL BE ATTACHED TO A BRACKET OR WITHIN AN APPROVED CABINET. MAXIMUM DISTANCE FROM THE FLOOR SHALL NOT EXCEED 54-INCHES. SIGNAGE SHALL BE POSTED ABOVE THE EXTINGUISHER AND SHALL READ FIRE EXTINGUISHER.
15.

THE REQUIRED MINIMUM FIRE FLOW FOR THE PROTECTION OF THE PROPOSED PROJECT IS _____ GALLONS PER MINUTE WITH 20 POUNDS PER SQUARE INCH RESIDUAL WATER PRESSURE REMAINING IN THE SYSTEM. A CHANGE IN ANY OF THE CONDITIONS MAY INCREASE THE REQUIRED FIRE FLOW.
16.

ALL UNDERGROUND FIRE LINE SHALL BE HYDRAULICALLY PRESSURED AT 200 PSI FOR TWO-HOURS PER THE NFPA STANDARD FOR UNDERGROUND FIRE WATER LINE. AN INSPECTION SHALL BE REQUIRED TO WITNESS THE TEST WITH A SUBSEQUENT INSPECTION AFTER THE TWO-HOUR DURATION HAS EXPIRED.
17.

TEMPORARY USE OF ON-SITE GENERATORS WITH OVER 60 GALLONS OF DIESEL FUEL SHALL REQUIRE A FIRE DEPARTMENT PERMIT AND MUST MEET THE REQUIREMENTS OF THE CHAPTER 6.95 OF THE HEALTH AND SAFETY CODE, THE ROSEVILLE FIRE DEPARTMENT AND THE NATIONAL FIRE CODES. CONTACT THE FIRE DEPARTMENT AT 916-774-5800 TO INITIATE THE PERMIT APPLICATION.
18.

SECTION 10.6.2 OF NFPA 24 HAS BEEN AMENDED NOT TO ALLOW MECHANICAL JOINTS UNDER BUILDINGS. SEE CHAPTER 80 OF THE CALIFORNIA FIRE CODE, PAGE 519. PROVIDE DETAIL OF THE PROPOSED RISER AND UNDERGROUND DETAIL TO THE PAD.
19.

CIVIL IMPROVEMENT PLANS SHALL BE RESUBMITTED IF IT HAS BEEN DETERMINED BY THE APPLICANT THAT AN ON-SITE FIRE PUMP WILL BE REQUIRED AS THE RESULT OF SUPPLYING 100 PSI RESIDUAL PRESSURE AT THE STANDPIPE ROOF OUTLET ACCORDANCE WITH NFPA 14, STANDARD FOR THE INSTALLATION OF STANDPIPE AND HOSE SYSTEMS.
20.

THE SUBMITTED PRIVATE UNDERGROUND FIRE LINE SHALL BE REVIEWED AND APPROVED BY THE ENVIRONMENTAL UTILITIES DEPARTMENT (EUD) IN CONJUNCTION WITH THE FIRE DEPARTMENT (RFD) PRIOR TO REQUESTING FOR THE REQUIRED INSPECTION FROM THE RFD. THE FIRE SPRINKLER PLANS WILL NOT BE APPROVED BY THE RFD UNTIL THE UNDERGROUND SERVICE LATERAL HAS BEEN INSPECTED AND ACCEPTED BY THE RFD.
21.

ALL PROPOSED BURIED BOLTS SHALL BE COATED WITH A LISTED PRODUCT SUCH AS CHRISTY'S HD-50.
22.

ACCORDING TO NFPA 13, 6.3.1.1.1, THE UNDERGROUND FIRE LINE CANNOT EXTEND INTO THE BUILDING FURTHER THAN 24 INCHES.
23.

AN 18 AWG MINIMUM GAUGE TRACER WIRE SHALL BE INSTALLED ALONG ALL NON-METALLIC UNDERGROUND PIPING IN ACCORDANCE WITH SECTION 604 OF THE CALIFORNIA PLUMBING CODE. NOTATIONS SHALL BE MADE ON THE RESUBMITTAL.
24.

FIRE DEPARTMENT CONNECTION(S) SHALL BE WITHIN 2- FEET OF BACK OF CURB OR BACK OF WALKWAY, AND SHALL REMAIN UNOBSTRUCTED AT ALL TIMES.
25.

ALL FIRE DEPARTMENT CONNECTIONS SHALL BE LABELED WITH THE APPROPRIATE ADDRESS.
26.

MECHANICAL JOINTS SHALL BE INSTALLED AT AREAS NOTED PER THE EBBA THRUST RESTRAINT DESIGN PROGRAM SPECIFICATIONS.
27.

CONDUITS SHALL BE INSTALL AND AVAILABLE FOR FUTURE MONITORING OF ALL FIRE PROTECTION DEVICES.
28.

ALL WORK SHALL BE INSPECTED BY THE FIRE DEPARTMENT PRIOR TO INSTALLING GROUND MATERIALS.
29.

TO SCHEDULE A FIRE DEPARTMENT INSPECTION FOR ANY ON-SITE WORK, FOLLOW THE DIRECTIONS USING THE CITY OF ROSEVILLE CITIZEN PORTAL AT PERMITSONLINE.ROSEVILLE.CA.US. THE FOLLOWING BD NUMBER BELOW SHALL BE USED WHEN SCHEDULING A FIRE DEPARTMENT INSPECTION. A BD NUMBER WILL BE ISSUED UPON APPROVAL. ALL INQUIRING REGARDING INSPECTIONS AND PERMIT FEES SHALL BE MADE BY CALLING (916) 774-5332. BD _____.

MITIGATION NOTES

- MM 4.4-1 DUST CONTROL

- AFTER REVIEW AND APPROVAL BY THE PCAPCD, THE DEVELOPER, IF REQUIRED, SHALL APPLY APPROVED CHEMICAL SOIL STABILIZERS ACCORDING TO MANUFACTURERS SPECIFICATIONS, TO ALL INACTIVE CONSTRUCTION AREAS (PREVIOUSLY GRADED AREAS WHICH REMAIN INACTIVE FOR 96 HOURS).
 - REDUCE TRAFFIC SPEEDS ON ALL UNPAVED SURFACES TO 15 MILES PER HOUR OR LESS.
 - CREATION OF A DUST CONTROL PLAN.
 - NO OPEN BURNING OF VEGETATION DURING PROJECT CONSTRUCTION.
 - REESTABLISHMENT OF GROUND COVER AS SOON AS POSSIBLE AFTER CONSTRUCTION.
 - SUSPENSION OF GRADING ACTIVITIES WHEN WINDS EXCEED 25 MPH.THESE MITIGATION MEASURES COULD RESULT IN IMPACTS TO WATER QUALITY. PLEASE REFER TO THE BEST MANAGEMENT PRACTICES DISCUSSED IN SECTION 4.8, HYDROLOGY, WATER QUALITY AND GROUNDWATER, FOR A DESCRIPTION OF HOW IMPACTS ON WATER QUALITY WILL BE MINIMIZED THROUGH EROSION CONTROL MEASURES.
- MM 4.4-2: DUST CONTROL POLICIES

SPECIFIC PLANS AND/OR OTHER DEVELOPMENT PROPOSALS FOR THE REMAINDER AREA SHALL REQUIRE DUST CONTROL MEASURES THAT ARE ADEQUATE TO REDUCE PM10 EMISSIONS BELOW PCAPCD THRESHOLDS. SUCH MEASURES COULD INCLUDE HYDRO SEEDING, COVERING TRUCKS, REDUCING TRAFFIC SPEED, PROHIBITING OPEN BURNING, OR OTHER EFFECTIVE MEASURES.
- MM 4.4-3: REDUCTION OF CONSTRUCTION EMISSIONS

THE PRIME CONTRACTOR SHALL SUBMIT TO THE PCAPCD A COMPREHENSIVE INVENTORY (I.E., MAKE, MODEL, YEAR, EMISSION RATING) OF ALL THE HEAVY-DUTY OFF-ROAD EQUIPMENT (50 HORSEPOWER OR GREATER) THAT WILL BE USED AN AGGREGATE OF 40 OR MORE HOURS FOR THE CONSTRUCTION PROJECT. DISTRICT PERSONNEL, WITH ASSISTANCE FROM THE CALIFORNIA AIR RESOURCES BOARD, WILL CONDUCT INITIAL VISIBLE EMISSION EVALUATIONS OF ALL HEAVY-DUTY EQUIPMENT ON THE INVENTORY LIST.
 - AN ENFORCEMENT PLAN SHALL BE ESTABLISHED BY THE CONTRACTOR IN CONJUNCTION WITH THE AIR DISTRICT TO WEEKLY EVALUATE PROJECT-RELATED ON-AND-OFF- ROAD HEAVY-DUTY VEHICLE ENGINE EMISSION OPACITIES, USING STANDARDS AS DEFINED IN CALIFORNIA CODE OF REGULATIONS, TITLE 13, SECTIONS 2180–2194. AN ENVIRONMENTAL COORDINATOR, CARB-CERTIFIED TO PERFORM VISIBLE EMISSIONS EVALUATIONS (VEE), SHALL ROUTINELY EVALUATE PROJECT RELATED OFF-ROAD AND HEAVY-DUTY ON-ROAD EQUIPMENT EMISSIONS FOR COMPLIANCE WITH THIS REQUIREMENT. OPERATORS OF VEHICLES AND EQUIPMENT FOUND TO EXCEED OPACITY LIMITS WILL BE NOTIFIED AND THE EQUIPMENT MUST BE REPAIRED WITHIN 72 HOURS.
 - CONTRACTORS SHALL PROVIDE A PLAN FOR APPROVAL BY THE PCAPCD DEMONSTRATING THAT THE HEAVY-DUTY (>50 HORSEPOWER) OFF-ROAD VEHICLES TO BE USED IN THE CONSTRUCTION PROJECT, INCLUDING OWNED, LEASED AND SUBCONTRACTOR VEHICLES, WILL ACHIEVE A PROJECT-WIDE FLEET AVERAGE 30 PERCENT NOX REDUCTION AND 45 PERCENT PARTICULATE REDUCTION COMPARED TO THE MOST RECENT CARB FLEET AVERAGE. ACCEPTABLE OPTIONS FOR REDUCING EMISSIONS MAY INCLUDE USE OF LATE MODEL ENGINES, LOW-EMISSION DIESEL PRODUCTS, ALTERNATIVE FUELS, ENGINE RETROFIT TECHNOLOGY, AFTER-TREATMENT PRODUCTS, AND/OR OTHER OPTIONS AS THEY BECOME AVAILABLE.
 - MINIMIZE IDLING TIME TO 10 MINUTES.
 - USE LOW SULFUR FUEL FOR STATIONARY CONSTRUCTION EQUIPMENT, IF FEASIBLE.
 - UTILIZE EXISTING POWER SOURCES (E.G., POWER POLES) OR CLEAN FUEL GENERATORS RATHER THAN TEMPORARY POWER GENERATORS.
 - USE LOW EMISSION ON-SITE STATIONARY EQUIPMENT.
- MM 4.4-4: REDUCTION OF CONSTRUCTION EMISSIONS

SPECIFIC PLANS AND/OR DEVELOPMENT PROPOSALS FOR THE REMAINDER AREA SHALL REQUIRE EMISSION CONTROL MEASURES DURING CONSTRUCTION. SUCH MEASURES, WHICH SHALL BE DEVELOPED IN CONSULTATION WITH THE PCAPCD, MAY INCLUDE USE OF HEAVY-DUTY OFF-ROAD EQUIPMENT INCLUDED IN THE INVENTORY POWERED BY CARB CERTIFIED OFF-ROAD ENGINES, OR OTHER MEASURES TO REDUCE PARTICULATE MATTER AND NITROGEN OXIDE EMISSIONS THROUGH THE USE OF EMULSIFIED DIESEL FUEL AND/OR PARTICULATE MATTER TRAPS.
- MM 4.5-1: CONSTRUCTION NOISE REDUCTION

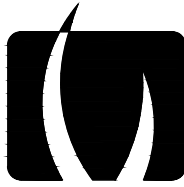
AS DISCUSSED UNDER IMPACT 4.5-1, COMPLIANCE WITH THE CITY'S NOISE ORDINANCE WOULD RESULT IN A LESS-THAN-SIGNIFICANT IMPACT FOR CONSTRUCTION NOISE. HOWEVER, THE FOLLOWING MEASURES ARE RECOMMENDED TO FURTHER REDUCE THE EFFECTS OF CONSTRUCTION NOISE ON RESIDENTS.

EQUIPMENT WARM-UP AREAS, WATER TANKS, AND EQUIPMENT STORAGE AREAS SHALL BE LOCATED A MINIMUM OF 150 FEET FROM OCCUPIED RESIDENCES, WHERE FEASIBLE.

FLEXIBLE SOUND CONTROL CURTAINS SHALL BE PLACED AROUND DRILLING APPARATUS AND DRILL RIGS, IF SENSITIVE RECEPTORS ARE LOCATED NEARBY.

THESE MEASURES WOULD REDUCE THE AMOUNT OF NOISE AT RESIDENCES BY PLACING STATIONARY SOURCES OF NOISE FAR ENOUGH FROM RESIDENCES THAT THE NOISE GENERATED WOULD NOT BE DISTURBING, PARTICULARLY DURING THE DAYTIME, WHEN CONSTRUCTION ACTIVITIES WOULD OCCUR. IN ADDITION, THEY WOULD ASSIST IN REDUCING THE POTENTIAL FOR NOISE DISTURBANCES AND POTENTIAL NOISE-RELATED COMPLAINTS
- MM 4.13-1(A): RESTRICT HIGH-WATT LIGHT USAGE AND HOURS FOR PARK FACILITIES

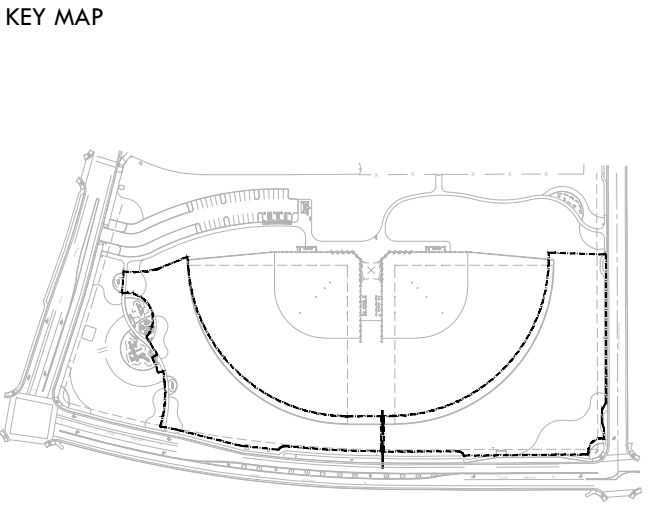
IN ORDER TO REDUCE THE EFFECTS OF NIGHTTIME ILLUMINATION FROM DEVELOPMENT ASSOCIATED WITH THE WRSP, HIGH-POWERED FLOODLIGHTS WILL BE DISCOURAGED FOR RECREATIONAL OR OTHER FACILITIES WITHIN THE WRSP. IN ADDITION, SUCH LIGHTS SHALL NOT BE USED LATER THAN 11:00 P.M. IF LOCATED WITHIN 300 FEET OF RESIDENCES. THE DEVELOPERS SHALL BE REQUIRED TO DISCLOSE TO ALL ADJACENT RESIDENTIAL AREAS THAT A REGIONAL PARK IS LOCATED NEARBY THAT WILL CONTAIN OUTDOOR LIGHTING.



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SHEET TITLE

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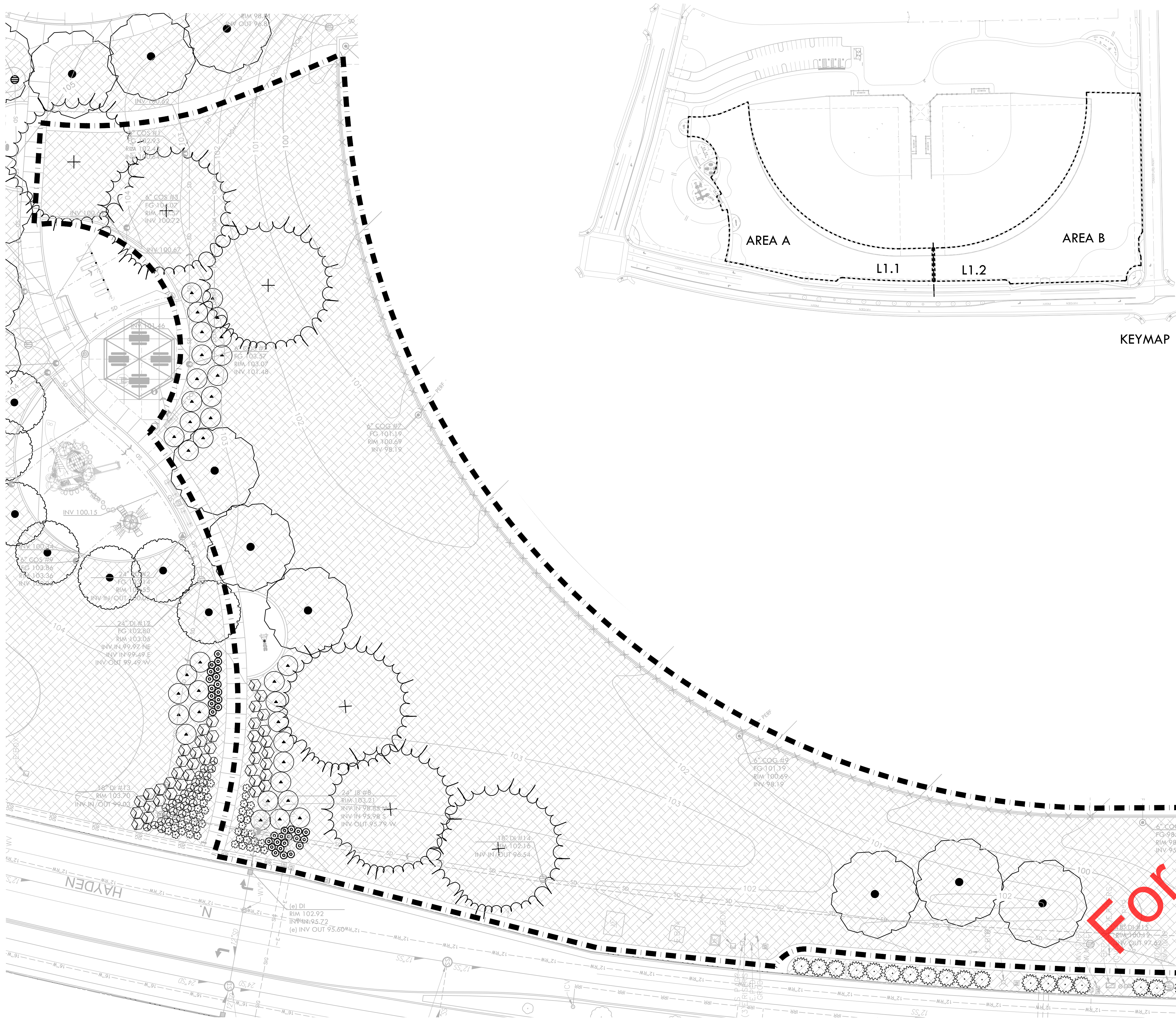
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DIEGO CREEK PARK
TURF CONVERSION
PROJECT

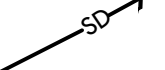
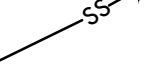
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ROSEVILLE, CA 95678

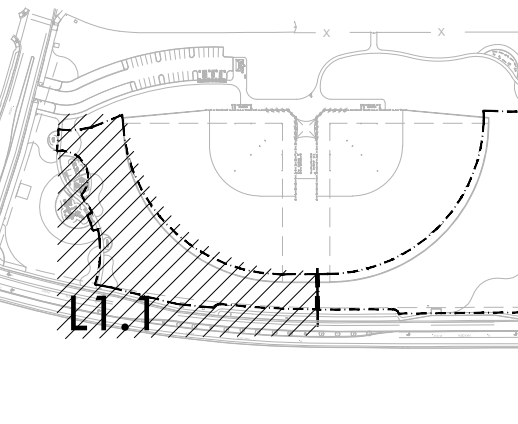
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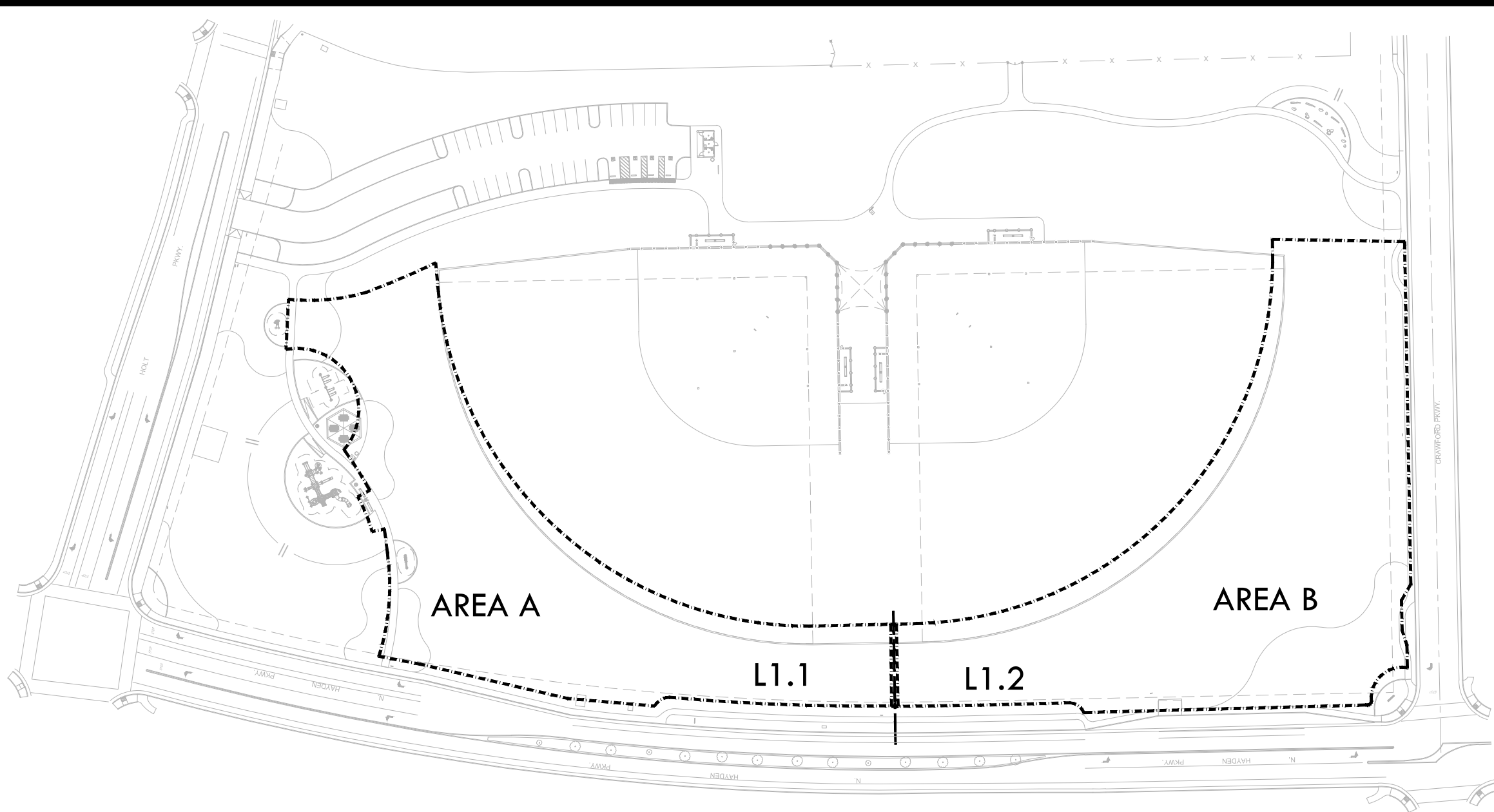
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EXISTING CONDITIONS LEGEND	
SYM	DESCRIPTION
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	JUNCTION BOX (JB)
	CLEANOUT IN SOFTSCAPE (COS)
	CLEANOUT IN NATURAL GRASS FIELD (COG)
	CLEANOUT IN HARDSCAPE (COH)
	SANITARY SEWER CLEANOUT (SSCO)
	SANITARY SEWER MANHOLE (SSMH),
	GATE VALVE,
	2" DOMESTIC WATER BACKFLOW PREVENTER.
	2" DOMESTIC WATER METER
	SOLID WALL STORM DRAIN
	PERFORATED SUBDRAIN LINE
	SANITARY SEWER LINE.
	DOMESTIC WATER LINE.
	CONTOUR

 VERDE DESIGN LANDSCAPE ARCHITECTURE CIVIL ENGINEERING SPORT PLANNING & DESIGN 1843 Iron Point Rd., Suite 140 Folsom, CA 95630 tel: 916.415.6554 fax: 916.415.6525 www.VerdeDesignInc.com																						
STAMP																						
																						
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SHEET TITLE EXISTING CONDITIONS AREA A																						
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KEYMAP



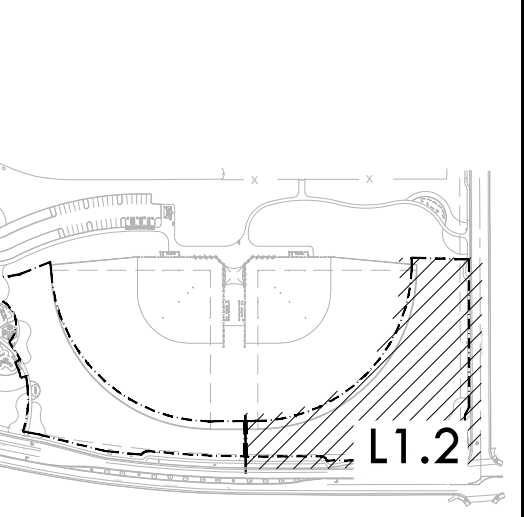
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STAMP





SHEET TITLE

EXISTING CONDITIONS
AREA B

PROJECT NAME

DIEGO CREEK PARK
TURF CONVERSION
PROJECT

PROJECT ADDRESS

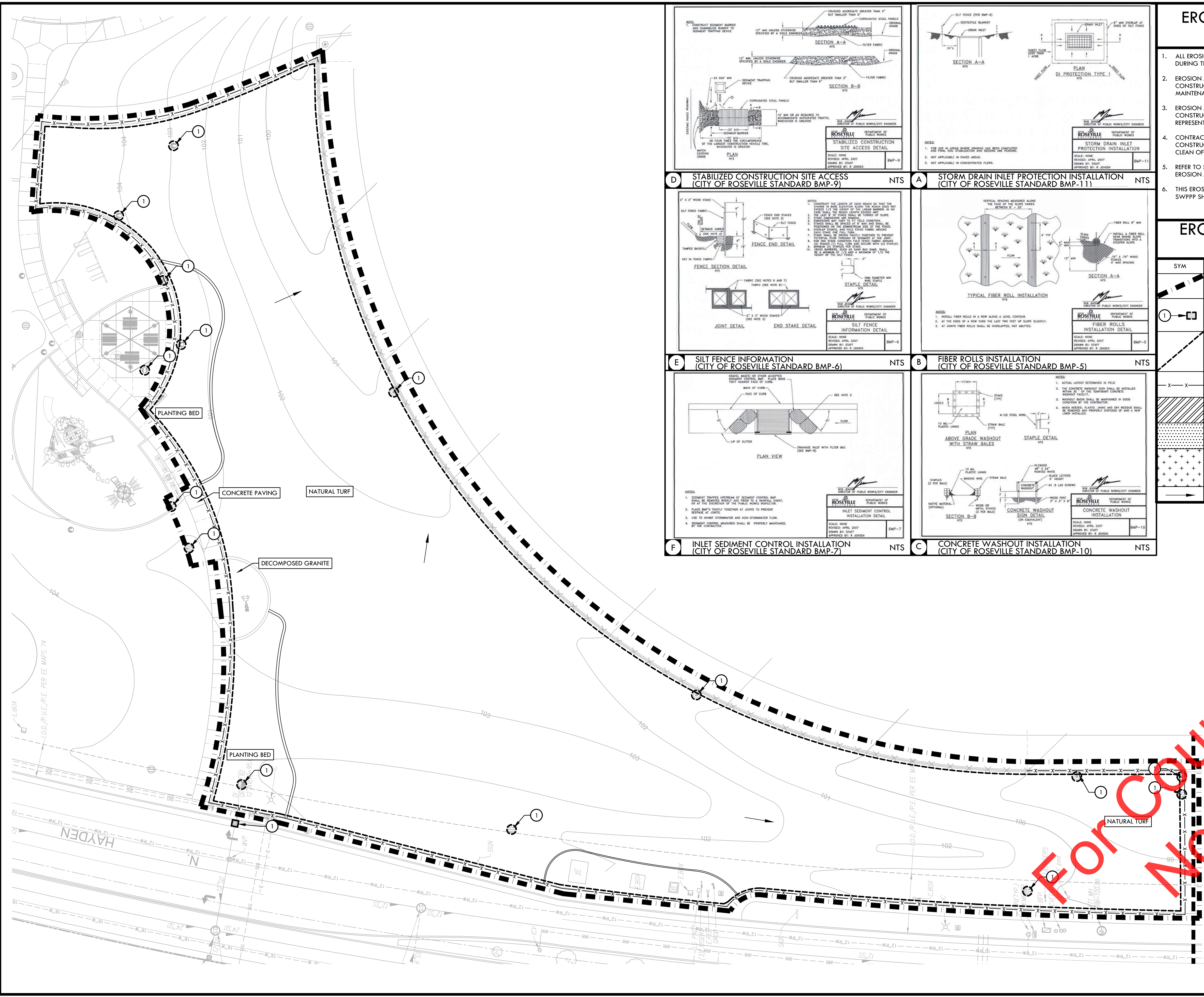
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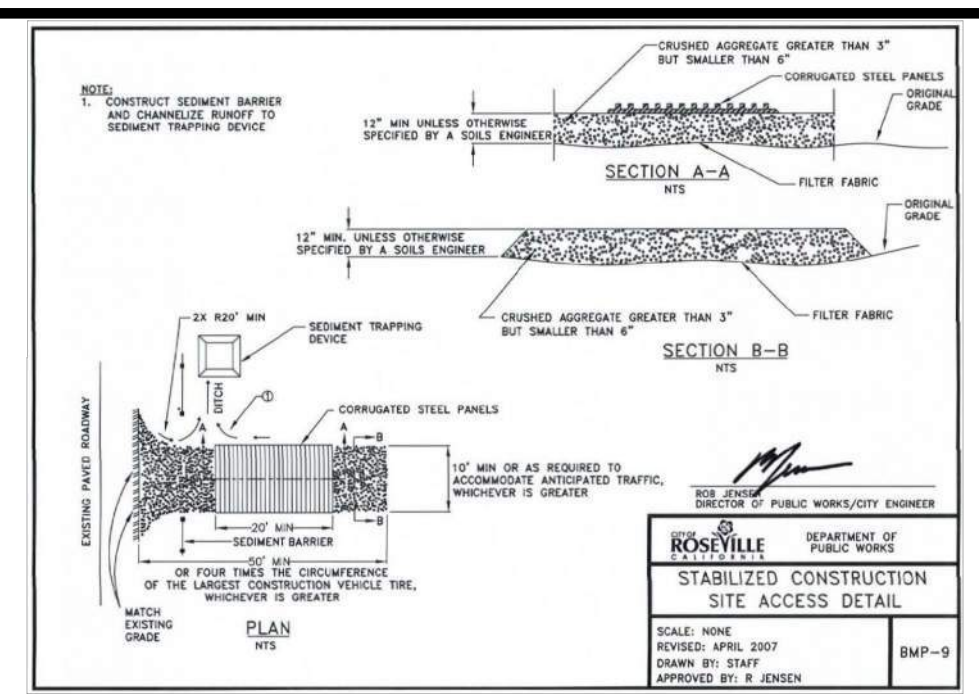


EROSION AND SEDIMENT CONTROL NOTES

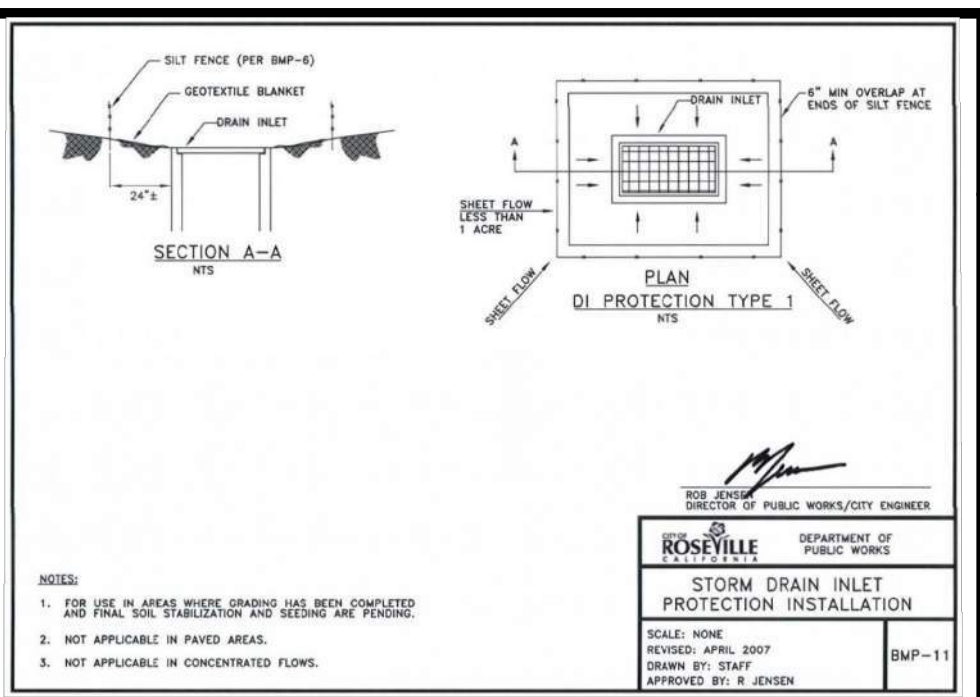
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2. EROSION AND SEDIMENT CONTROL SHALL REMAIN THROUGHOUT CONSTRUCTION AND BE REMOVED AND DISPOSED OF DURING MAINTENANCE PERIOD.
3. EROSION AND SEDIMENT CONTROL MAY BE ADJUSTED THROUGH CONSTRUCTION WITH APPROVAL OR AS DIRECTED BY OWNER'S REPRESENTATIVE.
4. CONTRACTOR SHALL SWEEP STREETS AND PARKING AREAS AFFECTED BY CONSTRUCTION WITH STREET SWEEPER AS REQUIRED TO KEEP PAVING CLEAN OF CONSTRUCTION DEBRIS.
5. REFER TO SHEET C0.0 FOR THE CITY OF ROSEVILLE'S PUBLIC IMPROVEMENTS EROSION AND SEDIMENT CONTROL NOTES.
6. THIS EROSION CONTROL PLAN IS FOR REFERENCE ONLY. THE PROJECT'S SWPPP SHALL GOVERN.

EROSION AND SEDIMENT CONTROL LEGEND

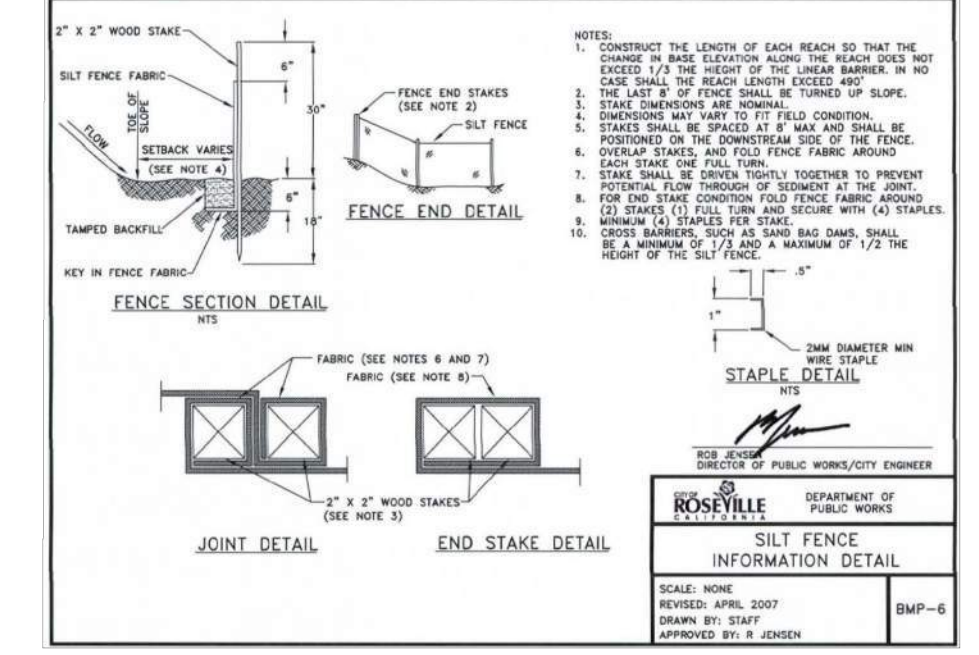
SYM	DESCRIPTION	DTL REF
	LIMIT OF WORK	
	STORM DRAIN INLET PROTECTION. CONTRACTOR TO PROVIDE APPLICABLE PROTECTION METHOD AT EACH NOTED DRAIN INLET PER THE CITY OF ROSEVILLE STANDARDS.	A/F L2.1
	FIBER ROLL BARRIER AND SILT FENCE. DURING CONSTRUCTION CONTRACTOR TO INSTALL AT BACK OF CURB AND ADJUST FILTER ROLL BARRIER ONCE CONCRETE SIDEWALKS HAVE BEEN CONSTRUCTED.	B/E L2.1
	TEMPORARY CONSTRUCTION FENCING. REFER TO DEMOLITION PLAN FOR ADDITIONAL INFORMATION.	
	CONCRETE WASHOUT AREA - PROVIDE A WASHOUT BIN FOR CONSTRUCTION WASHOUT AND REMOVE AT END OF CONSTRUCTION.	C L2.1
	CONSTRUCTION STAGING AREA	
	STABILIZED CONSTRUCTION SITE ACCESS. CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT EXISTING CURB AT SITE ACCESS ANY DAMAGE CAUSED SHALL BE REPAIRED TO THE SATISFACTION OF THE DEVELOPER'S/DEVELOPER'S REPRESENTATIVE.	D L2.1
	DIRECTION OF SURFACE FLOW	



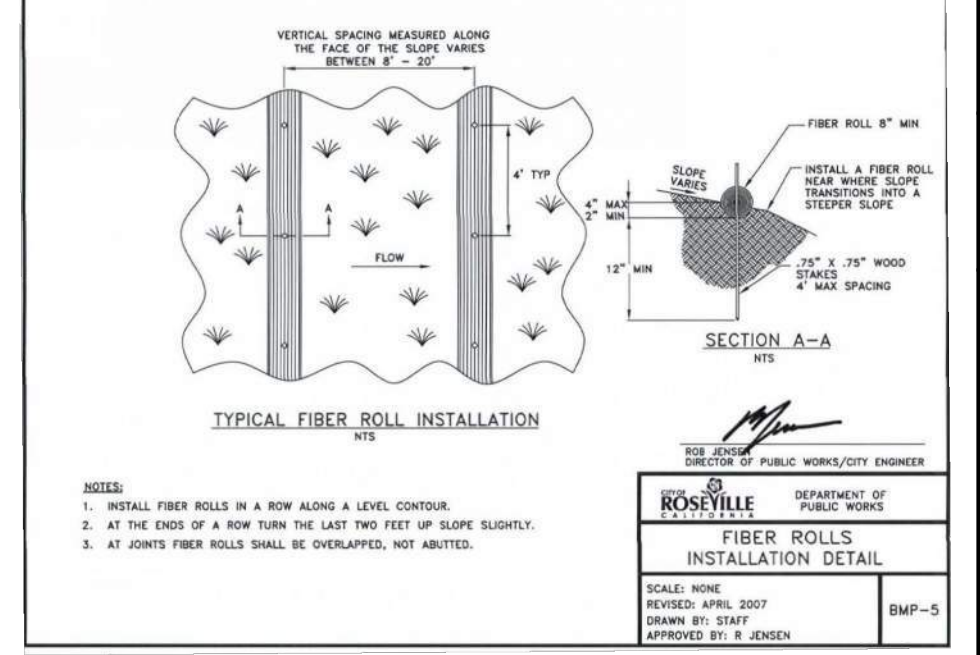
D STABILIZED CONSTRUCTION SITE ACCESS (CITY OF ROSEVILLE STANDARD BMP-9) NTS



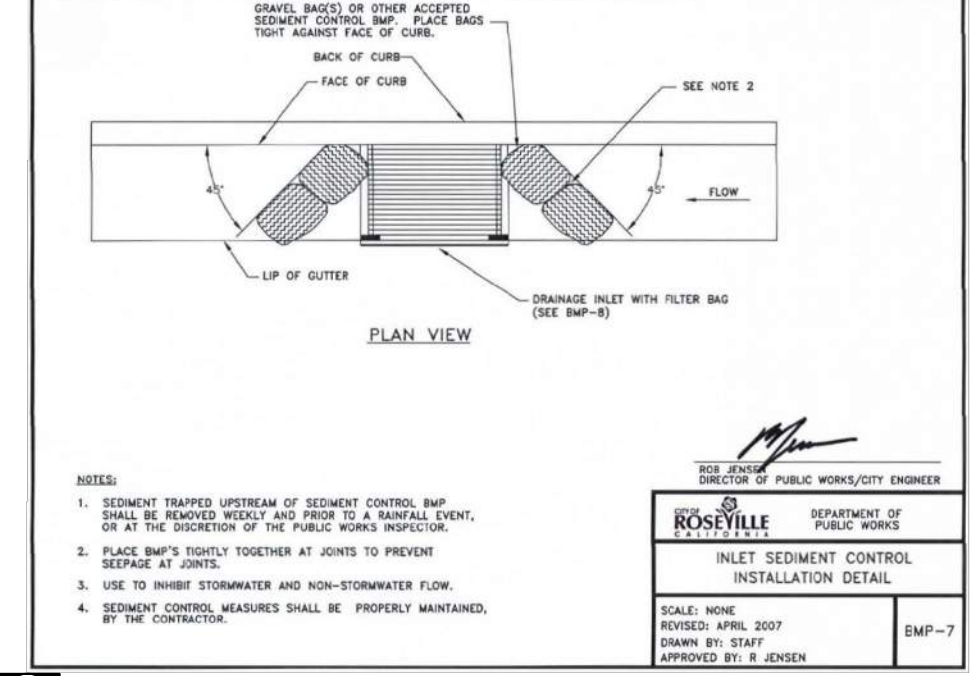
A STORM DRAIN INLET PROTECTION INSTALLATION (CITY OF ROSEVILLE STANDARD BMP-11) NTS



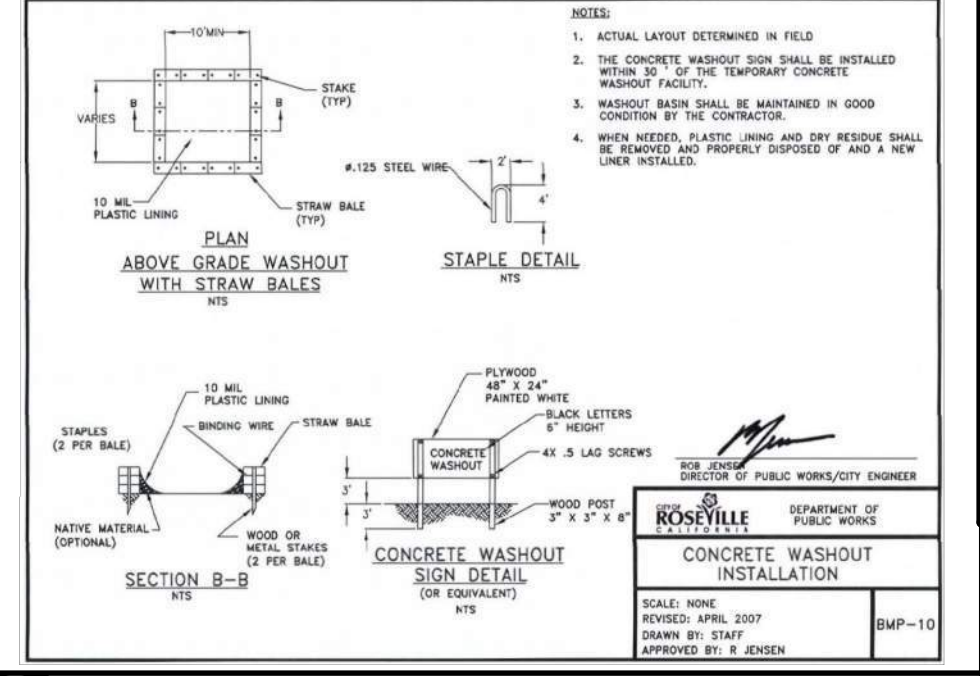
E SILT FENCE INFORMATION (CITY OF ROSEVILLE STANDARD BMP-6) NTS



B FIBER ROLL INSTALLATION (CITY OF ROSEVILLE STANDARD BMP-5) NTS



F INLET SEDIMENT CONTROL INSTALLATION (CITY OF ROSEVILLE STANDARD BMP-7) NTS



C CONCRETE WASHOUT INSTALLATION (CITY OF ROSEVILLE STANDARD BMP-10) NTS

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KEY MAP

SHEET TITLE

EROSION CONTROL PLAN - AREA A

PROJECT NAME

RIEGO CREEK PARK TURF CONVERSION PROJECT

PROJECT ADDRESS

**2800 N. HAYDEN PARKWAY
ROSEVILLE, CA 95678**

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99% SUBMITTAL	12/17/24
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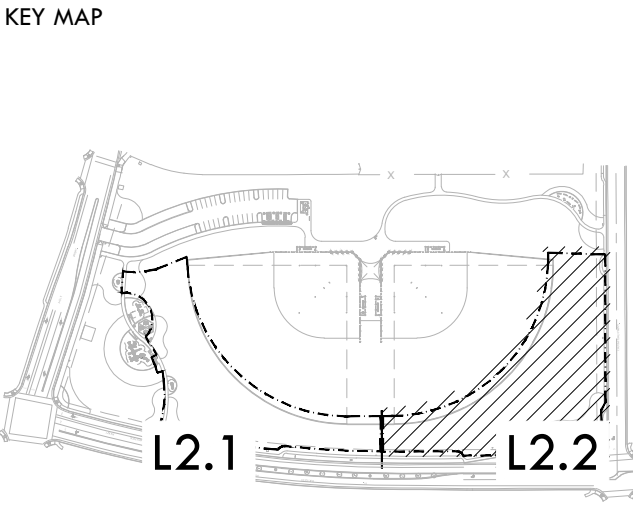
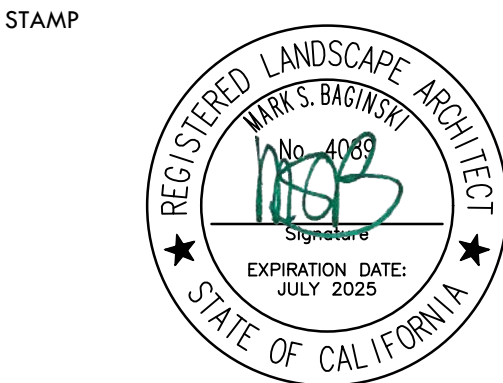
EROSION CONTROL PLAN - AREA A

EROSION AND SEDIMENT CONTROL NOTES

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EROSION AND SEDIMENT CONTROL LEGEND

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	TEMPORARY CONSTRUCTION FENCING. REFER TO DEMOLITION PLAN FOR ADDITIONAL INFORMATION.	
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	DIRECTION OF SURFACE FLOW	



SHEET TITLE

EROSION CONTROL PLAN
- AREA B BID ALTERNATE

PROJECT NAME

RIEGO CREEK PARK
TURF CONVERSION
PROJECT

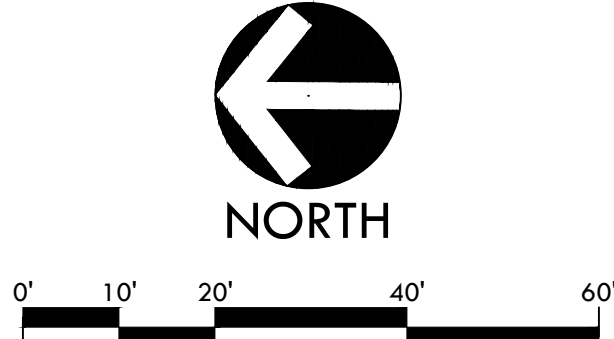
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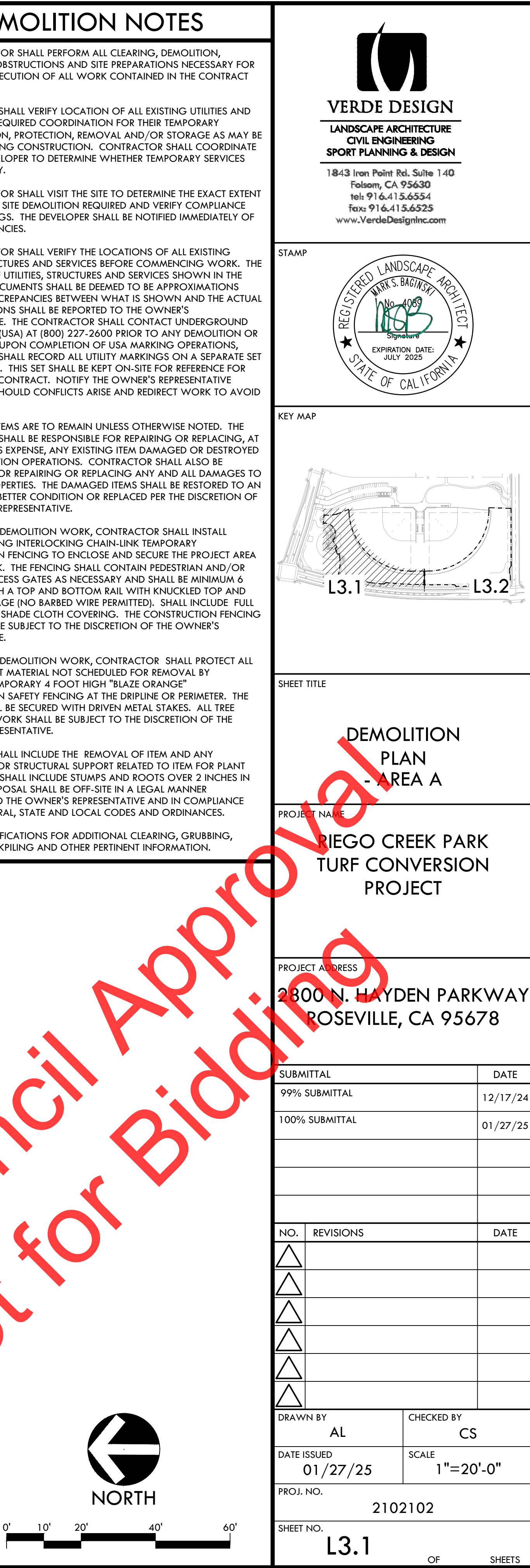
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MATCHLINE - REFER TO SHEET L2.1



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DEMOLITION LEGEND

SYM	DESCRIPTION
	LIMIT OF WORK / CONSTRUCTION FENCING
	EXISTING MULCH TO BE REMOVED AND RELOCATED PER THE OWNER'S DIRECTION. THE REMAINING SOIL SHALL BE PREPPED FOR PLANTING, PER PROJECT SPECIFICATIONS.
	EXISTING VEGETATION AND MULCH TO REMAIN AND BE PROTECTED.
	TEMPORARY CONSTRUCTION FENCING. TEMPORARY FENCE CAN BE ADJUSTED BASED ON CONSTRUCTION NEEDS PER THE OWNER'S REPRESENTATIVE APPROVAL OR BY THE CITY OF ROSEVILLE'S DIRECTION. FOR TEMPORARY CONSTRUCTION FENCING ALONG THE STREET SIDE, CONTRACTOR SHALL INSTALL WEIGHTED POST ANCHORS TO AVOID POSSIBLE WIND BLOWING OF FENCE PANELS ONTO STREET TRAFFIC. CONTRACTOR TO KEEP SIDEWALK OPEN, CLOSE ONLY TO DO WORK. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH THE CITY FOR ANY NECESSARY PERMITS.
	TREE TO REMAIN AND BE PROTECTED, REFER TO SPECIFICATIONS

DEMOLITION ITEMS

ITEMS TO BE PROTECTED

A

HARDSCAPE, CURB AND GUTTER, DRIVEWAYS AND RAMPS TO REMAIN AND BE PROTECTED.

B

STREET LIGHT FIXTURE AND/OR STREET LIGHT PULL BOX, INCLUDING BASE/FOOTING TO REMAIN AND BE PROTECTED.

C

STREET SIGN INCLUDING POST/FOOTING TO REMAIN AND BE PROTECTED.

D

CHAIN LINK FENCING AND/OR GATE TO REMAIN AND BE PROTECTED.

E

NOT USED

F

DRAINAGE STRUCTURE AND/OR DRAIN LINE TO REMAIN AND BE PROTECTED. REFER TO GRADING AND DRAINAGE PLAN FOR ADDITIONAL INFORMATION.

G

SANITARY SEWER STRUCTURE AND/OR DRAIN LINE TO REMAIN AND BE PROTECTED. REFER TO DRAINAGE AND UTILITY PLAN FOR ADDITIONAL INFORMATION.

H

DOMESTIC/IRRIGATION WATER UTILITY VAULT/BOX AND/OR STRUCTURE INCLUDING LINES TO REMAIN AND BE PROTECTED. IF EXISTING PLASTIC BOX/LID IS WITHIN PROPOSED HARDSCAPE/AC PAVING, CONTRACTOR SHALL REPLACE THE EXISTING BOX/LID WITH A CONCRETE TRAFFIC RATED BOX/LID AND RAISE/LOWER TO BE FLUSH WITH PROPOSED GRADES. REFER TO GRADING AND DRAINAGE PLAN FOR ADDITIONAL INFORMATION.

I

ELECTRICAL VAULT AND/OR BOX TO REMAIN AND BE PROTECTED. IF EXISTING PLASTIC BOX/LID IS WITHIN PROPOSED HARDSCAPE/AC PAVING, CONTRACTOR SHALL RAISE/LOWER BOX / LID AS NEEDED TO BE FLUSH WITH PROPOSED GRADES. REFER TO GRADING AND DRAINAGE PLAN FOR ADDITIONAL INFORMATION.

J

TELECOMMUNICATIONS VAULT AND/OR BOX TO REMAIN AND BE PROTECTED. IF EXISTING PLASTIC BOX/LID IS WITHIN PROPOSED HARDSCAPE/AC PAVING, CONTRACTOR SHALL RAISE/LOWER BOX / LID AS NEEDED TO BE FLUSH WITH PROPOSED GRADES. REFER TO GRADING AND DRAINAGE PLAN FOR ADDITIONAL INFORMATION.

K

FIRE HYDRANT AND WATER LINE TO REMAIN AND BE PROTECTED.

L

UTILITY VAULT AND/OR BOX TO REMAIN AND BE PROTECTED.

M

DRINKING FOUNTAIN TO REMAIN AND BE PROTECTED.

N

FITNESS EQUIPMENT AND FOOTINGS TO REMAIN AND BE PROTECTED.

- DEMOLITION NOTES
1.

THE CONTRACTOR SHALL PERFORM ALL CLEARING, DEMOLITION, REMOVAL OF OBSTRUCTIONS AND SITE PREPARATIONS NECESSARY FOR THE PROPER EXECUTION OF ALL WORK CONTAINED IN THE CONTRACT DOCUMENTS.
2.

CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES AND PROVIDE THE REQUIRED COORDINATION FOR THEIR TEMPORARY DISCONNECTION, PROTECTION, REMOVAL AND/OR STORAGE AS MAY BE REQUIRED DURING CONSTRUCTION. CONTRACTOR SHALL COORDINATE WITH THE DEVELOPER TO DETERMINE WHETHER TEMPORARY SERVICES ARE NECESSARY.
3.

THE CONTRACTOR SHALL VISIT THE SITE TO DETERMINE THE EXACT EXTENT AND DEPTH OF SITE DEMOLITION REQUIRED AND VERIFY COMPLIANCE WITH DRAWINGS. THE DEVELOPER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES.
4.

THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES, STRUCTURES AND SERVICES BEFORE COMMENCING WORK. THE LOCATIONS OF UTILITIES, STRUCTURES AND SERVICES SHOWN IN THE CONTRACT DOCUMENTS SHALL BE DEEMED TO BE APPROXIMATIONS ONLY. ALL DISCREPANCIES BETWEEN WHAT IS SHOWN AND THE ACTUAL FIELD CONDITIONS SHALL BE REPORTED TO THE OWNER'S REPRESENTATIVE. THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (USA) AT (800) 227-2600 PRIOR TO ANY DEMOLITION OR EXCAVATION. UPON COMPLETION OF USA MARKING OPERATIONS, CONTRACTOR SHALL RECORD ALL UTILITY MARKINGS ON A SEPARATE SET OF DRAWINGS. THIS SET SHALL BE KEPT ON-SITE FOR REFERENCE FOR DURATION OF CONTRACT. NOTIFY THE OWNER'S REPRESENTATIVE IMMEDIATELY SHOULD CONFLICTS ARISE AND REDIRECT WORK TO AVOID DELAY.
5.

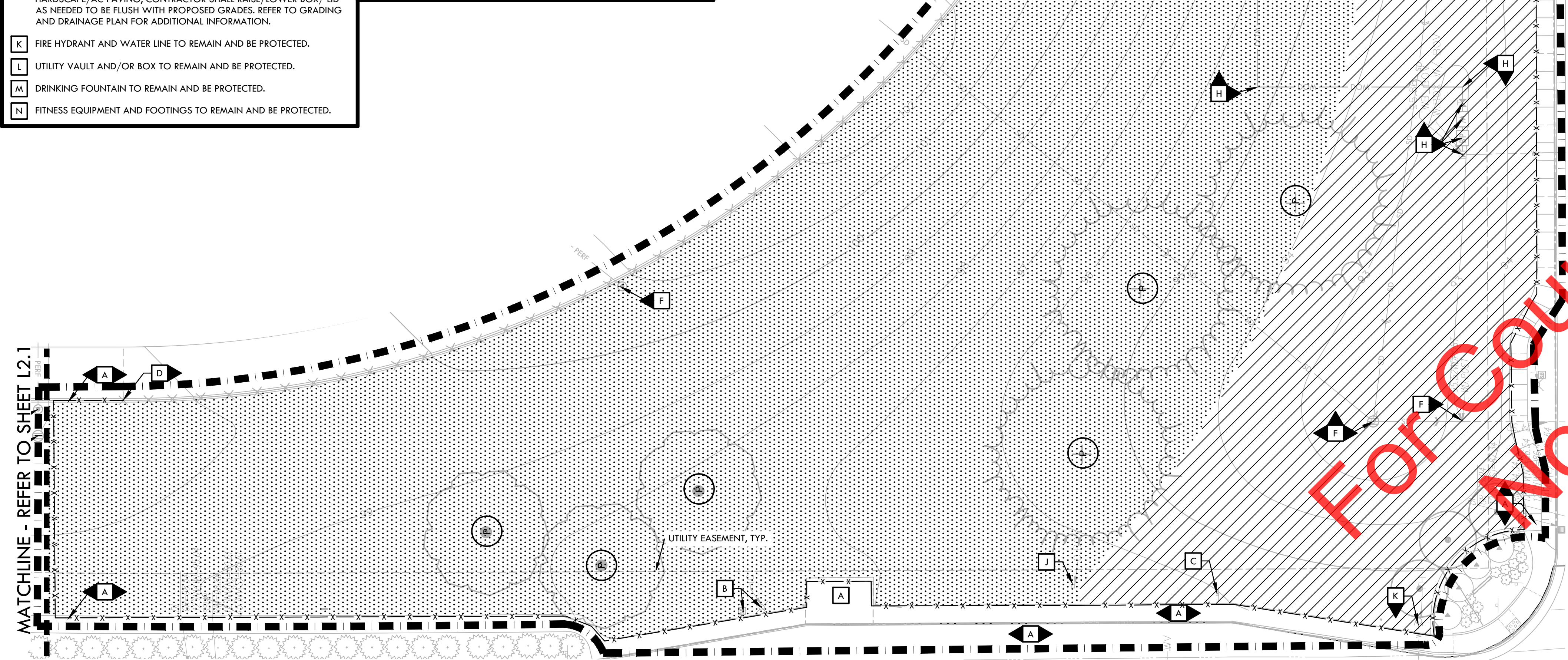
ALL EXISTING ITEMS ARE TO REMAIN UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING, AT CONTRACTOR'S EXPENSE, ANY EXISTING ITEM DAMAGED OR DESTROYED BY CONSTRUCTION OPERATIONS. CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY AND ALL DAMAGES TO ADJACENT PROPERTIES. THE DAMAGED ITEMS SHALL BE RESTORED TO AN "AS-WAS" OR BETTER CONDITION OR REPLACED PER THE DISCRETION OF THE OWNER'S REPRESENTATIVE.
6.

PRIOR TO ANY DEMOLITION WORK, CONTRACTOR SHALL INSTALL SELF-SUPPORTING INTERLOCKING CHAIN-LINK TEMPORARY CONSTRUCTION FENCING TO ENCLOSE AND SECURE THE PROJECT AREA LIMIT OF WORK. THE FENCING SHALL CONTAIN PEDESTRIAN AND/OR VEHICULAR ACCESS GATES AS NECESSARY AND SHALL BE MINIMUM 6 FEET HIGH WITH A TOP AND BOTTOM RAIL WITH KNUCKLED TOP AND BOTTOM SELVAGE (NO BARBED WIRE PERMITTED). SHALL INCLUDE FULL HEIGHT GREEN SHADE CLOTH COVERING. THE CONSTRUCTION FENCING WORK SHALL BE SUBJECT TO THE DISCRETION OF THE OWNER'S REPRESENTATIVE.
7.

PRIOR TO ANY DEMOLITION WORK, CONTRACTOR SHALL PROTECT ALL EXISTING PLANT MATERIAL NOT SCHEDULED FOR REMOVAL BY INSTALLING TEMPORARY 4 FOOT HIGH "BLAZE ORANGE" CONSTRUCTION SAFETY FENCING AT THE DRIPLINE OR PERIMETER. THE FENCING SHALL BE SECURED WITH DRIVEN METAL STAKES. ALL TREE PROTECTION WORK SHALL BE SUBJECT TO THE DISCRETION OF THE OWNER'S REPRESENTATIVE.
8.

DEMOLITION SHALL INCLUDE THE REMOVAL OF ITEM AND ANY FOUNDATION OR STRUCTURAL SUPPORT RELATED TO ITEM FOR PLANT MATERIAL THIS SHALL INCLUDE STUMPS AND ROOTS OVER 2 INCHES IN DIAMETER. DISPOSAL SHALL BE OFF-SITE IN A LEGAL MANNER ACCEPTABLE TO THE OWNER'S REPRESENTATIVE AND IN COMPLIANCE WITH ALL FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.
9.

REFER TO SPECIFICATIONS FOR ADDITIONAL CLEARING, GRUBBING, TOPSOIL STOCKPILING AND OTHER PERTINENT INFORMATION.



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KEY MAP

SHEET TITLE

DEMOLITION
PLAN
- AREA B
ALTERNATE BID

PROJECT NAME

RIO CREEK PARK
TURF CONVERSION
PROJECT

PROJECT ADDRESS

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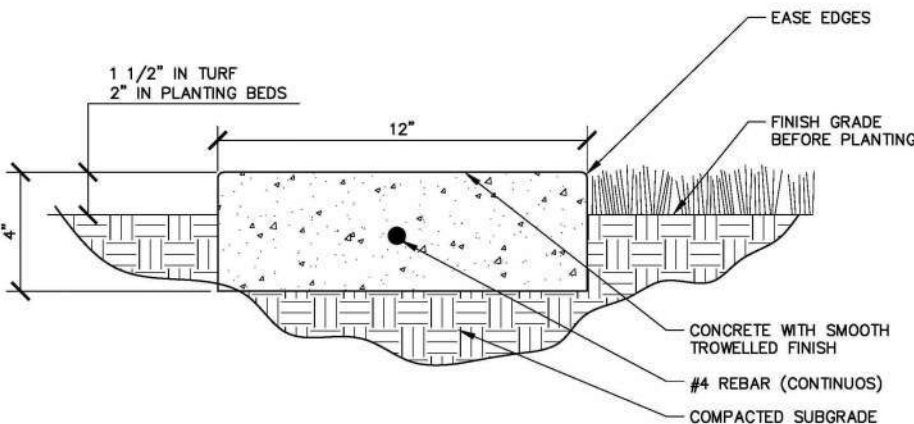
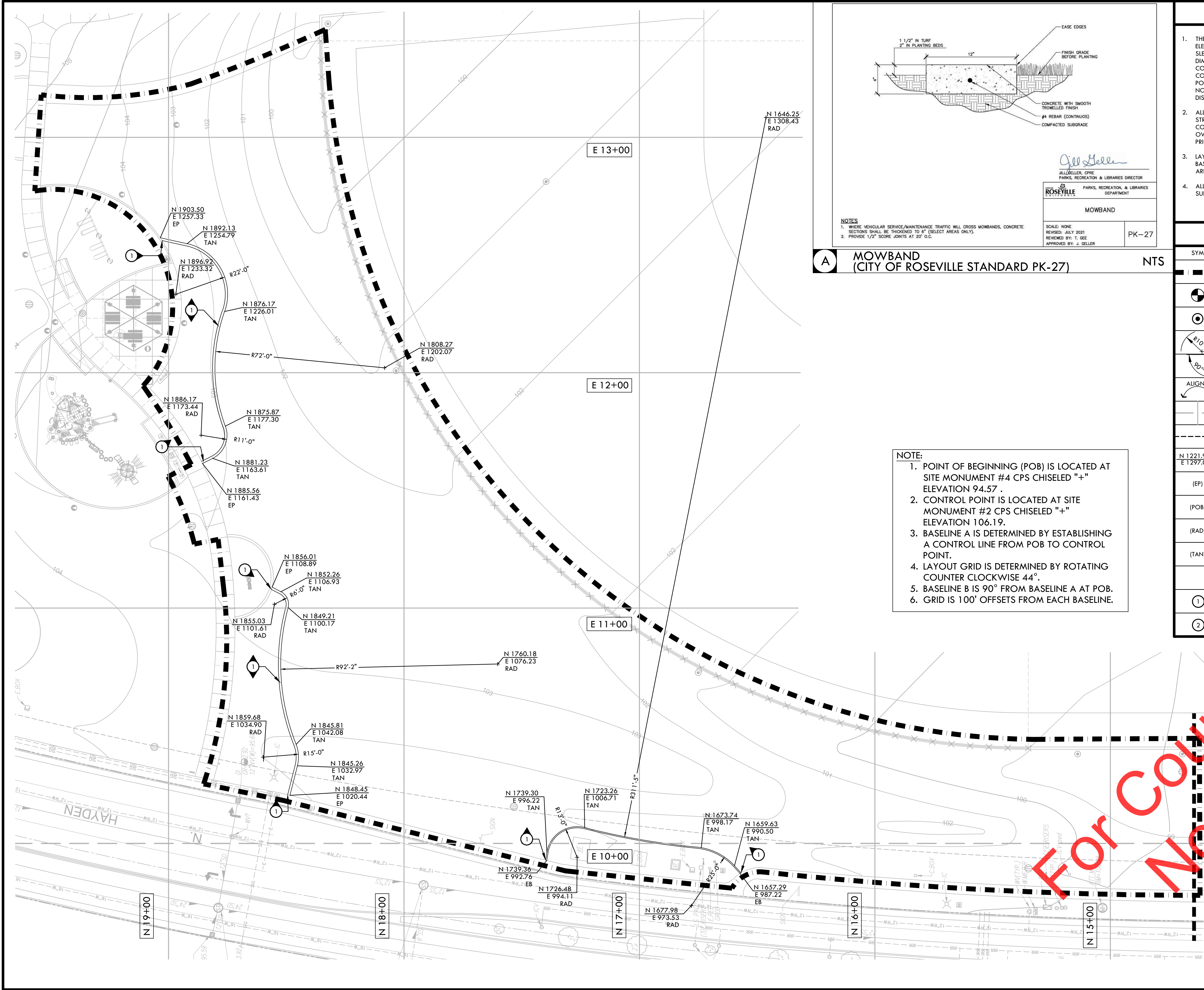
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SHEET NO. L3.2	

OF SHEETS

DEMOLITION PLAN - AREA B ALTERNATE BID

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NOTES
1. WHERE VEHICULAR SERVICE/MAINTENANCE TRAFFIC WILL CROSS MOWBANDS, CONCRETE SECTIONS SHALL BE THICKENED TO 6" (SELECT AREAS ONLY).
2. PROVIDE 1/2" SCORE JOINTS AT 20' O.C.

Joe Geller
JILL GELLER, CPRE
PARKS, RECREATION & LIBRARIES DIRECTOR
CITY OF ROSEVILLE
PARKS, RECREATION & LIBRARIES DEPARTMENT
MOWBAND
SCALE: NONE
REVISED: JULY 2021
REVIEWED BY: T. GEE
APPROVED BY: J. GELLER
PK-27

A MOWBAND
(CITY OF ROSEVILLE STANDARD PK-27)

NTS

NOTE:
1. POINT OF BEGINNING (POB) IS LOCATED AT SITE MONUMENT #4 CPS CHISELED "+" ELEVATION 94.57 .
2. CONTROL POINT IS LOCATED AT SITE MONUMENT #2 CPS CHISELED "+" ELEVATION 106.19.
3. BASELINE A IS DETERMINED BY ESTABLISHING A CONTROL LINE FROM POB TO CONTROL POINT.
4. LAYOUT GRID IS DETERMINED BY ROTATING COUNTER CLOCKWISE 44°.
5. BASELINE B IS 90° FROM BASELINE A AT POB.
6. GRID IS 100' OFFSETS FROM EACH BASELINE.

LAYOUT NOTES

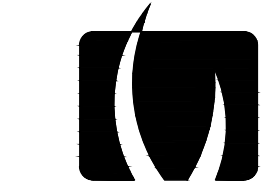
- THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ELEMENTS INCLUDING UTILITY LOCATIONS AND REQUIRED SLEEVING PRIOR TO INSTALLATION. VERIFY CRITICAL DIMENSIONS, REFERENCE POINT LOCATIONS AND CONSTRUCTION CONDITIONS PRIOR TO INITIATING CONSTRUCTION. TEMPORARY BENCHMARKS OR REFERENCE POINTS SHALL BE SET BY THE CONTRACTOR AS NECESSARY. NOTIFY THE OWNER'S REPRESENTATIVE IMMEDIATELY SHOULD DISCREPANCY ARISE AND REDIRECT WORK TO AVOID DELAYS.
- ALL DIMENSIONS SHALL BE VERIFIED IN FIELD AND CHALKED, STRING LINED OR FLAGGED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. ANY MINOR ADJUSTMENTS MADE TO ACHIEVE OVERALL DESIGN LAYOUT SHALL BE ACCEPTED BY THE OWNER PRIOR TO CONSTRUCTION.
- LAYOUT IS BASED ON THE POINT(S) OF BEGINNING (P.O.B.) AND BASELINE(S) OR GRID SYSTEM AS SHOWN. DIMENSIONS SHOWN ARE ROUNDED TO THE NEAREST INCH.
- ALL LAYOUT AND GRADES SHALL BE COMPLETED BY A LICENSED SURVEYOR.

LAYOUT LEGEND

SYM	DESCRIPTION
	LIMIT OF WORK
	POINT OF BEGINNING SYMBOL
	CONTROL POINT
	RADIUS POINT / CENTER MARK
	PROPOSED ANGLE BETWEEN ELEMENTS
	ALIGN EDGES OF ELEMENTS
	BASELINE & GRID
	CONTROL LINE
	NORTHING/EASTING LAYOUT COORDINATE CALLOUT
	EDGE OF PAVEMENT
	POINT OF BEGINNING FOR GRID LAYOUT
	RADIUS POINT
	TANGENT POINT

MATERIAL LEGEND

	MOWBAND (CITY OF ROSEVILLE STANDARD DETAIL PK-27)		D3.1
	SECURITY LIGHT WITH CONCRETE COLLAR (CITY OF ROSEVILLE STANDARD DETAIL PK-29)		D4.1



VERDE DESIGN

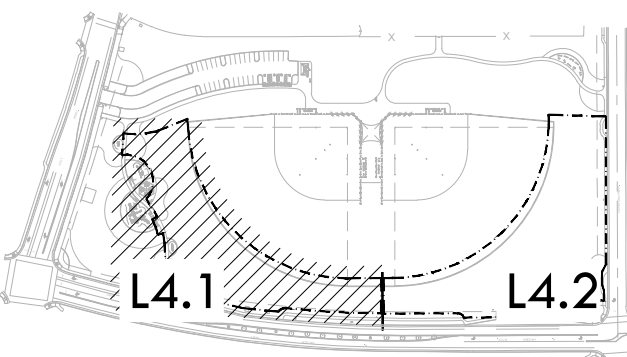
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STAMP



KEY MAP



SHEET TITLE

LAYOUT AND
MATERIAL PLAN
- AREA A

PROJECT NAME

PIEGO CREEK PARK
TURF CONVERSION
PROJECT

PROJECT ADDRESS

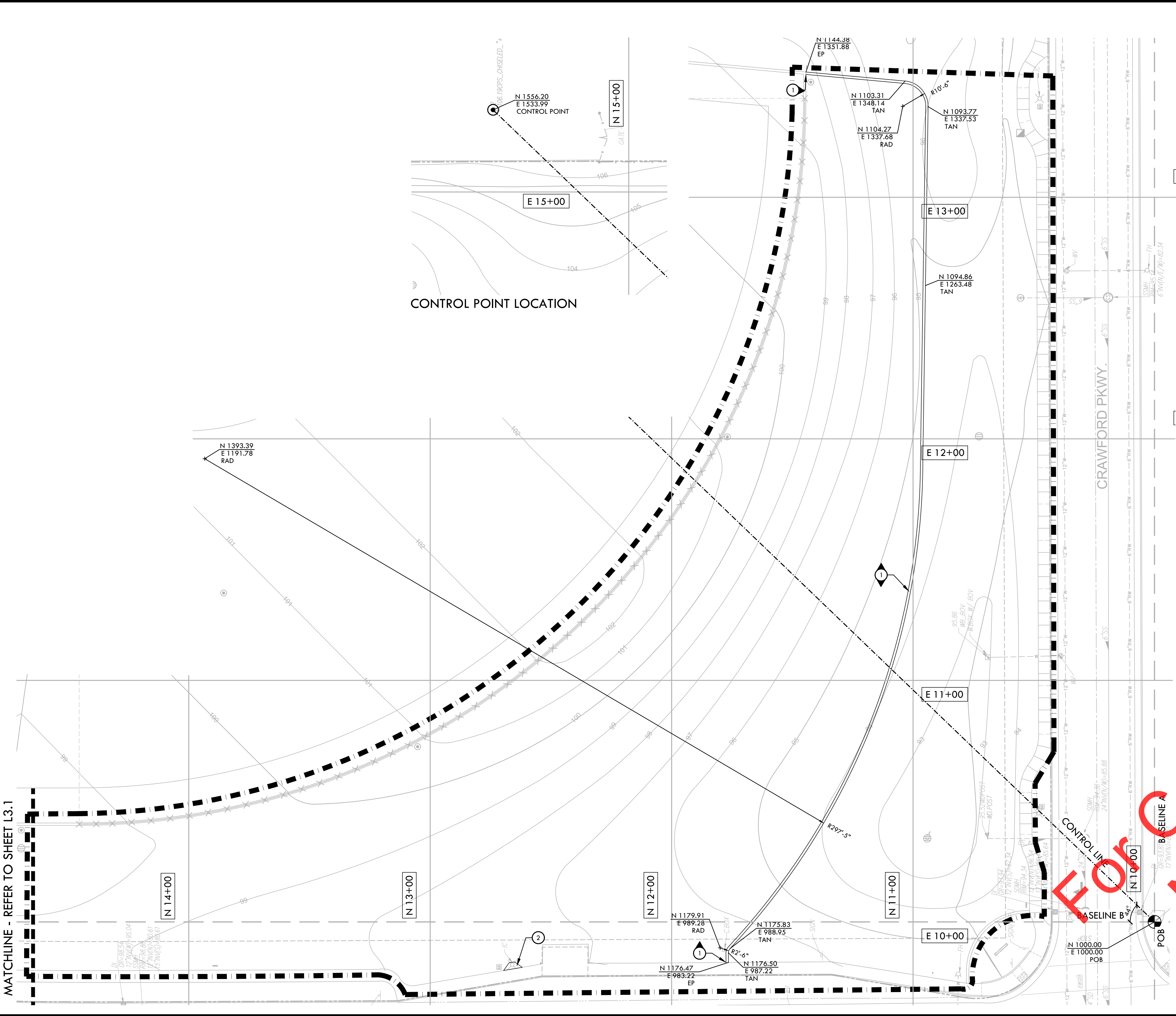
2800 N. HAYDEN PARKWAY
ROSEVILLE, CA 95678

SUBMITTAL	DATE
99% SUBMITTAL	12/17/24
100% SUBMITTAL	01/27/25

NO.	REVISIONS	DATE
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DATE ISSUED 01/27/25	SCALE 1"=20'-0"
PROJ. NO. 2102102	
SHEET NO. L4.1	OF SHEETS

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LAYOUT NOTES

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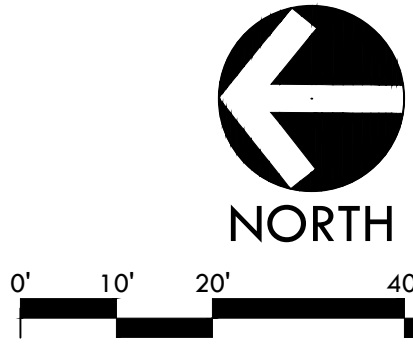
LAYOUT LEGEND

SYM	DESCRIPTION
	LIMIT OF WORK
	POINT OF BEGINNING SYMBOL
	CONTROL POINT
	RADIUS POINT / CENTER MARK
	PROPOSED ANGLE BETWEEN ELEMENTS
	ALIGN EDGES OF ELEMENTS
	BASELINE & GRID
	CONTROL LINE
	NORTHING/EASTING LAYOUT COORDINATE CALLOUT
	EDGE OF PAVEMENT
	POINT OF BEGINNING FOR GRID LAYOUT
	RADIUS POINT
	TANGENT POINT

MATERIAL LEGEND

	MOWBAND (CITY OF ROSEVILLE STANDARD DETAIL PK-27)	
	SECURITY LIGHT WITH CONCRETE COLLAR (CITY OF ROSEVILLE STANDARD DETAIL PK-29)	

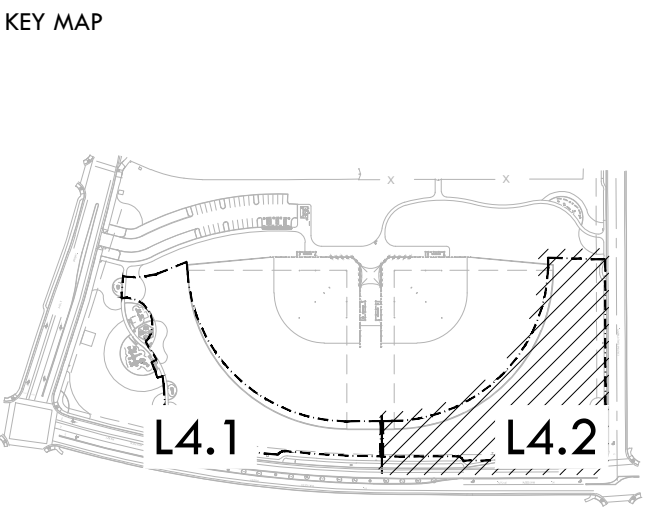
- NOTE:
1. POINT OF BEGINNING (POB) IS LOCATED AT SITE MONUMENT #4 CPS CHISELED "+" ELEVATION 94.57.
 2. CONTROL POINT IS LOCATED AT SITE MONUMENT #2 CPS CHISELED "H" ELEVATION 106.19.
 3. BASELINE A IS DETERMINED BY ESTABLISHING A CONTROL LINE FROM POB TO CONTROL POINT.
 4. LAYOUT GRID IS DETERMINED BY ROTATING COUNTER CLOCKWISE 44°.
 5. BASELINE B IS 90' FROM BASELINE A AT POB.
 6. GRID IS 100' OFFSETS FROM EACH BASELINE.





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LAYOUT & MATERIAL PLAN
AREA B
- ALTERNATE BID

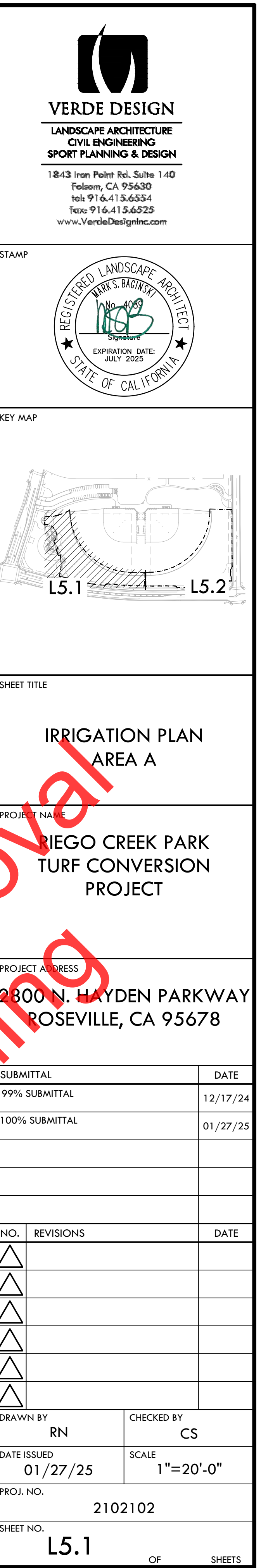
PROJECT NAME
RIEGO CREEK PARK
TURF CONVERSION
PROJECT

PROJECT ADDRESS
2800 N. HAYDEN PARKWAY
ROSEVILLE, CA 95678

SUBMITTAL	DATE
99% SUBMITTAL	12/17/24
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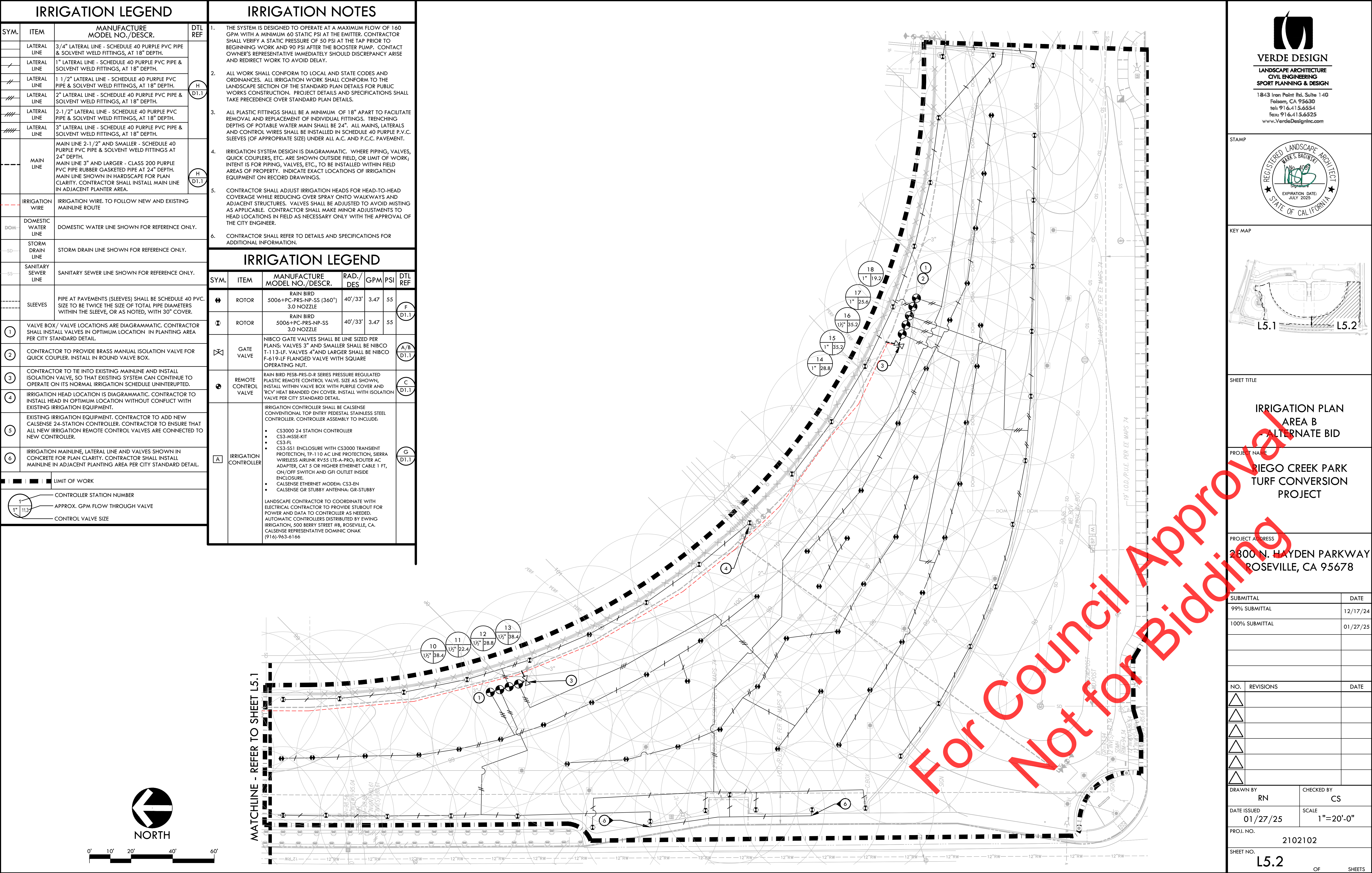
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SHEET NO. L4.2	OF SHEETS



IRRIGATION LEGEND			
SYM.	ITEM	MANUFACTURE MODEL NO./DESCR.	DTL REF
	LATERAL LINE	3/4" LATERAL LINE - SCHEDULE 40 PURPLE PVC PIPE & SOLVENT WELD FITTINGS, AT 18" DEPTH.	H D1.1
---	LATERAL LINE	1" LATERAL LINE - SCHEDULE 40 PURPLE PVC PIPE & SOLVENT WELD FITTINGS, AT 18" DEPTH.	
---	LATERAL LINE	1 1/2" LATERAL LINE - SCHEDULE 40 PURPLE PVC PIPE & SOLVENT WELD FITTINGS, AT 18" DEPTH.	
---	LATERAL LINE	2" LATERAL LINE - SCHEDULE 40 PURPLE PVC PIPE & SOLVENT WELD FITTINGS, AT 18" DEPTH.	
---	LATERAL LINE	2-1/2" LATERAL LINE - SCHEDULE 40 PURPLE PVC PIPE & SOLVENT WELD FITTINGS, AT 18" DEPTH.	
---	LATERAL LINE	3" LATERAL LINE - SCHEDULE 40 PURPLE PVC PIPE & SOLVENT WELD FITTINGS, AT 18" DEPTH.	H D1.1
---	MAIN LINE	MAIN LINE 2-1/2" AND SMALLER - SCHEDULE 40 PURPLE PVC PIPE & SOLVENT WELD FITTINGS AT 24" DEPTH.	
---	MAIN LINE	MAIN LINE 3" AND LARGER - CLASS 200 PURPLE PVC PIPE RUBBER GASKETED PIPE AT 24" DEPTH.	
---	MAIN LINE	MAIN LINE SHOWN IN HARDSCAPE FOR PLAN CLARITY. CONTRACTOR SHALL INSTALL MAIN LINE IN ADJACENT PLANTER AREA.	
---	MAIN LINE	MAIN LINE SHOWN IN HARDSCAPE FOR PLAN CLARITY. CONTRACTOR SHALL INSTALL MAIN LINE IN ADJACENT PLANTER AREA.	
---	IRRIGATION WIRE	IRRIGATION WIRE. TO FOLLOW NEW AND EXISTING MAINLINE ROUTE	
DOM	DOMESTIC WATER LINE	DOMESTIC WATER LINE SHOWN FOR REFERENCE ONLY.	
SD	STORM DRAIN LINE	STORM DRAIN LINE SHOWN FOR REFERENCE ONLY.	
SS	SANITARY SEWER LINE	SANITARY SEWER LINE SHOWN FOR REFERENCE ONLY.	
	SLEEVES	PIPE AT PAVEMENTS (SLEEVES) SHALL BE SCHEDULE 40 PVC. SIZE TO BE TWICE THE SIZE OF TOTAL PIPE DIAMETERS WITHIN THE SLEEVE, OR AS NOTED, WITH 30" COVER.	
1	VALVE BOX / VALVE LOCATIONS ARE DIAGRAMMATIC. CONTRACTOR SHALL INSTALL VALVES IN OPTIMUM LOCATION IN PLANTING AREA PER CITY STANDARD DETAIL.		
2	CONTRACTOR TO PROVIDE BRASS MANUAL ISOLATION VALVE FOR QUICK COUPLER. INSTALL IN ROUND VALVE BOX.		
3	CONTRACTOR TO TIE INTO EXISTING MAINLINE AND INSTALL ISOLATION VALVE, SO THAT EXISTING SYSTEM CAN CONTINUE TO OPERATE ON ITS NORMAL IRRIGATION SCHEDULE UNINTERRUPTED.		
4	IRRIGATION HEAD LOCATION IS DIAGRAMMATIC. CONTRACTOR TO INSTALL HEAD IN OPTIMUM LOCATION WITHOUT CONFLICT WITH EXISTING IRRIGATION EQUIPMENT.		
5	EXISTING IRRIGATION EQUIPMENT. CONTRACTOR TO ADD NEW CALSENSE 24-STATION CONTROLLER. CONTRACTOR TO ENSURE THAT ALL NEW IRRIGATION REMOTE CONTROL VALVES ARE CONNECTED TO NEW CONTROLLER.		
6	IRRIGATION MAINLINE, LATERAL LINE AND VALVES SHOWN IN CONCRETE FOR PLAN CLARITY. CONTRACTOR SHALL INSTALL MAINLINE IN ADJACENT PLANTING AREA PER CITY STANDARD DETAIL.		
LIMIT OF WORK			
CONTROLLER STATION NUMBER			
APPROX. GPM FLOW THROUGH VALVE			
CONTROL VALVE SIZE			

- ### IRRIGATION NOTES
- THE SYSTEM IS DESIGNED TO OPERATE AT A MAXIMUM FLOW OF 160 GPM WITH A MINIMUM 60 STATIC PSI AT THE EMITTER. CONTRACTOR SHALL VERIFY A STATIC PRESSURE OF 50 PSI AT THE TAP PRIOR TO BEGINNING WORK AND 90 PSI AFTER THE BOOSTER PUMP. CONTACT OWNER'S REPRESENTATIVE IMMEDIATELY SHOULD DISCREPANCY ARISE AND REDIRECT WORK TO AVOID DELAY.
 - ALL WORK SHALL CONFORM TO LOCAL AND STATE CODES AND ORDINANCES. ALL IRRIGATION WORK SHALL CONFORM TO THE LANDSCAPE SECTION OF THE STANDARD PLAN DETAILS FOR PUBLIC WORKS CONSTRUCTION. PROJECT DETAILS AND SPECIFICATIONS SHALL TAKE PRECEDENCE OVER STANDARD PLAN DETAILS.
 - ALL PLASTIC FITTINGS SHALL BE A MINIMUM OF 18" APART TO FACILITATE REMOVAL AND REPLACEMENT OF INDIVIDUAL FITTINGS. TRENCHING DEPTHS OF POTABLE WATER MAIN SHALL BE 24". ALL MAINS, LATERALS AND CONTROL WIRES SHALL BE INSTALLED IN SCHEDULE 40 PURPLE P.V.C. SLEEVES (OF APPROPRIATE SIZE) UNDER ALL A.C. AND P.C.C. PAVEMENT.
 - IRRIGATION SYSTEM DESIGN IS DIAGRAMMATIC. WHERE PIPING, VALVES, QUICK COUPLERS, ETC. ARE SHOWN OUTSIDE FIELD, OR LIMIT OF WORK; INTENT IS FOR PIPING, VALVES, ETC., TO BE INSTALLED WITHIN FIELD AREAS OF PROPERTY. INDICATE EXACT LOCATIONS OF IRRIGATION EQUIPMENT ON RECORD DRAWINGS.
 - CONTRACTOR SHALL ADJUST IRRIGATION HEADS FOR HEAD-TO-HEAD COVERAGE WHILE REDUCING OVER SPRAY ONTO WALKWAYS AND ADJACENT STRUCTURES. VALVES SHALL BE ADJUSTED TO AVOID MISTING AS APPLICABLE. CONTRACTOR SHALL MAKE MINOR ADJUSTMENTS TO HEAD LOCATIONS IN FIELD AS NECESSARY ONLY WITH THE APPROVAL OF THE CITY ENGINEER.
 - CONTRACTOR SHALL REFER TO DETAILS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION.

IRRIGATION LEGEND						
SYM.	ITEM	MANUFACTURE MODEL NO./DESCR.	RAD./ DES	GPM	PSI	DTL REF
⊕	ROTOR	RAIN BIRD 5006+PC-PRS-NP-SS (360") 3.0 NOZZLE	40'/33'	3.47	55	F D1.1
⊕	ROTOR	RAIN BIRD 5006+PC-PRS-NP-SS 3.0 NOZZLE	40'/33'	3.47	55	F D1.1
⊕	GATE VALVE	NIBCO GATE VALVES SHALL BE LINE SIZED PER PLANS: VALVES 3" AND SMALLER SHALL BE NIBCO T-113-LF. VALVES 4" AND LARGER SHALL BE NIBCO F-619-LF FLANGED VALVE WITH SQUARE OPERATING NUT.				A/B D1.1
⊕	REMOTE CONTROL VALVE	RAIN BIRD PESB-PRS-D-R SERIES PRESSURE REGULATED PLASTIC REMOTE CONTROL VALVE. SIZE AS SHOWN, INSTALL WITHIN VALVE BOX WITH PURPLE COVER AND 'RCV' HEAT BRANDED ON COVER. INSTALL WITH ISOLATION VALVE PER CITY STANDARD DETAIL.				C D1.1
A	IRRIGATION CONTROLLER	IRRIGATION CONTROLLER SHALL BE CALSENSE CONVENTIONAL TOP ENTRY PEDESTAL STAINLESS STEEL CONTROLLER. CONTROLLER ASSEMBLY TO INCLUDE: - CS3000 24 STATION CONTROLLER - CS3-MSE-KIT - CS3-FL - CS3-S51 ENCLOSURE WITH CS3000 TRANSIENT PROTECTION, TP-110 AC LINE PROTECTION, SIERRA WIRELESS AIRLINK RV55 LTE-A-PRO; ROUTER AC ADAPTER, CAT 5 OR HIGHER ETHERNET CABLE 1 FT, ON/OFF SWITCH AND GH OUTLET INSIDE ENCLOSURE. - CALSENSE ETHERNET MODEM: CS3-EN - CALSENSE GR STUBBY ANTENNA: GR-STUBBY LANDSCAPE CONTRACTOR TO COORDINATE WITH ELECTRICAL CONTRACTOR TO PROVIDE STUBOUT FOR POWER AND DATA TO CONTROLLER AS NEEDED. AUTOMATIC CONTROLLERS DISTRIBUTED BY EWING IRRIGATION, 500 BERRY STREET #B, ROSEVILLE, CA. CALSENSE REPRESENTATIVE DOMINIC ONAK (916)-963-6166				G D1.1



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KEY MAP

SHEET TITLE

**IRRIGATION PLAN
AREA B
ALTERNATE BID**

PROJECT NAME

**PIEGO CREEK PARK
TURF CONVERSION
PROJECT**

PROJECT ADDRESS

**2800 N. HAYDEN PARKWAY
ROSEVILLE, CA 95678**

SUBMITTAL	DATE
99% SUBMITTAL	12/17/24
100% SUBMITTAL	01/27/25

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SHEET NO. L5.2	

OF SHEETS

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PRESSURE LOSS CALCULATIONS

Equipment					
Type	Description				psi
Meter	4" recycled water meter @70 GPM				1.30
Recycled Water Filter	4" Amiad Super In-Line @ 70 GPM				0.30
Pressure Reducing Valve	To be determined by Pump Manuf.				2.00
Flow Sensor	2" Calense FM-2 @ 70 GPM				0.10
Master Valve	3" Superior 3100 @ 70 GPM				1.60
Isolation Valves	Nbco Valves per plan				3.00
Electric Remote Control Valve	2" Rain Bird PESB-R @ 70 GPM				3.50
POC Plumbing (20% of equipment)					2.36
Piping					
Pipe	Description	Linear Feet	Loss/100'	Subtotal	psi
Class 200	6" extended to field	1150	0.02	0.23	
Class 200	4" to valve manifold	34	0.12	0.04	
Sch. 40	2.5" @ 45 GPM	24	0.63	0.15	
Sch. 40	2.5" @ 35 GPM	44	0.4	0.18	
Sch. 40	1.5" @ 26 GPM	44	1.6	0.70	
Sch. 40	1.5" @ 17 GPM	44	0.76	0.33	
Sch. 40	1" @ 8.86 GPM	44	1.74	0.77	
Sch. 40			1.26	0.00	
Total Mainline Loss:					2.40
Pipe fittings and bends (20% of pipe losses)					0.48
Elevation Change					
		Elevation	Multiplier	Loss / Gain	psi
(difference in elevation between point of connection and irrigation head)		6	0.43	2.58	2.58
Total System Pressure Loss:					19.62
Calculations					
Static Pressure (at point of connection)					60.00
Buffer (-20% of static pressure due to system fluctuations)					12.00
Available pressure (static pressure -buffer -total system pressure loss)					28.38
Pressure required (at irrigation head)					60.00
Boost pressure required or Surplus pressure (available pressure -pressure required)					-31.62

WATER EFFICIENT LANDSCAPE CALCULATIONS

WATER EFFICIENT LANDSCAPE CALCULATIONS				
PROJECT		ROSEVILLE, CA		
TOTAL LANDSCAPE AREA (SF)		102,437		
TOTAL IRRIGATED LANDSCAPE AREA (SF)		0		
TOTAL IRRIGATED SPECIAL LANDSCAPE AREA (SF)		102,437		
HISTOTIC ET _o (INCHES/YEAR)		52.20		
MAXIMUM ANNUAL WATER ALLOWANCE (MAWA)				
MAWA = (ET _o)(0.62) [(0.7xLA) + ((0.3)xSLA)]				
MAWA =		994577 GALS/YEAR		
ESTIMATED TOTAL WATER USE (ETWU)				
ETWU = (ET _o)(0.62) [((PFxHA)/(IE)+SLA)]				
HYDROZONE/ IRRIGATION METHOD	PLANT FACTOR (PF)	IRRIGATION EFFICIENCY (IE)	AREA (HA)	ETWU
Regular Landscape Areas				
		TOTAL	0	0
Special Landscape Areas				
TURF BASE BID - OVERHEAD - HIGH	0.95	0.75	51,988	2,183,189
TURF BASE BID - OVERHEAD - HIGH	0.95	0.75	50,449	2,118,573
TOTAL			102,437	4,301,762
ETWU =		4,301,762 GAL/YEAR		
UNDER MAWA = -3307185 GAL/YEAR				

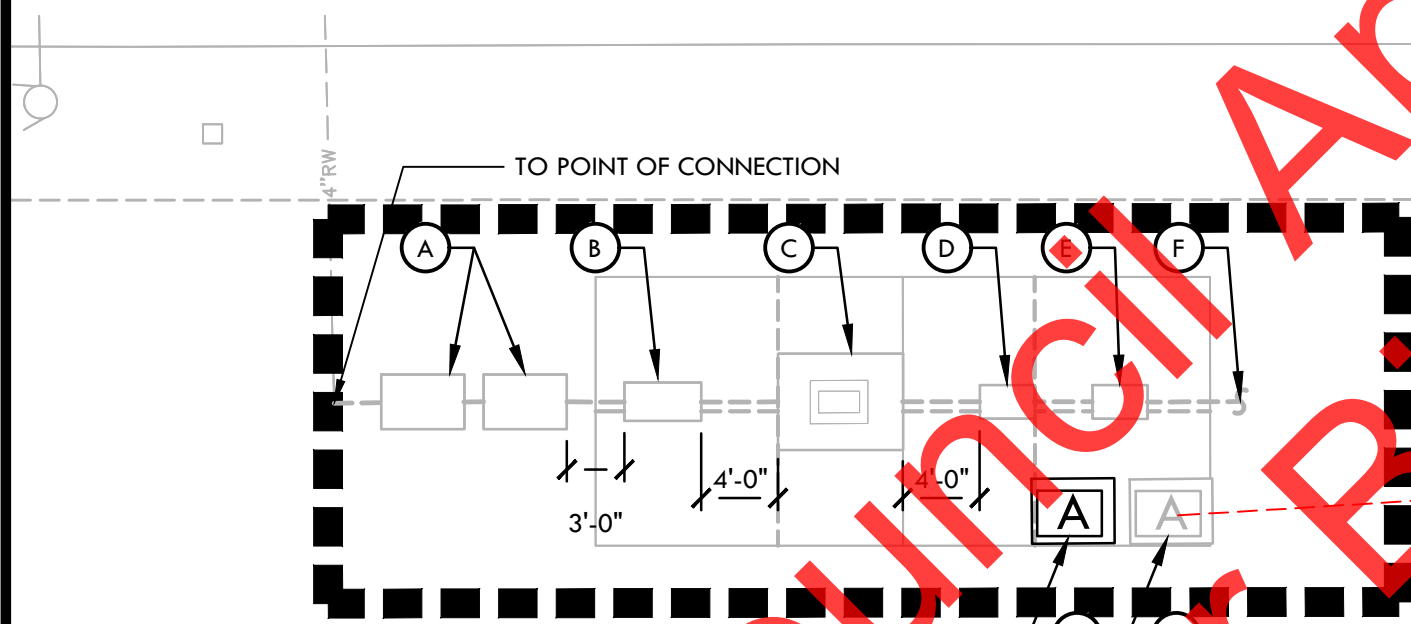
CITY OF ROSEVILLE RECYCLED WATER SPECIAL ON-SITE IRRIGATION NOTES

- THE INSTALLATION OF THE RECYCLED WATER SYSTEM SHALL CONFORM TO THE REGULATIONS FOR THE CONSTRUCTION OF RECYCLED WATER SYSTEMS WITHIN THE CITY OF ROSEVILLE AND THE ACCOMPANYING PLANS AND SPECIFICATIONS.
- ALL ON-SITE RECYCLED AND POTABLE WATER PIPING INSTALLED ON THIS PROJECT SHALL BE IDENTIFIED IN ACCORDANCE WITH THE CITY OF ROSEVILLE CONSTRUCTION STANDARDS FOR RECYCLED WATER INFRASTRUCTURE AND THE IRRIGATION SPECIFICATIONS.
- CITY OF ROSEVILLE ENVIRONMENTAL UTILITIES DEPARTMENT SHALL BE NOTIFIED TWO DAYS PRIOR TO THE START OF CONSTRUCTION AT (916) 774-5750 AND EACH WORKDAY THEREAFTER UNTIL COMPLETION OF PROJECT FOR COMMERCIAL IRRIGATION SYSTEMS. CITY OF ROSEVILLE PARKS DEPARTMENT SHALL BE NOTIFIED TWO DAYS PRIOR TO THE START OF CONSTRUCTION AT (916) 746-1758 FOR LANDSCAPE CORRIDORS AND PARKS. A PRECONSTRUCTION MATERIALS INSPECTION MUST BE ARRANGED PRIOR TO THE START OF CONSTRUCTION.
- NO FACILITY IS TO BE BACKFILLED UNTIL INSPECTED BY THE CITY OF ROSEVILLE ENVIRONMENTAL UTILITIES DEPARTMENT AND/OR PARKS DEPARTMENT INSPECTOR.
- ALL RECYCLED WATER INFRASTRUCTURE, BOTH ON-SITE AND OFF-SITE SHALL BE INSPECTED BY CITY OF ROSEVILLE ENVIRONMENTAL UTILITIES AND/OR PARKS DEPARTMENT. FOR INSPECTION OF RECYCLED WATER SYSTEM CONTACT ENVIRONMENTAL UTILITIES AT 774-5750 FORTY-EIGHT (48) HOURS IN ADVANCE. POINTS OF INSPECTION ARE:
 - PRE-CONSTRUCTION MATERIALS INSPECTION.
 - IRRIGATION SYSTEM INSTALLATION BEFORE LINES ARE COVERED.
 - PRESSURE TESTING.
 - SYSTEM CROSS CONNECTION CONTROL TEST.
 - SYSTEM COVERAGE TEST.
- ALL RECYCLED WATER PIPING SHALL BE PURPLE COLORED PVC UNLESS OTHERWISE SPECIFIED. WHERE PURPLE PVC IS NOT USED, PIPE SHALL BE IDENTIFIED (MARKED) IN ACCORDANCE WITH THE CITY OF ROSEVILLE CONSTRUCTION STANDARDS.
- MARKING ON THE PURPLE COLORED PVC PIPE SHALL INCLUDE THE FOLLOWING:
 - "CAUTION: RECYCLED WATER- DO NOT DRINK". NOMINAL PIPE SIZE. PVC—1120. PRESSURE RATING IN POUNDS PER SQUARE INCH AT 73 DEGREES. ASTM DESIGNATIONS SUCH AS 1785, 2241, 1672, 3139. PRINTING SHALL BE PLACED CONTINUOUSLY ON TWO SIDES OF THE PIPE.
 - ALL RECYCLED WATER SPRINKLER CONTROL VALVES, VALVE RISERS, SPRINKLER RISERS, AND SWING JOINTS SHALL BE TAGGED WITH IDENTIFICATION TAGS OR ADHESIVE LABELS.
 - TAGS SHALL BE WEATHERPROOF PLASTIC, 3" X 4", PURPLE COLOR WITH THE WORDS "WARNING: RECYCLED WATER- DO NOT DRINK" IMPRINTED ON ONE SIDE, AND "AVISA: AGUA IMPURA- NO TOMAR" ON THE OTHER SIDE. IMPRINTING SHALL BE PERMANENT AND BLACK IN COLOR. USE TAGS AS MANUFACTURED BY T. CHRISTY ENTERPRISES OR APPROVED EQUAL.
 - ONE TAG SHALL BE ATTACHED TO EACH VALVE AS FOLLOWS:
 - ATTACH TO VALVE STEM DIRECTLY OR WITH PLASTIC TIE-WRAP, OR
 - ATTACH TO SOLENOID WIRE DIRECTLY OR WITH PLASTIC TIE-WRAP.
 - RECYCLED WATER WARNING LABELS OR STICKERS THAT ARE CONSISTENT WITH CITY OF ROSEVILLE CONSTRUCTION STANDARDS FOR RECYCLED WATER INFRASTRUCTURE AND THE IRRIGATION SPECIFICATIONS MUST BE ATTACHED TO ALL PIPING NOT IN COMPLIANCE.
 - ALL SPRINKLER HEADS MUST BE DESIGNED FOR RECYCLED WATER USAGE, WITH PURPLE RECYCLED WATER WARNING CAPS.
 - SPRINKLER RISERS AND SWING JOINTS SHALL BE IDENTIFIED WITH PURPLE ADHESIVE 3" X 3" LABELS. EACH LABEL SHALL STATE "RECYCLED WATER – DO NOT DRINK" IN ENGLISH AND SPANISH.
 - ALL RECYCLED WATER CONTROL VALVE BOXES SHALL BE PURPLE AND HAVE A WARNING LABEL PERMANENTLY MOLDED INTO OR AFFIXED ONTO THE UID WITH RIVETS, BOLTS, ETC. WARNING LABELS SHALL BE CONSTRUCTED OF A PURPLE WEATHERPROOF MATERIAL WITH THE WARNING PERMANENTLY STAMPED OR MOLDED INTO THE LABEL. THE WARNING SHALL CONTAIN THE FOLLOWING INFORMATION:
 - "NON-POTABLE" OR "RECYCLED WATER".
 - "DO NOT DRINK" IN ENGLISH AND SPANISH.
 - RECYCLED WATER QUICK COUPLING VALVES SHALL HAVE A PURPLE RUBBER OR VINYL COVER. THE COVER SHALL BE OF A LOCKING TYPE AND HAVE A WARNING PERMANENTLY STAMPED OR MOLDED AS FOLLOWS:
 - "RECYCLED WATER- DO NOT DRINK" IN ENGLISH AND SPANISH.
 - PLASTIC WARNING TAPE SHALL BE USED ON ALL POTABLE WATER PIPING, POTABLE WATER WARNING TAPE SHALL BE A MINIMUM OF 3 INCHES WIDE AND SHALL RUN CONTINUOUSLY FOR THE ENTIRE LENGTH OF EACH LINE. THE TAPE SHALL BE ATTACHED TO THE TOP OF THE PIPE WITH NYLON TIE-WRAP BANDED AROUND THE WARNING TAPE AND THE PIPE EVERY FIVE FEET ON CENTER. WARNING TAPE FOR THE POTABLE WATER PIPING SHALL BE BLUE IN COLOR WITH WORDS "CAUTION: POTABLE WATER LINE BURIED BELOW" IMPRINTED IN MINIMUM 1-INCH HIGH LETTERS, BLACK IN COLOR. IMPRINTING SHALL BE CONTINUOUS AND PERMANENT.
 - ALL PRESSURE MAIN LINE PIPING FROM THE RECYCLED WATER SYSTEM SHALL BE INSTALLED TO MAINTAIN 10 FEET MINIMUM HORIZONTAL SEPARATION FROM ALL POTABLE WATER PIPING. WHERE RECYCLED AND POTABLE WATER PRESSURE MAIN LINE PIPING CROSS, THE RECYCLED WATER PIPING SHALL BE INSTALLED 12" BELOW THE POTABLE WATER PIPING OD TO OD. WHERE THE RECYCLED WATER PRESSURE MAIN LINE MUST PASS ABOVE POTABLE WATER PIPING, THE RECYCLED WATER PIPING SHALL INSTALLED IN A CLASS 200 PURPLE COLORED PVC SLEEVE WHICH EXTENDS A MINIMUM OF FIVE FEET ON EITHER SIDE OF THE POTABLE WATER PIPING. A 12" VERTICAL SEPARATION OD TO OD MUST BE MAINTAINED. CONVENTIONAL (WHITE) PVC PIPE MAY BE USED FOR SLEEVING MATERIAL IF IT IS TAPED WITH THREE-INCH WIDE PURPLE WARNING TAPE, WHICH READS "RECYCLED WATER- DO NOT DRINK".
 - ALL PRESSURE MAIN LINE PIPING FROM THE RECYCLED WATER SYSTEM SHALL BE INSTALLED TO MAINTAIN A TEN FOOT MINIMUM HORIZONTAL SEPARATION FROM ALL SANITARY SEWER LINES. WHERE RECYCLED AND SEWER CROSS, THE RECYCLED WATER PIPING SHALL BE INSTALLED A MINIMUM OF ONE FOOT ABOVE SEWER.
 - FOR ON-SITE RECLAIMED WATER PIPING, THE MINIMUM DEPTH FROM FINISH GRADE TO TOP OF PIPE SHALL BE AS FOLLOWS:
 - INTERMITTENT PRESSURE LINES (ALL SIZES)..... 18"
 - CONSTANT PRESSURE LINES 2.5" AND SMALLER..... 24"
 - CONSTANT PRESSURE LINES 3" AND LARGER..... 24"
 - PRESSURE AND CROSS CONNECTION TESTING FOR ON-SITE RECYCLED WATER SYSTEMS
 - ALL TESTING OF RECYCLED WATER SYSTEMS MUST BE PERFORMED UTILIZING A POTABLE WATER SOURCE VIA A CONSTRUCTION WATER CONNECTION PER CITY OF ROSEVILLE CONSTRUCTION STANDARDS. NO RECYCLED WATER MAY ENTER A RECYCLED WATER SYSTEM UNTIL ALL TESTING IS SUCCESSFULLY COMPLETED.
 - THE SOURCE OF POTABLE WATER USED FOR TESTING MUST HAVE A METER AND AN APPROVED BACK FLOW PREVENTION DEVICE. THESE CAN BE OBTAINED THROUGH THE CITY OF ROSEVILLE.
 - THE CONTRACTOR SHALL PROVIDE A MEANS TO PLUMB IN PRESSURE AND CROSS CONNECTION TESTING APPARATUS AT THE POINT OF HIGHEST ELEVATION, FOR BOTH POTABLE AND CONSTANT PRESSURE RECYCLED WATER SYSTEMS.
 - THE CONSTANT PRESSURE RECYCLED WATER SYSTEM INCLUDING ALL APPURTENANCES SHALL BE TESTED AT 125 PSI AT HIGHEST POINT OF ELEVATION FOR 1 HOUR WITH NO DETECTABLE LEAKAGE.
 - PRESSURE TESTING MUST BE SUCCESSFULLY COMPLETED PRIOR TO CROSS CONNECTION TESTING.
 - THE RECYCLED WATER SYSTEM SHALL BE TESTED FOR CROSS-CONNECTION IN ACCORDANCE WITH UNIFORM PLUMBING CODE APPENDIX J PRIOR TO USE.
 - FOR PROJECTS BEING PERFORMED IN PHASES, A CROSS CONNECTION TEST SHALL BE PERFORMED ON EACH PHASE INDEPENDENTLY, BEFORE IT IS PUT INTO SERVICE. THE POTABLE WATER SOURCE USED FOR TESTING EACH PHASE MUST BE INDEPENDENT OF OTHER PREVIOUSLY COMPLETED PHASES.

- AT THE TIME A CROSS CONNECTION TEST IS TO BE PERFORMED, CONSTRUCTION ON BOTH THE POTABLE AND THE RECYCLED WATER SYSTEMS BEING TESTED MUST BE COMPLETE, AND BOTH SYSTEMS FULLY OPERATIONAL AND FUNCTIONING AS DESIGNED.
- CROSS CONNECTION TESTING SHALL BE PERFORMED ON THE SYSTEM BY CITY FORCES WITH THE ASSISTANCE OF THE CONTRACTOR. THE TEST WILL BE COORDINATED THROUGH THE ENVIRONMENTAL UTILITIES OR PARKS DEPARTMENT INSPECTOR. FORTY-EIGHT (48) HOURS NOTICE IS REQUIRED BEFORE THE TEST. DEPENDING ON THE COMPLEXITY OF THE SITE, A PRELIMINARY FIELD MEET MAY ALSO BE REQUIRED.
- COVERAGE TEST
 - ADJUST SPRAY HEADS TO ELIMINATE OVERSPRAY ONTO NATIVE OAK AREAS AND INTO AREAS NOT UNDER THE CONTROL OF THE CUSTOMER. FOR EXAMPLE: POOL DECKS, PRIVATE PATIOS, STREETS AND SIDEWALKS.
- METER INSTALLATION
 - ONCE THE ON-SITE RECYCLED WATER SYSTEM HAS BEEN PROPERLY INSPECTED AND PASSED PRESSURE AND CROSS CONNECTION TESTING, A METER MAY BE INSTALLED. THE METER MUST BE PURCHASED FROM THE CITY OF ROSEVILLE AND INSTALLED BY CITY FORCES. COORDINATE METER PURCHASE AND INSTALLATION WITH THE ENVIRONMENTAL UTILITIES OR PARKS DEPARTMENT INSPECTOR.
- NO CONNECTION SHALL BE MADE TO THE CITY'S EXISTING RECYCLED WATER SYSTEM UNTIL THE NEW FACILITIES HAVE BEEN SUCCESSFULLY PRESSURE AND CROSS CONNECTION TESTED. TAPS TO THE EXISTING RECYCLED SYSTEM WILL BE MADE BY CITY FORCES ONLY.
- FAILURE TO COMPLY WITH ANY OR ALL OF THE ABOVE GUIDELINES VIOLATES THE CITY OF ROSEVILLE DESIGN AND CONSTRUCTION STANDARDS FOR RECYCLED WATER INFRASTRUCTURE AND WILL RESULT IN TERMINATION OF SERVICE UNTIL THE APPROPRIATE CORRECTIVE STEPS HAVE BEEN TAKEN.

IRRIGATION AUDIT, SURVEY AND IRRIGATION WATER USE ANALYSIS NOTES

- ALL LANDSCAPE IRRIGATION AUDITS SHALL BE CONDUCTED BY A THIRD PARTY CERTIFIED LANDSCAPE IRRIGATION AUDITOR. LANDSCAPE AUDITS SHALL NOT BE CONDUCTED BY THE PERSON WHO DESIGNED THE LANDSCAPE OR INSTALLED THE LANDSCAPE.
- IN LARGE PROJECTS OR PROJECTS WITH MULTIPLE LANDSCAPE INSTALLATIONS (I.E. PRODUCTION HOME DEVELOPMENTS) AN AUDITING RATE OF 1 IN 7 LOTS OR APPROXIMATELY 15% OF THE PROJECTS IRRIGATION VALVES SHALL SATISFY THIS REQUIREMENT.
- FOR NEW CONSTRUCTION AND REHABILITATED LANDSCAPE PROJECTS INSTALLED AFTER DECEMBER 1, 2015, AS DESCRIBED IN SECTION 14.18.030.
- THE PROJECT APPLICANT SHALL SUBMIT AN IRRIGATION AUDIT REPORT WITH THE CERTIFICATE OF COMPLETION TO THE LOCAL AGENCY THAT MAY INCLUDE, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TUNE UP, SYSTEM TEST DISTRIBUTION UNIFORMITY, REPORTING OVERSPRAY OR RUN OFF THAT CAUSES OVERLAND FLOW, AND PREPARATION OF AN IRRIGATION SCHEDULE, INCLUDING CONFIGURING IRRIGATION CONTROLLERS WITH APPLICATION RATE, SOIL TYPES, PLANT FACTORS, SLOPE, EXPOSURE AND ANY OTHER FACTORS NECESSARY FOR ACCURATE PROGRAMING; (ENVIRONMENTAL UTILITIES-WELO)



- LEGEND
- (A) IRRIGATION WATER METER AND SINGLE CHECK BACKFLOW. REFER TO CITY OF ROSEVILLE ENVIRONMENTAL UTILITIES DEPARTMENT STANDARDS AND DETAILS, LATEST EDITION RW-4.
 - (B) 3" AMIAD MANUAL STEEL FILTER. REFER TO CITY OF ROSEVILLE STANDARDS, LATEST EDITION.
 - (C) IRRIGATION BOOSTER PUMP. REFER TO DETAIL A/D7.1
 - (D) IRRIGATION MASTER VALVE. REFER TO F/D7.1
 - (E) 2" FLOW SENSOR. REFER TO F/D7.1.
 - (F) 3" IRRIGATION MAIN LINE TO VALVES.
 - (G) EXISTING IRRIGATION CONTROLLER
 - (F) NEW IRRIGATION CONTROLLER

NOTE:
1. MEASUREMENTS ARE SHOWN FOR REFERENCE ONLY. CONTRACTOR SHALL DETERMINE FINAL LAYOUT OF EQUIPMENT PER CITY STANDARDS AND PROVIDE APPROPRIATE CLEARANCE AREA PER THE RECOMMENDED DIMENSIONS FROM THE MANUFACTURER.

A EXISTING IRRIGATION EQUIPMENT LAYOUT

NTS



VERDE DESIGN
LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
SPORT PLANNING & DESIGN
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KEY MAP

SHEET TITLE

IRRIGATION SUPPLEMENTAL INFORMATION

PROJECT NAME

PIEGO CREEK PARK
TURF CONVERSION
PROJECT

PROJECT ADDRESS

2800 N. HAYDEN PARKWAY
ROSEVILLE, CA 95678

SUBMITTAL	DATE
99% SUBMITTAL	12/17/24
100% SUBMITTAL	01/27/25

NO.	REVISIONS	DATE
1		
2		
3		
4		
5		

DRAWN BY RN	CHECKED BY CS
DATE ISSUED 01/27/25	SCALE 1"=20'-0"

PROJ. NO.
2102102

SHEET NO.
L5.3 OF SHEETS

IRRIGATION SCHEDULE

IRRIGATION SCHEDULE REFERENCE DATA

PROJECT INFORMATION

PROJECT NAME
LOCATION
NEAREST WEATHER STATION LOCATION

Roseville Riego Creek Park
Roseville, CA
Sacramento

SOIL SAMPLE SUMMARY

SAMPLE DATE:
SAND
SILT
CLAY

Reference Eto (in./mo.)
Historical average precipitation
Effective precipitation (historical average -0.2" * 75%)
Base required irrigation (in./mo.)

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1.59	2.20	3.66	5.08	6.83	7.80	8.67	7.81	5.67	4.03	2.13	1.59
3.75	3.27	2.39	1.48	0.46	0.13	0.03	0.06	0.21	0.92	2.03	3.19
2.66	2.30	1.64	0.96	0.20	0.00	0.00	0.00	0.01	0.54	1.37	2.24
0.00	0.00	2.02	4.12	6.64	7.80	8.67	7.81	5.66	3.49	0.76	0.00

HYDROZONE DATA

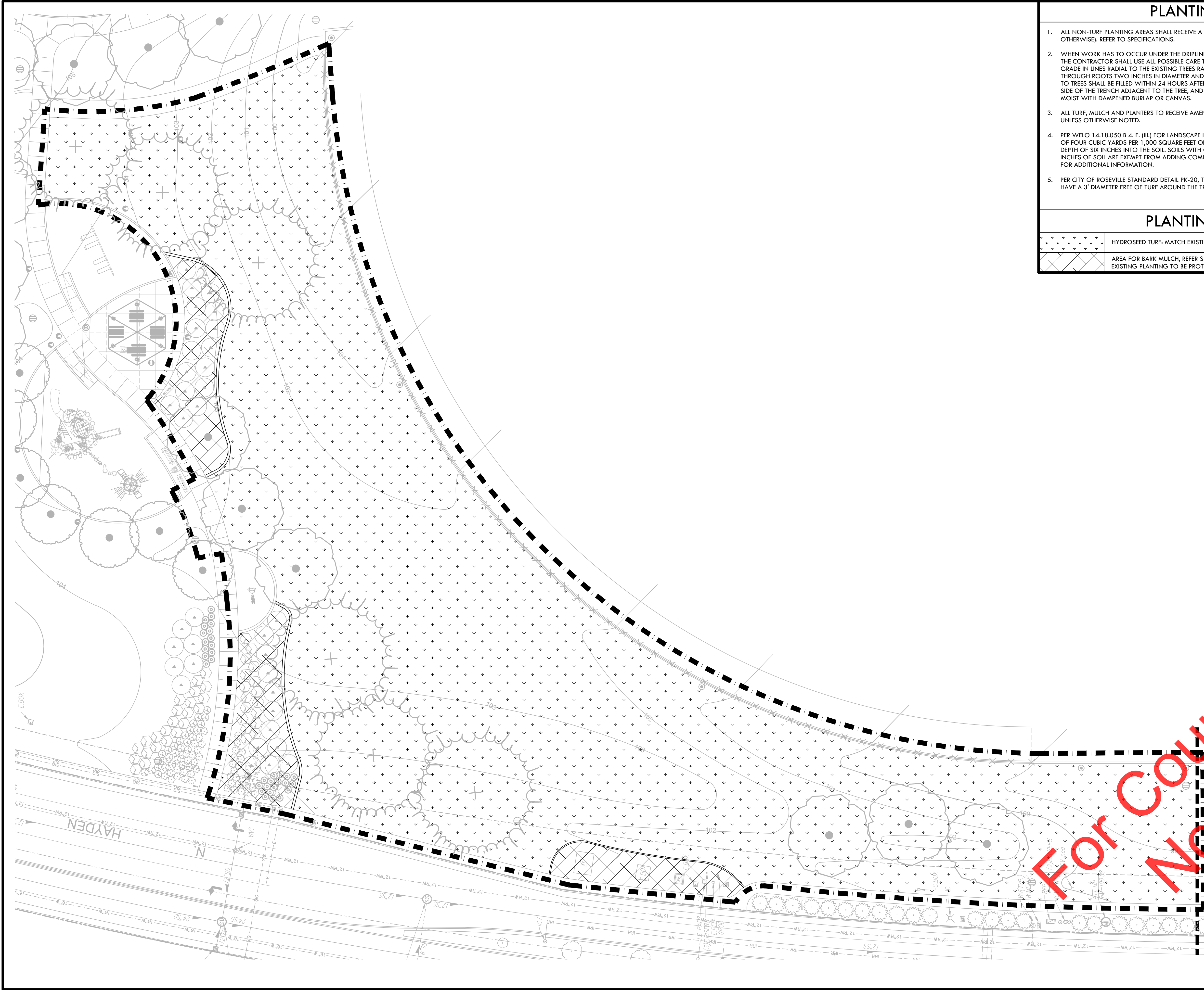
VALVE	DESCRIPTION (ORIENTATION, WATER USE)	KS	KD	KMC	KL	IRR TYPE	IE	PR	SOIL TYPE	BIR	AW	RZ	PAW	MAD	AD	AREA (SF)	% OF LANDSCAPE
1	Turf Area Base Bid, High Water Use	0.8	0.8	1.0	0.64	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	51988	50.75%
2	Turf Area Base Bid, High Water Use	0.8	0.8	1.0	0.64	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
3	Turf Area Base Bid, High Water Use	0.8	0.8	1.0	0.64	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
4	Turf Area Base Bid, High Water Use	0.8	0.8	1.0	0.64	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
5	Turf Area Base Bid, High Water Use	0.8	0.8	1.0	0.64	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
6	Turf Area Base Bid, High Water Use	0.8	1.0	1.0	0.80	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
7	Turf Area Base Bid, High Water Use	0.8	1.0	1.0	0.80	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
8	Turf Area Base Bid, High Water Use	0.8	1.0	1.0	0.80	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
9	Turf Area Base Bid, High Water Use	0.8	1.0	1.0	0.80	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
10	Turf Area Add Alternate, High Water Use	0.8	1.0	1.0	0.80	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	50449	49.25%
11	Turf Area Add Alternate, High Water Use	0.8	1.0	1.0	0.80	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
12	Turf Area Add Alternate, High Water Use	0.8	1.0	1.0	0.80	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
13	Turf Area Add Alternate, High Water Use	0.8	1.0	1.0	0.80	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
14	Turf Area Add Alternate, High Water Use	0.8	1.0	1.0	0.80	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
15	Turf Area Add Alternate, High Water Use	0.8	1.0	1.0	0.80	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
16	Turf Area Add Alternate, High Water Use	0.8	1.0	1.0	0.80	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
17	Turf Area Add Alternate, High Water Use	0.8	1.0	1.0	0.80	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
18	Turf Area Add Alternate, High Water Use	0.8	1.0	1.0	0.80	Overhead	0.75	1.00	Sandy Clay Loam	0.5	0.08	4	0.32	50%	0.16	N/A	N/A
Total Irrigated Area:																102437	100%

LEGEND: KS=SPECIES COEFFICIENT, KD=DENSITY COEFFICIENT, KMC=MICRO-CLIMATE COEFFICIENT, KL=LANDSCAPE COEFFICIENT, IE= IRRIGATION EFFICIENCY, PR = PRECIPITATION RATE, BIR = BASIC INTAKE RATE, AW = AVAILABLE WATER, RZ = ROOT ZONE, PAW = PLANT AVAILABLE WATER, MAD = MANAGED ALLOWABLE DEPLETION (%), AD = ALLOWABLE DEPLETION (INCHES).

WATERING SCHEDULE

Zone	Description	Days / Week Cycles / Day Min. / Cycle	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	2 1 12	5 1 10	7 1 11	7 1 14	7 1 15	7 1 13	5 1 14	5 1 9	5 1 10	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	2 1 12	5 1 10	7 1 11	7 1 14	7 1 15	7 1 13	5 1 14	5 1 9	5 1 10	0 0 0
2	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	2 1 12	5 1 10	7 1 11	7 1 14	7 1 15	7 1 13	5 1 14	5 1 9	5 1 10	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	2 1 12	5 1 10	7 1 11	7 1 14	7 1 15	7 1 13	5 1 14	5 1 9	5 1 10	0 0 0
3	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	2 1 12	5 1 10	7 1 11	7 1 14	7 1 15	7 1 13	5 1 14	5 1 9	5 1 10	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	2 1 12	5 1 10	7 1 11	7 1 14	7 1 15	7 1 13	5 1 14	5 1 9	5 1 10	0 0 0
4	Turf Area Base Bid, High Water Use	Irr. Days / Wk Cycles / Day Min. / Cycle	0 0 0	0 0 0	2 1 12	5 1 10	7 1 11	7 1 14	7 1 15	7 1 13	5 1 14	5 1 9	5 1 10	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	2 1 12	5 1 10	7 1 11	7 1 14	7 1 15	7 1 13	5 1 14	5 1 9	5 1 10	0 0 0
5	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	2 1 12	5 1 10	7 1 11	7 1 14	7 1 15	7 1 13	5 1 14	5 1 9	5 1 10	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	2 1 12	5 1 10	7 1 11	7 1 14	7 1 15	7 1 13	5 1 14	5 1 9	5 1 10	0 0 0
6	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
7	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
8	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
9	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Base Bid, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
10	Turf Area Add Alternate, High Water Use	Irr. Days / Wk Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Add Alternate, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
11	Turf Area Add Alternate, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Add Alternate, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
12	Turf Area Add Alternate, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Add Alternate, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
13	Turf Area Add Alternate, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Add Alternate, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
14	Turf Area Add Alternate, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Add Alternate, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
15	Turf Area Add Alternate, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Add Alternate, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
16	Turf Area Add Alternate, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Add Alternate, High Water Use	Irr. Days / Wk Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
17	Turf Area Add Alternate, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
	Max. Minutes / Cycle	30												
	Turf Area Add Alternate, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17	5 1 17	5 1 11	5 1 12	0 0 0
18	Turf Area Add Alternate, High Water Use	Days / Week Cycles / Day Min. / Cycle	0 0 0	0 0 0	3 1 10	5 1 13	7 1 14	7 1 17	7 1 18	7 1 17				

ALL IDEAS, DESIGNS, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF VERDE DESIGN, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED, REPRODUCED, OR PUBLISHED BY ANY METHOD, IN WHOLE OR IN PART, OR DISCLOSED TO ANY PERSON, FIRM, OR CORPORATION FOR ANY PURPOSE, WHATSOEVER, WITHOUT WRITTEN PERMISSION OF VERDE DESIGN, INC.

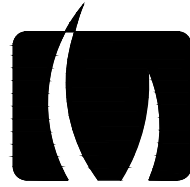


PLANTING NOTES

- ALL NON-TURF PLANTING AREAS SHALL RECEIVE A 3" LAYER OF BARK MULCH TOP DRESS (UNLESS NOTED OTHERWISE). REFER TO SPECIFICATIONS.
- WHEN WORK HAS TO OCCUR UNDER THE DRIPLINE OF EXISTING TREES NOT SCHEDULED FOR REMOVAL, THE CONTRACTOR SHALL USE ALL POSSIBLE CARE TO AVOID INJURY TO THE TREES AND TREE ROOTS. GRADE IN LINES RADIAL TO THE EXISTING TREES RATHER THAN TANGENTIAL. ALL PARTIAL CUTS OR TEARS THROUGH ROOTS TWO INCHES IN DIAMETER AND LARGER SHALL BE CUT CLEAN. TRENCHES ADJACENT TO TREES SHALL BE FILLED WITHIN 24 HOURS AFTER EXCAVATION, BUT WHERE THIS IS NOT POSSIBLE, THE SIDE OF THE TRENCH ADJACENT TO THE TREE, AND ANY EXPOSED ROOTS SHALL BE KEPT SHADED AND MOIST WITH DAMPENED BURLAP OR CANVAS.
- ALL TURF, MULCH AND PLANTERS TO RECEIVE AMENDMENTS AND SOIL PREPARATION PER SPECIFICATIONS UNLESS OTHERWISE NOTED.
- PER WELO 1.4.18.050 B 4. F. (III) FOR LANDSCAPE INSTALLATIONS, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL. SOILS WITH GREATER THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SOIL ARE EXEMPT FROM ADDING COMPOST AND TILLING. REFER TO SOILS ANALYSIS REPORT FOR ADDITIONAL INFORMATION.
- PER CITY OF ROSEVILLE STANDARD DETAIL PK-20, TREES LOCATED IN LAWN AND/OR TURF AREAS ARE TO HAVE A 3' DIAMETER FREE OF TURF AROUND THE TRUNK OF THE TREE.

PLANTING LEGEND

	HYDROSEED TURF; MATCH EXISTING. REFER TO SPECIFICATIONS.
	AREA FOR BARK MULCH, REFER SPECIFICATIONS. EXISTING BARK MULCH TO REMAIN. EXISTING PLANTING TO BE PROTECTED.



VERDE DESIGN

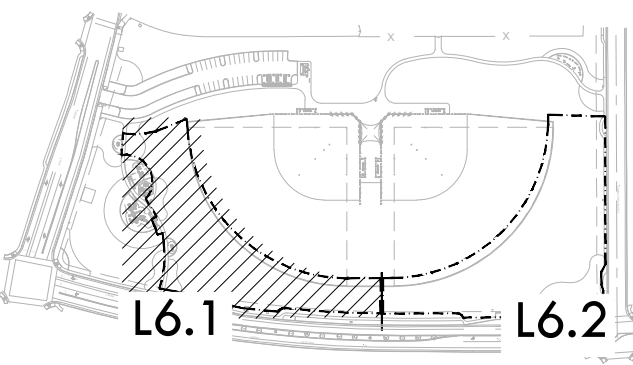
LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
SPORT PLANNING & DESIGN

1843 Iron Point Rd., Suite 140
Folsom, CA 95630
tel: 916.415.6554
fax: 916.415.6525
www.VerdeDesigninc.com

STAMP



KEY MAP



SHEET TITLE

PLANTING PLAN
AREA A

PROJECT NAME

PIEGO CREEK PARK
TURF CONVERSION
PROJECT

PROJECT ADDRESS

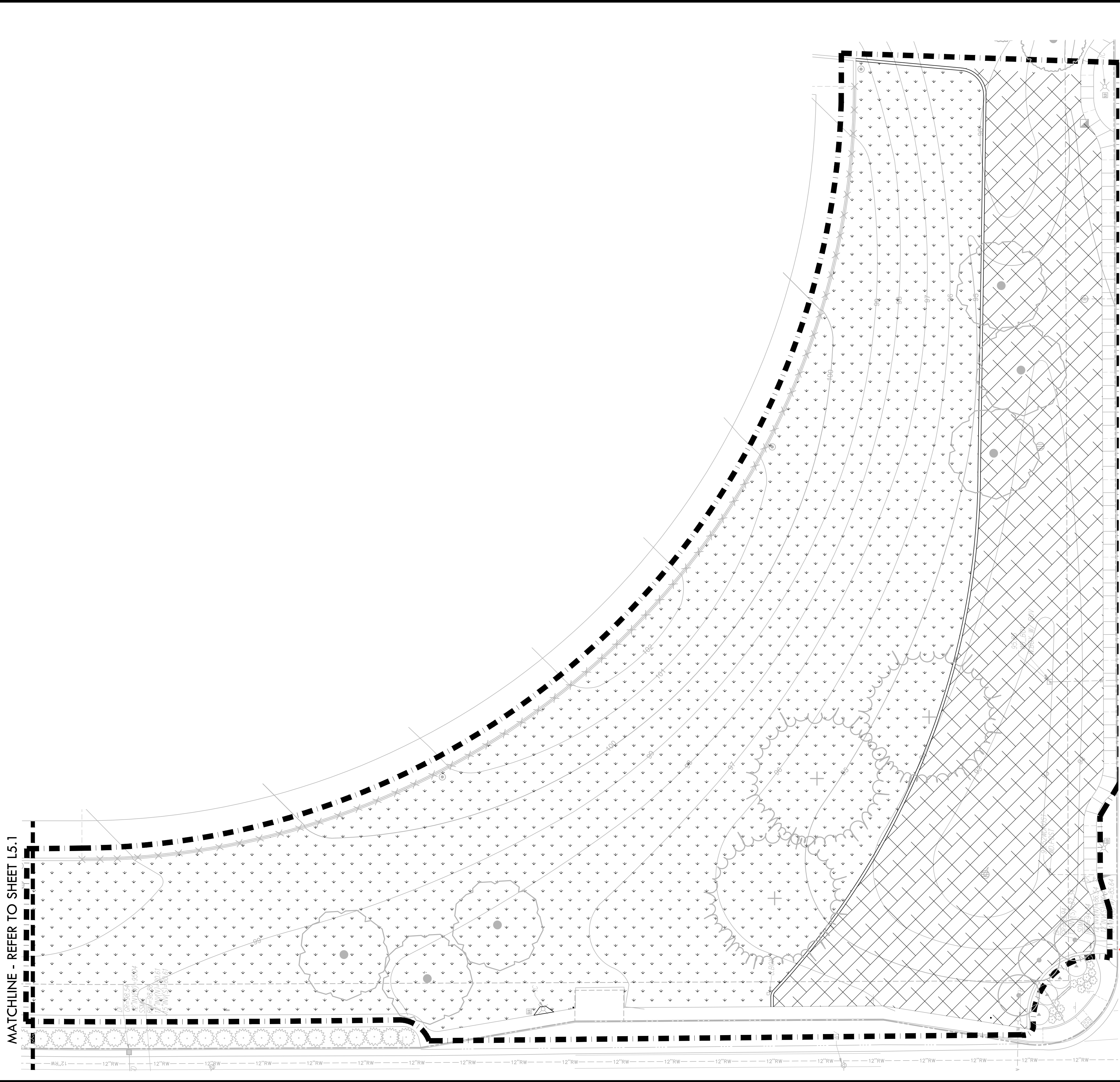
2800 N. HAYDEN PARKWAY
ROSEVILLE, CA 95678

SUBMITTAL	DATE
99% SUBMITTAL	12/17/24
100% SUBMITTAL	01/27/25

NO.	REVISIONS	DATE
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4		
5		

DRAWN BY AL	CHECKED BY CS
DATE ISSUED 01/27/25	SCALE 1"=20'-0"
PROJ. NO. 2102102	
SHEET NO. L6.1	OF SHEETS

ALL IDEAS, DESIGNS, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF VERDE DESIGN, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED, REPRODUCED, OR PUBLISHED BY ANY METHOD, IN WHOLE OR IN PART, OR DISCLOSED TO ANY PERSON, FIRM, OR CORPORATION FOR ANY PURPOSE, WHATSOEVER, WITHOUT WRITTEN PERMISSION OF VERDE DESIGN, INC.

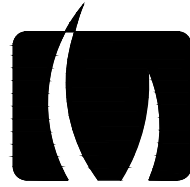


PLANTING NOTES

1. ALL NON-TURF PLANTING AREAS SHALL RECEIVE A 3" LAYER OF BARK MULCH TOP DRESS (UNLESS NOTED OTHERWISE). REFER TO SPECIFICATIONS.
2. WHEN WORK HAS TO OCCUR UNDER THE DRIPLINE OF EXISTING TREES NOT SCHEDULED FOR REMOVAL, THE CONTRACTOR SHALL USE ALL POSSIBLE CARE TO AVOID INJURY TO THE TREES AND TREE ROOTS. GRADE IN LINES RADIAL TO THE EXISTING TREES RATHER THAN TANGENTIAL. ALL PARTIAL CUTS OR TEARS THROUGH ROOTS TWO INCHES IN DIAMETER AND LARGER SHALL BE CUT CLEAN. TRENCHES ADJACENT TO TREES SHALL BE FILLED WITHIN 24 HOURS AFTER EXCAVATION, BUT WHERE THIS IS NOT POSSIBLE, THE SIDE OF THE TRENCH ADJACENT TO THE TREE, AND ANY EXPOSED ROOTS SHALL BE KEPT SHADED AND MOIST WITH DAMPENED BURLAP OR CANVAS.
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PLANTING LEGEND

	HYDROSEED TURF; MATCH EXISTING. REFER TO SPECIFICATIONS.
	AREA FOR BARK MULCH, REFER SPECIFICATIONS. EXISTING BARK MULCH TO REMAIN. EXISTING PLANTING TO BE PROTECTED.



VERDE DESIGN

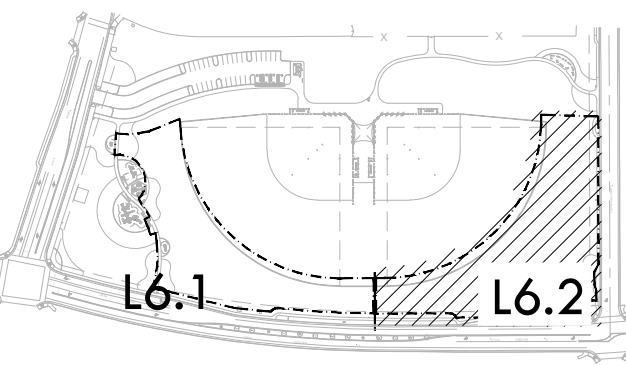
**LANDSCAPE ARCHITECTURE
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fax: 916.415.6525
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STAMP



KEY MAP



SHEET TITLE

**PLANTING PLAN
AREA B
ALTERNATE BID**

PROJECT NAME

**RIEGO CREEK PARK
TURF CONVERSION
PROJECT**

PROJECT ADDRESS

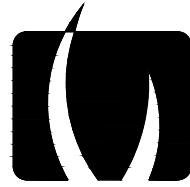
**2800 N. HAYDEN PARKWAY
ROSEVILLE, CA 95678**

SUBMITTAL	DATE
99% SUBMITTAL	12/17/24
100% SUBMITTAL	01/27/25

NO.	REVISIONS	DATE
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DRAWN BY AL	CHECKED BY CS
DATE ISSUED 01/27/25	SCALE 1"=20'-0"
PROJ. NO. 2102102	
SHEET NO. L6.2	OF SHEETS

PLANTING PLAN AREA B - ALTERNATE BID



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KEY MAP

SHEET TITLE

IRRIGATION DETAILS

PROJECT NAME

PIEGO CREEK PARK
TURF CONVERSION
PROJECT

PROJECT ADDRESS

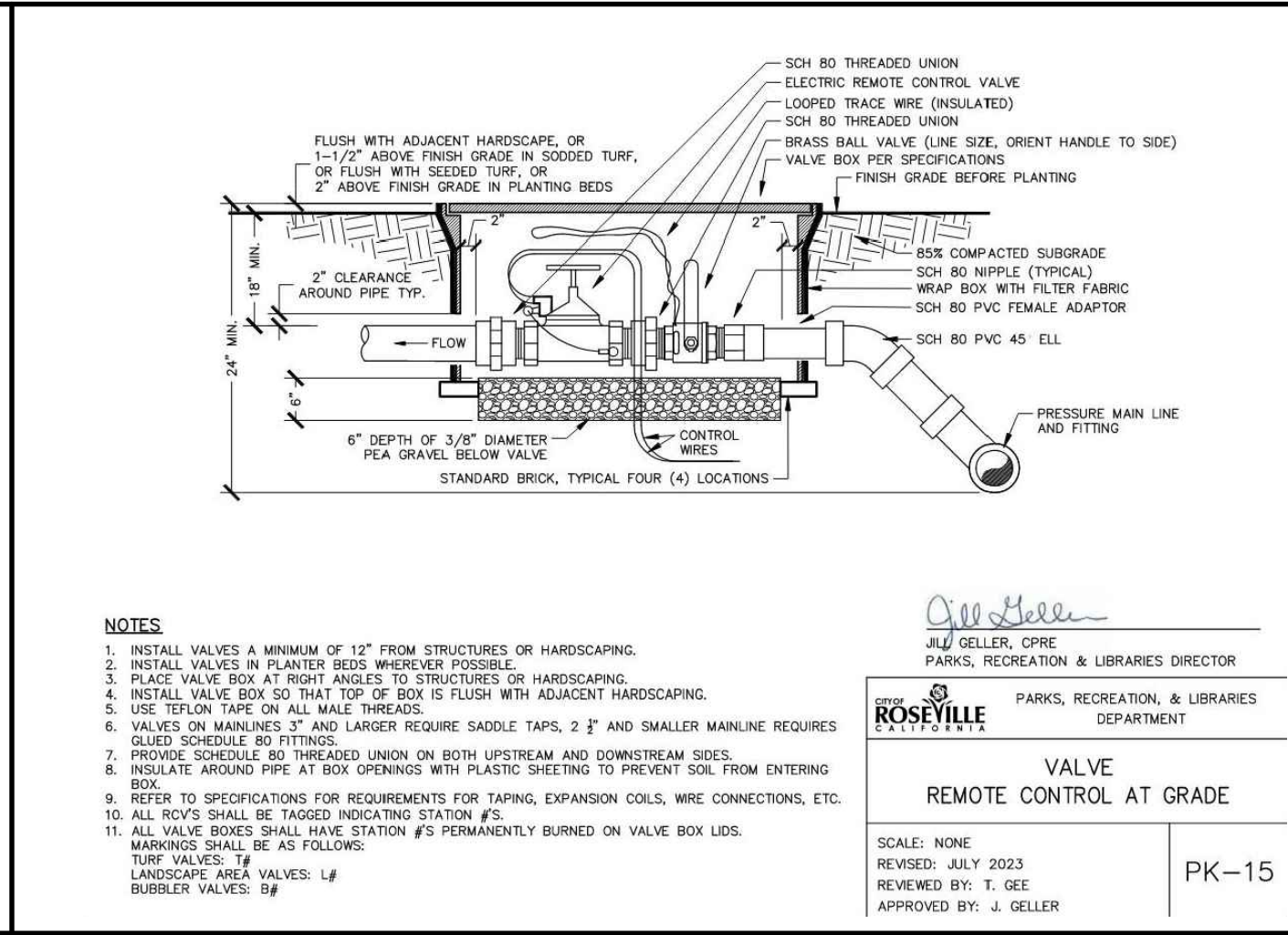
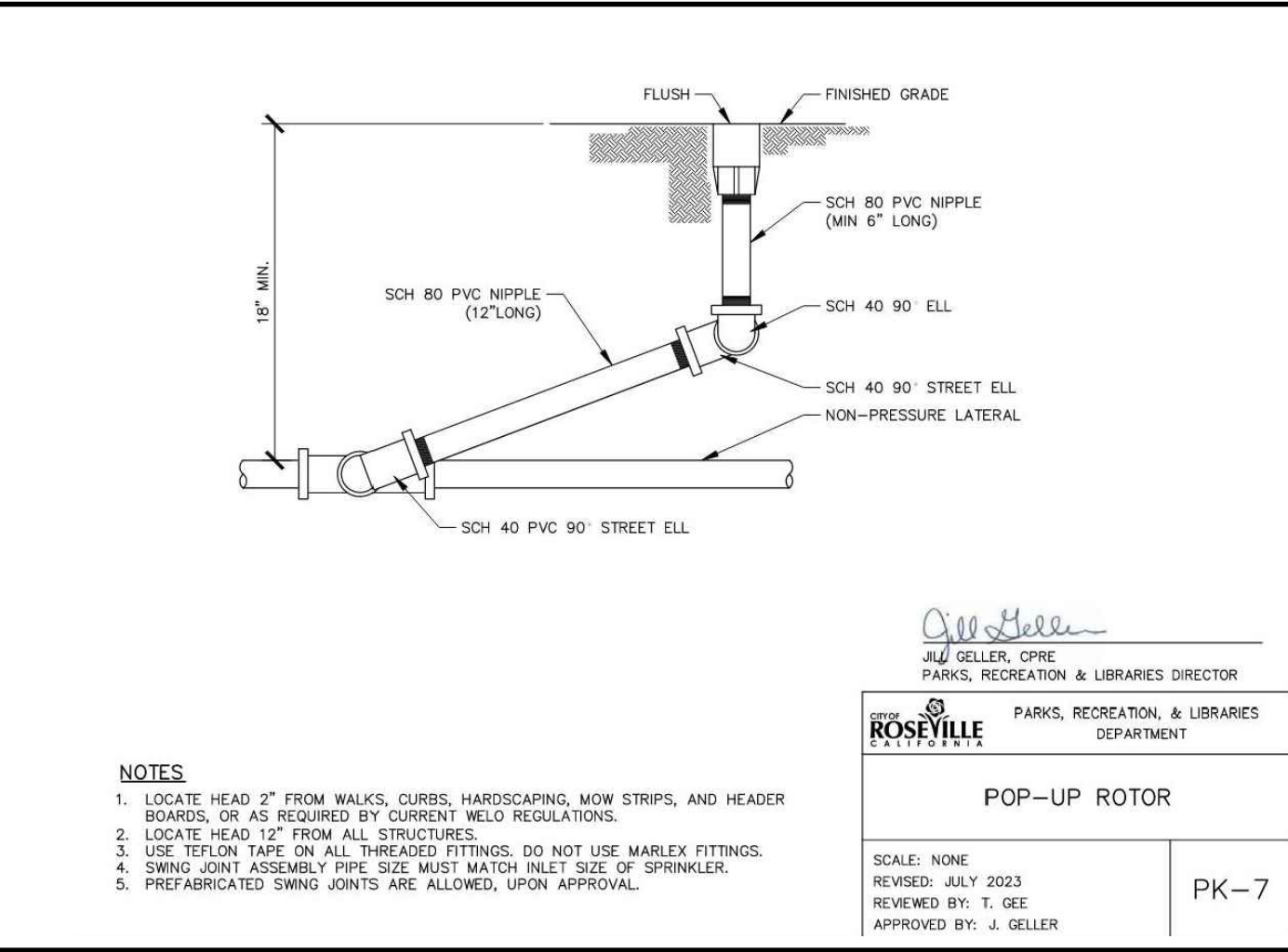
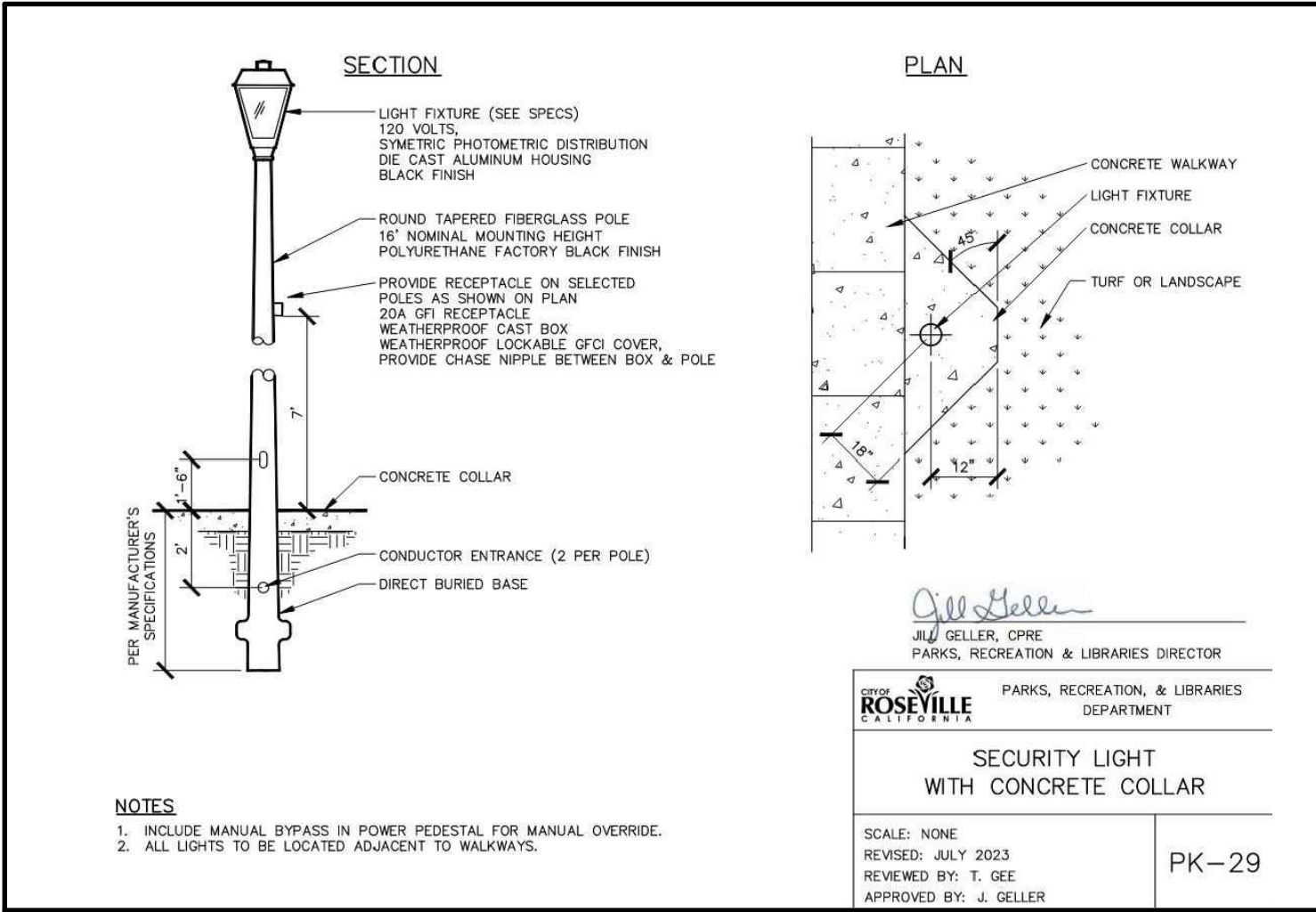
2800 N. HAYDEN PARKWAY
ROSEVILLE, CA 95678

SUBMITTAL	DATE
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DATE ISSUED 01/27/25	SCALE AS NOTED
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SHEET NO. D1.1	OF SHEETS

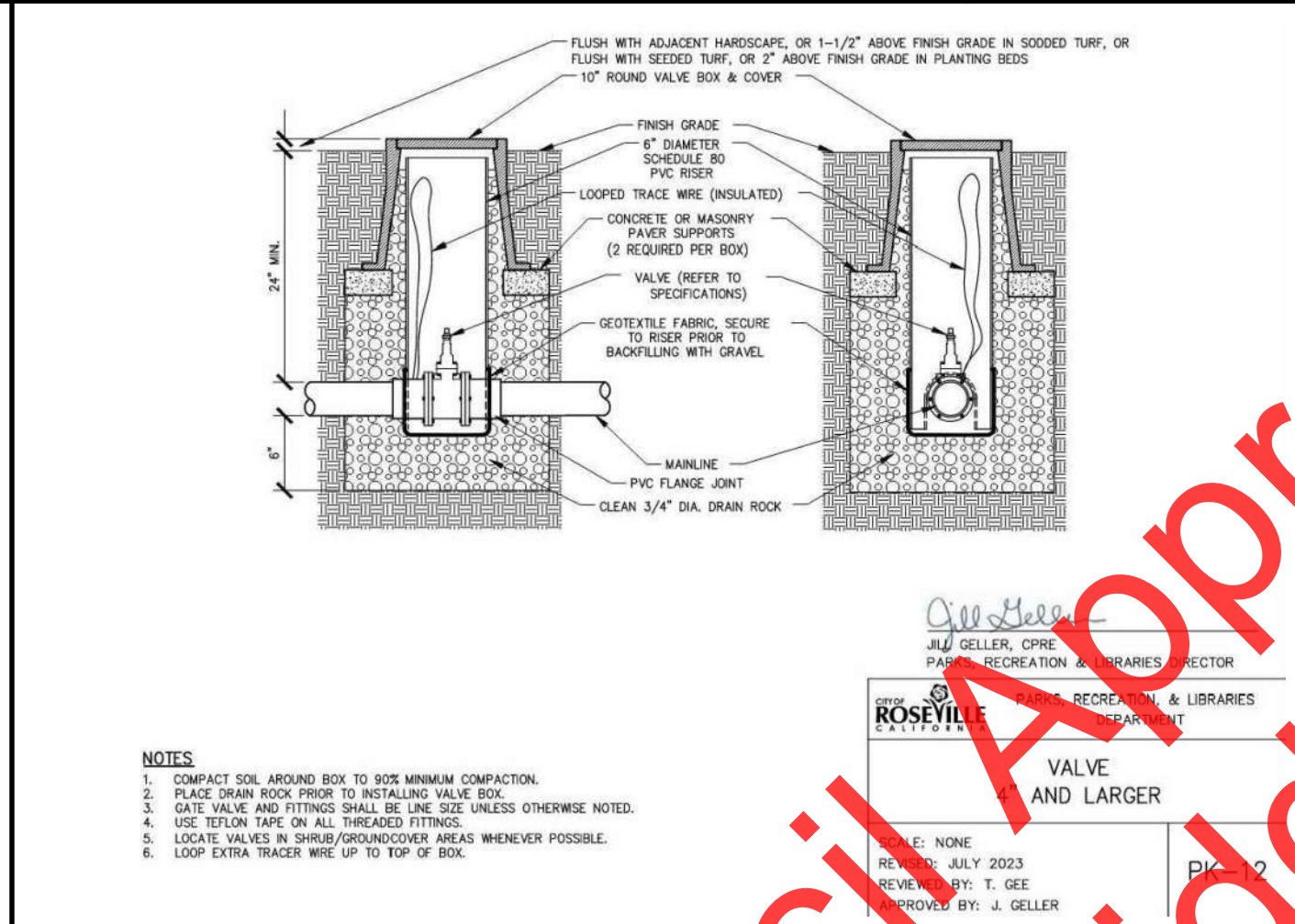
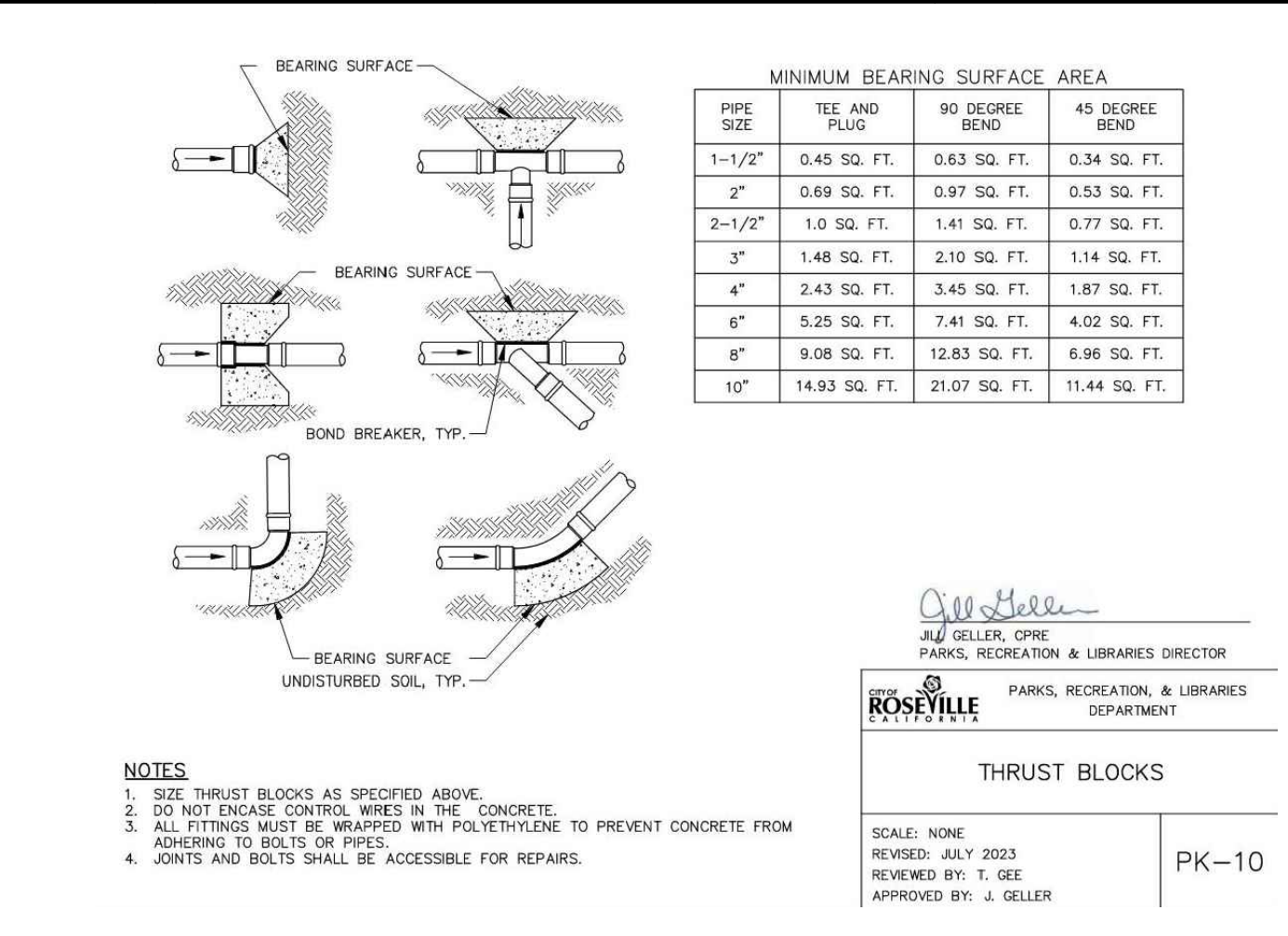
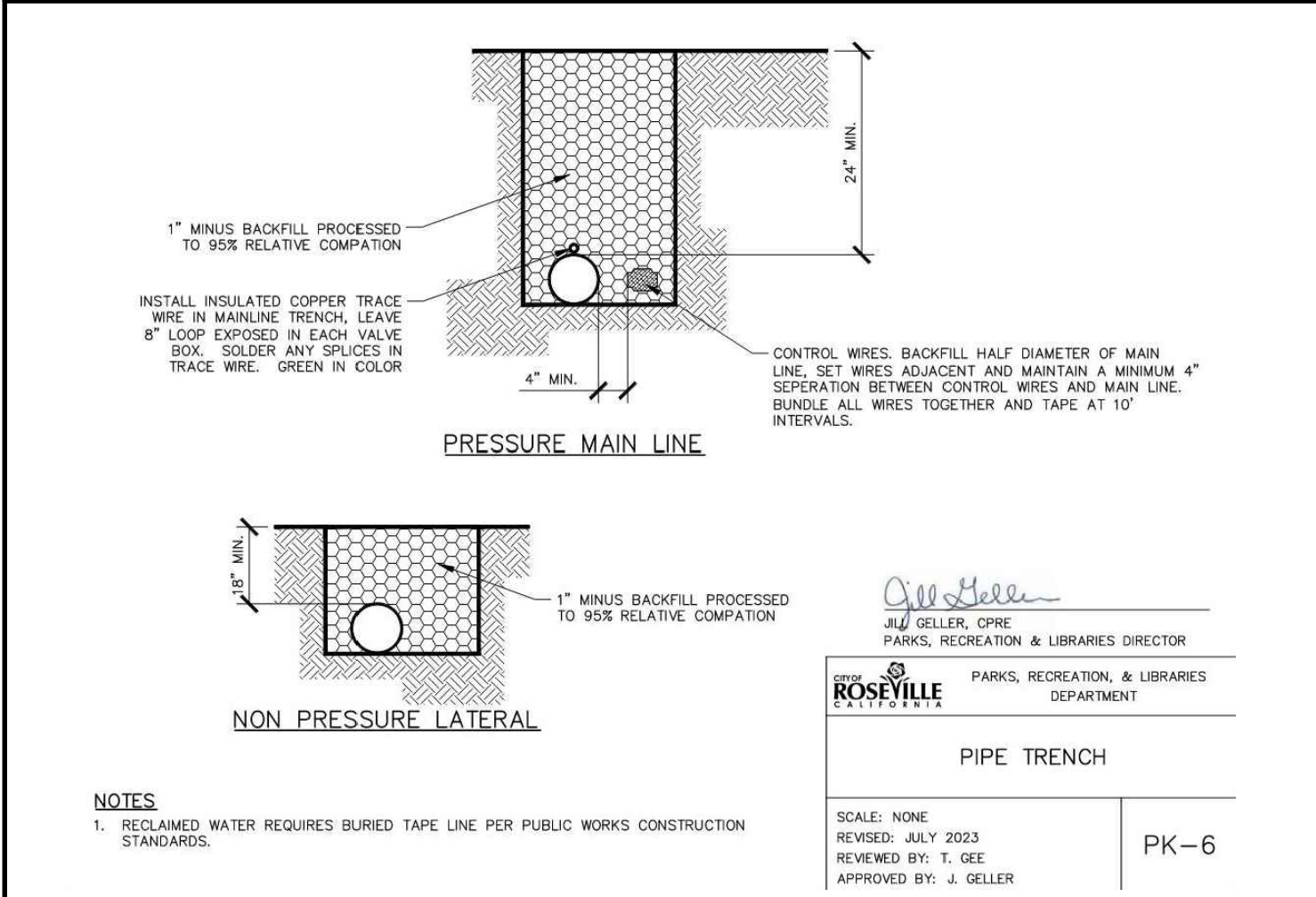
IRRIGATION DETAILS



I SECURITY LIGHT WITH CONCRETE COLLAR (CITY OF ROSEVILLE STANDARD PK-29) NTS

F POP-UP ROTOR (CITY OF ROSEVILLE STANDARD PK-7) NTS

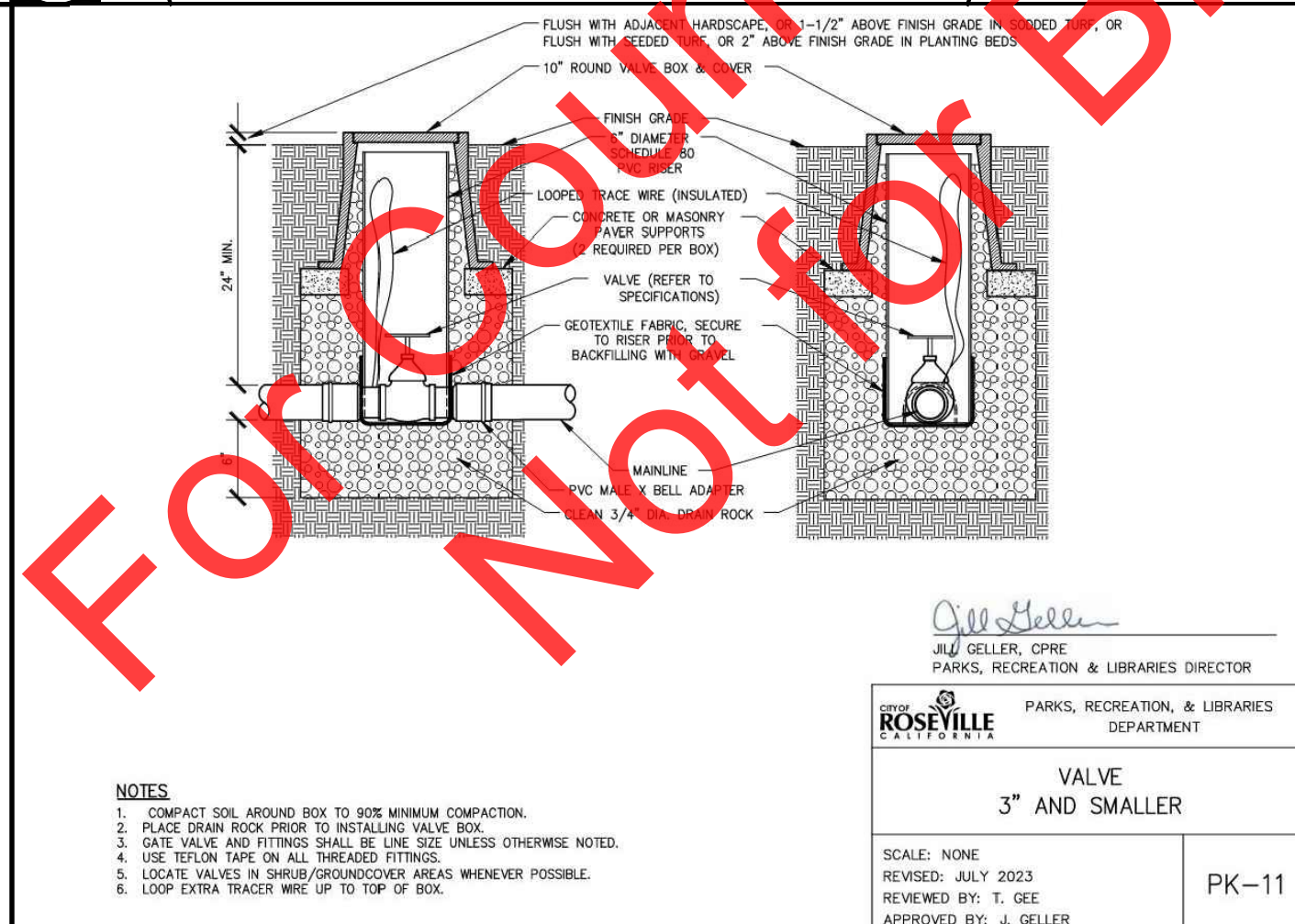
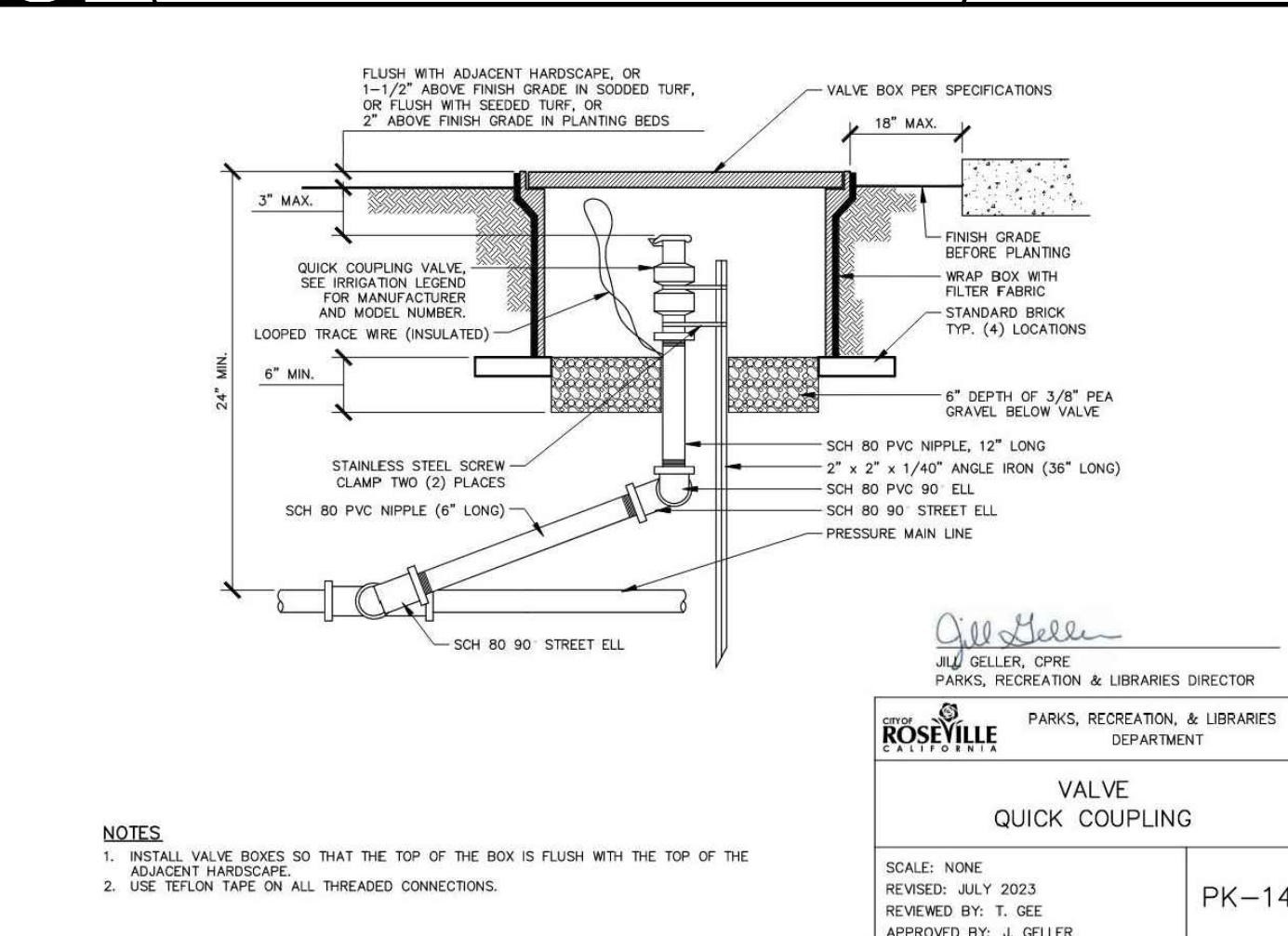
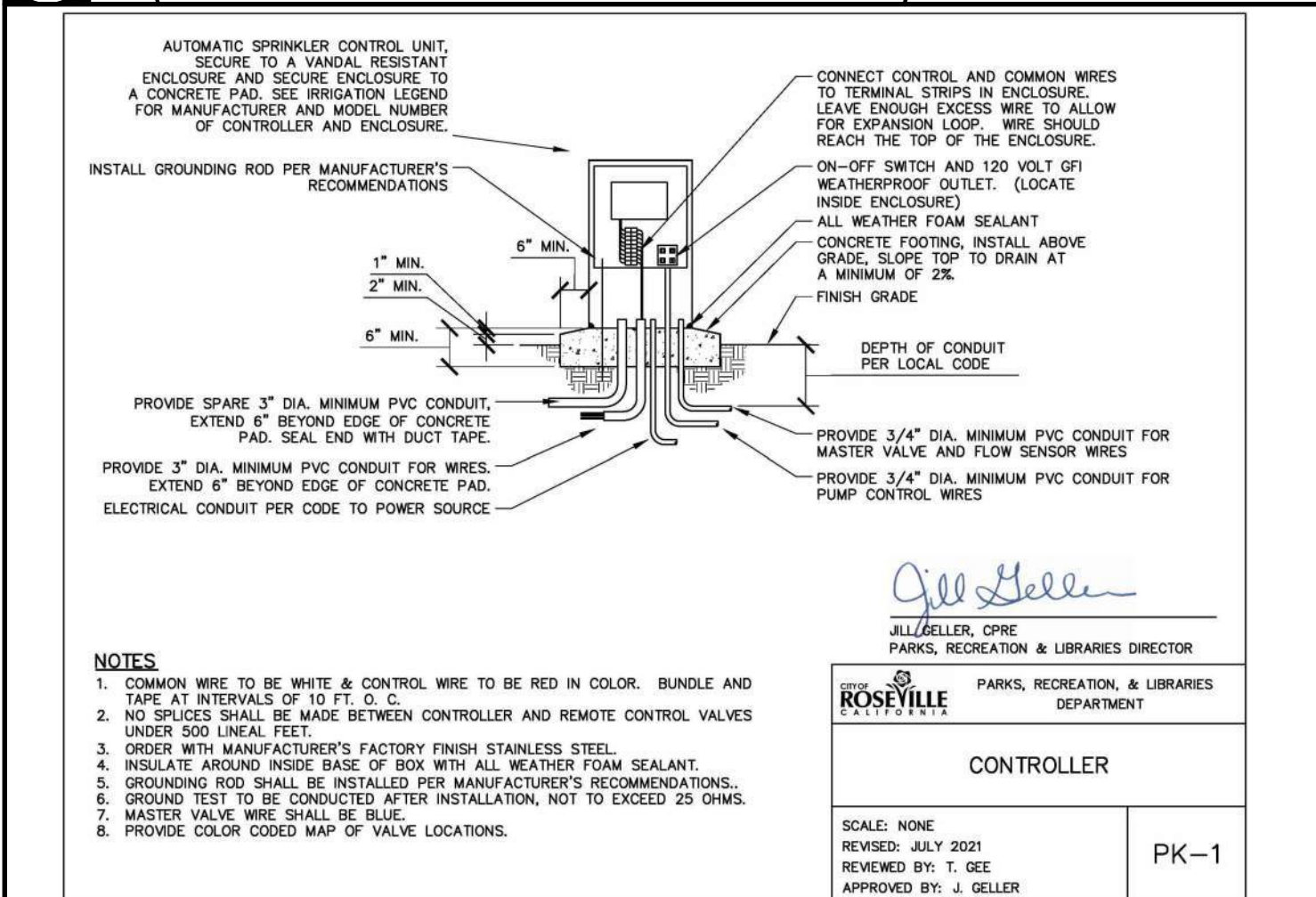
C REMOTE CONTROL VALVE (CITY OF ROSEVILLE STANDARD PK-15) NTS



H PIPE TRENCH (CITY OF ROSEVILLE STANDARD PK-6) NTS

E THRUST BLOCKS (CITY OF ROSEVILLE STANDARD PK-10) NTS

B VALVE 4" AND LARGER (CITY OF ROSEVILLE STANDARD PK-12) NTS



G IRRIGATION CONTROLLER (CITY OF ROSEVILLE STANDARD PK-1) NTS

D QUICK COUPLING VALVE (CITY OF ROSEVILLE STANDARD PK-14) NTS

A VALVE 3" AND SMALLER (CITY OF ROSEVILLE STANDARD PK-11) NTS



Project Manual for the Riego Creek Turf Renovation Project

February 2025

The latest edition of the City of Roseville Parks Construction Standards are incorporated by reference as a part of this Project Manual. The Parks Construction Standards are available at www.roseville.ca.us/parksintheworks.

Parks, Recreation & Libraries
316 Vernon Street, Suite 400
Roseville, California 95678
www.roseville.ca.us





Parks, Recreation & Libraries
Park Development
316 Vernon Street, Suite 400
Roseville, California 95678

Notice to Bidders

DATE: 2/6/2025

TO: Prospective Bidders

FROM: Kelly Appier, Park Development Project Manager

RE: Riego Creek Park Turf Conversion

Project Description: The City of Roseville is now accepting bid proposals for the Riego Creek Park Turf Conversion. The scope of work for the base bid includes, but is not limited to: Convert a large landscaped area into turf. This includes removal of existing bark mulch, improvements to existing irrigation system, performing soil preparation, seeding areas for turf, and installation of new concrete mowbands. Bid Alternates will include: additional landscaped area converted to turf, and relocating and spreading of removed bark mulch to another site in lieu of disposal.

Contract Documents: A Project Manual, including all Contract Documents and the Proposal forms for bidding this project, may be obtained online from the City of Roseville's website at www.roseville.ca.us/business/procurement_services/bids_rfps. All communications relative to this project shall be conducted through Public Purchase.

Potential bidders are advised to obtain all documents and specifications related to this project directly from the City of Roseville. The City of Roseville does not guarantee the accuracy of any forms, plans, or project manuals obtained through outside sources other than the City of Roseville. Furthermore, the City does not guarantee the distribution of any addendums or the accuracy of their content if obtained from a third party.

Bidders expressly assume the risk that their bid will be rejected from the use of project manuals or project plans obtained from third parties other than the City of Roseville.

Engineer's Estimate: The engineer's estimate for construction of the base bid item is **\$176,987.00**

Pre-Bid Meeting: An optional job walk will not be held for this project.

Questions: The deadline for submission of questions and clarifications regarding the Contract Documents is 2/17/2025. In order to meet the required timeline to issue addenda, questions will not be accepted after this date. Only Addenda issued by the City are binding. All questions shall be directed to the attention of Kelly Appier via Public Purchase at <https://roseville.ca.us/rfp>.

Bid Deadline: Proposals will be received at the Office of the City Clerk, 311 Vernon Street, Roseville, California, until 3:00 p.m. on 2/25/2025. The proposals will be publicly opened and read by the City Clerk or designee of the City of Roseville in the City Clerk's Office at 3:05 p.m. on that same day.

The July 2023 edition of the City of Roseville Parks Construction Standards will be applicable to this project. The successful bidder will be required to use the standards contained in the book for the construction of this project.



Parks, Recreation & Libraries
Park Development
316 Vernon Street, Suite 400
Roseville CA 95678

Notice to the apparent low bidder for the Riego Creek Park Turf Conversion Project

In order to move forward with the award of this project, the City of Roseville requests that you submit the following documents:

1. Agreement (two sets of originals, single-side print) with either:
 - wet signatures from two corporate officers*, or
 - wet signature from one corporate officer **plus** the corporate seal

** In accordance with Section 313 of the California Corporations Code, any document executed by a corporation requires the signature from at least one person from EACH of the following two groups:*

GROUP ONE

*Chairman of the Board
President
Vice President*

GROUP TWO

*Secretary
Assistant Secretary
Chief Financial Officer
Assistant Treasurer*

If an officer holds a title in each of the above groups (dual title), that officer may sign for each of the two groups by two separate signatures with the appropriate title listed with his or her signature.

2. Public Works Faithful Performance Bond – fully executed and notarized
3. Public Works Labor and Materials Payment Bond – fully executed and notarized
4. Insurance Certificates – e-mailed to roseville@ebix.com and ksappier@roseville.ca.us

We request that all documents be received by **March 7, 2025**.

Please contact us if you are unable to meet this deadline.

Send completed forms to:

City of Roseville - Parks, Recreation & Libraries Department
Attn: Kelly Appier
316 Vernon Street, Suite 400
Roseville CA 95678

The Parks, Recreation & Libraries Department requires submittal of all of the above executed documents prior to City Council bid award.

916.774.5505 phone
916.774.5251 fax
www.roseville.ca.us

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Proposal	PROP
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General Conditions for Buildings and Grounds	GC
Supplemental Conditions	SC
Specifications	SPEC
Drawings	DRAW
Assembly Bill No. 626	AB 626

For Council Approval
Not for Bidding

CITY OF ROSEVILLE

DEPARTMENT OF Parks, Recreation & Libraries

Name of Project: Riego Creek Park Turf Conversion

NOTICE TO CONTRACTORS

NOTICE IS HEREBY GIVEN THAT sealed Proposals will be received at the Office of the City Clerk, 311 Vernon Street, Roseville, California, until February 25, 2025 at 3:00 p.m. Late Proposals will be rejected. No exceptions.

The Proposals will be publicly opened and read by the City Clerk or designee of the City of Roseville at 3:05 p.m. on February 25th, 2025 at the Office of the City Clerk located at 311 Vernon Street, Roseville California for the following project:
Riego Creek Park Turf Conversion.

A pre-bid meeting will be held at No pre-bid meeting will be held.

A Project Manual, including all Contract Documents and the Proposal forms for bidding this project, may be obtained on-line from the City of Roseville's website at https://www.roseville.ca.us/business/procurement_services/bids_rfps. All communications relative to this project shall be conducted through Public Purchase.

Bids shall be submitted on the City's Proposal Forms included in the Project Manual, plainly endorsed with the Bidder's name together with signed acknowledgement of any and all addenda. Proposal Forms shall be securely sealed in a suitable envelope marked with the name and address of the Bidder, and marked in capital letters on the front and back of the envelope as

follows:

RIEGO CREEK PARK TURF CONVERSION

(Name of Bidder)

(Address of Bidder)

Whether mailed or personally delivered, all bids shall be addressed to the City of Roseville, Office of the City Clerk, 311 Vernon Street, Roseville, California, 95678.

Each bid must be accompanied by a Bid Guaranty in the form of a Certificate of Deposit, Certified or Cashier's Check, Bidder's Bond or Irrevocable Standby Letter of Credit in an amount equal to at least ten percent (10%) of the Bidder's Grand Total Price. The Bid Guaranty will be retained by the City and applied to any and all damages sustained by the City in the event that the successful Bidder fails or refuses to enter into the Contract awarded to it and to furnish all required bonds and Certificates of Insurance. The City intends to award the Contract to the lowest responsible Bidder based on the Grand Total Bid Price for all components of the Project. To the extent allowed by law, the City reserves the right to reject any and all bids and/or to waive any irregularities or informalities in any bid or in the bidding procedure. The City specifically reserves the right to not award the Contract after the opening of bids.

Any bid may be withdrawn at any time prior to the time fixed in the public notice for the deadline submission of bids only by written request for the withdrawal of the bid filed with the City Clerk. The request shall be executed by the Bidder or his or her duly authorized representative. The withdrawal of a bid does not prejudice the right of the Bidder to file a new bid by the submission deadline. Whether or not bids are opened exactly at the time fixed in the public notice for opening bids, a bid will not be received after the deadline submission of bids

nor may any bid be withdrawn after the time fixed in the public notice for deadline for submission of bids. Immediately following the deadline for submission of bids all bids shall become the property of the City of Roseville and the City is under no obligation to return bids.

Bids will be examined and reported to the City Council within sixty (60) business days after the bid opening. Except as permitted by applicable law, no Bidder may withdraw its bid for a period of sixty (60) business days after the date of bid opening. Each Bidder will be notified of any award of the Contract by the City.

The City will affirmatively ensure non-discrimination on the basis of one or more of the following: race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, age, sexual orientation, or military and veteran status in the award and administration of contracts that it awards.

Pursuant to Public Contract Code Section 22300, the successful Bidder may submit certain securities in lieu of the City withholding retention of payments during the Project.

The City has determined that the Contractor shall possess a valid Class A, C-27 Contractor's license at the time that the bid is submitted, as well as any other license classification as may be required by the laws of the California for the performance of the work specified in the Contract Documents. Said license shall be maintained during the Contract period. Failure to possess the specified license shall render the bid nonresponsive and will act as a bar to the award of the Contract to any Bidder not possessing such a license at the time of bid submittal. The Contractor shall provide certification of the license, its number and the expiration date on the proposal form.

The work is to be done in Placer County. Pursuant to California Labor Code Section 1773, the City has ascertained the General Prevailing Rate of Wages in the County in which the

work is to be done to be as determined by the Director of Industrial Relations of the State of California. The Contractor is hereby made aware that information regarding prevailing wage rates may be obtained from the State Department of Industrial Relations and/or the following website address: <http://www.dir.ca.gov/dlsr/DPreWageDetermination.htm>. The Contractor is required to post a copy of the applicable wage rates at the job site. Attention is directed to Section 5 “Legal Relations and Responsibility” of the General Conditions.

Pursuant to Labor Code Section 1771.1(b), notice is hereby given that a contractor or subcontractor shall not be qualified to bid on, be listed in a bid proposal, subject to the requirements of Section 4104 of the Public Contract Code, or engage in the performance of any contract for public work, as defined in Labor Code Sections 1720, et seq., unless currently registered and qualified to perform public work pursuant to Labor Code Section 1725.5 or exempt from registration requirements pursuant to Labor Code Section 1725.5(f). It is not a violation of Labor Code Section 1771.1 for an unregistered contractor to submit a bid that is authorized by Section 7029.1 of the Business and Professions Code or by Section 10164 or 20103.5 of the Public Contract Code, provided the contractor is registered to perform work pursuant to Labor Code Section 1725.5 at the time the contract is awarded or is exempt from registration requirements pursuant to Labor Code Section 1725.5(f). The Contractor is hereby notified that this project is subject to compliance monitoring and enforcement by the Department of Industrial Relations.

Vehicles with a GVWR greater than 8,500 lbs. and light – duty package delivery vehicles operated in California may be subject to the California Air Resources Board Advanced Clean Fleets regulations. Such vehicles may therefore be subject to requirements to reduce emissions and air pollutants. For more information, please visit the CARB Advanced Clean Fleets

webpage at <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>. In addition, certain off-road diesel vehicles may be subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation. For more information, please visit the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation webpage at <https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation>.

All questions prior to the deadline for bid submissions shall be directed to the attention of Kelly Appier via Public Purchase at <https://roseville.ca.us.rfp>. The deadline for submissions of questions and clarifications regarding the Contract Documents is 8 calendar days before the deadline for bid submissions. Only Addenda issued by the City are binding.

City Clerk, City of Roseville

Dated: _____

Published: _____

For Council Approval
Not for Bidding

INSTRUCTIONS TO BIDDERS

SECTION 1. GENERAL

1-1.01 **GENERAL.** These Instructions to Bidders form a part of the Contract Documents. Capitalized terms are defined in the General Conditions Section 1.

1-1.02 **EXAMINATION OF PLANS, CONTRACT DOCUMENTS AND SITE OF THE WORK.** The Bidder shall examine carefully the site of the Work and all the Contract Documents, including these Instructions to Bidders, and shall inform itself of the conditions relating to the execution of the Work. Failure to do so will not relieve the successful Bidder of its obligation to enter into an Agreement and complete the Work in strict accordance with the Contract Documents. Conditions relating to the execution of the Work include the requirements of federal, state, and local laws, statutes and ordinances relative to the execution of Work, including, but not limited to, applicable regulations concerning prevailing wage rates, non-discrimination in the employment of labor, protection of the public, employee health and safety, and environmental protection.

The submission of a bid shall be conclusive evidence that the Bidder has investigated and is satisfied as to the conditions to be encountered, as to the character, quality, and scope of Work to be performed, the quantities of materials to be furnished, and as to the requirements of all the Contract Documents.

1-1.03 **EXISTING INFORMATION.** Where the Department has made investigations of site conditions, including subsurface conditions in areas where Work is to be performed under the Contract, such investigations are made only for the purpose of study and design. City does not represent that such conditions as found in these investigations or inferences or conclusions drawn as a result of these investigations will represent actual site

conditions and hereby disclaims any liability as a result of Contractor's or Bidder's reliance on such investigations. City will presume that all Bidders have conducted their own site investigations, including investigations of subsurface conditions. Where such investigations have been made, Bidders or Contractors may, upon written request, inspect the records of the Department as to such investigations subject to the conditions set forth in these Instructions to Bidders. Such inspection of records may be made only at the location noted above. The records of such investigations are not a part of the Contract Documents and are shown solely for the convenience of the Bidder or Contractor. The City assumes no responsibility whatsoever with respect to the sufficiency or accuracy of the investigations made, the records thereof, or of the interpretations set forth therein or made by the City in its use thereof. The City makes no warranty or guarantee, either express or implied, that the conditions indicated by such investigations or records are representative of those existing throughout such areas, or any part thereof, or that unforeseen developments may not occur, or that materials other than, or in proportions different from those indicated, may not be encountered.

No information derived from such inspection of records of investigations or compilation thereof made by the City, the Department or from the Engineer, or his or her assistants, will in any way relieve the Bidder or Contractor from properly examining the site and making such additional investigations as it may elect, or from properly fulfilling the terms of the Contract.

SECTION 2: BID REQUIREMENTS

2-1.01 **PROPOSAL FORMS.** The Department will furnish to each Bidder standard Proposal Forms, which, when filled out and executed may be submitted as the bid. Proposals shall include all pages in the Project Manual with page numbers marked “PROP” plus the Addendum acknowledgment form (front sheet) from all Addenda received by the Bidder. Proposals shall be removed from the Project Manual. The full Project Manual shall not be submitted with the proposal. Bids not presented on forms so furnished will be disregarded.

The Proposal and one (1) copy thereof shall be submitted as directed in the “Notice to Contractors” under sealed cover plainly marked as a Proposal, and identifying the project to which the Proposal relates and the date of the bid opening therefor. Proposals which are not properly marked may be disregarded.

All blank spaces in the Proposal must be completed, as required, in ink. All price information shall be shown, clearly legible, in figures where required.

The Bidder shall sign the Proposal in the blank space provided therefor. If the Bidder is the sole owner, the Proposal shall be signed by the owner. If the Bidder is a corporation, the legal name of the corporation and its State of incorporation shall be set forth and the Proposal shall be signed by at least two officers authorized to sign contracts on behalf of the corporation. If the Bidder is a partnership, the true name of the firm shall be set forth, the names and addresses of all partners shall be given and the Proposal shall be signed by a partner in the firm authorized to sign contracts on behalf of the partnership. If the Bidder is a joint venture, the Proposal shall be signed on behalf of each participating company by officers or other individuals who have the full and proper authorization to do so. If the Proposal is signed by an agent of the Bidder other than an officer of a corporation or a member of a partnership, a notarized Power of

Attorney must be on file with the City prior to opening of bids or must be submitted with the Proposal. If requested by the City, the Bidder shall promptly submit evidence satisfactory to the City of the authority of the person signing the Proposal.

2-1.02 **SUBMISSION OF BIDS.** Bids must be submitted at the prescribed time and location specified in the Notice to Contractors. Any submission received after the prescribed time shall be rejected, regardless of whether or not bids are opened exactly at the prescribed time.

Any unauthorized conditions or qualifications entered on, or changes made to, the Proposal may render it invalid and may cause its rejection.

No telegraphic, telephonic, or facsimile or other electronically transmitted bids will be considered.

2-1.03 **REQUIRED LISTING OF PROPOSED SUBCONTRACTORS.** Each Proposal shall list the name, address and Contractor license number of each Subcontractor to whom the Bidder proposes to subcontract portions of the Work in an amount in excess of one-half of one percent (0.5%) of its total bid, in accordance with Section 4100 to 4114, inclusive, of the Public Contract Code for the State of California. The Bidder shall list the Subcontractor's license number and the portion of the Work that will be done by each Subcontractor. If the Bidder fails to specify a Subcontractor for any portion of the Work, the Bidder agrees to perform that portion of the Work itself, and represents that it is qualified to perform that portion of the Work itself. The Bidder's attention is invited to other provisions of the Public Contract Code related to the imposition of penalties for a failure to observe its provisions by using unauthorized Subcontractors or by making unauthorized substitutions.

2-1.04 **CONTRACTOR'S LICENSING LAWS.** Attention is directed to the

provisions of Business and Professions Code Chapter 9 of Division 3 concerning the licensing of Contractors.

All Bidders at the time of bid submittal shall be licensed as Contractors in accordance with the laws of this State. Any Bidder or Contractor not so licensed is subject to the penalties imposed by such laws. The form of Contractor's license required is stated in the Notice to Contractors, provided that the City makes no representation as to whether the State may require other or additional licenses. It is the Bidder's and Contractor's responsibility to obtain the correct Contractor's licenses. Bidders shall be skilled and regularly engaged in the general class or type of Work called for under this Contract.

All Bidders and Contractors, including Subcontractors, shall have a current City business license before undertaking any Work.

2-1.05 **NONCOLLUSION DECLARATION.** By submitting a bid, the Bidder represents and warrants that such bid is genuine and not a sham or collusive or made in the interest or on the behalf of any person therein named, and that the Bidder has not, directly or indirectly, included or solicited any other Bidder to put in a sham bid, or any other person, firm, or corporation to refrain from bidding, and that the Bidder has not in any manner sought collusion to secure the Bidder an advantage over any other Bidder.

Bidders shall submit a properly completed and executed "Noncollusion Declaration" in the form required by Public Contract Code Section 7106 and provided with the Proposal (PROP-11).

2-1.06 **DISQUALIFICATION, REMOVAL OR OTHER PREVENTION OF BIDDING.** A bid may be rejected on the basis of a Bidder, any officer of such Bidder, or any employee of such Bidder who has a proprietary interest in such Bidder, having been disqualified,

removed, or otherwise prevented from bidding on, or completing a federal, state, or local project because of a violation of law or a safety regulation.

2-1.07 **PROPOSAL GUARANTY.** All bids shall be accompanied by one of the following forms of Bidder's security: Cash, a cashier's check, a certified check, or a Bidder's bond executed by an admitted California surety insurer, made payable to the City of Roseville, or any other form of security deemed acceptable by the City Attorney. The security shall be in an amount equal to at least ten percent (10%) of the amount bid. A bid will not be considered unless one of the form of Bidder's security is enclosed with it.

A Bidder's bond shall conform to the City's bond form in the Proposal and shall be properly filled out and executed.

2-1.08 **SCHEDULE OF BID PRICES.** Bidders are directed to submit unit and lump sum prices for all Work set forth in the Contract Documents on the Proposal Form entitled "Schedule of Bid Prices."

Unit prices and lump sum prices, as indicated, must be entered in the appropriate spaces provided in the Schedule of Bid Prices. If applicable, unit prices shall be multiplied by the quantities shown, and the total shall be inserted in the Amount column. In the event of any error or discrepancy between the unit price and the calculated amount, the unit prices shall govern.

The City may correct any mathematical errors apparent on the face of the bid.

The amounts shown in the Amount column must be added together in arriving at the Grand Total Bid Price.

Amounts for Allowance bid items must be entered in the exact amount in the Amount column.

The prices included within the Schedule of Bid Prices shall include all costs for labor,

materials, tools, equipment, services, Subcontractors, suppliers, taxes, insurance, shipment, delivery, overhead, profit, and all other costs necessary to perform the Work in accordance with the Contract Documents.

The Grand Total Bid Price shall be indicated in the Summary table form included with the Schedule of Bid Prices. The Grand Total Bid Price shall be the sum of the amounts bid for each of the designated portions of the Work, as more specifically described on the Schedule of Bid Prices form itself.

Full compensation for complying with the Contract Documents, including requirements of the Standard Specifications, the General Conditions, Supplemental Conditions, and all warranties, shall be considered included in the bid items and no additional compensation shall be allowed therefor.

Full compensation for completion of all work as shown on the plans, as specified in the Specifications, and as directed by the City, shall be considered included in the bid items and no additional compensation shall be allowed.

Bidders are strongly discouraged from submitting unbalanced bids. As used herein, the term “unbalanced bid” is defined as any bid that does not include a reasonable proportionate allocation of indirect costs and profit of each bid item indicated in the Schedule of Bid Prices. The City reserves the right to reject any unbalanced bid if the City determines that there is a reasonable doubt that an acceptance of the bid will not result in the lowest ultimate cost to the City with regard to the work or a disproportionate distribution of contract funds.

The City reserves the right to delete any bid item in its entirety and/or significantly reduce the quantity of Work under a bid item. The City makes no representation that any Work under a bid item will be performed during the course of the Project or that the Work will be

performed at the quantities included in the Schedule of Bid Prices. As provided in the General Conditions, for any deleted Work, Contractor shall not be entitled to payment of the indirect costs and profit included for said bid item. All bid items shall be considered distinct and severable from the remaining bid items, and each Bidder acts at its peril if its bid is unbalanced.

The City shall compare bids on the basis of the Grand Total Bid Price, which includes the base bid and any alternates designated on the Schedule of Bid Prices. Alternates may or may not be awarded, or may be awarded in any combination, at the City's discretion.

2-1.09 **WITHDRAWAL OF PROPOSALS.** Any bid may be withdrawn at any time prior to the time fixed in the Notice to Contractors for the opening of bids, provided that a request in writing, executed by the Bidder or its duly authorized representative, for the withdrawal of such bid is filed with the City Clerk. Facsimile and electronic mail requests are not acceptable. The withdrawal of a bid shall not prejudice the right of a Bidder to file a new bid. The withdrawal of any bid after the time fixed in the Notice to Contractors for the opening of bids will not be permitted.

2-1.10 **ADDENDUM.** Proposals shall include all costs and account for all Addenda issued prior to opening of bids. The Bidder is responsible for verifying that all issued Addenda have been received. An Addendum acknowledgment form for each Addendum shall be included as part of the Proposal submittal.

2-1.11 **PUBLIC OPENING OF PROPOSALS.** Proposals will be publicly opened and read at the time and place indicated in the Notice to Contractors. Bidders or their authorized agents are invited to be present.

2-1.12 **TRENCHING AND EXCAVATION WORK.** In accordance with the provisions of California Labor Code Section 6707, if the Work involves construction of a

pipeline, sewer, sewage disposal system, boring or jacking pits, or similar trenches or open excavations, which are five feet (5') or deeper, each bid submitted shall contain, as a bid item, adequate sheeting, shoring, and bracing, or equivalent method, for the protection of life or limb, which shall conform to all applicable safety orders.

For Council Approval
Not for Bidding

SECTION 3: EVALUATION OF BIDS

3-1.01 **BID EVALUATION PROCESS.** Bids will be evaluated to determine the apparent low Bidder. The apparent low Bidder will be determined on the basis of the Grand Total Bid Price, as shown in the Schedule of Bid Prices. If additive or deductive alternates are used in the Schedule of Bid Prices, the apparent low Bidder will be the Bidder with the lowest total of the bid prices for base contract items plus the alternates designated by the City as those that will be used for determining the lowest bid price. However, the City reserves the right to (1) not award any alternates or (2) award any combination of alternates.

In case of discrepancy between the total of the base contract items and any specified alternates and the stated Grand Total Bid Price, the total of the base contract items plus specified alternates shall prevail. Any mathematical errors that appear on the face of the bid will be corrected by the City and the City will use the mathematically corrected addition. For example, if the mathematical total of Bidder's base contract items plus specified alternates equals \$1,000,000, but the Bidder has written \$1,250,000 as the Grand Total Bid Price, the City will consider \$1,000,000 to be the Bidder's Grand Total Bid Price for purposes of comparison to other Bidders and actual bid award. The City reserves its rights to reject or accept bids based on discrepancies between the stated Grand Total Bid Price and the actual mathematical total of the base contract bid items, plus specified alternates.

3-1.02 **REJECTION OF IRREGULAR PROPOSALS.** Proposals may be rejected in the City's sole discretion if they show any alterations of form, additions not called for, conditional bids, incomplete bids, erasures, or irregularities of any kind. However, the City reserves the right to waive any minor irregularities and informalities in any bid or in the bid procedure for any reason.

3-1.03 **COMPETITIVE BIDDING.** If more than one proposal is offered by any individual, firm, partnership, corporation, association, or any combination thereof, under the same or different names, all such proposals may be rejected. A party who has quoted prices on materials or Work to a Bidder is not thereby disqualified from quoting prices to other Bidders, or from submitting a bid directly for the materials or Work.

All Bidders are put on notice that any collusive agreement to control or affect the awarding of this Contract is in violation of the competitive bidding requirements of the City Charter, State Contract Act and the Business and Professions Code and may render void any Contract let under such circumstances.

3-1.04 **RELIEF OF BIDDERS.** If the Bidder claims a mistake was made in its bid, the Bidder shall give the Department written notice within five (5) Days after the opening of the bids of the alleged mistake, specifying in the notice in detail how the mistake occurred. No relief from a claimed mistaken bid shall be granted unless such mistake clearly appears on the face of the bid submitted to the City. Claimed mistakes on backup worksheets, spreadsheets, computerized bidding programs, or any other similar calculative bidding mistake which is not apparent on the face of the bid shall not under any circumstance be considered as a basis for relief. The burden of proving the occurrence of a mistake entitling a Bidder to relief from its bid rests entirely on the Bidder. Relief from bids shall be in the City's sole discretion.

SECTION 4: AWARD AND EXECUTION OF CONTRACT

4-1.01 **AWARD OF CONTRACT.** The City reserves the right to reject any and all proposals and to award (or not award) any combination of bid items at its option. Any such award will be to the lowest responsible Bidder whose proposal complies with the requirements prescribed for the bid items awarded. Such award, if made, will be made within sixty (60) business days after the opening of the proposals. If the lowest responsible Bidder refuses or fails to execute the Contract, or provide an acceptable Performance Bond, Payment Bond, and insurance certificate(s), the City may award the Contract to the second lowest responsible Bidder. Such award, if made, will be made within eighty-two (82) business days after the opening of proposals. If the second lowest responsible Bidder refuses or fails to execute the Contract, or provide an acceptable Performance Bond, Payment Bond, and insurance certificate(s), the City may award the Contract to the third lowest responsible Bidder. Such award, if made, will be made within one hundred four (104) business days after the opening of the proposals. The above time periods within which the award of Contract may be made are subject to extension for such further period as may be agreed upon in writing between the City and the Bidder concerned.

4-1.02 **RETURN OF BIDDER'S SECURITIES.** Within ten (10) Days after the award of the Contract, the City Clerk will return all Bidders' securities, other than Bidders' bonds, accompanying the proposals that are not to be further considered in making the award. Retained Bidders' securities will be held until the Contract has been fully executed, after which all Bidders' securities, except Bidders' bonds and any Bidders' securities that have been forfeited, will be returned.

4-1.03 **CONTRACT BONDS.** The successful Bidder shall furnish two (2)

bonds in the form contained in the section entitled Insurance Broker Information Packet and Bonds. One (1) bond shall secure the payment of the claims of laborers, mechanics or materialmen employed on the Work under the Contract, and the other bond shall guarantee the faithful performance of the Contract.

Each of the two (2) bonds shall be in a sum equal to one hundred percent (100%) of the Contract Price. If the Contract Price increases by the issuance of Change Orders, the penal amounts of the bonds required shall increase accordingly. Sureties on each of said bonds shall be satisfactory to the City.

All alterations, extensions of time, extra and additional Work, and other changes authorized by the Standard Specifications, the General Conditions, the Supplemental Conditions or any part of the Contract may be made without securing the consent of the surety or sureties on the Contract bonds.

Furthermore, the successful Bidder shall furnish a certificate from the County Clerk as required by California Civil Code of Procedure Section 995.660(a)(3).

4-1.04 **INSURANCE.** At the time of the execution of the Contract, the Contractor shall, at its own expense, procure, and at all times during the prosecution of the Work maintain in full force and effect Worker's Compensation Insurance, and Liability Insurance as specified in the General Conditions. The Contractor shall provide a Certificate of Insurance in the form contained in the section entitled Insurance Broker Information Packet.

4-1.05 **EXECUTION OF CONTRACT.** The Contract shall be signed by the successful Bidder and returned, together with all the required Contract bonds and insurance certificates, within fifteen (15) Days after the Contract has been awarded, or as otherwise directed, in writing, by the City.

If the Bidder is an individual, the Contract shall be executed personally by the Bidder. If the Bidder is a partnership, it is desirable that the Contract be executed by all of the partners, but it may be executed by one of them. If the Bidder is a corporation, it must be executed by two officers of the corporation consisting of (1) the chairman of the board, president or vice president; and (2) the secretary, assistant secretary, chief financial officer, treasurer or assistant treasurer, or by a person authorized by the corporation to execute written contracts on its behalf, and the corporate seal affixed thereto. In the alternative, a person other than an officer may sign the Contract, provided evidence satisfactory to the City is provided indicating the individual's authority to bind the corporation. If the corporate seal is not affixed to the Contract, or if it is executed by a person other than officers, or only by one officer, there must be attached to the Contract a certified copy of a resolution of the corporation authorizing such officer or person to execute written contracts for and on behalf of the corporation. If the Bidder is a joint venture, the Contract must be executed on behalf of each participating firm by officers or other individuals who have the full and proper authorization to do so.

4-1.06 **FAILURE TO EXECUTE CONTRACT.** Failure of the lowest responsible Bidder, the second lowest responsible Bidder, or the third lowest responsible Bidder to execute the Contract and file acceptable bonds and insurance as provided within fifteen (15) Days after the Contract has been awarded, or as otherwise directed, in writing, by the City, shall be just cause for annulment of the award and forfeiture of the Bidder's security. The successful Bidder may file with the City Clerk a written notice, signed by the Bidder or Bidder's authorized representative, specifying that the Bidder will refuse to execute the Contract if presented to Bidder. The filing of such notice shall have the same force and effect as the failure of the Bidder to execute the Contract and furnish acceptable bonds within the time prescribed.

SECTION 5: BID PROTEST PROCEDURES

5-1.01 **POLICY/PROCEDURES.** It is the policy of the City to consider fully and adjudicate promptly protests filed by prospective Bidders relating to the City's bidding procedure or award of the Contract. Protests shall be filed and processed in accordance with Section 4.12.150 of the Roseville Municipal Code. A Bidder's failure to follow the bid protest procedures may result in rejection of the protest by the City.

For Council Approval
Not for Bidding

PROPOSAL TO THE DEPARTMENT OF Parks, Recreation & Libraries

Project: Riego Creek Park Turf Conversion

Name of Bidder _____ Business Phone _____

Business Address _____

Place of Business _____

Contractor's License No. _____

License Expiration Date _____

License Classification Type _____

DIR Registration No. _____

Type of business organization: _____

*If a Corporation, incorporated under the laws of the State of: _____

City of Roseville Business License No. _____

The undersigned Bidder herewith submits this Proposal and binds itself on award by the City of Roseville under this bid to execute a Contract in accordance with its bid and the Contract Documents.

The Notice to Contractors, Instructions to Bidders, Form of Agreement, Specifications, General Conditions, Supplemental Conditions, Contract Drawings, and Addenda, if any, are made part of this bid and all provisions thereof are hereby accepted, and all representations and warranties are required thereby are hereby affirmed.

The work to be done is described in the Bidding Documents entitled _____, City of Roseville, California.

This offer shall be irrevocable for a period of sixty (60) Days after the date on which bids are opened.

The undersigned Bidder understands that any clarification made to the above or any new and different conditions or information submitted on or with its Proposal, other than that requested, may render the bid non-responsive.

The undersigned, as Bidder, declares that the only persons or parties interested in this Proposal as principals are those named herein; that this Proposal is made without collusion with any other person, firm, or corporation; that the Bidder has carefully examined the location of the proposed Work, the attached Form of Agreement, and the plans, Specifications, and other Contract Documents; and agrees if this Proposal is accepted, that it will contract with the City of Roseville, in the form of a copy of the Agreement contained in the Project Manual, to provide all necessary machinery, tools, apparatus and other means of construction, and to do all the work and furnish all the materials specified in the Contract Documents, in the manner and time therein prescribed, and according to the requirements of the Director, as therein set forth, and that the Bidder will take in full payment therefore prices indicated in the Schedule of Bid Items, including all work modified by addendum numbers _____. (IF NONE, STATE NONE).

Bids are required for all Bid Items. The amount of the Bid for comparison purposes will be the total of all items awarded.

The Bidder shall set forth for each item of work, in clearly legible figures, an item ("unit") price and a total for the item in the respective spaces provided for this purpose in the Schedule of Bid Items.

The prices included within the Schedule of Bid Items include all costs for labor, materials, tools, equipment, services, Subcontractors, suppliers, taxes, insurance, shipment, delivery, overhead, profit, and for all other costs necessary to perform the Work in accordance

with the Contract Documents.

Accompanying this Proposal is _____.

(Notice: Insert the words "Cash \$_____", "Cashier's Check," "Certified Check," or "Bidder's Bond," as the case may be, in an amount equal to at least ten percent (10%) of the total of the Bid.)

The names of all persons interested in the foregoing Proposal as Principals, are as follows: _____

If SOLE OWNER, execute here:

I sign as sole owner of the business named above:

If PARTNERSHIP, one or more partners sign here:

The undersigned certify that we are partners in the business named above and that we sign this bid with the full authority to do so:

If CORPORATION, execute here:

Corporate Name: _____

Incorporated under the laws of the State of _____

The undersigned certify that they sign this bid with the full and proper authorization so to do:

By _____
*Signature of Authorized Official**

By _____
*Signature of Authorized Official**

Title

Title

Typewritten or Printed Name

Typewritten or Printed Name

If JOINT VENTURE, execute here:

Joint Venture name composed of: _____

The undersigned certify that they sign this bid with the full and proper authorization so to do:

*Signature of Authorized Official**

*Signature of Authorized Official**

Title

Title

Typewritten or Printed Name

Typewritten or Printed Name

*If Bidder is a partnership or Joint Venture, give the full names of all partners and/or Joint Ventures in the space provided (use additional sheet if required). If Bidder is a corporation, two signatures are required as follows: (1) the Chairman, President, or Vice-President and (2) the Secretary, Assistant Secretary, Chief Financial Officer, Treasurer, or Assistant Treasurer. In the alternative, this Agreement may be executed by a single officer or a person other than an officer provided that evidence satisfactory to City is provided demonstrating that such individual is authorized to bind the corporation (example, a copy of a certified resolution from the corporation's board or a copy of the corporation's bylaws).

[LIST OF SUBCONTRACTORS FOLLOWS ON NEXT PAGE.]

For Council Approval
Not for Bidding

PROP - 5

LIST OF SUBCONTRACTORS

Contractor's Name: _____

The Bidder is required to furnish the following information in accordance with the provisions of Section 4100 and 4114, inclusive, of the Public Contract Code of the State of California. This list and information shall include all Subcontractors that perform work, provide labor or render services to the Bidder in connection with the Project in an amount in excess of one-half of one percent (0.5%) of the total amount of the Bidder Grand Total Price.

PORTION/ TYPE OF WORK	% OF CONTRACT	SUB- CONTRACTOR'S NAME	CONTRACTOR LICENSE NO.	DIR REG NO.	BUSINESS ADDRESS (CITY, STATE)

SECURITY FOR COMPENSATION CERTIFICATE

(Required by California Labor Code Section 1861)

TO: City Council
City of Roseville

I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this Contract.

(Signature of Bidder)

Business Address

Telephone

BIDDER'S BOND

City Council of the City of Roseville

KNOW ALL MEN BY THESE PRESENTS:

That we _____
_____, as PRINCIPAL, and

a, _____ and duly authorized to transact business
under the laws of the State of California, as SURETY, are held and firmly bound unto the City of
Roseville in the penal sum of _____ dollars
(\$ _____), being at least TEN PERCENT (10%) OF THE TOTAL AMOUNT OF
THE BID of the Principal above named, submitted by said Principal to the City of Roseville,
acting by and through the Public Works Director, for the work described below, for the payment
of which sum in lawful money of the United States, well and truly to be made, to the Director of
the Department to which said Bid was submitted, we bind ourselves, our heirs, executors,
administrators and successors, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH,

That whereas the Principal has submitted the above-mentioned Bid to the City Council of
the City of Roseville, as aforesaid, for certain construction specifically described as follows, for
which Bids are to be opened at the Office of the City Clerk located at 311 Vernon Street,
Roseville, California, on _____, 20__ FOR

(Copy here the exact title of work as it appears on the Proposal.)

NOW, THEREFORE, IF THE AFORESAID PRINCIPAL is awarded the Contract and, within the time and manner required under the Contract Documents, after the prescribed forms are presented for signature, enters into a written Contract, in the prescribed form, in accordance with the Bid, and files all insurance and two (2) Bonds with the Department, one (1) to guarantee Faithful Performance and the other to guarantee Payment for Labor and Materials, as required by law, then this obligation shall be null and void; otherwise, it shall be and remain in full force and effect.

IN WITNESS WHEREOF, we have hereunto set our hands and seals on this _____ day of _____, 20____.

_____(Seal)

_____(Seal)

_____(Seal)

Principal

_____(Seal)

_____(Seal)

_____(Seal)

Surety

Business Address

NOTE: To be considered complete, both the Principal and the Surety must sign this Bidder's Bond. In addition, signatures of those executing for the Surety must be properly acknowledged.

Project Riego Creek Park Turf Conversion

Contractor _____

SCHEDULE OF BID ITEMS

For Council Approval
Not for Bidding

Contractor _____

SCHEDULE OF BID ITEMS

The bidder, in compliance with the published Notice to Contractors, having examined the Plans and Specifications, any and all addenda, any related documents, and all of the sites of the proposed work, and being familiar with all the conditions surrounding the construction of the proposed project, including the availability of material, hereby proposes to furnish all labor, materials, and supplies, and to construct the project in accordance with the Contract Documents, within the time period set forth therein, and at the prices stated. This is a lump sum bid project. These prices are to include all labor, materials, supplies, and all other expenditures incidental to complete compliance to the Contract Documents.

The work to be included in the Contract shall be determined by the City prior to award of Contract. **The amount of the bid for comparison and award purposes shall be the total amount set forth in the “Grand Total Bid Price”.** The City reserves the right to award none, all or selected bid alternates as the budget permits.

BASE BID:

Base bid includes all work as shown on the plans, project manual, and addenda to construct the **Riego Creek Turf Renovation Project**.

Numerical **Base Bid: (Area C):** \$ _____

Written **Base Bid:** _____ dollars and _____

Bid Alternates:

Bid Alternate 1: (Area B)

Numerical Total Bid: \$ _____

Written Total Bid: _____ dollars and _____

Bid Alternate 2: In lieu of disposal, transport existing mulch in Area C to The Courts at Gibson Park

Numerical Total Bid: \$ _____

Written Total Bid: _____ dollars and _____

Bid Alternate 3: In lieu of disposal, transport existing mulch in Area B to The Courts at Gibson Park

Numerical Total Bid: \$ _____

Written Total Bid: _____ dollars and _____

GRAND TOTAL BID PRICE:

Lump Sum Base Bid plus Add Alternates 1, 2 and 3

Numerical **Grand Total Bid Price:** \$ _____

Written **Grand Total Bid Price:** _____ dollars and _____

The additions/deletions sheets (PROP-10C through PROP-10D) are required to be submitted with the proposal and shall be completed in their entirety. The additions/deletions sheets will not be considered for bid award, but may be used for contract change orders.

Contractor Name (print or type): _____

Signature (by authorized representative): _____

Date: _____ License No.: _____ Class: _____

For Council Approval
Not for Bidding

RIEGO CREEK PARK TURF CONVERSION

For Additions and Deletions Only

Contractor shall provide itemized costs as shown below for use during construction for additions or deletions only. Unit costs to be listed are based on the project plans, specifications, Parks Construction Standards and the Design & Construction Standards, unless otherwise noted. Items listed are not necessarily shown on the plans or identified in the Technical Specifications.

Item	Description	Unit	Unit Cost
1	EC-2 Preservation of Existing Vegetation	sf	
2	EC-3 Hydraulic Mulch	sf	
3	EC-4 Hydroseeding	sf	
4	EC-6 Straw Mulch	sf	
5	EC-7 Geotextiles and Mats	sf	
6	EC-8 Wood Mulching	sf	
7	EC-10 Velocity dissipation device	ea	
8	EC-11 Slope Drains	ea	
9	EC-14 Compost Blanket	sf	
10	EC-16 Non-Vegetative Stabilization	sf	
11	SE-1 Silt Fence	lf	
12	SE-5 Fiber Rolls	lf	
13	SE-6 Gravel Bag Berm	ea	
14	SE-7 Street Sweeping and Vacuuming	ea	
15	SE-8 Sandbag Barrier	lf	
16	SE-9 Straw Bale Barrier	lf	
17	SE-10 Storm Drain Inlet Protection	ea	
18	TC-1 Stabilized construction entrance/exit	ea	
19	TC-3 Entrance/outlet tire wash	ea	
20	Site Security Fencing	lf	
21	Mulch removal and disposal	sf	
22	Tree protection	ea	
23	Fine grading	sf	

Items 1 through 19 are to be consistent with requirements detailed in California Stormwater Quality Association Stormwater Best Management Practice Handbook, latest edition.

MAIDU SOFTBALL RESTROOM RENOVATION PROJECT

For Additions and Deletions Only (continued)

Item	Description	Unit	Unit Cost
24	Soil amendment	sf	
25	Hydrosee turf	sf	
26	Refresh bark mulch (3" min. depth)	sf	
27	Landscape maintenance	month	
28	Remote control valve with pressure regulator	ea	
29	Quick coupler valves	ea	
30	Gate valve	ea	
31	Rotor	ea	
32	Irrigation mainline 3"	lf	
33	Irrigation lateral line	lf	
34	Irrigation controller module - 8 station add on kit	ea	
35	12" mowband	lf	
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			

PROJECT QUALIFICATIONS/EXPERIENCE SHEET

Project Name: _____ Company Name: _____ License Type: _____

The following shall be fully completed by the Contractor detailing previous experience which satisfies the project prerequisite. This prerequisite includes park projects of similar size and scope to that of the current project and which has been completed by your company within the last three (3) years. This form shall be fully completed and submitted as a part of the Proposal/Bid Schedule. Failure to do so could be interpreted as an incomplete/non-responsive bid.

1. Project Name: _____ Acres _____ Location: _____
Owner: _____ Contact Person: _____
Phone: (____) _____ Contract Amount: \$ _____ Year Completed _____
Landscape Architect/Architect: _____ Phone: (____) _____

Scope of Work (check all those that apply):

☐ Grading	☐ Drainage	☐ Irrigation	☐ Asphalt Concrete Work	☐ Concrete Forming
☐ Concrete Flatwork	☐ Special Concrete Finishing	☐ Decomposed Granite Paving	☐ Parking Lots	☐ Tennis Courts
☐ Basketball Court	☐ Play Equipment Installation	☐ Benches	☐ Picnic Tables	☐ Lighting
☐ Drinking Fountains	☐ Masonry Block Work	☐ Backstops	☐ Restroom Facilities	☐ Landscaping
☐ Other (specify) _____				

2. Project Name: _____ Acres _____ Location: _____
Owner: _____ Contact Person: _____
Phone: (____) _____ Contract Amount: \$ _____ Year Completed _____
Landscape Architect/Architect: _____ Phone: (____) _____

Scope of Work (check all those that apply):

☐ Grading	☐ Drainage	☐ Irrigation	☐ Asphalt Concrete Work	☐ Concrete Forming
☐ Concrete Flatwork	☐ Special Concrete Finishing	☐ Decomposed Granite Paving	☐ Parking Lots	☐ Tennis Courts
☐ Basketball Court	☐ Play Equipment Installation	☐ Benches	☐ Picnic Tables	☐ Lighting
☐ Drinking Fountains	☐ Masonry Block Work	☐ Backstops	☐ Restroom Facilities	☐ Landscaping
☐ Other (specify) _____				

3. Project Name: _____ Acres _____ Location: _____
Owner: _____ Contact Person: _____
Phone: (____) _____ Contract Amount: \$ _____ Year Completed _____
Landscape Architect/Architect: _____ Phone: (____) _____

Scope of Work (check all those that apply):

☐ Grading	☐ Drainage	☐ Irrigation	☐ Asphalt Concrete Work	☐ Concrete Forming
☐ Concrete Flatwork	☐ Special Concrete Finishing	☐ Decomposed Granite Paving	☐ Parking Lots	☐ Tennis Courts
☐ Basketball Court	☐ Play Equipment Installation	☐ Benches	☐ Picnic Tables	☐ Lighting
☐ Drinking Fountains	☐ Masonry Block Work	☐ Backstops	☐ Restroom Facilities	☐ Landscaping
☐ Other (specify) _____				

For Council Approval
Not for Bidding

NONCOLLUSION DECLARATION TO BE EXECUTED BY
BIDDER AND SUBMITTED WITH BID

The undersigned declares:

I am the _____ of _____, the party making the foregoing bid.

The bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation. The bid is genuine and not collusive or sham. The Bidder has not directly or indirectly induced or solicited any other Bidder to put in a false or sham bid. The Bidder has not directly or indirectly colluded, conspired, connived, or agreed with any Bidder or anyone else to put in a sham bid, or to refrain from bidding. The Bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the Bidder or any other Bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other Bidder. All statements contained in the bid are true. The Bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, to any corporation, partnership, company, association, organization, bid depository, or to any member or agent thereof, to effectuate a collusive or sham bid, and has not paid, and will not pay, any person or entity for such purpose.

Any person executing this declaration on behalf of a Bidder that is a corporation, partnership, joint venture, limited liability company, limited liability partnership, or any other entity, hereby represents that he or she has full power to execute, and does execute, this declaration on behalf of the Bidder.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that this declaration is executed on _____ [date], at _____ [city], _____ [state].

(Signature of Declarant)

DISQUALIFICATION QUESTIONNAIRE

The Bidder shall complete, under the penalty of perjury, the following questionnaire:

Has the Bidder, any officer of the Bidder, or any employee of the Bidder who has proprietary interest in the Bidder, ever been disqualified, removed, or otherwise prevented from bidding on, or completing a federal, state, or local government project because of a violation of law or a safety regulation?

Yes _____

No _____

If the answer is yes, explain the circumstances in the following space.

NAME OF BIDDER: _____

SIGNATURE OF BIDDER: _____

TITLE OF BIDDER: _____

DATE: _____

For Council Approval
Not for Bidding

ACKNOWLEDGEMENT OF INSURANCE AND BOND REQUIREMENTS

Included in the Bid Price is full compensation for the requirements set forth in the
INSURANCE BROKER INFORMATION PACKET of the Project Manual.

NAME OF BIDDER: _____

SIGNATURE OF BIDDER: _____

TITLE OF BIDDER: _____

DATE: _____

For Council Approval
Not for Bidding

DISCLAIMER OF WARRANTIES AND ACCURACY OF DATA

Although soil and site investigation reports have been obtained from sources believed to be reliable, no warranty expressed or implied is made regarding accuracy, adequacy, completeness, legality, reliability or usefulness of any information contained therein. These reports are subject to change at any time, may be incomplete, and/or may contain errors. This information is provided for informational purposes only. The City of Roseville provides this information on an “as is” basis. Warranties of any kind, express or implied, or statutory, including but not limited to the implied warranties of merchantability, and fitness for a particular purpose ARE DISCLAIMED to any party viewing these documents or to any third party.

The City of Roseville does not accept and expressly disclaims liability to any party viewing such information, or to any third party whatsoever, for any loss, damage, or injury (including incidental or consequential damages) whether such loss, damage, or injury is the result of negligence, willful or intentional misconduct, or any other cause.

I have read and acknowledged the above disclaimer and agree to hold harmless the City of Roseville on any theory of liability for any loss, damage or injury whether in contract, strict liability or tort arising in any way out of the use or contents of the released information or documents described above or the performance of the work called for herein.

Print Name

Signature

Name of Business/Company/Corporation

Date

Address

Phone

END OF PROPOSAL

For Council Approval
Not for Bidding

PROP - 15

A G R E E M E N T

THIS AGREEMENT, is made and entered into this _____ day of _____,
20____, by and between the City of Roseville, a municipal corporation, (“CITY”), and
_____, a _____,
 (“CONTRACTOR”); and

W I T N E S E T H:

WHEREAS, the City Council of the CITY, at a meeting held on the ____ day of _____, 20____, approved plans and specifications for the _____
_____ and directed the City Clerk to advertise for sealed proposals for doing said work and providing that bids be submitted on the ____ day of _____, 20____; and

WHEREAS, the City Clerk, thereafter duly and regularly caused a notice to be published in the manner and for the time prescribed by law; and

WHEREAS, CONTRACTOR, pursuant to the provisions of said notice duly filed a bid with the City Clerk, a true copy of which bid is now on file in the office of the City Clerk, and is hereby referred to and by this reference made a part hereof as fully as if set forth at length herein; and

WHEREAS, all bids received pursuant to said notice were opened and examined and publicly declared at the time specified in said advertisement for bids and at a meeting of the City Council held on the ____ day of _____, 20____, the Council found and

declared the bid of CONTRACTOR to be the lowest responsible bid and thereupon awarded a contract to CONTRACTOR to do the work referred to in the aforementioned specifications.

NOW, THEREFORE, the parties agree as follows:

1. THE WORK. CONTRACTOR agrees:

a. To do the work and furnish all the labor, materials, tools, supplies, equipment, superintendence, insurance, and bonds required for the _____

_____ in accordance with the Contract Documents (the Work).

b. To do and perform the Work contemplated hereby in a good and workmanlike manner under the direction of and to the satisfaction of the Director of Public Works of the City of Roseville.

2. PAYMENT. CITY shall pay CONTRACTOR _____

_____ dollars (\$ _____) for the Work to be done under this Agreement in accordance with the Contract Documents.

3. CONTRACT DOCUMENTS. The complete Agreement between the parties hereto consists of the following documents:

a. The advertisement for bids (including the notice to bidders, instructions to bidders and proposals);

b. The accepted bid;

c. Plans and specifications (including general conditions, supplemental conditions, special provisions and construction details);

d. Bonds and insurance required by the specifications; and

e. This contract.

All documents specified above are intended to operate so that any work called for in any one and not mentioned in the other, or vice versa, is to be executed the same as if mentioned in all said documents.

4. LIQUIDATED DAMAGES. In the event CONTRACTOR does not complete the Work within the time specified, CONTRACTOR agrees that CITY will suffer damages. Inasmuch as the actual damages which would result from such breach by CONTRACTOR under this Agreement are uncertain, and would be impractical or extremely difficult to fix, CONTRACTOR agrees that it shall pay, or CITY shall deduct from CONTRACTOR's fee, the amount of \$ 1,000 per day as liquidated damages, in the event of such delay.

5. TIME OF COMPLETION. Time is of the essence of this Agreement. CONTRACTOR shall complete all Work under the Contract Documents within 45 Days of the date of this Contract. CONTRACTOR shall begin work by the date specified in the "Notice to Proceed" letter and shall diligently prosecute all of the Work under this Contract in all parts and requirements as defined in the Contract Documents.

6. SERVICE OF NOTICE. Any notice required or permitted to be given under this Agreement shall be deemed given when (a) personally delivered to the recipient identified below; (b) mailed by registered or certified mail, return receipt requested, postage pre-paid, to the address specified below; or (c) sent by facsimile, with confirmation of receipt, to the facsimile number identified below.

CITY OF ROSEVILLE

CONTRACTOR

CITY may also act through either its architect or construction manager if CITY expressly gives notice to CONTRACTOR, in writing, that CITY's designee has authority to act for CITY in a specific capacity.

7. DISPUTES. Disputes arising from this Agreement will be determined in accordance with the Contract Documents and Public Contract Code Sections 10240-10240.13.

8. GOVERNING LAW. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

9. INDEPENDENT CONTRACTOR. CONTRACTOR shall act as an independent contractor, and covenants and agrees that it will conduct itself consistent with such status, that it will neither hold itself out as, nor claim to be, an officer or employee of CITY by reason of this Agreement.

10. SUCCESSORS IN INTEREST. This Agreement shall be binding upon the heirs, successors, executors, administrators and assigns of the respective parties hereto.

11. MODIFICATION. This Agreement and each provision contained herein may be waived, amended, supplemented or eliminated only by mutual written agreement of the parties.

12. SEVERABILITY. If any of the provisions contained in this Agreement are for any reason held invalid or unenforceable, such holding shall not affect the remaining provisions or the validity and enforceability of the Agreement as a whole.

13. INTEGRATED AGREEMENT. This is an integrated agreement and contains all of the terms, considerations, understanding and promises of the parties. It shall be read as a whole.

14. CONTRACTORS LICENSE LAW. CONTRACTORS ARE REQUIRED BY LAW TO BE LICENSED AND REGULATED BY THE CONTRACTORS' STATE LICENSE

BOARD WHICH HAS JURISDICTION TO INVESTIGATE COMPLAINTS AGAINST CONTRACTORS IF A COMPLAINT REGARDING A PATENT ACT OR OMISSION IS FILED WITHIN FOUR (4) YEARS OF THE DATE OF THE ALLEGED VIOLATION. A COMPLAINT REGARDING A LATENT ACT OR OMISISON PERTAINING TO STRUCUTRAL DEFECTS MUST BE FILED WITHIN TEN (10) YEARS OF THE DATE OF THE ALLEGED VIOLATION. ANY QUESTIONS CONCERNING A CONTRACTOR MAY BE REFERRED TO THE REGISTRAR, CONTRACTORS' STATE LICENSE BOARD, P.O. BOX 26000, SACRAMENTO, CALIFORNIA 95826.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Agreement in duplicate by its City Manager and attestation by its City Clerk under authority of Resolution No. _____, adopted by the Council of the City of Roseville on the ____ day of _____, 20____, and CONTRACTOR has caused this Agreement to be duly executed.

CITY OF ROSEVILLE, a
municipal corporation

_____, a

BY: _____
DOMINICK CASEY
City Manager

BY: _____
its: _____

and

ATTEST:

BY: _____
its: _____

BY: _____
CARMEN AVALOS
City Clerk

For Council Approval
Not for Bidding

APPROVED AS TO FORM:

BY: _____
MICHELLE SHEIDENBERGER
City Attorney

APPROVED AS TO SUBSTANCE:

BY: _____

Print Name: _____

Title: _____

For Council Approval
Not for Bidding

INSURANCE BROKER INFORMATION PACKET

Project: Riego Creek Park Turf Conversion

NOTICE TO CONTRACTOR:

For your convenience, this package contains the Requirements for Insurance and Bonds for this project, including the necessary City forms. You are required to return these forms in addition to the executed Contract within fifteen (15) calendar days after the award of the Bid, unless otherwise directed by City in writing. (See the Instructions to Bidders.)

Please insert the dollar amount of your accepted Bid into the blank on page INS-1 and present this entire package to your insurance broker if you are awarded the Bid.

For Council Approval
Not for Bidding

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Public Works Faithful Performance Bond	INS 10
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For Council Approval
Not for Bidding

NOTICE TO INSURANCE BROKER

Your client has been awarded a bid by the City Council of the City of Roseville to perform a public works project known as Riego Creek Park Turf Conversion. The Contract Conditions for that project require your client (“the Contractor”) to return certain evidence of insurance and bonds to the City Attorney of the City within fifteen (15) days after the Bid award, unless otherwise directed by the City in writing, or else the Bid award may be terminated and awarded to another company.

This package contains the information you will need as an insurance broker to provide the appropriate insurance and bonds to the City. The insurance coverages the Contractor needs are specified in the section entitled “Insurance Requirements.” Please note that, in addition to the insurance certificate itself, copies of several endorsements must be actually furnished.

Please refer to the Supplemental Conditions for modifications of the General Conditions, if any, and the requirements of this insurance packet.

Please use the standard City of Roseville Bond Forms provided in this package.

The Bonds required must each be in the penal amount of: \$_____.

Bonds must be sent to the following staff person:

Insurance documents must be provided using one of the following methods:

- a. By email to roseville@ebix.com
- b. By fax to (770) 335-5727

After using one of these methods, please **DO NOT** also send the insurance certificate(s) by mail.

- c. Or mail the documents to

City of Roseville
Insurance Compliance
P.O. Box 100085-R1
Duluth, GA 30096

When forwarding the documents, please refer to the project name so that the documents can be matched with the Contract for which they are submitted.

Thank you.

For Council Approval
Not for Bidding

INSURANCE REQUIREMENTS

The following sections are quoted from the General Conditions:

5-1.23 **INSURANCE COVERAGE.**

A. **Evidence of Maintenance Required.** The Contractor shall, at its expense, procure and at all times maintain in full force and effect at a minimum the insurance required by this section on all of its operations; and the Contractor shall not allow any Subcontractor to commence work until similar insurance required of the Subcontractor has been obtained and filed. An original Certificate of Insurance, and copies of all required endorsements, all in a form approved by the Risk Manager, evidencing all required coverage or policies shall be filed after the award of the bid and prior to approval of the Contract by the City Council. Contractor shall provide ten (10) days prior written notice to the City of any reduction of coverage limits or cancellation of the coverage or policies shall be given to the City of Roseville as Certificate holder.

B. **Qualifying Insurers.** With the exception of the State Compensation Insurance Fund, all required insurance policies shall be issued by companies acceptable to the City and licensed to do business in the State of California and who hold a current policy holders alphabetic and financial size category rating of not less than AVII according to the most recent issue of Best's Insurance Reports.

C. **Insurance Required.**

1. **Commercial General Liability (CGL):** Insurance Services Office Form CG 00 01 covering CGL on an “occurrence” basis, including products and completed operations with limits of no less than Two Million Dollars (\$2,000,000) per occurrence for bodily injury, personal injury and property damage for projects under One Million Dollars (\$1,000,000) and

limits of no less than Five Million Dollars (\$5,000,000) per occurrence for bodily injury, personal injury and property damage for projects over One Million Dollars (\$1,000,000). If a general aggregate limit applies, either the aggregate limit shall apply separately to this project or the general aggregate limit shall be twice the required occurrence limit.

The Commercial General Liability insurance shall include the following, copies of which shall be provided:

a. Inclusion of the City of Roseville, and its officers, agents, employees, and volunteers, as additional insureds (except for workers' compensation) as respects services or operations under the Contract. The additional insured endorsement for the general liability policy shall be at least as broad as the ISO CG 2010 10 01 combined with ISO CGL Endorsement CG 2037 10 01. Any other endorsement must be approved in writing by the City. Endorsements must include coverage for on-going and completed operations, which coverage shall be maintained for four (4) years following completion of the Project. Endorsements shall cover the City of Roseville, its officers, agents, employees, and volunteers.

b. The insurance shall provide coverage for claims by one insured against another insured and the policies shall not contain any cross-suits exclusions, cross-liability exclusions, or insured versus insured exclusions. The policies shall not contain any classification exclusions purporting to deny coverage for any work to be performed by Contractor or any of its Subcontractors.

c. Stipulation that the insurance is primary and noncontributory, as evidenced by a separate endorsement (CG 20 01 04 13 or an equivalent) or section of the policy, and that neither the City nor its insurers will be called upon to contribute to a loss.

d. Such insurance shall specifically cover the contractual liability of

the Contractor.

e. Any available insurance proceeds in excess of the specified minimum insurance coverage requirements and limits shall be available to the additional insureds. Furthermore, the requirements for coverage and limits shall be: (1) the minimum coverage and limits specified in this Agreement; or (2) the full coverage and maximum limits of any insurance proceeds available to the named insureds, whichever is greater.

f. Waiver of subrogation endorsement.

g. The Contractor shall furnish a certificate for the period covered.

2. **Automobile Liability:** Insurance Services Office Form Number CA 0001 covering Code 1 (any auto), or if Contractor has no owned autos, Code 8 (hired) and Code 9 (non-owned), with limits of no less than One Million Dollars (\$1,000,000) per accident for bodily injury and property damage.

3. **Workers' Compensation:** In accordance with the provisions of the California Labor Code, Contractor is required to be insured against liability for Workers' Compensation or to undertake self-insurance. Statutory Workers' Compensation and Employers' Liability of at least One Million Dollars (\$1,000,000) shall cover all Contractors staff while performing any work incidental to the performance of this Agreement.

4. **Professional Liability:** Professional Liability (Errors and Omission) Insurance appropriate to Contractor's profession, with a limit of liability not less than One Million Dollars (\$1,000,000) per occurrence or claim and Two Million Dollars (\$2,000,000) aggregate to cover all design and engineering services rendered by Contractor pursuant to the Agreement. Coverage must commence from the first day that Contractor or any of its Subcontractors provided any design or engineering services in connection with the Project.

5. **Builder's Risk/Course of Construction Insurance Is ____ OR Is Not**

X **Required by Risk Management:** The Contractor shall be responsible for all loss, damage or destruction whatsoever to the work called for by this Contract until the approval of a Notice of Completion or acceptance of the Work if no Notice of Completion is to be recorded.

The Contractor shall secure "All Risk" type of builder's Risk Insurance of the type covering one hundred percent (100%) of the value of the work performed under this Contract (the value is presumed to be the Contract amount unless otherwise stated in Supplemental Conditions) and all materials, equipment, or other items to be incorporated therein while the same are located at the construction site, a bonded warehouse, or its place of manufacture. At any time, the policy shall cover the value of the work completed. The policy shall cover hazards including the losses due to fire, explosion, hail, rain, lightning, flood (separate insurance as needed), vandalism, malicious mischief, wind, collapse, aircraft, and smoke.

The policies providing such insurance shall name the City as a loss payee as its respective interests may appear, and certified copies of such policies shall be filed with the City. The maximum deductible allowable under the Builder's All Risk policy shall be five percent (5%) of the Contract amount.

Builder's Risk Insurance is not required for coverage of losses in excess of five percent (5%) of the Contract amount for damages resulting from earthquake in excess of a magnitude of 3.5 on the Richter scale, or tidal waves. Coverage in the amount of five percent (5%) of the Contract amount for such losses is required.

6. **Pollution Coverage:** Contractor shall procure pollution liability coverage or other insurance covering claims for bodily injury or property damage arising out of the abatement, removal, storage, transportation, or other exposure to hazardous materials or

pollutants, in limits not less than Two Million Dollars (\$2,000,000). Contractor shall add the City and all parties required to be indemnified by Contractor as additional insured on all pollution liability policies. ***POLLUTION COVERAGE IS NOT REQUIRED.**

7. **Higher Coverage Limits:** If Contractor maintains higher coverage limits than the amounts shown above, then the City requires and shall be entitled to coverage for the higher coverage limits maintained by Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

8. **Claims Made Coverage:** Liability insurance coverage may not be written on a “claims made” or modified occurrence basis. The Certificate of Insurance must clearly provide that the coverage is on an “occurrence” basis.

5-1.24 **OTHER INSURANCE PROVISIONS.**

A. The requirements of the Standard Specifications as to types and limits of insurance coverage to be maintained by the Contractor, and any approval of insurance by the City, are not intended to, and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by the Contractor pursuant to the Contract, including, but not limited to, the provisions concerning indemnification, nor preclude the City from taking any other action available to it under any other provision of the Contract or law.

B. The City acknowledges that some insurance requirements contained in these Standard Specifications may be fulfilled by self-insurance on the part of the Contractor. However, this shall not in any way limit liabilities assumed by Contractor under the Contract. Any self-insurance must be approved in writing by the City, in its sole discretion and shall not reduce the limits of liability. Any deductibles or self-insured retentions (“SIR”) must be declared on the certificate of insurance and approved by City in writing. Policies containing any

SIR provision shall provide or be endorsed to provide that the SIR may be satisfied by either the named insured or City. City reserves the right to obtain a full certified copy of any insurance policy and endorsements. The failure to exercise this right shall not constitute a waiver of such right.

C. The Contractor agrees to include in its contracts with all subcontractors the same requirements and provisions of this Contract, including the indemnity and insurance requirements, to the extent they apply to the scope of the subcontractor's work. Furthermore, the Contractor shall require its subcontractors to agree to be bound to the Contractor and the City in the same manner and to the same extent as the Contractor is bound to the City under this Contract. Additionally, the Contractor shall obligate its subcontractors to comply with these same provisions with respect to any tertiary subcontractor, regardless of tier. A copy of the City's indemnity and insurance provisions will be furnished to the subcontractor or tertiary subcontractor upon request. Alternatively, the Contractor may insure subcontractor(s) under its own policy.

D. The City, its officers, agents, employees, and volunteers are to be covered as insureds with respect to liability arising out of automobiles owned, leased, hired or borrowed by or on behalf of the Contractor; and with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts or equipment furnished in connection with such work or operations. Coverage shall not extend to any indemnity coverage for the active negligence of the additional insured in any case where an agreement to indemnify the additional insured would be invalid under California Insurance Code Section 11580.04.

E. The limits of insurance required in this Contract may be satisfied by a combination of primary and excess insurance. Any excess insurance shall contain or be

endorsed to contain a provision that such coverage shall also apply on a primary and noncontributory basis for the benefit of the City (if agreed to in a written contract) before the City's own insurance shall be called upon to protect it as a named insured.

F. The insurance procured by Contractor shall be subject to the approval of the City, but any acceptance of insurance certificates by the City shall in no way limit or relieve Contractor of its duties and responsibilities under the Agreement.

G. Contractor shall be responsible for all premiums, deductibles, and self-insured retention applicable to the insurance it is required to procure under the Contract. All deductibles or self-insured retentions over five hundred thousand dollars (\$500,000) must be approved by the City, in writing. Contractor shall be responsible for all deductibles, self-insured retention payments, and/or increased premiums incurred if the City's policies of insurance are forced to cover damages or respond to claims for which Contractor or its Subcontractors were obligated to provide insurance under the Contract.

H. Failure of the City to enforce in a timely manner any of the requirements of these insurance provisions shall not act as a waiver to enforcement of any of these provisions at a later date.

I. Contractor's indemnity obligations shall not be limited by these insurance provisions and shall survive the expiration of the Contract and the insurance provisions of the Contract shall likewise not be limited by the indemnity provisions of the Contract.

J. THE CITY RESERVES THE RIGHT TO WITHHOLD ANY PROGRESS PAYMENTS TO THE CONTRACTOR IN THE EVENT OF NONCOMPLIANCE WITH ANY INSURANCE REQUIREMENTS.

Bond No. _____
Premium \$ _____

**PUBLIC WORKS
FAITHFUL PERFORMANCE BOND**

(Project: _____)

WHEREAS, the City of Roseville ("CITY") has awarded a bid and contract to _____ as contractor ("PRINCIPAL") for the public work described as _____ (the "WORK"). The contract ("AGREEMENT"), for the public work described above, and all of its terms and conditions are incorporated by reference and made a part hereof; and

WHEREAS, the PRINCIPAL is required to furnish a bond in connection with the AGREEMENT guaranteeing its faithful performance; and

NOW, THEREFORE, we the undersigned PRINCIPAL and _____, a _____, admitted and duly authorized to transact business under the laws of the State of California, as SURETY ("SURETY"), are held and firmly bound unto the CITY or its successors and assigns in the sum of _____ dollars (\$ _____) (which amount is not less than 100% of the AGREEMENT price) to be paid to the CITY or its successors and assigns; and for which payment, well and truly to be made, we bind ourselves, our heirs, executors and administrators, successors or assigns jointly and severally, firmly by these presents.

The condition of this obligation is such that if the PRINCIPAL, or its heirs, executors, administrators, successors or assigns, shall abide by, and in all respects promptly and faithfully perform the covenants, conditions and provisions in said AGREEMENT and any alteration thereof made as therein provided, notice of which alterations to Surety being hereby waived, on its part to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless CITY, its officers, agents, employees, volunteers as therein stipulated, then this obligation shall be null and void; otherwise, this obligation shall be and remain in full force and effect.

As condition precedent to the satisfactory completion of the contract, the obligation of the PRINCIPAL and SURETY under this Bond shall remain in effect for a period of one (1) year after the completion and acceptance of the WORK. During that time, if the PRINCIPAL, its heirs, executors, administrators, successors or assigns fails to make full, complete and satisfactory repair and replacement or totally protect the CITY from any loss or damage made evident during that year which results from or is caused by either defective materials or faulty workmanship in the prosecution of the WORK, then the obligation shall remain in full force and effect. However, anything in

this paragraph to the contrary notwithstanding, the obligation of the SURETY shall continue so long as any obligation of the PRINCIPAL remains.

No prepayment or delay in payments, and no change, extension, addition or alteration of any provision of the AGREEMENT or in the specifications agreed to between the PRINCIPAL and the CITY, or any forbearance on the part of the CITY shall operate to relieve the SURETY. The SURETY hereby waives the provisions of Section 2819 of the California Civil Code. The SURETY waives all rights of subrogation against the CITY or any person employed by the CITY. If the contract price increases by the issuance of change orders, the amount specified in this bond shall increase by the same amount.

Whenever PRINCIPAL shall be and declared by CITY to be in default under the AGREEMENT, SURETY shall promptly remedy the default, or shall promptly do one of the follow at CITY's election:

1. Undertake through its agents or independent contractors, reasonably acceptable to CITY, to complete the AGREEMENT in accordance with its terms and conditions and to pay and perform all obligations of PRINCIPAL under the AGREEMENT, including without limitation, all obligations with respect to warranties, guarantees, and the payment of liquidated damages.
2. Reimburse CITY for all costs CITY incurs in completing the AGREEMENT, and in correcting, repairing or replacing defects in materials or workmanship and/or materials and workmanship which do not conform to the specifications in the AGREEMENT.

SURETY's obligations hereunder are independent of the obligations of any other surety for the performance of the AGREEMENT, and suit may be brought against SURETY and such other sureties, jointly and severally, or against any one or more of them, or against less than all of them without impairing CITY's rights against the others.

No right of action shall accrue on this bond to or for the use of any person or corporation other than CITY or its successors or assigns.

As part of the obligation secured hereby and in addition to the face amount specified therefore, there shall be included costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by CITY in successfully enforcing such obligation, all to be taxed as costs and included in any judgment rendered.

[SIGNATURES NEXT PAGE]

IN WITNESS WHEREOF, this instrument has been duly executed by the
PRINCIPAL and SURETY above-named, on the ____ day of _____,
20____.

PRINCIPAL:

SURETY:

BY: _____

BY: _____

PRINT NAME: _____

PRINT NAME: _____

PRINT TITLE: _____

PRINT TITLE: _____

AND

MAILING ADDRESS:

BY: _____

PRINT NAME: _____

PRINT TITLE: _____

*(Notarization by Surety and copy of
Power of Attorney required.)*

APPROVED AS TO FORM:

BY: _____
City Attorney

For Council Approval
Not for Bidding

Bond No. _____
Premium \$ _____

**PUBLIC WORKS
LABOR AND MATERIALS PAYMENT BOND**

(Project: _____)

WHEREAS, the City of Roseville ("CITY"), has awarded a bid and contract to _____
as contractor ("PRINCIPAL"), for the public work described as _____
_____ (the "WORK"). The
contract ("AGREEMENT"), for the public work described above, and all of its terms and
conditions are incorporated by reference and made a part hereof; and

WHEREAS, the PRINCIPAL is required to furnish a bond in connection with the
AGREEMENT guaranteeing payment of persons who provide labor and material; and

NOW, THEREFORE, we the undersigned PRINCIPAL and _____
_____, a _____, admitted
and duly authorized to transact business under the laws of the State of California, as
SURETY ("SURETY"), are held and firmly bound unto the CITY or its successors and
assigns in the sum of _____
dollars (\$ _____) (which amount is not less than 100% of the
AGREEMENT price) to be paid to the CITY or its successors and assigns; and for which
payment, well and truly to be made, we bind ourselves, our heirs, executors and
administrators, successors or assigns jointly and severally, firmly by these presents.

The condition of the obligation is such that if the PRINCIPAL, its subcontractors,
heirs, executors, administrators, successors or assigns fails to pay any of the persons
named in Section 8004 or 9100 of the Civil Code of the State of California, or the
amounts due under the Unemployment Insurance Code of the State of California, or any
amounts required to be deducted, withheld and paid over to the Employment
Development Department from the wages of employees of the PRINCIPAL and its
subcontractors pursuant to Section 13020 of the Unemployment Insurance Code, with
respect to work or labor performed by any such claimant, that the SURETY will pay for
the same, in an amount not exceeding the sum specified in this bond, and also, in case
suit is brought upon the bond, shall pay reasonable attorneys' fees, to be fixed by the
Court.

This bond shall inure to the benefit of any and all persons, companies, and
corporations entitled to file a Stop Payment Notice pursuant to the provisions of Section
9350 et seq. of the Civil Code of the State of California, so as to give a right of action to
them or their assigns in any suit brought upon this bond.

No prepayment or delay in payments, and no change, extension, addition or alteration of any provision of the AGREEMENT or in the specifications agreed to between the PRINCIPAL and the CITY, or any forbearance on the part of the CITY shall operate to relieve the SURETY. The SURETY hereby waives the provisions of Section 2819 of the California Civil Code. The SURETY waives all rights of subrogation against the CITY or any person employed by the CITY. If the contract price increases by the issuance of change orders, the amount specified in this bond shall increase by the same amount.

As part of the obligation secured hereby and in addition to the face amount specified therefore, there shall be included costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by CITY in successfully enforcing such obligation, all to be taxed as costs and included in any judgment rendered.

IN WITNESS WHEREOF, this instrument has been duly executed by the PRINCIPAL and SURETY above-named, on the _____ day of _____, 20__.

PRINCIPAL:

SURETY:

BY: _____

BY: _____

PRINT NAME: _____

PRINT NAME: _____

PRINT TITLE: _____

PRINT TITLE: _____

AND

MAILING ADDRESS:

BY: _____

PRINT NAME: _____

PRINT TITLE: _____

*(Notarization by Surety and copy of
Power of Attorney required.)*

APPROVED AS TO FORM:

BY: _____
City Attorney

For Council Approval
Not for Bidding

CITY OF ROSEVILLE

GENERAL CONDITIONS

FOR

BUILDINGS AND GROUNDS

For Council Approval
Not for Bidding

GC

**CITY OF ROSEVILLE
GENERAL CONDITIONS
FOR
BUILDINGS AND GROUNDS**

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For Council Approval
Not for Bidding

SECTION 1
DEFINITIONS AND TERMS

1-1.01 **GENERAL.** When the following abbreviations and terms or pronouns in place of them appear in the Contract Documents, the intent and meaning shall be interpreted as provided in this Section 1.

1-1.02 **ACCEPTANCE.** Formal Acceptance by resolution by the Roseville City Council of the Contract when completed in all respects in accordance with the Contract Documents and any modifications previously approved.

1-1.03 **ADDENDUM.** Written interpretation or revision to any of the Contract Documents issued by the City before the bid opening.

1-1.04 **AS-BUILT DOCUMENTS, AS-BUILT DRAWINGS AND RECORD DOCUMENTS.** As-Built Documents, As-Built Drawings and Record Documents are all contract documents modified to reflect changes during the construction phase. Specifically, As-Built Documents/Drawings are a revised set of drawings submitted by the Contractor upon Final Completion of a project. They reflect changes made in the Specifications and Working Drawings during the construction process, and show the exact dimensions, geometry, and location of all elements of the work completed under the Contract. Record Documents, on the other hand, are compiled by the Engineer or Architect based on the As-Built Documents/Drawings submitted by the Contractor. They reflect the Engineer or Architect's concurring review of what changes were denoted, why they were made and where they occurred and create a record set of drawings.

1-1.05 **ASSESSMENT.** A cost imposed on the Contractor for non-compliance

with certain contractual requirements.

1-1.06 **BENEFICIAL OCCUPANCY.** The taking possession of a portion of the Work by the City for its use and/or occupancy on other than a temporary or emergency basis.

1-1.07 **BID GUARANTY.** The cashier's, certified check, irrevocable standby letter of credit, deposit of securities, or Bidder's Bond, accompanying the bid submitted by the Bidder, as a guaranty that the Bidder will enter into an agreement with the City for the performance of the Work, if the Agreement is awarded to Bidder, and the Bidder will submit the required Contract Bonds and Certificate of Insurance. Also referred to as the Bidder's Security.

1-1.08 **BIDDER.** Individual, firm, partnership, limited liability company, corporation, joint venture, or any combination thereof, submitting a Proposal for the Work, acting directly, or through a duly authorized representative.

1-1.09 **BIDDING DOCUMENTS.** Includes the Notice to Bidders, Bidding Requirements, Contract Conditions, Drawings, and Addenda.

1-1.10 **CHANGE ORDER.** Any written order to the Contractor directing an addition, deletion, or modification of the Work, or an adjustment in the Contract Price or Contract Time provided in the Contract Documents and issued after the Agreement has been signed.

1-1.11 **CITY.** The City of Roseville.

1-1.12 **CITY ATTORNEY.** The City Attorney of the City.

1-1.13 **CITY CLERK.** The City Clerk of the City.

1-1.14 **CLAIM.** A separate demand by Contractor sent by registered mail or certified mail with return receipt requested, for one or more of the following: (a) a time extension, including, without limitation, for relief for damages or penalties for delay assessed by

the City; (b) payment by the City of money or damages arising from work done by, or on behalf of, Contractor pursuant to the Contract Documents and payment for which is not otherwise expressly provided or to which Contractor is not otherwise entitled; and (c) payment of an amount that is disputed by the City.

1-1.15 **CONSTRUCTION SCHEDULE.** A list or graphic display of construction activities required for completing the Work, in a format required by the Contract Documents. The duration, start and finish date, and sequence of significant activities, critical path, float and milestones must be indicated in the Construction Schedule.

1-1.16 **CONTRACT OR AGREEMENT.** The written agreement relating to the Work to be performed, the labor, materials, and equipment to be furnished, and the payment to be made therefor. The Agreement/Contract is part of and incorporates all of the Contract Documents.

1-1.17 **CONTRACT CONDITIONS.** Includes the General Conditions, Supplemental Conditions, and Specifications.

1-1.18 **CONTRACT DOCUMENTS.** Includes those documents that form the basis of the Contract, including but not limited to, Bidding Documents, the Bid or Proposal, Contract Bonds, the Contract, all required insurance certificates or endorsements, all bonds, all required certifications or statements, Change Orders, any Contract Amendment, any City Standard which is incorporated by reference and these City of Roseville General Conditions for Buildings and Grounds.

1-1.19 **CONTRACT DRAWINGS.** The official drawings including plans, elevations, sections, detail drawings, diagrams, plated, General Notes, information and schedules thereon, or exact reproductions thereof, showing the location, character, dimension, and details

of the Work. The Contract Drawings include any drawings or plates bound within the Supplemental Conditions.

1-1.20 **CONTRACT PRICE.** The total compensation to be paid to the Contractor in accordance with the terms of the Agreement.

1-1.21 **CONTRACT TIME.** The number of Days, or portion thereof, allowed for completion of the Work, including all authorized time extensions. The effective date for commencement of the Work specified in the Notice to Proceed shall define the beginning of the Contract Time.

1-1.22 **CONTRACTOR.** Individual, firm, partnership, limited liability company, corporation, joint venture, or any combination thereof, who has entered into the Agreement with City.

1-1.23 **DAY OR DAYS.** Unless otherwise designated, Day or Days as used in the Contract Documents will be understood to mean calendar Day or Days.

1-1.24 **DEPARTMENT.** The Department for Contract Administration, as identified in the Supplemental Conditions.

1-1.25 **DIRECT COSTS.** Those cost items (including labor, materials, equipment and any subcontractor's work) that are used in the actual performance of, and are specifically and uniquely attributable to the Work or changed Work. Direct Costs do not include Overhead. Direct Costs only include the following:

A. Payroll costs for employees in the direct employ of Contractor in the performance of the Work under schedules of job classifications agreed upon by City and Contractor. Payroll costs for employees not employed full time on the Work shall be apportioned on the basis of their time spent on the Work. Payroll costs shall include salaries and

wages plus the cost of fringe benefits which shall include social security contributions, unemployment, excise and payroll taxes, workers' compensation, health and retirement benefits, sick leave, vacation and holiday pay applicable thereto. Such employees may include superintendents and foremen at the site. The expenses of performing work after regular working hours, on Saturday, Sunday or legal holidays shall be included in the above only to the extent authorized by City in writing.

B. Cost of all materials and equipment furnished and incorporated in the Work, including costs of transportation and storage thereof, and suppliers' field services required in connection therewith. All trade discounts, rebates and refunds and all returns from sale of surplus materials and equipment shall accrue to City, and Contractor shall make provisions so that they may be obtained.

C. Payments made by Contractor to the subcontractors for work performed by subcontractors. If required by City, Contractor shall obtain competitive bids from subcontractors acceptable to Contractor and shall deliver such bids to City who will then determine which bids will be accepted. If a subcontract provides that the subcontractor is to be paid on the basis of cost of the work plus a fee, the subcontractor's cost of the work shall be determined in the same manner as Contractor's cost of the work. All subcontracts shall be subject to the other provisions of the Contract Documents insofar as applicable.

D. Costs of special consultants (including engineers, architects, testing laboratories, surveyors, and accountants) employed for services specifically, and only, related to the Work.

E. Supplemental costs including the following:

1. The proportion of necessary transportation, travel and subsistence

expenses of Contractor's employees incurred in discharge of duties connected with the Work.

2. Cost, including transportation and maintenance, of all materials, supplies, equipment, machinery, appliances, office and temporary facilities at the site and hand tools not owned by the workers, which are consumed in the performance of the Work, and cost, less market value of such items used but not consumed which remain the property of Contractor.

3. Rentals of all construction equipment and machinery and the parts thereof whether rented from Contractor or others in accordance with rental agreements approved by City, and the costs of transportation, loading, unloading, installation, dismantling and removal thereof, all in accordance with terms of said rental agreements. The rental of any such equipment, machinery or parts shall cease when the use thereof is no longer necessary for the Work.

4. Sales, consumer, use or similar taxes related to the Work, and for which Contractor is liable, imposed by laws and regulations.

5. The cost of utilities (including the meter and all associated installation costs), fuel and sanitary facilities at the site.

6. Cost of premiums for additional bonds and insurance required because of changes in the Work.

1-1-26 **DIRECTOR.** Director of the Department for Contract Administration or his or her designee.

1-1.27 **EMERGENCY.** Any sudden generally unforeseen occurrence (such as a fire, flood, storm, earthquake, civil disorder, or other natural and/or man-made disaster) that has the potential to adversely affect the safety of life, the Work, and/or adjacent property; to interrupt contracts essential to the performance of the Work; and/or to cause catastrophic failure of City

equipment and/or facilities.

1-1.28 **ENGINEER OR ARCHITECT.** Professional Engineer or Architect designated for a particular project responsible for signing and sealing the permit drawings, interpretation of the drawings where ambiguities exist, review of requests for information, design Change requests and Shop Drawings, resolution of errors and omissions, and finalization of Record Documents.

1-1.29 **FINAL COMPLETION.** When the project has been completed according to the terms and conditions set forth in the Contract Documents. Final Completion is not the same as Acceptance.

1-1.30 **FORCE ACCOUNT.** Payment by force account shall mean payment on the basis of the Contractor's time and materials.

1-1.31 **GENERAL NOTES.** The written instructions, provisions, conditions or other requirements appearing on the Contract Drawings and so identified thereon, which pertain to the performance of the Work.

1-1.32 **INSTALLATION, INSTALL.** Completely assembling, erecting, and/or connecting materials, parts, components, supplies, and related equipment specified or required for the completion of the Work.

1-1.33 **LABORATORY.** Established professional laboratories authorized by the City to test materials and Work involved in the Contract.

1-1.34 **LEGAL HOLIDAYS.** Those days designated as Federal holidays or declared by the City, or otherwise specified in the Contract Documents.

1-1.35 **LIQUIDATED DAMAGES.** The amount prescribed in the Contract Documents to be paid to the City or to be deducted from any payments due or to become due the

Contractor for each day's delay in completing the whole or any specified portion of the Work beyond the time allowed in the Supplemental Conditions.

1-1.36 **NOTICE OF COMPLETION.** A legal notice filed by the City with the Placer County Recorder's Office stating that construction has been completed and accepted by the City.

1-1.37 **NOTICE TO PROCEED.** A written notice given by the City to the Contractor fixing the date on which the Contract Time will commence to run.

1-1.38 **NOTICE OF TERMINATION.** Written notice from the City to the Contractor and/or its Surety terminating the Agreement, or a portion thereof, either for convenience of the City or for default due to the Contractor's failure to perform its contractual obligations.

1-1.39 **OVERHEAD.** Business or administrative expenses (including but not limited to office expenses, administrative staff, rent, insurance, utilities) not chargeable to a particular part of the Work. The term "Overhead" shall include all of the following:

A. Payroll costs and other compensation of Contractor's officers, executives, principals (of partnerships and sole proprietorships), general managers, engineers, architects, estimators, attorneys, auditors, accountants, purchasing and contracting agents, expeditors, timekeepers, clerks, and other personnel employed by Contractor whether at the Work Site or in Contractor's principal or a branch office for general administration of the Work and not specifically included in the agreed upon schedule of job classifications, all of which are to be considered administrative costs covered by the Contractor's fee.

B. Expenses of Contractor's principal and branch offices other than Contractor's office at the site.

C. Any part of Contractor's capital expenses, including interest on Contractor's capital employed for the Work and charges against Contractor for delinquent payments.

D. Cost of premiums for all bonds and for all insurance whether or not Contractor is required by the Contract Documents to purchase and maintain the same, except as provided in section 1-1.25.

E. Other overhead or general expense costs of any kind.

1-1.40 **PREMISES.** Shall mean the area within construction easements, easements, rights of entry and City owned property which surrounds the Work Site, limited by the property lines thereof. In some cases Premises may coincide with the Work Site.

1-1.41 **PROFESSIONAL ENGINEER.** An engineer licensed by the Board of Registration for Professional Engineers, State of California.

1-1.42 **PROJECT MANUAL.** A book containing all Contract Documents.

1-1.43 **PROPOSAL FORMS.** The approved forms upon which the City requires that each Bidder submit its bid with regard to the Agreement.

1-1.44 **REQUEST FOR INFORMATION (RFI).** A document issued by the Contractor requesting information concerning the Contract Documents.

1-1.45 **SAFETY.** Includes the practice of identifying potential hazards, assessing their risk, taking corrective action where possible, including and providing control measures such as engineering design, written procedures, and the personal protective equipment for workers in order to eliminate or reduce the risk for exposure in the workplace.

1-1.46 **SCHEDULE OF VALUES.** The breakdown of the Contract Price that will serve as the basis for Contractor's Applications of Payment. Any lump sum bid item

included within the Contract Price will be apportioned among values relating to specific components of the Work covered by said lump sum.

1-1.47 **SHOP DRAWINGS.** Drawings, plans, diagrams, schedules, and other data specifically prepared and submitted to the City by the Contractor, showing in detail: (a) the proposed fabrication and assembly of a special component of the Work; and (b) the Installation (form, fit and attachment details) of a special component of the Work. Shop Drawings shall be deemed to include Working Drawings, Product Data, literature, and applicable performance and test data.

1-1.48 **SPECIFICATIONS.** The technical Specifications for the Work prepared by the Director or an Engineer or Architect describing in detail the nature of the Work, its components, any performance standards, and how the Work is to be constructed.

1-1.49 **SUBCONTRACTOR.** Any individual, firm, partnership, limited liability company, corporation, joint venture, or combination thereof, other than employees of the Contractor, engaged by the Contractor to furnish services, labor, equipment and materials for a portion of the Work.

1-1.50 **SUBMITTALS.** Those documents required to be submitted by the Contractor for review by the City in accordance with the Contract Documents.

1-1.51 **SUPPLEMENTAL CONDITIONS.** The Supplemental Conditions are specific clauses modifying or supplementing these General Conditions.

1-1.52 **SUPPLIER.** Any individual, firm, partnership, limited liability company, corporation, joint venture, or combination thereof, other than employees of the Contractor, that supplies a tangible product as a portion of the Work, with services usually limited to delivery and/or required testing, and with manufacturing, fabrication, or production facilities located off

the Work Site.

1-1.53 **WORK.** The furnishing of all labor, and the furnishing and Installing of all materials, articles, supplies and equipment as specified, designated, or required by the Contract Documents.

1-1.54 **WORK SITE.** All or portion of the Premises that the Work is limited to as shown on the Contract Drawings or designated by the Director. Public streets are not included unless Work is being done within the street right-of-way.

1-1.55 **WORKING DRAWINGS.** Original drawings prepared by the Contractor and/or its Subcontractors or Suppliers, of any tier, illustrating Work required for construction that will not become an integral part of the completed Work. This includes, but is not limited to, drawings for temporary structures such as decking, bulkheads, excavation supports, utility support, groundwater control, forming, falsework, access roads, staging areas, staging plans, and diversion plans. A Working Drawing is one type of a Shop Drawing.

For Council Approval
Not for Bidding

SECTION 2

CONTROL AND SCOPE OF THE WORK

2-1.01 **AUTHORITY OF DIRECTOR.** The Contract shall be performed in a manner satisfactory to the Director who shall decide all questions which may arise as to the quality or acceptability of materials furnished and Work performed and as to the manner of performance and rate of progress of the Work; all questions which may arise as to the interpretation of the Contract Documents; all questions as to the acceptable fulfillment of the Contract on the part of the Contractor; and all questions as to compensation. The Director shall have authority to enforce and make effective such decisions and orders in the event the Contractor fails to promptly carry out the same.

2-1.02 **INTENT OF CONTRACT DOCUMENTS.** The Contract Documents are complementary, and what is called for by one shall be as binding as if called for by all. The intent of the Contract Documents is to describe the details for the construction and completion of the Work. Where the Contract Documents describe portions of the Work in general terms, but not in complete detail, it is understood that only the best general practice shall be followed and that only materials and workmanship of the best quality are to be used. Any Work, materials, or equipment that are customarily provided, or that are reasonably inferable from the Contract Documents as being required to produce the intended result, shall be supplied, whether or not specifically called for. When words, which have a well-known technical or trade meaning are used to describe work, materials, or equipment, such words shall be interpreted in accordance with that meaning. Unless otherwise specified, the Contractor shall furnish all labor, materials, tools, equipment, and incidentals, and do all the Work involved in executing the Contract in a

satisfactory and workmanlike manner.

Reference to standard specifications, manuals or codes of any technical society, organization or association, or to the laws or regulations of any governmental authority, whether such reference be specific or by implication, shall mean the latest standard specification, manual, code, laws, or regulations in effect on the first published date of the Notice to Contractors, except as may be otherwise specifically stated. However, no provision of any referenced standard specification, manual or code (whether or not specifically incorporated by reference in the Contract Documents) shall be effective to change the duties and responsibilities of City or Contractor, or any of their consultants, agents, or employees from those set forth in the Contract Documents, nor shall it be effective to assign to City, or City's designated representative, any duty or authority to supervise or direct the furnishing or performance of the Work or any duty or authority to undertake responsibility contrary to other provisions of the Contract Documents.

The Contract Documents are divided into parts, divisions, sections and articles for convenience, organization and reference. Generally, there has been no attempt to divide the Specifications sections into work performed by the various building trades, work by separate Subcontractors, or work required for separate facilities in the project.

2-1.03 **EXAMINATION AND VERIFICATION OF CONTRACT**

DOCUMENTS. The Contractor shall thoroughly examine and become familiar with all of the various parts of the Contract Documents and shall determine the nature and location of the Work, the general and local conditions (including applicable laws) and all other matters which can in any way affect the cost, progress or performance of the Work under this Agreement. Failure to make an examination necessary for this determination shall not release the Contractor from the obligations of the Agreement. No oral agreement or conversation with any officer, or employee

of the City, or with the City's designated representative either before or after the execution of the Agreement, shall affect or modify any of the terms or obligations contained in the Contract Documents.

2-1.04 **CONTRACT DRAWINGS.** The Contract Drawings consist of general drawings and show such plans, elevations, sections, details and schedules as are necessary to give a graphic and pictorial description of the contemplated construction. All authorized alterations affecting the requirements and information given on the Contract Drawings shall be in writing.

2-1.05 **COORDINATION AND INTERPRETATION OF CONTRACT DOCUMENTS.** All Contract Documents are essential parts of the Contract, and a requirement occurring in one is as binding as though occurring in all. They are intended to be complementary, and to describe and provide for a complete Work.

In the event of inconsistencies between requirements contained in different components of the Contract Documents, the precedence of the Contract Documents shall be as follows to resolve conflicts:

1. Change Orders
2. The Contract (including Addenda)
3. The Supplemental Conditions
4. Specifications
5. Contract Drawings
6. The General Conditions

Should it appear that the Work to be done or any of the matters relative thereto are not sufficiently detailed or explained in the Contract Documents, the Contractor shall submit a

Request for Information (“RFI”) to the Director for such further explanations as may be necessary and shall conform to the written explanation given as if part of the Contract Documents. The decisions of the Director shall be final.

Contractor shall anticipate that it will be necessary to prepare and submit RFIs regarding the Contract Documents. The City will respond to each RFI by no later than fourteen (14) Days after receipt of the RFI, unless the RFI is of significant complexity. Furthermore, in the event that there are numerous RFIs pending, Contractor shall cooperate with the City in establishing a priority for responding to the RFIs, and potentially some RFIs may be responded to beyond the fourteen (14) Day period.

Each RFI prepared by Contractor shall be full and complete. Contractor shall prepare RFIs so as to not cause any delay to the progress of the Work and to not cause any impact to Contractor’s labor productivity in the field. Contractor shall not assert any Claims for delay or interference against the City if Contractor fails to timely submit any RFI to the City, after consideration of the response period allowed for by the City.

The response to an RFI shall not, by itself, constitute a writing that authorizes Contractor to perform any Work that causes an adjustment to either the Contract Price or the Contract Time. If Contractor believes that any response to any RFI should constitute a compensable change, Contractor shall provide a Notice of Potential Claim as provided in Section 7-1.03, below. Contractor’s failure to provide the required written notice shall constitute a waiver of the Contractor’s right to seek a compensable change based on the RFI response.

The Contractor shall examine all Contract Documents; shall verify all figures in the Contract Documents before laying out the Work; shall promptly notify the City of all errors, inconsistencies, and/or omissions that it discovers; and, in instances where such non-

conformities are discovered, shall obtain specific instructions in writing from the City before proceeding with the Work. Contractor's performance of any Work affected by such non-conformities prior to the City's decision shall be at the Contractor's risk. Any Work that is customarily provided or that is reasonably inferable shall not relieve the Contractor from performing such work at no additional expense and/or delay, and such Work shall be performed as if fully set forth in the Contract Documents.

2-1.06 **INDEPENDENT CONTRACTOR STATUS.** The Contractor shall independently perform all Work required by the Contract Documents and shall not be considered as an agent or employee of the City, nor shall the Contractor's Subcontractors or employees be considered as subagents of the City.

The Contractor and Contractor's Subcontractors shall be licensed in accordance with the laws of the State of California and as more particularly described in the bidding documents or elsewhere in the Contract Documents.

2-1.07 **ORDER OF WORK.** When required by the Contract Documents, the Contractor shall follow the sequence of operations set forth therein. Full compensation for conforming to such requirements will be considered as included in the prices paid for the various Contract items of work, and no additional compensation will be allowed therefor.

2-1.08 **SUBMITTALS.** It shall be the Contractor's responsibility to timely submit, so as to cause no delay in the Work, all Shop Drawings, descriptive data, manuals, instructions, affidavits, samples for the various trades as required by the Supplemental Conditions and Specifications, and offers of alternatives, if any. Such Submittals shall be checked and coordinated by the Contractor with the Work of other trades involved before they are submitted to the Director for examination.

The Contractor shall deliver at least one (1) electronic copy of the Submittals to the Director, and one (1) hard copy if requested. Work requiring the submittal of working drawings, descriptive data or samples shall not begin prior to approval of said Submittal by the Director.

The time allowed for review of each Submittal will be as indicated in the Supplemental Conditions. Review time will start upon receipt of the Submittal by the Director and will end upon the Director's mailing of the Submittals to the Contractor. Defective, incomplete or partial Submittals will be returned to the Contractor unreviewed.

Submittals shall be made by a letter of transmittal that shall contain a list of all matter submitted and identification of all variations from the Contract Documents contained in the Submittal. The letter and all items accompanying the same shall be fully identified as to project name and location, Contractor's name, district, county, and Contract number, with ample cross-references to the Contract Documents, to facilitate identification of items and their location in the Work.

All Shop Drawings and supporting data, catalogs, schedules, shall be submitted as the instruments of the Contractor, who shall be responsible for their accuracy and completeness. These Submittals may be prepared by the Contractor, Subcontractors, or Suppliers, but the Contractor shall ascertain that Submittals meet all of the requirements of the Contract Documents, while conforming to structural, space, and access conditions at the point of Installation. The Contractor shall check all Submittals before submitting them to the Director.

2-1.08A **SHOP DRAWINGS.** The Contractor shall submit an electronic copy (searchable PDF) of all Shop Drawings required by the Supplemental Conditions or Specifications, and one (1) hard copy, if requested by the Director. Shop Drawings shall also be provided separately in AutoCAD format using the latest version of AutoCAD. An electronic

copy will be returned to the Contractor either approved for use, as demonstrated by a stamp, or returned for correction and resubmittal. Materials, colors and/or samples will not be returned to the Contractor. Shop Drawings include any drawing, which requires execution by a draftsman as distinguished from printed matter. The size of Shop Drawings shall not exceed twenty-four inches (24") by thirty-six inches (36").

2-1.08B **DESCRIPTIVE DATA.** The Contractor shall submit an electronic copy (searchable PDF) of each set of manufacturer's brochures or other data required by the Supplemental Conditions or Specifications, and one (1) hard copy, if requested by the Director. The City will examine such Submittals and return either an electronic copy or a hard copy approved for use or returned for correction and resubmittal.

2-1.08C **SAMPLES.** The Contractor shall submit samples of articles, materials or equipment as required by the Supplemental Conditions or Specifications. The Work shall be in accordance with the approved samples. Samples shall be removed from City property when directed or may be incorporated in the Work if approved by the Director. Samples not removed by the Contractor will become the property of the City or, at the City's option, will be removed or disposed of by the City at the Contractor's expense.

2-1.08D **MANUALS, INSTRUCTIONS AND AFFIDAVIT.**

A. **Manuals and Instructions.** Where operation and maintenance manuals are required by the Supplemental Conditions, the Contractor shall submit two (2) sets of manuals, suitably bound, along with two (2) electronic copies in an approved format, to the Director within forty-five (45) Days after favorable review of the equipment or facilities. If operation and maintenance manuals are approved to be provided in PDF format, text shall be provided in searchable PDF format, making proper use of PDF for headings and heading levels,

paragraphs, tables, and lists. Submitted operation and maintenance manuals shall be a collected, organized, and indexed set of bookmarked PDF documents comprising each operation and maintenance manual that corresponds to a hardcopy binder. All manuals shall be marked to indicate the specific equipment furnished for this project and shall include at a minimum:

1. Equipment summary form
2. Cover/Title page
3. Table of contents
4. Operating procedures including start-up, shutdown, normal operation, all operating modes, emergency shutdown, and safety precautions
5. Lubrication instructions (if required)
6. Preventative maintenance procedures
7. Troubleshooting and corrective maintenance procedures
8. Reinstallation instructions
9. Overhaul instructions (if applicable)
10. Parts identification list with exploded view and associated cross references
11. Recommended spare parts list
12. Operator safety requirements
13. Electrical and control system wiring drawings, including panel wiring control (ladder) diagrams, logic diagrams, loop diagrams, and interconnection diagrams
14. Panel layout and assembly drawings

15. Mechanical drawings
16. Printouts of all software programs and configuration files
17. Factory and field test procedures and results

Operation and maintenance manuals for complex equipment shall also include:

18. Alternate specified operating modes
19. Emergency shutdown instructions
20. Normal shutdown instructions
21. Long term shutdown instructions

Operation and maintenance manuals for systems comprised of separate pieces of equipment shall include a system explanation of items 4, 7, 18, 19, 20, and 21 as well as the instructions for the separate pieces of equipment.

B. Affidavits. Where required in the Supplemental Conditions or Specifications, manufacturers of equipment shall provide field service as a part of this project. Equipment shall not be considered ready for full time operation until after the authorized factory-trained and qualified manufacturer's representative for the specific equipment has checked and adjusted the equipment and certified by written affidavit that the equipment has been properly Installed, tested, adjusted, lubricated, and calibrated, and is ready for full time operation. Acceptable affidavits shall be submitted prior to completion of the Work. Affidavits shall contain the following specific wording:

“The (Name of Equipment) has been properly installed, tested, adjusted, lubricated, and calibrated, and is ready for full time operation. The installation has been inspected and has been found to be in conformance with our (the manufacturer's) standards and requirements.”

No amplification, dilution, or modification of this specific wording will be permitted.

2-1.08E **ALTERNATIVES.** For convenience in designation in the Contract Documents, certain materials, articles, or equipment may be designated by a brand or a trade name or the name of the manufacturer together with catalog designation or other identifying information, hereinafter referred to generically as “designated by brand name.” Except in those instances where the product is designated to match others in use in a particular improvement, either completed or in the course of completion, an alternative material, article, or equipment which is of equal quality and of the required characteristics for the purpose intended may be proposed for use provided the Contractor complies with the following requirements:

A. The Contractor shall submit its proposal for an alternative in writing. Such request shall be made in ample time to permit review and approval without delaying the Work. The Contractor shall not be entitled to an adjustment of the Contract Time or an increase in the Contract Price based on any Contractor-proposed substitution.

B. No such proposal will be considered unless accompanied by complete information and descriptive data, necessary to determine the equality of the offered materials. The Contractor shall satisfy the Director as to the comparative quality, suitability, or performance of the offered material, articles, or equipment. In the event that the Director rejects the use of such alternative materials, articles, or equipment, then one of the particular products designated by brand name shall be furnished.

C. The burden of proof as to the quality and suitability of alternatives shall be upon the Contractor and it shall furnish all information necessary as required by the Director. The Director shall be the sole judge as to the quality and suitability of alternative articles or materials and such decisions shall be final. Where use of an alternative material

involves redesign of, or changes to, other parts of the Work, the cost and time required to effect such redesign or changes will be considered in evaluating the suitability of the alternative material. Cost of redesign by the City will be borne by the Contractor.

D. Whenever classification, rating or other certification by a body such as Underwriters Laboratories (UL) or the National Electrical Manufacturers Association (NEMA) is a part of the specification for any material, Contractor's request for use of alternative articles or materials shall be accompanied by reports from the listed or equivalent independent testing Laboratory indicating compliance with the Contract Documents. The cost of all testing required to prove equality of the material proposed shall be borne by the Contractor. Approval of an alternative shall be only for the characteristics or use named in such approval, and shall not be used to change or modify any requirement of the Contract Documents.

E. At its election, the City reserves the right to consider any Contractor proposed substitution as a Cost Reduction Proposal under Section 3-1.07 of these General Conditions in the event that there is a significant savings resulting from the substitution.

The Director will examine, with reasonable promptness, such Submittals, and return of Submittals to the Contractor shall not relieve the Contractor from responsibility for deviations and alternatives from the Contract Documents, nor shall it relieve the Contractor from responsibility for errors in the Submittals. A failure by the Contractor to identify in its letter of transmittal material deviations from the Contract Documents shall void the Submittal and any action taken thereon by the Director. When specifically requested by the Director, the Contractor shall resubmit such Shop Drawings, descriptive data and samples as may be required.

If any mechanical, electrical, structural, or other changes are required for the proper Installation and fit of alternative materials, articles, or equipment, or because of deviations from

the Contract, such changes shall not be made without the approval of the Director and shall be made without additional cost to the City.

2-1.09 **DISPOSAL OF MATERIAL OUTSIDE THE WORK SITE.** Unless otherwise stated elsewhere in the Contract Documents, the Contractor shall, at its own cost and expense, make its own arrangements for disposing of materials outside the Work Site.

Except when material is to be disposed of at a landfill or recycling center, when any material is to be disposed of outside the Work Site, the Contractor shall first obtain written permission from the City to dispose of the material at the intended location. The City's approval will be contingent upon the Contractor obtaining a written permit from the property owner on whose property the disposal is to be made. Prior to the disposal of any material at the intended location, the Contractor shall submit such permit or a certified copy thereof to the City, together with a written release from the property owner absolving the City from any and all responsibility related to the disposal of material on said property.

Disposal of Hazardous Materials must be done in accordance with all laws and regulations. Copies of all required regulatory documentation including copies of final manifests shall be supplied to the City.

2-1.10 **ACCESS TO THE WORK.** The Contractor shall satisfy itself that the jurisdictions through which its operations and haul routes pass will permit such operations with respect to the type of vehicle, laden weights, frequency and dimensions of loads, hours of operation and required traffic control. All necessary permits, licenses or bonds shall be obtained and paid for by the Contractor.

2-1.11 **TEMPORARY UTILITIES.** The Contractor shall make its own arrangements with utility companies for any temporary services it may require in performance of

the Work and shall pay all costs of these services directly to these utility organizations.

2-1.12 **UTILITY FACILITIES.** The Contractor shall protect from damage those utility facilities that are to remain in place, be Installed, relocated or otherwise arranged.

The Contractor's attention is directed to the possible existence of facilities not shown, and of facilities in a location different from that, which is indicated. The Contractor shall take steps to ascertain the exact location of all facilities prior to doing any Work, which may damage such facilities or interfere with their service. Where the location of a facility is indicated or inferred from the presence of visible facilities such as buildings, meters, and junction boxes, the Contractor shall make such excavations and explorations as are necessary to ascertain the correct location. Unless provided for elsewhere in the Contract Documents, the cost of such excavations and explorations will be considered as a part of the cost of other items of Work and no additional payment will be made. Such excavations and exploratory Work shall not entitle the Contractor to an extension of time.

If the Contractor discovers underground facilities not indicated or inferred from the Contract Documents, the Contractor shall immediately give the Director written notification of the existence of those facilities. The Contractor shall determine the exact location of the underground facilities and the cost of the work will be paid for in accordance with the Contract Documents. The underground facilities shall be protected from damage as directed by the Director and the cost of that work will be paid for as extra work. The Contractor shall, if directed by the Director, repair any damage, which may occur to the underground facilities. The cost of that repair work, not due to the failure of the Contractor to exercise reasonable care, will be paid for as extra work. Damage due to the Contractor's failure to exercise reasonable care shall be repaired at the Contractor's cost and expense.

Where it is determined by the City that the rearrangement of an underground facility, the existence of which is not shown on the Contract Drawings, is essential in order to accommodate the Work, the City will provide for the rearrangement of such facility by other forces or, when so ordered by Change Order, such rearrangement shall be performed by the Contractor and will be paid for as provided under a Change Order.

The Contractor shall be responsible for the maintenance of all utility facilities placed by the Contractor in temporary locations, and all utilities within the construction area not required to be relocated but which are required to be shored or supported during the construction period. The cost of such maintenance shall be borne by the Contractor, and no other compensation shall be due the Contractor for this Work.

The cost of providing and maintaining all necessary or required temporary structures, of making any necessary repairs, replacements, or similar operations, or furnishing indemnity or other bonds, if required, and all costs required by this Section shall be paid by the Contractor and shall be included in the prices bid in the schedule for other items of work.

2-1.13 **PRESERVATION AND CLEANING.** The Contractor shall clean up the Work at frequent intervals and at other times when directed by the Director. While finish Work is being accomplished, floors, Work areas and finished areas shall be kept clean, free of dust, construction debris and trash. Upon completion of the Work, the Contractor shall remove from the Premises its construction equipment and any waste materials not previously disposed of, leaving the Premises thoroughly clean and ready for final inspection.

2-1.14 **LIMITATIONS ON WORK SITE AND PREMISES.** The Contractor shall limit its construction operations to the Work Site unless otherwise shown on the Contract Drawings or specified. The Contractor shall perform no operation of any nature over or on the

Premises except such operations as are authorized by the Contract Documents or as authorized by the Director.

2-1.15 **DUST CONTROL.** During the performance of all Work under this Contract, the Contractor shall assume all responsibility for dust control and shall furnish all labor, equipment, and means required to carry out proper and efficient measures wherever and whenever dust control is necessary to prevent the operations from producing dust damage and nuisance to persons and property. Any claims resulting from dust damage or nuisance shall be borne solely by the Contractor. The Contractor shall comply with all applicable Air Quality Act requirements.

2-1.16 **SANITATION.** The Contractor shall provide sanitary facilities for all persons working on the Work.

2-1.17 **NIGHT WORK AND NORMAL WORKING HOURS.** Normal working hours at the construction site shall be between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday. Legal holidays are excluded. Certain utility connections and street operations are anticipated to require night Work by the Contractor during low usage periods. The Contractor may also be required to prosecute the Work at night if, at any time, the Director shall deem it necessary for the progress of the Work, or if emergencies arise. The Contractor shall promptly comply with any such requirements made in writing by the Director. The Contractor will also be permitted to Work at night if Contractor satisfies the Director of the need therefor, in order to maintain the required progress or protect the Work from the elements. Certain activities are required to be performed at night for nominal progress of the Work and/or are specified to be performed at night by other portions of the Supplemental Conditions. When required, ordered, or permitted to Work at night, the Contractor shall provide sufficient and

satisfactory lighting and other facilities therefor. The Contractor shall receive no extra payment for night Work, if specified or if required to be performed during the normal progress of the Work, but compensation shall be considered as having been included in the price stipulated for the Work.

If Contractor performs work during weekends, holidays or any non-normal work hours, Contractor shall pay for required City Inspectors.

2-1.18 **LINES AND GRADES.** Unless otherwise provided in the Supplemental Conditions, the Contractor shall lay out all Work, including structures and pipelines, and shall be responsible for any errors resulting therefrom. In all questions arising as to proper location of lines and grades, the Director's decision will be final.

As part of the bid price for the construction of the improvements, the Contractor shall provide and be responsible for the layout of all Work on this project. The Contractor shall provide all necessary surveys, field staking, and positioning for the construction of all components at the proper alignment, elevations, grades, and positions, as indicated on the Contract Drawings and as required for the proper operation and function. The Contractor shall stake its Work area limits. Contractor shall perform all construction staking using a land surveyor licensed in the State of California. Contractor shall provide a staking plan prior to commencement of Work for the City's review and maintain monuments, stakes, and marks, and shall update the plan as necessary. Director, or Director's designated representative, may verify the field condition. Errors or inconsistencies in the Contract Documents discovered by the Contractor shall be reported to the Director within twenty-four (24) hours and prior to constructive forms or related improvements. Any work installed with this requirement shall be subject to removal and replacement at the Contractor's expense.

The Contractor's lay-out shall be based on existing structures, property lines, survey control, and bench marks established by the City. All structures and pipeline connections shall be Installed based on actual elevation of existing structures to which connections are made.

The Contractor shall supply such labor as required, at no extra charge, to aid and assist the Director in checking location and grades of the Work as set by the Contractor if the Director desires to perform this checking. This shall include moving materials and equipment located between monuments and the construction Work.

2-1.19 **ARCHEOLOGICAL DISCOVERIES.** Upon discovery of prehistoric or historic artifacts, or other indicators or examples of cultural resources discovered during the course of site preparation, grading, excavation, construction or other development activities, all operations within fifty feet (50') of the find shall cease until such time as the City provides the services of a qualified archeologist to evaluate the finds and recommend appropriate action.

Prehistoric materials can include flaked stone tools (e.g., projectile points, knives and choppers) or tool making debris of obsidian, chert, quartzite and other materials, culturally darkened soil (i.e., midden, which often contains heat affected rock, ash and charcoal, shellfish remains, and cultural materials), and stone milling equipment such as mortars, pestles and hand stones. Historic material may include wood, stone, concrete or adobe footings, walls and other structural remains; debris filled wells or privies; and deposits of wood, metal, glass, ceramics and other refuse.

2-1.20 **PRESERVATION OF MONUMENTS.** Any monuments or bench marks disturbed by construction operations shall be repaired per the City's standard and promptly re-established by a registered land surveyor or civil engineer. A plat for each monument shall be furnished to the Director after the plat has been recorded with the Placer

County Recorder's Office at no additional cost to the City. The recorded plat shall serve as a record of the re-establishment of said existing survey points.

2-1.21 **CONFORMITY WITH CONTRACT DOCUMENTS.** Work and materials shall conform to the lines, grades, cross sections, dimensions and material requirements, including tolerances, required by the Contract Documents. Although measurement, sampling and testing may be considered evidence as to such conformity, the City shall be the sole judge as to whether the Work or materials deviate from the Contract Documents. At its option, the City may elect to accept deviations from the Contract Documents with appropriate backcharge Assessments against the Contractor, and, if such an election is made, the City will provide written notice to the Contractor of such acceptance.

2-1.22 **FINAL CLEANUP.** Prior to final Acceptance of the Work, the Contractor shall thoroughly clean the Premises, remove all temporary structures built by or for the Contractor, and remove all equipment and surplus construction material and debris from the area. The entire project, before Acceptance by the City, shall be left in a neat and clean condition. All Work areas and temporary construction areas shall be returned to essentially the same conditions existing before the commencing of project construction.

2-1.23 **AS-BUILT DOCUMENTS AND DRAWINGS.** The Contractor shall maintain one set of the full size prints furnished by the City and mark thereon in color any deviations from plan dimensions, elevations, or orientations. Also, the Contractor shall locate on said prints, all underground facilities, such as piping, conduits and tanks by accurate field measurement from structure walls, corners, etc. The Contractor shall submit the prints and an electronic CD (searchable PDF or source file format such as AutoCAD) in good condition to the Director upon completion of the job as a condition of Acceptance of the project. Marked prints

shall be updated at least once each week and shall be available to the Director for review as to currency prior to developing partial payment estimates. After the completion of testing, but prior to Acceptance, the Contractor shall submit As-Built electrical drawings in color and an electronic CD showing all components and their wiring, and as specified in the Supplemental Conditions.

2-1.24 **SUPERINTENDENCE.** The Contractor shall supervise and direct the Work, which shall be performed in accordance with the requirements of the Contract Documents. The Contractor shall be solely responsible for implementation of all construction means, methods, techniques, sequences, and procedures and for coordination of all portions of the Work under the Agreement. The Contractor shall be solely responsible for the safety of its employees, Subcontractors of any tier, Suppliers, visitors to the Contractor, and other third parties associated with the Contractor.

The Contractor shall designate in writing before starting Work, an authorized representative who shall have the authority to represent and act for the Contractor.

When the Contractor is comprised of two (2) or more persons, firms, partnerships, or corporations functioning on a joint venture basis, said Contractor shall designate in writing before starting Work, the name of one authorized representative who shall have the authority to represent and act for the Contractor. Instances of misconduct, contract non-compliance, unsatisfactory performance, or incompetence by these personnel shall be grounds for the City to direct Contractor to dismiss them from the Project. Contractor shall immediately comply with the City's request for dismissal, at no cost to the City, and shall designate a replacement, which shall be subject to approval by the City.

Said authorized representative shall be present at the site of the Work at all times while Work is actually in progress on the Contract. When Work is not in progress and during periods

when Work is suspended, arrangements acceptable to the Director shall be made for any Emergency Work that may be required.

Whenever the Contractor or its authorized representative is not present on any particular part of the Work where it may be desired to give direction, orders will be given by the Director, which shall be received and obeyed by the superintendent or foremen who may have charge of the particular Work in reference to which the orders are given.

Any order given by the Director, not otherwise required by the Supplemental Conditions to be in writing, will on request of the Contractor, be given or confirmed by the Director in writing.

2-1.25 **CHARACTER OF WORKER.** If any Subcontractor or person employed by the Contractor shall appear to the Director to be incompetent or to act in a disorderly or improper manner, he or she shall be removed immediately on the requisition of the Director, and such person shall not again be employed on the Work.

2-1.26 **INSPECTION.** The Contractor shall at all times permit the Director to inspect the Work or any part thereof. The Contractor shall maintain proper facilities and provide safe access for such inspection by the Director to all parts of the Work, and to the shops where the Work is in preparation. Work shall not be covered up until authorized by the Director and the Contractor shall be solely responsible for notifying the Director where and when such Work is in readiness for inspection and testing. Should any such Work be covered without authorization, it shall, if so ordered, be uncovered at the Contractor's expense.

Unless otherwise designated as normal working hours, whenever the Contractor intends to perform Work on Saturday, Sunday, or a Legal Holiday, the Contractor shall give notice to the Director of such intention forty-eight (48) hours prior to performing such Work, or such longer

period as may be specified so that the Director may make necessary arrangements.

The observation and/or approval of the workmanship or materials by the City shall not relieve the Contractor of any obligations to fulfill the requirements of the Contract Documents. Workmanship and materials not meeting such requirements shall be corrected and unsuitable Work or material may be rejected, notwithstanding that such Work or materials have been previously observed and/or approved by the City, or payment therefor has been included in a progress estimate.

The City may order re-examination of questioned Work at any time before final Acceptance. If so ordered, the Contractor shall uncover the Work. If such work is found to be in accordance with the Contract Documents, the City will pay for the cost of uncovering, removing, recovering and replacing the parts removed; but if such Work so exposed or examined is not in accordance with the Contract Documents, the uncovering, removal, recovering and replacement shall be at the Contractor's expense. Work that has been covered prior to observation by the City does not qualify as re-examined work; the City may order such work uncovered for observation without payment of any costs.

2-1.27 **REMOVAL OF REJECTED AND UNAUTHORIZED WORK.** All

Work which has been rejected shall be remedied, or removed and replaced by the Contractor in a manner acceptable to the Director and no compensation will be allowed the Contractor for such removal, replacement, or remedial Work.

Any Work done beyond the lines shown on the Contract Drawings or established by the Director, or any Work done without written authority will be considered as unauthorized Work and will not be paid for. Upon order of the Director, unauthorized Work shall be remedied, removed, or replaced at the Contractor's expense.

Upon failure of the Contractor to comply promptly with any order of the Director made under this section, the Director may cause rejected or unauthorized Work to be remedied, removed, or replaced, and the costs thereof will be deducted from any moneys due or to become due the Contractor.

For Council Approval
Not for Bidding

SECTION 3

CHANGES IN THE WORK

3-1.01 **CHANGES.** The Director, without invalidating this Agreement and without notice to Contractor's surety, may order changes in the Work, consisting of additions or deletions, or other revisions. The Contract Price and the Contract Time shall be adjusted accordingly. All such changes in the Work, including in the Contract Price and the Contract Time, shall be authorized only by Contract Change Order, signed by the Director.

If Contractor claims that performance of any work entitles it to additional compensation or to an extension of time for performance of the Work, Contractor shall provide written notice to the City of any such claim prior to undertaking such work. Contractor shall provide written notice of any anticipated impacts to the Contract Price or Contract Time within three (3) Days of discovering such impact, by submitting a Notice of Potential Claim described in Section 7-1.03 below, or notice of delay as described in Section 6-1.09 below. If the Director refuses to issue a Change Order for such work, Contractor shall perform that work if directed or obligated to do so and shall submit a complete and specific Claim for additional compensation and/or extension of time for performance within fifteen (15) Days after such work is performed, as described in Section 7-1.03 below. Failure to provide written notice of claims prior to undertaking such work, failure to provide a timely Notice of Potential Claim, or failure to submit timely a complete and specific Claim for additional compensation and/or extension of the time for performance, shall be deemed a waiver and abandonment of any such Claim. No Claim, dispute or controversy shall interfere with the progress or performance of the Work and the Contractor shall proceed with the Work as directed by the Director. Failure to so proceed shall amount to a

default under this Agreement.

3-1.02 **PROPOSED CHANGE ORDERS.** The Contractor will be notified in writing of a proposed Change Order describing the intended change. Within fifteen (15) Days after receipt of a written request, the Contractor shall submit its proposed price to be added or deducted from the Contract Price due to the change and its estimate of the extent of the adjustment in the Contract Time, if any. The Contractor's proposed price to be added to or deducted from the Contract Price shall be supported by a detailed estimate of cost prepared by the Contractor, vendor or Supplier. The Contractor's proposed price submittal shall be accompanied by a statement of the time necessary for the changed Work, together with a description of how this time will be incorporated into the current Construction Schedule. The Contractor shall upon request by the Director permit inspection of its original Contract estimate, subcontract agreements or purchase orders relating to the change.

If agreement is reached on the adjustment in compensation as provided in Section 3-1.05, "Contract Price Adjustment," of these General Conditions, the Contractor shall proceed with the Work as changed at the agreed price.

If the Contractor and the Director fail to agree as to the adjustment in compensation for the performance of the changed Work, the Contractor, upon written order from the Director, shall proceed immediately with the changed Work and the Contract Price shall be adjusted in accordance with Section 3-1.06, "Force Account Payment," of these General Conditions.

If the Contractor fails to submit its cost estimate within such fifteen (15) Day period, the Contractor shall commence the Work as changed immediately upon receipt of written order of the Director, and the Contract Price will be adjusted in accordance with the Director's cost estimate for the changed Work.

3-1.03

EMERGENCY AND INDETERMINATE TYPE CHANGE

ORDERS. Changes in the Work made necessary by an Emergency, as determined by the Director, or changes of a kind where the extent of the Work cannot be determined until completed, may be authorized by the Director in writing. The Change Order shall state that it is issued pursuant to this Section 3-1.03. Upon receipt of an authorized Change Order or other written order of the Director, the Contractor shall proceed with the ordered Work and the Director will maintain a daily job record containing a detailed summary of all labor, materials and equipment required for the changed Work.

Within fifteen (15) Days after receiving a written request, the Contractor shall submit a detailed estimate of cost for the change and any requested change in Contract Time in the same manner as required for proposed Change Orders in Section 3-1.02 of these General Conditions.

3-1.04

EXECUTED CHANGE ORDER.

A Contract Change Order signed by both the Director and the Contractor is an “executed Contract Change Order.” By signing the Contract Change Order, the Contractor agrees that the specified compensation constitutes full compensation for the changed Work, including payment for interruption, disruption, acceleration, extended Overhead, delay or any other “impact” claim or “ripple effect” claim. The Contractor specifically understands and agrees that its execution of the Contract Change Order shall constitute a waiver of any right for the Contractor to claim any additional compensation with respect to the subject matter of the Contract Change Order.

3-1.05

CONTRACT PRICE ADJUSTMENT.

If a Contract Change Order provides for an adjustment to the Contract Price, the amount of such adjustment shall be determined by one of the following methods, or a combination thereof, as determined by the City and in its sole discretion:

A. Lump sum. The Contractor and the City may agree on a lump sum amount for the Change Order. At the City's request, the Contractor will provide pricing for the work. Maximum markups for Contract Change Orders paid for using lump sum pricing shall be paid for in the same manner and in the same amounts as markups for Force Account work, as described in Section 3-1.06 below.

B. Unit Prices. The unit prices set forth in the Contractor's Schedule of Bid Prices will be utilized where they are applicable and acceptable to the City. The Contractor's unit prices shall remain firm and shall not be subject to adjustment unless and until the actual quantity of work is increased or decreased by Contract Change Order in an amount greater than twenty-five percent (25%) from the estimated quantity indicated for such item. No markups will be given for Contract Change Orders paid for using unit prices.

Unit prices for new items included in the Contract Change Order but not included in the original bid shall be as mutually agreed upon or, in the absence of agreement, as determined by the City in the same manner as if the work were to be paid for on a Force Account basis, as described in Section 3-1.06 below.

C. Force Account. Where the City and the Contractor are unable to agree on lump sum pricing and if the City does not elect to utilize the unit prices in Contractor's bid, or such unit prices are not applicable, the changed work will be performed and tracked by the Contractor as Force Account work, as described in Section 3-1.06 below. The City will pay for such work, including markups, properly attributable to the change in accordance with those Force Account provisions.

D. Eliminated Items. The City reserves the right to delete any bid item of Work in its entirety. The City makes no representation that any work under a bid item of Work

will be performed, and all work may be subject to a Contract Change Order that deletes such work. Bid items are distinct and severable from the other bid items, and the Contractor shall not be entitled to any anticipated profit, unabsorbed Overhead, or other indirect expense attributable to the deleted item, except as provided immediately below with regard to Force Account mark-ups on the direct and verifiable costs incurred prior to the City's order that deletes the work.

Should any bid item of Work be eliminated in its entirety and not accounted for as described immediately above and, in the absence of an executed Contract Change Order covering such elimination, payment will be made to the Contractor for actual direct and verifiable costs incurred in connection with such eliminated bid item if incurred prior to the date of notification in writing by the City of such elimination. If acceptable material is ordered by the Contractor for the eliminated item prior to the date of notification of such elimination by the City, and if orders for such material cannot be canceled, it will be paid for at the actual direct and verifiable cost to the Contractor. Actual direct costs shall include documented vendor shipping fees, Supplier restocking fees, if applicable, and Contractor handling costs directly related to the eliminated item(s). In such case, the material paid for shall become the property of the City and the actual cost of any further handling will be paid for by the City. If the material is returnable to the vendor and if the City so directs, the material shall be returned and the Contractor will be paid for the actual direct cost of charges made by the vendor for returning the material. The actual direct cost of handling returned materials will also be paid for by the City. The actual direct and verifiable costs to be paid by the City as provided herein will be computed in the same manner as if the work were to be paid for on a Force Account basis, including the application of Force Account mark-ups to said costs.

3-1.06 **FORCE ACCOUNT PAYMENT.** When Work performed pursuant to a

Change Order is to be paid for on a Force Account basis, the Contractor's labor, materials and equipment used in the performance of such Work shall be subject to the approval of the City, and the compensation will be determined as set forth below in this section.

3-1.06A **LABOR.** The Contractor will be paid an amount based on the actual cost for the workers (including foremen when authorized by the Director) used in the actual and direct performance of the Work. All labor costs associated with Overhead, whether field or home office, are specifically excluded herein, as those labor costs are covered by the below mark-ups. The cost of labor, whether the employer is the Contractor, Subcontractor or other forces, shall include employer payments; assessment of benefits required by lawful labor union collective bargaining agreements; compensation insurance payments; contributions made to the State pursuant to the Unemployment Insurance Code; and for taxes paid to the Federal Government pursuant to the Social Security Act of August 14, 1935, as amended. No labor cost will be recognized at a rate in excess of the wages prevailing in the locality at the time the Work is performed, nor will the use of a labor classification, which would increase the cost, be permitted unless the Contractor establishes to the complete satisfaction of the Director the necessity for payment at a higher rate.

3-1.06B **MATERIALS.** Only materials furnished by the Contractor and necessarily used in the performance of the Work will be paid for. Such cost of materials may include the costs of procurement, transportation and delivery if necessarily incurred. If a cash or trade discount by the actual supplier is available to the Contractor, it shall be credited to the City. If materials are procured by the purchaser by any method which is not a direct purchase from and a direct billing by the actual supplier to such purchaser, the cost of such materials shall be deemed to be the price paid to the actual supplier plus the actual costs, if any, incurred in the

handling of such materials. If the materials are obtained from a supply or source owned wholly or in part by the purchaser, the cost of such materials shall not exceed the price paid by the purchaser for similar materials furnished from said source on Bid items or the current wholesale price for such materials delivered to the job site, less any discounts as provided herein, whichever is lower. If, in the opinion of the Director, the cost of materials is excessive, or if the Contractor fails to furnish satisfactory evidence of the cost to it from the actual supplier within sixty (60) Days after the date of delivery of the materials or within fifteen (15) Days after Acceptance of the Agreement, whichever occurs first, the cost of the materials shall be deemed to be the lowest current wholesale price at which similar materials are available in the quantities required, less any discounts provided herein. The Department reserves the right to furnish such materials required by the Change Order as it deems advisable, and the Contractor shall have no claim for cost or markups on material furnished by the Department.

3-1.06C **EQUIPMENT.** The Contractor will be paid an amount based on the actual cost for the use of equipment directly required and approved by the Director in the performance of the changed Work. No payment will be made for time while equipment is inoperative due to breakdowns or on Days when no Work is performed. In addition, the rental time shall include the time required to move the equipment to the Work from the nearest available source of such equipment, and to return it to the source. If such equipment is not moved by its own power, then loading and transportation costs will be paid. Moving time, loading and transportation costs will only be paid if the equipment is used exclusively on the changed Work during the time between move in and move out. Individual pieces of equipment having a replacement value of One Thousand Dollars (\$1000) or less shall be considered to be tools or small equipment, and no payment will be made therefore. For equipment owned,

furnished, or rented by the Contractor, no cost therefore shall be recognized in excess of the equipment rental rates published by Caltrans at the following website address:

<http://www.dot.ca.gov/hq/construc/equipmnt.html>. Equipment located at a Work Site and utilized on non-Force Account work shall not be eligible for standby payment, and shall be charged on a Force Account basis only when solely performing pre-approved Force Account work tasks.

3-1.06D **MARKUPS.** When a Change Order increases the cost of the Work, the Contractor may add the following maximum markups to its actual costs of labor, materials, or equipment rental:

- 15 percent for labor;
- 10 percent for materials; and
- 5 percent for equipment rental.

The above markups include full compensation, covering the costs of all supervision, bonds, profit, Overhead, and other general expenses not specifically designated as a direct cost in Sections 3-1.06A through 3-1.06C above. The total payment (i.e., direct cost plus applicable markups) shall be deemed to be the actual cost of such work and shall constitute full compensation therefor. The Contractor specifically understands and agrees that such payment shall include any Contractor costs for interruption, disruption, and acceleration, extended Overhead, Change Order management, delay or other “impact” claim or “ripple effect” claim.

When work paid for on a Force Account basis is performed by forces other than the Contractor’s own forces, the maximum allowable mark-ups for the Subcontractors’ costs shall be fifteen percent (15%) for the cost of labor, ten percent (10%) for the cost of materials, and five percent (5%) for the cost of rented equipment. In these situations where the work is being performed by Subcontractors, the Contractor will only be entitled to an additional five percent

(5%) mark-up and will not be entitled to receive the additional mark-ups specified in this section.

When a Change Order decreases the cost of the Work, the reduction in cost shall include a five percent (5%) markup on the estimated cost for furnishing the labor, materials and equipment, which would have been used on such Work, had the Change Order not been issued.

When a Change Order involves both added Work and deleted Work, the markup or markups to be used shall be as follows:

The actual costs of labor, materials, and equipment rental for added and deleted Work shall be calculated separately without adding markups. If the difference between the calculated costs for labor results in an increased cost, a markup of fifteen percent (15%) shall be applied to the increased cost. If the difference between the calculated costs of materials or equipment rental results in an increased cost, a markup of ten percent (10%) and five percent (5%) respectively, shall be applied to the increased costs of materials or equipment rental, as the case may be. If the difference between the calculated costs for labor, materials or equipment rental results in a decreased cost, a markup of five percent (5%) shall be applied to the decreased costs of labor, materials or equipment rental, as the case may be.

Contractor shall not add mark-ups on work performed and billed by City staff nor add mark-ups to successive iterations of proposed Change Order cost proposals returned to Contractor by the City due to incomplete or inaccurate information being originally submitted by the Contractor. If the Contract Price increases by the issuance of Change Orders, the penal amounts of the bonds required shall increase accordingly.

3-1.06E **RECORDS.** The Contractor shall maintain its records in such a manner as to provide a clear distinction between the direct costs of extra work paid for on a Force Account basis and the costs of other operations.

From the above records, the Contractor shall furnish the City completed daily extra work reports, on forms acceptable to the City, for each Day's extra work to be paid for on a Force Account basis. The daily extra work reports shall itemize the materials used, and shall cover the direct cost of labor and the charges for equipment rental, whether furnished by the Contractor, Subcontractor, or other forces. The daily extra work reports shall provide names and identifications and classifications of workers, the hourly rate of pay and hours worked, and also the size, type, and identification number of equipment, and hours operated. Daily extra work and Force Account reports (actual or claimed) shall be signed by both the City's and the Contractor's representatives within twenty-four (24) hours of the performance of the work.

Valid copies of vendor's invoices shall substantiate material charges. Such invoices shall be submitted with the daily extra work reports, or if not available, they shall be submitted with subsequent daily extra work reports. Should said vendor's invoices not be submitted within sixty (60) Days after the date of delivery of the material or within fifteen (15) Days after the Acceptance of the Agreement, whichever occurs first, the City reserves the right to establish the cost of such materials at the lowest current wholesale prices at which said materials were available in the quantities, less any discounts.

The City will compare its records with the completed daily extra work reports furnished by the Contractor and make any necessary adjustments. When these daily extra work reports are agreed upon and signed by both parties, said reports shall become the basis of payment for the work performed, but shall not preclude subsequent adjustment based on a later audit by the City.

The Contractor's cost records pertaining to Work paid for on a Force Account basis shall be open to inspection or audit by representatives of the City during the life of the Agreement and for a period of not less than three (3) years after the date of Agreement completion and the

Contractor shall retain such records for that period. Where payment for materials or labor is based on the cost thereof to forces other than the Contractor, the Contractor shall make every reasonable effort to insure that the cost records of such other forces will be open to inspection and audit by representatives of the City on the same terms and conditions as the cost records of the Contractor. If an audit is to be commenced more than sixty (60) Days after the date of Acceptance of the Agreement, the Contractor will be given fifteen (15) Days' notice of the time when such audit is to begin.

3-1.07 **COST REDUCTION PROPOSALS.** The City encourages the Contractor to submit Cost Reduction Proposals whenever the Contractor identifies areas and/or instances in which there can be savings to the Work. Contractor may submit to the City, in writing, proposals for modifying the plans, Specifications or other requirements of the Agreement for the sole purpose of reducing the total cost of construction, including the time for completion of the Work. The City may consider such Cost Reduction Proposals and, if accepted, the Agreement will be equitably adjusted. The City has no obligation to consider or accept Cost Reduction Proposals.

For Council Approval
Not for Bidding

SECTION 4
CONTROL OF MATERIALS

4-1.01 **MATERIALS.** The Contractor shall furnish all materials required to complete the Work, except materials that are designated in the Supplemental Conditions to be furnished by the City and materials furnished by the City in accordance with Section 3, “Changes in the Work,” of these General Conditions.

Unless otherwise specified in the Supplemental Conditions, materials furnished by the Contractor for incorporation into the Work shall be new. When the quality or kind of materials, articles, or equipment is not particularly indicated, then the quality or kind thereof shall be similar to those that are indicated.

Articles or materials to be incorporated in the Work shall be stored in such a manner as to insure the preservation of their quality and fitness for the Work, and to facilitate inspection.

All materials which do not conform to the requirements of the Contract Documents as determined by the Director, will be rejected whether in place or not. Rejected material shall be removed immediately from the site of the Work, unless otherwise permitted by the Director. No rejected material, the defects of which have been subsequently corrected, shall be used in the Work, unless approval in writing has been given by the Director. Upon failure of the Contractor to comply promptly with any order of the Director made under these provisions, the Director shall have the authority to cause the removal and replacement of rejected material and to deduct the cost thereof from any moneys due or to become due the Contractor.

Manufacturer's warranties, guaranties, instruction sheets and parts lists, which are furnished with certain materials incorporated in the Work, shall be delivered to the Director

before Acceptance of the Contract.

Unless otherwise designated in the Supplemental Conditions or Specifications, materials furnished by the City will be delivered to the job site. Materials furnished by the City that are designated in the Supplemental Conditions as available at locations other than the job site shall be hauled to the site of the Work by the Contractor at its expense, including any necessary loading and unloading that may be involved.

The Contractor will be held responsible for all materials furnished to it, and shall pay all demurrage and storage charges. City-furnished materials lost or damaged from any cause whatsoever shall be replaced by the Contractor. The Contractor will be liable to the Department for the cost of replacing City-furnished material and such costs may be deducted from any moneys due or to become due the Contractor.

4-1.02 **PRODUCT AND REFERENCE STANDARDS.** When descriptive catalog designations, including manufacturer's name, product brand name, or model number are referred to in the Contract Documents, such designations shall be considered as being those found in industry publications in effect on the day the Notice to Contractors for the Work is dated, except as may be otherwise stated.

When standards or test designations of the Federal Government, trade societies, or trade associations are referred to in the Contract Documents by specific date of issue, these shall be considered as part of the Contract. When such references do not bear a date of issue, the edition in effect on the day the Notice to Contractors for the Work is dated shall be considered as part of the Contract.

4-1.03 **SAMPLING AND TESTING OF MATERIALS.** Unless otherwise specified, all tests shall be performed in accordance with the methods used by the State

Department of Transportation (Caltrans) and shall be made by the Director or his or her designated representative.

The State Department of Transportation has developed test methods for testing the quality of materials and Work. These test methods are identified by a California Test followed by the serial number. Copies of individual tests are available at the State Department of Transportation Laboratory, Sacramento, California, and will be furnished to interested persons upon request.

Whenever a reference is made in the Supplemental Conditions to a California Test by number, it shall mean the California test in effect on the day the Notice to Contractors for the Work is dated.

Whenever the Supplemental Conditions provide an option between two (2) or more test methods, the Director will determine the test method to be used.

Whenever a Supplemental Condition, manual, or test designation provides for test reports (such as certified mill test reports) from the manufacturer, copies of such reports, identified as to the lot of material, shall be furnished to the Director. The manufacturer's test reports shall supplement the inspection, sampling and testing provisions of this Section 4-1.03 and shall not constitute a waiver of the City's right to inspect. When material which cannot be identified with specific test reports is proposed for use, the Director may at his or her discretion, select random samples from the lot for testing. Testing specimens from the random samples, including those required for retest, shall be prepared in accordance with the referenced Supplemental Conditions and furnished by the Contractor at its expense. The number of such samples and test specimens shall be entirely at the discretion of the Director.

When requested by the Director, the Contractor shall furnish, without charge, samples of

all material entering into the Work, and no material shall be used prior to approval by the Director, except as provided in Section 4-1.04, "Certificates of Compliance," of these General Conditions.

A. Inspection and Access for Testing. The Contractor shall provide safe access for the Director and his or her inspectors to adequately inspect the quality of Work and conformance with the General and Supplemental Conditions. The Contractor shall provide adequate lighting, ventilation, ladders and other protective facilities as may be necessary for the safe performance of inspections.

The Contractor shall submit samples or specimens of such materials to be furnished or used in the Work as the Director may require. The Contractor shall furnish the Director all necessary labor and facilities for such things as excavation in the compacted fill to depths required to take samples.

Inspections, tests, or favorable review by the Director or others shall not relieve the Contractor from its obligations to perform the Work in accordance with the requirements of the Contract Documents.

Work covered without the favorable review or consent of the Director shall, if required by the Director, be uncovered for examination at the Contractor's expense.

If the Engineer, Architect, or Director considers it necessary or advisable that covered Work be inspected or tested by others, the Contractor, at the Director's request, will uncover, expose or otherwise make available for observation, inspection or testing as the Director may require, that portion of the Work in question, furnishing all necessary labor, materials, tools, and equipment. If it is found that such Work is defective, the Contractor will bear all the expenses of such uncovering, exposure, observation, inspection and testing and of

satisfactory reconstruction. If, however, such Work is not found to be defective and the Work was not covered without favorable review of the Director, the Contractor will be allowed an increase in the Contract Price or an extension of the Contract Time, or both, to cover its costs directly attributable to such uncovering, exposure, observation, inspection, testing, and reconstruction and an appropriate Change Order shall be issued.

Whenever the Contractor varies the period during which Work is carried on each Day, the Contractor shall give due notice to the Director so that proper inspection may be provided. Any Work done in the absence of the Director may be subject to rejection. Proper facilities for safe access for inspection to all parts of the Work shall at all times be maintained for the necessary use of the Director and other agents of the City. Authorized representatives and agents of the Director shall be permitted access to inspect all Work and materials wherever it is required for preparation of progress reports, and the Contractor shall provide proper facilities for such access and inspection.

It is the Contractor's responsibility to supervise the Work and complete the project in accordance with the Contract Documents. In the course of managing that effort, the Contractor shall generate its own punch lists as deemed necessary. The Director may prepare punch lists for the Director's own use in communicating with the Contractor; however, the Director shall be under no obligation to prepare punch lists for the Contractor. In general, the Director will prepare punch lists only after the Contractor has given the Director written notice that the subject Work is completed and tested in accordance with the Contract Documents and is ready for operation and/or use and/or occupancy. Failure of the Director to include an item in a punch list shall not relieve the Contractor of its duty to satisfactorily complete all Work required by the Contract Documents.

Upon Final Completion of the construction Work and request by the Contractor, the Director will conduct a final inspection as a basis for recommending to the City that the Work be accepted.

B. Field and Materials Testing. Where the Supplemental Conditions require Work to be specially field tested or approved, it shall be tested only in the presence of the Director after timely notice of its readiness for inspection and test, and the Work after testing shall be covered up only upon the consent thereto of the Director.

The results of any tests made are for the information of the Director. Regardless of any test results, the Contractor is solely responsible for the quality of workmanship and materials and for compliance with the requirements of the Contract Drawings and Supplemental Conditions.

Except as specifically required under the Supplemental Conditions, all tests by the Director of materials furnished by the Contractor will be done in accordance with commonly recognized standards of national organizations. The Contractor shall furnish such samples of all materials as required by the Director without charge. No material shall be used unless it has been favorably reviewed by the Director.

Where such inspection and testing are to be conducted by an independent Laboratory or agency, the sample or samples of materials to be tested shall be selected by such Laboratory or agency, or the Director, and not by the Contractor.

C. Costs of Testing.

1. Initial Services: The City shall furnish and pay for all initial testing services required by the Contract Documents. When initial tests indicate non-compliance with the Contract Documents, the cost of initial tests associated with that non-compliance will be

deducted by the City from the balance owed the Contractor. The Contractor shall furnish samples of materials for testing as may be required by the Director. Such samples shall be furnished without cost to the City.

2. Retesting: When initial tests indicate non-compliance with the Contract Documents, all subsequent retesting occasioned by the non-compliance shall be performed by the same testing Laboratory and the cost thereof will be deducted by the City from the balance owed the Contractor. Contractor shall be billed for each additional test.

3. Contractor Convenience Testing: Inspection or testing performed exclusively for the Contractor's convenience shall be the sole responsibility of the Contractor.

4. Additional Tests and Inspections: When in the opinion of the Director additional tests or inspections are required because of the manner in which the Contractor executes its Work, such tests and inspections shall be paid for by the City, but will be deducted from the Contract Price. Examples of such tests and inspections are tests of materials substituted for previously accepted materials or substituted for specified materials, retests made necessary by failure of material to comply with the requirements of the Specifications, load tests made necessary because of portions of the structure not fully meeting Specifications or plan requirements, etc.

4-1.04 **CERTIFICATES OF COMPLIANCE.** A Certificate of Compliance shall be furnished prior to the use of any materials for which the Supplemental Conditions require that such a Certificate be furnished. In addition, the Director may permit the use of certain materials or assemblies prior to sampling and testing if accompanied by a Certificate of Compliance. The Certificate shall be signed by the manufacturer of the material or the manufacturer of assembled materials and shall state that the materials involved comply in all

respects with the requirements of the Supplemental Conditions. A Certificate of Compliance shall be furnished with each lot of such materials delivered to the Work and the lot so certified shall be clearly identified in the Certificate.

All materials used on the basis of a Certificate of Compliance may be sampled and tested at any time. The fact that material is used on the basis of a Certificate of Compliance shall not relieve the Contractor of responsibility for incorporating material in the Work which conforms to the requirements of the Contract Documents and any such material not conforming to such requirements will be subject to rejection whether in place or not.

The Department reserves the right to refuse to permit the use of material on the basis of a Certificate of Compliance.

The form of the Certificate of Compliance and its disposition shall be as directed by the Director.

For Council Approval
Not for Bidding

SECTION 5

LEGAL RELATIONS AND RESPONSIBILITY

5-1.01 **LAWS TO BE OBSERVED.** The Contractor shall keep informed of and observe, and comply with and cause all of its agents and employees to observe and comply with, all prevailing Federal and State laws, and rules and regulations made pursuant to said Federal and State laws, and county and municipal ordinances, and regulations, which in any way affect the conduct of the Contract. If any conflict arises between provisions of the Contract and any such law above referred to, the Contractor shall notify the Director at once in writing. To the fullest extent allowed by law, the Contractor shall defend, indemnify, and save and hold harmless the City or any of its officers, agents, employees, and volunteers against any claim or liability arising from or based on the violation of any such law, rule, or regulation, whether by itself or its agents or employees.

5-1.02 **HOURS OF LABOR.** Eight (8) hours labor constitutes a legal Day's work. The Contractor or Subcontractor shall, as a penalty to City, forfeit Twenty-five Dollars (\$25) for each worker employed in the execution of the contract by the respective Contractor or Subcontractor for each calendar day during which such worker is required or permitted to work more than eight (8) hours in any one (1) calendar day and forty (40) hours in any one (1) calendar week in violation of the provisions of the Labor Code, and in particular, Section 1810 to Section 1815, thereof, inclusive, except that Work performed by employees of Contractors in excess of eight (8) hours per day, and forty (40) hours during any one (1) week, shall be permitted upon public work upon compensation for all hours worked in excess of eight (8) hours per day at not less than one and one-half (1-1/2) times the basic rate of pay, as provided in said

Section 1815. In addition, Contractor and/or its Subcontractors may be required to pay double the basic rate of pay for all hours worked in excess of twelve (12) hours in any workday and under other circumstances. (See California Code of Regulations, Title 8, Sections 16100(c)(6) and (16200(a)(3)(F) and applicable Department of Industrial Relations prevailing wage determinations.)

5-1.03 **NONDISCRIMINATION.**

A. Attention is directed to Labor Code Section 1735, which reads as follows:

“A contractor shall not discriminate in the employment of persons upon public works on any basis listed in subdivision (a) of Section 12940 of the Government Code, as those bases are defined in Sections 12926 and 12926.1 of the Government Code, except as otherwise provided in Section 12940 of the Government Code. Every Contractor for public works who violates this section is subject to all the penalties imposed for a violation of this chapter.”

B. During the performance of this Contract, Contractor and its Subcontractors shall not unlawfully discriminate against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. The Contractor and Subcontractors shall insure that the evaluation and treatment of their employees and applicants for employment are free of such discrimination. The Contractor and Subcontractors shall comply with the provisions of the California Fair Employment and Housing Act (Government Code §12900, et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, §7285.0 et seq.) and other applicable State and Federal regulations and City

policies pertaining to nondiscrimination and affirmative action which are incorporated into this Agreement by reference and made a part hereof as if set forth in full. The Contractor and its Subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.

C. Contractor shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform Work under the agreement.

5-1.04 **PREVAILING WAGE.** The Contractor and any Subcontractor shall comply with Labor Code Sections 1770 et seq. In accordance with said Section 1775 the Contractor and any Subcontractor under the Contractor shall, as a penalty, forfeit to the state or City not more than \$200 for each calendar day or portion thereof, for each worker paid less than the prevailing rate as determined by the Director of Industrial Relations for the work or craft in which such worker is employed for under the Contract by the Contractor or by any Subcontractor under the Contractor.

The amount of the penalty shall be determined by the Labor Commissioner based on consideration of both of the following: (a) whether the failure to pay the correct rate of per diem wages was a good-faith mistake and, if so, whether the error was promptly and voluntarily corrected when brought to the attention of the Contractor or Subcontractor; and (b) whether the Contractor or Subcontractor has a prior record of failing to meet its prevailing wage obligations.

The penalty may not be less than forty dollars (\$40) for each calendar day, or portion thereof, for each worker paid less than the prevailing wage rate, unless the failure of the Contractor or Subcontractor to pay the correct rate of per diem wages was a good faith mistake and, if so, the error was promptly and voluntarily corrected when brought to the attention of the Contractor or Subcontractor.

The penalty may not be less than eighty dollars (\$80) for each calendar day, or portion thereof, for each worker paid less than the prevailing wage rate, if the Contractor or Subcontractor has been assessed penalties within the previous three (3) years for failing to meet its prevailing wage obligations on a separate contract, unless those penalties were subsequently withdrawn or overturned.

The penalty may not be less than one hundred twenty dollars (\$120) for each calendar day, or portion thereof, for each worker paid less than the prevailing wage rate, if the Labor Commissioner determines that the violation was willful, as defined in subdivision (c) of Section 1777.1 of the Labor Code.

If the amount due under this section is collected from the Contractor or Subcontractor, any outstanding wage claim under Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code against the Contractor or Subcontractor shall be satisfied before applying that amount to the penalty imposed on that Contractor or Subcontractor pursuant to this section.

The determination of the Labor Commissioner as to the amount of the penalty shall be reviewable only for an abuse of discretion.

In addition to said penalty, the difference between such stipulated prevailing wage rates and the amount paid to each worker for each calendar day or portion thereof for which each worker was paid less than the stipulated prevailing wage shall be paid to each worker by the Contractor or Subcontractor.

If a worker employed by a Subcontractor on a public works project is not paid the general prevailing per diem wages by the Subcontractor, the Contractor is not liable for any penalties described above unless the Contractor had knowledge of that failure of the Subcontractor to pay

the specified prevailing rate of wages to those workers or unless the Contractor fails to comply with all of the following requirements:

1. The contract executed between the Contractor and the Subcontractor for the performance of work on the public works project shall include a copy of the provisions of Sections 1771, 1776, 177.5, 1813, and 1815 of the Labor Code.
2. The Contractor shall monitor the payment of the specified general prevailing rate of per diem wages by the Subcontractor to the employees, by periodic review of the certified payroll records of the Subcontractor.
3. Upon become aware of the Subcontractor's failure to pay its workers the specified prevailing rate of wages, the Contractor shall diligently take corrective action to halt or rectify the failure, including, but not limited to, retaining sufficient funds due the Subcontractor for work performed on the public works project.
4. Prior to making final payment to the Subcontractor for work performed on the public works project, the Contractor shall obtain an affidavit signed under penalty of perjury from the Subcontractor that the Subcontractor has paid the specified general prevailing rate of per diem wages to its employees on the public works project and any amount due pursuant to 1813 of the Labor Code.

Pursuant to Section 1775 of the Labor Code, the Division of Labor Standards Enforcement shall notify the Contractor on a public works project within fifteen (15) Days of the receipt by the Division of Labor Standards Enforcement of a complaint of the failure of a Subcontractor on that public works project to pay workers the general prevailing rate per diem wages.

Pursuant to the provisions of California Labor Code Section 1773, the City has obtained

the general prevailing rate of wages applicable to the categories of workers the City anticipates will be utilized for this project for straight time, overtime, Saturday, Sunday, and holiday Work. The holiday wage rate listed shall be applicable to all holidays recognized in the collective bargaining agreement of the particular craft, classification or type of worker concerned or, if no collective bargaining applies, those holidays identified in Government Code Section 6700. These wage rates may be obtained from the State Department of Industrial Relations and/or the following website address: <http://www.dir.ca.gov/dlsr/DPreWageDetermination.htm>, which is incorporated herein as a part of this Contract.

Pursuant to Labor Code Section 1773.2, the general prevailing wage rates set forth above, which forms a part of this Contract, shall be posted by the Contractor at a prominent place at the site of the Work.

Pursuant to Labor Code Section 1773.6 and California Code of Regulations Section 16204, Title 8, changes in general prevailing wage determinations shall apply to the project only if issued by the Director of Industrial Relations prior to the City's bid issuance date.

The City will not recognize any claim for additional compensation because of the payment by the Contractor of any wage rate in excess of the prevailing wage rate set forth in the Contract. The possibility of wage increases is one of the elements to be considered by the Contractor in determining its Bid, and will not under any circumstances be considered as the basis of a claim against the City or Contract.

When both California and Federal prevailing wage rates apply, the Contractor and any Subcontractors shall pay their workers the higher of the two rates. The Contractor and any Subcontractors shall insert this clause in any lower tier contract.

5-1.05 **REGISTRATION REQUIRED AS QUALIFICATION TO BID.**

Pursuant to Labor Code Section 1771.1(b), notice is hereby given that a Contractor or Subcontractor shall not be qualified to bid on, be listed in a bid proposal, subject to the requirements of Section 4104 of the Public Contract Code, or engage in the performance of any contractor for public work, as defined in Labor Code Sections 1720, et seq., unless currently registered and qualified to perform public work pursuant to Labor Code Section 1725.5. It is not a violation of Labor Code Section 1771.1 for an unregistered contractor to submit a bid that is authorized by Section 7029.1 of the Business and Professions Code or by Section 10164 or 20103.5 of the Public Contract Code, provided the contractor is registered to perform public work pursuant to Section 1725.5.

5-1.06 **PAYROLL RECORDS.** The Contractor's attention is directed to the following provisions of Labor Code Section 1776. The Contractor shall be responsible for the compliance with these provisions by its Subcontractors.

A. The Contractor and each Subcontractor shall keep accurate and current payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by it in connection with the public work. Each payroll record shall contain or be verified by a written declaration that is made under penalty of perjury, stating both of the following:

1. The information contained in the payroll record is true and correct.
2. The employer has complied with the requirements of Section 1771, 1811, and 1815 for any work performed by his or her employees on the public works project.

B. The payroll records enumerated under subdivision (A) shall be available for inspection at all reasonable hours at the principal office of the Contractor on the following

basis:

1. A certified copy of an employee's payroll record shall be made available for inspection or furnished to such employee or his or her authorized representative on request.

2. A certified copy of all payroll records enumerated in subdivision (A) shall be made available for inspection or furnished upon request to a representative of the City, the Division of Labor Standards Enforcement, and the Division of Apprenticeship Standards of the Department of Industrial Relations. The City reserves the right to withhold any progress payments to the Contractor in the event of noncompliance with the subsection.

3. A certified copy of all payroll records enumerated in subdivision (A) shall be made available upon request by the public for inspection or for copies thereof. However, a request by the public shall be made through either the City, the Division of Apprenticeship Standards, or the Division of Labor Standards Enforcement. The public shall not be given access to such records at the principal office of the Contractor.

C. The certified payroll records shall be on forms provided by the Division of Labor Standards Enforcement or shall contain the same information as the forms provided by the Division.

D. Each Contractor shall file a certified copy of the records enumerated in subdivision (A) with the entity that requested the records within ten (10) Days after receipt of a written request.

E. Any copy of the records made available for inspection as copies and furnished upon request to the public or any public agency by the City, the Division of Apprenticeship Standards or the Division of Labor Standards Enforcement shall be marked or

obliterated to prevent disclosure of an individual's name, address and social security number. The name and address of the Contractor awarded the Contract or Subcontractor performing the Contract shall not be marked or obliterated. Any copy of records made available for inspection by, or furnished to, a joint labor-management committee established pursuant to the federal Labor Management Cooperation Act of 1978 (Section 175a of Title 29 of the United States Code) shall be marked or obliterated only to prevent the disclosure of an individual's name and social security number. A joint labor-management committee may maintain an action in a court of competent jurisdiction against an employer who fails to comply with Section 1774. The court may award restitution to an employee for unpaid wages and may award the joint labor-management committee reasonable attorneys' fees and costs incurred in maintaining the action. An action under this subdivision may not be based on the employer's misclassification of the craft of a worker on its certified payroll records. Nothing in this subdivision limits any other available remedies for a violation of this section.

F. The Contractor shall inform the City of the location of the records enumerated under subdivision (A), including the street address, city and county, and shall, within five (5) business days, provide a notice of a change of location and address.

G. The Contractor shall have ten (10) Days in which to comply subsequent to receipt of written notice requesting the records enumerated in subdivision (A). In the event that the Contractor or Subcontractor fails to comply within the ten (10) Day period, the Contractor shall, as a penalty to the State or City, forfeit twenty-five (\$25) Dollars for each calendar day, or portion thereof, for each worker, until strict compliance is effectuated. Upon the request of the Division of Apprenticeship Standards or the Division of Labor Standards Enforcement, these penalties shall be withheld from any progress payment or final payment then due. A contractor

is not subject to a penalty assessment pursuant to this section due to the failure of a Subcontractor to comply with this section.

5-1.07 **SAFETY REQUIREMENTS.** It is the intent of the parties that the City is not an exposing, creating, controlling, or correcting employer under California Labor Code Section 6400. In accordance with generally accepted construction practices and State law, the Contractor shall have the authority and be solely and completely responsible for conditions on the Work Site, including safety of all persons and property during performance of the Work. Moreover, the Contractor shall be the controlling employer and has the authority and responsibility to enforce Work Site safety. The Contractor shall be responsible for conducting daily safety inspections and assuring all hazards and violations are abated. The Contractor is responsible for assuring that all Subcontractors adhere to the minimum Cal/OSHA safety requirements and that each Subcontractor has an effective Cal/OSHA IIPP (Illness and Injury Prevention Program) in place that specifically addresses all potential exposures, such as, but not limited to, fall protection, confined space, and trenching/shoring. These requirements shall apply continuously and not be limited to normal working hours. The Contractor shall be responsible for any delay costs or damages in the event the progress of Work is slowed or stopped due to a safety violation.

The Contractor shall designate a safety officer and have in place a health and safety plan in accordance with the laws of State of California and conduct safety meetings and document them in accordance with the law. The Contractor shall have the safety record available for inspection during working hours and shall submit job site safety meeting reports with each Application for Payment.

Prior to Contractor commencing construction project work on City property, Contractor

shall make available copies of its Health and Safety Plan (HASP) that meets or exceeds applicable Cal/OSHA regulations. The Contractor's HASP shall also meet or exceed the requirements of any applicable City-wide or departmental specific Injury and Illness Prevention Programs (IIPP) and other HASP programs, procedures, and plans. Potentially applicable HASP programs, procedures, and plans include, but are not limited to, the following:

1. Bloodborne Pathogens Exposure Control Plan;
2. Confined Space Entry Procedure;
3. Electrical Safety Program (Lockout/Tagout);
4. Emergency Action Plans (Site Specific);
5. Fire Prevention Plans (Site Specific);
6. Hazardous Waste Operations Emergency Response Plan (or Equivalent);
7. Hazard Communication Program (SDS's and Right-to-Know training);
8. Heat Illness & Prevention Plan;
9. Hearing Conservation Program;
10. Hot Work/Welding Procedure;
11. Job Hazard Analyses/Standard Operating Procedures;
12. Traffic Control & Flagging;
13. Excavation/Dig Safe Procedure;
14. Fall Protection Plan;
15. Personal Protective Equipment Plan;
16. Respirable Crystalline Silica Exposure Control Plan;
17. Respirator Program;
18. Soils Management Plan (for contaminated soils); and

19. Transite (Asbestos) Pipe Work Procedure.

Additionally, Contractor shall be responsible for complying with all City-wide and departmental specific safety requirements as identified in the Supplemental Conditions or presented at a pre-construction meeting.

Contractor shall inform City in advance of the quantity of chemical(s) to be used for the project and the total quantity of chemical(s) that will be brought onto City property. In addition, Contractor shall provide City with one copy of the Safety Data Sheet (SDS) for each chemical expected to be used to complete the project and for each chemical brought to the Work Site, regardless of whether such chemicals are ultimately used for the project.

The services of the Director in conducting construction review of the Contractor's performance is not intended to include review of the adequacy of the Contractor's Work methods, equipment, bracing or scaffolding, or safety measures, in, on, or near the construction site. If a City employee observes a safety violation, the City employee will report the violation to the Contractor who is then responsible for assuring the violation is abated.

The Contractor is hereby informed that Work on this project could be hazardous. The Contractor shall carefully instruct all personnel working in potentially hazardous Work areas as to potential dangers and shall provide such necessary safety equipment and instructions as are necessary to prevent injury to personnel and damage to property. Special care shall be exercised relative to Work underground.

All Work and materials shall be in strict accordance with all applicable State, City, County, and Federal Rules, Regulations, and Codes, and attention is drawn to the requirements of Cal/OSHA. The Contractor shall be solely responsible for compliance with all City, County and State blasting requirements and for any damages caused by its operations.

To ensure compliance with California Labor Code Section 6705, the Contractor shall submit to the City, at least five (5) Days in advance of excavation of any trench five feet (5') or more in depth, Working Drawings to the Director showing the design of shoring, bracing, sloping and other provisions to be made for worker protection from the hazard of caving ground during the excavation of such trench or trenches. If such Working Drawings vary from the shoring system standards established by the Cal/OSHA Construction Safety Orders of the Division of Industrial Safety, the plan shall be prepared and signed by a registered civil or structural engineer in the State of California. This in no way relieves the Contractor from the requirement of maintaining safety in all operations performed by the Contractor or the Contractor's Subcontractors and nothing in this section shall be deemed to allow the use of a shoring, sloping or protective system less effective than that required by the Cal/OSHA Construction Safety Orders of the Division of Industrial Safety Contractor's Working Drawings shall be subject to approval insofar as the details affect the character of the finished Work and for compliance with design requirements applicable to the construction when specified or called for, but details of the design will be left to Contractor who shall be responsible for the successful construction of the Work. The City shall approve Working Drawings before any Work involving such drawings is performed. Approval and/or acceptance by the City or its designated agent only constitutes acknowledgment of the submission and does not constitute review or approval of the designs, design assumptions or criteria, completeness of submissions, applicability to areas of intended use, nor implementation of the plans, which are solely the responsibility of the Contractor and its registered engineer.

The Contractor shall perform its Work as not to expose personnel to, or to discharge into the atmosphere from any source whatever, smoke, dust, asbestos, toxic chemicals or other air

contaminants in violation of the laws, rules, and regulations of the governmental entities having jurisdiction and shall bear full and exclusive responsibility for any release of hazardous or non-hazardous chemicals or substances during the course of the Work. The Contractor shall immediately report any such release to the City. The Contractor shall be solely responsible for all claims and expenses associated with the response to, removal and remediation of the release, including, without limitation, payment of any fines or penalties levied against the City by any agency as a result of such release and shall defend, indemnify, and save and hold harmless the City, its officers, agents, employees, and volunteers from any claims arising from such release. For purposes of this section only, the term “claims” shall include:

1. All notices, orders, directives, administrative or judicial proceedings, fines, penalties, fees, or charges imposed by any governmental agency with jurisdiction; and
2. Any claim, cause of action, or administrative or judicial proceeding brought against the City, its officers, agents, employees, and volunteers for any loss, cost (including reasonable attorneys’ fees), damage or liability, sustained or suffered by any person or entity, including the City.

If the performance of the Work creates any hazardous wastes, those wastes shall be properly disposed of according to federal, state, and local laws, at the expense of the Contractor. The Contractor shall dispose of the wastes under its own EPA Generator Number. In no event shall the City be identified as the generator. The Contractor shall notify the City of any such hazardous wastes and the City reserves the right to a copy of the results of any tests conducted on the wastes, and, at its cost, to perform additional tests or examine those wastes, prior to disposition. The Contractor shall defend, indemnify, and save and hold harmless the City, its

officers, agents, employees, and volunteers from any claims arising from the disposal of the hazardous wastes, regardless of the absence of negligence or other malfeasance by the Contractor. Disposal of all Hazardous Materials must be done in accordance with all laws and regulations. Copies of required regulatory documentation including copies of final manifests shall be supplied to the City.

Contractors or Subcontractors removing one hundred or more square feet (100') of asbestos must be "Certified" in accordance with State law. All Work involving exposure to asbestos and all other hazardous materials shall be performed with protection of personnel in compliance with all applicable regulations and safety requirements including, but not limited to, California Code of Regulations Section 1529, Title 8.

Nothing in these General Conditions is to be construed to permit Work not conforming to governing codes. When Contract Documents differ from governing codes, the Contractor shall furnish and Install the higher standards called for without extra charge.

5-1.08 **SUBSURFACE EXCAVATIONS, NOTIFICATION.** The Contractor shall contact the regional notification center, "Underground Service Alert," and schedule its Work to allow ample time for the center to notify its members and, if necessary, for any member to field locate and mark its facilities. Without limiting the foregoing, the Contractor's attention is directed to Government Code Sections 4216 to 4216.9, and in particular Section 4216.2.

5-1.09 **PUBLIC SAFETY.** The Contractor shall assume all responsibility for public safety during the performance of its Work, and all costs arising therefrom shall be included in the Contract Price. Whenever the Contractor's operations create a condition hazardous to traffic or to the public, it shall furnish, erect and maintain, at its expense, such fences, barricades, lights, signs, and other devices and take such other protective measures as are

necessary to prevent accidents or damage or injury to the public. The Contractor shall establish the pedestrian detours with comparable lighting to the original pedestrian areas. The Contractor shall arrange for such flaggers as are necessary to give adequate warning to traffic or to the public of any dangerous conditions affecting traffic. For Work in a public right-of-way, the Contractor shall comply with the rules and regulations of the State, County, or local agency that owns the right-of-way.

The Contractor shall promptly and fully comply with and carry out, and shall without separate charge therefor to the City, all safety and first aid requirements prescribed by all applicable Federal, State, and local laws and regulations, rules, and orders. The Work shall be done in a safe manner; and the Contractor shall safeguard the safety and health of its employees, Subcontractors, and the people of local communities. The Contractor shall also be reasonable for ensuring that its Subcontractors comply with the provisions of this section.

Upon the failure of the Contractor to comply with any of the requirements of this section, the City shall have the authority, but not the duty, to stop the Work until such failure is remedied. The Contractor shall not be entitled to an adjustment of the Contract Time or an increase in the Contract Price due to any such suspensions.

When required by the Contract Documents, the Contractor shall construct, maintain, and remove detours for use of public traffic, without additional cost to the City, unless separate payment is specified in the Special Provisions.

The failure or refusal of the Contractor to construct and maintain detours at the proper time shall be sufficient cause for closing down the work until such detours are in satisfactory condition for use by public traffic.

Due care shall be exercised to avoid injury to existing improvements or facilities, utility

facilities, adjacent property and trees, shrubs, and other plants that are not to be removed.

Trees, shrubs and other plants that are not to be removed, and pole lines, fences, signs, survey markers and monuments, buildings and structures, conduits, pipe lines, sewer and waterlines, highway facilities, and any other improvements or facilities, under or above ground, that are within or adjacent to the work limit line shall be protected from injury or damage, and the Contractor shall provide and Install suitable safeguards to protect such objects from injury or damage. If such objects are injured or damaged by reason of the Contractor's operations, they shall be replaced or restored at the Contractor's expense. The facilities shall be replaced or restored to a condition as good as when the Contractor entered upon the Work Site, or as good as required by the Contract Documents if any such objects are part of the Work. The City may make or cause to be made such temporary repairs as are necessary to restore to service any damaged facility. The cost of such repairs shall be borne by the Contractor, and the costs may be deducted from any monies due or to become due to the Contractor under the Agreement.

The fact that any underground facilities is not shown on the Contract Drawings shall not relieve the Contractor of its responsibility pursuant to "Utility Facilities" in Section 2-1.12 elsewhere in the Contract Documents. It shall be the Contractor's responsibility, pursuant thereto, to ascertain the location of such underground improvements or facilities, which may be subject to damage by reason of its operations.

Full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the Work involved in protecting or repairing property as specified in this section, shall be considered as included in the prices paid for the various Contract items of work and no additional compensation will be allowed therefor.

5-1.10 **EMERGENCIES.** In an Emergency affecting the safety of life, the

Work, or adjoining property, the Contractor, without special instructions or authorization from the City, shall act at its discretion to prevent such threatened loss or injury. In such an Emergency, the Contractor may perform such additional work as is reasonably required. Any compensation claimed by the Contractor on account of Work performed to an Emergency shall be determined in accordance with the provisions relating to Force Account payment contained elsewhere in the Contract Documents.

5-1.11 **APPRENTICES.** Attention is directed to Labor Code Sections 1777.5, 1777.6 and 1777.7 and Title 8, California Code of Regulations Section 200 et seq. In accordance with Section 1777.5, the Contractor shall secure the necessary certificates and shall contribute to the apprenticeship fund or funds, as provided therein. The Contractor shall require each Subcontractor who will perform work or labor or render service to the Contractor in or about the construction of the work to fully comply with Sections 1777.5 and 1777.6 of the Labor Code. To insure compliance and complete understanding of the law regarding apprentices, and specifically the required ratio thereunder, each Contractor or Subcontractor should, where some questions exist, contact the Division of Apprenticeship Standards, , or one of its branch offices prior to commencement of Work on the public works Contract. Responsibility for compliance with this section lies with the prime Contractor.

It is State and City policy to encourage the employment and training of apprentices on public works Contracts as may be permitted under local apprenticeship standards.

5-1.12 **FAIR LABOR STANDARDS ACT.** Attention is invited to the fact that the City has been advised by the Wage and Hour Division, U.S. Department of Labor, that Contractors engaged in construction Work are required to meet the provisions of the Fair Labor Standards Act of 1958 and as amended (52 Stat. 1060).

5-1.13 **WORKERS' COMPENSATION.** Pursuant to the requirements of Labor Code Section 1860, the Contractor will be required to secure the payment of workers' compensation to its employees in accordance with the provisions of Labor Code Section 3700.

Prior to the commencement of Work, the Contractor shall sign and file with the Director a certification in the following form:

“I am aware of the provisions of Labor Code Section 3700 which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the Work of this Contract.”

5-1.14 **AIR POLLUTION CONTROL AND ASBESTOS.** The Contractor shall comply with all air pollution control rules, regulations, ordinances and statutes which apply to any Work performed pursuant to the Contract, including any air pollution control rules, regulations, ordinances and statutes, specified in Government Code Section 11017.

In the absence of any applicable air pollution control rules, regulations, ordinances or statutes governing solvents, all solvents, including but not limited to the solvent portions of paints, thinners, curing compounds, and liquid asphalt used on the project shall comply with the applicable material requirements of the applicable Air Quality Management District. All containers of solvent, paint, thinner, curing compound, or liquid asphalt shall be labeled to indicate that the contents fully comply with said requirements.

Unless otherwise provided in the Supplemental Conditions, material to be disposed of shall not be burned, either inside or outside the Premises.

The Contractor shall also comply with all rules, regulations, statutes and ordinances

regarding asbestos removal and disposal, including but not limited to, 42 U.S.C. Sections 7401, 7412 and 7601, 40 C.F.R. Part 61, Subpart M, and California Code of Regulations Section 1529, Title 8.

If the Contractor discovers that a building to be demolished or renovated contains asbestos containing material, the Contractor shall immediately cease Work and notify the City.

5-1.15 **USE OF PESTICIDES.** The Contractor shall comply with all local, state and federal rules and regulations of the Department of Food and Agriculture, the Department of Health, the Department of Industrial Relations and all other agencies which govern the use of pesticides required in the performance of the Work.

Pesticides shall include but shall not be limited to herbicides, insecticides, fungicides, rodenticides, germicides, nematocides, bactericides, inhibitors, fumigants, defoliants, desiccants, soil sterilants, and repellents.

Any substance or mixture of substances intended for preventing, repelling, mitigating, or destroying weed, insects, diseases, rodents, or nematodes and any substance or mixture of substances intended for use as a plant regulator, defoliant or desiccant shall be considered as pesticide.

5-1.16 **SOUND AND LIGHT CONTROL REQUIREMENTS.** The Contractor shall comply with all local sound control, light control, and noise level rules, regulations and ordinances which apply to any Work performed pursuant to the Contract. Work shall not begin before 7 a.m. nor occur after 7 p.m., unless otherwise permitted by the City.

Each internal combustion engine, used for any purpose on the Work or related to the Work, shall be equipped with a muffler, in good working order, of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without said

muffler.

5-1.17 **WEIGHT LIMITATIONS.** Unless expressly permitted elsewhere in the Contract Documents, the Contractor shall not operate construction equipment or vehicles of any kind which, laden or unladen, exceed the maximum weight limits set forth in Division 15 of the Vehicle Code over completed or existing base, surfacing, pavement or structures.

5-1.18 **ENVIRONMENTAL CLEARANCES; MITIGATION MONITORING PROGRAMS; AND REGULATORY AGENCY PERMIT REQUIREMENTS.** The Department will obtain all environmental clearances and other authorizations necessary for this project as set forth in the Contract Documents. The Contractor shall comply with the provisions, including giving notices during construction when required, of said authorizations. In the event the obtaining of said authorizations delays completion of all or any portion of the Work, an extension of time determined pursuant to the provisions in Section 6-1.08, "Liquidated Damages," of these General Conditions will be granted.

Contractor shall comply with: (1) all mitigation identified in the mitigation monitoring program (attached to and adopted as a component of the mitigated negative declaration or Environmental Impact Report) to mitigate impacts to protected natural resources; and (2) all related permit requirements issued by the regulatory agencies authorizing the project. Contractor shall defend, indemnify, and save and hold harmless the City, its officers, agents, employees, and volunteers from any fines, claims, suits, actions or regulatory sanctions of every name, kind and description brought forth, or on account of, damage to protected natural resources from or arising out of Contractor's negligence or willful misconduct in the performance of this Agreement.

5-1.19 **PERMITS AND LICENSES.** The Contractor acknowledges and agrees that, prior to the submission of its bid for the Work, it fully familiarized itself with the

requirements of all applicable federal, state, county and municipal laws, codes, rules, and regulations, as well as the conditions of any required licenses and permits.

The Contractor shall procure all permits and licenses, including any applicable building permits (except those procured or to be procured by the City which are listed elsewhere in the Contract Documents), in coordination with the Director, pay all charges and fees, and give all notices necessary and incident to the due and lawful prosecution of the Work. Contractor shall be responsible for applying, paying all fees, and coordination for obtaining all permits for completion of the Work. All permits and licenses shall be obtained in sufficient time to prevent delays to the Work. Contractor will apply to the City for reimbursement for such permits costs. Accordingly, Contractor should not include the anticipated costs for permits in its bid, as the necessary permit costs will be reimbursed by the City.

The California Environmental Quality Act (Public Resources Code, Section 21000 to 21177) may be applicable to permits, licenses and other authorizations which the Contractor must obtain from State or local agencies in connection with performing the Work. The Contractor shall comply with the provisions of that Act in obtaining such permits, licenses and other authorizations, and all permits, licenses and other authorizations shall be obtained in sufficient time to prevent delays to the Work.

The Contractor shall maintain the applicable Contractor's license as identified in the Notice to Contractors and City business license for the duration of the Work.

5-1.20 **WATER POLLUTION.** The Contractor shall comply with all water pollution control rules, regulations, ordinances and statutes which apply to any Work performed pursuant to the Contract, including any water pollution control rules, regulations, and statutes, specified by the most current State of California NPDES General Permit for Stormwater

Discharges Associated with Construction Activity.

The Contractor shall take all necessary precaution to protect streams, vernal pools, ponds, reservoirs, and lakes from pollution with fuels, oils, bitumen, calcium chloride, and other harmful materials as consistent with the law. Also, the Contractor shall conduct and schedule operations so as to avoid discharging pollutants, such as but not limited to: sediment and silt to the storm drain system. The storm drain system consists of all facilities that are designed to convey stormwater to the Waters of the State as defined in the California Water Code. The storm drain system includes, but is not limited to, all streets, gutters, drain inlets, roadside ditches, streams, vernal pools, ponds, and lakes. Care shall be exercised to preserve roadside vegetation beyond the limits of construction.

5-1.21 **PROTECTION AND USE OF PROPERTY.** The Contractor shall be responsible for and provide and maintain all proper temporary walkways, covered walkways, barriers, roads, guards, railings, lights, warning signs, and take precaution at all times to avoid injury or damage to any person or any property, and upon completion of the Work, or at other times as directed, restore Premises and adjacent property to a proper condition. In the event of such injury or damage, Contractor shall report such injury and damage to City within forty-eight (48) hours of occurrence.

The Contractor shall protect adjoining property and nearby buildings, including City buildings, City roads, and public streets or roads, from dust, dirt, debris, or the nuisance arising out of the Contractor's operations or storage practices, and, if ordered by the Director, the Contractor shall provide and Install suitable safeguards, approved by the Director, to protect such objects from damage. If such objects are damaged by reason of the Contractor's operations, they shall be replaced or restored at the Contractor's expense.

If the Contractor damages any buildings, roads, utilities, or other property which belong to the City, or any Department or agency thereof, then the Director, at his or her option, may retain from the money due under the Contract an amount sufficient to insure repair of the damage.

The Director may make or cause to be made such temporary repairs as are necessary to restore to service any such damaged facility. The cost of such repairs shall be borne by the Contractor and may be deducted from any moneys due or to become due the Contractor under the Contract.

5-1.22 **RESPONSIBILITY FOR DAMAGE AND INDEMNIFICATION.**

The City of Roseville, its officers, agents, employees, and volunteers, including but not limited to the Director and his or her designee, shall not be answerable or accountable in any manner: for any loss or damage that may happen to the Work or any part thereof; for any loss or damage to any of the materials or other things used or employed in performing the Work; for injury to or death of any person, either workers or the public; or for damage to property from any cause which might have been prevented by the Contractor, its workers, or anyone employed by the Contractor or the Contractor's Subcontractors.

The Contractor shall be responsible for any liability imposed by law and for injuries to, or death of, any person including, but not limited to, workers and the public, or damage to property resulting from defects or obstructions, or from any cause whatsoever during the progress of the Work or at any time before its completion and final Acceptance.

To the fullest extent allowed by law, the Contractor shall defend (through counsel acceptable to the City), indemnify, and save and hold harmless the City, and its respective officers, agents, Subcontractors, employees, and volunteers, and the successors and assigns of

any of them, (hereinafter referred to as “Indemnitees”) from and against all claims, demands, liability, suits, actions, costs or expenses for any and all loss or damage, including but not limited to, personal injury, property damage, or economic loss, arising out of or resulting from allegations of (1) Contractor’s use of the City’s property or any activities or Work performed hereunder by the Contractor; (2) the Contractor’s performance of the Work under the Agreement; or (3) the Contractor’s breach of any provision of the Agreement. The duty of the Contractor to indemnify and save harmless includes the duties to defend as set forth in Civil Code Section 2778. The only exception to these provisions is that the Contractor’s obligations under this section will not apply to the extent that the claims, demands, liability, suits, actions, costs or expenses are caused by Indemnitees’ active negligence, willful misconduct, criminal acts, or for defects in design furnished by the Indemnitees, misconduct, criminal acts, or for defects in design furnished by the Indemnitees.

The Contractor waives any and all rights to any type of express or implied indemnity against the City, its officers, agents, employees, or volunteers.

The Contractor’s responsibility for such defense and indemnity obligations shall survive the termination or completion of this Contract for the full period of time allowed by law. The defense and indemnity obligations of this Contract are undertaken in addition to, and shall not in any way be limited by, the insurance obligations contained in this Contract. The parties intend that the defense and indemnity obligations in this Contract shall be broadly construed.

Any person, firm or corporation that Contractor authorizes to Work on the City’s property including Subcontractors, shall be deemed to be an agent of the Contractor for purposes herein, shall be subject to all the applicable terms herein, and shall be within the scope of the Contractor’s indemnity obligation described herein.

In addition to any remedy authorized by law, so much of the money due the Contractor under and by virtue of the Contract as shall be considered necessary by the Department may be retained by the City until disposition has been made of such suits or claims for damages.

The retention of money due the Contractor shall be subject to the following:

A. The City will give the Contractor thirty (30) Days' notice of its intention to retain funds from any partial payment which may become due to the Contractor prior to Acceptance of the Contract. Retention of funds from any payment made after Acceptance of the Contract may be made without such prior notice to the Contractor.

B. No retention of additional amounts out of partial payments will be made if the amount to be retained does not exceed the amount being withheld from partial payments pursuant to Section 7-1.07, "Progress Payments," of these General Conditions.

C. If the City has retained funds and it is subsequently determined that the City is not entitled to be indemnified and saved harmless by the Contractor in connection with matter for which such retention was made, the Department shall be liable for interest on the amount retained at the legal rate of interest for the period of such retention.

5-1.23 **INSURANCE COVERAGE.**

A. Evidence of Maintenance Required. The Contractor shall, at its expense, procure and at all times maintain in full force and effect at a minimum the insurance required by this section on all of its operations; and the Contractor shall not allow any Subcontractor to commence work until similar insurance required of the Subcontractor has been obtained and filed. An original Certificate of Insurance, and copies of all required endorsements, all in a form approved by the Risk Manager, evidencing all required coverage or policies shall be filed after the award of the bid and prior to approval of the Contract by the City Council. Contractor shall

provide ten (10) days prior written notice to the City of any reduction of coverage limits or cancellation of the coverage or policies shall be given to the City of Roseville as Certificate holder.

B. Qualifying Insurers. With the exception of the State Compensation Insurance Fund, all required insurance policies shall be issued by companies acceptable to the City and licensed to do business in the State of California and who hold a current policy holders alphabetic and financial size category rating of not less than AVII according to the most recent issue of Best's Insurance Reports.

C. Insurance Required.

1. Commercial General Liability (CGL): Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations with limits of no less than Two Million Dollars (\$2,000,000) per occurrence for bodily injury, personal injury and property damage for projects under One Million Dollars (\$1,000,000) and limits of no less than Five Million Dollars (\$5,000,000) per occurrence for bodily injury, personal injury and property damage for projects over One Million Dollars (\$1,000,000). If a general aggregate limit applies, either the aggregate limit shall apply separately to this project or the general aggregate limit shall be twice the required occurrence limit.

The Commercial General Liability insurance shall include the following, copies of which shall be provided:

a. Inclusion of the City of Roseville, and its officers, agents, employees, and volunteers, as additional insureds (except for workers' compensation) as respects services or operations under the Contract. The additional insured endorsement for the general liability policy shall be at least as broad as the ISO CG 2010 10 01 combined with ISO CGL

Endorsement CG 2037 10 01. Any other endorsement must be approved in writing by the City. Endorsements must include coverage for on-going and completed operations, which coverage shall be maintained for four (4) years following completion of the Project. Endorsements shall cover the City of Roseville, its officers, agents, employees, and volunteers.

b. The insurance shall provide coverage for claims by one insured against another insured and the policies shall not contain any cross-suits exclusions, cross-liability exclusions, or insured versus insured exclusions. The policies shall not contain any classification exclusions purporting to deny coverage for any work to be performed by Contractor or any of its Subcontractors.

c. Stipulation that the insurance is primary and noncontributory, as evidenced by a separate endorsement (CG 20 01 04 13 or an equivalent) or section of the policy, and that neither the City nor its insurers will be called upon to contribute to a loss.

d. Such insurance shall specifically cover the contractual liability of the Contractor.

e. Any available insurance proceeds in excess of the specified minimum insurance coverage requirements and limits shall be available to the additional insureds. Furthermore, the requirements for coverage and limits shall be: (1) the minimum coverage and limits specified in this Agreement; or (2) the full coverage and maximum limits of any insurance proceeds available to the named insureds, whichever is greater.

f. Waiver of subrogation endorsement.

g. The Contractor shall furnish a certificate for the period covered.

2. Automobile Liability: Insurance Services Office Form Number CA 0001 covering Code 1 (any auto), or if Contractor has no owned autos, Code 8 (hired) and Code 9

(non-owned), with limits of no less than One Million Dollars (\$1,000,000) per accident for bodily injury and property damage.

3. **Workers' Compensation:** In accordance with the provisions of the California Labor Code, Contractor is required to be insured against liability for Workers' Compensation or to undertake self-insurance. Statutory Workers' Compensation and Employers' Liability of at least One Million Dollars (\$1,000,000) shall cover all Contractors staff while performing any work incidental to the performance of this Agreement.

4. **Professional Liability:** Professional Liability (Errors and Omission) Insurance appropriate to Contractor's profession, with a limit of liability not less than One Million Dollars (\$1,000,000) per occurrence or claim and Two Million Dollars (\$2,000,000) aggregate to cover all design and engineering services rendered by Contractor pursuant to the Agreement. Coverage must commence from the first day that Contractor or any of its Subcontractors provided any design or engineering services in connection with the Project.

5. **Builder's Risk/Course of Construction Insurance (If Required by Risk Management):** The Contractor shall be responsible for all loss, damage or destruction whatsoever to the work called for by this Contract until the approval of a Notice of Completion or acceptance of the Work if no Notice of Completion is to be recorded.

The Contractor shall secure "All Risk" type of builder's Risk Insurance of the type covering one hundred percent (100%) of the value of the work performed under this Contract (the value is presumed to be the Contract amount unless otherwise stated in Supplemental Conditions) and all materials, equipment, or other items to be incorporated therein while the same are located at the construction site, a bonded warehouse, or its place of manufacture. At any time, the policy shall cover the value of the work completed. The policy shall cover hazards

including the losses due to fire, explosion, hail, rain, lightning, flood (separate insurance as needed), vandalism, malicious mischief, wind, collapse, aircraft, and smoke.

The policies providing such insurance shall name the City as a loss payee as its respective interests may appear, and certified copies of such policies shall be filed with the City. The maximum deductible allowable under the Builder's All Risk policy shall be five percent (5%) of the Contract amount.

Builder's Risk Insurance is not required for coverage of losses in excess of five percent (5%) of the Contract amount for damages resulting from earthquake in excess of a magnitude of 3.5 on the Richter scale, or tidal waves. Coverage in the amount of five percent (5%) of the Contract amount for such losses is required.

6. Pollution Coverage: Contractor shall procure pollution liability coverage or other insurance covering claims for bodily injury or property damage arising out of the abatement, removal, storage, transportation, or other exposure to hazardous materials or pollutants, in limits not less than Two Million Dollars (\$2,000,000). Contractor shall add the City and all parties required to be indemnified by Contractor as additional insured on all pollution liability policies.

7. Higher Coverage Limits: If Contractor maintains higher coverage limits than the amounts shown above, then the City requires and shall be entitled to coverage for the higher coverage limits maintained by Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

8. Claims Made Coverage: Liability insurance coverage may not be written on a "claims made" or modified occurrence basis. The Certificate of Insurance must clearly provide that the coverage is on an "occurrence" basis.

5-1.24 **OTHER INSURANCE PROVISIONS.**

A. The requirements of the Standard Specifications as to types and limits of insurance coverage to be maintained by the Contractor, and any approval of insurance by the City, are not intended to, and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by the Contractor pursuant to the Contract, including, but not limited to, the provisions concerning indemnification, nor preclude the City from taking any other action available to it under any other provision of the Contract or law.

B. The City acknowledges that some insurance requirements contained in these Standard Specifications may be fulfilled by self-insurance on the part of the Contractor. However, this shall not in any way limit liabilities assumed by Contractor under the Contract. Any self-insurance must be approved in writing by the City, in its sole discretion and shall not reduce the limits of liability. Any deductibles or self-insured retentions (“SIR”) must be declared on the certificate of insurance and approved by City in writing. Policies containing any SIR provision shall provide or be endorsed to provide that the SIR may be satisfied by either the named insured or City. City reserves the right to obtain a full certified copy of any insurance policy and endorsements. The failure to exercise this right shall not constitute a waiver of such right.

C. The Contractor agrees to include in its contracts with all subcontractors the same requirements and provisions of this Contract, including the indemnity and insurance requirements, to the extent they apply to the scope of the subcontractor’s work. Furthermore, the Contractor shall require its subcontractors to agree to be bound to the Contractor and the City in the same manner and to the same extent as the Contractor is bound to the City under this Contract. Additionally, the Contractor shall obligate its subcontractors to comply with these

same provisions with respect to any tertiary subcontractor, regardless of tier. A copy of the City's indemnity and insurance provisions will be furnished to the subcontractor or tertiary subcontractor upon request. Alternatively, the Contractor may insure subcontractor(s) under its own policy.

D. The City, its officers, agents, employees, and volunteers are to be covered as insureds with respect to liability arising out of automobiles owned, leased, hired or borrowed by or on behalf of the Contractor; and with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts or equipment furnished in connection with such work or operations. Coverage shall not extend to any indemnity coverage for the active negligence of the additional insured in any case where an agreement to indemnify the additional insured would be invalid under California Insurance Code Section 11580.04.

E. The limits of insurance required in this Contract may be satisfied by a combination of primary and excess insurance. Any excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and noncontributory basis for the benefit of the City (if agreed to in a written contract) before the City's own insurance shall be called upon to protect it as a named insured.

F. The insurance procured by Contractor shall be subject to the approval of the City, but any acceptance of insurance certificates by the City shall in no way limit or relieve Contractor of its duties and responsibilities under the Agreement.

G. Contractor shall be responsible for all premiums, deductibles, and self-insured retention applicable to the insurance it is required to procure under the Contract. All deductibles or self-insured retentions over five hundred thousand dollars (\$500,000) must be approved by the City, in writing. Contractor shall be responsible for all deductibles, self-insured

retention payments, and/or increased premiums incurred if the City's policies of insurance are forced to cover damages or respond to claims for which Contractor or its Subcontractors were obligated to provide insurance under the Contract.

H. Failure of the City to enforce in a timely manner any of the requirements of these insurance provisions shall not act as a waiver to enforcement of any of these provisions at a later date.

I. Contractor's indemnity obligations shall not be limited by these insurance provisions and shall survive the expiration of the Contract and the insurance provisions of the Contract shall likewise not be limited by the indemnity provisions of the Contract.

J. THE CITY RESERVES THE RIGHT TO WITHHOLD ANY PROGRESS PAYMENTS TO THE CONTRACTOR IN THE EVENT OF NONCOMPLIANCE WITH ANY INSURANCE REQUIREMENTS.

5-1.25 **THIRD PARTY BENEFICIARY.** No provisions in the Contract Documents shall in any way inure to the benefit any third party (including the public at large or any member thereof) so as to constitute such person a third party beneficiary of the Contract, or of any term or condition or other provision of the Contract or otherwise give rise to any cause of action in any person not a party to the Agreement, except as expressly provided elsewhere in the Contract Documents.

5-1.26 **COORDINATION AND ACCESS.** The Contractor acknowledges that the City may award, or has already awarded, other construction contracts for additional work or may perform additional work with its own forces and that such work may affect the Work under this Agreement. Additionally, the Contractor acknowledges that the State and other public and private agencies may be granted a right-of-entry by the City for the purpose of constructing

facilities within and adjacent to the Work Site. It is the obligation of the Contractor to coordinate its Work with the work of others working within or adjacent to the City's property.

During performance of its Work, the Contractor shall not have exclusive access to or use of the work areas. The City may also require that certain facilities and areas be used concurrently by the Contractor and by other contractors working in the area. When two (2) or more contractors are employed on related or adjacent City work, each shall conduct its operations in such a manner as not to cause any unnecessary delay or hindrance to the other. Each contractor shall be responsible to the other for all damage to any work, to persons or property caused to the other by its operations, and for loss caused the other due to any unnecessary delays or failure to finish the work within the time specified for completion.

If any party of the Contractor's Work depends on the work of any other contractor and/or the City for proper execution and/or results, the Contractor shall promptly notify the City of any discrepancies and/or defects in said other work that would render its work unsuitable for proper execution and/or results prior to proceeding with the Contractor's own Work. If it becomes necessary, the City will resolve coordination and access problems.

The Contractor and its representative in charge of the Work shall familiarize themselves with the City's property and Work Site, and adjacent surroundings in the vicinity of said Work, and any private or public operations on adjoining properties.

5-1.27 **OCCUPANCY BY THE DEPARTMENT PRIOR TO**
ACCEPTANCE. The City may at any time notify the Contractor in writing that it intends to take Beneficial Occupancy of any portion of the Work even though the Work may not be substantially complete. Unless the reason for the City's taking Beneficial Occupancy is that the Contractor has not completed the Work (or portions thereof) in accordance with the Contract

Time, the City's Beneficial Occupancy shall relieve the Contractor from its responsibility for maintenance, loss or damage to that portion of the Work for which the City has taken Beneficial Occupancy other than that resulting from the Contractor's act or omission, negligence, willful misconduct or breach of warranty.

Should the Work (or portion thereof) not be completed in accordance with the Construction Schedule within the Contract Time (as adjusted under the terms of the Contract Documents), the City shall have the right, but not the obligation, to take Beneficial Occupancy of the Work. In such event, the Contractor shall not be entitled to any additional compensation on account of said occupancy by the City, nor shall the Contractor be relieved of any of its responsibilities under the Contract Documents, including, without limitation, Contractor's obligation to complete the Work in accordance with the Construction Schedule.

Beneficial Occupancy shall not be deemed an Acceptance by the City either of the Work or of any portion thereof, nor will it relieve the Contractor of full responsibility for correcting defective Work or materials found at any time before the formal written Acceptance of the entire Contract by the Director or during the full warranty period after such Acceptance, as provided in Section 7-1.12, "Warranty," of these General Conditions.

The City's Beneficial Occupancy shall not relieve the Contractor of its responsibility to maintain all insurance and bonds required under the Contract Documents until the entire project is accepted by the City.

5-1.28 **RIGHT TO OPERATE UNSATISFACTORY FACILITIES AND EQUIPMENT.** If, after Installation, the operation or use of the facilities or equipment to be furnished under this Contract proves to be unsatisfactory to the Director, the City shall have the right to operate and use such facilities or equipment until they can, without damage to the City,

be taken out of service for correction or replacement. Such period of use of the defective facilities or equipment, pending correction or replacement, shall in no way decrease the warranty period required for the acceptable corrected or replaced facilities or equipment.

5-1.29 **CONTRACTOR'S RESPONSIBILITY FOR THE WORK.** Except as otherwise provided herein, the Contractor shall have the charge and care of the Work and shall bear the risk of injury or damage to any part of the Work by the action of the elements or from any other cause whether arising from the execution or from the nonexecution of the Work until the Acceptance of the Contract by the Director. The Contractor shall rebuild, repair, restore, and make good all injuries or damages to any portion of the Work occasioned by any cause before its completion and Acceptance, and shall bear the expense thereof. In case of suspension of Work from any cause whatever, the Contractor shall be responsible for the Work and it shall also be responsible for all materials, and shall properly store them if necessary, and shall provide suitable drainage and erect temporary structures where necessary.

The Contractor will be relieved of responsibility for any injury or damage to the Work caused by the following:

- A. An earthquake in excess of a magnitude of 3.5 on the Richter Scale or a tidal wave, when the effect of such has been proclaimed a disaster or state of emergency by the Governor of the State of California or by the President of the United States, or was of such magnitude at the site of the Work as to have been sufficient to have caused a proclamation of disaster or state of emergency, had it occurred in a populated area.
- B. Occupancy and use by the Department or the public prior to the completion of the entire project.
- C. Acts of the Federal Government or the public enemy.

5-1.30 **RESPONSIBILITY FOR UTILITIES.** The Contractor shall be responsible at its own cost for any and all Work, expense or special precautions caused or required by the existence or proximity of utilities encountered in performing the Work, including without limitation, repair of any or all damage and all hand or exploratory excavation required. The Contractor is cautioned that such utilities may include communication cables or electrical cables which may be high voltage, and when working or excavating in the vicinity of such cables, or the ducts enclosing such cables, the Contractor shall undertake at its own cost any special precautions required. Suitable warning signs, barricades, and safety devices shall be erected as necessary or required.

However, if during the course of the Work the Contractor encounters utility Installations which are not shown or indicated in the Contract Documents or which are found in a location substantially different from that shown, and such utilities are not reasonably apparent from visual examination, then the Contractor shall promptly notify the Director in writing. Where necessary for the Work of the Contract, the Director shall issue a written order to the Contractor to make such adjustments, rearrangement, repair, removal, alteration, or special handling of such utility, including repair of the damaged utility. The Contractor shall perform the Work described in such written order, and compensation therefor will be made in accordance with Section 3 of these General Conditions relating to changes in the Work. Except for the items of cost specified in said Section 3, the Contractor shall receive no compensation for any other cost, damage, delay, interference, or hindrance to him or her due to the presence of such utility. If the Contractor fails to give the notice specified above and thereafter acts without instructions for the Director, then the Contractor shall be liable for any or subsequent to discovery thereof, and the Contractor shall repair and make good such damage at its own cost.

The precise location of underground facilities can only be determined by careful probing or hand digging in compliance with Article 6 of the Cal/OSHA Construction Safety Orders which states in part:

“Prior to opening an excavation, effort shall be made to determine whether underground installations, i.e., sewer, water, fuel, electric lines, etc., will be encountered, and if so, where such underground installations are located. When the excavation approaches the approximate location of such an installation, the exact location shall be determined by careful probing or hand digging, and, when it is uncovered, adequate protection shall be provided for the existing installation.”

The location of known existing utilities and pipelines are shown on the Contract Drawings in their approximate locations. Some of the locations include multiple conduits. The Contractor shall exercise care in avoiding damage to those facilities which are to remain in service subsequent to the construction of the particular new facility involved and the Contractor will be held responsible for any repairs if damaged. The Contractor shall also exercise care in maintaining those pipes and facilities required for continuing operation of the existing facilities until such time as they can be abandoned. There is no guarantee that all utilities or obstructions are shown on the Contract Drawings or that the locations indicated are accurate.

The Contractor shall exercise extreme caution in working in the area adjacent to the existing pipelines and utility services. It is essential that all the existing facilities be maintained in service. Construction of the connections between the existing facilities and the new facilities shall be at times and during periods acceptable to the City. The Contractor shall advise the Director in writing of its proposed Construction Schedule for these connections at least forty-eight (48) hours in advance.

The Contractor shall uncover all piping and conduits, to a point one foot (1') below the pipe, where crossings, interferences, or connections are shown on the Contract Drawings, prior to trenching or excavating for any pipe or structures, to determine actual elevations. New pipelines shall be laid to such grade as to clear all existing facilities which are to remain in service. If the Contractor does not expose all required utilities, it shall not be entitled to additional compensation for Work necessary to avoid interferences nor for repair to damaged utilities. Excavations around underground electrical ducts and conduits shall be performed using extreme caution to prevent injury or damage to workers and to the electrical ducts or conduits.

5-1.31 **PROPERTY RIGHTS IN MATERIALS.** Nothing in the Contract shall be construed as vesting in the Contractor any right of property in the materials used after they have been attached or affixed to the Work or soil or after partial payment has been made as provided in Section 7-1.07, "Progress Payments," of these General Conditions for material delivered on the ground or stored subject to or under the control of the City and unused. All such material shall become the property of the City upon being so attached or affixed or upon payment for materials delivered on the ground or stored subject to or under the control of the City and unused, as provided in said Section 7-1.07.

5-1.32 **COURT ORDERED DELAY.** If, pursuant to court order, the Department temporarily suspends performance of all or any portion of the Work, an extension of time determined pursuant to the provisions in Section 6-1.08, "Liquidated Damages," of these General Conditions will be granted.

5-1.33 **NO PERSONAL LIABILITY.** Neither the Director, nor any other officer or authorized employee of the City, shall be personally responsible for any liability arising under or by virtue of the Contract.

5-1.34 **RIGHTS IN LAND AND IMPROVEMENTS.** The Contractor shall make no arrangements with any person or entity to permit occupancy or use of any land, structure or building within the limits of the Work, for any purpose whatsoever, either with or without compensation, in conflict with any agreement between the City and any third party owner, former owner, or tenant of such land, structure or buildings. The Contractor shall not occupy City-owned property outside the limit of the Work shown on the Contract Drawings unless it obtains prior approval.

5-1.35 **ANTITRUST CLAIMS.** The Contractor's attention is directed to the following provision of Public Contract Code Section 7103.5(b), which is applicable to the Contractor and its Subcontractors:

“ In entering into a public works contract or a subcontract to supply goods, services, or materials pursuant to a public works contract, the contractor or subcontractor offers and agrees to assign to the awarding body all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Sec. 15) or under the Cartwright Act (Chapter 2 [commencing with Section 16700] of Part 2 of Division 7 of the Business and Professions Code), arising from purchases of goods, services, or materials pursuant to the public works contract or the subcontract. This assignment shall be made and become effective at the time the awarding body tenders final payment to the contractor, without further acknowledgement by the parties.”

5-1.36 **RIGHTS TO DRAWINGS, TECHNICAL DATA PATENTS.** Shop

Drawings and Working Drawings submitted to the City by the Contractor, Subcontractor or any lower tier Subcontractor pursuant to the Agreement, are the property of the City and the City may use, and disclose in any manner and for any purpose, Shop Drawings and Working Drawings delivered under the Contract.

Technical Data including manuals or instructional materials, computer or microprocessor software which are delivered or submitted to the City by the Contractor, Subcontractor, or any lower tier Subcontract pursuant to the Contract are the property of the City, and the City may use or disclose same in any manner and for any purpose.

The Contractor shall assume all costs arising from the use of patented materials, equipment, devices, or processes used on or incorporated in the Work, and shall defend, indemnify and save and hold harmless the City, and its duly authorized representatives, from all suits at law, or in equity, and actions of every nature for, or on account of the use of any patented materials, equipment, devices or processes. In case some materials, equipment, devices or processes are held to constitute an infringement and their use enjoined, the Contractor, at its expense, shall:

1. Secure for the City the right to continue using said materials, equipment, devices or processes by suspension of the injunction or by procuring a license or licenses; or
2. Replace such materials, equipment, devices, processes; or
3. Modify them so that they become non-infringing or remove the enjoined materials, equipment, devices or processes and refund the sums paid therefor without prejudice to any other rights of the City.

5-1.37 **PAYMENT OF TAXES.** Contractor shall pay all taxes and duties applicable to and assessable against any Work, equipment, materials, services, processes, and

operations incidental to or involved in the Agreement, including but not limited to, retail sales and use, transportation, export, import, business, and special taxes. The Contractor is responsible for ascertaining and acquainting itself with such taxes and making all necessary arrangements to pay them. The Contractor will maintain records that are auditable records, and these records shall be subject to the City's review to verify that Contractor's tax payments are current at all times.

The Contract Price paid for the Work shall include full compensation for all taxes which the Contractor is required to pay, whether imposed by Federal, State or local government, including, without being limited to, Federal excise tax. No tax exemption certificate nor any document designed to exempt the Contractor from payment of any tax will be furnished to the Contractor by the Department, as to any tax on labor, services, materials, transportation, or any other items furnished pursuant to the Contract.

The Contractor shall withhold and pay any and all sales and use taxes, withholding taxes, whether Federal, State, or local, Social Security taxes, State Unemployment Insurance charges and all other taxes which are now or hereafter may be required to be paid or withheld under any laws.

5-1.38 **GRATUITIES AND CONFLICT OF INTEREST.** The Contractor shall not offer or provide gratuities in the form of gifts, entertainment, loans, meals, rewards, and/or services to representatives of the City, including but not limited to, officers, employees, agents, Engineering Service Consultants, Consulting Engineers and Architects, Inspectors and/or Testing Agencies retained by the City. If it is found that the Contractor has violated this provision, the Contract may be subject to termination for default as defined elsewhere in these General Conditions.

During the term of the Contract and until the final payment has been made to the Contractor, the Contractor shall not employ or compensate in any manner whatsoever, the City's officers, employees and authorized representatives, agents, and any Engineering Service Consultants, Consulting Engineers and Architects, Inspectors, and/or Testing Agencies retained by the City. Any exception to the employment or compensation to any of the above named parties must be made in writing by the City. If the Contractor offers or provides employment or compensation to those named above during the term of the Contract, the Contract may be subject to termination for default.

5-1.39 **COOPERATION.** Should construction be under way by City forces or other forces or by other Contractors within or adjacent to the limits of the Work or should Work of any other nature be under way by such forces within or adjacent to said limits, the Contractor shall cooperate with all such forces to the end that any delay, interference or hindrance to their Work will be avoided. The right is reserved to perform other or additional Work at or near the site at any time, by the use of such forces.

5-1.40 **DIGGING TRENCHES OR OTHER EXCAVATIONS.** In the event any work involves digging trenches or other excavations that extend deeper than four feet (4') below the surface, City and Contractor shall comply with the following:

A. The Contractor shall promptly, and before the following conditions are disturbed, notify City in writing of any:

1. Material that the Contractor believes may be material that is hazardous waste, as defined in Section 25117 of the Health and Safety Code, that is required to be removed to a Class I, Class II, or Class III disposal site in accordance with provisions of existing law.

2. Subsurface or latent physical conditions at the site differing from those made available to Contractor for inspection as provided in the project proposal.

3. Unknown physical conditions at the site of any unusual nature, different materially from those ordinarily encountered and generally recognized as inherent in Work of the character provided for in the Contract.

B. The City shall promptly investigate the conditions, and if it finds that the conditions do materially so differ, or do involve hazardous waste, and cause a decrease or increase in the Contractor's cost of, or the time required for, performance of any part of the Work shall issue a Change Order under the procedures described in the Contract.

C. In the event that a dispute arises between the City and the Contractor whether the conditions materially differ, or involve hazardous waste, or cause a decrease or increase in the Contractor's cost of, or time required for, performance of any part of the Work, the Contractor shall not be excused from any scheduled completion date provided for by the Contract, but shall proceed with all work to be performed under the Contract. The Contractor shall retain any and all rights provided either by contract or by law which pertain to the resolution of disputes and protests between the contracting parties. However, no claim of the Contractor under this clause shall be allowed unless the Contractor has given the notice required by this Section. No claim by the Contractor for an equitable adjustment hereunder shall be allowed if asserted after final payment under this Contract.

5-1.41 **CONTRACTOR REGISTRATION.** No contractor or subcontractor may work on a public works project unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5. During the performance of this Contract, the Contractor and its subcontractors shall have a continuing legal obligation to maintain current

registration with the Department of Industrial Relations. The Contractor is hereby notified that this project is subject to compliance monitoring and enforcement by the Department of Industrial Relations.

5-1.42 **CITY OF ROSEVILLE ENCROACHMENT PERMITS AND RIGHTS-OF-WAY.** The Contractor need not obtain a separate encroachment permit from the City prior to construction within street rights-of-way or other City rights-of-way. Execution of the Contract by the City shall be deemed an encroachment permit for work required by the Contract within rights-of-way. All work shall conform to the rules and regulations of encroachment permits and shall be subject to the inspection and approval of the Director and City Engineer.

To the extent indicated in the Contract Drawings, the City will provide the rights-of-way over private lands or the site to enable the Contractor to perform its work. The Contractor shall be solely responsible for securing any additional rights-of-way desired by the Contractor. The City will not be a party to nor assume any liability for any separate agreements reached between the Contractor and any third parties with respect to these additional rights-of-way. The Contractor shall procure evidence that agreements are in place with said third parties before the Contractor uses those areas covered by the agreements. Any damage to such private lands caused by the Contractor's operations shall be the sole responsibility of the Contractor.

5-1.43 **CALIFORNIA AIR RESOURCES BOARD REGULATIONS.** The Contractor shall comply with any applicable regulations of the California Air Resources Board ("CARB") set forth below.

A. **In-Use Off-Road Diesel-Fueled Fleets.** If the Contractor will use vehicles subject to Cal. Code Regs., tit. 13, §§ 2449 et seq. for the project, it shall submit a valid

Certificate of Reported Compliance to the City as provided in § 2449(n).

B. Advanced Clean Fleets. Pursuant to Cal. Code Regs., tit. 13, § 2013(i)(1), the Contractor shall submit to the City either a signed statement stating that it is not subject to the High Priority and Federal Fleets regulation of title 13, CCR section 2015 through 2015.6, or a document evidencing that it is listed on the CARB Advanced Clean Fleets webpage as a compliant fleet.

For Council Approval
Not for Bidding

SECTION 6

PROSECUTION AND PROGRESS

6-1.01 **SUBLETTING AND SUBCONTRACTING.** The Contractor shall be responsible for all Work performed under the Contract. The Contractor shall give its personal attention to the fulfillment of the Contract and shall keep the Work under its control. Nothing in the Contract Documents shall create any contractual relationship between the City and any Subcontractor. The Contractor is fully responsible to the City for the acts and omissions of its Subcontractors of any tier. When any Subcontractor fails to prosecute a portion of the Work in a manner satisfactory to the Director, that Subcontractor shall not again be employed on the Work. Although the sections of the Contract may be arranged according to various trades, or general grouping of the Work, the Contractor is not obligated to sublet the Work in such manner. The Director will not arbitrate disputes among Subcontractors or between Contractor and one or more Subcontractors concerning responsibility for performing any part of the Work.

The on-site production of materials produced by other than the Contractor's own forces shall be considered as subcontracted. The erection, establishment or reopening of on-site plants for production of materials and the operation thereof in the production of materials for use on the Work shall conform to the requirements relating to labor set forth in the Contract Documents.

The Contractor shall also be responsible for coordinating the Work performed by Subcontractors and Suppliers.

The Contractor shall not substitute any person as Subcontractor in place of a Subcontractor listed on its bid proposal without the written approval of the Director. Substitutions must be in accordance with the provisions of the "Subletting and Subcontracting

Fair Practices Act” beginning with Public Contract Code Section 4100. Violations of this Act by the Contractor may subject it to penalties which may include cancellation of Contract, Assessment of ten percent (10%) of the Subcontractor's bid, and disciplinary action by the Contractors State License Board.

The Contractor shall pay any Subcontractors approved by the City for work that has been satisfactorily performed no later than seven (7) Days from the date of Contractor’s receipt of progress payments by the City. Within seven (7) Days after receipt from the City of funds attributable to work performed by a Subcontractor, Contractor shall release any retainage payments withheld to the Subcontractor. In the event Contractor does not make progress payments or release retention to Subcontractors in accordance with the time period specified herein, Contractor may be subject to prompt payment penalties per statute.

6-1.02 **ASSIGNMENT.** The performance of this Contract may not be assigned, except upon the written consent of the City Council of the City of Roseville. Consent will not be given to any proposed assignment which would relieve the original Contractor or its surety of their responsibilities under the Contract nor will the City consent to any assignment of a part of the Work under the Contract.

The Contractor may assign moneys due or to become due to it under the Contract and such assignment will be recognized by the City, if given proper notice thereof, to the extent permitted by law, but any assignment of moneys shall be subject to all proper set-offs in favor of the City and to all deductions provided for in the Contract and particularly all money withheld, whether assigned or not, shall be subject to being used by the City for the completion of the Work in the event that the Contractor should be in default therein.

6-1.03 **BEGINNING OF WORK.** After the execution of the Contract by both

parties, the City will issue the Notice to Proceed upon its determination that it is appropriate for the Contract Time to commence.

The Contractor shall begin Work within fifteen (15) Days after receiving the Notice to Proceed from the Director, subject to the requirements stated elsewhere in the Contract Documents regarding, among other things, the submittal of Baseline Schedule, and shall diligently prosecute the same to completion within the time limit provided in the Supplemental Conditions. Contractor shall also achieve any and all Contract milestones as described elsewhere in the Contract Documents.

The Contractor shall notify the Director, in writing, of its intent to begin Work at least seventy-two (72) hours before Work is begun. The notice shall be delivered to the Director and shall specify the date the Contractor intends to start. If the project has more than one (1) location of Work, a separate notice shall be given for each location.

The Contractor is not authorized to perform any Work until it has received a Notice to Proceed from the City. Should the Contractor begin Work in advance of receiving notice that the Contract has been approved as above provided, any Work performed by it in advance of the said date of approval shall be considered as having been done by the Contractor at its own risk and as a volunteer unless said Contract is so approved thereafter.

6-1.04 **PROGRESS SCHEDULE.**

A. **Preliminary Progress Schedule.** The Contractor shall submit to the Director, within twenty (20) Days after date of the Notice to Proceed, a Preliminary Progress Schedule covering the Contractor's activities over the first three (3) months of operation in detail and the remainder of the project in summary. The Preliminary Progress Schedule shall schedule the project within the Contract Time for completion of the Work, and shall be subject to

favorable review by the Director.

B. CPM Schedule. The Contractor shall submit an acceptable Critical Path Method (CPM) Schedule to the Director within thirty (30) Days after the receipt of the Notice to Proceed. Subsequent revisions to said schedule shall be submitted as set forth hereinafter. The requirement for the CPM schedule is included to allow for adequate planning and execution of the Work, to determine the critical nature of delays, and to assist the Director in appraising the reasonableness of the proposed schedule and evaluating progress of the Work. The CPM schedule submitted under this Section shall utilize a CPM format, either the precedence or arrow diagramming method. The definitions of CPM terms and functions shall be as provided in the Associated General Contractors of America book *CPM in Construction, A Manual for General Contractors*, or a favorably reviewed alternative publication or reference. No progress payment will be made prior to submission and acceptance of the CPM Schedule.

1. The CPM schedule system shall consist of diagrams and accompanying mathematical analyses. The diagrams shall show elements of the project in detail and an entire project summary. Diagrams shall show the order and interdependence of activities and sequence in which the Work is to be accomplished as planned by the Contractor. The basic concept of a network analysis diagram shall be followed to show how the start of a given activity is dependent on the completion of preceding activities and its completion restricts the start of following activities. Detailed network activities shall include, in addition to construction activities, the submittal and favorable review of samples of material and Shop Drawings, the procurement of critical materials and equipment, fabrication of special material and equipment, and their Installation and testing. All activities of the City and the Director that affect progress and required Contract dates for completion of all or parts of the Work shall be shown. The

selection and number of activities shall be subject to favorable review by the Director. Summary networks shall be time scaled. Durations shall be in Days and shall not exceed fifteen (15) Days, except for submittal and delivery items. Where the duration of continuous Work exceeds fifteen (15) Days, Work items in the Construction Schedule shall be subdivided by location, approximate stationing or other sub-element of the Work.

The graphic network diagram shall include for each activity, the description, activity number, the estimated duration in Days, and all activity relationship lines. The network diagram shall be drawn for the early start of activities. All significant Submittals shall be scheduled along with manual Submittals and training on all large or critical pieces of equipment. If the precedence technique is utilized, the schedule project shall include a calendar in Work Days, a network report sorted by early start and a logic table report sorted by preceding Work item. If the arrow technique is utilized, the schedule report shall include a calendar in Work Days, a network report sorted by early start, a network report sorted by I-J numbers, and a network sorted by slack time and I-J numbers.

2. The critical path shall be shown on all reports and on the graphic network diagram. The activities which constitute the critical path shall be identified.

3. The mathematical analysis of the network diagram shall include a tabulation of each activity. The following information shall be furnished as a minimum for each activity:

- (a) preceding and following event numbers
- (b) activity description and number
- (c) estimated duration of activities
- (d) earliest start date (by calendar date)

- (e) earliest finish date (by calendar date)
- (f) actual start date (by calendar date)
- (g) actual finish date (by calendar date)
- (h) latest start date (by calendar date)
- (i) latest finish date (by calendar date)
- (j) slack or float
- (k) percentage of activity completed

4. The program shall be capable of accepting revised completion dates as modified by approved time adjustments and recomputations of all tabulation dates and float accordingly.

5. Submission and review of the system shall be as follows:

(a) The complete network analysis system, consisting of the detailed network mathematical analysis and network diagrams, shall be submitted within thirty (30) Days after receipt of the Notice to Proceed.

(b) The Contractor shall participate in a review and evaluation of the proposed network diagrams and analysis by the Director. Any revisions necessary as a result of this review shall be resubmitted for review by the Director within ten (10) Days. When completed, the favorably reviewed schedule shall then be the schedule to be used by the Contractor for planning, organizing and directing the Work and for reporting progress. If the Contractor thereafter desires to make significant changes in its method of operating and scheduling, the Contractor shall notify the Director in writing stating the reasons for the change.

(c) The Contractor shall submit at monthly intervals a report of the actual construction progress. Each monthly report shall cover a period of approximately thirty

(30) Days ending around the 20th of each month. The monthly reports shall be submitted within ten (10) Days of the end of the reporting period.

(1) If the project is proceeding on schedule, the monthly update report may consist of a marked-up copy of the graphical network diagram. This submittal shall clearly indicate the status of any minor shifts in sequence or schedule and the estimated completion date or percent complete of all activities currently in progress. The Contract completion date shall also be indicated. The Contractor shall submit a narrative report relating to status of construction, the schedule, and factors which may affect the remainder of the schedule. The report shall show the activities or portions of activities completed during the reporting period. The report shall state the percentage of the Work actually completed and scheduled as of the report date and the progress along the critical path in terms of Days ahead or behind the allowable dates.

(2) If, in the opinion of the Director, the project is behind schedule, the monthly report shall include a revised network diagram and/or mathematical analysis showing the Contractor's proposed revised schedule. An analysis of the effect that the delay has on progress along other paths shall also be included in the report. The Contractor shall also submit a narrative report with each updated analysis which shall include but not to be limited to a description of current and anticipated problem areas, delaying factors and their impact, and an explanation of corrective actions taken or proposed.

(3) Periodic report shall be submitted in sufficient copies to cover Contractor needs plus five (5) copies and an available electronic copy to be retained by the Director.

6. To the extent that the favorably reviewed initial Construction Schedule, or revisions thereto, indicate anything not jointly agreed upon, it shall be deemed to be not favorably reviewed by the Director. Any omission of Work from the detailed schedule, otherwise required for Contract compliance, will not excuse the Contractor from completing such Work within any applicable completion date. The CPM schedule shall be generated by computer methods.

C. Schedule Review. Once each month, on a date mutually agreed upon, but no later than seven (7) business days after the monthly schedule progress report date, a Work Site meeting will be held to review the Construction Schedule and job progress. The Contractor shall also attend weekly meetings scheduled by the Director to review the progress of the Work in the preceding week and in the subsequent week, coordinate the Work with public agencies or other Contractors as required, and allow the Director to plan his or her activities for testing, inspection, etc.

D. Schedule Revisions. The conditions under which the Director will require revisions of the Construction Schedule include the following:

1. When delay in completion of any Work item or sequence of Work items results in an estimated extension of project completion by either twenty (20) business days or by ten percent (10%) of the remaining duration of time to complete the Contract, whichever is less.

2. When delays in Submittals or deliveries make replanning or rescheduling of the Work necessary.

3. When the schedule does not represent actual prosecution and progress of the Work.

4. When any change to the sequence of activities, the completion date for major portions of the Work, or when changes occur which affect the critical path.

5. When Contract Amendments or a Change Order necessitates schedule revision, the Contractor shall submit a schedule analysis of all Change Order Work with its proposal.

E. Cash Flow Projection. A cash flow projection shall be submitted with the Construction Schedule. This cash flow projection shall be revised and resubmitted when revisions of the Construction Schedule will result in changes to the projected cash flow.

F. Schedules showing project completion dates earlier than specified in the Supplemental Conditions will be rejected unless justification can be provided for early completion.

6-1.05 **SCHEDULE OF VALUES.** Prior to preparation of the first estimate for a progress payment, the Contractor shall submit for favorable review by the Director a detailed Schedule of Values or cost breakdown of the Work under each bid item awarded. The breakdown will then become the basis for partial payment determination. Elements of Work shall be grouped by structure, pipeline, system, etc. Within each grouping, Work should be itemized by readily measurable quantities of Work complete in place. For example, concrete should be in units of cubic yards including form Work and reinforcing steel. Move-on costs, bond and insurance costs, and Overhead costs shall not be considered an item of cost for this purpose but shall be prorated over items of Work. In the event the Schedule of Values is not favorable reviewed by the Director, another Schedule of Values shall be submitted that is mutually acceptable to the Contractor and the Director.

6-1.06 **CITY'S RIGHT TO STOP WORK.** The Director shall have the

authority to order the Contractor, in writing, to suspend the Work wholly or in part, for such period as the Director may deem necessary due to the failure on the part of the Contractor to correct Work that is not in accordance with the requirements of the Contract Documents or if Contractor persistently fails to carry out Work in accordance with the Contract Documents.

The Contractor shall immediately comply with the written order of the Director to suspend the Work wholly or in part. The suspended Work shall be resumed when conditions are favorable and methods are corrected, as ordered or approved in writing by the Director.

Any stoppage of work under this section shall be at the Contractor's sole expense, and the Contractor shall have no claim against the City based on the Contractor's failure to perform the Work in accordance with the Contract Documents.

In addition to the City's right to stop Work, the City may order the Contractor to submit to the City at no additional cost to the City, additional information concerning Contractor's planned Work if the Contractor fails to promptly correct Work that is not in accordance with the requirements of the Contract Documents or persistently fails to carry out Work in accordance with the Contract Documents. The additional information ordered by the City may include, but is not limited to, preparation of Submittals or Working Drawings not otherwise required to be submitted under the Contract Documents.

In the event the City discovers that the Contractor has created an unsafe condition the City may arrange for other work forces to remedy the condition. Such remedial work shall be at the sole discretion of the City. If this action is required, the City may unilaterally terminate Work under the Contract, and will pay only for the quantities of Work actually performed, less the cost of the City's remedial Work. In the event that Work is not halted, the Contractor must take immediate steps to correct the situation. There will be no extra payment for Work required

to correct unsafe conditions.

The right of the City to suspend the Work shall not give rise to a duty on the part of the City to exercise this right for the benefit of the Contractor or any other person or entity. This right shall be in addition to and not in restriction or derogation of the City's other rights under the Contract Documents.

In the event of a suspension of Work under any of the conditions set forth in this Section 6-1.06, such suspension of Work shall not relieve the Contractor of its legal responsibilities as set forth in these General Conditions.

6-1.07 **TIME OF COMPLETION.** The Contractor shall complete the entire Work, including Installation, repairs, startup, troubleshooting, painting, and touchup, training, submittal or record drawings, and manuals, cleanup, demobilization, and all other Work within the number of Days set forth in the Supplemental Conditions. The time for completion includes an allowance for working time lost due to normal inclement weather.

Extensions of time may be allowed for unusual inclement weather under the provisions hereinafter described. Unusual inclement weather is weather which adversely affects "controlling" operations or the critical path of construction and which meets one of the following criteria:

A. For the particular calendar month in question, the number of individual Days with rainfall exceeding 0.10 inches exceeds the average number of such Days for that month over the immediately preceding five (5) years of record by at least three (3) Days.

B. For the particular calendar month in question, the total cumulative rainfall for that month exceeds the average cumulative rainfall for that month over the immediately preceding five (5) years of record by at least two inches (2").

Rainfall shall be measured at a publicly operated, maintained, and reported station in reasonable proximity to the construction site. A claim for delay shall indicate the period of rainfall which is claimed as “unusual,” the specific dates during which the unusual rainfall and subsequent wet soil conditions prevented Work, and the specific critical path tasks adversely affected by such unusual weather. A claim for delay due to unusual inclement weather shall be filed within ten (10) Days of the apparent end of the unusual inclement rainfall period, whether or not the monthly totals are available at that time. The burden of proof that weather meets the criteria for unusual weather shall be solely the responsibility of the Contractor.

It is the responsibility of the Contractor to order materials required for the Work properly and promptly on a Notice to Proceed. If evidence presented demonstrates that, in spite of the Contractor's efforts, government-established priorities controls delay material deliveries, suitable extension of time will be made.

If performance of extra Work ordered by the City or failure of the City to provide the necessary site for Installation affects construction tasks which are “controlling” or which are on the “critical path” of the Construction Schedule, suitable extensions of time will be made.

The Contractor shall not be entitled to a time extension for delays in activities on non-critical paths of the favorably reviewed schedule unless the duration of the excusable delay exceeds the total float of the activities being delayed. If the duration of an excusable delay does exceed the total float of the activities affected by the delay, the Contractor shall be entitled to an extension equal to the difference.

C. Determination that a day is a non-working day by reason of inclement weather or conditions resulting immediately therefrom, shall be made by the Director.

6-1.08 **LIQUIDATED DAMAGES.** It is agreed by the parties to the Contract

that in case all the Work called for under the Contract in all parts and requirements is not completed within the number of Days as set forth in the Supplemental Conditions, damage will be sustained by the City and that it is and will be impracticable and extremely difficult to ascertain and determine the actual damage which the City will sustain in the event of and by reason of such delay; and it is therefore agreed that the Contractor will pay to the City, the monetary amount indicated in the Supplemental Conditions in dollars (U.S.) per day for each and every calendar day of delay in completing the Work in excess of the number of Days prescribed and the number of additional calendar days, if any, authorized by Contract Change Order; and the Contractor agrees to pay said Liquidated Damages herein provided for, and further agrees that the City may deduct the amount thereof from any moneys due or that may become due the Contractor under the Contract.

It is further agreed that in case the Work is not finished and completed in all parts and requirements within the number of Days specified, the City shall have the right to increase the number of Days or not, as it may deem best to serve the interest of the City, and if it decides to increase the said number of Days, it shall further have the right to charge to the Contractor, its heirs, assigns or sureties and to deduct from the final payment for the Work all of any part, as it may deem proper, of the actual cost of engineering, inspection, superintendence, and other Overhead expenses which are directly chargeable to the Contract, and which accrue during the period of such extension, except that cost of preparation of final statement shall not be included in such charges.

6-1.09 **DELAYS AND EXTENSIONS TO THE WORK** The Contractor must complete all Work within the time specified in the Agreement. The Contractor will be granted an extension of time and will not be assessed with liquidated damages or the cost of engineering

and inspection for any delay in substantially completing the Work (or parts thereof) beyond the time set forth in the Agreement, provided that such delay was caused by unforeseeable causes beyond the control and without the fault or negligence of the Contractor. Examples of such causes include acts of public enemy, fire, floods, abnormal weather (as described below), earthquakes, epidemics, quarantine restrictions, strikes, labor disputes and freight embargoes, fire, changes made pursuant to the provisions of “Changes in the Work” under Section 3 of these General Conditions or acts or neglect of the City not contemplated by the Contract Documents.

In all cases, any extension of time is conditioned on the following:

1. That the cause is not due to the fault or negligence of the Contractor, and the Contractor has taken reasonable precautions to prevent and minimize the effects thereof; and
2. That the Contractor notifies the Director in writing within three (3) Days from the beginning of such delay specifying the nature of the delay and the measures that have been or will be taken to prevent or minimize the delay. Failure to submit written notice within this time period shall constitute an absolute waiver of any claim for a time extension.

No extension of time will be granted for a delay caused by a shortage of materials, unless the Contractor furnishes to the City documentary proof that it has diligently made every effort to obtain such materials from all known sources within reasonable reach of the work and further proof, as acceptable to the Director, that the inability to obtain such materials when originally planned did in fact cause a delay in Final Completion of the entire Work which could not be compensated for by revising the sequence of the Contractor's operations. Only the physical shortage of material will be considered as a cause for extension of time, and no consideration

will be given to any claim that material could not be obtained at a reasonable, practical or economical cost or price, unless it is shown to the satisfaction of the City that such material could have been obtained only at exorbitant prices entirely out of line with current rates, taking into account the quantities involved and the usual practices in obtaining such quantities.

No extension of time will be granted for a delay caused by Contractor's staff turnovers, understaffing or insufficient quantity of qualified staff able to perform the necessary work.

The term "shortage of materials," as used in this section, shall apply only to materials, articles, parts or equipment which are standard items and shall not apply to materials, parts, articles or equipment which are processed, made, constructed, fabricated or manufactured to meet the specific requirements of the Contract Documents.

No extensions of time will be granted for delays that have no measureable impact on the completion of the Work (or parts thereof) under the Contract Documents. When extensions of time are granted, they will be limited to the period equivalent to the actual number of Days lost on the critical path or controlling operations of the Construction Schedule, taking into account the extent to which that delay could be decreased by reasonable mitigation measures by the Contractor. All requests for extensions of time must be supported with a critical path analysis showing the critical path and impacts to it. Contractor's failure to submit this analysis will be sufficient cause for denial of any request for a time extension.

Within a reasonable period of time after the Contractor submits the notice and information required by this section, the City will determine whether an extension of time is justified and, if so, the number of days for the extension.

Abnormal weather may be a valid basis for a time extension under the Agreement. "Abnormal Weather" occurs when the number of days of rain above 0.5 inches in a 24 hour

period exceeds the average for such rainfall in a particular month as determined by the National Weather Service. The Contractor will only be entitled to, at most, a time extension for the number of days of rain exceeding the average for that month in the locale where the Work is to be performed. If delays are caused by the Contractor or those for whom the Contractor is responsible, the Contractor will only be entitled to, at most, a time extension for the number of rain days exceeding the average for the month when the Work should have been performed.

In addition, before a time extension may be granted for abnormal weather, the Contractor must establish that the rain either significantly impacted at least sixty percent (60%) of the planned work of the controlling operations for a particular day or prohibited at least five (5) hours of work on the controlling operations planned for that day. Contractor shall employ reasonably methods to mitigate the impact of abnormal weather (i.e., dewatering, protection of site, etc.) The occurrence of rain during non-work hours or having minimal impact to work on the controlling operation shall not constitute a day of abnormal weather.

In the event that the project experiences favorable weather for a particular month (e.g., the number of actual rain days in a month less than that indicated above for allowable rain days per months), the additional float resulting from such favorable weather shall accrue to the project.

Any Contractor claim for damages or additional compensation based on delay shall be limited to only those circumstances where the Contractor has fulfilled each of the following three (3) requirements:

1. Contractor has established its entitlement to a time extension pursuant to the provisions described above regarding delay and extensions to the Work.
2. The delay was caused solely by the City's issuance of changes made pursuant to the

provisions of “Changes in the Work” under Section 3 of these General Conditions or by acts or neglect of the City.

3. The delay was unreasonable under the circumstances and not within the contemplation of the parties.

It is expressly understood and agreed that delays caused by the City will be non-compensable when there are concurrent delays caused by the Contractor. Also, the Contractor shall have no entitlement to additional compensation for any delay where there have been concurrent delays caused by non-compensable delays, including, but not limited to, fire, floods, earthquakes, epidemics, quarantine restrictions, strikes, labor disputes, and freight embargoes.

Contractor’s damages and/or additional compensation for delays will consist solely of the extended costs of maintaining the Contractor’s Work Site presence. The Contractor will not be entitled to any extended home office overhead.

Compensation for idle time of equipment will be determined in the same manner as determinations are made for equipment used in the performance of extra work paid for on a Force Account basis with the following exceptions:

1. The time for which compensation will be paid will be the actual normal working hours during which such delay conditions exists, but in no case will exceed eight (8) hours in any one day.
2. The days for which compensation will be paid will be each calendar day of the work week (defined elsewhere in the Contract Documents) and Legal Holidays, during the existence of such delay, except that when rental of the equipment is paid for under the provisions in Section 3-1.06C, “Force Account Payment – Equipment,” of these General Conditions, no payment will be made for delays in accordance with the

provisions of this section.

Actual loss shall be understood to include no items of expense other than idle time of personnel, cost of extra moving of equipment, and cost of longer hauls. Compensation for idle time of equipment will be determined as provided in this section and compensation for idle time of personnel will be determined pursuant to Section 3-1.06A, "Force Account Payment – Labor," of these General Conditions. No markup will be added in either case for Overhead and profit. The cost of extra moving of equipment and the cost of longer hauls will be paid for as extra work as provided pursuant to "Changes to the Work" elsewhere in the Contract Documents.

6-1.10 **TERMINATION.**

6-1.10A **TERMINATION OF AGREEMENT – CONVENIENCE OF CITY.** The Department reserves the right to terminate the Contract at any time and for any reason if the Director determines that to do so would be in the best interest of the City. Any termination which is not based on the circumstances set forth in Section 6.1-10B below shall be effected by delivery to the Contractor of a Notice of Termination specifying the extent to which performance of Work under the Contract is terminated, and the date upon which such termination becomes effective.

Upon the Contractor's receipt of a written Notice of Termination for convenience, the Contractor shall cease Work as to those portions of the project so terminated and shall undertake the steps outlined in Section 6-1.10B below.

1. Acceptance of the Contract as hereinafter specified shall not relieve the Contractor of responsibility for damage to materials except as follows:
 - a. The Contractor's responsibility for damage to materials for which partial payment has been made as provided in Section 7-1.07, "Progress

Payments,” of these General Conditions and for materials furnished by the City for use in the Work and unused shall terminate when the Director certifies that such materials have been stored in the manner and at the locations he or she has directed.

- b. The Contractor's responsibility for damage to materials purchased by the City subsequent to the issuance of the notice that the Contract is to be terminated shall terminate when title and delivery of such materials has been taken by the City.
- c. When the Director determines that the Contractor has completed the Work under the Contract directed to be completed prior to termination and such other Work as may have been ordered to secure the project for termination, the Contractor will recommend that the City formally accept the Work, and immediately upon and after such Acceptance by the City, the Contractor will not be required to perform any further Work thereon and shall be relieved of its contractual responsibilities for injury to persons or damage to property which occurs after the formal Acceptance of the project by the City.

2. The total compensation to be paid to the Contractor shall be determined by the Director on the basis of the following:

- a. The reasonable cost to the Contractor, without profit, for all Work performed under the Contract, including mobilization, demobilization and Work done to secure the project for termination. Reasonable cost will include a reasonable allowance for project Overhead and general

administrative Overhead not to exceed a total of seven percent (7%) of Direct Costs of such Work.

- b. A reasonable allowance for profit on the cost of the Work performed as determined under subsection (a), provided the Contractor establishes to the satisfaction of the Director that it is reasonably probable that it would have made a profit had the Contract be completed and provided further, that the profit allowed shall in no event exceed four percent (4%) of said cost.
- c. The reasonable cost to the Contractor of handling material returned to the vendor, delivered to the Department or otherwise disposed of as directed by the Director.
- d. A reasonable allowance for the Contractor's administrative costs in determining the amount payable due to termination of the Contract.

All records of the Contractor and the Contractor's Subcontractors, necessary to determine compensation in accordance with this Section, shall be open to inspection or audit by representatives of the Department at all times after issuance of the notice that the Contract is to be terminated and for a period of three (3) years, and such records shall be retained for that period.

After Acceptance of the Work by the Director, the Director may make payments on the basis of interim estimates pending issuance of the Final Statement, when in his or her opinion the amount thus paid, together with all amounts previously paid or allowed, will not result in total compensation in excess of that to which the Contractor will be entitled. All payments, including payment upon the Final Statement, shall be subject to deduction for prior payments and amounts, if any, to be kept or retained under the provisions of the Contract.

In the event that the City terminates this Contract under Section 6-1.10B below and it is determined for any reason that there was not sufficient cause to do so, the City's termination automatically will convert to a termination for convenience under this section and the terms and conditions outlined in this section automatically will be applied to effectuate the Contract termination. Thus, damages to which a Contractor may be entitled as a result of an improper default termination will be limited to the amounts provided for in this section.

The provisions of this section shall be included in all subcontracts.

6-1.10B **TERMINATION OF AGREEMENT - FOR CAUSE.** An

"Event of Default" as referred to in this section shall occur if the Contractor:

1. Fails to maintain progress of the Work in accordance with the requirements of the Contract Documents; or
2. Fails to prosecute the Work or any of its components in accordance with the Contract Documents; or
3. Persistently or repeatedly fails or refuses to supply sufficient properly skilled workers or proper material to permit the performance of the Work in accordance with the Contract Documents; or
4. Fails to make prompt payment to Subcontractors or Suppliers in accordance with the respective agreements between the Contractor and the Subcontractor and Contractor and Supplier; or
5. Fails to comply with applicable laws, ordinances or rules, regulations or orders of a public authority having jurisdiction over the Work; or
6. Abandons, assigns or sublets the Contract without approval of the City; or
7. Becomes bankrupt or is subject to appointment of a receiver on behalf of the

Contractor; or

8. Otherwise is guilty of a substantial breach of a provision of the Contract Documents.

Upon the City's reasonable belief that there has been an Event of Default by the Contractor, the City may elect to give the Contractor written notice thereof. The Contractor thereafter shall cure the default as soon as possible and in no event after ten (10) Days from the Contractor's receipt of the City's written notice.

If the Contractor does not timely cure its default, the City may, without waiver of any of its other rights and remedies, elect to terminate the Contract, or portion thereof.

Upon the City's election to terminate the Contract, or portion thereof, the City shall have the right to complete the Work, or portion involved, by whatever means and methods it deems expedient, including the hiring of others on such terms as the City deems advisable. The City shall have the right to take possession of the Contractor's materials, plant, tools, equipment and property of any kind provided by or on behalf of the Contractor for the purpose of the Work, or a portion of them, without being responsible to the Contractor for wear and tear. The Contractor shall have no rights in such property during its use by the City. The City shall not be required to obtain the lowest prices for completing the Work or a portion of it but shall make such expenditures as, in the City's sole judgment, best accomplish such completion.

The expense of completing such Work or portion thereof, together with a reasonable charge for engineering, managerial and administrative services, as certified by the City, shall be charged to the Contractor, and the expense so charged shall be deducted by the City out of such monies as may be due or may at any time thereafter become due to the Contractor. In case such expense is more than the sum which otherwise would have been payable to the Contractor under the Agreement, then the Contractor or its surety or sureties shall promptly pay the amount of

such excess so due. When the City terminates the Contract under this section, the Contractor shall not be entitled to receive any further payments until the Work is completed and there has been a final settlement of costs of completing the Work covered by such notice of default.

The City will issue to the Contractor a written notice specifying that the Contract, or portion thereof, is terminated. Upon receipt of said written notice and, except as otherwise directed in writing by the City, the Contractor shall:

1. Stop all Work under the Contract; or if partial termination, stop Work relating to the terminated portion of the Agreement;
2. Perform Work the City deems necessary to secure the Work Site for termination including measures to leave the Work Site in a safe condition;
3. Remove equipment from the site of Work, as specified by the City;
4. Take such action as is reasonably necessary to protect materials from damage;
5. Notify all Subcontractors and Suppliers that the Contract or portion thereof is being terminated and that their contracts or orders are not to be further performed unless otherwise authorized in writing by the City;
6. Provide the City with an inventory list of all materials previously produced, purchased or ordered from Suppliers for use in the Work and not yet used in the Work, including its storage location, and such other information as the City may request;
7. Dispose of materials not used in the Work as directed by the Director. It shall be the Contractor's responsibility to provide the City (a) with good title to all materials purchased by the City hereunder, including materials for which partial payment has been made by the City and (b) with bills of sale or other documents of title for such

materials;

8. Subject to the prior written approval of the City, settle all outstanding liabilities and all claims arising out of Subcontractors or orders for materials terminated hereunder. To the extent directed by the City, the Contractor shall assign to the City all rights, title and interests of the Contractor under subcontracts or orders for materials terminated hereunder. The City shall be at liberty to negotiate with and engage any Subcontractors who had contracted with the Contractor for the Work;
9. Furnish the City with the documentation required to be furnished by the Contractor under the provisions of the Contract Documents, including, on projects as to which Federal funds are involved, all documentation required under the Federal requirements included in the Agreement; and
10. Take such other actions as the City may direct.

If only a portion of the Work has been terminated, the Contractor shall perform the remainder of the Work in conformity with the Contract Documents and in such a manner as not to interfere with the City or others in their performance and completion of the portion of the Work which was terminated.

The City may recover from the Contractor the amount of any loss or damage, including consequential damages, suffered or incurred as a result of the Contractor's default.

SECTION 7

ACCEPTANCE AND PAYMENT

7-1.01 **ACCEPTANCE.** When the Contractor believes that the entire Work is fully and finally completed, including the satisfactory completion of inspections, tests, and documentation specified in the Contract Documents and completion of all punch list and clean-up items, the Contractor shall submit to the City a written request for final Acceptance within fifteen (15) Days thereafter, specifying that the Work is fully and finally completed and the date on which it was completed. Within thirty (30) Days after receipt of the request for final Acceptance, the City will inspect the Work and will either:

1. Reject the request for final Acceptance, specifying the defective and/or uncompleted portions of the Work; or
2. Notify the Contractor that the Work will be accepted by Resolution of the City Council of the City of Roseville, and a Notice of Completion will be caused to be recorded by the City Clerk; or
3. Notify the Contractor that the Work has been accepted by the City but no Notice of Completion will be recorded.

If the City rejects the request for final Acceptance, the Contractor shall promptly remedy the defective and/or uncompleted portions of the Work. Thereafter, the Contractor shall again submit a written request for final Acceptance of the Work, specifying a new date based on the date the defective and/or uncompleted portions of the Work were corrected. Thereafter, the foregoing procedure shall apply successively until the City has verified that the Work is fully and finally completed and accepted the Work by Resolution of the City Council or by written

notification from the Director. Immediately upon such Acceptance, the Contractor shall be relieved of the duty of maintaining the Work as a whole.

All warranties commence upon final Acceptance of the Work. The City's final Acceptance of the Work shall not be construed as an acceptance by the City of any latent defects discovered with regard to the Contractor's work. Furthermore, Contractor's obligations under Section 5-1.22 "Responsibility for Damage and Indemnification" shall still remain applicable after the City's grant of final Acceptance of the Work.

Prior to final Acceptance, the Contractor shall submit to the City the Record Documents and Operation and Maintenance Manuals as specified in the Contract Documents.

7-1.02 **SCOPE OF PAYMENT.** The Contractor shall accept the compensation provided in the Contract as full payment for furnishing all labor, materials, tools, equipment, and incidentals necessary to the completed Work and for performing all Work contemplated and embraced under the Contract; also for loss or damage arising from the nature of the Work, or from the action of the elements, or from any unforeseen difficulties which may be encountered during the prosecution of the Work until the Acceptance by the Director and for all risks of every description connected with the prosecution of the Work, also for all expenses incurred in consequence of the suspension or discontinuance of the Work as provided in the Contract; and for completing the Work according to the Contract. Neither the payment of any estimate nor of any retained percentage shall relieve the Contractor of any obligation to make good any defective Work or material.

No compensation will be made in any case for loss of anticipated profits.

7-1.03 **NOTICE OF POTENTIAL CLAIM.** The Contractor shall not be entitled to the payment of any additional compensation for any act or failure to act by the City,

including failure or refusal to issue a Change Order, or for the happening of any event, thing, occurrence or other cause unless the Contractor has given the City due written Notice of Potential Claim as hereinafter specified, provided, however, that compliance with this Section 7-1.03 shall not be a prerequisite as to matters within the scope of the notice provisions in Section 6-1.07, "Time of Completion," or the notice provisions in Section 6-1.08, "Liquidated Damages," of these General Conditions, nor to any claim which is based on differences in measurement or errors of computation as to correct quantities.

The written Notice of Potential Claim shall set forth the reasons for which the Contractor believes additional compensation will or may be due, the nature of the costs involved, and, insofar as possible, the amount of the potential claim. The said Notice as above required must have been given to the Director prior to the time that the Contractor shall have performed the Work giving rise to the potential claim for additional compensation, if based on an act or failure to act by the Director, or in all other cases within seven (7) Days after the happening of the event, thing, occurrence or other cause giving rise to the potential claim.

If the Notice of Potential Claim does not include complete information about the claim or the parties do not execute a Contract Change Order in connection with the Notice of Potential Claim, Contractor shall submit complete information about its claim for additional compensation and/or extension of time for performance within fifteen (15) Days after such work is performed. Failure to provide written notice of claim prior to undertaking such work or failure to timely submit a complete and specific information about the claim for additional compensation and/or extension of the time for performance shall be deemed a waiver and abandonment of such claim.

If there is a dispute over any claim, the Contractor shall continue to Work during the dispute resolution process in a diligent and timely manner as directed by the City, and shall be

governed by all applicable provision of the Agreement.

The Contractor shall maintain cost records of all Work that is the basis of any dispute. On a daily basis, Contractor shall submit to City completed daily forms, the format of which will be acceptable to the City, with respect to the Contractor's costs of performing the disputed work. These daily forms shall itemize all of Contractor's costs in performing the disputed work, including, but not limited to, all costs relating to materials, labor and equipment with respect to the disputed work. These daily forms shall provide names or identification and classification of affected workers, the hourly rate of pay and hours worked, and also the size, type, and identification number of equipment and hours operated. Said daily work forms shall be duly signed and verified by the Contractor or its authorized representative. The City's receipt of the Contractors' daily forms shall not constitute an approval of the Contractor's claim. Contractor's failure to submit the daily forms on a daily basis shall constitute a waiver of the Contractor's right to claim any additional compensation for the disputed work.

Each Contractor claim shall include full and complete information concerning the Claim. Contractor shall provide a clear, concise recital of the basis, upon which the claim is asserted, including a designation of the provisions of the Contract Documents upon which the claim is based. Contractor shall also include a statement as to the amount of time and/or compensation sought pursuant to the claim; if Contractor's claim arises from an ongoing occurrence, Contractor shall so state in its claim, including a description of the specific Work activities affected by the claim. All costs, expenses or damages and extensions of time claimed shall be described in reasonable detail under the circumstances together with complete supporting documentation.

The City will review any timely Notice of Potential Claim and supporting information

submitted by Contractor. In conducting this review, the City shall have the right to require the Contractor to submit such additional or supporting documents, data and other information as the City may require.

If an agreement can be reached which resolves the Contractor's claim, the parties will execute a Contract Change Order to document the resolution of the claim. If the parties cannot reach agreement with respect to the Contractor's claim, the Contractor shall still be obligated to comply with the claim identification provisions identified in these General Conditions, including but not limited to Section 7-1.04.

It is the intention of this Section 7-1.03 that differences between the parties arising under and by virtue of the Contract be brought to the attention of the Director at the earliest possible time in order that such matters may be settled, if possible, or other appropriate action promptly taken. The Contractor hereby agrees that it shall have no right to additional compensation for any Claim that may be based on any such act, failure to act, event, thing or occurrence for which no timely written Notice of Potential Claim as herein required was filed.

7-1.04 **CLAIMS.** Contractor must submit all Claims, for which it has previously submitted a Notice of Potential Claim, prior to Acceptance of the Work. Each such Claim must be sent to the City by registered mail or certified mail with return receipt requested and must contain reasonable documentation to support the Claim.

Upon receipt of a Claim, the City shall conduct a reasonable review of the Claim and, within a period not to exceed forty-five (45) Days, or such further time as mutually agreed upon or necessary pursuant to Public Contract Code Section 9204, the City shall provide the Contractor a written statement identifying what portion of the Claim is disputed and what portion is undisputed. If the City does not respond to a Claim from the Contractor within the time

specified herein, such Claim shall be deemed rejected in its entirety.

Any payment due on an undisputed portion of the Claim shall be processed and made within sixty (60) Days after the City issues its written statement.

If the Contractor disputes the City's written response, or if the City does not respond within the time specified herein, the Contractor may demand in writing an informal conference to meet and confer for settlement of the issues in dispute. Upon receipt of a demand in writing sent by registered mail or certified mail, return receipt requested, the City shall schedule a meet and confer conference within thirty (30) Days for settlement of the dispute.

Within ten (10) business days following the conclusion of the meet and confer conference, if the claim or any portion of the claim remains in dispute, the City shall provide the Contractor a written statement identifying the portion of the Claim that remains in dispute and the portion that is undisputed. Any payment due on an undisputed portion of the Claim shall be processed and made within sixty (60) Days after the City issues its written statement. Any disputed portion of the Claim, as identified by the Contractor in writing, shall be submitted to nonbinding mediation, with the City and the Contractor sharing the associated costs equally. The City and the Contractor shall mutually agree to a mediator within ten (10) business days after the disputed portion of the Claim has been identified in writing. If the parties cannot agree upon a mediator, each party shall select a mediator and those mediators shall select a qualified neutral third party to mediate with regard to the disputed portion of the Claim. Each party shall bear the fees and costs charged by its respective mediator in connection with the selection of the neutral mediator. If mediation is unsuccessful, the parts of the Claim remaining in dispute shall be resolved in accordance with Section 7-1.05 below.

7-1.05 **DISPUTE RESOLUTION PROCEDURE.** All Claims not resolved

pursuant to Section 7-1.04, shall be resolved pursuant to Public Contract Code Section 10240, et seq.

7-1.06 **STOP PAYMENT NOTICES.** The City, by and through the Department or other appropriate office or officers, may at its option and at any time retain out of any amounts due the Contractor, sums sufficient to cover claims, filed pursuant to Civil Code Section 9350, et seq., including an amount to provide for the reasonable cost of any litigation thereunder.

7-1.07 **PROGRESS PAYMENTS.** Within fifteen (15) Days after the effective date in the Notice to Proceed, but in any event prior to Contractor's first Application for Payment, the Contractor shall submit to the City a detailed Schedule of Values.

Upon its approval, the Schedule of Values will form a basis for determining the compensation payable to the Contractor based on its actual progress of Work with respect to each Lump Sum bid item. The City, prior to any progress payment being made, must approve the Schedule of Values.

At the Director's discretion the approved Schedule of Values may be used as the basis for calculating the adjustment in compensation for a lump sum bid item due to changes ordered by the Director. When an ordered change increases or decreases the quantities shown in an approved Schedule of Values, at the Director's discretion, the adjustment in compensation may be determined in the same manner specified for increases and decreases in the quantity of a bid item of work in accordance with Section 3-1.05(B), "Contract Price Adjustment," of these General Conditions.

The Contractor once in each month shall submit an Application for Payment, for approval by the Director. Contractor's Applications shall be based on the Schedule of Values submitted to the City. These applications shall be supported by: (1) documentation requested by the City to

substantiate the payment request; (2) statutory releases from Contractor and all Subcontractors and suppliers pursuant to Civil Code Sections 8132 and 8138; and (3) certified payroll records for the period for which payment is requested. Specifically, the Contractor will submit conditional waivers upon progress payment executed by all contractors and suppliers that will be receiving sums sought in the instant payment request and also submit unconditional waivers upon progress payment executed by all contractors and suppliers that have been paid to the date of the payment request. The Contractor shall certify that the Work for which payment is requested has been accomplished. When requested by the City, the Contractor shall submit receipts, invoices and other documentation that the City requires to be furnished for purpose of evaluating the application.

The City will pay the Contractor within thirty (30) Days after its receipt of an undisputed and properly submitted Application for Payment, after deducting all previous payments, retention, and other sums as described in the Contract Documents. Within seven (7) Days of its receipt of the Contractor's Application for Payment, the City will determine whether it complies with the provisions of the Contract Documents. As appropriate, the City will return the application to the Contractor accompanied by a document prepared by the City setting forth the reasons for the rejection. Thereafter, the Contractor shall correct and resubmit the Application for Payment. Progress payments may be withheld for Work that is not performed in accordance with the Contract Documents.

The City may deduct the following from each progress payment:

1. An amount equal to one hundred and twenty-five percent (125%) of the amount claimed under any stop payment notice or other lien filed against the Contractor, which includes an amount to provide for the reasonable cost of any litigation

thereunder.

2. Any Liquidated Damages or Assessments that have accrued as of the date of the Application for Payment.
3. Any sums expended by the City in performing any of the Contractor's obligations under the Agreement that the Contractor has failed to perform.
4. Any other sums that the City is entitled to recover from the Contractor under the terms of the Contract including damages to the City's property.
5. The failure of the City to deduct any of the above identified sums from a progress payment shall not constitute a waiver of the City's right to such sums.

No such estimate or payment shall be construed to be an acceptance of any defective Work or improper materials.

Under no circumstances will the City make payment to unlicensed Contractors. As a condition of payment, the Contractor is required to maintain the applicable Contractor's license as identified in the Notice to Contractors for the duration of the Work.

7-1.08 **PAYMENT FOR MATERIALS AND EQUIPMENT ON HAND.**

Partial payments may be made to the extent of seventy-five percent (75%) of the cost of materials and equipment plus delivery to be incorporated in the Work, provided that such materials and equipment meet the requirements of the Contract Documents and are delivered to acceptable sites on the plant site or at other sites in the vicinity that are acceptable to the City and only with the prior written approval by the City. Such delivered costs of stored or stockpiled materials and equipment may be included in the next progress payment after the following conditions are met:

- A. Equipment and materials will only be eligible if given conditional or final

Acceptance by the Director and are in apparent compliance with favorably reviewed Submittals.

B. Only equipment or materials which have received favorable review of Shop Drawings will qualify.

C. The material or equipment has been stored or stockpiled adequately protected against damage in a manner acceptable to the Director at an approved site.

D. The Contractor has furnished the Director with acceptable evidence of the quantity and the quality of such stored or stockpiled materials or equipment with identification of where they will be incorporated into the project with Specification reference.

E. The Contractor has furnished the Director with satisfactory evidence that the material or equipment and transportation costs have been paid.

F. The Contractor has furnished the City legal title (free of liens or encumbrances of any kind) and lien releases to the material or equipment so stored or stockpiled.

G. The Contractor has furnished the City evidence that the material or equipment so stored or stockpiled is insured against loss by damage to or disappearance of such materials at any time prior to use in the Work.

It is understood and agreed that the transfer of title and the City payment for such stored or stockpiled materials or equipment shall in no way relieve the Contractor of its responsibility for furnishing and placing such materials or equipment in accordance with the requirements of the Contract Documents.

In no case will the amount of progress payments for materials or equipment on hand exceed the Contract Price for such materials or equipment or the Contract Price for the Contract item in which the material is intended to be used.

No partial payment will be made for stored or stockpiled living or perishable plant

materials.

The Contractor shall bear all costs associated with the progress payment of stored or stockpiled materials or equipment in accordance with the provisions of this Section.

7-1.09 **RETENTION ON PROGRESS PAYMENTS.** From each progress payment estimate, five percent (5%) will be deducted and held in retention by the City. The remainder, less any deductions described in Section 7-1.07, "Progress Payments," of these General Conditions, will be paid to the Contractor as progress payments.

Pursuant to Public Contract Code Section 22300, the successful Bidder may submit Securities in lieu of retention payments by the City. Upon the Contractor's request, the City will make payment of funds withheld from progress payments, pursuant to the requirements of California Public Contract Code Section 22300, if the Contractor deposits in escrow with the City or with a bank acceptable to the City, securities eligible for investment under California Government Code Section 16430, bank or savings and loan certificates of deposit, interest bearing demand deposit accounts, standby letters of credit, or any other security mutually agreed to by the Contractor and the City, upon the following conditions:

1. The Contractor shall bear the expenses of the City and the escrow agent in connection with the escrow deposit made.
2. Securities or certificates of deposit to be placed in escrow shall be of a value at least equivalent to the amounts of retention to be paid to the Contractor pursuant to this section.
3. Contractor shall enter into an escrow agreement satisfactory to the City, which agreement shall be substantially similar to the form provided in California Public Contract Code section 22300.

4. The Contractor shall obtain the written consent of the surety to such agreement.

7-1.10 **FINAL PAYMENT.** Final payment will be made only after Contractor has achieved Final Completion of the Work pursuant to the provisions of Section 7-1.01, “Acceptance,” of these General Conditions. Before final payment can be made, the Contractor shall have furnished the City with the following:

1. All Record Documents, catalogues, instruction sheets and information as required by the Contract Documents.
2. Conditional Waivers and Releases Upon Final Payment executed by Contractor and all Subcontractors and Suppliers, as provided by Civil Code Section 8136. Unconditional Waivers and Releases Upon Final Payment, as provided in Civil Code Section 8138, executed by Contractor and all Subcontractors and Suppliers, must be provided for all Subcontractors and Suppliers that have been paid in full.

Within thirty (30) Days of the date of the City’s Acceptance of the Work, the Contractor shall prepare and submit a Final Invoice, showing the proposed total amount due the Contractor, segregated by Bid item quantities, Change Order Work, and other basis for payments; deductions made or to be made for prior payment; and amounts previously retained. Prior invoices and payments shall be subject to correction in the proposed Invoice for Final Payment. Payments to the Contractor will be made only for actual quantities of the Contract items of work constructed in accordance with the Contract Documents.

The City will review the Contractor’s proposed Final Invoice and necessary changes or corrections will be forwarded to the Contractor. Within ten (10) Days thereafter, the Contractor

shall submit a revised proposed Final Invoice incorporating changes or corrections made by the City together with any new claims resulting therefrom. Upon approval by the City, the corrected proposed Final Invoice will become the approval Final Invoice.

If agreements are reached on all questions regarding the Final Invoice, the City will pay the entire sum found due on the approved application. However, the City will withhold sums sufficient to pay all unsettled claims for which stop payment notices have been filed pursuant to Section 9350, et seq. of the California Civil Code, together with the reasonable cost of any litigation thereunder.

Final payment will be made within thirty (30) Days after receipt of an approved Final Invoice and other required Submittals referenced above or within sixty (60) Days after Acceptance of the work by the City, whichever is later, provided, however, that if an approved Final Invoice has not been submitted within sixty (60) Days after Acceptance of the Work by the City, the City may elect to make payment of sums not in dispute without prejudice to the right of either the City or the Contractor in connection with such disputed sums. Notwithstanding the foregoing, if a Notice of Completion is recorded, final payment shall not be made prior to the expiration of the thirty-five (35) calendar day lien period. The start of this lien period is the date the Placer County Recorder's Office records the Notice of Completion.

The City may withhold from the Final Payment an amount not to exceed one hundred fifty percent (150%) of any amount in dispute between the City and the Contractor.

The making of Final Payment shall not operate to release the Contractor or its sureties from obligations arising under the Contract, the Contract bonds and warranties as herein provided. Specifically, the making of final payment shall not constitute a waiver and release of claims by the City arising from:

1. Unsettled or future liens;
2. Failure of the Work to comply with the requirements of the Contract Documents;
3. The terms of any warranties required by or contained in the Contract Documents;
4. The right to any insurance proceeds or the right to make any insurance or bond claims;
5. Any claims with respect to Contractor's obligations of indemnity with respect to claims asserted by third parties; or
6. Any latent deficiencies with the Work or Contractor's fraud.

7-1.11 **CLERICAL ERRORS.** Notwithstanding the provisions of Section 7-1.10, "Final Payment," of these General Conditions, for a period of three (3) years after Acceptance of the Work, all estimates and payments made pursuant to said Section 7-1.10, are subject to correction for clerical errors in the calculations involved in the determination of quantities and payments. The Contractor and the City agree to pay to the other any sum due under the provisions of this Section 7-1.11, provided, however, if the total sum to be paid is less than \$100, no such payment shall be made.

7-1.12 **WARRANTY.** Notwithstanding inspections and Acceptance by the City of Work furnished under the Contract Documents, the Contractor hereby unconditionally guarantees that all materials and equipment furnished will be of good quality and new, that the Work will be free from defects in workmanship and materials and that the Work will conform to the requirements of the Contract Documents. Work not conforming to these requirements, including substitutions not properly approved and authorized, may be considered defective.

This warranty by the Contractor is in addition to any warranties or guarantees required elsewhere in the Contract Documents. This warranty shall be in effect notwithstanding any disclaimers, or limiting or conditional terms contained in such separate warranties furnished by manufacturers or suppliers.

The Contractor hereby agrees to repair or replace any and all Work, together with any other adjacent Work which may be displaced in so doing, that may prove to be not in accordance with the requirements of the Contract or that may be defective in its workmanship or material during the greater of a period of one (1) year after Acceptance of the Work by the City or the period specified in the Special Conditions, without any expense whatsoever to the City, ordinary wear and tear and unusual abuse or neglect excepted.

The Contractor further agrees, that within ten (10) Days after being notified in writing by the Department of any Work not in accordance with the requirements of the Contract Documents or of any defects in the Work, the Contractor will commence and prosecute with due diligence all Work necessary to fulfill the terms of this warranty, and to complete such Work within a reasonable period of time. In the event Contractor fails to comply, it does hereby authorize the Department to proceed to have such Work done at the Contractor's expense and the Contractor will honor and pay the cost and charges therefore upon demand. The Department shall be entitled to all costs and expenses, including reasonable attorneys' fees, necessarily incurred upon the Contractor's refusal to honor and pay the above costs and charges.

All warranties set forth in the Contract Documents shall be deemed cumulative and not alternative or exclusive. Nothing contained in this section shall be construed to establish a period of limitation with respect to any other obligation, which Contractor has under the Contract Documents or under any separate warranty or guaranty required thereby. The establishment of a

specific warranty period relates only to the specific obligation of Contractor to correct defective Work, and it has no relationship to the time within which its obligation to comply with the Contract Documents or applicable provision of law may be sought to be enforced, nor to the time within which proceedings may be commenced to establish Contractor's liability with respect to its obligations other than specifically to correct the Work. Without limiting the foregoing, it is understood and agreed that Contractor shall remain responsible for latent defects with its work, regardless of the expiration of any warranty period set forth in the Contract Documents.

7-1.13 **WARRANTY OF TITLE.** No material, supplies, or equipment for the Work under this Contract shall be purchased subject to any chattel mortgage, security agreement, or under a conditional sale or other agreement by which an interest therein or any part thereof is retained by the seller or supplier. The Contractor warrants good title to all material, supplies, and equipment Installed or incorporated in the Work and agrees upon completion of all Work to deliver the Premises, together with all improvements and appurtenances constructed or placed thereon by it, to the City free from any claim, liens, security interest, or charges, and further agrees that neither the Contractor nor any person, firm, or corporation furnishing any materials or labor for any Work covered by this Contract shall have any right to a lien upon the Premises or any improvement or appurtenances thereon. Provided, that this shall not preclude the Contractor from Installing metering devices and other equipment of utility companies, the title of which is commonly retained by the utility company. In the event of the Installation of any such metering device or equipment, the Contractor shall advise the City as to the legal owner thereof. Nothing contained in this paragraph, however, shall defeat or impair the right of such persons furnishing materials or labor under any bond given by the Contractor for their protection or any rights under any law permitting such persons to look to funds due the Contractor in the hands of the City.

The provisions of this paragraph shall be inserted in all subcontracts and material Contracts, and notice of its provisions shall be given to all persons furnishing materials for the Work when no formal Contract is entered into for such materials.

[END OF GENERAL CONDITIONS]

For Council Approval
Not for Bidding

GC - 7:17

SUPPLEMENTAL CONDITIONS

Project: Riego Creek Park Turf Conversion

For Council Approval
Not for Bidding

Scope of Supplemental Conditions

1. The Work shall be performed in accordance with the General Conditions and Department Standards, except as the General Conditions may be modified by the following additional City Standards, incorporated herein by this reference, if so indicated.

	COMMUNITY DESIGN GUIDELINES 311 Vernon Street, Roseville, CA 95678
	SPECIFICATIONS FOR COMMERCIAL CONSTRUCTION (ELECTRIC) 2090 Hilltop Circle, Roseville, CA 95747
X	PARKS CONSTRUCTION STANDARDS 316 Vernon Street, Suite 400, Roseville, CA 95678
X	DESIGN AND CONSTRUCTION STANDARDS 311 Vernon Street, Roseville, CA 95678
	OTHER

Above documents are available at: www.roseville.ca.us.

2. Numbering in these Supplemental Conditions conforms to that in the General Conditions. The existence of a section in these Supplemental Conditions means that the corresponding section in the General Conditions is modified in some respect. Unless otherwise specified, the modified General Condition is deleted entirely and the provisions of these Supplemental Conditions are substituted.

SECTION 1. DEFINITIONS AND TERMS

1-1.24 **DEPARTMENT.** Section 1-1.24 of the General Conditions is amended to include the following:

The Department for Contract Administration is the Parks, Recreation & Libraries Department of the City of Roseville.

For Council Approval
Not for Bidding

SECTION 2. CONTROL AND SCOPE OF THE WORK

2-1.08 **SUBMITTALS.** Section 2-1.08 of the General Conditions is amended to include the following:

The time allowed for review of each submittal is 10 Days after receipt of the submittal by the Director.

For Council Approval
Not for Bidding

SECTION 3. CHANGES IN THE WORK

There are no amendments to the General Conditions.

For Council Approval
Not for Bidding

SECTION 4. CONTROL OF MATERIALS

There are no amendments to the General Conditions.

For Council Approval
Not for Bidding

SECTION 5. LEGAL RELATIONS AND RESPONSIBILITY

5-1.14 **AIR POLLUTION CONTROL AND ASBESTOS.** Section 5-1.14 of the General Conditions is amended to include the following:

To the best of the City's knowledge, asbestos is not present in the vicinity of the Project. Additional information shall be made available to Contractor upon request.

For Council Approval
Not for Bidding

SECTION 6. PROSECUTION AND PROGRESS

6-1.04 **PROGRESS SCHEDULE.** Section 6-1.04F of the General Conditions is amended to include the following:

Progress schedules showing project completion dates more than 0 Days earlier than specified in Section 6-1.07 shall be rejected.

6-1.07 **TIME OF COMPLETION.** Section 6-1.07 of the General Conditions is amended to include the following:

The Contractor shall begin Work within 10 business days after receiving a Notice to Proceed and shall diligently prosecute the Work to completion. The Work shall be completed within 45 business days of the Notice to Proceed.

If landscaping plants require an establishment period, that period will be 30 calendar days. Start of the establishment should be as outlined in the Specifications.

6-1.08 **LIQUIDATED DAMAGES.** Section 6-1.08 of the General Conditions is amended to include the following:

The amount of Liquidated Damages is the sum of \$ 1,000 per Day.

SECTION 7: ACCEPTANCE AND PAYMENT

There are no amendments to the General Conditions.

[END OF SUPPLEMENTAL CONDITIONS]

For Council Approval
Not for Bidding

SPECIFICATIONS

Project: Riego Creek Park Turf Conversion

For Council Approval
Not for Bidding

SPEC

DRAWINGS

Project: Riego Creek Park Turf Conversion

Riego Creek Park Supplemental
Planting & Irrigation plans dated
12/17/24
by Verde Design, Inc.

For Council Approval
Not for Bidding

DRAW

TEXT OF AB 626

Assembly Bill No. 626

CHAPTER 810

An act to add and repeal Section 9204 of the Public Contract Code, relating to public contracts.

[Approved by Governor September 29, 2016. Filed with Secretary of State September 29, 2016.]

LEGISLATIVE COUNSEL'S DIGEST

AB 626, Chiu. Public contracts: claim resolution.

Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less.

This bill would establish, for contracts entered into on or after January 1, 2017, a claim resolution process applicable to any claim by a contractor in connection with a public works project. The bill would define a claim as a separate demand by the contractor for one or more of the following: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the public entity, as specified.

This bill would require a public entity, defined to exclude certain state entities, upon receipt of a claim sent by registered or certified mail, to review it and, within 45 days, provide a written statement identifying the disputed and undisputed portions of the claim. The bill would authorize the 45-day period to be extended by mutual agreement. The bill would require any payment due on an undisputed portion of the claim to be processed within 60 days, as specified. The bill would require that the claim be deemed rejected in its entirety if the public entity fails to issue the written statement.

This bill would authorize, if the claimant disputes the public entity's written response or if the public entity fails to respond to a claim within the time prescribed, the claimant to demand to meet and confer for settlement of the issues in dispute. The bill would require any disputed portion of the claim that remains in dispute after the meet and confer conference to be subject to nonbinding mediation, as specified. The bill would provide that unpaid claim amounts accrue interest at 7% per annum. The bill would prescribe a procedure by which a subcontractor or lower tier contractor may make a claim through the contractor.

This bill would require the text of these provisions, or a summary, to be set forth in the plans or specifications for any public work which may give rise to a claim. The bill would specify that a waiver of these rights is void and contrary to public policy, except as specified. The bill would also specify that it does not impose liability on a public entity that makes loans or grants available through a competitive application process, for the failure of an awardee to meet its contractual obligations.

By increasing the duties of local agencies and officials, this bill would impose a state-mandated local program.

This bill would, on January 1, 2020, repeal the provision establishing the claim resolution process.

This bill would specify that these provisions constitute a matter of statewide concern.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

The people of the State of California do enact as follows:

SECTION 1. Section 9204 is added to the Public Contract Code, to read:

9204. (a) The Legislature finds and declares that it is in the best interests of the state and its citizens to ensure that all construction business performed on a public works project in the state that is complete and not in dispute is paid in full and in a timely manner.

(b) Notwithstanding any other law, including, but not limited to, Article 7.1 (commencing with Section 10240) of Chapter 1 of Part 2, Chapter 10 (commencing with Section 19100) of Part 2, and Article 1.5 (commencing with Section 20104) of Chapter 1 of Part 3, this section shall apply to any claim by a contractor in connection with a public works project.

(c) For purposes of this section:

(1) "Claim" means a separate demand by a contractor sent by registered mail or certified mail with return receipt requested, for one or more of the following:

(A) A time extension, including, without limitation, for relief from damages or penalties for delay assessed by a public entity under a contract for a public works project.

(B) Payment by the public entity of money or damages arising from work done by, or on behalf of, the contractor pursuant to the contract for a public works project and payment for which is not otherwise expressly provided or to which the claimant is not otherwise entitled.

(C) Payment of an amount that is disputed by the public entity.

(2) "Contractor" means any type of contractor within the meaning of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code who has entered into a direct contract with a public entity for a public works project.

(3) (A) "Public entity" means, without limitation, except as provided in subparagraph (B), a state agency, department, office, division, bureau, board, or commission, the California State University, the University of California, a city, including a charter city, county, including a charter county, city and county, including a charter city and county, district, special district, public authority, political subdivision, public corporation, or nonprofit transit corporation wholly owned by a public agency and formed to carry out the purposes of the public agency.

(B) "Public entity" shall not include the following:

(i) The Department of Water Resources as to any project under the jurisdiction of that department.

(ii) The Department of Transportation as to any project under the jurisdiction of that department.

(iii) The Department of Parks and Recreation as to any project under the jurisdiction of that department.

(iv) The Department of Corrections and Rehabilitation with respect to any project under its jurisdiction pursuant to Chapter 11 (commencing with Section 7000) of Title 7 of Part 3 of the Penal Code.

(v) The Military Department as to any project under the jurisdiction of that department.

(vi) The Department of General Services as to all other projects.

(vii) The High-Speed Rail Authority.

(4) "Public works project" means the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement of any kind.

(5) "Subcontractor" means any type of contractor within the meaning of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code who either is in direct contract with a contractor or is a lower tier subcontractor.

(d) (1) (A) Upon receipt of a claim pursuant to this section, the public entity to which the claim applies shall conduct a reasonable review of the claim and, within a period not to exceed 45 days, shall provide the claimant a written statement identifying what portion of the claim is disputed and what portion is undisputed. Upon receipt of a claim, a public entity and a contractor may, by mutual agreement, extend the time period provided in this subdivision.

(B) The claimant shall furnish reasonable documentation to support the claim.

(C) If the public entity needs approval from its governing body to provide the claimant a written statement identifying the disputed portion and the undisputed portion of the claim, and the governing body does not meet within the 45 days or within the mutually agreed to extension of time following receipt of a claim sent by registered mail or certified mail, return receipt requested, the public entity shall have up to three days following the next duly publicly noticed meeting of the governing body after the 45-day period, or extension, expires to provide the claimant a written statement identifying the disputed portion and the undisputed portion.

(D) Any payment due on an undisputed portion of the claim shall be processed and made within 60 days after the public entity issues its written statement. If the public entity fails to issue a written statement, paragraph (3) shall apply.

(2) (A) If the claimant disputes the public entity's written response, or if the public entity fails to respond to a claim issued pursuant to this section within the time prescribed, the claimant may demand in writing an informal conference to meet and confer for settlement of the issues in dispute. Upon receipt of a demand in writing sent by registered mail or certified mail, return receipt requested, the public entity shall schedule a meet and confer conference within 30 days for settlement of the dispute.

(B) Within 10 business days following the conclusion of the meet and confer conference, if the claim or any portion of the claim remains in dispute, the public entity shall provide the claimant a written statement identifying the portion of the claim that remains in dispute and the portion that is undisputed. Any payment due on an undisputed portion of the claim shall be processed and made within 60 days after the public entity issues its written statement. Any disputed portion of the claim, as identified by the contractor in writing, shall be submitted to nonbinding mediation, with the public entity and the claimant sharing the associated costs equally. The public entity and claimant shall mutually agree to a mediator within 10 business days after the disputed portion of the claim has been identified in writing. If the parties cannot agree upon a mediator, each party shall select a mediator and those mediators shall select a qualified neutral third party to mediate with regard to the disputed portion of the claim. Each

party shall bear the fees and costs charged by its respective mediator in connection with the selection of the neutral mediator. If mediation is unsuccessful, the parts of the claim remaining in dispute shall be subject to applicable procedures outside this section.

(C) For purposes of this section, mediation includes any nonbinding process, including, but not limited to, neutral evaluation or a dispute review board, in which an independent third party or board assists the parties in dispute resolution through negotiation or by issuance of an evaluation. Any mediation utilized shall conform to the timeframes in this section.

(D) Unless otherwise agreed to by the public entity and the contractor in writing, the mediation conducted pursuant to this section shall excuse any further obligation under Section 20104.4 to mediate after litigation has been commenced.

(E) This section does not preclude a public entity from requiring arbitration of disputes under private arbitration or the Public Works Contract Arbitration Program, if mediation under this section does not resolve the parties' dispute.

(3) Failure by the public entity to respond to a claim from a contractor within the time periods described in this subdivision or to otherwise meet the time requirements of this section shall result in the claim being deemed rejected in its entirety. A claim that is denied by reason of the public entity's failure to have responded to a claim, or its failure to otherwise meet the time requirements of this section, shall not constitute an adverse finding with regard to the merits of the claim or the responsibility or qualifications of the claimant.

(4) Amounts not paid in a timely manner as required by this section shall bear interest at 7 percent per annum.

(5) If a subcontractor or a lower tier subcontractor lacks legal standing to assert a claim against a public entity because privity of contract does not exist, the contractor may present to the public entity a claim on behalf of a subcontractor or lower tier subcontractor. A subcontractor may request in writing, either on his or her own behalf or on behalf of a lower tier subcontractor, that the contractor present a claim for work which was performed by the subcontractor or by a lower tier subcontractor on behalf of the subcontractor. The subcontractor requesting that the claim be presented to the public entity shall furnish reasonable documentation to support the claim. Within 45 days of receipt of this written request, the contractor shall notify the subcontractor in writing as to whether the contractor presented the claim to the public entity and, if the original contractor did not present the claim, provide the subcontractor with a statement of the reasons for not having done so.

(e) The text of this section or a summary of it shall be set forth in the plans or specifications for any public works project that may give rise to a claim under this section.

(f) A waiver of the rights granted by this section is void and contrary to public policy, provided, however, that (1) upon receipt of a claim, the parties may mutually agree to waive, in writing, mediation and proceed directly to the commencement of a civil action or binding arbitration, as applicable; and (2) a public entity may prescribe reasonable change order, claim, and dispute resolution procedures and requirements in addition to the provisions of this section, so long as the contractual provisions do not conflict with or otherwise impair the timeframes and procedures set forth in this section.

(g) This section applies to contracts entered into on or after January 1, 2017.

(h) Nothing in this section shall impose liability upon a public entity that makes loans or grants available through a competitive application process, for the failure of an awardee to meet its contractual obligations.

(i) This section shall remain in effect only until January 1, 2020, and as of that date is

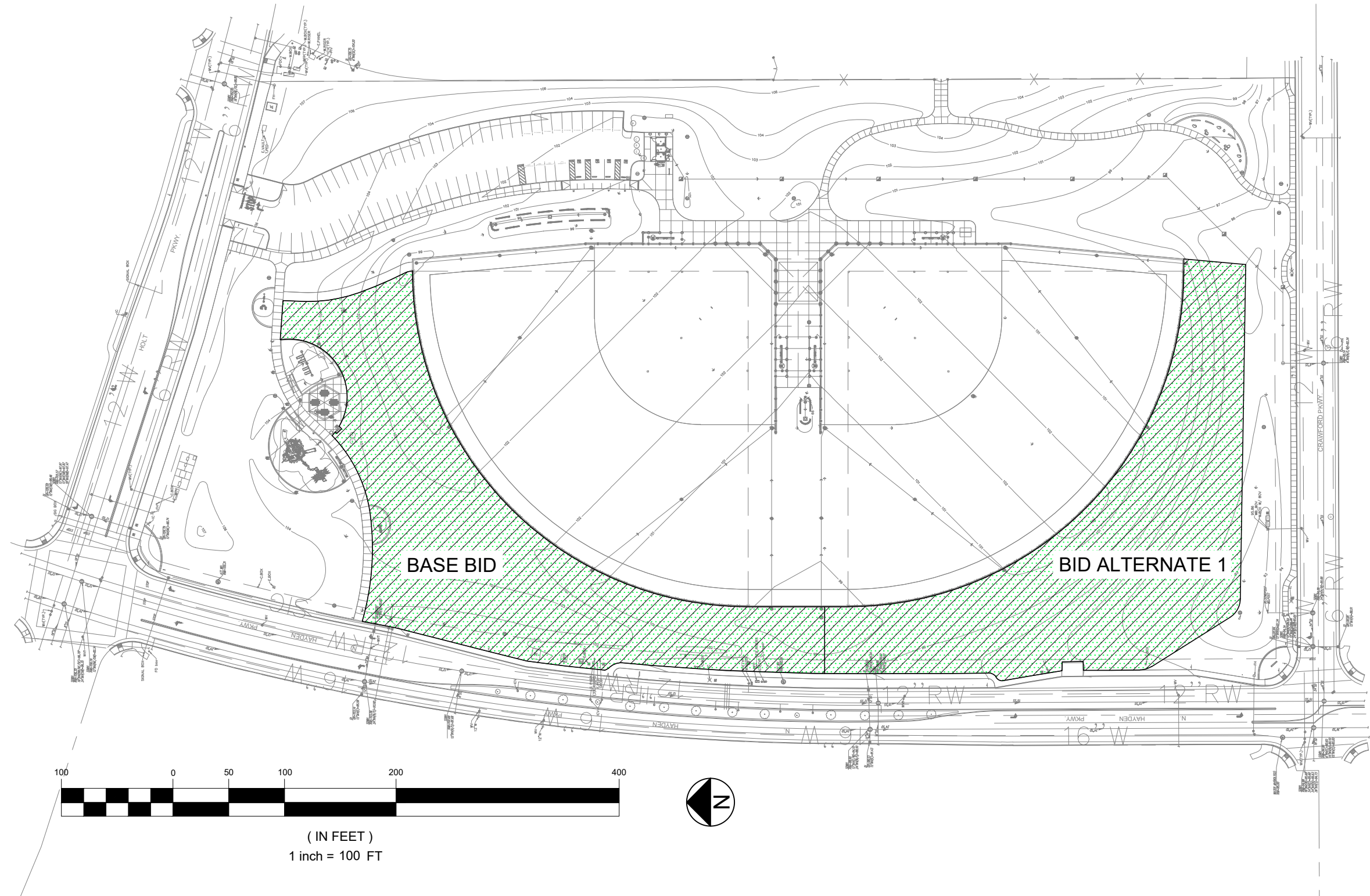
repealed, unless a later enacted statute, that is enacted before January 1, 2020, deletes or extends that date.

SECTION 2.

The Legislature finds and declares that it is of statewide concern to require a charter city, charter county, or charter city and county to follow a prescribed claims resolution process to ensure there are uniform and equitable procurement practices.

SECTION 3.

If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.



RIEGO CREEK PARK TURF CONVERSION

SCOPE OF WORK EXHIBIT

DRAWN BY: J.R.C

JANUARY 2025





COUNCIL COMMUNICATION

CC #: 3736
File #: 0203-04

Title: Traffic Signal Equipment (RFQ 10-3404) - Purchase Orders
Contact: Sue Jessup 916-746-1107 sjessup@roseville.ca.us

Meeting Date: 2/5/2025
Item #: 6.3.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council approve open purchase orders with Advanced Traffic Products, Inc.; AM Signal LLC; AZCO Supply, Inc.; Control Tech West, Inc. dba CT West; Econolite Control Products, Inc.; EYEP Solutions, Inc.; J A Momaney Services, Inc. dba JAM Services; SWARCO McCain, Inc.; KCM Marketing Group, Inc. dba MK Battery; and Western Systems, Inc. as the lowest responsive and responsible bidders for the purchase of traffic signal equipment in response to Request for Quotations No. 10-3404.

The bid allowed for four optional renewal years at one-year intervals. Staff requests that the City Council adopt resolutions to authorize staff to continue utilizing the remaining optional renewal years without further Council approvals until the contract expires or until City staff determines that continuing with the same vendor is not in the City's best interest.

BACKGROUND

The Public Works Department's Traffic Signal Division has an ongoing requirement for miscellaneous traffic signal items including, but not limited to, such things as traffic signal boxes and lids, traffic signal cameras and pole mount kits, traffic control cabinets, control cabinet battery back-up's, control cabinet detectors, control cabinet load switches, ethernet switches, LED (light-emitting diode) signals and LED signal heads, etc. These items are purchased on an as-needed basis throughout the year for use in the repair, upgrade, and maintenance of existing traffic signals as well as the installation of new traffic signals throughout the City. Vendors were asked to quote a total of 163 items that are stocked in the Traffic Signal Division's warehouse. The contract is awarded on a per line item basis to the lowest responsive bidder for each product.

A formal bid was issued, and the vendor responses are listed on the attached bid summary sheet.

FISCAL IMPACT

The estimated total annual value of the award is \$1,700,000 for the twelve-month period from

February 5, 2025 to February 4, 2026. Funding is included in the Public Works Department's traffic signal capital improvement project budgets and in the Electric Fund budget for maintenance, rehabilitation, and replacement. Future spending is contingent upon Council approval of the City budget. The estimated spending for the initial award and optional renewal years, by fiscal year, is as follows: FY2025-26, \$1,955,000; FY2026-27 \$2,248,250; FY2027-28 \$2,585,488; FY2028-29 \$2,973,311; FY2029-30 \$1,994,595.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. The purchase of traffic signal equipment meets the above criteria and is not subject to CEQA. No additional environmental review is required.

CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Goal F - Invest in well-planned infrastructure and growth

Respectfully Submitted,

Sue Jessup, Buyer

Dennis Kauffman, Assistant City Manager/Chief Financial Officer



Dominick Casey, City Manager

ATTACHMENTS:

Description

Bid Summary

Resolution 25-021

Resolution 25-022

Resolution 25-023

Resolution 25-024

Resolution 25-025

Resolution 25-026

Resolution 25-027

Resolution 25-028

Resolution 25-029

Line Item Bid
Bid Type
ExcelFormat Bid Tabulation Matrix
Version 1
Bid RFQ #10 3404 Traffic Signal Equipment
End Date 2024 11 19 03:00 PM PST

VENDORS					Advanced Traffic Products, Inc.	AM Signal, LLC.	AZCO SUPPLY, INC	Control Tech West, Inc	Econolite	Eyep Solutions	JAM Services Inc	Mc Cain, Inc.	MK BATTERY	Western Systems Inc
Item Code	Item Name	Item Description	Qty	Unit	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price
10700	CONTROL CABINET BATTERY BACK UP	TESCO 22 000BBS	1	Each										
22722	STREET LIGHT CONTROL, PHOTO ELEC. CELL LED	Sunrise Technologies ELL 124	1	Each			\$16.00				\$45.00			
10354	STREET LIGHT SHORTING CAP	ALR SC 10A	1	Each							\$18.00			
10601	PED PUSH BUTTON NAME PLATE, RT ARROW	MCCAIN RIGHT ARROW PPB PLATE 5"X7" MUTCD R1 48	1	Each							\$25.00	\$21.65		
10602	PED PUSH BUTTON NAME PLATE, LEFT ARROW	MCCAIN LEFT ARROW PPB PLATE 5"X7" MUTCD R1 48	1	Each							\$25.00	\$21.65		
10605	PED PUSH BUTTON POST TOP MOUNT	MCCAIN POST TOP PUSH BUTTON MOUNT 5"X7" SIGNAL GREEN	1	Each							\$65.00	\$42.78		
10606	PED PUSH BUTTON ADJUSTABLE MOUNT	MCCAIN ADJUSTABLE PUSH BUTTON MOUNT 5"X7" SIGNAL GREEN	1	Each							\$65.00	\$52.92		
10623	SIGNAL HEAD MOUNT, MAT, BRONZE, COMPLETE	MCCAIN, MAT BRONZE MOUNT	1	Each							\$106.00	\$97.58		
10624	SIGNAL HEAD MOUNT, MAS, BRONZE, COMPLETE	MCCAIN, MAS BRONZE MOUNT	1	Each							\$106.00	\$103.07		
10625	SIGNAL HEAD, 3 SECT, SV2T COMPLETE	McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each							\$1,190.00	\$951.86		
10626	SIGNAL HEAD, 3 SECT, SV3TB, COMPLETE	McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each							\$1,600.00	\$1,295.43		
10627	SIGNAL HEAD, 3 SECT, TV3T, COMPLETE	McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each							\$1,700.00	\$1,358.75		
10628	SIGNAL HEAD, 3 SECT, TV2T, COMPLETE	McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each							\$1,270.00	\$1,010.87		
10629	SIGNAL HEAD SIDE MOUNT TERMINAL BOX, BRNZ	McCAIN, SIGNAL GREEN, BRONZE	1	Each							\$360.00	\$218.15		
10636	CONTROL CABINET INPUT FILE	MCCAIN 332 CABINET INPUT FILE	1	Each							\$580.00	\$282.12		
10637	CONTROL CABINET OUTPUT FILE	MCCAIN 332 CABINET	1	Each							\$580.00	\$1,224.26		
10642	CONTROL CABINET DETECTOR 2CH. 332 CABINET	RENO 2225 SS	1	Each			\$175.00		\$250.00		\$85.00	Substitution		\$123.33
10643	CONTROL CABINET ISOLATOR, DC, #242	MODEL 242 ISOLATOR	1	Each	\$45.19	\$50.00			\$49.00		\$50.00	\$53.51		\$44.44
10644	CONTROL CABINET CONFLICT MONITOR 2018E	RENO 2018E CMU	1	Each					\$1,410.00		\$895.00			\$1,099.53
10646	CONTROL CABINET DISCRIMINATOR, #762	GTT OPTICOM DISCRIMINATOR MODEL 762	1	Each	Substitution	\$1,780.48					\$3,375.00			
10648	CONTROL CABINET FLASH TRNSFR RELAY #FL1	21 ACPX 2 / 21XBXP Caltrans Standard	1	Each			\$27.00		\$31.10		\$30.00	\$23.85		
10651	SERVICE PEDESTAL, TYPE 3AF, 50 IN TALL	TESCO PADMOUNT TYPE 3AF SINGLE METER PEDESTAL	1	Each										
10658	DETECTOR, OPTICOM #721	GTT OPTICOM DETECTOR MODEL 721	1	Each	Substitution	\$452.20					\$800.00			
10666	CONTROL CABINET FAN, 115/115 VOLT	GRAINGER 5N471, 1.2 AMPS, 3350RPM	1	Each			\$26.00				\$45.00			
10669	PED PUSH BUTTON POST 2.5"	Caltrans 2.5" PPB post	1	Each			\$219.00				\$390.00	\$507.00		
10671	PED HEAD SP 1 CS, LEFT	McCAIN, LED COMPATABLE, CLAMSHELL MOUNT, SIGNAL GREEN	1	Each							\$365.00	\$327.07		
10672	PED HEAD SP 1 CS, RIGHT	McCAIN, LED COMPATABLE, CLAMSHELL MOUNT, SIGNAL GREEN	1	Each							\$365.00	\$327.07		
10674	CONTROL CABINET ISOLATOR, AC, #252	MODEL 252 ISOLATOR	1	Each		\$44.44			\$37.00		\$150.00	\$35.58		\$32.11
10677	SIGNAL HEAD, METAL, 5 SECT., DOGHOUSE	McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each							\$1,125.00	\$726.00		
10680	SIGNAL HEAD, 3 SECT, MAS, COMPLETE	McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each							\$480.00	\$379.86		
10681	SIGNAL HEAD, 3 SECT, MAT, COMPLETE	McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each							\$480.00	\$379.47		
10682	SIGNAL HEAD, 3 SECT, SV1T, COMPLETE	McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each							\$920.00	\$612.23		
10683	SIGNAL HEAD, 3 SECT, TV1T	McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each							\$840.00	\$678.63		
10684	SIGNAL VISOR, ANGLE, 12" DIA., 18" LONG	McCAIN VISOR, DEEP BLACK	1	Each							\$25.00	\$32.26		
10688	CONTROL CABINET, DISCRIMINATOR, 764	GTT MODEL 764 DISCRIMINATOR	1	Each	Substitution	\$1,910.89					\$3,750.00			
10698	CONTROL CABINET DIODE CARD, FULL	16 CHANNEL CMU DIODE CARD	1	Each					\$60.00		\$55.00	\$52.17		\$43.33
10699	CONTROL CABINET LOAD BAY, AUXILIARY 420	MCCAIN WITH ASSOCIATED WIRING HARNESSSES	1	Each							\$450.00	\$410.88		
10703	SIGNAL HEAD, LED, PV, RED	McCAIN PV HEAD COMPATABLE	1	Each							\$65.00	\$119.57		
10704	SIGNAL HEAD, LED, PV, YELLOW	McCAIN PV HEAD COMPATABLE	1	Each							\$65.00	\$119.57		
10705	SIGNAL HEAD, LED, PV, GREEN	McCAIN PV HEAD COMPATABLE	1	Each							\$65.00	\$119.57		
10707	SIGNAL HEAD, 4 SECT., MAS, WITHOUT LED'S	MCCAIN, MOUNT BETWEEN 2 & 3 LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL VISOR	1	Each							\$69.00	\$489.41		

10709	SIGNAL VISOR, MCCAIN, LEFT ANGLE	MCCAIN 30013L 12" 27" DEEP BLACK	1	Each								\$40.00	\$45.14		
10710	SIGNAL VISOR, MCCAIN, RIGHT ANGLE	MCCAIN 30013R 12" 27" DEEP, BLACK	1	Each								\$40.00	\$45.14		
10711	SIGNAL, LED, BALL, 8" RED	8" LED FROM APPROVED EQUIPMENT LIST	1	Each	\$42.90		\$25.00		\$36.00			\$695.00			\$42.74
10712	SIGNAL, LED, BALL, 8" GREEN	8" LED FROM APPROVED EQUIPMENT LIST	1	Each	\$41.40		\$26.00		\$38.00			\$55.00			\$42.74
10713	CONTROL CABINET PDA2 24V POWER SUPPLY	EDI POWER SUPPLY Model 206L	1	Each			\$277.00		\$310.00			\$250.00	\$204.66		\$241.10
10714	PED PUSH BUTTON, POLARA BULLDOG LED	WESTERN PACIFIC BDLM2 G GREEN HOUSING	1	Each								\$85.00			
10715	CONTROL CABINET NEMA "STRETCH P"	SEE INCLUDED SPECIFICATION	1	Each								\$27,650.00	\$17,481.00		Substitution
10716	CONTROL CABINET COMBO BATTERY BACKUP	TESCO PADMOUNT TYPE 27 000/22 000	1	Each											
10717	CONTROL CABINET FLASHER #200 SOLID STATE	RENO #FL 200	1	Each			\$39.00		\$41.00			\$22.00	Substitution		\$31.11
10718	CONTROL CABINET MMU 1600GE RENO	RENO MALFUNCTION MANAGEMENT UNIT1600GE	1	Each			\$1,697.00		\$1,775.00			\$1,100.00	\$1,712.19		\$1,073.30
10719	CONTROL CABINET LOAD SWITCH LS 200	RENO LS 200	1	Each			\$39.00		\$39.00			\$25.00	Substitution		\$31.11
10729	CONTROL CABINET DETECTOR Y/2 200 SS	RENO Y/2 200 SS	1	Each			\$314.00		\$365.00			\$220.00	\$323.71		\$209.99
MATERIAL	EDI SIU 2218 SERIAL INTRFACE UNIT	EDI SIU 2218 SERIAL INTRFACE UNIT	1	Each			\$315.00		\$345.00			\$285.00	\$305.11		\$274.44
10731	SIGNAL HEAD, 4 SECT., SV 1 T4, WITHOUT LEDS	MCCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each								\$1,200.00	\$701.28		
10732	POLE, TRAFFIC SIGNAL 1B 10 FT	CALTRANS 10' 1B STANDARD	1	Each			\$298.00					\$695.00			
10733	POLE, TRAFFIC SIGNAL 1B 15 FT	CALTRANS 15' 1B STANDARD	1	Each			\$437.00					\$790.00			
10735	BOX,LID,FIBERLYTE,#5,FIBER OPTIC/INTERCONNECT	FIBERLYTE FL30 WITH "FIBER OPTIC/INTERCONNECT" CAST INTO THE LID	1	Each			\$235.00								
10736	BOX,LID,FIBERLYTE,#6,FIBER OPTIC/INTERCONNECT	FIBERLYTE FL36 WITH "FIBER OPTIC/INTERCONNECT" CAST INTO THE LID	1	Each			\$378.00								
10737	BUS INTERFACE UNIT	EDI BIU 700H	1	Each			\$291.00		\$345.00			\$265.00	\$309.00		\$256.66
11931	PIPE FLANGE, THREADED, 4 IN X 9 IN, GALV.	GALVANIZED 4X9 INCH PIPE FLANGE	1	Each			\$192.00					\$125.00			
16014	NAVIGATOR APS CONTROL UNIT	POLARA NAVIGATOR APS 2 WIRE CONTROL UNIT / I NAVIGATOR FROM APPROVED EQUIPMENT LIST	1	Each								\$2,380.00			
19017	TRAFFIC CABINET FILTER	1216W 3PLY 12x16 3PLY TRAFFIC CABINET FILTER	1	Each					\$10.00			\$15.00	\$14.97		\$6.35
19185	NAVIGATOR PUSH BUTTON, 2 WIRE	POLARA APS 2 WIRE PUSH BUTTON, GREEN / I NAV FROM APPROVED EQUIPMENT LIST	1	Each								\$480.00			
19201	SIGNAL BACKPLATE 12 IN MCCAIN 3 SECTION STD	MCCAIN LOUVERED BACKPLATE, DEEP BLACK	1	Each								\$80.00	\$53.59		
19202	SIGNAL BACKPLATE 12 IN MCCAIN 3 SECTION MAS	MCCAIN LOUVERED BACKPLATE, DEEP BLACK	1	Each								\$80.00	\$55.67		
19238	BBS POWER TRANSFER RELAY	IDEC RELAY 61307, 120V AC, RRP2 UL	1	Each											
19302	STREET LIGHT, LED , COBRA HEAD 250W EQUIV	FROM CITY APPROVED EQUIPMENT LIST	1	Each			\$288.00		\$396.75						
19420	BBS EVENT TIMER	EATON LCD TIMER 3 2301 001A, 24 x 48mm	1	Each											
19421	BBS EVENT COUNTER	EATON LCD COUNTER 3 2300 001A, 24 x 48mm	1	Each											
19820	CMS INVERTER, MARATHON 3000RE	MARATHON TRME 3000 01 INVERTER	1	Each											
19821	CMS SIGN TESCO BBS CABINET	TESCO 22 000SPLA	1	Each											
19922	SIGNAL, P CABINET, NEMA TS2 POWER SUPPLY	EDI PS 250 POWER SUPPLY	1	Each			\$507.00		\$715.00			\$438.00	\$509.64		\$423.32
19944	SIGNAL MUSHROOM FLASHERS	SIGNAL GREEN MUSHROOM FLASHER	1	Each								\$340.00	\$168.04		\$54.35
20004	WIFI SENSOR, 10, EDI DA 300	EDI DA 300 WIFI DETECTOR WITH LIFETIME DATA AND 5 BAND ANTENNA	1	Each											Substitution
23353	CONTROL, CABINET, LOAD SWITCH FLASHER, ATC LS 2202 HV	EDI ATC LS 2202 HV	1	Each			\$257.00		\$270.00			\$233.00	\$250.48		\$225.55
23434	CAMERA, PTZ, HD 1080p, POE, 64GB, POLE MOUNT	AXIS Q6135 E FROM APPROVED EQUIPMENT LIST	1	Each			\$2,482.00	\$3,350.00	\$3,215.00	\$2,623.00					\$2,350.92
20099	CIRCUIT BREAKER, TRAFFIC, 20AMP CBI	TESCO 20 AMP BBS CIRCUIT BREAKER	1	Each											
20202	STREET LIGHT, LED , COBRA HEAD 400W EQUIV	SEE APPROVED EQUIPMENT LIST	1	Each			\$405.00		\$510.00						
20286	SIGNAL, PREFORMED LOOP	RENO PREFORMED LOOP MODEL PLH 24 30A	1	Each								\$500.00			Substitution
20350	STREET LIGHT, LED , COBRA HEAD 400W+ EQUIV	SEE APPROVED EQUIPMENT LIST	1	Each			\$405.00								
20867	WEB SNMP CARD FOR 2000VA INVERTER	TESCO MARATHON WEB SNMP CARD	1	Each											
20868	TESCO 2000VA BBS INVERTER W/WEB SLOT	TESCO MARATHON 2000VA INVERTER WITH WEB SLOT	1	Each											
22040	PIPE FLANGE, THREADED, 4 IN X 10 IN, GALV.	GALVANIZED 4X10 INCH PIPE FLANGE	1	Each			\$174.00					\$145.00			
22463	CAMERA, HD 720p, POE, 64GB, 360 DEGREE VIEW (AXIS 6010)	CAMERA FROM APPROVED EQUIPMENT LIST , INCLUDES 64GB SD CARD	1	Each			\$1,567.63	\$1,690.00	\$1,975.00	\$2,150.00	\$1,604.00				\$1,708.34
	CAMERA, HD 720p, POE, 64GB, 360 DEGREE VIEW (AXIS 6100)	CAMERA FROM APPROVED EQUIPMENT LIST , INCLUDES 64GB SD CARD	1	Each			\$1,567.63	\$1,690.00	\$1,820.00	\$2,150.00	\$1,604.00				
MATERIAL	AXIS CAMERA POLE MOUNT	AXIS CAMERA POLE MOUNT	1	Each			\$143.11	\$338.00	\$190.00	\$425.00	\$84.70				\$1,708.32
MATERIAL	AXIS OUTDOOR RATED 64 GB SD CARD	AXIS 64 GB MICRO SD CARD 5801 951	1	Each			\$40.32	\$48.00	\$55.00	\$50.00	\$33.30				\$107.66
22465	SIGNAL VISOR, PEAK, 12"	PEAK SIGNAL HEAD VISOR, 12", DEEP BLACK	1	Each				\$186.00							\$32.55
22466	SIGNAL BACKPLATE 12" PEAK 3 SECTION STD	LOUVERED BACKPLATE, DEEP BLACK	1	Each				\$75.00							
22467	SIGNAL BACKPLATE 12" PEAK 3 SECTION MAS	LOUVERED BACKPLATE, DEEP BLACK	1	Each				\$75.00							
MATERIAL	SDLC SERIAL CABLE HARNESS	MCCAIN SDLC SERIAL CABLE 9.5 FT	1	Each								\$120.00	\$91.19		Substitution
MATERIAL	SDLC SERIAL PORT HUB	MCCAIN SDLC 9 PORT HUB	1	Each								\$450.00	\$91.62		Substitution
MATERIAL	BOLTS, THRU, 1/2X16, GALV, TRAFFIC SIG	INCLUDE BOLT, LOCKW WASH, FLAT WASH, NUT&CONCAVE WASHER	1	Each									\$10.00		
MATERIAL	OVAL HANDHOLE COVER GALVANIZED STEEL	METAL HAND HOLE COVER, OVAL 70 X 45 O	1	Each											
MATERIAL	SQUARE HANDHOLE COVER GALVANIZED STEEL	METAL HAND HOLE COVER, SQUARE 70 X 45 S	1	Each											
24405	CABINET LOCK CARD READER / 1 DOOR	GENETEC ROAD RUNNER 1 DOOR CARD READER KIT	1	Each						\$1,725.00					
24480	CARD READER	HID SIGNO CARD READER	1	Each						\$268.00					
24406	CABINET LOCK CARD READER / 2 DOOR	GENETEC ROAD RUNNER 2 DOOR CARD READER KIT	1	Each						\$2,606.00					
10733	POLE, TRAFFIC SIGNAL 1B 15 FT	TRAFFIC SIGNAL 15' 1B POLE	1	Each			\$437.00					\$790.00			
10732	POLE, 4" TRAFFIC SIGNAL 1B 10 FT	TRAFFIC SIGNAL 10' 1B POLE	1	Each			\$298.00					\$695.00			
MATERIAL	Caltrans 4" PPB post	Caltrans 4" PPB post	1	Each			\$330.00					\$365.00			

[illegible]

MATERIAL	SIGNAL, LED, BALL, 12", RED 15 YEAR	12" 15 YEAR LED FROM APPROVED EQUIPMENT	1	Each	\$53.90		\$44.00		\$52.00		\$65.00			
MATERIAL	SIGNAL HEAD, LED, PED, COUNTDOWN, 9" 15 Year	12" 15 YEAR LED FROM APPROVED EQUIPMENT	1	Each	\$171.40		N/A		\$0.00		\$200.00			
			Subgroup Total		\$525.30		\$288.00		\$320.00		\$590.00			

Line Item Bid

Bid Type

ExcelFormat Bid Tabulation Matrix

Version 1

Bid RFQ #10 3404 Traffic Signal Equipment

End Date 2024 11 19 03:00 PM PST

VENDORS	
Item Code	Item Name
10700	CONTROL CABINET BATTERY BACK UP
22722	STREET LIGHT CONTROL, PHOTO ELEC. CELL LED
10354	STREET LIGHT SHORTING CAP
10601	PED PUSH BUTTON NAME PLATE, RT ARROW
10602	PED PUSH BUTTON NAME PLATE, LEFT ARROW
10605	PED PUSH BUTTON POST TOP MOUNT
10606	PED PUSH BUTTON ADJUSTABLE MOUNT
10623	SIGNAL HEAD MOUNT, MAT, BRONZE, COMPLETE
10624	SIGNAL HEAD MOUNT, MAS, BRONZE, COMPLETE
10625	SIGNAL HEAD, 3 SECT, SV2T COMPLETE
10626	SIGNAL HEAD, 3 SECT, SV3TB, COMPLETE
10627	SIGNAL HEAD, 3 SECT, TV3T, COMPLETE
10628	SIGNAL HEAD, 3 SECT, TV2T, COMPLETE
10629	SIGNAL HEAD SIDE MOUNT TERMINAL BOX,BRNZ
10636	CONTROL CABINET INPUT FILE
10637	CONTROL CABINET OUTPUT FILE
10642	CONTROL CABINET DETECTOR 2CH. 332 CABINET
10643	CONTROL CABINET ISOLATOR, DC, #242
10644	CONTROL CABINET CONFLICT MONITOR 2018E
10646	CONTROL CABINET DISCRIMINATOR, #762
10648	CONTROL CABINET FLASH TRNSFR RELAY #FL1

10651	SERVICE PEDESTAL, TYPE 3AF, 50 IN TALL
10658	DETECTOR, OPTICOM #721
10666	CONTROL CABINET FAN, 115/115 VOLT
10669	PED PUSH BUTTON POST 2.5"
10671	PED HEAD SP 1 CS, LEFT
10672	PED HEAD SP 1 CS, RIGHT
10674	CONTROL CABINET ISOLATOR, AC, #252
10677	SIGNAL HEAD, METAL, 5 SECT., DOGHOUSE
10680	SIGNAL HEAD, 3 SECT, MAS, COMPLETE
10681	SIGNAL HEAD, 3 SECT, MAT, COMPLETE
10682	SIGNAL HEAD, 3 SECT, SV1T, COMPLETE
10683	SIGNAL HEAD, 3 SECT, TV1T
10684	SIGNAL VISOR, ANGLE, 12" DIA., 18" LONG
10688	CONTROL CABINET, DISCRIMINATOR, 764
10698	CONTROL CABINET DIODE CARD, FULL
10699	CONTROL CABINET LOAD BAY, AUXILIARY 420
10703	SIGNAL HEAD, LED, PV, RED
10704	SIGNAL HEAD, LED, PV, YELLOW
10705	SIGNAL HEAD, LED, PV, GREEN
10707	SIGNAL HEAD, 4 SECT., MAS, WITHOUT LED'S
10709	SIGNAL VISOR, MCCAIN, LEFT ANGLE
10710	SIGNAL VISOR, MCCAIN, RIGHT ANGLE
10711	SIGNAL, LED, BALL, 8" RED
10712	SIGNAL, LED, BALL, 8" GREEN
10713	CONTROL CABINET PDA2 24V POWER SUPPLY
10714	PED PUSH BUTTON, POLARA BULLDOG LED
10715	CONTROL CABINET NEMA "STRETCH P"
10716	CONTROL CABINET COMBO BATTERY BACKUP
10717	CONTROL CABINET FLASHER #200 SOLID STATE
10718	CONTROL CABINET MMU 1600GE RENO

10719	CONTROL CABINET LOAD SWITCH LS 200
10729	CONTROL CABINET DETECTOR Y/2 200 SS
MATERIAL	EDI SIU 2218 SERIAL INTRFACE UNIT
10731	SIGNAL HEAD, 4 SECT., SV 1 T4, WITHOUT LEDS
10732	POLE, TRAFFIC SGINAL 1B 10 FT
10733	POLE, TRAFFIC SIGNAL 1B 15 FT
10735	BOX,LID,FIBERLYTE,#5,FIBER OPTIC/INTERCONNECT
10736	BOX,LID,FIBERLYTE,#6,FIBER OPTIC/INTERCONNECT
10737	BUS INTERFACE UNIT
11931	PIPE FLANGE, THREADED, 4 IN X 9 IN, GALV.
16014	NAVIGATOR APS CONTROL UNIT
19017	TRAFFIC CABINET FILTER
19185	NAVIGATOR PUSH BUTTON, 2 WIRE
19201	SIGNAL BACKPLATE 12 IN McCAIN 3 SECTION STD
19202	SIGNAL BACKPLATE 12 IN McCAIN 3 SECTION MAS
19238	BBS POWER TRANSFER RELAY
19302	STREET LIGHT, LED , COBRA HEAD 250W EQUIV
19420	BBS EVENT TIMER
19421	BBS EVENT COUNTER
19820	CMS INVERTER, MARATHON 3000RE
19821	CMS SIGN TESCO BBS CABINET
19922	SIGNAL, P CABINET, NEMA TS2 POWER SUPPLY
19944	SIGNAL MUSHROOM FLASHERS
20004	WIFI SENSOR, 10, EDI DA 300
23353	CONTROL, CABINET, LOAD SWITCH FLASHER, ATC LS 2202 HV
23434	CAMERA, PTZ, HD 1080p, POE, 64GB, POLE MOUNT
20099	CIRCUIT BREAKER, TRAFFIC, 20AMP CBI
20202	STREET LIGHT, LED , COBRA HEAD 400W EQUIV
20286	SIGNAL, PREFORMED LOOP
20350	STREET LIGHT, LED , COBRA HEAD 400W+ EQUIV
20867	WEB SNMP CARD FOR 2000VA INVERTER
20868	TESCO 2000VA BBS INVERTER W/WEB SLOT
22040	PIPE FLANGE, THREADED, 4 IN X 10 IN, GALV.

22463	CAMERA, HD 720p, POE, 64GB, 360 DEGREE VIEW (AXIS 6010)
	CAMERA, HD 720p, POE, 64GB, 360 DEGREE VIEW (AXIS 6100)
MATERIAL	AXIS CAMERA POLE MOUNT
MATERIAL	AXIS OUTDOOR RATED 64 GB SD CARD
22465	SIGNAL VISOR, PEAK, 12"
22466	SIGNAL BACKPLATE 12" PEAK 3 SECTION STD
22467	SIGNAL BACKPLATE 12" PEAK 3 SECTION MAS
MATERIAL	SDLC SERIAL CABLE HARNESS
MATERIAL	SDLC SERIAL PORT HUB
MATERIAL	BOLTS, THRU, 1/2X16, GALV, TRAFFIC SIG
MATERIAL	OVAL HANDHOLE COVER GALVANIZED STEEL
MATERIAL	SQUARE HANDHOLE COVER GALVANIZED STEEL
24405	CABINET LOCK CARD READER / 1 DOOR
24480	CARD READER
24406	CABINET LOCK CARD READER / 2 DOOR
10733	POLE, TRAFFIC SIGNAL 1B 15 FT
10732	POLE, 4" TRAFFIC SIGNAL 1B 10 FT
MATERIAL	Caltrans 4" PPB post
MATERIAL	DLC, DETECTOR LEAD IN CABLE
MATERIAL	ANTENNA, 5 BAND, ACYCLICA WIFI DETECTOR
MATERIAL	IISNS, Illuminated Street Name Sign 9'x16" with Brackets
23350	ATC 352 CONTROL CABINET 48 Channel inputs
23351	CMU, 2212 HV
23260	SIGNAL CONTROLLER INTELIGHT 2070 LDX
23260	SIGNAL CONTROLLER INTELIGHT 2070 LDX
23366	SIGNAL CONTROLLER INTELIGHT NEMA XN 1
23366	SIGNAL CONTROLLER INTELIGHT NEMA XN 1
23402	SWITCH, NETWORK, RUGGEDCOM, RST916P, POE
24482	SMARTMICRO , COMM HUB SYNC PLC
24481	SMARTMICRO , TRUGRD STREAM SENSOR
24484	ECONOLITE , EVO , RADAR SENSOR
24483	ECONOLITE , EVO , RADAR HUB
19298	NO RIGHT TURN BLANKOUT SIGN
19523	AHS VSD 12/120 MODULE
19524	AHS HORN CONTROL MODULE
20196	AHS HORN DRIVER
19522	AHS VITAL INTERFACE BOARD
24491	ALPHA BBS BYPASS / TRANSFER SWITCH

16003	24 VOLT BATTERY, ES24 18 SLA ASSEMBLED BATTERY PACK
24489	ALPHA BBS INVERTER FXM HP 1100
24490	ALPHA , BBS , RBMS KIT
24488	ALPHA , BBS , BATTERY , 240 XTV
24487	ALPHA , BBS , ENCLOSURE , 24 X 16 W/ CABLES AND XFER SWITCH
24486	ALPHA , BBS , ENCLOSURE , 24 X 24 W/ CABLES AND XFER SWITCH
24485	ALPHA , BBS , ENCLOSURE , CUSTOM W/ CABLES AND XFER SWITCH Anodized Powdercoat
23370	CMU, EDI, 2018KCLIP
23352	CONTROL CABINET ISOLATOR, DC, 244L, 4CH
10649	CONTROL CABINET THERMOSTAT
22926	BOX, FIBERLYTE, NO.6, TRAFFIC SIGNAL
22927	BOX, 6" EXTENTION, FIBERLYTE, NO.6, TRAFFIC SIGNAL
20001	GENETEC CAMERA LICENSE
20466	IISNS Clean Profile Double Face
10608	PED SIGNAL HEAD SP1T FRAME WORK
10607	PED SIGNAL HEAD SP2T FRAME WORK
10620	SIGNAL HEAD, 3 SECT, PROGRAM VW,
23163	SIGNAL HEAD, 4 SECT ROD, 3 SECT LOD, TV2T, COMPLETE
10616	SIGNAL VISOR, FULL CIRCLE, McCain
24508	SERVICE PEDESTAL, TYPE 27 000
23164	LOUVERED BACKPLATES, RETROREFLECTIVE BORDER, 4SECT MAS
24492	YUNEX , ROADSIDE UNIT RSU
24493	DENSO , ON BOARD UNIT OBU
MATERIAL	TOMAR DC PHASE SELECTORS 4 channel OSPOC8V2DC 4
MATERIAL	TOMAR AC PHASE SELECTORS 4 channel SPOCV2 4
10692	SIGNAL, LED, ARROW, 12", GREEN
10693	SIGNAL, LED, ARROW, 12", YELLOW
10694	SIGNAL, LED, ARROW, 12", RED
10695	SIGNAL, LED, BALL, 12", GREEN
10696	SIGNAL, LED, BALL, 12", YELLOW
10697	SIGNAL, LED, BALL, 12", RED
10708	SIGNAL HEAD, LED, PED, COUNTDOWN, 9"

MATERIAL	SIGNAL, LED, ARROW, 12", GREEN 15 YEAR
MATERIAL	SIGNAL, LED, ARROW, 12", YELLOW 15 YEAR
MATERIAL	SIGNAL, LED, ARROW, 12", RED 15 YEAR
MATERIAL	SIGNAL, LED, BALL, 12", GREEN 15 YEAR
MATERIAL	SIGNAL, LED, BALL, 12", YELLOW 15 YEAR
MATERIAL	SIGNAL, LED, BALL, 12", RED 15 YEAR
MATERIAL	SIGNAL HEAD, LED, PED, COUNTDOWN, 9" 15 Year

SUBSTITUTION PRICE SHEET

			Advanced Traffic Products, Inc.
Item Description	Qty	Unit	Unit Price
TESCO 22 000BBS	1	Each	
Sunrise Technologies ELL 124	1	Each	
ALR SC 10A	1	Each	
MCCAIN RIGHT ARROW PPB PLATE 5"X7" MUTCD R1 48	1	Each	
MCCAIN LEFT ARROW PPB PLATE 5"X7" MUTCD R1 48	1	Each	
MCCAIN POST TOP PUSH BUTTON MOUNT 5"X7" SIGNAL GREEN	1	Each	
MCCAIN ADJUSTABLE PUSH BUTTON MOUNT 5"X7" SIGNAL GREEN	1	Each	
McCAIN, MAT BRONZE MOUNT	1	Each	
McCAIN, MAS BRONZE MOUNT	1	Each	
McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each	
McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each	
McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each	
McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each	
McCAIN, SIGNAL GREEN, BRONZE	1	Each	
MCCAIN 332 CABINET INPUT FILE	1	Each	
MCCAIN 332 CABINET	1	Each	
RENO 222S SS	1	Each	
MODEL 242 ISOLATOR	1	Each	
RENO 2018E CMU	1	Each	
GTT OPTICOM DISCRIMINATOR MODEL 762	1	Each	\$1,863.00
21 ACPX 2 / 21XBP Caltrans Standard	1	Each	

TESCO PADMOUNT TYPE 3AF SINGLE METER PEDESTAL	1	Each	
GTT OPTICOM DETECTOR MODEL 721	1	Each	\$472.00
GRAINGER 5N471, 1.2 AMPS, 3350RPM	1	Each	\$604.00
Caltrans 2.5" PPB post	1	Each	
McCAIN, LED COMPATABLE, CLAMSHELL MOUNT, SIGNAL GREEN	1	Each	
McCAIN, LED COMPATABLE, CLAMSHELL MOUNT, SIGNAL GREEN	1	Each	
MODEL 252 ISOLATOR	1	Each	
McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each	
McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each	
McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each	
McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each	
McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each	
McCAIN VISOR, DEEP BLACK	1	Each	
GTT MODEL 764 DISCRIMINATOR	1	Each	\$2,623.00
16 CHANNEL CMU DIODE CARD	1	Each	
MCCAIN WITH ASSOCIATED WIRING HARNESSES	1	Each	
McCAIN PV HEAD COMPATABLE	1	Each	
McCAIN PV HEAD COMPATABLE	1	Each	
McCAIN PV HEAD COMPATABLE	1	Each	
MCCAIN, MOUNT BETWEEN 2 & 3 LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL VISOR	1	Each	
MCCAIN 30013L 12" 27" DEEP BLACK	1	Each	
MCCAIN 30013R 12" 27" DEEP, BLACK	1	Each	
8" LED FROM APPROVED EQUIPMENT LIST	1	Each	
8" LED FROM APPROVED EQUIPMENT LIST	1	Each	
EDI POWER SUPPLY Model 206L	1	Each	
WESTERN PACIFIC BDLM2 G GREEN HOUSING	1	Each	
SEE INCLUDED SPECIFICATION	1	Each	
TESCO PADMOUNT TYPE 27 000/22 000	1	Each	
RENO #FL 200	1	Each	
RENO MALFUNCTION MANAGEMENT UNIT1600GE	1	Each	

RENO LS 200	1	Each	
RENO Y/2 200 SS	1	Each	
EDI SIU 2218 SERIAL INTRFACE UNIT	1	Each	
McCAIN, NO LED'S, LOUVERED BACKPLATE, SIGNAL GREEN, ALUMINUM, FULL CIRCLE VISOR.	1	Each	
CALTRANS 10' 1B STANDARD	1	Each	
CALTRANS 15' 1B STANDARD	1	Each	
FIBERLYTE FL30 WITH "FIBER OPTIC/ INTERCONNECT" CAST INTO THE LID	1	Each	
FIBERLYTE FL36 WITH ""FIBER OPTIC/ INTERCONNECT" CAST INTO THE LID	1	Each	
EDI BIU 700H	1	Each	
GALVANIZED 4X9 INCH PIPE FLANGE	1	Each	
POLARA NAVIGATOR APS 2 WIRE CONTROL UNIT / I NAVIGATOR FROM APPROVED EQUIPMENT LIST	1	Each	
1216W 3PLY 12x16 3PLY TRAFFIC CABINET FILTER	1	Each	
POLARA APS 2 WIRE PUSH BUTTON, GREEN / I NAV FROM APPROVED EQUIPMENT LIST	1	Each	
MCCAIN LOUVERED BACKPLATE, DEEP BLACK	1	Each	
MCCAIN LOUVERED BACKPLATE, DEEP BLACK	1	Each	
IDEC RELAY 61307, 120V AC, RR2P UL	1	Each	
FROM CITY APPROVED EQUIPMENT LIST	1	Each	
EATON LCD TIMER 3 2301 001A, 24 x 48mm	1	Each	
EATON LCD COUNTER 3 2300 001A, 24 x 48mm	1	Each	
MARATHON TRME 3000 01 INVERTER	1	Each	
TESCO 22 000SPL A	1	Each	
EDI PS 250 POWER SUPPLY	1	Each	
SIGNAL GREEN MUSHROOM FLASHER	1	Each	
EDI DA 300 WIFI DETECTOR WITH LIFETIME DATA AND 5 BAND ANTENNA	1	Each	
EDI ATC LS 2202 HV	1	Each	
AXIS Q6135 E FROM APPROVED EQUIPMENT LIST	1	Each	
TESCO 20 AMP BBS CIRCUIT BREAKER	1	Each	
SEE APPROVED EQUIPMENT LIST	1	Each	
RENO PREFORMED LOOP MODEL PLH 24 30A	1	Each	
SEE APPROVED EQUIPMENT LIST	1	Each	
TESCO MARATHON WEB SNMP CARD	1	Each	
TESCO MARATHON 2000VA INVERTER WITH WEB SLOT	1	Each	
GALVANIZED 4X10 INCH PIPE FLANGE	1	Each	

CAMERA FROM APPROVED EQUIPMENT LIST , INCLUDES 64GB SD CARD	1	Each	
CAMERA FROM APPROVED EQUIPMENT LIST , INCLUDES 64GB SD CARD	1	Each	
AXIS CAMERA POLE MOUNT	1	Each	
AXIS 64 GB MICRO SD CARD 5801 951	1	Each	
PEAK SIGNAL HEAD VISOR, 12", DEEP BLACK	1	Each	
LOUVERED BACKPLATE, DEEP BLACK	1	Each	
LOUVERED BACKPLATE, DEEP BLACK	1	Each	
MCCAIN SDLC SERIAL CABLE 9.5 FT	1	Each	
MCCAIN SDLC 9 PORT HUB	1	Each	
INCLUDE BOLT,LOCKK WASH,FLAT WASH,NUT&CONCAVE WASHER	1	Each	
METAL HAND HOLE COVER, OVAL 70 X 45 O	1	Each	
METAL HAND HOLE COVER, SQUARE 70 X 45 S	1	Each	
GENETEC ROAD RUNNER 1 DOOR CARD READER KIT	1	Each	
HID SIGNO CARD READER	1	Each	
GENETEC ROAD RUNNER 2 DOOR CARD READER KIT	1	Each	
TRAFFIC SIGNAL 15' 1B POLE	1	Each	
TRAFFIC SIGNAL 10' 1B POLE	1	Each	
Caltrans 4" PPB post	1	Each	
CALTRANS TYPE B DETECTOR LEAD IN CABLE	1	Each	
ACYCLICA 5 BAND ANTENNA	1	Each	
See approved equipment list	1	Each	
See attached cabinet specifications	1	Each	
EDI ATC Cabinet CMU	1	Each	
SIGNAL CONTROLLER INTELIGHT 2070 LDX	1	Each	
SIGNAL CONTROLLER INTELIGHT 2070 LDX W/ KINETIC	1	Each	
SIGNAL CONTROLLER INTELIGHT NEMA XN 1 / W KINTEC	1	Each	
SIGNAL CONTROLLER INTELIGHT NEMA XN 1	1	Each	
SWITCH, NETWORK, RUGGEDCOM, RST916P, POE	1	Each	
SMARTMICRO , COMM HUB SYNC PLC	1	Each	
SMARTMICRO , TRUGRD STREAM SENSOR	1	Each	
ECONOLITE , EVO , RADAR SENSOR	1	Each	
ECONOLITE , EVO , RADAR HUB	1	Each	
MCCAIN, 30X30, NO RT	1	Each	
AHS VSD 12/120 MODULE	1	Each	
AHS HORN CONTROL MODULE	1	Each	
AHS HORN DRIVER	1	Each	
AHS VITAL INTERFACE BOARD	1	Each	
ALPHA , BBS , BYPASS / TRANSFER SWITCH	1	Each	

See attached BBS battery specifications	1	Each	
ALPHA , BBS , INVERTER , FXM HP 1100	1	Each	
ALPHA , BBS , RBMS KIT	1	Each	
ALPHA BBS BATTERY, ALPHACELL 240 XTV AGM	1	Each	
See attached BBS enclosure specifications	1	Each	
See attached BBS enclosure specifications	1	Each	
See attached BBS enclosure specifications	1	Each	
CMU, EDI, 2018KCLIP	1	Each	
CONTROL CABINET ISOLATOR, DC, 244L, 4CH	1	Each	
CONTROL CABINET THERMOSTAT	1	Each	
BOX, FIBERLYTE, NO.6, TRAFFIC SIGNAL	1	Each	
BOX, 6" EXTENTION, FIBERLYTE, NO.6, TRAFFIC SIGNAL	1	Each	
GENETEC CAMERA LICENSE	1	Each	
IISNS FROM APPROVED EQUIPMENT LIST	1	Each	
PED SIGNAL HEAD SP1T FRAME WORK	1	Each	
PED SIGNAL HEAD SP2T FRAME WORK	1	Each	
SIGNAL HEAD, 3 SECT, PROGRAM VW,	1	Each	
SIGNAL HEAD, 4 SECT ROD, 3 SECT LOD, TV2T, COMPLETE	1	Each	
SIGNAL VISOR, FULL CIRCLE, McCain	1	Each	
TESCO PAD MOUNT TYPE 27 000 ANODIZED ALUMINUM METERED	1	Each	
SIGNAL, BACKPLATE, 12 IN, 4 SECTION MAS, 2 IN REFLEC BORDER MCCAIN	1	Each	
YUNEX , ROADSIDE UNIT RSU	1	Each	
DENSO , ON BOARD UNIT OBU	1	Each	
OSPOC8V2DC 4 Four channel Optical Signal Processor (standard panel)	1	Each	
SPOCV2 4 Four channel Optical Signal Processor with event logging and ethernet port (standard panel)	1	Each	
12" LED FROM APPROVED EQUIPMENT LIST	1	Each	
12" LED FROM APPROVED EQUIPMENT LIST	1	Each	
12" LED FROM APPROVED EQUIPMENT LIST	1	Each	
12" LED FROM APPROVED EQUIPMENT LIST	1	Each	
12" LED FROM APPROVED EQUIPMENT LIST	1	Each	
12" LED FROM APPROVED EQUIPMENT LIST	1	Each	
COUNTDOWN LED FROM APPROVED EQUIPMENT LIST	1	Each	

	Subgroup Total		
12" 15 YEAR LED FROM APPROVED EQUIPMENT LIST	1	Each	
12" 15 YEAR LED FROM APPROVED EQUIPMENT LIST	1	Each	
12" 15 YEAR LED FROM APPROVED EQUIPMENT LIST	1	Each	
12" 15 YEAR LED FROM APPROVED EQUIPMENT LIST	1	Each	
12" 15 YEAR LED FROM APPROVED EQUIPMENT LIST	1	Each	
12" 15 YEAR LED FROM APPROVED EQUIPMENT LIST	1	Each	
12" 15 YEAR LED FROM APPROVED EQUIPMENT LIST	1	Each	
	Subgroup Total		

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

			\$20,305.81
	\$23.57		

[illegible]

			\$94.04
			\$90.37
			\$9,801.22
			\$2,367.02
			\$25,872.33
			\$2,543.53

[illegible]

[illegible]

RESOLUTION NO. 25-021

APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT

WHEREAS, a purchase order for traffic signal equipment, by and between the City of Roseville and AM Signal, LLC, has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said purchase order is approved.

BE IT FURTHER RESOLVED that four (4) additional one (1) year renewals are hereby approved without further City Council approval, provided that the applicable budget is approved by the City Council each year, or until City staff determines that continuing with the same vendor is not in the City's best interest.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk

RESOLUTION NO. 25-022

APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT

WHEREAS, a purchase order for traffic signal equipment, by and between the City of Roseville and AZCO Supply, Inc., has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said purchase order is approved.

BE IT FURTHER RESOLVED that four (4) additional one (1) year renewals are hereby approved without further City Council approval, provided that the applicable budget is approved by the City Council each year, or until City staff determines that continuing with the same vendor is not in the City's best interest.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk

RESOLUTION NO. 25-023

APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT

WHEREAS, a purchase order for traffic signal equipment, by and between the City of Roseville and Control Tech West, Inc. dba CT West, has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said purchase order is approved.

BE IT FURTHER RESOLVED that four (4) additional one (1) year renewals are hereby approved without further City Council approval, provided that the applicable budget is approved by the City Council each year, or until City staff determines that continuing with the same vendor is not in the City's best interest.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk

RESOLUTION NO. 25-024

APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT

WHEREAS, a purchase order for traffic signal equipment, by and between the City of Roseville and Econolite Control Products, Inc., has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said purchase order is approved.

BE IT FURTHER RESOLVED that four (4) additional one (1) year renewals are hereby approved without further City Council approval, provided that the applicable budget is approved by the City Council each year, or until City staff determines that continuing with the same vendor is not in the City's best interest.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk

RESOLUTION NO. 25-025

APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT

WHEREAS, a purchase order for traffic signal equipment, by and between the City of Roseville and EYEP Solutions, Inc., has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said purchase order is approved.

BE IT FURTHER RESOLVED that four (4) additional one (1) year renewals are hereby approved without further City Council approval, provided that the applicable budget is approved by the City Council each year, or until City staff determines that continuing with the same vendor is not in the City's best interest.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk

RESOLUTION NO. 25-026

APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT

WHEREAS, a purchase order for traffic signal equipment, by and between the City of Roseville and JA Momaney Services, Inc. dba JAM Services, has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said purchase order is approved.

BE IT FURTHER RESOLVED that four (4) additional one (1) year renewals are hereby approved without further City Council approval, provided that the applicable budget is approved by the City Council each year, or until City staff determines that continuing with the same vendor is not in the City's best interest.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk

RESOLUTION NO. 25-027

APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT

WHEREAS, a purchase order for traffic signal equipment, by and between the City of Roseville and SWARCO McCain, Inc., has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said purchase order is approved.

BE IT FURTHER RESOLVED that four (4) additional one (1) year renewals are hereby approved without further City Council approval, provided that the applicable budget is approved by the City Council each year, or until City staff determines that continuing with the same vendor is not in the City's best interest.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk

RESOLUTION NO. 25-028

APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT

WHEREAS, a purchase order for traffic signal equipment, by and between the City of Roseville and KCM Marketing Group, Inc. dba MK Battery, has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said purchase order is approved.

BE IT FURTHER RESOLVED that four (4) additional one (1) year renewals are hereby approved without further City Council approval, provided that the applicable budget is approved by the City Council each year, or until City staff determines that continuing with the same vendor is not in the City's best interest.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk

RESOLUTION NO. 25-029

APPROVING A PURCHASE ORDER FOR TRAFFIC SIGNAL EQUIPMENT

WHEREAS, a purchase order for traffic signal equipment, by and between the City of Roseville and Western Systems, Inc., has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said purchase order is approved.

BE IT FURTHER RESOLVED that four (4) additional one (1) year renewals are hereby approved without further City Council approval, provided that the applicable budget is approved by the City Council each year, or until City staff determines that continuing with the same vendor is not in the City's best interest.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk



COUNCIL COMMUNICATION

CC #: 3737
File #: 0203-04

Title: Vacuum Power Circuit Breakers (RFQ 10-3407) - Purchase Order
Contact: Sue Jessup 916-746-1107 sjessup@roseville.ca.us

Meeting Date: 2/5/2025
Item #: 6.4.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council approve open purchase orders with Meiden America Switchgear, Inc. as the lowest responsive and responsible bidder for the purchase of vacuum power circuit breakers in response to Request for Quotations (RFQ) No. 10-3407.

The bid allowed for four optional renewal years at one-year intervals. Staff requests that the City Council adopt a resolution to authorize staff to continue utilizing the remaining optional renewal years without further Council approvals until the contract expires, or until City staff determines that continuing with the same vendor is not in the City's best interest.

BACKGROUND

The Electric Department utilizes 60kV breakers in all substations and switchyard facilities. These circuit breakers play a necessary role in the sub-transmission system by protecting power lines, transformers and other critical substation equipment. California Air Resources Board (CARB) regulations no longer allow the purchase of 60kV circuit breakers that utilize sulfur hexafluoride (SF6) gas, which is the technology utilized in the City's current standard 60kV breaker. With this RFQ, Roseville Electric is now standardizing on 60kV vacuum circuit breakers that allow compliance with current environmental requirements as an acceptable alternative technology. This contract allows Roseville Electric to procure 60kV vacuum circuit breakers to construct new facilities as well as replace existing 60kV breakers as required.

Depending on project needs and scheduling, the Electric Department plans to order five circuit breakers per fiscal year on average.

A formal bid was issued with the following response(s):

Bidder

**Meiden America Switchgear, Inc.
Gray Court, SC**

Grand Total

\$576,350.00

FISCAL IMPACT

The total authorized amount for the initial contract period and optional renewal years through FY2028-29 is a not-to-exceed amount of \$4,250,000. Purchases of these materials are done on an as-needed basis; there are no guaranteed spend amounts. Funding is included in the Electric Fund budget for FY2024-25 and future year funding will be included in proposed department budgets and will be contingent upon Council approval of budgets.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. The purchase of vacuum power circuit breakers meets the above criteria and is not subject to CEQA. No additional environmental review is required.

CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Goal F - Invest in well-planned infrastructure and growth

Respectfully Submitted,

Sue Jessup, Buyer

Dennis Kauffman, Assistant City Manager/Chief Financial Officer



Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution 25-030

RESOLUTION NO. 25-030

APPROVING A PURCHASE ORDER FOR VACUUM POWER CIRCUIT BREAKERS

WHEREAS, a purchase order for vacuum power circuit breakers, by and between the City of Roseville and Meiden America Switchgear, Inc., has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said purchase order is approved.

BE IT FURTHER RESOLVED that four (4) additional one (1) year renewals are hereby approved without further City Council approval, provided that the applicable budget is approved by the City Council each year, or until City staff determines that continuing with the same vendor is not in the City's best interest.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk



COUNCIL COMMUNICATION

CC #: 3745
File #: 0704-01

Title: Denio Family Park - Phase 1 Project - Notice of Completion
Contact: Joel De Jong 916-774-5924 jdejong@roseville.ca.us

Meeting Date: 2/5/2025
Item #: 6.5.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council accept the Denio Family Park - Phase 1 Project as complete and adopt a resolution authorizing the Parks, Recreation & Libraries Director to execute the attached Notice of Completion on behalf of the City of Roseville.

BACKGROUND

The Parks, Recreation & Libraries Department has made a final inspection of the Denio Family Park - Phase 1 Project and has found that all contract work has been completed in accordance with the approved plans and specifications. The project is now ready for acceptance.

The project scope of work includes a dog park, 18-hole disc golf course, parking areas, a group picnic area, restrooms, landscape and irrigation. In accordance with our specifications, the Contractor shall guarantee the installation of these improvements for a period of twelve (12) months from the date of this Notice of Completion.

FISCAL IMPACT

Funding for the park construction of this first phase is provided through the Citywide Park - West Roseville Specific Plan Fund and was allocated in the FY2021-22 budget. A budget adjustment was approved at the time of contract award to fully fund the construction of the amenities identified in the Phase 1 project. Maintenance of the Phase 1 park improvements will cost approximately \$60,000/year and will be funded from the General Fund.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. Acceptance of a Notice of Completion meets the above criteria and is

not subject to CEQA. No additional environmental review is required.

CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Goal A - Remain fiscally responsible in a changing world

Goal C - Maintain a safe and healthy community

Goal E - Deliver exceptional city services

Goal F - Invest in well-planned infrastructure and growth

Respectfully Submitted,

Joel De Jong, Park Development Project Manager

Jill Geller, Parks, Recreation & Libraries Director



Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution 25-033

Vicinity map

Notice of Completion

RESOLUTION NO. 25-033

ACCEPTING THE PUBLIC WORK KNOWN AS DENIO FAMILY PARK - PHASE 1 PROJECT, APPROVING THE “NOTICE OF COMPLETION”, AND AUTHORIZING THE PARKS, RECREATION AND LIBRARIES DIRECTOR TO EXECUTE SAID NOTICE ON BEHALF OF THE CITY OF ROSEVILLE

BE IT RESOLVED by the City Council of the City of Roseville as follows:

1. The “Notice of Completion” on file in the City Clerk’s Department relative to that public work known as Denio Family Park - Phase 1 Project, has been approved and the public work accepted.
2. The Parks, Recreation and Libraries Director is hereby authorized and directed to execute said Notice on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

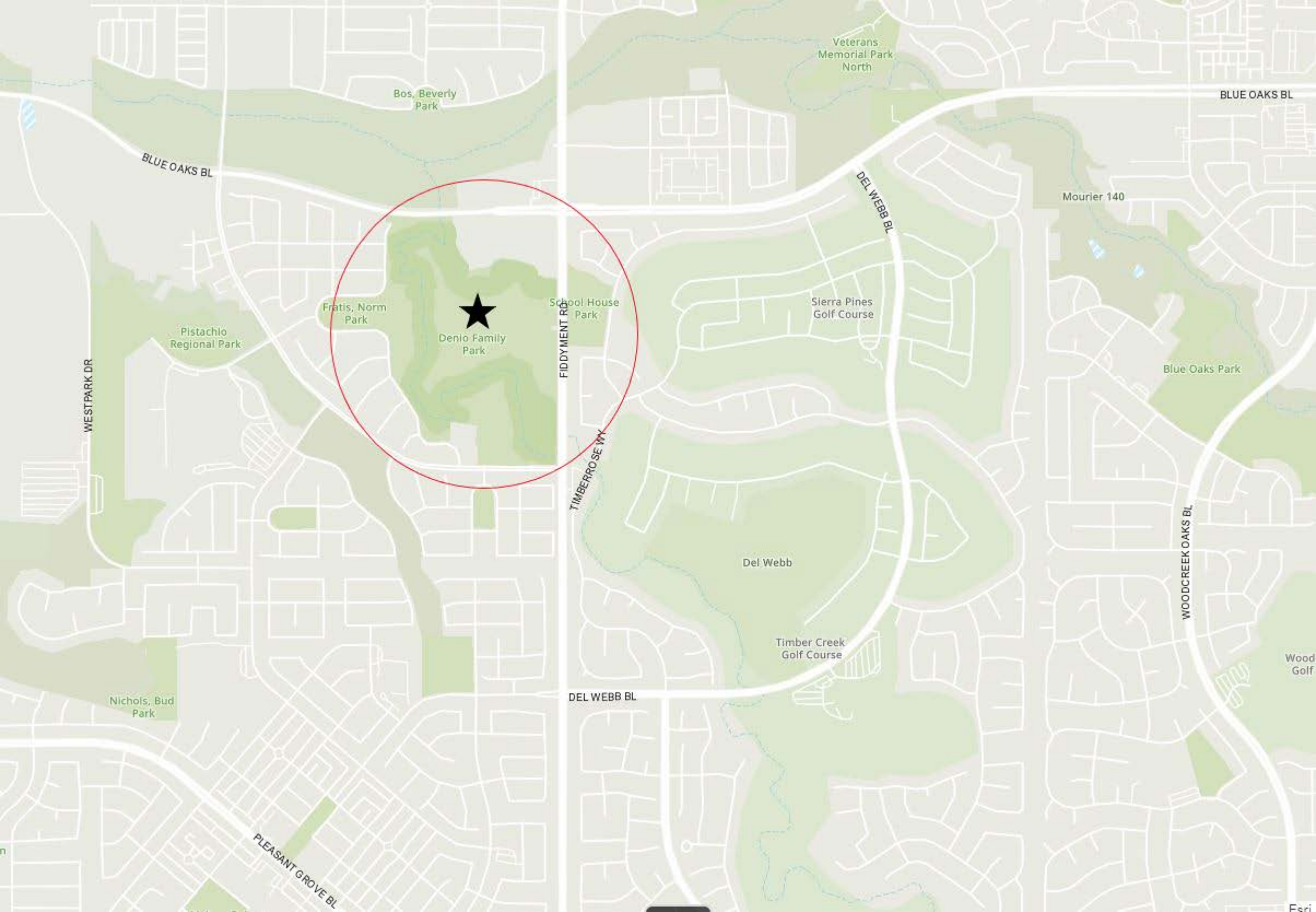
NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk



Bos, Beverly
Park

Veterans
Memorial Park
North

BLUE OAKS BL

BLUE OAKS BL

Mourier 140

DEL WEBB BL

Fratris, Norm
Park

Denio Family
Park

Scout House
Park

Sierra Pines
Golf Course

Blue Oaks Park

WESTPARK DR

Pistachio
Regional Park

FIDDYMENT RD

TIMBERROSE WY

Del Webb

Timber Creek
Golf Course

WOODCREEK OAKS BL

Nichols, Bud
Park

DEL WEBB BL

PLEASANT GROVE BL

Wood
Golf

RECORDING REQUESTED BY AND WHEN
RECORDED MAIL TO:

CITY CLERK
CITY OF ROSEVILLE
311 VERNON STREET
ROSEVILLE, CA 95678

Exempt from recording fees
Pursuant to Gov't Code §27383

NOTICE OF COMPLETION

NOTICE IS HEREBY GIVEN that the public work of improvement known as the _____ Project was completed and accepted by the City of Roseville on _____. The location is situated in the City of Roseville, County of Placer, State of California and is indicated on the attached map, marked as Exhibit "A" and incorporated herein by this reference. The real property herein described is owned by the City of Roseville, 311 Vernon Street, Roseville CA 95678.

The direct/general contractor on said project was _____.

The surety on said project was _____.

_____.

City of Roseville
Owner

ATTEST:

Carmen Avalos, City Clerk

State of California)
County of Placer)

I, _____, being first duly sworn, depose and say: I am the _____ of the City of Roseville, a municipal corporation in the State of California, owner of the property described in the above Notice. I am duly authorized to make this verification for and on behalf of the City of Roseville. I have read the Notice of Completion and know its contents and the facts stated therein are true.

City of Roseville

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.
--

State of California)
County of Placer)

Subscribed and sworn to (or affirmed) before me on this _____ day of _____, 20____, _____ proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

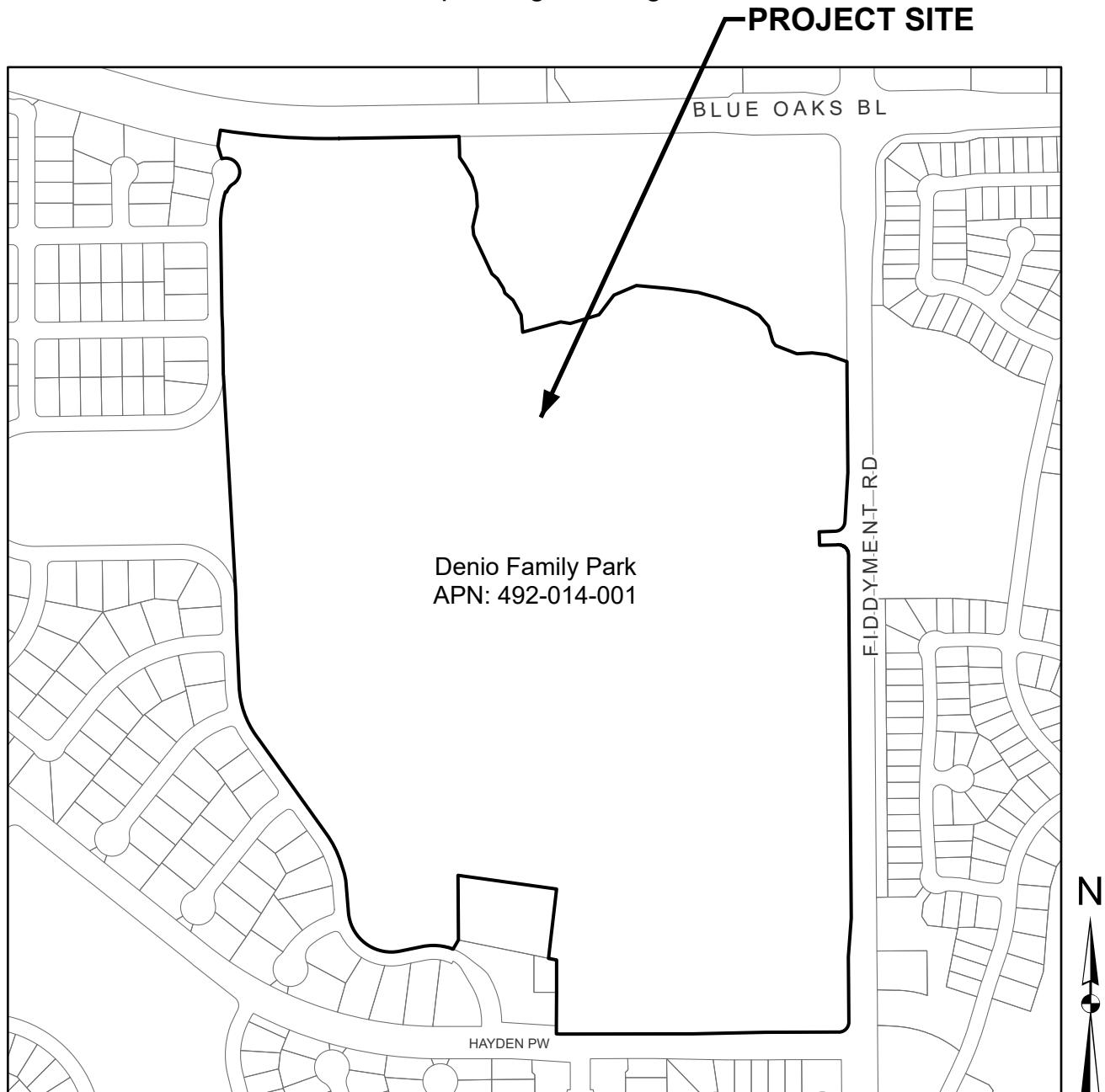
Place Notary Seal and/or Stamp Above

Signature of Notary Public

Exhibit A

Denio Family Park
5820 Fiddymment Rd., Roseville, CA 95747

Amenities include an 18-hole disc golf course, large and small dog parks, paved off-street parking, a covered group picnic area, restroom, a section of bike trail for future connection, planting and irrigation.





COUNCIL COMMUNICATION

CC #: 3733
File #: 0704-01

Title: Riego Creek Park - Notice of Completion
Contact: Heather Buck 916-774-5254 hcbuck@roseville.ca.us

Meeting Date: 2/5/2025
Item #: 6.6.

RECOMMENDATION TO COUNCIL

Staff requests that the City Council accept the Riego Creek Park Project as complete and adopt a resolution authorizing the Parks, Recreation & Libraries Director to execute the attached Notice of Completion.

BACKGROUND

Riego Creek Park Project (formerly, F-51 Park) is located on the 12.15-acre site off North Hayden and Holt Parkways, adjacent to Riego Creek Elementary in the Fiddymont Farm area of West Roseville. This project included a children's play and swing area, shaded picnic area, off-street parking, two baseball/softball fields, a restroom, a perimeter looped trail with mileage markers, a small outdoor classroom area, open turf areas, and landscaping and irrigation.

In accordance with City specifications, the contractor shall guarantee the installation of these improvements for a period of twelve (12) months from the date of this Notice of Completion.

FISCAL IMPACT

Funding for the construction project was approved in the FY2021-22 CIP budget using the Neighborhood Park - West Roseville SP Fund. Maintenance costs will be approximately \$14,000/acre/year. The funding source for maintenance will be the Fiddymont Ranch Community Facilities District No. 2 (Public Services).

ENVIRONMENTAL REVIEW

Development of the F-51 Neighborhood Park site was previously evaluated in the West Roseville Specific Plan (WRSP) EIR (certified February 2004 and SCH No.2002082057) and identified in the associated West Roseville Specific Plan. As proposed, construction of the F-51 Neighborhood Park is within the scope of the project covered by the WRSP EIR. As discussed in the Specific Plan EIR, the EIR provides environmental analyses of community infrastructure

and facilities, including parks, pedestrian bridges, and bike trails, to the extent applicable. Because the project is consistent with the WRSP EIR and Specific Plan, no new effects would be expected to occur and all applicable mitigation measures from the WRSP EIR will be implemented during the design and construction of the F-51 Neighborhood Park. Because the proposed project meets the requirements identified in Section 15183 of the State CEQA Guidelines, no additional CEQA review is required.

CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Goal A – Remain fiscally responsible in a changing world

Goal C – Maintain a safe and healthy community

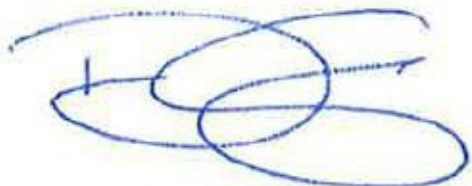
Goal E – Deliver exceptional city services

Goal F – Invest in well-planned infrastructure and growth

Respectfully Submitted,

Heather Buck, Senior Park Development Project Manager

Jill Geller, Director, Parks, Recreation & Libraries



Dominick Casey, City Manager

ATTACHMENTS:

Description

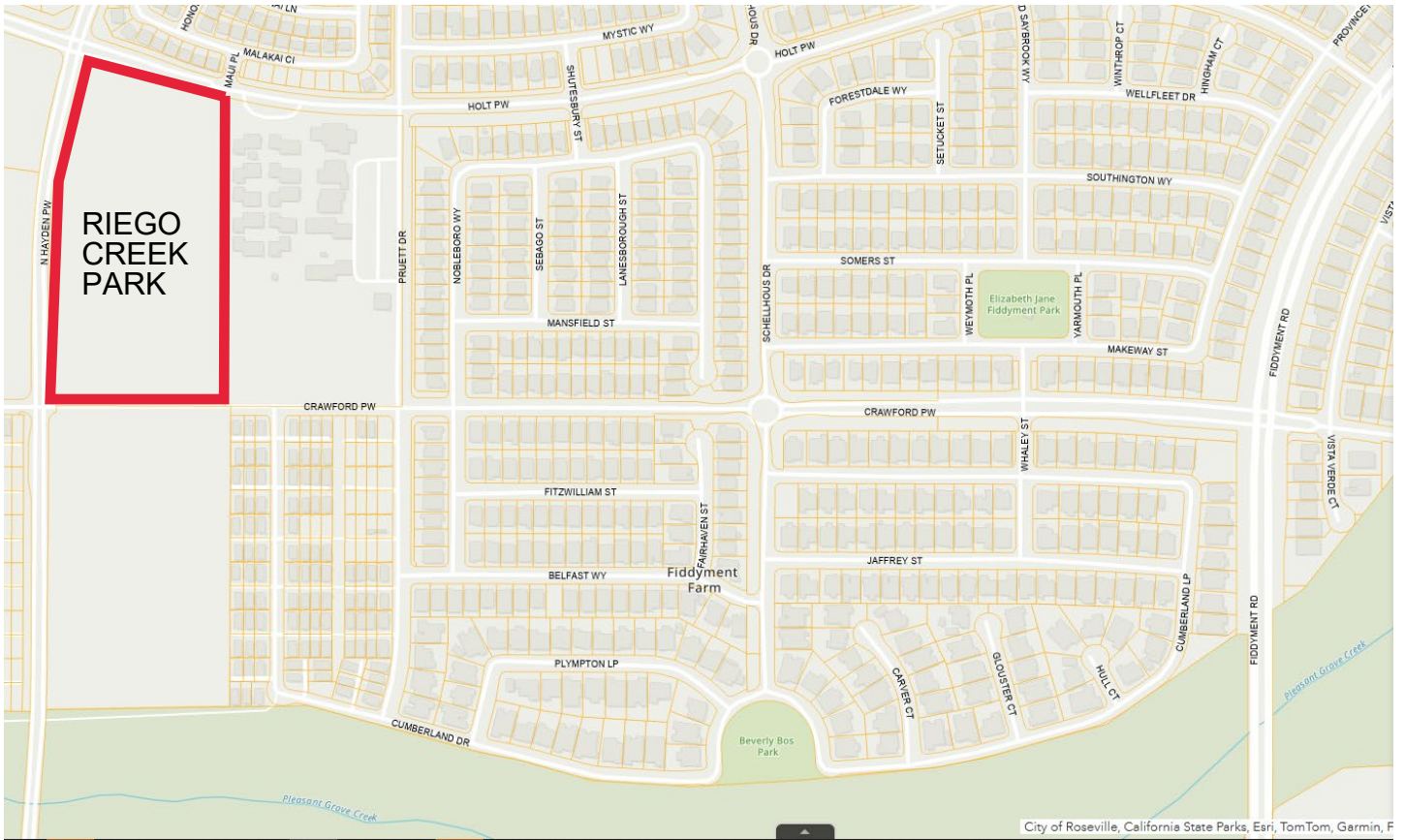
Vicinity Map

Resolution 25-019

NOC

Riego Creek Park

Vicinity Map



RESOLUTION NO. 25-019

ACCEPTING THE PUBLIC WORK KNOWN AS RIEGO CREEK PARK PROJECT,
APPROVING THE “NOTICE OF COMPLETION”, AND AUTHORIZING THE PARKS,
RECREATION AND LIBRARIES DIRECTOR TO EXECUTE SAID NOTICE
ON BEHALF OF THE CITY OF ROSEVILLE

BE IT RESOLVED by the City Council of the City of Roseville as follows:

1. The “Notice of Completion” on file in the City Clerk’s Department relative to that public work known as Riego Creek Park Project, has been approved and the public work accepted.
2. The Parks, Recreation and Libraries Director is hereby authorized and directed to execute said Notice on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk

RECORDING REQUESTED BY AND WHEN
RECORDED MAIL TO:

CITY CLERK
CITY OF ROSEVILLE
311 VERNON STREET
ROSEVILLE, CA 95678

Exempt from recording fees
Pursuant to Gov't Code §27383

NOTICE OF COMPLETION

NOTICE IS HEREBY GIVEN that the public work of improvement known as the _____ Project was completed and accepted by the City of Roseville on _____. The location is situated in the City of Roseville, County of Placer, State of California and is indicated on the attached map, marked as Exhibit "A" and incorporated herein by this reference. The real property herein described is owned by the City of Roseville, 311 Vernon Street, Roseville CA 95678.

The direct/general contractor on said project was _____.

The surety on said project was _____.

_____.

City of Roseville
Owner

ATTEST:

Carmen Avalos, City Clerk

State of California)
County of Placer)

I, _____, being first duly sworn, depose and say: I am the _____ of the City of Roseville, a municipal corporation in the State of California, owner of the property described in the above Notice. I am duly authorized to make this verification for and on behalf of the City of Roseville. I have read the Notice of Completion and know its contents and the facts stated therein are true.

City of Roseville

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.
--

State of California)
County of Placer)

Subscribed and sworn to (or affirmed) before
me on this _____ day of _____,
20____, _____
proved to me on the basis of satisfactory
evidence to be the person(s) who appeared
before me.

Place Notary Seal and/or Stamp Above

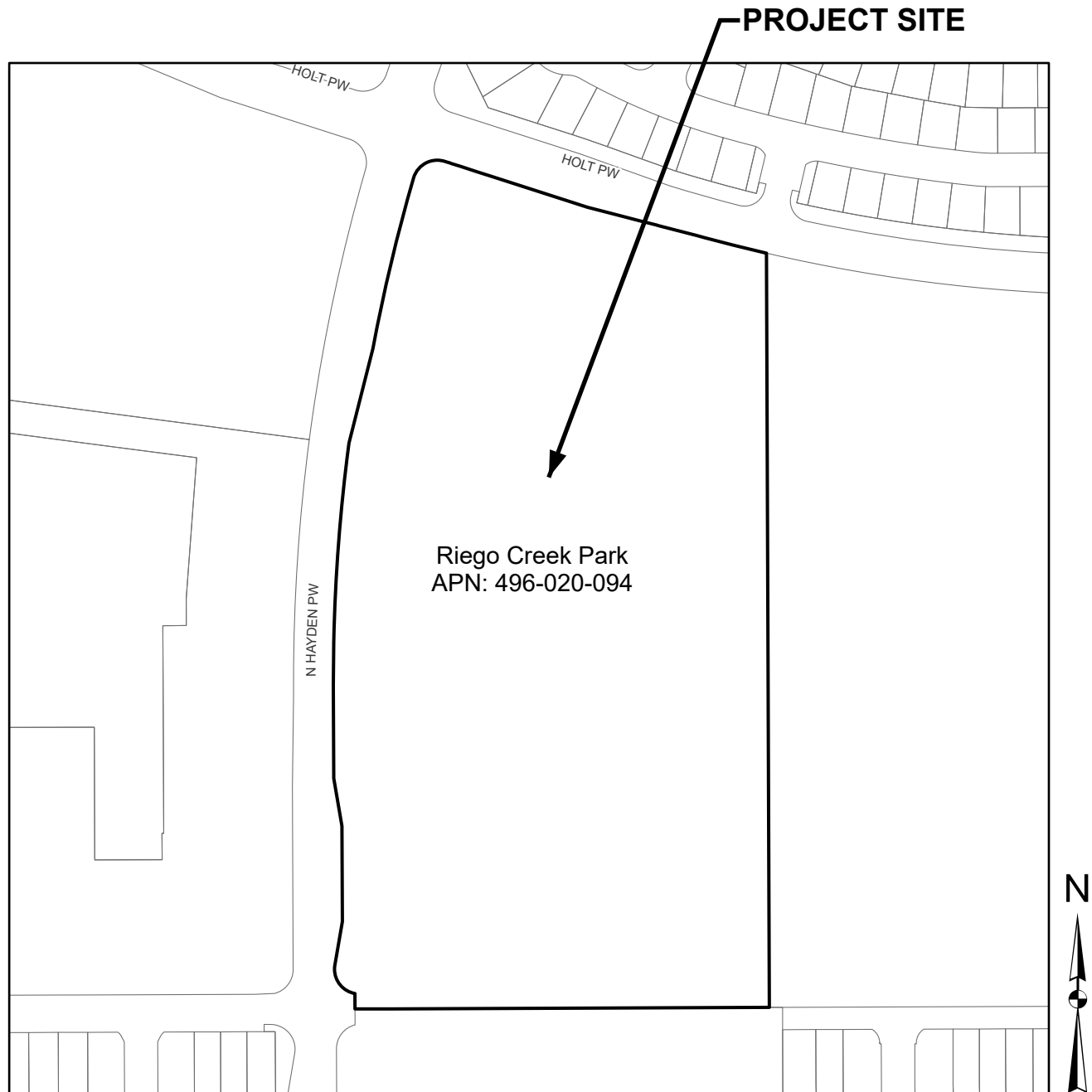
Signature of Notary Public



Exhibit A

Riego Creek Park 2800 North Hayden Parkway, Roseville, CA 95747

The project scope of work includes a children's play and swing area, shaded picnic area, off-street parking, two baseball/softball fields, a restroom, a perimeter looped trail with mileage markers and a small outdoor classroom area.





COUNCIL COMMUNICATION

CC #: 3743
File #: 0800-03

Title: Northern California Power Agency Combustion Turbine Project - Second Phase Agreement
Contact: Petra Wallace 916-774-5510 pwallace@roseville.ca.us

Meeting Date: 2/5/2025
Item #: 6.7.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council adopt a resolution authorizing the City Manager to execute the Second Phase Agreement with the Northern California Power Agency and its applicable members.

BACKGROUND

The Northern California Power Agency (NCPA) is a joint powers agency that, among other things, owns and operates a variety of generating resources for the benefit of its members. The City of Roseville is an NCPA member and has benefited from joint participation in NCPA's generation projects, including geothermal, hydroelectric, and natural gas-fired generating facilities. One of these projects is NCPA's Combustion Turbine Project No. 2 (Project), located in Lodi, California. Commissioned in 1995, the Project provides 50 megawatts (MW) of generating capacity, which is currently shared amongst the City of Lodi, City of Alameda, City of Lompoc, and City of Roseville. Roseville currently has 36.5 percent of the Project, or approximately 18 MW. The Project is at its end of life and the participating members are interested in evaluating repowering options in order to extend the operation of the Project to meet future needs of the members.

The Second Phase Agreement sets forth the terms and conditions for the development, scheduling, long-lead item acquisition, and cost estimation to repower the Project. The total cost of the Second Phase Agreement is estimated to be approximately \$5.1 million, with Roseville's share estimated to be approximately \$2.3 million. If the work performed under the Second Phase Agreement confirms the feasibility of repowering the Project, staff will bring a future recommendation to the City Council for a subsequent agreement for the construction and commissioning activities associated with repowering the Project.

FISCAL IMPACT

The estimated cost for Roseville's share of the Second Phase Agreement is approximately \$2.3

million. Funding is included in the Electric Department's FY2024-25 budget in the Electric Fund.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. The Second Phase Agreement meets the above criteria and is not subject to CEQA. No additional environmental review is required.

CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

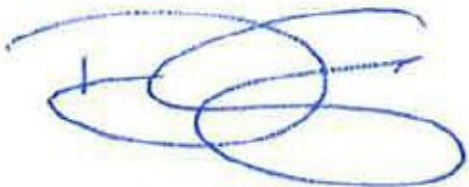
Goal A - Remain fiscally responsible in a changing world

Goal F - Invest in well-planned infrastructure and growth

Respectfully Submitted,

Petra Wallace, Power Supply and Portfolio Administrator

Daniel Beans, Electric Utility Director

A handwritten signature in blue ink, consisting of several overlapping loops and a horizontal line, positioned above a horizontal line.

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution 25-032

NCPA STIG Phase Two Agreement

RESOLUTION NO. 25-032

APPROVING A SECOND PHASE AGREEMENT FOR COMBUSTION TURBINE PROJECT
NUMBER TWO REPOWER PROJECT WITH NORTHERN CALIFORNIA POWER
AGENCY, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT
ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, the Northern California Power Agency (NCPA) is a joint powers agency that, among other things, owns and operates a variety of generating resources for the benefit of its members; and

WHEREAS, one of these projects include NCPA's Combustion Turbine Project No. 2 (Project), located in Lodi, California; and

WHEREAS, the City of Roseville currently has 36.5 percent of the Project, or approximately 18 MW; and

WHEREAS, the Project is at its end of life and the participating members are interested in evaluating repowering options in order to extend the operation of the Project to meet future needs of the members; and

WHEREAS, the Second Phase Agreement sets forth the terms and conditions for the development, scheduling, long-lead item acquisition, and cost estimation to repower the Project; and

WHEREAS, the Second Phase Agreement for Combustion Turbine Project number Two Repower Project, has been reviewed by the City Council.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that the Second Phase Agreement for Combustion Turbine Project Number Two Repower Project is approved and the City Manager is authorized to execute it on behalf of the City of Roseville.

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

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk

**SECOND PHASE AGREEMENT
FOR
COMBUSTION TURBINE PROJECT NUMBER TWO
REPOWER PROJECT**

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This SECOND PHASE AGREEMENT FOR COMBUSTION TURBINE PROJECT NUMBER TWO REPOWER PROJECT (this "Agreement") is dated as of _____, 20__ by and among the Northern California Power Agency, a joint powers agency of the State of California ("NCPA"), and the signatories to this Agreement other than NCPA ("Participants"). NCPA and the Participants are referred to herein individually as a "Party" and collectively as the "Parties".

RECITALS

A. NCPA has heretofore been duly established as a public agency pursuant to the Joint Exercise of Powers Act of the Government Code of the State of California and, among other things, is authorized to acquire, construct, finance, and operate buildings, works, facilities, and improvements for the generation and transmission of electric capacity and energy for resale.

B. Each of the Participants is a signatory to the Joint Powers Agreement which created NCPA and therefore is a Member.

C. Each of the Participants to this Agreement have executed the Amended and Restated Facilities Agreement, dated October 1, 2014, which establishes the framework under which Project Agreements are created for the development, design, financing, construction, and operation of specific NCPA Projects.

D. NCPA and the Participants are interested in retaining or developing power generation to meet the present and future electric demands of the Participants and their electric customers.

E. Each Participant is authorized by its Constitutive Documents to obtain electric capacity and energy for its present or future requirements, through contracts with NCPA or otherwise.

F. NCPA proposes to repower the Combustion Turbine Project Number Two (the “CT2 Repower Project” or the “Project”) to extend the period of time during which the Combustion Turbine Project Number Two can operate to meet the electric demands of the Participants and their electric customers.

G. Pursuant to Section 6.3.2 of the Amended and Restated Facilities Agreement, the “Second Phase” of a NCPA Project consists of all work performed after one or more NCPA Members has signed a Second Phase Agreement with NCPA for project surveys, preliminary investigations, study, design, and/or development, but before a Third Phase Agreement for the NCPA Project becomes effective.

H. The Participants desire NCPA to develop surveys, preliminary investigations, cost estimates, project schedules, and other studies required to complete the Project.

I. The Participants further desire NCPA to develop, issue and select equipment through requests for proposals, and place deposits on long lead time Project equipment to obtain queue positions in the factory for production.

J. This Agreement is intended to enable NCPA on behalf of the Participants to provide all means necessary for NCPA to conduct all Second Phase Agreement Activities and work associated with the development of the Project, and to enable and obligate the Participants to pay for all Project Costs incurred by NCPA for undertaking the foregoing activities.

K. Contingent upon Participant agreement and support, it is expected that the resulting work product produced by NCPA in accordance with this Agreement will be presented as a recommendation to the Commission for the further development and construction of the Project, and an associated Third Phase Agreement is expected to be presented to the Commission for review and approval. Contemporaneously, NCPA will (i) seek final approval from Participants through a Third Phase Agreement for the Project that would govern the rights and obligations of NCPA and Participants related to the financing, design, construction, operation, and sale and purchase of energy and capacity from the Project, and (ii) separately develop and seek final approval of an agreement to terminate the existing Agreement for Construction, Operation and Financing of Combustion Turbine Project Number Two-Unit One, dated as of August 1, 1992, including any amendments thereto, (the "CT2 Third Phase Agreement"), to allocate and settle any

ongoing or undischarged liabilities, credits or obligations from the CT2 Third Phase Agreement to the CT2 Third Phase Agreement participants or Participants, until such liabilities, credits, or obligations are satisfied in full; provided, however, regarding liability associated with project decommissioning, the CT2 Third Phase Agreement participants and Participants have agreed in principle to allocate any ongoing or undischarged liabilities, credits or obligations pertaining to project decommissioning in accordance with the principles set forth in the Memorandum of Understanding for CT2 Third Phase Agreement Decommissioning ("Decommissioning MOU").

L. Each of the Parties intends to observe the provisions of this Agreement in good faith and shall cooperate with all other Parties in order to achieve the full benefits of joint action.

M. The Parties desire to equitably allocate Project Costs incurred by NCPA under this Agreement among the Participants as further set forth herein.

N. The Participants further desire, insofar as possible, to insulate other Members who are not Participants, from risks inherent in the services and transactions undertaken on behalf of the Participants pursuant to this Agreement.

NOW, THEREFORE, the Parties agree as follows:

Section 1. Definitions.

1.1 Definitions. Whenever used in this Agreement (including the Recitals hereto), the following terms shall have the following respective meanings, provided,

capitalized terms used in this Agreement (including the Recitals hereto) that are not defined in Section 1 of this Agreement shall have the meaning indicated in Section 1 of the Power Management and Administrative Services Agreement, dated October 1, 2014:

1.1.1 “Administrative Services Costs” means that portion of the NCPA administrative, general and occupancy costs and expenses, including those costs and expenses associated with the operations, direction and supervision of the general affairs and activities of NCPA, general management, treasury operations, accounting, budgeting, payroll, human resources, information technology, facilities management, salaries and wages (including retirement benefits) of employees, facility operation and maintenance costs, taxes and payments in lieu of taxes (if any), insurance premiums, fees for legal, engineering, financial and other services, power management services, general settlement and billing services and general risk management costs, that are charged directly or apportioned to the provision of services under this Agreement. Administrative Services Costs as separately defined herein and used in the context of this Agreement is different and distinct from the term Administrative Services Costs as defined in Section 1 of the Power Management and Administrative Services Agreement.

1.1.2 “Agreement” means this Second Phase Agreement for Combustion Turbine Project Number Two Repower Project, including all Exhibits attached hereto.

1.1.3 "All Resources Bill" has the meaning set forth in the Power Management and Administrative Services Agreement.

1.1.4 "CAISO" means the California Independent System Operator Corporation, or its functional successor.

1.1.5 "Commission" has the meaning set forth in the Power Management and Administrative Services Agreement.

1.1.6 "Constitutive Documents" means, with respect to NCPA, the Joint Powers Agreement and any resolutions or bylaws adopted thereunder with respect to the governance of NCPA, and with respect to each Participant, the California Government Code and other statutory provisions applicable to such Participant, any applicable agreements, charters, contracts, or other documents concerning the formation, operation or decision making of such Participant, including, if applicable, its city charter, and any codes, ordinances, bylaws, and resolutions adopted by such Participant's governing body.

1.1.7 "Defaulting Participant" has the meaning set forth in Section 6.2.

1.1.8 "Electric System" has the meaning set forth in the Power Management and Administrative Services Agreement.

1.1.9 "Energy" means electric energy expressed in units of kWh or MWh.

1.1.10 "Event of Default" has the meaning set forth in Section 6.2.

1.1.11 “Member First Right of Refusal” has the meaning set forth in Section 8.2.

1.1.12 “MW” means megawatt.

1.1.13 “MWh” means megawatt hour.

1.1.14 “NCPA” has the meaning set forth in the Recitals hereto.

1.1.15 “Participant” has the meaning set forth in the recitals of this Agreement.

1.1.16 “Participant First Right of Refusal” has the meaning set forth in Section 8.2.

1.1.17 “Party” or “Parties” has the meaning set forth in the preamble hereto; provided that “Third Parties” are entities that are not Party to this Agreement.

1.1.18 “Power Management and Administrative Services Agreement” means the NCPA Power Management and Administrative Services Agreement, dated as of October 1, 2014 between NCPA and the Members who are signatories to that agreement by which NCPA provides Power Management and Administrative Services.

1.1.19 “Project” means the Combustion Turbine Project Number Two Repower Project as defined in the Recitals of this Agreement.

1.1.20 “Project Costs” are costs associated with the Project authorized pursuant to this Agreement, including but not limited to, any Administrative Services Costs incurred by NCPA while performing its duties in accordance with this

Agreement, and all costs incurred by NCPA associated with preliminary selection and procurement of long lead time Project equipment.

1.1.21 "Project Participation Percentage" has the meaning set forth in the Power Management and Administrative Services Agreement, and are set forth in Exhibit A of this Agreement.

1.1.22 "Revenue" means , with respect to each Participant, all income, rents, rates, fees, charges, and other moneys derived by the Participant from the ownership or operation of its Electric System, including, without limiting the generality of the foregoing: (a) all income, rents, rates, fees, charges or other moneys derived from the sale, furnishing and supplying of electric capacity and energy and other services, facilities, and commodities sold, furnished, or supplied through the facilities of its Electric System; (b) the earnings on and income derived from the investment of such income, rents, rates, fees, charges or other moneys to the extent that the use of such earnings and income is limited by or pursuant to law to its Electric System; (c) the proceeds derived by the Participant directly or indirectly from the sale, lease or other disposition of all or a part of the Electric System; and (d) the proceeds derived by Participant directly or indirectly from the consignment and sale of freely allocated greenhouse gas compliance instruments into periodic auctions administered by the State of California under the California Cap-and-Trade Program, provided that such proceeds are a permitted use of auction proceeds, but the term Revenues shall not

include (i) customers' deposits or any other deposits subject to refund until such deposits have become the property of the Participant or (ii) contributions from customers for the payment of costs of construction of facilities to serve them.

1.1.23 "Second Phase Agreement Activities" has the meaning set forth in Section 2 of this Agreement.

1.1.24 "Term" has the meaning set forth in Section 9.

1.1.25 "Third Party" means an entity (including a Member) that is not Party to this Agreement.

1.1.26 "Transfer of Rights" has the meaning set forth in Section 8.1.

1.2 Rules of Interpretation. As used in this Agreement (including the Recitals hereto), unless in any such case the context requires otherwise: The terms "herein," "hereto," "herewith" and "hereof" are references to this Agreement taken as a whole and not to any particular provision; the term "include," "includes" or "including" shall mean "including, for example and without limitation;" and references to a "Section," "subsection," "clause," "Appendix", "Schedule", or "Exhibit" shall mean a Section, subsection, clause, Appendix, Schedule or Exhibit of this Agreement, as the case may be. All references to a given agreement, instrument, tariff or other document, or law, regulation or ordinance shall be a reference to that agreement, instrument, tariff or other document, or law, regulation or ordinance as such now exists and as may be amended from time to time, or its successor. A reference to a "person" includes any individual,

partnership, firm, company, corporation, joint venture, trust, association, organization or other entity, in each case whether or not having a separate legal personality and includes its successors and permitted assigns. A reference to a “day” shall mean a Calendar Day unless otherwise specified. The singular shall include the plural and the masculine shall include the feminine, and *vice versa*.

Section 2. Purpose. The purpose of this Agreement is to set forth the terms and conditions under which NCPA shall: (i) develop proposals, schedules, and cost estimates for development of the Project; (ii) solicit proposals for and negotiate agreements for preliminary engineering and preliminary equipment selection and procurement; (iii) evaluate financing options, solicit proposals for Project financing and create a Project financing plan; (iv) engage in all activities related to these basic purposes as further set forth in Exhibit B of this Agreement (the “Second Phase Agreement Activities”), and (v) specify the rights and obligations of the Parties.

Section 3. Authority and Duties.

3.1 Authority of NCPA. Upon the Effective Date of this Agreement, NCPA is hereby authorized to commence work pertaining to its duties under this Agreement to complete the Second Phase Agreement Activities. NCPA shall perform the duties and Second Phase Agreement Activities described in Section 3.2 and Exhibit B to support development of the Project. NCPA, on behalf of itself and the Participants, shall also act as lead or responsible agency for the purposes of any environmental review of or notice of

exemptions for the Project, shall act as project manager for all activities, and is responsible for engaging necessary professional services, including those of NCPA staff.

3.2 Duties of NCPA. NCPA shall perform the duties and Second Phase Agreement Activities described in this Section 3.2 and Exhibit B to support development of the Project.

3.2.1 Owner Engineers Support. NCPA shall retain the services of a professional Owners Engineer whom will provide engineering and project management roles throughout the duration of the project. The owner's engineer will provide support from the projects start to finish, assisting with all aspects of the project.

3.2.2 Project Interconnection. NCPA shall coordinate activities required to interconnect the Project to the applicable transmission system, including submitting applications, seeking any required permits, conducting studies, and performing other required actions and duties working with Pacific Gas and Electric Company and the CAISO to support development of applicable interconnection requirements and agreement.

3.2.3 Project Engineering and Design. NCPA shall develop preliminary engineering designs and plans for Project construction, operations, and decommissioning. As part of these activities, NCPA shall develop a comprehensive Project development schedule, including timelines, costs estimates, procedures for

tracking and document control support, and recommendations for preliminary equipment selection and procurement proposals (RFP) for all equipment, creating the construction budget and cash flow projection, and establishing the timeline for Phase 3.

3.2.4 Preliminary Equipment Procurement. NCPA shall solicit proposals for and negotiate agreements for preliminary engineering and preliminary equipment selection and procurement, and further set forth in Exhibit B of this Agreement. Upon the Effective Date of this Agreement, the Participants hereby authorize the General Manager to negotiate and enter into agreements for preliminary selection and procurement to secure ordering placement and equipment plans for long lead time Project equipment, including, but not limited to, the Project engine and controls package and Project retrofit exhaust package.

3.2.5 Environmental Permitting and Requirements. NCPA shall conduct all preliminary environmental permitting and requirements and supporting document control, including, but not limited to, requirements associated with CEQA, air permitting and pollution control. NCPA shall analyze and develop a recommendation for acquisition of criteria pollutant offsets, carbon allowances or other applicable compliance instruments required to support Project construction and operations.

3.2.6 Other Duties. NCPA shall perform other duties and requirements as are further set forth and described in Exhibit B of this Agreement.

3.3 Participant Duties. The duties of the Participants under this Agreement are to:

3.3.1 Make timely payment of all Project Costs.

3.3.2 The Participants hereby agree to conduct all necessary work, secure all necessary authorities, transmit all necessary forms, and to work collaboratively to complete all activities in a timely manner.

3.3.3 Upon execution of this Agreement, each Participant shall identify a Designated Representative who will represent that Participant as part of an ad hoc committee. The ad hoc committee shall be responsible for reviewing the information developed by NCPA staff to achieve the purposes of this Agreement. A Participant may change the designation of its Designated Representative at any time upon providing written confirmation to NCPA.

Section 4. Billing and Cost Allocation.

4.1 Participant Payment Obligations and Cost Allocation. By executing this Agreement, each Participant acknowledges and agrees to be bound by the terms and conditions of the Agreement, and that the Agreement is written as a “take-or-pay” agreement. Any Project Costs incurred by NCPA under this Agreement shall be allocated and charged to each Participant in proportion to such Participant’s Project Participation Percentage as set forth in Exhibit A. The Project Participant Percentages of each Participant may be revised upon execution of a Third Phase if any Participant withdraws

in whole or in part and/or a new Participant join. Notwithstanding the foregoing, Participants are responsible for all obligations and actual costs incurred up to the effective date of changes to participation levels.

4.2 Third Phase Agreement Funding and Participation. The Third Phase Agreement that supersedes and replaces this Agreement, if any, shall provide for reimbursement, retirement or refunding of (i) any preliminary expenditures including financing costs, architectural, engineering, surveying, soil testing, debt issuance costs, and (ii) expenditures relating to the acquisition, construction, and commissioning of the Project, of any expenditure of the Participants incurred in accordance with this Agreement, out of final long-term financing of the Project, or other funding method, including but not limited to cash payments.

4.3 Invoices. NCPA will issue an invoice to each Participant for its share of Project Costs, and all other costs for services provided in accordance with this Agreement and the Amended and Restated Facilities Agreement. Such invoice may be either the All Resources Bill or separate special invoice, as determined by NCPA. At NCPA's discretion, invoices may be issued to Participants using electronic media or physical distribution.

4.4 Payment of Invoices. All invoices delivered by NCPA (including the All Resources Bill) are due and payable thirty (30) Calendar Days after the date thereof; provided, however, that any amount due on a day other than a Business Day may be paid on the following Business Day.

4.5 Late Payments. Any amount due and not paid by a Participant in accordance with Section 4.3 shall be considered late and bear interest computed on a daily basis until paid at the lesser of (i) the per annum prime rate (or reference rate) of the Bank of America NT&SA then in effect, plus two percent (2%) or (ii) the maximum rate permitted by law.

4.6 Billing Disputes. A Participant may dispute the accuracy of any invoice issued by NCPA under this Agreement by submitting a written dispute to NCPA, within thirty (30) Calendar Days after the date of such invoice; nonetheless the Participant shall pay the full amount billed when due. If a Participant does not timely question or dispute the accuracy of any invoice in writing, then the invoice shall be deemed to be correct. Upon review of a submitted dispute, if an invoice is determined by NCPA to be incorrect, then NCPA shall issue a corrected invoice and refund any amounts that may be due to the Participant. If NCPA and the Participant fail to agree on the accuracy of an invoice within thirty (30) Calendar Days after the Participant has disputed it, then the General Manager shall promptly submit the dispute to the Commission for resolution. If the Commission and the Participant fail to agree on the accuracy of a disputed invoice within sixty (60) Calendar Days after its submission to the Commission, then the dispute may then be resolved under the mediation and arbitration procedures set forth in Section 12 of this Agreement; provided, however, that prior to resorting to either mediation or arbitration proceedings, the full amount of the disputed invoice must be paid by the Participant.

4.7 Billing Data and Examination of Books and Records.

4.7.1 Billing Data. NCPA shall make billing data available to the Participants in the All Resources Bill, or other invoice, or upon request. NCPA may also, at its sole discretion, make billing support information available to Participants using electronic media (e.g. electronic data portal). Procedures and formats for the provision of such electronic data submission may be established by the Commission from time to time. Without limiting the generality of the foregoing, NCPA may, in its reasonable discretion, require the Participants to execute a non-disclosure agreement prior to providing access to the NCPA electronic data portal.

4.7.2 Examination of Books and Records. Any Participant to this Agreement shall have the right to examine the books and records created and maintained by NCPA pursuant to this Agreement at any reasonable, mutually agreed upon time.

Section 5. Cooperation and Further Assurances. Each of the Parties agree to provide such information, execute and deliver any instruments and documents and to take such other actions as may be necessary or reasonably requested by any other Party which are consistent with the provisions of this Agreement and which do not involve the assumption of obligations other than those provided for in this Agreement, in order to give full effect to this Agreement and to carry out the intent of this Agreement. The Parties agree to cooperate and act in good faith in connection with obtaining any credit support required in order to satisfy the requirements of this Agreement.

Section 6. Participant Covenants and Defaults

6.1 Each Participant covenants and agrees: (i) to make payments to NCPA, from its Electric System Revenues, of its obligations under this Agreement as an operating expense of its Electric System; (ii) to fix the rates and charges for services provided by its Electric System, so that it will at all times have sufficient Revenues to meet the obligations of this Agreement, including the payment obligations; (iii) to make all such payments due NCPA under this Agreement whether or not there is an interruption in, interference with, or reduction or suspension of services provided under this Agreement, such payments not being subject to any reduction, whether by offset or otherwise, and regardless of whether any reasonable dispute exists; and (iv) to operate its Electric System, and the business in connection therewith, in accordance with Good Utility Practices.

6.2 Events of Default. An Event of Default under this Agreement shall exist upon the occurrence of any one or more of the following by a Participant (the “Defaulting Participant”):

(i) the failure of any Participant to make any payment in full to NCPA when due;

(ii) the failure of a Participant to perform any covenant or obligation of this Agreement where such failure is not cured within thirty (30) Calendar Days following receipt of a notice from NCPA demanding cure; provided, that this subsection shall not apply to any failure to make payments specified by subsection 6.2 (i));

(iii) if any representation or warranty of a Participant material to the services provided hereunder shall prove to have been incorrect in any material respect when made and the Participant does not cure the facts underlying such incorrect representation or warranty so that the representation or warranty becomes true and correct within thirty (30) Calendar Days after the date of receipt of notice from NCPA demanding cure; or

(iv) if a Participant is in default or in breach of any of its covenants or obligations under any other agreement with NCPA and such default or breach is not cured within the time periods specified in such agreement.

6.3 Uncontrollable Forces. A Party shall not be considered to be in default in respect of any obligation hereunder if prevented from fulfilling such obligation by reason of Uncontrollable Forces; provided, that in order to be relieved of an Event of Default due to Uncontrollable Forces, a Party affected by an Uncontrollable Force shall:

(i) first provide oral notice to the General Manager using telephone communication within two (2) Business Days after the onset of the Uncontrollable Force, and provide subsequent written notice to the General Manager and all other Parties within ten (10) Business Days after the onset of the Uncontrollable Force, describing its nature and extent, the obligations which the Party is unable to fulfill, the anticipated duration of the Uncontrollable Force, and the actions which the Party will undertake so as to remove such disability and be able to fulfill its obligations hereunder; and

(ii) use due diligence to place itself in a position to fulfill its obligations hereunder and if unable to fulfill any obligation by reason of an Uncontrollable Force such Party shall exercise due diligence to remove such disability with reasonable dispatch; provided, that nothing in this subsection shall require a Party to settle or compromise a labor dispute.

6.4 Cure of an Event of Default. An Event of Default shall be deemed cured only if such default shall be remedied or cured within the time periods specified in Section 6.2 above, as may be applicable, provided, however, upon request of the Defaulting Participant the Commission may waive the default at its sole discretion, where such waiver shall not be unreasonably withheld.

6.5 Remedies in the Event of Uncured Default. Upon the occurrence of an Event of Default which is not cured within the time limits specified in Section 6.2, without limiting other rights or remedies available under this Agreement, at law or in equity, and without constituting or resulting in a waiver, release or estoppel of any right, action or cause of action NCPA may have against the Defaulting Participant, NCPA may take any or all of the following actions:

(i) suspend the provision of services under this Agreement to such Defaulting Participant; or

(ii) demand that the Defaulting Participant provide further assurances to guarantee the correction of the default, including the collection of a surcharge or increase

in electric rates, or such other actions as may be necessary to produce necessary Revenues to correct the default.

6.6 Effect of Suspension.

6.6.1 Generally. The suspension of this Agreement will not terminate, waive, or otherwise discharge any ongoing or undischarged liabilities, credits or obligations arising from this Agreement until such liabilities, credits or obligations are satisfied in full.

6.6.2 Suspension. If performance of all or any portion of this Agreement is suspended by NCPA with respect to a Participant in accordance with subsection 6.5(i), then such Participant shall pay any and all costs incurred by NCPA as a result of such suspension including reasonable attorney's fees, the fees and expenses of other experts, including auditors and accountants, or other reasonable and necessary costs associated with such suspension and any portion of the Project Costs that were not recovered from such Participant as a result of such suspension.

Section 7. Administration of Agreement

7.1 Commission. The Commission is responsible for the administration of this Agreement. Each Participant shall be represented by its Commissioner or their designated alternate Commissioner ("Alternate") pursuant to the Joint Powers Agreement. Each Commissioner shall have authority to act for the Participant represented with respect to matters pertaining to this Agreement.

7.2 Forum. Whenever any action anticipated by this Agreement is required to be jointly taken by the Participants, such action shall be taken at regular or special meetings of the NCPA Commission.

7.3 Quorum. For purposes of acting upon matters that relate to administration of this Agreement, a quorum of the Participants shall consist of those Commissioners, or their designated Alternate, representing a numerical majority of the Participants.

7.4 Voting. Each Participant shall have the right to cast one vote with respect to matters pertaining to this Agreement. A unanimous vote of all Participants shall be required for action regarding any Transfer of Rights as described in Section 8 of this Agreement. For all other matters pertaining to this Agreement, a majority vote of the Participants shall be required for action; provided, however, upon the demand of any Participant the vote shall be by Project Participation Percentage and sixty five percent (65.00%) or greater affirmative vote shall be required to take action.

Section 8. Transfer of Rights by Participants

8.1 A Participant has the right to make transfers, sales, assignments and exchanges (collectively "Transfer of Rights") of any portion of its Project Participation Percentage and rights thereto, subject to the approval provisions in Section 7.4 of this Agreement. If a Participant desires to transfer all or a portion of its Project Participation Percentage for a specific time interval, or permanently, then NCPA will, if requested by

such Participant, use its best efforts to effectuate the Transfer or Rights for the applicable portion of the Participant's Project Participation Percentage.

8.2 Unless otherwise set forth in this Agreement, before a Participant may request a Transfer of Rights for all or a portion of its Project Participation Percentage pursuant to Section 8.1 to any person or entity other than a Participant, it shall give all other Participants the right to purchase the Project Participation Percentage on the same terms and conditions ("Participant First Right of Refusal"). Before a Participant may transfer all or a portion of its Project Participation Percentage pursuant to Section 8.1 to any person or entity other than a Member, it shall give all Members the right to purchase the Project Participation Percentage on the same terms and conditions ("Member First Right of Refusal"). If a Participant exercises its Participant First Right of Refusal or a Member exercises its Member First Right of Refusal pursuant to this Section 8.2, a Participant or Member shall exercise its respective First Right of Refusal within thirty (30) days of receipt of notice of said proposed Transfer of Rights from the transferring Participant; provided, however the transferring Participant may grant additional time for a Participant or Member to receive any required approvals from its jurisdictional authority to complete a Transfer of Rights at its sole discretion.

No Transfer of Rights shall relieve a Participant of any of its obligations under this Agreement except to the extent that NCPA receives payment of these

obligations from a transferee, or the transferee assumes all obligations under this agreement from the transferring Participant.

Section 9. Term and Termination. This Agreement shall become effective when it has been duly executed by all Participants, and delivered to and executed by NCPA (the “Effective Date”). NCPA shall notify all Participants in writing of the Effective Date. This Agreement shall commence on the Effective Date and shall continue until the Agreement terminates, which shall occur when:

9.1 All activities pursuant to this Agreement are terminated by NCPA in its discretion; or

9.2 Upon the effective date of a Third Phase Agreement with one or more Participants for the Project, or

9.3 Upon nine years and eleven months after the Effective Date.

Section 10. Withdrawal of Participants. No Participant may withdraw from this Agreement except as otherwise provided for herein.

Section 11. Settlement of Disputes and Arbitration. The Parties agree to make best efforts to settle all disputes among themselves connected with this Agreement as a matter of normal business under this Agreement. The procedures set forth in Section 10 of the Power Management and Administrative Services Agreement shall apply to all disputes that cannot be settled by the Participants themselves; provided, that the provisions of Section 4.5 shall first apply to all disputes involving invoices prepared by NCPA.

Section 12. Miscellaneous

12.1 Confidentiality. The Parties will keep confidential all confidential or trade secret information made available to them in connection with this Agreement, to the extent possible, consistent with applicable laws, including the California Public Records Act. Confidential or trade secret information shall be marked or expressly identified as such.

If a Party ("Receiving Party") receives a request from a Third Party for access to, or inspection, disclosure or copying of, any other Party's (the "Supplying Party") confidential data or information, which the Receiving Party has possession of ("Disclosure Request"), then the Receiving Party shall provide notice and a copy of the Disclosure Request to the Supplying Party within three (3) Business Days after receipt of the Disclosure Request. Within three (3) Business Days after receipt of such notice, the Supplying Party shall provide notice to the Receiving Party either:

(i) that the Supplying Party believes there are reasonable legal grounds for denying or objecting to the Disclosure Request, and the Supplying Party requests the Receiving Party to deny or object to the Disclosure Request with respect to identified confidential information. In such case, the Receiving Party shall deny the Disclosure Request and the Supplying Party shall defend the denial of the Disclosure Request at its sole cost, and it shall indemnify the Receiving Party for all costs associated with denying or objecting to the Disclosure Request. Such indemnification by the Supplying Party of the Receiving Party shall include all of the Receiving Party's costs reasonably incurred with

respect to denial of or objection to the Disclosure Request, including but not limited to costs, penalties, and the Receiving Party's attorney's fees; or

(ii) that the Receiving Party may grant the Disclosure Request without any liability by the Receiving Party to the Supplying Party.

12.2 Indemnification and Hold Harmless. Subject to the provisions of Section 12.4, each Participant agrees to indemnify, defend and hold harmless NCPA and its Members, including their respective governing boards, officials, officers, agents, and employees, from and against any and all claims, suits, losses, costs, damages, expenses and liability of any kind or nature, including reasonable attorneys' fees and the costs of litigation, including experts, to the extent caused by any acts, omissions, breach of contract, negligence (active or passive), gross negligence, recklessness, or willful misconduct of that Participant, its governing officials, officers, employees, subcontractors or agents, to the maximum extent permitted by law.

12.3 Several Liabilities. No Participant shall, in the first instance, be liable under this Agreement for the obligations of any other Participant or for the obligations of NCPA incurred on behalf of other Participants. Each Participant shall be solely responsible and liable for performance of its obligations under this Agreement, except as otherwise provided for herein. The obligation of each Participant under this Agreement is, in the first instance, a several obligation and not a joint obligation with those of the other Participants.

Notwithstanding the foregoing, the Participants acknowledge that any debts or obligations incurred by NCPA under this Agreement on behalf of any of them shall be borne solely by such Participants in proportion to their respective Project Participation Percentages, and not by non-Participant Members of NCPA, pursuant to Article IV, Section 3(b) of the Joint Powers Agreement.

In the event that a Participant should fail to pay its share of the debts or obligations incurred by NCPA as required by this Agreement, the remaining Participants shall, in proportion to their Project Participation Percentages, pay such unpaid amounts and shall be reimbursed by the Participant failing to make such payments.

12.4 No Consequential Damages. FOR ANY BREACH OF ANY PROVISION OF THIS AGREEMENT FOR WHICH AN EXPRESS REMEDY OR MEASURE OF DAMAGES IS PROVIDED IN THIS AGREEMENT, THE LIABILITY OF THE DEFAULTING PARTY SHALL BE LIMITED AS SET FORTH IN SUCH PROVISION, AND ALL OTHER DAMAGES OR REMEDIES ARE HEREBY WAIVED. IF NO REMEDY OR MEASURE OF DAMAGE IS EXPRESSLY PROVIDED, THE LIABILITY OF THE DEFAULTING PARTY SHALL BE LIMITED TO ACTUAL DAMAGES ONLY AND ALL OTHER DAMAGES AND REMEDIES ARE HEREBY WAIVED. IN NO EVENT SHALL NCPA OR ANY PARTICIPANT OR THEIR RESPECTIVE SUCCESSORS, ASSIGNS, REPRESENTATIVES, DIRECTORS, OFFICERS, AGENTS, OR EMPLOYEES BE LIABLE FOR ANY LOST PROFITS, CONSEQUENTIAL, SPECIAL, EXEMPLARY, INDIRECT, PUNITIVE, OR

INCIDENTAL LOSSES OR DAMAGES, INCLUDING LOSS OF USE, LOSS OF GOODWILL, LOST REVENUES, LOSS OF PROFIT OR LOSS OF CONTRACTS EVEN IF SUCH PARTY HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES, AND NCPA AND EACH PARTICIPANT EACH HEREBY WAIVES SUCH CLAIMS AND RELEASES EACH OTHER AND EACH OF SUCH PERSONS FROM ANY SUCH LIABILITY.

The Parties acknowledge that California Civil Code section 1542 provides that: "A general release does not extend to claims which the creditor does not know or suspect to exist in his or her favor at the time of executing the release, which if known by him or her must have materially affected his or her settlement with the debtor." The Parties waive the provisions of section 1542, or other similar provisions of law, and intend that the waiver and release provided by this Section of this Agreement shall be fully enforceable despite its reference to future or unknown claims.

12.5 Waiver. No waiver of the performance by a Party of any obligation under this Agreement with respect to any default or any other matter arising in connection with this Agreement shall be effective unless given by the Commission or the governing body of a Participant, as applicable. Any such waiver by the Commission in any particular instance shall not be deemed a waiver with respect to any subsequent performance, default or matter.

12.6 Amendments.

12.6.1 Amendments in General. Except where this Agreement specifically provides otherwise, this Agreement may be amended only by written instrument executed by the Parties with the same formality as this Agreement.

12.6.2 Approval and Amendment of Exhibits. Any amendment to Exhibit B attached hereto shall take effect after being approved by the Commission in a manner consistent with the voting procedures set forth in Section 7.4 of this Agreement, without the requirement of an approval of the individual Participants' governing bodies.

12.7 Assignment of Agreement.

12.7.1 Binding Upon Successors. This Agreement shall inure to the benefit of and shall be binding upon the respective successors and assignees of the Parties to this Agreement.

12.7.2 No Assignment. Neither this Agreement, nor any interest herein, shall be transferred or assigned by a Party hereto except with the consent in writing of the other Parties hereto, which consent shall not be unreasonably withheld.

12.8 Severability. In the event that any of the terms, covenants or conditions of this Agreement or the application of any such term, covenant or condition, shall be held invalid as to any person or circumstance by any court having jurisdiction, all other terms, covenants or conditions of this Agreement and their application shall not be affected

thereby, but shall remain in force and effect unless the court holds that such provisions are not severable from all other provisions of this Agreement.

12.9 Governing Law. This Agreement shall be interpreted, governed by, and construed under the laws of the State of California.

12.10 Headings. All indices, titles, subject headings, section titles and similar items are provided for the purpose of convenience and are not intended to be inclusive, definitive, or affect the meaning of the contents of this Agreement or the scope thereof.

12.11 Notices. Any notice, demand or request required or authorized by this Agreement to be given to any Party shall be in writing, and shall either be personally delivered to a Participant's Commissioner or Alternate, and to the General Manager, or shall be transmitted to the Participant and the General Manager at the addresses shown on the signature pages hereof. The designation of such addresses may be changed at any time by written notice given to the General Manager who shall thereupon give written notice of such change to each Participant. All such notices shall be deemed delivered when personally delivered, two (2) Business Days after deposit in the United States mail first class postage prepaid, or on the first Business Day following delivery through electronic communication.

12.12 Warranty of Authority. Each Party represents and warrants that it has been duly authorized by all requisite approval and action to execute and deliver this Agreement and that this Agreement is a binding, legal, and valid agreement enforceable in accordance

with its terms. Upon execution of this Agreement, each Participant shall deliver to NCPA a resolution of the governing body of such Participant evidencing approval of and authority to enter into this Agreement.

12.13 Counterparts. This Agreement may be executed in any number of counterparts, and each executed counterpart shall have the same force and effect as an original instrument and as if all the signatories to all of the counterparts had signed the same instrument. Any signature page of this Agreement may be detached from any counterpart of this Agreement without impairing the legal effect of any signatures thereon, and may be attached to another counterpart of this Agreement identical in form hereto but having attached to it one or more signature pages.

12.14 Venue. In the event that a Party brings any action under this Agreement, the Parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of Placer or in the United States District Court for the Eastern District of California.

12.15 Attorneys' Fees. If a Party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provisions of this Agreement, then each Party shall bear its own fees and costs, including attorneys' fees, associated with the action.

12.16 Counsel Representation. Pursuant to the provisions of California Civil Code Section 1717 (a), each of the Parties were represented by counsel in the negotiation and

execution of this Agreement and no one Party is the author of this Agreement or any of its subparts. Those terms of this Agreement which dictate the responsibility for bearing any attorney's fees incurred in arbitration, litigation or settlement in a manner inconsistent with the provisions of Section 13.2 were intentionally so drafted by the Parties, and any ambiguities in this Agreement shall not be interpreted for or against a Party by reason of that Party being the author of the provision.

12.17 No Third Party Beneficiaries. Nothing contained in this Agreement is intended by the Parties, nor shall any provision of this Agreement be deemed or construed by the Parties, by any third person or any Third Parties, to be for the benefit of any Third Party, nor shall any Third Party have any right to enforce any provision of this Agreement or be entitled to damages for any breach by the Parties of any of the provisions of this Agreement.

IN WITNESS WHEREOF, NCPA and each Participant have, by the signature of its duly authorized representative shown below, executed and delivered a counterpart of this Agreement.

NORTHERN CALIFORNIA
POWER AGENCY
651 Commerce Drive
Roseville, CA 95678

CITY OF LODI
221 W. Pine Street
Lodi, CA 95240

By: Randy S. Howard
Title: General Manager
Date: _____

By: _____
Title: _____
Date: _____

Approved as to form:

Approved as to form:

By: Jane E. Luckhardt
Its: General Counsel
Date: _____

By: _____
Its: City Attorney
Date: _____

Attestation (if applicable):

Attestation (if applicable)

By: _____
Its: _____
Date: _____

By: _____
Its: _____
Date: _____

CITY OF LOMPOC
100 Civic Center Plaza
Lompoc, CA 93436

CITY OF ROSEVILLE
2090 Hilltop Circle
Roseville, CA 95747

By: _____
Title: _____
Date: _____

By: _____
Title: _____
Date: _____

Approved as to form:

Approved as to form:

By: _____
Its: City Attorney
Date: _____

By: _____
Its: City Attorney
Date: _____

Attestation (if applicable)

Attestation (if applicable)

By: _____
Its: _____
Date: _____

By: _____
Its: _____
Date: _____

EXHIBIT A
PROJECT PARTICIPATION PERCENTAGES

The following is the list of Participants who are signatory to this Agreement, and their respective Project Participation Percentage share of the Project:

Participant	Project Participation Percentage	Project Participation MW
City of Lodi	45.892%	22.90
City of Lompoc	10.020%	5.00
City of Roseville	44.088%	22.00
Total	100.000%	49.90

EXHIBIT B

Second Phase Agreement Activities

Pursuant to this Agreement and this Exhibit B, NCPA shall perform the following Second Phase Agreement Activities on behalf of the Participants to support development of the Project. The estimated Project Cost for each Second Phase Agreement Activities is listed herein, but such estimated Project Cost line items are subject to change based on actual costs incurred by NCPA.

Second Phase Agreement Activities	Estimated Project Cost
Owner Engineers	\$ 1,054,376
Interconnection Repower Study	\$ 50,000
Plans and Designs	\$ 464,887
Engine and Controls	\$ 1,800,000
Retrofit Exhaust Package	\$ 955,000
Balance of Plant (BOP), Control, and Electric Inlet Heater/Chillers	\$ 294,700
California Environmental Quality Act (CEQA) Consultant	\$ 100,000
Legal Consultant	\$ 100,000
Document Control Consultant	\$ 100,000
Air Permit Consultant	\$ 100,000
Green House Gas Offset Consultant	\$ 100,000
Total Estimated Project Costs	\$ 5,118,964



COUNCIL COMMUNICATION

CC #: 3730
File #: 0800-02

Title: Construction Management and Inspection Services for Aquifer Storage and Recovery Wells 13 (Campus Oaks) and 19 (Misty Woods) Project - Professional Services Agreement
Contact: Keith Schmidt 916-746-1194 kjschmidt@roseville.ca.us

Meeting Date: 2/5/2025
Item #: 6.8.

RECOMMENDATION TO COUNCIL

Staff recommends that City Council adopt a resolution to approve a professional services agreement with Brown and Caldwell for the Aquifer Storage and Recovery Wells 13 Campus Oaks and 19 Misty Wood Project in the amount of \$1,793,516 and authorize the City Manager to execute it on behalf of the City.

BACKGROUND

The City is actively implementing the Aquifer Storage and Recovery (ASR) Program, which involves construction of ASR wells capable of both water recharge and groundwater extraction. The next two wells for development are the Campus Oaks (Well 13) and Misty Wood (Well 19) ASR wells. The City drilled the wells in 2023 and completed design of the remaining well improvements, including pumping system, buildings, and site grading and paving in 2024.

The project's development is planned in stages as follows:

- Winter 2024/25: Issue a Request for Proposals to construct the well buildings, pumping and control systems, and site security infrastructure
- Spring 2025 through Summer 2026: Construct the facilities and conduct startup

On August 13, 2024, staff released a Request for Proposals (RFP) for Construction Management and Inspection services. On September 11, 2024, six (6) firms proposed on the Project. The proposals were evaluated by Environmental Utilities Department staff and ranked based on the criteria specified in the RFP No. 08-141. Staff determined the Brown and Caldwell proposal provided the best value based on the evaluation criteria of the RFP. A copy of Brown and Caldwell's Professional Services Agreement (Exhibit A) is attached. Staff intends to return to City Council at a later date to award the construction contract.

FISCAL IMPACT

The Aquifer Storage and Recovery Wells 13 Campus Oaks and 19 Misty Wood Project is funded by the Water Construction Fund and grant funding from the State's Natural Resources Agency and Department of Water Resources. City participation in the grant funding agreement was approved by Council on September 20, 2023. The grant is administered by the Regional Water Authority (RWA), a joint powers authority the City is a member of, as part of a larger American River Terms for Ecosystem Support and Infrastructure Assistance Needs (ARTESIAN) Project.

The ARTESIAN grant provides this project with \$8,010,000 in grant funding to be utilized by December 31, 2025. This project will utilize grant money first for both construction and construction management until those funds are expended, then will utilize funds available in the City's Water Construction Fund. The proposed \$1,793,516 Construction Management and Inspection agreement was an anticipated cost when establishing the project's \$16,625,865 budget.

ENVIRONMENTAL REVIEW

Project level CEQA compliance for the Campus Oaks ASR well project was accomplished with the preparation of the Hewlett Packard Master Plan EIR and subsequent CEQA addendums for the Campus Oaks Master Plan (SCH No.1995112022). Additionally, both proposed well sites were evaluated in the Aquifer Storage and Recovery (ASR) Program Draft and Final EIR certified in 2012 (SCH 2009072018), and the Supplement to the ASR Final EIR (certified December 17, 2020). Because the action is consistent with the projects evaluated in the previously certified and adopted CEQA documents, no new affects would be expected to occur and all applicable mitigation measures from the CEQA documents will be implemented. As such, no additional CEQA action is required at this time.

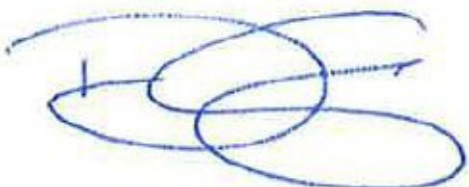
CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Goal F – Invest in well-planned infrastructure and growth

Respectfully Submitted,

Keith Schmidt, Senior Engineer

Sean Bigley, Environmental Utilities Director

A handwritten signature in blue ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution 25-018

Agreement

Vicinity Map

RESOLUTION NO. 25-018

APPROVING A PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND BROWN AND CALDWELL, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, a professional services agreement for Construction Management and Inspection Services for Aquifer Storage and Recovery Wells 13 (Campus Oaks) and 19 (Misty Woods) project, by and between the City of Roseville and Brown and Caldwell, has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said professional services agreement is hereby approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk

PROFESSIONAL SERVICES AGREEMENT

Construction Management and Inspection Services

Aquifer Storage and Recovery Wells 13 (Campus Oaks) and 19 (Misty Woods) Project

THIS AGREEMENT is made and entered into this ____ day of _____, 20____,
by and between the City of Roseville, a municipal corporation (“CITY”), and Brown and
Caldwell, a California corporation (“CONSULTANT”); and

W I T N E S S E T H:

WHEREAS, CITY desires professional services consisting of construction management
and inspection services for the Aquifer Storage and Recovery Wells 13 (Campus Oaks) and 19
(Misty Woods) Project; and

WHEREAS, CONSULTANT has prepared a proposal dated November 14, 2024, which
describes the scope of work to be performed by CONSULTANT, the budget for the work, and
the schedule for performance of the work; and

WHEREAS, CONSULTANT is qualified and experienced to provide such professional
services.

NOW, THEREFORE, the parties agree as follows:

1. Services. CONSULTANT shall perform, at the direction of CITY, the scope of
services as described in EXHIBIT “A,” attached hereto and incorporated herein by this
reference.

2. Compensation. For its services provided hereunder, CONSULTANT shall be compensated on a time and expense basis in accordance with the budget estimate as described in EXHIBIT “B,” attached hereto and incorporated herein by this reference. Total compensation shall not exceed one million, seven hundred ninety-three thousand, five hundred sixteen dollars (\$1,793,516).

CONSULTANT shall submit one monthly invoice for its services. Such invoices shall be delineated by task, the person performing the services, and the hourly rate, which shall be stated in time increments of not greater than one tenth (1/10) hours. CITY shall pay invoices within thirty (30) days after receipt, if the services specified in the invoice have been satisfactorily completed.

3. Indemnification. To the fullest extent allowed by law, CONSULTANT agrees to indemnify, including the cost to defend CITY, and its officers, agents, employees and volunteers from any claims, demands, costs or liability that arise out of, or pertain to or relate to the negligence, recklessness, or willful misconduct of CONSULTANT and its agents in the performance of services under this contract, but this indemnity does not apply to liability for damages for death or bodily injury to persons, injury to property, or other loss, arising from the sole negligence, willful misconduct or defects in design by CITY or the agents, servants, or independent contractors who are directly responsible to CITY, or arising from the active negligence of CITY. Notwithstanding any terms of this section, indemnification and defense obligations shall conform to California Civil Code Section 2782.8.

CONSULTANT agrees to defend and indemnify CITY if, despite the parties

intent and practice, any venue, agency, or court with competent jurisdiction determines that CONSULTANT and/or any of its agents, officers, employees, volunteers, independent contractors, or subcontractors, are characterized as employee(s) of CITY.

CONSULTANT's responsibility for such defense and indemnity obligations shall survive the termination or completion of this Agreement for the full period of time allowed by law. The defense and indemnity obligations of this Agreement are undertaken in addition to, and shall not in any way be limited by, the insurance obligations contained in this Agreement.

4. Insurance. CONSULTANT agrees to continuously maintain, in full force and effect, the following minimum policies of insurance during the term of this Agreement.

<u>COVERAGE</u>	<u>LIMITS OF LIABILITY</u>
Workers' Compensation	Statutory
Commercial General Liability	\$1,000,000 each occurrence \$2,000,000 aggregate Personal Injury: \$1,000,000 each occurrence \$2,000,000 aggregate
Automobile Liability	\$1,000,000 combined single limit
Professional Liability (errors and omissions)	\$1,000,000 per claim \$2,000,000 aggregate

a. Form. CONSULTANT shall submit a certificate evidencing such coverage for the period covered by this Agreement in a form satisfactory to Risk Management and the City Attorney, prior to undertaking any work hereunder. Any insurance written on a claims made basis is subject to the approval of Risk Management and the City Attorney.

b. Additional Insureds. CONSULTANT shall also provide a separate endorsement form or section of the policy showing CITY, its officers, agents, employees and volunteers as additional

insureds for each type of coverage, except for Workers' Compensation and Professional Liability. Such insurance shall specifically cover the contractual liability of CONSULTANT. The additional insured coverage under the CONSULTANT's policy shall be primary and noncontributory, as evidenced by a separate endorsement or section of the policy, and shall not seek contribution from CITY's insurance or self-insurance. In addition, the additional insured coverage shall be at least as broad as the Insurance Services Office ("ISO") CG 20 01 Endorsement. Any available insurance proceeds in excess of the specified minimum insurance coverage requirements and limits shall be available to the additional insureds. Furthermore, the requirements for coverage and limits shall be: (1) the minimum coverage and limits specified in this Agreement; or (2) the full coverage and maximum limits of any insurance proceeds available to the named insureds, whichever is greater. Nothing in this section, however, requires Consultant in the absence of litigation to reveal its Commercial General and/or Excess limits beyond where insurance limits are shown above in the Coverage Limits of Liability section.

c. Cancellation/Modification. CONSULTANT shall provide ten (10) days written notice to CITY prior to cancellation or non-payment of premium any insurance required by this Agreement.

d. Umbrella/Excess Insurance. The limits of insurance required in this Agreement may be satisfied by a combination of primary and excess insurance. Any excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and noncontributory basis for the benefit of CITY (if agreed to in a written contract) before CITY's own insurance shall be called upon to protect it as a named insured.

e. Subcontractors. CONSULTANT agrees to include in its contracts with all subcontractors the same requirements and provisions of this Agreement, including the indemnity and insurance requirements, to the extent they apply to the scope of the subcontractor's work. Furthermore, CONSULTANT shall require its subcontractors to agree to be bound to CONSULTANT and CITY in the same manner and to the same extent as CONSULTANT is bound to CITY under this Agreement. Additionally, CONSULTANT shall obligate its subcontractors to comply with these same provisions with respect to any tertiary subcontractor, regardless of tier. A copy of CITY's indemnity and insurance provisions will be furnished to the subcontractor or tertiary subcontractor upon request.

f. Self-Insured Retentions. All self-insured retentions ("SIR") must be disclosed to Risk Management for approval and shall not reduce the limits of liability. Policies containing any SIR provision shall provide or be endorsed to provide that the SIR may be satisfied by either the named insured or CITY. CITY reserves the right to obtain full copies of any insurance policy, with confidential information redacted. The failure to exercise this right shall not constitute a waiver of such right.

g. Waiver of Subrogation. CONSULTANT hereby agrees to waive subrogation which any insurer of CONSULTANT may acquire from CONSULTANT by virtue of the payment of any loss under a Workers Compensation, Commercial General Liability or Automobile Liability policy. All Workers Compensation, Commercial General Liability and Automobile Liability policies shall be endorsed with a waiver of subrogation in favor of CITY, its officers, agents, employees and volunteers for all work performed by CONSULTANT, its employees, agents and subcontractors.

h. Liability/Remedies. Insurance coverage in the minimum amounts set forth herein shall not be construed to relieve CONSULTANT of liability in excess of such coverage, nor shall it preclude CITY from taking such other actions as are available to it under any other provisions of this Agreement or law.

5. Records. CONSULTANT and its subcontractors shall maintain all files and records relating to the services performed hereunder during the term of this Agreement and for a period of not less than one (1) year after the date of termination or expiration. Provided, however, that in the event of litigation or settlement of claims arising from the performance of this Agreement, CONSULTANT and its subcontractors shall maintain all files and records until such litigation, appeals or claims are resolved. Duly authorized representatives of CITY shall have right of access during normal business hours and after reasonable notice to CONSULTANT's and subcontractors' files and records relating to the services performed hereunder and may review and copy the files and records at appropriate stages during performance of the services and during the one (1) year period following termination or expiration of this Agreement. CONSULTANT shall include this provision in its contracts with all subcontractors.

6. Time is of the Essence. Time is of the essence of this Agreement. CONSULTANT shall not be responsible for delays caused by circumstances beyond its reasonable control, including, but not limited to (1) strikes, lockouts, work slowdowns or stoppages, or accidents, (2) acts of God, (3) failure of CITY to furnish timely information, and (4) faulty performance or nonperformance by CITY, CITY's independent consultants or contractors, or by governmental agencies. CONSULTANT shall not be liable for damages

arising out of any such delay, nor shall the CONSULTANT be deemed to be in breach of this Agreement as a result thereof.

7. Prevailing Wages. When applicable, for purposes of this Agreement, CONSULTANT and its subcontractors shall comply with all applicable prevailing wage laws, e.g., but not limited to, California Labor Code Sections 1770 et seq. In accordance with said Section 1775, CONSULTANT shall forfeit as a penalty to the City two hundred dollars (\$200) for each calendar day or portion thereof for each worker paid less than the prevailing rates for such work or craft in which such worker is employed for any work done on-site under the Agreement by CONSULTANT or by any subcontractor in violation of the provisions of the Labor Code and in particular, Labor Code Sections 1770 to 1780, inclusive. In addition to said penalty and pursuant to said Section 1775, the difference between such stipulated prevailing wage rates and the amount paid to each worker for each calendar day or portion thereof for which each worker was paid less than the stipulated prevailing wage shall be paid to each worker by CONSULTANT or the applicable subcontractor.

Pursuant to the provisions of California Labor Code Section 1773, the contracting department has identified the source, stated below, of the general prevailing rate of wages applicable to the site to be done, for straight time, overtime, and holiday work. The holiday wage rate listed shall be applicable to all holidays recognized in the collective bargaining agreement of the particular craft, classification or type of worker concerned. These wage rates may be obtained from the State Department of Industrial Relations and/or the following website address: <http://www.dir.ca.gov/dlsr/DPreWageDetermination.htm>.

Pursuant to Labor Code Section 1773.2, general prevailing wage rates set forth above, which forms a part of this Agreement, shall be posted by CONSULTANT at a prominent place at

the work site. Prevailing wage rates to be posted at the work site will be furnished by the contracting department. The possibility of wage increases is one of the elements to be considered by CONSULTANT in determining its proposal and will not under any circumstances be considered as the basis of a claim against CITY or the Agreement.

8. Compliance with Laws. CONSULTANT shall comply with all federal, state and local laws, ordinances and policies as may be applicable to the performance of services under this Agreement.

9. Ability to Perform. CONSULTANT agrees and represents that it has the time, ability and professional expertise to perform the services required under this Agreement in accordance with generally accepted engineering principles and practices in effect at the time services are rendered.

10. Public Contracts: Conflicts of Interest. CONSULTANT's duties and services under this Agreement shall not include preparing or assisting CITY with any portion of the CITY's preparation of a request for proposals, request for qualifications, or any other solicitation regarding a subsequent or additional contract with CITY. CITY shall at all times retain responsibility for public contracting, including with respect to any subsequent phase of this project. CONSULTANT's participation in the planning, discussions, or drawing of project plans or specifications shall be limited to conceptual, preliminary, or initial plans or specifications. CONSULTANT shall cooperate with CITY to ensure that all bidders for a subsequent contract on any subsequent phase of this project have access to the same information, including all conceptual, preliminary, or initial plans or specifications prepared by CONSULTANT pursuant to this Agreement.

11. Governing Agreement. In the event of any conflict between this Agreement and its EXHIBITS, the provisions of this Agreement shall govern. In the event of any conflict between any of the EXHIBITS, the provisions of the first in order of attachment shall govern.

12. The Levine Act Disclosure. The Levine Act (Govt. Code, Section 84308) requires a Party (and its agent(s), if any) to a Proceeding before the City of Roseville that involves any action or consideration related to their contract, license, permit, or other entitlement for use, to disclose any campaign contributions made to CITY elected or appointed officers totaling more than \$250 within the twelve (12) months prior to the CITY decision and while a proceeding is pending, and includes certain prohibitions on contribution activity thereafter. If applicable campaign contributions have been made by CONSULTANT and/or its agent(s), CONSULTANT is responsible for compliance, including for its disclosure obligations, if any, as further described at:

https://www.roseville.ca.us/government/departments/city_clerk/transparency/levine_act .

13. Assignment. CONSULTANT is employed to perform unique personal services. CONSULTANT shall not assign this Agreement without the prior written consent of CITY. CONSULTANT shall not employ or otherwise incur any obligation to pay other specialists or experts for services in connection with this Agreement, without prior written consent of CITY.

14. Independent Contractor. CONSULTANT, inclusive of its agents, officers, employees, volunteers, independent contractors, and subcontractors, shall act as an independent contractor, and covenants and agrees that it will conduct itself consistent with such status, that it will neither hold itself out as, nor claim to be, an officer or employee of CITY by reason of this Agreement.

CONSULTANT and CITY agree that: (a) CONSULTANT is free from the control and direction of CITY in connection with the performance of the work; (b) CONSULTANT is providing services directly to CITY; (c) CONSULTANT has and will maintain at all relevant times a business license; (d) CONSULTANT maintains a business location that is separate from CITY; (e) CONSULTANT is customarily engaged in an independently established business of the same nature as that involved in the work performed hereunder; (f) CONSULTANT actually contracts with other businesses to provide the same or similar services and maintains a clientele without restrictions from CITY; (g) CONSULTANT advertises and holds itself out to the public as available to provide the same or similar services; (h) CONSULTANT provides its own tools, vehicles, and equipment to perform the services; (i) CONSULTANT has negotiated its own rates; (j) CONSULTANT set its own hours and location of work in accomplishing CITY's on-call needs; and (k) CONSULTANT has the right to control the manner and means of accomplishing the result desired and exercises its own expert independent judgement.

15. Representations and Warranties. CONSULTANT warrants that it has not employed or retained any company or person, other than a bona fide employee working for CONSULTANT, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift or any other consideration, contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, CITY shall have the right to terminate as void this Agreement, without liability, or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

16. Successors in Interest. This Agreement shall be binding upon the heirs, successors, executors, administrators and assigns of the respective parties hereto.

17. Copyright, Ownership and Use of Materials. All tangible material (“Material”) created or delivered pursuant to this Agreement is considered a work made for hire under the Copyright Act. To the extent such Material does not qualify as a work made for hire, CONSULTANT hereby assigns to CITY all right, title, and interest, including but not limited to all copyrights, in all Material created by CONSULTANT in its performance under this Agreement. Material constitutes the scope of work outlined in Exhibit A and attached hereto, and all written and other tangible expressions, including but not limited to, drawings (including computer aided drawings), papers, documents, reports, surveys, renderings, exhibits, sketches, maps, models, prints, paintings or photographs, in any and all media or formats in which such materials have been created or are maintained. All Material furnished by CONSULTANT is, and shall remain, the property of CITY after payment to CONSULTANT.

CONSULTANT shall execute any documents necessary to effectuate such assignment. In the event that CONSULTANT uses, employs, designates, or retains any person or entity who is not an employee of CONSULTANT, to perform any work required of it pursuant to this Agreement, CONSULTANT shall require said person or entity to execute an agreement containing the preceding paragraph.

18. Termination of Agreement. The City may terminate this Agreement without cause by giving CONSULTANT ten (10) days advance written notice from the City Manager. CONSULTANT may terminate this Agreement without cause by giving CITY thirty (30) days advance written notice. In the event of termination through no fault of CONSULTANT, CITY shall compensate CONSULTANT for services performed as of the date of termination, upon the

release to CITY of all Material hereunder, in any and all media or formats in which such materials have been created or are maintained. CITY retains the right to receive and use any Material, notwithstanding any termination or any dispute regarding the amount to be paid.

19. Attorney's Fees; Venue; Governing Law. If either party commences any legal action against the other party arising out of this Agreement or the performance hereof, the prevailing party in such action shall be entitled to recover its reasonable litigation expenses, including but not limited to, court costs, expert witness fees, discovery expenses, and attorney's fees. Any action arising out of this Agreement shall be brought in Placer County, California, regardless of where else venue may lie. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

20. Modification. This Agreement and each provision contained herein may be waived, amended, supplemented or eliminated only by mutual written agreement of the parties.

21. Severability. If any of the provisions contained in this Agreement are for any reason held invalid or unenforceable, such holding shall not affect the remaining provisions or the validity and enforceability of the Agreement as a whole.

22. Notices. Any notices to parties required by this Agreement shall be delivered personally or mailed, U.S. first class postage prepaid, addressed as follows:

CITY OF ROSEVILLE

Keith Schmidt
Senior Engineer
2005 Hilltop Circle
Roseville, CA 95747

CONSULTANT

Elizabeth Durazo
Director of Construction Management
11020 White Rock Road, Suite 200
Rancho Cordova, CA 95670

Either party may amend its address for notice by giving notice to the other party in writing.

23. Services During Construction. The presence of Consultant's personnel at the construction site, whether as on-site representative, resident engineer, construction manager, or otherwise, does not make CONSULTANT responsible for those duties that belong to the CITY and/or construction contractors or others, and does not relieve construction contractors or others of their obligations, duties, and responsibilities, including, but not limited to, construction methods, means, techniques, sequences, and procedures necessary for completing all portions of the construction work in accordance with the contract documents, any health or safety programs and precautions required by such construction work, and any compliance with applicable laws and regulations. Any inspection or observation of the construction contractor's work is solely for the limited purpose of determining that the work is generally proceeding in conformance with the intent of the project specifications and contract documents. CONSULTANT makes no warranty or guarantee with respect to the performance of a construction contractor. CONSULTANT has no authority to exercise control over any construction contractor in connection with their work or health or safety programs and precautions. Except to protect CONSULTANT's own personnel and except as may be expressly required elsewhere in the scope of services, CONSULTANT has no duty to inspect, observe, correct, or report on health or safety deficiencies of the construction contractor.

24. Record (As-Built) Drawings. The CITY acknowledges that record drawings will be prepared, in part, on the basis of information compiled and furnished by others, and may not always represent the exact location, type of various components, or exact manner in which the project was finally constructed. CONSULTANT is not responsible for any errors or omissions in the information from others that are incorporated into the record drawings.

25. Shop Drawing and Submittal Review. CONSULTANT shall review shop drawings or other contractor submittals for general conformance with the intent of the contract documents. CONSULTANT shall not be required to verify dimensions, to engineer construction contractor's shop drawings or submittals, nor to coordinate shop drawings or other submittals with other shop drawings or submittals provided by contractor.

26. Reliance upon Information Provided by Others. CONSULTANT's performance of services requires CONSULTANT to rely on information provided by other parties (excepting CONSULTANT's subcontractors), CONSULTANT shall not independently verify the validity, completeness, or accuracy of such information unless otherwise expressly engaged to do so in writing by the CITY.

27. Integrated Agreement. This is an integrated agreement and contains all of the terms, considerations, understanding and promises of the parties. It shall be read as a whole.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Agreement in duplicate by its City Manager and attested to by its City Clerk under the authority of Resolution No. _____, adopted by the Council of the City of Roseville on the ____ day of _____, 20__, and CONSULTANT has caused this Agreement to be executed.

[SIGNATURES ON FOLLOWING PAGE]

CITY OF ROSEVILLE, a
municipal corporation

BROWN AND CALDWELL, a
California corporation

BY: _____
DOMINICK CASEY
City Manager

ATTEST:

BY: _____
CARMEN AVALOS
City Clerk

APPROVED AS TO FORM:

BY: _____
MICHELLE SHEIDENBERGER
City Attorney

APPROVED AS TO SUBSTANCE:

BY: SEAN BIGLEY
SEAN BIGLEY
Environmental Utilities Director

BY: Adam J. Ross
its: Vice President

and
BY: Rhonda D. Smith
its: Corporate Secretary

EXHIBIT “A”



Scope of Work

City of Roseville - Aquifer Storage and Recovery Wells 13 and 19 Construction Management and Inspection Services

November 14, 2024

Scope of Work

Brown and Caldwell (Consultant) has prepared the following draft scope of work in response to the City of Roseville's (City) request for proposal (RFP) based on Consultant's understanding of the Aquifer Storage and Recovery Wells 13 (Campus Oaks) and 19 (Misty Woods) Project. This construction project will be executed using the Design-Assist delivery method and contractor notice to proceed is anticipated January 2025. The construction management (CM) notice to proceed (i.e. commencement of services) is anticipated on November 11, 2024, and services are anticipated to be provided for 18 months through May 11, 2026. Grant funding for this project must be used by December 31, 2025. Specific assumptions related to individual tasks are included with this scope. Consultant will provide services to the limit of the Task budgets. Consultant reserves the right to transfer budget between tasks.

Consultant services will include construction management, project management, constructability reviews, construction contract administration, change management, field inspection, materials testing and specialty inspection, startup, and post construction services.

Phase 1 // Construction Management / Project Management

Task 1.1 // Monthly Project Management Invoicing

Consultant will prepare and submit a monthly cover letter to the City's Project Manager (PM) concurrent with our monthly invoice. These reports summarize the construction management tasks completed in the current period and budget status. Consultant PM will supervise and provide direction to Consultant staff and provide administration, project controls, quality assurance, and professional oversight for Consultant's services on the Project. Consultant will manage the quality assurance/quality control (QA/QC) review of Consultant's work products and oversee daily management of scope, deliverables, schedule, and budget.

Per Consultant's internal management protocols, Consultant will prepare a Project Management Plan that will include a Quality Management Plan and prepare and maintain a Field Work Safety Plan.

Deliverables:

- Monthly report and CM invoices in PDF format.
- Project Management and Quality Management Plans in PDF format.

Assumptions:

- Up to 18 monthly invoices
- Up to 16 hours is provided for the Quality Management Plan.

Task 1.2// Funding Reports

Consultant will prepare the Quarterly Progress Reports, the Project Completion Report, and the Final Inspection and Certification required by the State's funding agency (California Department of Water Resources (DWR)) and per Item 4.2 of the RFP. Quarterly Progress Reports shall, in part, provide a brief description of the work performed, Funding Recipients activities, milestones achieved, any accomplishments and any problems encountered in the performance of the work under this Funding Agreement during the reporting period

Deliverables:

- Four (4) Quarterly Progress Reports in PDF format per funding agency requirements.
- One (1) Project Completion Report in PDF format within 90 days of Project completion.
- Final Inspection and Certification by California Registered Engineer in PDF format.

Assumptions:

- Consultant has assumed each Quarterly Progress Report to take no more than 8 hours.
- Consultant has assumed the Project Completion Report to take no more than 16 hours.
- Consultant has assumed the Final Inspection and Certification to take no more than 8 hours.

Task 1.3 // Schedule Evaluation

Consultant will review and evaluate the contractor's construction schedule including updates and revisions in accordance with the Contract Documents. This evaluation includes soliciting design engineer and City staff for comments. After acceptance of the baseline schedule, Consultant will conduct monthly reviews of the contractor's schedule updates reviewing progress and identifying variances that require addressing by the Contractor. Consultant anticipates that the contractor will submit electronic (P6 or MS Project) and a PDF copy for review. Consultant monthly reviews will be conducted in parallel with the Consultant review of the contractor's monthly progress payment request. When change orders are being negotiated, Consultant will evaluate the impact of change orders on the construction schedule to recommend eligible time extensions or reduction, depending upon whether there is an increase or decrease in the work.

Consultant will determine and record working days using a Caltrans-based Weekly Statement of Working Days (WSWD) form. Consultant will distribute WSWD to the contractor and allow them five working days to dispute.

Deliverables: Baseline and update schedule submittal review comments and WSWD in PDF format.

Assumptions: Consultant has assumed two (2) reviews of the baseline schedule and one review each of 12 monthly updates.

Task 1.4 // Coordination and Communication

Consultant will act as a liaison between team members to provide communications and resolutions. Consultant's CM will be the main point of contact between the contractor, the City Project Manager, and the design engineer. Consultant will interact with the contractor daily in order to be apprised of field activities, health and safety, and potential change in conditions. Consultant will conduct frequent informal communications (generally on daily basis) with City, design engineer staff, City support staff, and City public information officer. Consultant will track action items and responsible parties to proactively resolve outstanding issues, eliminating extra costs or delays.

The Consultant CM will coordinate with the Consultant inspector daily to review general progress and compliance of the work to the contract documents, discuss changes (potential and executed), current challenges, and review daily documentation.

Deliverables: Documentation of key written and oral communications via email, logs in PDF format and memorandums to file.

Assumptions:

- Consultant CM will coordinate with City PM and City public information officer to determine protocols on communication with local residence during construction. Consultant has assumed no more than 8 hours for this protocol coordination effort.
- Consultant has assumed CM will attend one (1) three (3) hour public information meeting.

Phase 2 // Constructability Review

Task 2.1 // Constructability Review

Consultant will review contract documents including the plans, specifications, geotechnical reports, engineer's estimate, project schedule, agency and utility agreements, and environmental permits. Consultant's constructability review consists of an interdisciplinary examination and consistency check of the contract documents to help identify possible conflicts that could lead to potential change orders during construction. For example, Consultant will look to see if site and schedule constraints have been identified and addressed, if geotechnical recommendations and quality controls responsibilities are integrated into the specifications, and if site piping design is in accordance with California Waterworks Standards for separation of potable and non-potable pipelines. Consultant looks for physical conflicts between mechanical, electrical, and structural elements. Consultant also looks to see if start-up, commissioning, and acceptance procedures for mechanical, electrical, and instrumentation systems are defined.

Deliverables:

- Written contract review comments and “red line” markups of plans and specifications in PDF format.

Assumptions:

- Consultant has assumed 80 hours for constructability review.
- Consultant review of draft contract documents cannot be used to assume lower or better-quality bids and/or any quantified reduction of construction costs. Consultant review cannot be used to assume or endorse the technical solution prepared by others. Consultant shall not be held responsible for review omissions that result in additional construction costs incurred during the prosecution of the Work. The responsibility and quality of the documents remains solely with the engineer of record.

Task 2.2 // Evaluate Contractor Proposals

Consultant will assist the City in evaluating contractor proposals. Consultant review considers, in part, whether work is addressed in the contractor’s schedule of values is consistent with the engineer’s estimate, contractor/vendor qualifications are reasonable, “or equals” listed are comparable, propriety or sole sourced systems include a pre-negotiated price and scope of supply, and permit requirements and mitigation measures are clearly included.

Assumptions:

- Consultant has assumed evaluating up to six (6) contractor proposals.
- Consultant has assumed spending up to four (4) hours per each contractor proposal evaluation and one (1) four (4) hour in person meeting with the City to discuss evaluations.

Phase 3 // Construction Contract Administration

Task 3.1 // Records Management

Consultant will use the City’s Procore document control software to maintain project records. Consultant will maintain project records including correspondence, minutes of meetings, requests for information (RFIs), submittals, test reports and data, certificates, permits, certified payrolls, status reports (inspector’s daily reports and monthly progress reports), photographs, proposed contract modifications (PCM), change orders, and schedules. Consultant will maintain tracking logs and provide current copies at each weekly progress meeting to each party apprised of their action items.

Assumptions:

- City to provide Consultant and contractor access to Procore.
- Consultant has assumed that Consultant CM team will upload the bid set of specifications and drawings and coordinate obtaining and entering user information into City’s Procore. Consultant has assumed no more than 16 hours for Procore project set up.

Task 3.2 // Progress Meetings

Consultant will hold a preconstruction meeting and weekly progress meetings with the City, contractor, and design engineer to review construction progress. Consultant will require the contractor to provide a 3-week look ahead schedule to facilitate discussions and planning of current and near-future activities. Consultant will review status of submittals, RFIs, change orders, field orders, and permit compliance. Consultant will discuss project health and safety, public convenience, and public outreach items. Consultant will identify critical items and assign responsible parties, specific action items and timelines to resolve items before they impact schedule or cost.

Deliverables: Weekly agenda and meeting minutes, in PDF format.

Assumptions:

- Consultant has assumed one (1) two (2) hour in person preconstruction meeting and a total of 52 one (1) hour weekly in person progress meetings. City, inspector, contractor, and design engineer will attend meetings.
- Consultant will provide current logs of submittals, RFIs, Field Orders, and PCO/CCO at weekly progress meetings.

Task 3.3 // Pay Requests

Consultant will manage, review and provide recommendations to the City for approval of monthly applications for payments. Consultant will meet with the contractor to attempt to reconcile differences between the amount requested and

Consultant's estimate of contractor's work completed during the month. Prior to final recommendation submittal to the City, Consultant will review the Contractor's as-built drawings and payroll submittals to determine if they are current.

Deliverables: Reconciled monthly progress payment applications in PDF format.

Task 3.4 // Submittal Management

Consultant will process and track submittals in Procore. Submittals determined to be reasonably complete will be transmitted to the Engineer of Record (EOR) and the City for review. Consultant will compile review comments and return the submittal to the Contractor. For submittals returned to the Contractor that require re-submittal, the re-submittal shall be retained as an action item for discussion at the weekly project meetings.

Deliverables: Collated submittal review comments in Procore and PDF copy of current submittal log in progress meeting agenda and minutes.

Assumptions: Consultant has assumed processing of up to 200 submittal documents that include: submittals, submittal resubmittals, materials certifications, draft and final O&Ms, warranties forms, O&M inserts/supplements, shop drawings, product data, test reports, etc.

Task 3.5 // RFI Management

Consultant will process and track RFIs in Procore and route the request to EOR and the City for resolution. Consultant will maintain a status log that helps us track review times so RFIs do not delay the work.

Deliverables: Collated RFI review comments in Procore and PDF copy of current RFI log in progress meeting agenda and minutes.

Assumptions: Consultant has assumed processing of up to 80 RFIs.

Task 3.6 // Revised Documents and Field Orders

Consultant will formally document and transmit changes to the Contract Documents to the Contractor. If changes originate in the field or from a RFI or submittal response, Consultant will formalize the change with a Field Order upon receiving concurrence from the EOR and the City. If changes originate from the EOR, the EOR will issue a formal design clarification that is routed through Consultant to the Contractor.

Deliverables: Copy of current field order and copy of Field Order documents in PDF format.

Task 3.7 // Record Drawings

Consultant will review contractor's marked up construction drawings monthly to compare with contractor's field changes and as-built conditions. Comparison of updated as-builts will be tied to the contractor's monthly payment request.

Deliverables: Email notifications to City on deficiencies.

Task 3.8 // Compliance

Regulatory and Health & Safety - Consultant will document the contractor's compliance with workplace safety and health standards and regulatory requirements. The contractor is solely responsible for their own health and safety standards and requirements. Consultant will coordinate with the Contractor to submit the contractor's Injury and Illness Prevention Plan. In this role, Consultant will review the Contractor's compliance with the specifications and applicable regulations and providing competent persons as defined by OSHA standards for on-site work. Consultant will inform the City of suspected safety violations and provide documentation of accidents when they occur.

Deliverables: Copy of safety violation reports in PDF format.

Permit and Mitigation Measures - Consultant will review the Contractor's compliance with the project Mitigation and Monitoring Reporting Program and required regulatory requirements and permits. Primarily this includes environmental requirements (CEQA, stream bed maintenance), SWPPP, dust and noise control. Consultant will assist the City to review the contractor's Water Pollution Control Plan (WPCP). Consultant will review the contractor's reports and inform them if reports are late or missing. Consultant Inspector will review the Contractor's inspections of BMP implementation, maintenance, and reporting in accordance with City guidelines. Consultant Inspector will monitor the Contractor's dust and noise control mitigation measures.

Deliverables: Compiled permit review comments in PDF format.

Assumptions: Contractor will provide QSD and QSP for WPCP implementation and compliance. City or EOR will provide final review of permit applications and documents.

Phase 4 // Change Management

Task 4.1 // Develop and Coordinate Change Orders

Consultant will track potential project change orders and change orders including cost tracking and the estimated versus actual project expenditures. Once a change request has been determined, change orders will be carefully evaluated to verify the reasonableness of both cost and time impacts. Change orders will be tracked and documented using Procore and will be discussed at the weekly progress meetings to confirm negotiation and pricing progress.

Deliverables: Completed change order and back-up documents for execution in the City's preferred format.

Assumptions: Consultant assumes processing up to six (6) change orders, each change order may include up to seven (7) Proposed Contract Modifications.

Task 4.2 // Review and Evaluation of Contractor Change Order Requests, Claims and Disputes

Consultant will provide change order, claim and dispute management including the identification, investigation, and estimate validity at the time each one is evident. Consultant will advise the City of the status and establish an action plan to resolve. Consultant will evaluate the merits of cost and quantum. After consulting the City, and within the specified time frames, Consultant will provide the contractor written responses of our initial assessment and recommendations. If work is disputed, Consultant will continue to track as if it were a valid claim for future negation or rebuttal. Consultant will log and track each claim, updating the log as issues and claims are resolved or change status, and provide the City and the contractor a copy at each weekly progress meeting.

Deliverables: Written evaluations and recommendations for claim resolution in PDF format.

Assumptions: Consultant has assumed that support will be provided by Consultant staff to address up to one (1) claim. Consultant has not budgeted for additional hours of specialty expertise to assist the City in handling or negotiating claims that cannot be addressed with the City's project team.

Phase 5 // Field Inspections

CONSULTANT will provide a construction inspector for the project who will be on site daily during construction activities. Consultant Inspector will coordinate materials/specialty inspections and verify compliance with the Contractor's approved Quality Control Plan. Consultant will be responsible for the following items on a daily basis:

Task 5.1 // Daily Reports

Consultant will use Procore to produce daily field inspection reports that document the contractor's work activities, labor force, equipment, and materials incorporated into the work. Document identified issues affecting work progress and safety issues. Photos of the work in progress will be used to capture daily work activities and will be included in the Procore daily reports. Inspection reports will be supported with annotated drawings and specifications.

Deliverables: Daily reports in Procore that include detailed descriptions of work activities, documentation of on-site construction staff and equipment used, material deliveries, visitors, safety violations and photos.

Assumptions:

- Review submittals, RFIs, and design clarifications to review the installation of the material/equipment being installed and design changes are accurately incorporated by the contractor.
- Daily reports will be provided only for days that Consultant Inspector is on site performing observations.
- Inspection or observation of the contractor's work is solely for the limited purpose of determining that the work is generally proceeding in conformance with the intent of the project specifications and contract documents. Consultant makes no warranty or guarantee with respect to the performance of any contractor.

Task 5.2 // Regulatory and Health & Safety Compliance

The Consultant Inspector will review the Contractor's compliance with workplace safety and health standards and regulatory requirements. In this role, Consultant will review the Contractor's compliance with the specifications and applicable regulations (i.e. Cal OSHA) and providing competent persons for on-site work. Consultant will inform the City of suspected safety violations and provide documentation of accidents when they occur.

Any inspection or observation of the contractor's work is solely for the limited purpose of determining that the work is generally proceeding in conformance with the intent of the project specifications and contract documents. Consultant makes no warranty or guarantee with respect to the performance of any contractor.

Deliverables: Copy of safety violation reports in PDF format.

Phase 6 // Specialty Inspections

Task 6.1 // Review of Quality Assurance Materials Testing

Consultant Inspector will coordinate and oversee 3rd party testing services. Consultant Inspector will observe materials testing, verify that testing reports are submitted within the specified time limits, and request that the Contractor submits a monthly summary report in conjunction with their monthly payment requests.

Task 6.2 // Materials Testing Services

Consultant sub consultant, Twining, Inc., will provide materials testing and specialty inspections. Testing type and frequencies will be in accordance with the project's technical specifications and the City's standards. Materials will be accepted by field testing, and/or by the CM based on the manufacturer's certificate of compliance. Efforts for this project will primarily focus on sampling and testing of soil, asphalt, concrete, rebar, cement masonry block, grout, and coatings. Consultant will maintain a log of tests and retests and provide a signed final report that summarizes test results statement of conformity with the plans and specifications

Deliverables: Periodic submittal of testing logs and final testing report in PDF format.

Assumptions:

- Materials testing and specialty inspections will be performed for quality assurance purposes. The Contractor shall still be held responsible for quality control of materials incorporated into the work and work performed.

Phase 7 // Start- Up and Final Completion Services

Task 7.1 // Start-up and Commissioning

Consultant will assist the City and contractor in preparing for and overseeing the testing, start-up, and commissioning phase of the project. Consultant will coordinate with the Contractor and the designer so that comprehensive start-up and testing plans and schedules are submitted for Consultant review and City approval. Consultant will assist the City in inspection and regulatory approval processes.

Consultant will review the start-up plan to familiarize the start-up sequence and provide recommendations. Consultant will oversee the sequencing and operation of the systems and perform pre-startup checks to verify start-up readiness. Consultant will attend mechanical checkouts and start-up testing of each major equipment item and system with contractor and suppliers. Consultant will support troubleshooting to resolve start-up issues and assess equipment testing results and recommend acceptance or further testing. Consultant will verify the system performs as designed during system testing. Consultant will maintain records of startup and commissioning activities and prepare weekly progress reports. Consultant will lead coordination meetings.

Deliverables: Weekly progress reports documenting completed items, outstanding items, coordination items, and planned testing for the next two weeks in PDF format.

Assumptions:

- Consultant startup and commissioning services will include an operations engineer onsite full-time for a duration of two (2) months.
- Contractor is responsible for planning, execution and documentation of start-up and commissioning activities.
- City will perform all water quality sampling, testing, and reporting.
- Equipment and system certifications are the responsibility of the equipment or system suppliers.
- System Integrator is responsible for the system and control integration. Consultant will provide supervision and functions verification only.
- Factory Acceptance Testing (FAT) – Consultant has assumed attending three (3) separate, one (1) day, out of state FAT for equipment.

Task 7.2 // Final Operation and Maintenance (O&M) Manual Management

Consultant will log and track final O&M Manuals in a similar fashion as submittals. Consultant will perform an initial review to verify that all the required information is included, such as manufacturer's local representative, operating instructions, preventative and corrective maintenance procedures, parts identification, warranty, and testing forms. After final acceptance testing, Consultant will verify that all test results and warranties are included in final O&M Manuals prior to submittal to the City.

Deliverables: O&M Manual review comments, final O&M Manuals in PDF format.

Task 7.3 // Substantial and Final Completion

Consultant will provide substantial and final completion services that will include a site inspection to review if the constructed facilities are complete and in compliance with Contract Documents. To accomplish this, Consultant Inspector will prepare and issue punch lists and inspect punch list item corrective actions for acceptability. As part of the punch list process, Consultant and City will review documents submitted by contractor for contract compliance. Consultant and City will conduct substantial completion inspection with the contractor, and then schedule, conduct, and complete final inspection with the City. If there are still unsettled changes or disputes with contractor, Consultant will assist the City in negotiations to resolve the issues.

When punch list items are completed, Consultant will coordinate with the City to assess when it is anticipated to release payments and retention to contractor. Consultant will assist the City in confirming that final punch list items have been completed or resolved and confirm that releases have been provided by contractor for subcontractors and suppliers. Consultant will then assist the City in preparing a Certificate of Completion, and assist the City in obtaining the bonds, guarantees, warranties, lien releases, operation and maintenance manuals, and record drawings from the contractor.

Deliverables: Contract compliance documentation and warranty and lien tracking logs in PDF format.

Task 7.4 // Review and Submit As-Built Drawings

At a project's completion, Consultant Inspector will receive the contractor's prepared as-built drawings and perform a final review for completion against the design firm's record drawings. Final as-built drawings will be submitted by the CM to design engineer for final processing into official record drawings.

Deliverables: Copy of as-built drawings verified by the CM in format provided by the contractor per specification requirements.

Task 7.5 // Prepare Final Payment Request and Retention Release Recommendation

After acceptance, Consultant will prepare a proposed final estimate (PFE) to allow the contractor to make exceptions to the final amount of compensation. Prior to submitting the PFE, Consultant will meet with the contractor to attempt to agree on final payment for contract items and change orders. If the contractor still objects to the PFE, Consultant will assist the City in negotiating final settlement with the contractor and process the final estimate. Upon final agreement of the PFE, Consultant will provide recommendation for release of retention.

Deliverables: PFE and recommendation for retention release in PDF format.

General Assumptions:

- Consultant estimates 12 months for active construction.
- Consultant estimates approximately four (4) months for pre-construction activities and two (2) months for close out activities.
- Consultant assumes one (1) full time CM during active construction and up to 20 hours per week during pre-construction activities and close out activities.
- Consultant assumes one (1) full time inspector for up to 12 months during active construction.
- Consultant assumes one (1) inspector up to 20 hours per week for up to two (2) months during construction close out activities.
- Consultant assumes CM administration support up to 20 hours per week during active construction and up to four (4) hours per month for contract administration support.

- No CM trailers on site. If City wants on-site CM trailer, the CM will work with the City on trailer requirements (including, but not limited to: office furniture, copy machine, internet access, monitors, docking stations, trailer layout) and City will include in contract specifications for the selected contractor to furnish.
- Company vehicle mileage rates were calculated using the 2024 California reimbursement rate of \$0.67 per mile.
- FAT - receipts for airfare, lodging, and meals will be submitted to the City for reimbursement and have been calculated for this proposal at \$2,500 for a one (1) day FAT. Consultant will confirm travel costs with the City for FAT that require more than one (1) day of witnessing and submit receipts for reimbursement accordingly.
- The presence of Consultant at a construction site, whether as an on-site representative, resident engineer, construction manager, or otherwise, does not make Consultant responsible for those duties that belong to the City, general contractor and/or subcontractors or others, and does not relieve the Contractor or others of their obligations, duties, and responsibilities, including, but not limited to, construction methods, means, techniques, sequences, and procedures necessary for completing all portions of the construction work in accordance with the contract documents, any health or safety programs and precautions required by such construction work, and any compliance with applicable laws and regulations.

EXHIBIT “B”

MS Project Template																			

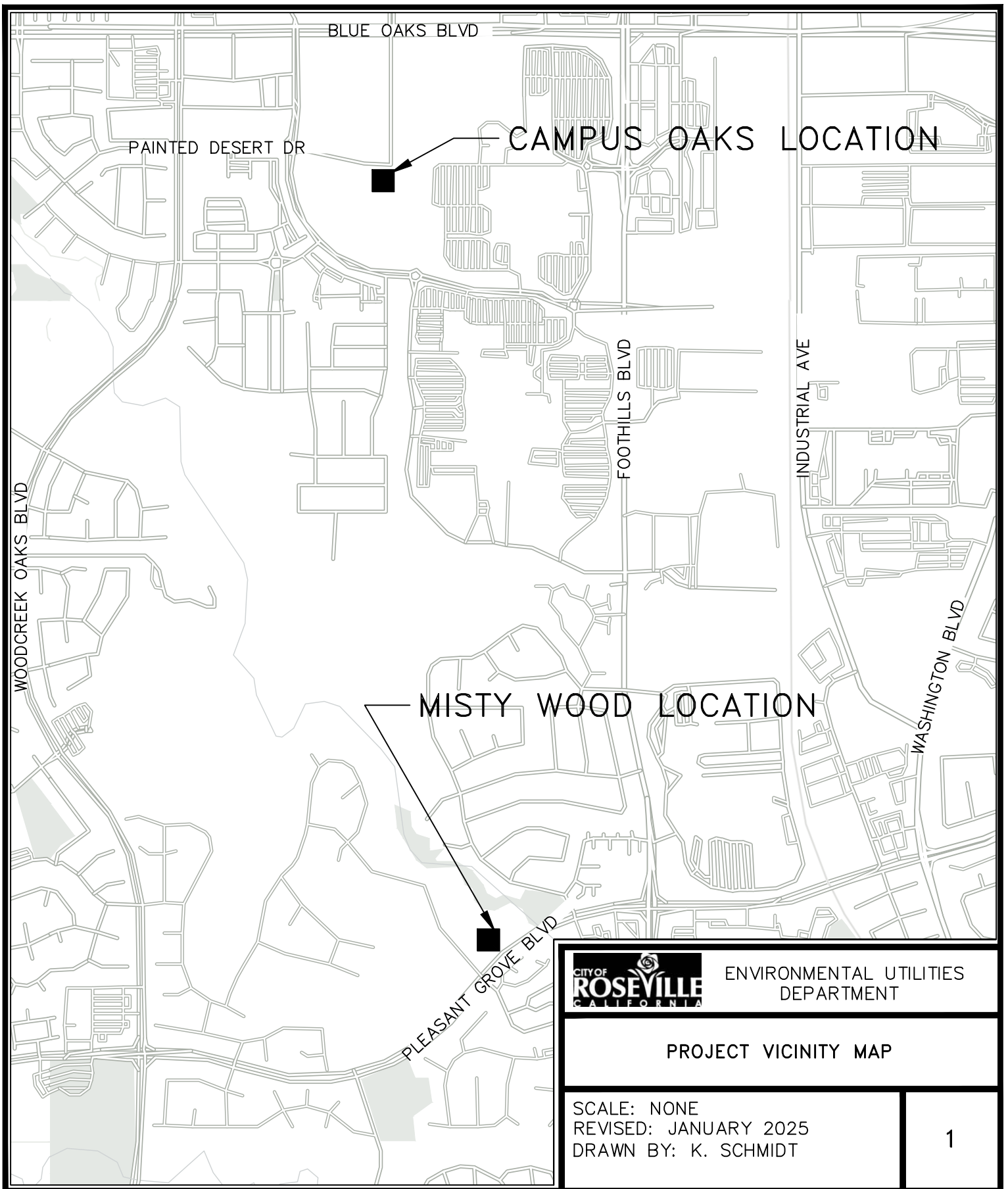
Hours and Dollars are rounded to nearest whole number.

Subconsultants will be marked up 5%.

Costs related to network infrastructure, computers, email, telephone, cell phones, and reproduction are included in the above hourly rates.

Rates will be adjusted by 3% escalation on January 1, 2026.

Mileage rates were calculated using the 2024 California reimbursement rate of \$0.67 per mile.





COUNCIL COMMUNICATION

CC #: 3732

File #: 0206-08-01 & 0201-01

Title: Lighting and Landscape Districts - Budget Adjustment

Contact: Eric Dexter 916-746-1769 edexter@roseville.ca.us

Meeting Date: 2/5/2025

Item #: 6.9.

RECOMMENDATION TO COUNCIL

The Parks, Recreation & Libraries (PRL) Department is requesting that the City Council adopt an ordinance to approve a budget adjustment of \$81,000. This funding is intended for fence repair, repainting of the Cosmos sculpture, and a lighting project in three Lighting and Landscape Districts (LLD).

BACKGROUND

Repair of fencing, repainting of the Cosmos structure, and a lighting project are needed in three LLDs. This request consists of the following projects that were not included in the adopted FY2024-25 budget:

- \$30,000 for fencing in the Northwest Specific Plan LLD
- \$40,000 for the painting of Cosmos in Olympus LLD - Zone A
- \$11,000 for a lighting project to repair archway lights in Vernon LLD

FISCAL IMPACT

There are sufficient fund balances in the districts to support the recommended budget adjustments. This work will be funded through the respective LLDs. There is no impact on the General Fund.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. Approval of a budget adjustment meets the above criteria and is not subject to CEQA. No additional environmental review is required.

CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Goal A - Remain fiscally responsible in a changing world

Goal C - Maintain a safe and healthy community

Goal E - Deliver exceptional city services

Goal F - Invest in well-planned infrastructure and growth

Respectfully Submitted,

Eric Dexter, Parks & Open Space Superintendent

Jill Geller, Parks, Recreation & Libraries Director



Dominick Casey, City Manager

ATTACHMENTS:

Description

Ordinance 6910

ORDINANCE NO. 6910

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE
AUTHORIZING CERTAIN AMENDMENTS TO THE FISCAL YEAR 2024-25
BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY
EFFECTIVE AS AN APPROPRIATION MEASURE

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. The City of Roseville Annual Budget, Fiscal Year 2024-25, is hereby amended as listed on the attached budget adjustment for projects in three Lighting and Landscape Districts (LLD).

SECTION 2. This ordinance is hereby declared to be an appropriation measure, immediately effective pursuant to the provisions of Section 5.03 of the Charter.

SECTION 3. The City Clerk is hereby authorized and directed to post a true copy of the foregoing ordinance in each of three (3) conspicuous locations in the City and she shall immediately after such posting enter in the ordinance book, under the record of the ordinance, a certificate under her hand stating the time and place of such publication by posting.

PASSED AND ADOPTED by the Council of the City of Roseville, this
_____ day of _____, 2024, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk



REQUEST FOR BUDGET ADJUSTMENT

Updated 8/22/2024

Please complete the cells highlighted in yellow.

REQUESTER NAME & TITLE:	Eric Dexter, Parks Superintendent	FISCAL YEAR:	2024-25
PREPARER NAME & TITLE:	Anita Kwong, Management Analyst	ORDINANCE:	
DEPARTMENT/DIVISION:	Parks, Recreation & Libraries		

EXPENDITURES/EXPENSES/TRANSFERS OUT

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
2025	5423	80201		30,000	Increase budget for fencing in the the Northwest Specific Plan LLD
2006	5564	80201		40,000	Increase budget for painting of Cosmos in Olympus LLD - Zone A
2019	5564	80201		11,000	Increase budget for lighting project in Vernon LLD
EXPENDITURES/EXPENSES/TRANSFERS OUT TOTAL				81,000	

REVENUES/TRANSFERS IN

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
REVENUES/TRANSFERS IN TOTAL				-	

NET ADJUSTMENT	81,000	
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FUND BALANCE

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
2025	3601	00000	000000	(30,000)	Decrease NWSP LLD Fund Balance
2006	3601	00000	000000	(40,000)	Decrease Olympus Pointe LLD Zone A Commercial Fund Balance
2019	3601	00000	000000	(11,000)	Decrease Vernon Street LLD Fund Balance
	3601	00000	000000		
	3601	00000	000000		
FUND BALANCE TOTAL				(81,000)	

Justification for Budget Adjustment:

The Parks, Recreation & Libraries department is requesting a budget adjustment of \$81,000 to increase the repairs and maintenance budget to repair fencing in the Northwest Specific Plan Lighting and Landscape District (LLD), to increase sinking fund budget to re-paint the Cosmos structure in the Olympus Pointe Lighting and Landscape District (LLD) and to increase the sinking fund budget to complete a lighting project in the Vernon Street Lighting and Landscape District (LLD). Funding is available in the NWSP LLD fund 2025, the Olympus Pointe LLD Zone A fund 2006, and the Vernon Street LLD fund 2019. There is no impact on the General Fund.



COUNCIL COMMUNICATION

CC #: 3739
File #: 0600-01

Title: Staffing Changes
Contact: Macy Dippert 916-774-5215 mdippert@roseville.ca.us

Meeting Date: 2/5/2025
Item #: 6.10.

RECOMMENDATION TO COUNCIL

As part of an ongoing assessment of the appropriate staffing structure to provide a high level of service to the community, staff recommends the following changes to the City's staffing allocation and salary schedules to meet business needs. It is recommended that City Council take the following actions:

1. Adopt an ordinance to approve the Local 39 A & B salary schedules (Appendix F) reflecting the addition of Parks Contract Compliance Technician (1160A/1160B), Parks Maintenance and Construction Technician (1161A/1161B), Parks Inspector (1162A/1162B) and the deletion of Parks Project Technician (1278A/1278B) classifications, effective February 8, 2025; and
2. Motion to approve the attached city-wide allocation schedule effective February 8, 2025.

BACKGROUND

As part of the Municipal Code, the Human Resources Department maintains the City's classification plan. Human Resources staff continually evaluate organizational structure and staffing levels necessary to provide high service levels to the community. The recommended changes include the addition of three (3) new classifications, deletion of one (1) classification and the reclassification of seven (7) full-time positions.

Recommendations:

The proposed classification changes are as follows:

Add

Grade Codes	Classification Name	Monthly Salary Range Minimum	Monthly Salary Range Maximum	Bargaining Unit

1160A/1160B	Parks Contract Compliance Technician	\$5,321	\$7,487	Local 39
1161A/1161B	Parks Maintenance and Construction Technician	\$5,321	\$7,487	Local 39
1162A/1162B	Parks Inspector	\$5,454	\$7,674	Local 39

Delete

Grade Codes	Classification Name	Monthly Salary Range Minimum	Monthly Salary Range Maximum	Bargaining Unit
1278A/1278B	Parks Project Technician	\$5,321	\$7,487	Local 39

Reclassification

From	To	Position	Bargaining Unit
Deputy City Attorney II (CAO221658002)	Senior Deputy City Attorney	CAO227123004	MGMT
Parks Project Technician (PRL581278002, PRL581278004, PRL581278005)	Parks Contract Compliance Technician	PRL58116001 PRL58116002 PRL58116003	Local 39
Parks Project Technician (PRL58128003)	Parks Maintenance and Construction Technician	PRL581161001	Local 39
Parks Project Technician (PRL581278001, PRL581278006)	Parks Inspector	PRL581162001 PRL581162002	Local 39

Changes by Department:

City Attorney

The City Attorney requested the study of a current Deputy City Attorney's assigned duties and the classification consultant recommended that the position be reclassified to a Senior Deputy City Attorney to recognize the higher scope and complexity of work assigned.

Parks, Recreation & Libraries

A classification study of the Parks Project Technician group was recently concluded. The recommendations include adding Parks Contract Compliance Technician, Parks Maintenance and Construction Technician and a Parks Inspector classification to create a more specific title and description of duties that distinguishes the work being assigned and to assist with recruiting for

more specific knowledge, skills, and abilities. This recommendation includes the reclassification of six (6) Parks Projects Technician to three (3) Parks Contract Compliance Technicians, one (1) Parks Maintenance and Construction Technician and two (2) Parks Inspector positions.

The Parks Contract Compliance Technician and Parks Maintenance and Construction Technician job classes will remain at the same salary range, internally aligned to the Irrigation Technician. The Parks Inspector classification will be set approximately two and a half percent (2.5%) above the Parks Contract Compliance Technician based on the additional knowledge, skills, and abilities required for the broader scope of work.

FISCAL IMPACT

The estimated total cost of the recommended position adjustments to the General Fund will be \$15,349 for the remainder of FY2024-25, all of which can be covered by the General Fund contingency, if necessary, so no budget adjustment is recommended at this time.

Beyond this fiscal year, the recommended changes have an annual ongoing impact of \$39,909 to the General Fund. The following table provides a summary of costs for the General Fund.

Fund	Remainder of FY2024-25	Ongoing
General Fund Total	\$15,349	\$39,909

City Attorney

From	To	Current Salary & Benefits	Proposed Salary & Benefits	Annual Impact *	Impact for remaining FY 2024-25
Deputy City Attorney II	Senior Deputy City Attorney	\$329,438	\$362,381	\$32,943	\$12,670
			Total	\$32,943	\$12,670

*This amount includes the estimated annual pension cost of \$2,304.39.

Parks, Recreation & Libraries

From	To	Current Salary & Benefits	Proposed Salary & Benefits	Annual Impact *	Impact for remaining FY 2024-25
Parks Project Technician	Parks Inspector	\$139,312	\$142,795	\$3,483	\$1,340
Parks Project Technician	Parks Inspector	\$139,312	\$142,795	\$3,483	\$1,340
			Total	\$6,966	\$2,679

*This amount includes the estimated annual pension savings of \$487.26.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. The proposed staffing changes meet the above criteria and are not subject to CEQA. No additional environmental review is required.

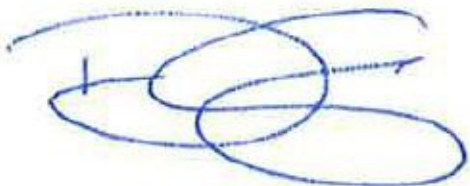
CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Goal E - Deliver exceptional city services

Respectfully Submitted,

Macy Dippert, Human Resources Manager

Stacey Peterson, Human Resources Director



Dominick Casey, City Manager

ATTACHMENTS:

Description

Ordinance 6911

2025-02-08 Local 39 Salary Schedule-A

2025-02-08 Local 39 Salary Schedule-B

2025-02-08 Citywide Position Allocation Schedule

ORDINANCE NO. 6911

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING
ORDINANCE NO. 6894, THE SALARY ORDINANCE FOR EMPLOYEES REPRESENTED
BY THE INTERNATIONAL UNION OF OPERATING ENGINEERS, STATIONARY
ENGINEERS, LOCAL 39, AS AMENDED BY APPENDIX “F”
TO BE EFFECTIVE FEBRUARY 8, 2025, AS AN URGENCY MEASURE

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. Title and Purpose.

Ordinance No. 6894, the Salary Ordinance for employees represented by the International Union of Operating Engineers, Stationary Engineers, Local 39, is hereby amended as shown on Appendix “F” for salary schedules A & B attached hereto.

ADDITION OF CLASSIFICATION

<u>Classification No.</u>	<u>Position Title</u>	<u>Hourly Rate</u>
1160A/1160B	Parks Contract Compliance Technician	\$43.19
1161A/1161B	Parks Maintenance and Construction Technician	\$43.19
1162A/1162B	Parks Inspector	\$44.27

DELETION OF CLASSIFICATION

<u>Classification No.</u>	<u>Position Title</u>	<u>Hourly Rate</u>
1278A/1278B	Parks Project Technician	\$43.19

SECTION 2. Salary Schedule Effective Date.

This Ordinance shall be effective February 8, 2025 as an urgency measure.

SECTION 3. Urgency Ordinance.

This ordinance is hereby declared to be an urgency measure, immediately necessary for the public peace, health and safety and shall take effect February 8, 2025. A statement of urgency is as follows:

It is necessary to amend the Salary Ordinance to comply with recently approved changes for the orderly and necessary continuance of operations of the City.

SECTION 4. Posting.

The City Clerk is hereby authorized and directed to post a true copy of the foregoing ordinance in each of three conspicuous locations in the City and she shall immediately after such posting enter in the Ordinance Book under the record of the ordinance a certificate under her hand stating the time and place of said publication by posting.

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

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk



City of Roseville

Salary Schedule: Stationary Engineers Local 39-A

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name					
		Step Name	Hourly	Bi-Weekly	Monthly	Annual
0035A	Accountant I-A	Step A	32.2892	2583.14	5596.79	67161.54
		Step B	33.9038	2712.30	5876.66	70519.90
		Step C	35.5990	2847.92	6170.49	74045.92
		Step D	37.3788	2990.30	6478.99	77747.90
		Step E	39.2479	3139.83	6802.97	81635.63
		Step F	41.2101	3296.81	7143.08	85717.01
		Step G	43.2707	3461.66	7500.25	90003.06
		Step H	45.4342	3634.74	7875.26	94503.14
0040A	Accountant II-A	Step A	35.5180	2841.44	6156.45	73877.44
		Step B	37.2941	2983.53	6464.31	77571.73
		Step C	39.1588	3132.70	6787.53	81450.30
		Step D	41.1167	3289.34	7126.89	85522.74
		Step E	43.1727	3453.82	7483.27	89799.22
		Step F	45.3312	3626.50	7857.41	94288.90
		Step G	47.5978	3807.82	8250.29	99003.42
		Step H	49.9776	3998.21	8662.78	103953.41



City of Roseville

Salary Schedule: Stationary Engineers Local 39-A

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1003A	Administrative Supervisor-A	Step A	32.5911	2607.29	5649.12	67789.49
		Step B	34.2208	2737.66	5931.61	71179.26
		Step C	35.9319	2874.55	6228.20	74738.35
		Step D	37.7283	3018.26	6539.57	78474.86
		Step E	39.6147	3169.18	6866.55	82398.58
		Step F	41.5956	3327.65	7209.90	86518.85
		Step G	43.6753	3494.02	7570.39	90844.62
		Step H	45.8590	3668.72	7948.89	95386.72
0084A	Administrative Technician-A	Step A	28.3401	2267.21	4912.28	58947.41
		Step B	29.7572	2380.58	5157.91	61894.98
		Step C	31.2451	2499.61	5415.82	64989.81
		Step D	32.8073	2624.58	5686.60	68239.18
		Step E	34.4477	2755.82	5970.93	71651.22
		Step F	36.1701	2893.61	6269.48	75233.81
		Step G	37.9786	3038.29	6582.96	78995.49
		Step H	39.8774	3190.19	6912.08	82944.99



City of Roseville

Salary Schedule: Stationary Engineers Local 39-A

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
8302A	Aquatics Maintenance Technician-A	Step A	30.6961	2455.69	5320.66	63847.89
		Step B	32.2308	2578.46	5586.67	67040.06
		Step C	33.8424	2707.39	5866.02	70392.19
		Step D	35.5344	2842.75	6159.30	73911.55
		Step E	37.3112	2984.90	6467.27	77607.30
		Step F	39.1765	3134.12	6790.59	81487.12
		Step G	41.1355	3290.84	7130.15	85561.84
		Step H	43.1923	3455.38	7486.67	89839.98
8300A	Arborist Technician-A	Step A	30.6961	2455.69	5320.66	63847.89
		Step B	32.2308	2578.46	5586.67	67040.06
		Step C	33.8424	2707.39	5866.02	70392.19
		Step D	35.5344	2842.75	6159.30	73911.55
		Step E	37.3112	2984.90	6467.27	77607.30
		Step F	39.1765	3134.12	6790.59	81487.12
		Step G	41.1355	3290.84	7130.15	85561.84
		Step H	43.1923	3455.38	7486.67	89839.98



City of Roseville

Salary Schedule: Stationary Engineers Local 39-A

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
0376A	Assistant Child Care Site Coordinator-A	Step A	24.2728	1941.82	4207.29	50487.42
		Step B	25.4863	2038.90	4417.63	53011.50
		Step C	26.7607	2140.86	4638.52	55662.26
		Step D	28.0986	2247.89	4870.42	58445.09
		Step E	29.5037	2360.30	5113.97	61367.70
		Step F	30.9789	2478.31	5369.68	64436.11
		Step G	32.5278	2602.22	5638.15	67657.82
		Step H	34.1542	2732.34	5920.06	71040.74
0338A	Assistant Engineer-A	Step A	38.9869	3118.95	6757.73	81092.75
		Step B	40.9361	3274.89	7095.59	85147.09
		Step C	42.9831	3438.65	7450.40	89404.85
		Step D	45.1321	3610.57	7822.90	93874.77
		Step E	47.3888	3791.10	8214.06	98568.70
		Step F	49.7583	3980.66	8624.77	103497.26
		Step G	52.2462	4179.70	9056.01	108672.10
		Step H	54.8585	4388.68	9508.81	114105.68



City of Roseville

Salary Schedule: Stationary Engineers Local 39-A

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
0650A	Assistant Planner-A	Step A	32.7019	2616.15	5668.33	68019.95
		Step B	34.3370	2746.96	5951.75	71420.96
		Step C	36.0539	2884.31	6249.34	74992.11
		Step D	37.8564	3028.51	6561.78	78741.31
		Step E	39.7493	3179.94	6889.88	82678.54
		Step F	41.7368	3338.94	7234.38	86812.54
		Step G	43.8237	3505.90	7596.11	91153.30
		Step H	46.0148	3681.18	7975.90	95710.78
1005A	Associate Engineer (PE)-A	Step A	44.8347	3586.78	7771.35	93256.18
		Step B	47.0764	3766.11	8159.91	97918.91
		Step C	49.4304	3954.43	8567.94	102815.23
		Step D	51.9018	4152.14	8996.31	107955.74
		Step E	54.4970	4359.76	9446.15	113353.76
		Step F	57.2219	4577.75	9918.46	119021.55
		Step G	60.0827	4806.62	10414.33	124972.02
		Step H	63.0870	5046.96	10935.08	131220.96



City of Roseville

Salary Schedule: Stationary Engineers Local 39-A

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
0820A	Associate Engineer-A	Step A	42.6999	3415.99	7401.32	88815.79
		Step B	44.8347	3586.78	7771.35	93256.18
		Step C	47.0766	3766.13	8159.94	97919.33
		Step D	49.4304	3954.43	8567.94	102815.23
		Step E	51.9019	4152.15	8996.33	107955.95
		Step F	54.4971	4359.77	9446.16	113353.97
		Step G	57.2219	4577.75	9918.46	119021.55
		Step H	60.0828	4806.62	10414.35	124972.22
0900A	Associate Planner-A	Step A	37.6073	3008.58	6518.60	78223.18
		Step B	39.4875	3159.00	6844.50	82134.00
		Step C	41.4619	3316.95	7186.73	86240.75
		Step D	43.5349	3482.79	7546.05	90552.59
		Step E	45.7116	3656.93	7923.34	95080.13
		Step F	47.9974	3839.79	8319.55	99834.59
		Step G	50.3971	4031.77	8735.50	104825.97
		Step H	52.9170	4233.36	9172.28	110067.36



City of Roseville

Salary Schedule: Stationary Engineers Local 39-A

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1018A	Building Inspector I-A	Step A	32.4447	2595.58	5623.75	67484.98
		Step B	34.0670	2725.36	5904.95	70859.36
		Step C	35.7705	2861.64	6200.22	74402.64
		Step D	37.5591	3004.73	6510.24	78122.93
		Step E	39.4370	3154.96	6835.75	82028.96
		Step F	41.4087	3312.70	7177.51	86130.10
		Step G	43.4793	3478.34	7536.41	90436.94
		Step H	45.6532	3652.26	7913.22	94958.66
1019A	Building Inspector II-A	Step A	35.6895	2855.16	6186.18	74234.16
		Step B	37.4738	2997.90	6495.46	77945.50
		Step C	39.3475	3147.80	6820.23	81842.80
		Step D	41.3150	3305.20	7161.27	85935.20
		Step E	43.3808	3470.46	7519.34	90232.06
		Step F	45.5497	3643.98	7895.28	94743.38
		Step G	47.8271	3826.17	8290.03	99480.37
		Step H	50.2186	4017.49	8704.56	104454.69



City of Roseville

Salary Schedule: Stationary Engineers Local 39-A

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9425A	Building Maintenance Aide-A	Step A	21.8180	1745.44	3781.79	45381.44
		Step B	22.9089	1832.71	3970.88	47650.51
		Step C	24.0544	1924.35	4169.43	50033.15
		Step D	25.2571	2020.57	4377.90	52534.77
		Step E	26.5199	2121.59	4596.78	55161.39
		Step F	27.8460	2227.68	4826.64	57919.68
		Step G	29.2382	2339.06	5067.95	60815.46
		Step H	30.7001	2456.01	5321.35	63856.21
1030A	Building Maintenance Worker I-A	Step A	26.1816	2094.53	4538.14	54457.73
		Step B	27.4907	2199.26	4765.05	57180.66
		Step C	28.8651	2309.21	5003.28	60039.41
		Step D	30.3084	2424.67	5253.46	63041.47
		Step E	31.8240	2545.92	5516.16	66193.92
		Step F	33.4151	2673.21	5791.95	69503.41
		Step G	35.0859	2806.87	6081.56	72978.67
		Step H	36.8400	2947.20	6385.60	76627.20



City of Roseville

Salary Schedule: Stationary Engineers Local 39-A

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1032A	Building Maintenance Worker II-A	Step A	28.7998	2303.98	4991.97	59903.58
		Step B	30.2398	2419.18	5241.57	62898.78
		Step C	31.7517	2540.14	5503.63	66043.54
		Step D	33.3392	2667.14	5778.79	69345.54
		Step E	35.0062	2800.50	6067.74	72812.90
		Step F	36.7566	2940.53	6371.14	76453.73
		Step G	38.5943	3087.54	6689.68	80276.14
		Step H	40.5240	3241.92	7024.16	84289.92
1045A	Building Plans Examiner I-A	Step A	33.1206	2649.65	5740.90	68890.85
		Step B	34.7767	2782.14	6027.96	72335.54
		Step C	36.5156	2921.25	6329.37	75952.45
		Step D	38.3413	3067.30	6645.83	79749.90
		Step E	40.2583	3220.66	6978.11	83737.26
		Step F	42.2713	3381.70	7327.03	87924.30
		Step G	44.3847	3550.78	7693.35	92320.18
		Step H	46.6041	3728.33	8078.04	96936.53



City of Roseville

Salary Schedule: Stationary Engineers Local 39-A

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1047A	Building Plans Examiner II-A	Step A	36.4325	2914.60	6314.97	75779.60
		Step B	38.2544	3060.35	6630.76	79569.15
		Step C	40.1670	3213.36	6962.28	83547.36
		Step D	42.1754	3374.03	7310.40	87724.83
		Step E	44.2841	3542.73	7675.91	92110.93
		Step F	46.4984	3719.87	8059.72	96716.67
		Step G	48.8233	3905.86	8462.71	101552.46
		Step H	51.2646	4101.17	8885.86	106630.37
1361A	Business Systems Analyst I-A	Step A	36.7118	2936.94	6363.38	76360.54
		Step B	38.5475	3083.80	6681.57	80178.80
		Step C	40.4748	3237.98	7015.63	84187.58
		Step D	42.4984	3399.87	7366.39	88396.67
		Step E	44.6235	3569.88	7734.74	92816.88
		Step F	46.8547	3748.38	8121.48	97457.78
		Step G	49.1972	3935.78	8527.51	102330.18
		Step H	51.6572	4132.58	8953.91	107446.98



City of Roseville

Salary Schedule: Stationary Engineers Local 39-A

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1362A	Business Systems Analyst II-A	Step A	40.3830	3230.64	6999.72	83996.64
		Step B	42.4021	3392.17	7349.70	88196.37
		Step C	44.5224	3561.79	7717.22	92606.59
		Step D	46.7484	3739.87	8103.06	97236.67
		Step E	49.0858	3926.86	8508.21	102098.46
		Step F	51.5402	4123.22	8933.63	107203.62
		Step G	54.1170	4329.36	9380.28	112563.36
		Step H	56.8229	4545.83	9849.30	118191.63
1055A	Buyer I-A	Step A	29.3531	2348.25	5087.87	61054.45
		Step B	30.8207	2465.66	5342.25	64107.06
		Step C	32.3618	2588.94	5609.38	67312.54
		Step D	33.9798	2718.38	5889.83	70677.98
		Step E	35.6788	2854.30	6184.33	74211.90
		Step F	37.4627	2997.02	6493.53	77922.42
		Step G	39.3360	3146.88	6818.24	81818.88
		Step H	41.3028	3304.22	7159.15	85909.82



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Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1060A	Buyer II-A	Step A	32.2884	2583.07	5596.66	67159.87
		Step B	33.9027	2712.22	5876.47	70517.62
		Step C	35.5980	2847.84	6170.32	74043.84
		Step D	37.3778	2990.22	6478.82	77745.82
		Step E	39.2466	3139.73	6802.74	81632.93
		Step F	41.2090	3296.72	7142.89	85714.72
		Step G	43.2697	3461.58	7500.08	90000.98
		Step H	45.4331	3634.65	7875.07	94500.85
1225A	Child Care Site Coordinator-A	Step A	27.9135	2233.08	4838.34	58060.08
		Step B	29.3094	2344.75	5080.30	60963.55
		Step C	30.7748	2461.98	5334.30	64011.58
		Step D	32.3136	2585.09	5601.02	67212.29
		Step E	33.9292	2714.34	5881.06	70572.74
		Step F	35.6256	2850.05	6175.10	74101.25
		Step G	37.4070	2992.56	6483.88	77806.56
		Step H	39.2773	3142.18	6808.07	81696.78



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Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1226A	City Clerk Technician I-A	Step A	28.0340	2242.72	4859.23	58310.72
		Step B	29.4357	2354.86	5102.19	61226.26
		Step C	30.9074	2472.59	5357.28	64287.39
		Step D	32.4528	2596.22	5625.15	67501.82
		Step E	34.0756	2726.05	5906.44	70877.25
		Step F	35.7792	2862.34	6201.73	74420.74
		Step G	37.5683	3005.46	6511.84	78142.06
		Step H	39.4467	3155.74	6837.43	82049.14
1227A	City Clerk Technician II-A	Step A	30.8372	2466.98	5345.11	64141.38
		Step B	32.3793	2590.34	5612.41	67348.94
		Step C	33.9981	2719.85	5893.00	70716.05
		Step D	35.6981	2855.85	6187.67	74252.05
		Step E	37.4830	2998.64	6497.05	77964.64
		Step F	39.3572	3148.58	6821.91	81862.98
		Step G	41.3251	3306.01	7163.02	85956.21
		Step H	43.3915	3471.32	7521.19	90254.32



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1364A	Code Enforcement Inspector I-A	Step A	26.3214	2105.71	4562.38	54748.51
		Step B	27.6376	2211.01	4790.52	57486.21
		Step C	29.0193	2321.54	5030.01	60360.14
		Step D	30.4704	2437.63	5281.54	63378.43
		Step E	31.9937	2559.50	5545.57	66546.90
		Step F	33.5934	2687.47	5822.86	69874.27
		Step G	35.2730	2821.84	6113.99	73367.84
		Step H	37.0367	2962.94	6419.69	77036.34
1369A	Code Enforcement Inspector II-A	Step A	28.9535	2316.28	5018.61	60223.28
		Step B	30.4011	2432.09	5269.52	63234.29
		Step C	31.9213	2553.70	5533.03	66396.30
		Step D	33.5174	2681.39	5809.68	69716.19
		Step E	35.1931	2815.45	6100.14	73201.65
		Step F	36.9529	2956.23	6405.17	76862.03
		Step G	38.8004	3104.03	6725.40	80704.83
		Step H	40.7405	3259.24	7061.69	84740.24



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1401A	Community Relations Analyst-A	Step A	38.6579	3092.63	6700.70	80408.43
		Step B	40.5906	3247.25	7035.70	84428.45
		Step C	42.6202	3409.62	7387.50	88650.02
		Step D	44.7514	3580.11	7756.91	93082.91
		Step E	46.9888	3759.10	8144.73	97736.70
		Step F	49.3383	3947.06	8551.97	102623.66
		Step G	51.8052	4144.42	8979.57	107754.82
		Step H	54.3955	4351.64	9428.55	113142.64
1248A	Construction Inspection Supervisor-A	Step A	41.7602	3340.82	7238.43	86861.22
		Step B	43.8484	3507.87	7600.39	91204.67
		Step C	46.0407	3683.26	7980.39	95764.66
		Step D	48.3427	3867.42	8379.40	100552.82
		Step E	50.7598	4060.78	8798.37	105580.38
		Step F	53.2978	4263.82	9238.29	110859.42
		Step G	55.9627	4477.02	9700.20	116402.42
		Step H	58.7608	4700.86	10185.21	122222.46



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1432A	Construction Inspector I-A	Step A	30.0110	2400.88	5201.91	62422.88
		Step B	31.5115	2520.92	5461.99	65543.92
		Step C	33.0870	2646.96	5735.08	68820.96
		Step D	34.7415	2779.32	6021.86	72262.32
		Step E	36.4785	2918.28	6322.94	75875.28
		Step F	38.3025	3064.20	6639.10	79669.20
		Step G	40.2175	3217.40	6971.03	83652.40
		Step H	42.2285	3378.28	7319.61	87835.28
1434A	Construction Inspector II-A	Step A	33.0120	2640.96	5722.08	68664.96
		Step B	34.6627	2773.02	6008.20	72098.42
		Step C	36.3958	2911.66	6308.61	75703.26
		Step D	38.2156	3057.25	6624.04	79488.45
		Step E	40.1263	3210.10	6955.23	83462.70
		Step F	42.1327	3370.62	7303.00	87636.02
		Step G	44.2393	3539.14	7668.15	92017.74
		Step H	46.4512	3716.10	8051.54	96618.50



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1450A	Courier-A	Step A	17.2706	1381.65	2993.57	35922.85
		Step B	18.1343	1450.74	3143.28	37719.34
		Step C	19.0409	1523.27	3300.42	39605.07
		Step D	19.9930	1599.44	3465.45	41585.44
		Step E	20.9928	1679.42	3638.75	43665.02
		Step F	22.0423	1763.38	3820.67	45847.98
		Step G	23.1446	1851.57	4011.73	48140.77
		Step H	24.3015	1944.12	4212.26	50547.12
1485A	Custodian-A	Step A	19.8195	1585.56	3435.38	41224.56
		Step B	20.8105	1664.84	3607.15	43285.84
		Step C	21.8512	1748.10	3787.54	45450.50
		Step D	22.9436	1835.49	3976.89	47722.69
		Step E	24.0908	1927.26	4175.74	50108.86
		Step F	25.2951	2023.61	4384.48	52613.81
		Step G	26.5601	2124.81	4603.75	55245.01
		Step H	27.8882	2231.06	4833.95	58007.46



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1546A	Data Management Specialist I-A	Step A	36.7118	2936.94	6363.38	76360.54
		Step B	38.5475	3083.80	6681.57	80178.80
		Step C	40.4748	3237.98	7015.63	84187.58
		Step D	42.4984	3399.87	7366.39	88396.67
		Step E	44.6235	3569.88	7734.74	92816.88
		Step F	46.8547	3748.38	8121.48	97457.78
		Step G	49.1972	3935.78	8527.51	102330.18
		Step H	51.6572	4132.58	8953.91	107446.98
1548A	Data Management Specialist II-A	Step A	40.3830	3230.64	6999.72	83996.64
		Step B	42.4021	3392.17	7349.70	88196.37
		Step C	44.5224	3561.79	7717.22	92606.59
		Step D	46.7484	3739.87	8103.06	97236.67
		Step E	49.0858	3926.86	8508.21	102098.46
		Step F	51.5402	4123.22	8933.63	107203.62
		Step G	54.1170	4329.36	9380.28	112563.36
		Step H	56.8229	4545.83	9849.30	118191.63



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1551A	Database Analyst I-A	Step A	36.7118	2936.94	6363.38	76360.54
		Step B	38.5475	3083.80	6681.57	80178.80
		Step C	40.4748	3237.98	7015.63	84187.58
		Step D	42.4984	3399.87	7366.39	88396.67
		Step E	44.6235	3569.88	7734.74	92816.88
		Step F	46.8547	3748.38	8121.48	97457.78
		Step G	49.1972	3935.78	8527.51	102330.18
		Step H	51.6572	4132.58	8953.91	107446.98
1552A	Database Analyst II-A	Step A	40.3830	3230.64	6999.72	83996.64
		Step B	42.4021	3392.17	7349.70	88196.37
		Step C	44.5224	3561.79	7717.22	92606.59
		Step D	46.7484	3739.87	8103.06	97236.67
		Step E	49.0858	3926.86	8508.21	102098.46
		Step F	51.5402	4123.22	8933.63	107203.62
		Step G	54.1170	4329.36	9380.28	112563.36
		Step H	56.8229	4545.83	9849.30	118191.63



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Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1660A	Deputy City Clerk I-A	Step A	20.6040	1648.32	3571.36	42856.32
		Step B	21.6341	1730.73	3749.91	44998.93
		Step C	22.7159	1817.27	3937.42	47249.07
		Step D	23.8516	1908.13	4134.28	49611.33
		Step E	25.0443	2003.54	4341.01	52092.14
		Step F	26.2965	2103.72	4558.06	54696.72
		Step G	27.6111	2208.89	4785.92	57431.09
		Step H	28.9917	2319.34	5025.23	60302.74
1665A	Deputy City Clerk II-A	Step A	22.6643	1813.14	3928.48	47141.74
		Step B	23.7976	1903.81	4124.92	49499.01
		Step C	24.9876	1999.01	4331.18	51974.21
		Step D	26.2367	2098.94	4547.69	54572.34
		Step E	27.5486	2203.89	4775.09	57301.09
		Step F	28.9261	2314.09	5013.86	60166.29
		Step G	30.3724	2429.79	5264.55	63174.59
		Step H	31.8909	2551.27	5527.76	66333.07



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1095A	Development Services Business Analyst I-A	Step A	36.1100	2888.80	6259.07	75108.80
		Step B	37.9155	3033.24	6572.02	78864.24
		Step C	39.8113	3184.90	6900.63	82807.50
		Step D	41.8019	3344.15	7245.66	86947.95
		Step E	43.8918	3511.34	7607.91	91294.94
		Step F	46.0866	3686.93	7988.34	95860.13
		Step G	48.3908	3871.26	8387.74	100652.86
		Step H	50.8104	4064.83	8807.14	105685.63
1096A	Development Services Business Analyst II-A	Step A	39.7208	3177.66	6884.94	82619.26
		Step B	41.7069	3336.55	7229.20	86750.35
		Step C	43.7923	3503.38	7590.67	91087.98
		Step D	45.9819	3678.55	7970.20	95642.35
		Step E	48.2811	3862.49	8368.72	100424.69
		Step F	50.6952	4055.62	8787.17	105446.02
		Step G	53.2300	4258.40	9226.53	110718.40
		Step H	55.8914	4471.31	9687.84	116254.11



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1670A	Development Technician I-A	Step A	25.8263	2066.10	4476.56	53718.70
		Step B	27.1171	2169.37	4700.30	56403.57
		Step C	28.4729	2277.83	4935.30	59223.63
		Step D	29.8967	2391.74	5182.09	62185.14
		Step E	31.3917	2511.34	5441.23	65294.74
		Step F	32.9612	2636.90	5713.27	68559.30
		Step G	34.6091	2768.73	5998.91	71986.93
		Step H	36.3396	2907.17	6298.86	75586.37
1672A	Development Technician II-A	Step A	28.4083	2272.66	4924.11	59089.26
		Step B	29.8289	2386.31	5170.34	62044.11
		Step C	31.3203	2505.62	5428.85	65146.22
		Step D	32.8864	2630.91	5700.31	68403.71
		Step E	34.5306	2762.45	5985.30	71823.65
		Step F	36.2573	2900.58	6284.60	75415.18
		Step G	38.0701	3045.61	6598.82	79185.81
		Step H	39.9737	3197.90	6928.77	83145.30



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1109A	Digital Content Analyst-A	Step A	42.5237	3401.90	7370.77	88449.30
		Step B	44.6497	3571.98	7739.28	92871.38
		Step C	46.8823	3750.58	8126.27	97515.18
		Step D	49.2264	3938.11	8532.58	102390.91
		Step E	51.6878	4135.02	8959.22	107510.62
		Step F	54.2721	4341.77	9407.16	112885.97
		Step G	56.9858	4558.86	9877.54	118530.46
		Step H	59.8350	4786.80	10371.40	124456.80
9549A	ERP Business Analyst I-A	Step A	37.1329	2970.63	6436.37	77236.43
		Step B	38.9895	3119.16	6758.18	81098.16
		Step C	40.9389	3275.11	7096.08	85152.91
		Step D	42.9859	3438.87	7450.89	89410.67
		Step E	45.1352	3610.82	7823.43	93881.22
		Step F	47.3919	3791.35	8214.60	98575.15
		Step G	49.7615	3980.92	8625.33	103503.92
		Step H	52.2497	4179.98	9056.61	108679.38



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
9550A	ERP Business Analyst II-A	Step A	40.8461	3267.69	7079.99	84959.89
		Step B	42.8885	3431.08	7434.01	89208.08
		Step C	45.0329	3602.63	7805.70	93668.43
		Step D	47.2845	3782.76	8195.98	98351.76
		Step E	49.6487	3971.90	8605.77	103269.30
		Step F	52.1312	4170.50	9036.07	108432.90
		Step G	54.7377	4379.02	9487.87	113854.42
		Step H	57.4746	4597.97	9962.26	119547.17
2466A	Energy Program Technician-A	Step A	28.3401	2267.21	4912.28	58947.41
		Step B	29.7572	2380.58	5157.91	61894.98
		Step C	31.2451	2499.61	5415.82	64989.81
		Step D	32.8073	2624.58	5686.60	68239.18
		Step E	34.4477	2755.82	5970.93	71651.22
		Step F	36.1701	2893.61	6269.48	75233.81
		Step G	37.9786	3038.29	6582.96	78995.49
		Step H	39.8774	3190.19	6912.08	82944.99



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1300A	Engineering Technician I-A	Step A	27.6091	2208.73	4785.58	57426.93
		Step B	28.9897	2319.18	5024.88	60298.58
		Step C	30.4390	2435.12	5276.09	63313.12
		Step D	31.9610	2556.88	5539.91	66478.88
		Step E	33.5592	2684.74	5816.93	69803.14
		Step F	35.2370	2818.96	6107.75	73292.96
		Step G	36.9990	2959.92	6413.16	76957.92
		Step H	38.8487	3107.90	6733.77	80805.30
1350A	Engineering Technician II-A	Step A	30.3701	2429.61	5264.15	63169.81
		Step B	31.8885	2551.08	5527.34	66328.08
		Step C	33.4829	2678.63	5803.70	69644.43
		Step D	35.1570	2812.56	6093.88	73126.56
		Step E	36.9148	2953.18	6398.57	76782.78
		Step F	38.7607	3100.86	6718.52	80622.26
		Step G	40.6988	3255.90	7054.46	84653.50
		Step H	42.7338	3418.70	7407.19	88886.30



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
2542A	Environmental Compliance Specialist I-A	Step A	29.9126	2393.01	5184.85	62218.21
		Step B	31.4083	2512.66	5444.11	65329.26
		Step C	32.9787	2638.30	5716.31	68595.70
		Step D	34.6276	2770.21	6002.12	72025.41
		Step E	36.3590	2908.72	6302.23	75626.72
		Step F	38.1769	3054.15	6617.33	79407.95
		Step G	40.0858	3206.86	6948.21	83378.46
		Step H	42.0901	3367.21	7295.62	87547.41
2544A	Environmental Compliance Specialist II-A	Step A	32.9038	2632.30	5703.33	68439.90
		Step B	34.5492	2763.94	5988.53	71862.34
		Step C	36.2765	2902.12	6287.93	75455.12
		Step D	38.0903	3047.22	6602.32	79227.82
		Step E	39.9949	3199.59	6932.45	83189.39
		Step F	41.9946	3359.57	7279.06	87348.77
		Step G	44.0943	3527.54	7643.01	91716.14
		Step H	46.2991	3703.93	8025.18	96302.13



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
2560A	Equipment Serviceworker-A	Step A	24.4159	1953.27	4232.09	50785.07
		Step B	25.6366	2050.93	4443.68	53324.13
		Step C	26.9184	2153.47	4665.86	55990.27
		Step D	28.2643	2261.14	4899.15	58789.74
		Step E	29.6776	2374.21	5144.12	61729.41
		Step F	31.1615	2492.92	5401.33	64815.92
		Step G	32.7194	2617.55	5671.36	68056.35
		Step H	34.3555	2748.44	5954.95	71459.44
3334A	Finance Clerk I-A	Step A	21.0826	1686.61	3654.32	43851.81
		Step B	22.1367	1770.94	3837.03	46044.34
		Step C	23.2435	1859.48	4028.87	48346.48
		Step D	24.4059	1952.47	4230.36	50764.27
		Step E	25.6260	2050.08	4441.84	53302.08
		Step F	26.9075	2152.60	4663.97	55967.60
		Step G	28.2527	2260.22	4897.13	58765.62
		Step H	29.6654	2373.23	5142.00	61704.03



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
3335A	Finance Clerk II-A	Step A	23.1909	1855.27	4019.76	48237.07
		Step B	24.3505	1948.04	4220.75	50649.04
		Step C	25.5679	2045.43	4431.77	53181.23
		Step D	26.8464	2147.71	4653.38	55840.51
		Step E	28.1887	2255.10	4886.04	58632.50
		Step F	29.5981	2367.85	5130.34	61564.05
		Step G	31.0779	2486.23	5386.84	64642.03
		Step H	32.6318	2610.54	5656.18	67874.14
3325A	Finance Technician I-A	Step A	24.1476	1931.81	4185.58	50227.01
		Step B	25.3550	2028.40	4394.87	52738.40
		Step C	26.6228	2129.82	4614.62	55375.42
		Step D	27.9540	2236.32	4845.36	58144.32
		Step E	29.3517	2348.14	5087.63	61051.54
		Step F	30.8192	2465.54	5341.99	64103.94
		Step G	32.3602	2588.82	5609.10	67309.22
		Step H	33.9782	2718.26	5889.55	70674.66



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
3326A	Finance Technician II-A	Step A	26.5624	2124.99	4604.15	55249.79
		Step B	27.8906	2231.25	4834.37	58012.45
		Step C	29.2853	2342.82	5076.12	60913.42
		Step D	30.7495	2459.96	5329.91	63958.96
		Step E	32.2868	2582.94	5596.38	67156.54
		Step F	33.9014	2712.11	5876.24	70514.91
		Step G	35.5963	2847.70	6170.03	74040.30
		Step H	37.3762	2990.10	6478.54	77742.50
3319A	Fleet Management Technician-A	Step A	33.9747	2717.98	5888.95	70667.38
		Step B	35.6734	2853.87	6183.39	74200.67
		Step C	37.4570	2996.56	6492.55	77910.56
		Step D	39.3299	3146.39	6817.18	81806.19
		Step E	41.2963	3303.70	7158.03	85896.30
		Step F	43.3613	3468.90	7515.96	90191.50
		Step G	45.5293	3642.34	7891.75	94700.94
		Step H	47.8057	3824.46	8286.32	99435.86



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1113A	Fleet Services Parts Buyer-A	Step A	33.9747	2717.98	5888.95	70667.38
		Step B	35.6734	2853.87	6183.39	74200.67
		Step C	37.4570	2996.56	6492.55	77910.56
		Step D	39.3299	3146.39	6817.18	81806.19
		Step E	41.2963	3303.70	7158.03	85896.30
		Step F	43.3613	3468.90	7515.96	90191.50
		Step G	45.5293	3642.34	7891.75	94700.94
		Step H	47.8057	3824.46	8286.32	99435.86
3410A	GIS Analyst I-A	Step A	34.3901	2751.21	5960.95	71531.41
		Step B	36.1095	2888.76	6258.98	75107.76
		Step C	37.9152	3033.22	6571.97	78863.62
		Step D	39.8110	3184.88	6900.57	82806.88
		Step E	41.8016	3344.13	7245.61	86947.33
		Step F	43.8913	3511.30	7607.83	91293.90
		Step G	46.0861	3686.89	7988.26	95859.09
		Step H	48.3901	3871.21	8387.62	100651.41



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3412A	GIS Analyst II-A	Step A	37.8298	3026.38	6557.17	78685.98
		Step B	39.7212	3177.70	6885.01	82620.10
		Step C	41.7071	3336.57	7229.23	86750.77
		Step D	43.7923	3503.38	7590.67	91087.98
		Step E	45.9820	3678.56	7970.21	95642.56
		Step F	48.2813	3862.50	8368.76	100425.10
		Step G	50.6952	4055.62	8787.17	105446.02
		Step H	53.2300	4258.40	9226.53	110718.40
2213A	GIS Technician I-A	Step A	28.9893	2319.14	5024.81	60297.74
		Step B	30.4386	2435.09	5276.02	63312.29
		Step C	31.9606	2556.85	5539.84	66478.05
		Step D	33.5586	2684.69	5816.82	69801.89
		Step E	35.2365	2818.92	6107.66	73291.92
		Step F	36.9985	2959.88	6413.07	76956.88
		Step G	38.8484	3107.87	6733.72	80804.67
		Step H	40.7907	3263.26	7070.39	84844.66



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
2214A	GIS Technician II-A	Step A	31.8882	2551.06	5527.29	66327.46
		Step B	33.4824	2678.59	5803.62	69643.39
		Step C	35.1566	2812.53	6093.81	73125.73
		Step D	36.9144	2953.15	6398.50	76781.95
		Step E	38.7604	3100.83	6718.47	80621.63
		Step F	40.6982	3255.86	7054.35	84652.26
		Step G	42.7333	3418.66	7407.11	88885.26
		Step H	44.8697	3589.58	7777.41	93328.98
1101A	Graphic Designer-A	Step A	35.1435	2811.48	6091.54	73098.48
		Step B	36.9006	2952.05	6396.10	76753.25
		Step C	38.7457	3099.66	6715.92	80591.06
		Step D	40.6829	3254.63	7051.70	84620.43
		Step E	42.7171	3417.37	7404.30	88851.57
		Step F	44.8530	3588.24	7774.52	93294.24
		Step G	47.0957	3767.66	8163.25	97959.06
		Step H	49.4505	3956.04	8571.42	102857.04



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3401A	Housing Analyst I-A	Step A	33.6754	2694.03	5837.07	70044.83
		Step B	35.3591	2828.73	6128.91	73546.93
		Step C	37.1269	2970.15	6435.33	77223.95
		Step D	38.9833	3118.66	6757.11	81085.26
		Step E	40.9324	3274.59	7094.95	85139.39
		Step F	42.9793	3438.34	7449.75	89396.94
		Step G	45.1282	3610.26	7822.22	93866.66
		Step H	47.3845	3790.76	8213.31	98559.76
3402A	Housing Analyst II-A	Step A	37.0428	2963.42	6420.75	77049.02
		Step B	38.8950	3111.60	6741.80	80901.60
		Step C	40.8399	3267.19	7078.92	84946.99
		Step D	42.8818	3430.54	7432.85	89194.14
		Step E	45.0262	3602.10	7804.54	93654.50
		Step F	47.2773	3782.18	8194.73	98336.78
		Step G	49.6416	3971.33	8604.54	103254.53
		Step H	52.1232	4169.86	9034.69	108416.26



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
3591A	Housing Technician I-A	Step A	25.7640	2061.12	4465.76	53589.12
		Step B	27.0521	2164.17	4689.03	56268.37
		Step C	28.4047	2272.38	4923.48	59081.78
		Step D	29.8249	2385.99	5169.65	62035.79
		Step E	31.3162	2505.30	5428.14	65137.70
		Step F	32.8821	2630.57	5699.56	68394.77
		Step G	34.5260	2762.08	5984.51	71814.08
		Step H	36.2523	2900.18	6283.73	75404.78
3592A	Housing Technician II-A	Step A	28.3401	2267.21	4912.28	58947.41
		Step B	29.7572	2380.58	5157.91	61894.98
		Step C	31.2451	2499.61	5415.82	64989.81
		Step D	32.8073	2624.58	5686.60	68239.18
		Step E	34.4477	2755.82	5970.93	71651.22
		Step F	36.1701	2893.61	6269.48	75233.81
		Step G	37.9786	3038.29	6582.96	78995.49
		Step H	39.8774	3190.19	6912.08	82944.99



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1136A	Industrial Waste Analyst-A	Step A	39.8025	3184.20	6899.10	82789.20
		Step B	41.7926	3343.41	7244.05	86928.61
		Step C	43.8822	3510.58	7606.25	91274.98
		Step D	46.0763	3686.10	7986.56	95838.70
		Step E	48.3801	3870.41	8385.88	100630.61
		Step F	50.7992	4063.94	8805.19	105662.34
		Step G	53.3391	4267.13	9245.44	110945.33
		Step H	56.0061	4480.49	9707.72	116492.69
3610A	Industrial Waste Technician-A	Step A	32.8944	2631.55	5701.70	68420.35
		Step B	34.5391	2763.13	5986.78	71841.33
		Step C	36.2660	2901.28	6286.11	75433.28
		Step D	38.0794	3046.35	6600.43	79205.15
		Step E	39.9833	3198.66	6930.44	83165.26
		Step F	41.9827	3358.62	7277.00	87324.02
		Step G	44.0818	3526.54	7640.85	91690.14
		Step H	46.2859	3702.87	8022.89	96274.67



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3793A	Information Technology Analyst I-A	Step A	36.7118	2936.94	6363.38	76360.54
		Step B	38.5475	3083.80	6681.57	80178.80
		Step C	40.4748	3237.98	7015.63	84187.58
		Step D	42.4984	3399.87	7366.39	88396.67
		Step E	44.6235	3569.88	7734.74	92816.88
		Step F	46.8547	3748.38	8121.48	97457.78
		Step G	49.1972	3935.78	8527.51	102330.18
		Step H	51.6572	4132.58	8953.91	107446.98
3794A	Information Technology Analyst II-A	Step A	40.3830	3230.64	6999.72	83996.64
		Step B	42.4021	3392.17	7349.70	88196.37
		Step C	44.5224	3561.79	7717.22	92606.59
		Step D	46.7484	3739.87	8103.06	97236.67
		Step E	49.0858	3926.86	8508.21	102098.46
		Step F	51.5402	4123.22	8933.63	107203.62
		Step G	54.1170	4329.36	9380.28	112563.36
		Step H	56.8229	4545.83	9849.30	118191.63



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3617A	Information Technology Technician I-A	Step A	28.4472	2275.78	4930.85	59170.18
		Step B	29.8697	2389.58	5177.41	62128.98
		Step C	31.3633	2509.06	5436.31	65235.66
		Step D	32.9313	2634.50	5708.09	68497.10
		Step E	34.5779	2766.23	5993.50	71922.03
		Step F	36.3067	2904.54	6293.16	75517.94
		Step G	38.1221	3049.77	6607.83	79293.97
		Step H	40.0283	3202.26	6938.24	83258.86
3618A	Information Technology Technician II-A	Step A	31.2919	2503.35	5423.93	65087.15
		Step B	32.8566	2628.53	5695.14	68341.73
		Step C	34.4992	2759.94	5979.86	71758.34
		Step D	36.2243	2897.94	6278.88	75346.54
		Step E	38.0355	3042.84	6592.82	79113.84
		Step F	39.9374	3194.99	6922.48	83069.79
		Step G	41.9342	3354.74	7268.59	87223.14
		Step H	44.0309	3522.47	7632.02	91584.27



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3730A	Interpretive Services Specialist I-A	Step A	27.9135	2233.08	4838.34	58060.08
		Step B	29.3094	2344.75	5080.30	60963.55
		Step C	30.7748	2461.98	5334.30	64011.58
		Step D	32.3136	2585.09	5601.02	67212.29
		Step E	33.9292	2714.34	5881.06	70572.74
		Step F	35.6256	2850.05	6175.10	74101.25
		Step G	37.4070	2992.56	6483.88	77806.56
		Step H	39.2773	3142.18	6808.07	81696.78
3732A	Interpretive Services Specialist II-A	Step A	30.7050	2456.40	5322.20	63866.40
		Step B	32.2402	2579.22	5588.30	67059.62
		Step C	33.8524	2708.19	5867.75	70412.99
		Step D	35.5448	2843.58	6161.10	73933.18
		Step E	37.3222	2985.78	6469.18	77630.18
		Step F	39.1882	3135.06	6792.62	81511.46
		Step G	41.1477	3291.82	7132.27	85587.22
		Step H	43.2052	3456.42	7488.90	89866.82



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7203A	Inventory Control and Supply Technician-A	Step A	24.8872	1990.98	4313.78	51765.38
		Step B	26.1317	2090.54	4529.49	54353.94
		Step C	27.4382	2195.06	4755.95	57071.46
		Step D	28.8101	2304.81	4993.75	59925.01
		Step E	30.2506	2420.05	5243.44	62921.25
		Step F	31.7631	2541.05	5505.60	66067.25
		Step G	33.3512	2668.10	5780.87	69370.50
		Step H	35.0189	2801.51	6069.94	72839.31
8951A	Inventory Control and Supply Worker I-A	Step A	20.5681	1645.45	3565.14	42781.65
		Step B	21.5963	1727.70	3743.36	44920.30
		Step C	22.6761	1814.09	3930.52	47166.29
		Step D	23.8100	1904.80	4127.07	49524.80
		Step E	25.0006	2000.05	4333.44	52001.25
		Step F	26.2506	2100.05	4550.10	54601.25
		Step G	27.5631	2205.05	4777.60	57331.25
		Step H	28.9412	2315.30	5016.47	60197.70



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8952A	Inventory Control and Supply Worker II-A	Step A	22.6247	1809.98	3921.61	47059.38
		Step B	23.7559	1900.47	4117.69	49412.27
		Step C	24.9438	1995.50	4323.59	51883.10
		Step D	26.1909	2095.27	4539.76	54477.07
		Step E	27.5005	2200.04	4766.75	57201.04
		Step F	28.8756	2310.05	5005.10	60061.25
		Step G	30.3194	2425.55	5255.36	63064.35
		Step H	31.8354	2546.83	5518.14	66217.63
5075A	Irrigation Technician-A	Step A	30.6961	2455.69	5320.66	63847.89
		Step B	32.2308	2578.46	5586.67	67040.06
		Step C	33.8424	2707.39	5866.02	70392.19
		Step D	35.5344	2842.75	6159.30	73911.55
		Step E	37.3112	2984.90	6467.27	77607.30
		Step F	39.1765	3134.12	6790.59	81487.12
		Step G	41.1355	3290.84	7130.15	85561.84
		Step H	43.1923	3455.38	7486.67	89839.98



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
3792A	Junior Engineer-A	Step A	35.4413	2835.30	6143.16	73717.90
		Step B	37.2134	2977.07	6450.32	77403.87
		Step C	39.0742	3125.94	6772.86	81274.34
		Step D	41.0279	3282.23	7111.50	85338.03
		Step E	43.0792	3446.34	7467.06	89604.74
		Step F	45.2331	3618.65	7840.40	94084.85
		Step G	47.4949	3799.59	8232.45	98789.39
		Step H	49.8696	3989.57	8644.06	103728.77
1134A	Laboratory Analyst I-A	Step A	29.9042	2392.34	5183.39	62200.74
		Step B	31.3994	2511.95	5442.56	65310.75
		Step C	32.9693	2637.54	5714.68	68576.14
		Step D	34.6178	2769.42	6000.42	72005.02
		Step E	36.3487	2907.90	6300.44	75605.30
		Step F	38.1661	3053.29	6615.46	79385.49
		Step G	40.0744	3205.95	6946.23	83354.75
		Step H	42.0782	3366.26	7293.55	87522.66



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1135A	Laboratory Analyst II-A	Step A	32.8946	2631.57	5701.73	68420.77
		Step B	34.5393	2763.14	5986.81	71841.74
		Step C	36.2662	2901.30	6286.14	75433.70
		Step D	38.0797	3046.38	6600.48	79205.78
		Step E	39.9836	3198.69	6930.49	83165.89
		Step F	41.9828	3358.62	7277.02	87324.22
		Step G	44.0819	3526.55	7640.86	91690.35
		Step H	46.2860	3702.88	8022.91	96274.88
4010A	Laboratory Technician I-A	Step A	26.1704	2093.63	4536.20	54434.43
		Step B	27.4790	2198.32	4763.03	57156.32
		Step C	28.8528	2308.22	5001.15	60013.82
		Step D	30.2956	2423.65	5251.24	63014.85
		Step E	31.8104	2544.83	5513.80	66165.63
		Step F	33.4010	2672.08	5789.51	69474.08
		Step G	35.0709	2805.67	6078.96	72947.47
		Step H	36.8247	2945.98	6382.95	76595.38



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4020A	Laboratory Technician II-A	Step A	28.7867	2302.94	4989.69	59876.34
		Step B	30.2261	2418.09	5239.19	62870.29
		Step C	31.7375	2539.00	5501.17	66014.00
		Step D	33.3244	2665.95	5776.23	69314.75
		Step E	34.9904	2799.23	6065.00	72780.03
		Step F	36.7401	2939.21	6368.28	76419.41
		Step G	38.5772	3086.18	6686.71	80240.58
		Step H	40.5060	3240.48	7021.04	84252.48
4151A	Librarian I-A	Step A	29.0017	2320.14	5026.96	60323.54
		Step B	30.4517	2436.14	5278.29	63339.54
		Step C	31.9744	2557.95	5542.23	66506.75
		Step D	33.5733	2685.86	5819.37	69832.46
		Step E	35.2518	2820.14	6110.31	73323.74
		Step F	37.0146	2961.17	6415.86	76990.37
		Step G	38.8650	3109.20	6736.60	80839.20
		Step H	40.8083	3264.66	7073.44	84881.26



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
4152A	Librarian II-A	Step A	31.9018	2552.14	5529.65	66355.74
		Step B	33.4970	2679.76	5806.15	69673.76
		Step C	35.1717	2813.74	6096.43	73157.14
		Step D	36.9304	2954.43	6401.27	76815.23
		Step E	38.7769	3102.15	6721.33	80655.95
		Step F	40.7159	3257.27	7057.42	84689.07
		Step G	42.7515	3420.12	7410.26	88923.12
		Step H	44.8893	3591.14	7780.81	93369.74
4200A	Library Assistant I-A	Step A	18.5842	1486.74	3221.26	38655.14
		Step B	19.5136	1561.09	3382.36	40588.29
		Step C	20.4892	1639.14	3551.46	42617.54
		Step D	21.5139	1721.11	3729.08	44748.91
		Step E	22.5895	1807.16	3915.51	46986.16
		Step F	23.7188	1897.50	4111.26	49335.10
		Step G	24.9047	1992.38	4316.81	51801.78
		Step H	26.1500	2092.00	4532.67	54392.00



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4210A	Library Assistant II-A	Step A	20.4428	1635.42	3543.42	42521.02
		Step B	21.4649	1717.19	3720.58	44646.99
		Step C	22.5381	1803.05	3906.60	46879.25
		Step D	23.6651	1893.21	4101.95	49223.41
		Step E	24.8484	1987.87	4307.06	51684.67
		Step F	26.0908	2087.26	4522.41	54268.86
		Step G	27.3954	2191.63	4748.54	56982.43
		Step H	28.7651	2301.21	4985.95	59831.41
4250A	Library Technician-A	Step A	24.8891	1991.13	4314.11	51769.33
		Step B	26.1335	2090.68	4529.81	54357.68
		Step C	27.4402	2195.22	4756.30	57075.62
		Step D	28.8121	2304.97	4994.10	59929.17
		Step E	30.2529	2420.23	5243.84	62926.03
		Step F	31.7654	2541.23	5506.00	66072.03
		Step G	33.3538	2668.30	5781.33	69375.90
		Step H	35.0216	2801.73	6070.41	72844.93



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4516A	Marketing and Communication Analyst I-A	Step A	35.1436	2811.49	6091.56	73098.69
		Step B	36.9006	2952.05	6396.10	76753.25
		Step C	38.7457	3099.66	6715.92	80591.06
		Step D	40.6829	3254.63	7051.70	84620.43
		Step E	42.7170	3417.36	7404.28	88851.36
		Step F	44.8529	3588.23	7774.50	93294.03
		Step G	47.0956	3767.65	8163.24	97958.85
		Step H	49.4506	3956.05	8571.44	102857.25
4517A	Marketing and Communication Analyst II-A	Step A	38.6579	3092.63	6700.70	80408.43
		Step B	40.5906	3247.25	7035.70	84428.45
		Step C	42.6202	3409.62	7387.50	88650.02
		Step D	44.7514	3580.11	7756.91	93082.91
		Step E	46.9888	3759.10	8144.73	97736.70
		Step F	49.3383	3947.06	8551.97	102623.66
		Step G	51.8052	4144.42	8979.57	107754.82
		Step H	54.3955	4351.64	9428.55	113142.64



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
4500A	Mechanic I-A	Step A	28.0782	2246.26	4866.89	58402.66
		Step B	29.4821	2358.57	5110.23	61322.77
		Step C	30.9563	2476.50	5365.76	64389.10
		Step D	32.5041	2600.33	5634.04	67608.53
		Step E	34.1292	2730.34	5915.73	70988.74
		Step F	35.8357	2866.86	6211.52	74538.26
		Step G	37.6275	3010.20	6522.10	78265.20
		Step H	39.5088	3160.70	6848.19	82178.30
4501A	Mechanic II-A	Step A	30.8860	2470.88	5353.57	64242.88
		Step B	32.4303	2594.42	5621.25	67455.02
		Step C	34.0519	2724.15	5902.33	70827.95
		Step D	35.7544	2860.35	6197.43	74369.15
		Step E	37.5422	3003.38	6507.31	78087.78
		Step F	39.4195	3153.56	6832.71	81992.56
		Step G	41.3901	3311.21	7174.28	86091.41
		Step H	43.4597	3476.78	7533.01	90396.18



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4540A	Meter Reader-A	Step A	23.1109	1848.87	4005.89	48070.67
		Step B	24.2649	1941.19	4205.92	50470.99
		Step C	25.4779	2038.23	4416.17	52994.03
		Step D	26.7519	2140.15	4637.00	55643.95
		Step E	28.0896	2247.17	4868.86	58426.37
		Step F	29.4942	2359.54	5112.33	61347.94
		Step G	30.9689	2477.51	5367.94	64415.31
		Step H	32.5186	2601.49	5636.56	67638.69
4534A	Meter Service Worker-A	Step A	24.2670	1941.36	4206.28	50475.36
		Step B	25.4800	2038.40	4416.53	52998.40
		Step C	26.7542	2140.34	4637.39	55648.74
		Step D	28.0919	2247.35	4869.26	58431.15
		Step E	29.4966	2359.73	5112.74	61352.93
		Step F	30.9712	2477.70	5368.34	64420.10
		Step G	32.5198	2601.58	5636.77	67641.18
		Step H	34.1459	2731.67	5918.62	71023.47



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1121A	Museum Assistant-A	Step A	20.6035	1648.28	3571.27	42855.28
		Step B	21.6338	1730.70	3749.86	44998.30
		Step C	22.7155	1817.24	3937.35	47248.24
		Step D	23.8513	1908.10	4134.23	49610.70
		Step E	25.0436	2003.49	4340.89	52090.69
		Step F	26.2960	2103.68	4557.97	54695.68
		Step G	27.6108	2208.86	4785.87	57430.46
		Step H	28.9913	2319.30	5025.16	60301.90
9555A	Natural Resources Specialist I-A	Step A	29.3008	2344.06	5078.81	60945.66
		Step B	30.7657	2461.26	5332.72	63992.66
		Step C	32.3040	2584.32	5599.36	67192.32
		Step D	33.9191	2713.53	5879.31	70551.73
		Step E	35.6152	2849.22	6173.30	74079.62
		Step F	37.3960	2991.68	6481.97	77783.68
		Step G	39.2657	3141.26	6806.05	81672.66
		Step H	41.2290	3298.32	7146.36	85756.32



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9545A	Natural Resources Specialist II-A	Step A	32.2308	2578.46	5586.67	67040.06
		Step B	33.8423	2707.38	5866.00	70391.98
		Step C	35.5344	2842.75	6159.30	73911.55
		Step D	37.3112	2984.90	6467.27	77607.30
		Step E	39.1766	3134.13	6790.61	81487.33
		Step F	41.1356	3290.85	7130.17	85562.05
		Step G	43.1923	3455.38	7486.67	89839.98
		Step H	45.3520	3628.16	7861.01	94332.16
4870A	Natural Resources Worker I-A	Step A	23.1630	1853.04	4014.92	48179.04
		Step B	24.3213	1945.70	4215.69	50588.30
		Step C	25.5375	2043.00	4426.50	53118.00
		Step D	26.8143	2145.14	4647.81	55773.74
		Step E	28.1550	2252.40	4880.20	58562.40
		Step F	29.5628	2365.02	5124.22	61490.62
		Step G	31.0410	2483.28	5380.44	64565.28
		Step H	32.5928	2607.42	5649.42	67793.02



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
4872A	Natural Resources Worker II-A	Step A	25.4798	2038.38	4416.50	52997.98
		Step B	26.7536	2140.29	4637.29	55647.49
		Step C	28.0913	2247.30	4869.16	58429.90
		Step D	29.4958	2359.66	5112.61	61351.26
		Step E	30.9708	2477.66	5368.27	64419.26
		Step F	32.5193	2601.54	5636.68	67640.14
		Step G	34.1452	2731.62	5918.50	71022.02
		Step H	35.8523	2868.18	6214.40	74572.78
4956A	Office Assistant I-A	Step A	18.7304	1498.43	3246.60	38959.23
		Step B	19.6673	1573.38	3409.00	40907.98
		Step C	20.6506	1652.05	3579.44	42953.25
		Step D	21.6830	1734.64	3758.39	45100.64
		Step E	22.7674	1821.39	3946.35	47356.19
		Step F	23.9056	1912.45	4143.64	49723.65
		Step G	25.1010	2008.08	4350.84	52210.08
		Step H	26.3557	2108.46	4568.32	54819.86



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
4957A	Office Assistant II-A	Step A	20.6035	1648.28	3571.27	42855.28
		Step B	21.6338	1730.70	3749.86	44998.30
		Step C	22.7155	1817.24	3937.35	47248.24
		Step D	23.8513	1908.10	4134.23	49610.70
		Step E	25.0436	2003.49	4340.89	52090.69
		Step F	26.2960	2103.68	4557.97	54695.68
		Step G	27.6108	2208.86	4785.87	57430.46
		Step H	28.9913	2319.30	5025.16	60301.90
1028A	Organics Truck Driver-A	Step A	29.9378	2395.02	5189.22	62270.62
		Step B	31.4345	2514.76	5448.65	65383.76
		Step C	33.0063	2640.50	5721.09	68653.10
		Step D	34.6567	2772.54	6007.16	72085.94
		Step E	36.3896	2911.17	6307.53	75690.37
		Step F	38.2088	3056.70	6622.86	79474.30
		Step G	40.1194	3209.55	6954.03	83448.35
		Step H	42.1256	3370.05	7301.77	87621.25



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1160A	Parks Contract Compliance Technician-A	Step A	30.6961	2455.69	5320.66	63847.89
		Step B	32.2308	2578.46	5586.67	67040.06
		Step C	33.8425	2707.40	5866.03	70392.40
		Step D	35.5346	2842.77	6159.33	73911.97
		Step E	37.3113	2984.90	6467.29	77607.50
		Step F	39.1767	3134.14	6790.63	81487.54
		Step G	41.1357	3290.86	7130.19	85562.26
		Step H	43.1925	3455.40	7486.70	89840.40
1162A	Parks Inspector-A	Step A	31.4635	2517.08	5453.67	65444.08
		Step B	33.0367	2642.94	5726.36	68716.34
		Step C	34.6885	2775.08	6012.67	72152.08
		Step D	36.4230	2913.84	6313.32	75759.84
		Step E	38.2441	3059.53	6628.98	79547.73
		Step F	40.1563	3212.50	6960.43	83525.10
		Step G	42.1641	3373.13	7308.44	87701.33
		Step H	44.2723	3541.78	7673.87	92086.38



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
5070A	Parks Maintenance Worker I-A	Step A	22.0602	1764.82	3823.77	45885.22
		Step B	23.1634	1853.07	4014.99	48179.87
		Step C	24.3213	1945.70	4215.69	50588.30
		Step D	25.5376	2043.01	4426.52	53118.21
		Step E	26.8141	2145.13	4647.78	55773.33
		Step F	28.1548	2252.38	4880.17	58561.98
		Step G	29.5628	2365.02	5124.22	61490.62
		Step H	31.0410	2483.28	5380.44	64565.28
5080A	Parks Maintenance Worker II-A	Step A	24.2663	1941.30	4206.16	50473.90
		Step B	25.4798	2038.38	4416.50	52997.98
		Step C	26.7534	2140.27	4637.26	55647.07
		Step D	28.0912	2247.30	4869.14	58429.70
		Step E	29.4957	2359.66	5112.59	61351.06
		Step F	30.9711	2477.69	5368.32	64419.89
		Step G	32.5193	2601.54	5636.68	67640.14
		Step H	34.1452	2731.62	5918.50	71022.02



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1161A	Parks Maintenance and Construction Technician-A	Step A	30.6961	2455.69	5320.66	63847.89
		Step B	32.2308	2578.46	5586.67	67040.06
		Step C	33.8425	2707.40	5866.03	70392.40
		Step D	35.5346	2842.77	6159.33	73911.97
		Step E	37.3113	2984.90	6467.29	77607.50
		Step F	39.1767	3134.14	6790.63	81487.54
		Step G	41.1357	3290.86	7130.19	85562.26
		Step H	43.1925	3455.40	7486.70	89840.40
5045A	Parks Recreation and Libraries Technician-A	Step A	28.4086	2272.69	4924.16	59089.89
		Step B	29.8289	2386.31	5170.34	62044.11
		Step C	31.3205	2505.64	5428.89	65146.64
		Step D	32.8864	2630.91	5700.31	68403.71
		Step E	34.5309	2762.47	5985.36	71824.27
		Step F	36.2573	2900.58	6284.60	75415.18
		Step G	38.0701	3045.61	6598.82	79185.81
		Step H	39.9737	3197.90	6928.77	83145.30



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9548A	Passport Agent-A	Step A	20.6040	1648.32	3571.36	42856.32
		Step B	21.6341	1730.73	3749.91	44998.93
		Step C	22.7159	1817.27	3937.42	47249.07
		Step D	23.8516	1908.13	4134.28	49611.33
		Step E	25.0443	2003.54	4341.01	52092.14
		Step F	26.2965	2103.72	4558.06	54696.72
		Step G	27.6111	2208.89	4785.92	57431.09
		Step H	28.9917	2319.34	5025.23	60302.74
5277A	Permit Technician I-A	Step A	25.8258	2066.06	4476.47	53717.66
		Step B	27.1171	2169.37	4700.30	56403.57
		Step C	28.4729	2277.83	4935.30	59223.63
		Step D	29.8967	2391.74	5182.09	62185.14
		Step E	31.3917	2511.34	5441.23	65294.74
		Step F	32.9612	2636.90	5713.27	68559.30
		Step G	34.6091	2768.73	5998.91	71986.93
		Step H	36.3396	2907.17	6298.86	75586.37



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
5279A	Permit Technician II-A	Step A	28.4083	2272.66	4924.11	59089.26
		Step B	29.8289	2386.31	5170.34	62044.11
		Step C	31.3203	2505.62	5428.85	65146.22
		Step D	32.8864	2630.91	5700.31	68403.71
		Step E	34.5306	2762.45	5985.30	71823.65
		Step F	36.2573	2900.58	6284.60	75415.18
		Step G	38.0701	3045.61	6598.82	79185.81
		Step H	39.9737	3197.90	6928.77	83145.30
5560A	Project Coordinator-A	Step A	36.3133	2905.06	6294.31	75531.66
		Step B	38.1290	3050.32	6609.03	79308.32
		Step C	40.0353	3202.82	6939.45	83273.42
		Step D	42.0371	3362.97	7286.43	87437.17
		Step E	44.1389	3531.11	7650.74	91808.91
		Step F	46.3460	3707.68	8033.31	96399.68
		Step G	48.6633	3893.06	8434.97	101219.66
		Step H	51.0964	4087.71	8856.71	106280.51



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9556A	Recreation Coordinator I-A	Step A	27.9135	2233.08	4838.34	58060.08
		Step B	29.3094	2344.75	5080.30	60963.55
		Step C	30.7748	2461.98	5334.30	64011.58
		Step D	32.3136	2585.09	5601.02	67212.29
		Step E	33.9292	2714.34	5881.06	70572.74
		Step F	35.6257	2850.06	6175.12	74101.46
		Step G	37.4070	2992.56	6483.88	77806.56
		Step H	39.2773	3142.18	6808.07	81696.78
9543A	Recreation Coordinator II-A	Step A	30.7050	2456.40	5322.20	63866.40
		Step B	32.2402	2579.22	5588.30	67059.62
		Step C	33.8523	2708.18	5867.73	70412.78
		Step D	35.5448	2843.58	6161.10	73933.18
		Step E	37.3222	2985.78	6469.18	77630.18
		Step F	39.1882	3135.06	6792.62	81511.46
		Step G	41.1477	3291.82	7132.27	85587.22
		Step H	43.2052	3456.42	7488.90	89866.82



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8304A	Recreation Leader-A	Step A	20.6035	1648.28	3571.27	42855.28
		Step B	21.6338	1730.70	3749.86	44998.30
		Step C	22.7155	1817.24	3937.35	47248.24
		Step D	23.8513	1908.10	4134.23	49610.70
		Step E	25.0436	2003.49	4340.89	52090.69
		Step F	26.2960	2103.68	4557.97	54695.68
		Step G	27.6108	2208.86	4785.87	57430.46
		Step H	28.9913	2319.30	5025.16	60301.90
6150A	Recycling and Organics Coordinator-A	Step A	34.5492	2763.94	5988.53	71862.34
		Step B	36.2765	2902.12	6287.93	75455.12
		Step C	38.0903	3047.22	6602.32	79227.82
		Step D	39.9949	3199.59	6932.45	83189.39
		Step E	41.9946	3359.57	7279.06	87348.77
		Step F	44.0943	3527.54	7643.01	91716.14
		Step G	46.2991	3703.93	8025.18	96302.13
		Step H	48.6140	3889.12	8426.43	101117.12



City of Roseville

Salary Schedule: Stationary Engineers Local 39-A

Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
6225A	Refuse Maintenance Worker I-A	Step A	21.4216	1713.73	3713.08	44556.93
		Step B	22.4925	1799.40	3898.70	46784.40
		Step C	23.6173	1889.38	4093.67	49123.98
		Step D	24.7980	1983.84	4298.32	51579.84
		Step E	26.0382	2083.06	4513.29	54159.46
		Step F	27.3399	2187.19	4738.92	56866.99
		Step G	28.7070	2296.56	4975.88	59710.56
		Step H	30.1423	2411.38	5224.67	62695.98
6226A	Refuse Maintenance Worker II-A	Step A	23.5641	1885.13	4084.44	49013.33
		Step B	24.7418	1979.34	4288.58	51462.94
		Step C	25.9790	2078.32	4503.03	54036.32
		Step D	27.2780	2182.24	4728.19	56738.24
		Step E	28.6421	2291.37	4964.63	59575.57
		Step F	30.0740	2405.92	5212.83	62553.92
		Step G	31.5776	2526.21	5473.45	65681.41
		Step H	33.1567	2652.54	5747.16	68965.94



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
6302A	Refuse Truck Driver I-A	Step A	25.9187	2073.50	4492.57	53910.90
		Step B	27.2145	2177.16	4717.18	56606.16
		Step C	28.5753	2286.02	4953.05	59436.62
		Step D	30.0040	2400.32	5200.69	62408.32
		Step E	31.5043	2520.34	5460.75	65528.94
		Step F	33.0794	2646.35	5733.76	68805.15
		Step G	34.7334	2778.67	6020.46	72245.47
		Step H	36.4701	2917.61	6321.48	75857.81
6304A	Refuse Truck Driver II-A	Step A	28.5121	2280.97	4942.10	59305.17
		Step B	29.9378	2395.02	5189.22	62270.62
		Step C	31.4345	2514.76	5448.65	65383.76
		Step D	33.0063	2640.50	5721.09	68653.10
		Step E	34.6567	2772.54	6007.16	72085.94
		Step F	36.3896	2911.17	6307.53	75690.37
		Step G	38.2089	3056.71	6622.88	79474.51
		Step H	40.1194	3209.55	6954.03	83448.35



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1088A	Security Analyst I-A	Step A	38.5474	3083.79	6681.55	80178.59
		Step B	40.4748	3237.98	7015.63	84187.58
		Step C	42.4986	3399.89	7366.42	88397.09
		Step D	44.6234	3569.87	7734.72	92816.67
		Step E	46.8546	3748.37	8121.46	97457.57
		Step F	49.1972	3935.78	8527.51	102330.18
		Step G	51.6571	4132.57	8953.90	107446.77
		Step H	54.2400	4339.20	9401.60	112819.20
1089A	Security Analyst II-A	Step A	42.4021	3392.17	7349.70	88196.37
		Step B	44.5222	3561.78	7717.18	92606.18
		Step C	46.7483	3739.86	8103.04	97236.46
		Step D	49.0858	3926.86	8508.21	102098.46
		Step E	51.5401	4123.21	8933.62	107203.41
		Step F	54.1170	4329.36	9380.28	112563.36
		Step G	56.8229	4545.83	9849.30	118191.63
		Step H	59.6641	4773.13	10341.78	124101.33



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1090A	Security Architect-A	Step A	44.5222	3561.78	7717.18	92606.18
		Step B	46.7483	3739.86	8103.04	97236.46
		Step C	49.0858	3926.86	8508.21	102098.46
		Step D	51.5401	4123.21	8933.62	107203.41
		Step E	54.1170	4329.36	9380.28	112563.36
		Step F	56.8229	4545.83	9849.30	118191.63
		Step G	59.6641	4773.13	10341.78	124101.33
		Step H	62.6472	5011.78	10858.85	130306.18
1051A	Senior Accountant-A	Step A	39.0700	3125.60	6772.13	81265.60
		Step B	41.0236	3281.89	7110.76	85329.09
		Step C	43.0746	3445.97	7466.26	89595.17
		Step D	45.2282	3618.26	7839.55	94074.66
		Step E	47.4900	3799.20	8231.60	98779.20
		Step F	49.8643	3989.14	8643.15	103717.74
		Step G	52.3576	4188.61	9075.32	108903.81
		Step H	54.9754	4398.03	9529.07	114348.83



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
7117A	Senior Building Inspector-A	Step A	39.2582	3140.66	6804.75	81657.06
		Step B	41.2212	3297.70	7145.01	85740.10
		Step C	43.2824	3462.59	7502.28	90027.39
		Step D	45.4463	3635.70	7877.36	94528.30
		Step E	47.7187	3817.50	8271.24	99254.90
		Step F	50.1047	4008.38	8684.81	104217.78
		Step G	52.6099	4208.79	9119.05	109428.59
		Step H	55.2402	4419.22	9574.97	114899.62
7119A	Senior Building Maintenance Worker-A	Step A	31.6797	2534.38	5491.15	65893.78
		Step B	33.2637	2661.10	5765.71	69188.50
		Step C	34.9269	2794.15	6054.00	72647.95
		Step D	36.6732	2933.86	6356.69	76280.26
		Step E	38.5069	3080.55	6674.53	80094.35
		Step F	40.4323	3234.58	7008.27	84099.18
		Step G	42.4537	3396.30	7358.64	88303.70
		Step H	44.5766	3566.13	7726.61	92719.33



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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7195A	Senior Building Plans Examiner-A	Step A	40.0761	3206.09	6946.52	83358.29
		Step B	42.0797	3366.38	7293.81	87525.78
		Step C	44.1838	3534.70	7658.53	91902.30
		Step D	46.3929	3711.43	8041.44	96497.23
		Step E	48.7125	3897.00	8443.50	101322.00
		Step F	51.1482	4091.86	8865.69	106388.26
		Step G	53.7058	4296.46	9309.01	111708.06
		Step H	56.3910	4511.28	9774.44	117293.28
7139A	Senior Buyer-A	Step A	35.5175	2841.40	6156.37	73876.40
		Step B	37.2932	2983.46	6464.15	77569.86
		Step C	39.1578	3132.62	6787.35	81448.22
		Step D	41.1157	3289.26	7126.72	85520.66
		Step E	43.1715	3453.72	7483.06	89796.72
		Step F	45.3301	3626.41	7857.22	94286.61
		Step G	47.5966	3807.73	8250.08	99000.93
		Step H	49.9764	3998.11	8662.58	103950.91



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7134A	Senior Code Enforcement Inspector-A	Step A	33.0618	2644.94	5730.71	68768.54
		Step B	34.7148	2777.18	6017.23	72206.78
		Step C	36.4507	2916.06	6318.12	75817.46
		Step D	38.2730	3061.84	6633.99	79607.84
		Step E	40.1868	3214.94	6965.71	83588.54
		Step F	42.1962	3375.70	7314.01	87768.10
		Step G	44.3060	3544.48	7679.71	92156.48
		Step H	46.5212	3721.70	8063.67	96764.10
7121A	Senior Construction Inspector-A	Step A	36.3133	2905.06	6294.31	75531.66
		Step B	38.1290	3050.32	6609.03	79308.32
		Step C	40.0353	3202.82	6939.45	83273.42
		Step D	42.0371	3362.97	7286.43	87437.17
		Step E	44.1389	3531.11	7650.74	91808.91
		Step F	46.3460	3707.68	8033.31	96399.68
		Step G	48.6633	3893.06	8434.97	101219.66
		Step H	51.0964	4087.71	8856.71	106280.51



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
7144A	Senior Custodian-A	Step A	21.8015	1744.12	3778.93	45347.12
		Step B	22.8915	1831.32	3967.86	47614.32
		Step C	24.0359	1922.87	4166.22	49994.67
		Step D	25.2378	2019.02	4374.55	52494.62
		Step E	26.4995	2119.96	4593.25	55118.96
		Step F	27.8248	2225.98	4822.97	57875.58
		Step G	29.2160	2337.28	5064.11	60769.28
		Step H	30.6768	2454.14	5317.31	63807.74
7162A	Senior Engineering Technician-A	Step A	33.4070	2672.56	5790.55	69486.56
		Step B	35.0774	2806.19	6080.08	72960.99
		Step C	36.8312	2946.50	6384.07	76608.90
		Step D	38.6727	3093.82	6703.27	80439.22
		Step E	40.6064	3248.51	7038.44	84461.31
		Step F	42.6368	3410.94	7390.38	88684.54
		Step G	44.7687	3581.50	7759.91	93118.90
		Step H	47.0072	3760.58	8147.91	97774.98



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
7146A	Senior Finance Clerk-A	Step A	25.5101	2040.81	4421.75	53061.01
		Step B	26.7856	2142.85	4642.84	55714.05
		Step C	28.1247	2249.98	4874.95	58499.38
		Step D	29.5310	2362.48	5118.71	61424.48
		Step E	31.0075	2480.60	5374.63	64495.60
		Step F	32.5581	2604.65	5643.40	67720.85
		Step G	34.1858	2734.86	5925.54	71106.46
		Step H	35.8951	2871.61	6221.82	74661.81
7147A	Senior Finance Technician-A	Step A	29.2187	2337.50	5064.57	60774.90
		Step B	30.6797	2454.38	5317.81	63813.78
		Step C	32.2136	2577.09	5583.69	67004.29
		Step D	33.8243	2705.94	5862.88	70354.54
		Step E	35.5156	2841.25	6156.04	73872.45
		Step F	37.2913	2983.30	6463.83	77565.90
		Step G	39.1560	3132.48	6787.04	81444.48
		Step H	41.1138	3289.10	7126.39	85516.70



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Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
7148A	Senior Housing Technician-A	Step A	31.1742	2493.94	5403.53	64842.34
		Step B	32.7330	2618.64	5673.72	68084.64
		Step C	34.3696	2749.57	5957.40	71488.77
		Step D	36.0881	2887.05	6255.27	75063.25
		Step E	37.8925	3031.40	6568.03	78816.40
		Step F	39.7870	3182.96	6896.41	82756.96
		Step G	41.7765	3342.12	7241.26	86895.12
		Step H	43.8652	3509.22	7603.30	91239.62
7149A	Senior Information Technology Technician-A	Step A	34.4210	2753.68	5966.31	71595.68
		Step B	36.1420	2891.36	6264.61	75175.36
		Step C	37.9492	3035.94	6577.86	78934.34
		Step D	39.8466	3187.73	6906.74	82880.93
		Step E	41.8391	3347.13	7252.11	87025.33
		Step F	43.9310	3514.48	7614.71	91376.48
		Step G	46.1276	3690.21	7995.45	95945.41
		Step H	48.4340	3874.72	8395.23	100742.72



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Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
3733A	Senior Interpretive Services Specialist-A	Step A	33.7767	2702.14	5854.63	70255.54
		Step B	35.4655	2837.24	6147.35	73768.24
		Step C	37.2387	2979.10	6454.71	77456.50
		Step D	39.1008	3128.06	6777.47	81329.66
		Step E	41.0557	3284.46	7116.32	85395.86
		Step F	43.1087	3448.70	7472.17	89666.10
		Step G	45.2639	3621.11	7845.74	94148.91
		Step H	47.5272	3802.18	8238.05	98856.58
1133A	Senior Laboratory Analyst-A	Step A	36.1840	2894.72	6271.89	75262.72
		Step B	37.9933	3039.46	6585.51	79026.06
		Step C	39.8929	3191.43	6914.77	82977.23
		Step D	41.8875	3351.00	7260.50	87126.00
		Step E	43.9819	3518.55	7623.53	91482.35
		Step F	46.1811	3694.49	8004.72	96056.69
		Step G	48.4901	3879.21	8404.95	100859.41
		Step H	50.9146	4073.17	8825.20	105902.37



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
7189A	Senior Mechanic-A	Step A	33.9747	2717.98	5888.95	70667.38
		Step B	35.6734	2853.87	6183.39	74200.67
		Step C	37.4570	2996.56	6492.55	77910.56
		Step D	39.3299	3146.39	6817.18	81806.19
		Step E	41.2963	3303.70	7158.03	85896.30
		Step F	43.3613	3468.90	7515.96	90191.50
		Step G	45.5293	3642.34	7891.75	94700.94
		Step H	47.8057	3824.46	8286.32	99435.86
7200A	Senior Meter Service Worker-A	Step A	26.6938	2135.50	4626.93	55523.10
		Step B	28.0284	2242.27	4858.26	58299.07
		Step C	29.4295	2354.36	5101.11	61213.36
		Step D	30.9014	2472.11	5356.24	64274.91
		Step E	32.4463	2595.70	5624.03	67488.30
		Step F	34.0687	2725.50	5905.24	70862.90
		Step G	35.7720	2861.76	6200.48	74405.76
		Step H	37.5607	3004.86	6510.52	78126.26



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
7154A	Senior Natural Resources Worker-A	Step A	28.0267	2242.14	4857.96	58295.54
		Step B	29.4279	2354.23	5100.84	61210.03
		Step C	30.8995	2471.96	5355.91	64270.96
		Step D	32.4443	2595.54	5623.68	67484.14
		Step E	34.0667	2725.34	5904.89	70858.74
		Step F	35.7700	2861.60	6200.13	74401.60
		Step G	37.5585	3004.68	6510.14	78121.68
		Step H	39.4364	3154.91	6835.64	82027.71
7192A	Senior Parks Maintenance Worker-A	Step A	26.6918	2135.34	4626.58	55518.94
		Step B	28.0267	2242.14	4857.96	58295.54
		Step C	29.4279	2354.23	5100.84	61210.03
		Step D	30.8998	2471.98	5355.97	64271.58
		Step E	32.4443	2595.54	5623.68	67484.14
		Step F	34.0667	2725.34	5904.89	70858.74
		Step G	35.7698	2861.58	6200.10	74401.18
		Step H	37.5587	3004.70	6510.17	78122.10



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Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1502A	Senior Permits Technician-A	Step A	31.2494	2499.95	5416.56	64998.75
		Step B	32.8118	2624.94	5687.38	68248.54
		Step C	34.4524	2756.19	5971.75	71660.99
		Step D	36.1750	2894.00	6270.33	75244.00
		Step E	37.9837	3038.70	6583.84	79006.10
		Step F	39.8829	3190.63	6913.04	82956.43
		Step G	41.8770	3350.16	7258.68	87104.16
		Step H	43.9709	3517.67	7621.62	91459.47
7129A	Senior Refuse Truck Driver-A	Step A	31.3614	2508.91	5435.98	65231.71
		Step B	32.9294	2634.35	5707.76	68493.15
		Step C	34.5759	2766.07	5993.16	71917.87
		Step D	36.3047	2904.38	6292.81	75513.78
		Step E	38.1200	3049.60	6607.47	79289.60
		Step F	40.0258	3202.06	6937.81	83253.66
		Step G	42.0272	3362.18	7284.71	87416.58
		Step H	44.1286	3530.29	7648.96	91787.49



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LO39 Stationary Engineers Local 39
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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1279A	Senior Solid Waste Billing Technician-A	Step A	29.2192	2337.54	5064.66	60775.94
		Step B	30.6801	2454.41	5317.88	63814.61
		Step C	32.2141	2577.13	5583.78	67005.33
		Step D	33.8248	2705.98	5862.97	70355.58
		Step E	35.5160	2841.28	6156.11	73873.28
		Step F	37.2921	2983.37	6463.96	77567.57
		Step G	39.1567	3132.54	6787.16	81445.94
		Step H	41.1144	3289.15	7126.50	85517.95
7187A	Senior Street Maintenance Worker-A	Step A	29.8710	2389.68	5177.64	62131.68
		Step B	31.3647	2509.18	5436.55	65238.58
		Step C	32.9329	2634.63	5708.37	68500.43
		Step D	34.5796	2766.37	5993.80	71925.57
		Step E	36.3088	2904.70	6293.53	75522.30
		Step F	38.1241	3049.93	6608.18	79298.13
		Step G	40.0301	3202.41	6938.55	83262.61
		Step H	42.0318	3362.54	7285.51	87426.14



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LO39 Stationary Engineers Local 39
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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
7201A	Senior Tree Trimmer-A	Step A	28.0275	2242.20	4858.10	58297.20
		Step B	29.4290	2354.32	5101.03	61212.32
		Step C	30.9003	2472.02	5356.05	64272.62
		Step D	32.4456	2595.65	5623.90	67486.85
		Step E	34.0677	2725.42	5905.07	70860.82
		Step F	35.7713	2861.70	6200.36	74404.30
		Step G	37.5595	3004.76	6510.31	78123.76
		Step H	39.4377	3155.02	6835.87	82030.42
1103A	Senior Utility Customer Service Field Representative-A	Step A	33.2320	2658.56	5760.21	69122.56
		Step B	34.8938	2791.50	6048.26	72579.10
		Step C	36.6383	2931.06	6350.64	76207.66
		Step D	38.4703	3077.62	6668.19	80018.22
		Step E	40.3938	3231.50	7001.59	84019.10
		Step F	42.4134	3393.07	7351.66	88219.87
		Step G	44.5342	3562.74	7719.26	92631.14
		Step H	46.7608	3740.86	8105.21	97262.46



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Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1044A	Senior Utility Customer Service Specialist-A	Step A	28.8974	2311.79	5008.88	60106.59
		Step B	30.3425	2427.40	5259.37	63112.40
		Step C	31.8596	2548.77	5522.33	66267.97
		Step D	33.4525	2676.20	5798.43	69581.20
		Step E	35.1250	2810.00	6088.33	73060.00
		Step F	36.8814	2950.51	6392.78	76713.31
		Step G	38.7254	3098.03	6712.40	80548.83
		Step H	40.6618	3252.94	7048.05	84576.54
7324A	Solid Waste Billing Technician-A	Step A	26.5624	2124.99	4604.15	55249.79
		Step B	27.8906	2231.25	4834.37	58012.45
		Step C	29.2853	2342.82	5076.12	60913.42
		Step D	30.7495	2459.96	5329.91	63958.96
		Step E	32.2868	2582.94	5596.38	67156.54
		Step F	33.9014	2712.11	5876.24	70514.91
		Step G	35.5963	2847.70	6170.03	74040.30
		Step H	37.3762	2990.10	6478.54	77742.50



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7525A	Street Maintenance Worker I-A	Step A	24.6869	1974.95	4279.06	51348.75
		Step B	25.9211	2073.69	4492.99	53915.89
		Step C	27.2174	2177.39	4717.68	56612.19
		Step D	28.5780	2286.24	4953.52	59442.24
		Step E	30.0070	2400.56	5201.21	62414.56
		Step F	31.5074	2520.59	5461.28	65535.39
		Step G	33.0829	2646.63	5734.37	68812.43
		Step H	34.7368	2778.94	6021.05	72252.54
7530A	Street Maintenance Worker II-A	Step A	27.1554	2172.43	4706.94	56483.23
		Step B	28.5133	2281.06	4942.31	59307.66
		Step C	29.9390	2395.12	5189.43	62273.12
		Step D	31.4359	2514.87	5448.89	65386.67
		Step E	33.0079	2640.63	5721.37	68656.43
		Step F	34.6582	2772.66	6007.42	72089.06
		Step G	36.3912	2911.30	6307.81	75693.70
		Step H	38.2107	3056.86	6623.19	79478.26



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Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
7540A	Street Sweeper Operator-A	Step A	28.5133	2281.06	4942.31	59307.66
		Step B	29.9390	2395.12	5189.43	62273.12
		Step C	31.4359	2514.87	5448.89	65386.67
		Step D	33.0079	2640.63	5721.37	68656.43
		Step E	34.6582	2772.66	6007.42	72089.06
		Step F	36.3912	2911.30	6307.81	75693.70
		Step G	38.2107	3056.86	6623.19	79478.26
		Step H	40.1211	3209.69	6954.32	83451.89
1091A	Systems Architect-A	Step A	42.4021	3392.17	7349.70	88196.37
		Step B	44.5222	3561.78	7717.18	92606.18
		Step C	46.7483	3739.86	8103.04	97236.46
		Step D	49.0858	3926.86	8508.21	102098.46
		Step E	51.5401	4123.21	8933.62	107203.41
		Step F	54.1170	4329.36	9380.28	112563.36
		Step G	56.8229	4545.83	9849.30	118191.63
		Step H	59.6641	4773.13	10341.78	124101.33



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Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1052A	Transportation Grants Analyst-A	Step A	38.8086	3104.69	6726.82	80721.89
		Step B	40.7490	3259.92	7063.16	84757.92
		Step C	42.7865	3422.92	7416.33	88995.92
		Step D	44.9258	3594.06	7787.14	93445.66
		Step E	47.1720	3773.76	8176.48	98117.76
		Step F	49.5307	3962.46	8585.32	103023.86
		Step G	52.0073	4160.58	9014.60	108175.18
		Step H	54.6075	4368.60	9465.30	113583.60
1112A	Transportation Technician I-A	Step A	25.7639	2061.11	4465.74	53588.91
		Step B	27.0519	2164.15	4689.00	56267.95
		Step C	28.4046	2272.37	4923.46	59081.57
		Step D	29.8246	2385.97	5169.60	62035.17
		Step E	31.3160	2505.28	5428.11	65137.28
		Step F	32.8818	2630.54	5699.51	68394.14
		Step G	34.5259	2762.07	5984.49	71813.87
		Step H	36.2522	2900.18	6283.71	75404.58



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1111A	Transportation Technician II-A	Step A	28.3401	2267.21	4912.28	58947.41
		Step B	29.7572	2380.58	5157.91	61894.98
		Step C	31.2451	2499.61	5415.82	64989.81
		Step D	32.8073	2624.58	5686.60	68239.18
		Step E	34.4477	2755.82	5970.93	71651.22
		Step F	36.1701	2893.61	6269.48	75233.81
		Step G	37.9786	3038.29	6582.96	78995.49
		Step H	39.8774	3190.19	6912.08	82944.99
1503A	Tree Trimmer I-A	Step A	23.1630	1853.04	4014.92	48179.04
		Step B	24.3212	1945.70	4215.67	50588.10
		Step C	25.5373	2042.98	4426.47	53117.58
		Step D	26.8141	2145.13	4647.78	55773.33
		Step E	28.1548	2252.38	4880.17	58561.98
		Step F	29.5627	2365.02	5124.20	61490.42
		Step G	31.0408	2483.26	5380.41	64564.86
		Step H	32.5927	2607.42	5649.40	67792.82



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1504A	Tree Trimmer II-A	Step A	25.4797	2038.38	4416.48	52997.78
		Step B	26.7533	2140.26	4637.24	55646.86
		Step C	28.0912	2247.30	4869.14	58429.70
		Step D	29.4956	2359.65	5112.57	61350.85
		Step E	30.9706	2477.65	5368.24	64418.85
		Step F	32.5192	2601.54	5636.66	67639.94
		Step G	34.1451	2731.61	5918.48	71021.81
		Step H	35.8520	2868.16	6214.35	74572.16
1107A	Turf and Sports Field Technician-A	Step A	30.6961	2455.69	5320.66	63847.89
		Step B	32.2308	2578.46	5586.67	67040.06
		Step C	33.8424	2707.39	5866.02	70392.19
		Step D	35.5344	2842.75	6159.30	73911.55
		Step E	37.3112	2984.90	6467.27	77607.30
		Step F	39.1765	3134.12	6790.59	81487.12
		Step G	41.1355	3290.84	7130.15	85561.84
		Step H	43.1923	3455.38	7486.67	89839.98



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3314A	Utility Billing Analyst I-A	Step A	37.1329	2970.63	6436.37	77236.43
		Step B	38.9895	3119.16	6758.18	81098.16
		Step C	40.9389	3275.11	7096.08	85152.91
		Step D	42.9859	3438.87	7450.89	89410.67
		Step E	45.1352	3610.82	7823.43	93881.22
		Step F	47.3919	3791.35	8214.60	98575.15
		Step G	49.7615	3980.92	8625.33	103503.92
		Step H	52.2497	4179.98	9056.61	108679.38
3315A	Utility Billing Analyst II-A	Step A	40.8461	3267.69	7079.99	84959.89
		Step B	42.8885	3431.08	7434.01	89208.08
		Step C	45.0329	3602.63	7805.70	93668.43
		Step D	47.2845	3782.76	8195.98	98351.76
		Step E	49.6487	3971.90	8605.77	103269.30
		Step F	52.1312	4170.50	9036.07	108432.90
		Step G	54.7377	4379.02	9487.87	113854.42
		Step H	57.4746	4597.97	9962.26	119547.17



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1105A	Utility Customer Service Field Representative I-A	Step A	27.4646	2197.17	4760.53	57126.37
		Step B	28.8378	2307.02	4998.55	59982.62
		Step C	30.2796	2422.37	5248.46	62981.57
		Step D	31.7936	2543.49	5510.89	66130.69
		Step E	33.3832	2670.66	5786.42	69437.06
		Step F	35.0524	2804.19	6075.75	72908.99
		Step G	36.8051	2944.41	6379.55	76554.61
		Step H	38.6453	3091.62	6698.52	80382.22
1104A	Utility Customer Service Field Representative II-A	Step A	30.2110	2416.88	5236.57	62838.88
		Step B	31.7216	2537.73	5498.41	65980.93
		Step C	33.3076	2664.61	5773.32	69279.81
		Step D	34.9730	2797.84	6061.99	72743.84
		Step E	36.7215	2937.72	6365.06	76380.72
		Step F	38.5577	3084.62	6683.33	80200.02
		Step G	40.4856	3238.85	7017.50	84210.05
		Step H	42.5098	3400.78	7368.37	88420.38



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1050A	Utility Customer Service Representative I-A	Step A	20.7671	1661.37	3599.63	43195.57
		Step B	21.8054	1744.43	3779.60	45355.23
		Step C	22.8958	1831.66	3968.61	47623.26
		Step D	24.0406	1923.25	4167.04	50004.45
		Step E	25.2425	2019.40	4375.37	52504.40
		Step F	26.5049	2120.39	4594.18	55130.19
		Step G	27.8300	2226.40	4823.87	57886.40
		Step H	29.2214	2337.71	5065.04	60780.51
1049A	Utility Customer Service Representative II-A	Step A	22.8439	1827.51	3959.61	47515.31
		Step B	23.9860	1918.88	4157.57	49890.88
		Step C	25.1854	2014.83	4365.47	52385.63
		Step D	26.4446	2115.57	4583.73	55004.77
		Step E	27.7669	2221.35	4812.93	57755.15
		Step F	29.1552	2332.42	5053.57	60642.82
		Step G	30.6130	2449.04	5306.25	63675.04
		Step H	32.1436	2571.49	5571.56	66858.69



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1048A	Utility Customer Service Specialist I-A	Step A	23.8822	1910.58	4139.58	49674.98
		Step B	25.0763	2006.10	4346.56	52158.70
		Step C	26.3302	2106.42	4563.90	54766.82
		Step D	27.6466	2211.73	4792.08	57504.93
		Step E	29.0290	2322.32	5031.69	60380.32
		Step F	30.4805	2438.44	5283.29	63399.44
		Step G	32.0045	2560.36	5547.45	66569.36
		Step H	33.6046	2688.37	5824.80	69897.57
1046A	Utility Customer Service Specialist II-A	Step A	26.2704	2101.63	4553.54	54642.43
		Step B	27.5840	2206.72	4781.23	57374.72
		Step C	28.9632	2317.06	5020.29	60243.46
		Step D	30.4113	2432.90	5271.29	63255.50
		Step E	31.9318	2554.54	5534.85	66418.14
		Step F	33.5284	2682.27	5811.59	69739.07
		Step G	35.2050	2816.40	6102.20	73226.40
		Step H	36.9652	2957.22	6407.30	76887.62



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
8940A	Vehicle Maintenance Servicewriter-A	Step A	33.9747	2717.98	5888.95	70667.38
		Step B	35.6734	2853.87	6183.39	74200.67
		Step C	37.4570	2996.56	6492.55	77910.56
		Step D	39.3299	3146.39	6817.18	81806.19
		Step E	41.2963	3303.70	7158.03	85896.30
		Step F	43.3613	3468.90	7515.96	90191.50
		Step G	45.5293	3642.34	7891.75	94700.94
		Step H	47.8057	3824.46	8286.32	99435.86
8426A	Video and Multimedia Technician-A	Step A	31.9495	2555.96	5537.91	66454.96
		Step B	33.5468	2683.74	5814.78	69777.34
		Step C	35.2244	2817.95	6105.56	73266.75
		Step D	36.9855	2958.84	6410.82	76929.84
		Step E	38.8348	3106.78	6731.37	80776.38
		Step F	40.7767	3262.14	7067.96	84815.54
		Step G	42.8154	3425.23	7421.34	89056.03
		Step H	44.9562	3596.50	7792.41	93508.90



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1098A	Waste Services Clerk I-A	Step A	21.0826	1686.61	3654.32	43851.81
		Step B	22.1367	1770.94	3837.03	46044.34
		Step C	23.2435	1859.48	4028.87	48346.48
		Step D	24.4059	1952.47	4230.36	50764.27
		Step E	25.6260	2050.08	4441.84	53302.08
		Step F	26.9075	2152.60	4663.97	55967.60
		Step G	28.2527	2260.22	4897.13	58765.62
		Step H	29.6654	2373.23	5142.00	61704.03
1099A	Waste Services Clerk II-A	Step A	23.1909	1855.27	4019.76	48237.07
		Step B	24.3505	1948.04	4220.75	50649.04
		Step C	25.5679	2045.43	4431.77	53181.23
		Step D	26.8464	2147.71	4653.38	55840.51
		Step E	28.1887	2255.10	4886.04	58632.50
		Step F	29.5981	2367.85	5130.34	61564.05
		Step G	31.0779	2486.23	5386.84	64642.03
		Step H	32.6318	2610.54	5656.18	67874.14



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Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1128A	Waste Services Field Enforcement Inspector-A	Step A	32.9295	2634.36	5707.78	68493.36
		Step B	34.5759	2766.07	5993.16	71917.87
		Step C	36.3047	2904.38	6292.81	75513.78
		Step D	38.1200	3049.60	6607.47	79289.60
		Step E	40.0259	3202.07	6937.82	83253.87
		Step F	42.0273	3362.18	7284.73	87416.78
		Step G	44.1286	3530.29	7648.96	91787.49
		Step H	46.3350	3706.80	8031.40	96376.80
9000A	Wastewater Treatment Plant Operator Grade I-A	Step A	29.6275	2370.20	5135.43	61625.20
		Step B	31.1090	2488.72	5392.23	64706.72
		Step C	32.6643	2613.14	5661.81	67941.74
		Step D	34.2974	2743.79	5944.88	71338.59
		Step E	36.0122	2880.98	6242.11	74905.38
		Step F	37.8129	3025.03	6554.24	78650.83
		Step G	39.7037	3176.30	6881.97	82583.70
		Step H	41.6888	3335.10	7226.06	86712.70



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
9010A	Wastewater Treatment Plant Operator Grade II-A	Step A	32.6931	2615.45	5666.80	68001.65
		Step B	34.3278	2746.22	5950.15	71401.82
		Step C	36.0441	2883.53	6247.64	74971.73
		Step D	37.8463	3027.70	6560.03	78720.30
		Step E	39.7385	3179.08	6888.01	82656.08
		Step F	41.7256	3338.05	7232.44	86789.25
		Step G	43.8119	3504.95	7594.06	91128.75
		Step H	46.0023	3680.18	7973.73	95684.78
9020A	Wastewater Treatment Plant Operator Grade III 24Hr-A	Step A	28.1455	3152.30	6829.97	81959.70
		Step B	29.5528	3309.91	7171.48	86057.75
		Step C	31.0303	3475.39	7530.02	90360.23
		Step D	32.5819	3649.17	7906.54	94878.49
		Step E	34.2110	3831.63	8301.87	99622.43
		Step F	35.9216	4023.22	8716.97	104603.70
		Step G	37.7176	4224.37	9152.80	109833.65
		Step H	39.6035	4435.59	9610.45	115325.39



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
9025A	Wastewater Treatment Plant Operator Grade III 8Hr-A	Step A	36.6545	2932.36	6353.45	76241.36
		Step B	38.4873	3078.98	6671.13	80053.58
		Step C	40.4118	3232.94	7004.71	84056.54
		Step D	42.4322	3394.58	7354.91	88258.98
		Step E	44.5539	3564.31	7722.68	92672.11
		Step F	46.7816	3742.53	8108.81	97305.73
		Step G	49.1206	3929.65	8514.24	102170.85
		Step H	51.5766	4126.13	8939.94	107279.33
9020ZA	Wastewater Treatment Plant Operator Grade III 8Hr-ZA	Step A	39.4036	3152.29	6829.96	81959.49
		Step B	41.3736	3309.89	7171.42	86057.09
		Step C	43.4424	3475.39	7530.02	90360.19
		Step D	45.6146	3649.17	7906.53	94878.37
		Step E	47.8952	3831.62	8301.83	99622.02
		Step F	50.2900	4023.20	8716.93	104603.20
		Step G	52.8045	4224.36	9152.78	109833.36
		Step H	55.4447	4435.58	9610.41	115324.98



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		Step Name	Hourly	Bi-Weekly	Monthly	Annual
9030A	Wastewater Treatment Plant Operator Grade IV-A	Step A	44.1322	3530.58	7649.58	91794.98
		Step B	46.3387	3707.10	8032.04	96384.50
		Step C	48.6555	3892.44	8433.62	101203.44
		Step D	51.0883	4087.06	8855.31	106263.66
		Step E	53.6429	4291.43	9298.10	111577.23
		Step F	56.3251	4506.01	9763.02	117156.21
		Step G	59.1414	4731.31	10251.18	123014.11
		Step H	62.0983	4967.86	10763.71	129164.46
1053A	Water Quality Technician-A	Step A	28.7867	2302.94	4989.69	59876.34
		Step B	30.2261	2418.09	5239.19	62870.29
		Step C	31.7375	2539.00	5501.17	66014.00
		Step D	33.3244	2665.95	5776.23	69314.75
		Step E	34.9904	2799.23	6065.00	72780.03
		Step F	36.7401	2939.21	6368.28	76419.41
		Step G	38.5772	3086.18	6686.71	80240.58
		Step H	40.5060	3240.48	7021.04	84252.48



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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9200A	Water Treatment Plant Operator Grade I 24Hr-A	Step A	21.1625	2370.20	5135.43	61625.20
		Step B	22.2206	2488.71	5392.20	64706.39
		Step C	23.3315	2613.13	5661.78	67941.33
		Step D	24.4982	2743.80	5944.90	71338.76
		Step E	25.7230	2880.98	6242.11	74905.38
		Step F	27.0093	3025.04	6554.26	78651.08
		Step G	28.3597	3176.29	6881.95	82583.45
		Step H	29.7776	3335.09	7226.03	86712.37
9232A	Water Treatment Plant Operator Grade I 8Hr-A	Step A	29.6275	2370.20	5135.43	61625.20
		Step B	31.1090	2488.72	5392.23	64706.72
		Step C	32.6643	2613.14	5661.81	67941.74
		Step D	34.2974	2743.79	5944.88	71338.59
		Step E	36.0122	2880.98	6242.11	74905.38
		Step F	37.8129	3025.03	6554.24	78650.83
		Step G	39.7037	3176.30	6881.97	82583.70
		Step H	41.6888	3335.10	7226.06	86712.70



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Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9200ZA	Water Treatment Plant Operator Grade I 8Hr-ZA	Step A	29.6275	2370.20	5135.43	61625.20
		Step B	31.1090	2488.72	5392.23	64706.72
		Step C	32.6643	2613.14	5661.81	67941.74
		Step D	34.2974	2743.79	5944.88	71338.59
		Step E	36.0122	2880.98	6242.11	74905.38
		Step F	37.8129	3025.03	6554.24	78650.83
		Step G	39.7037	3176.30	6881.97	82583.70
		Step H	41.6888	3335.10	7226.06	86712.70
9210A	Water Treatment Plant Operator Grade II 24Hr-A	Step A	23.3524	2615.47	5666.85	68002.19
		Step B	24.5199	2746.23	5950.16	71401.95
		Step C	25.7460	2883.55	6247.70	74972.35
		Step D	27.0334	3027.74	6560.11	78721.26
		Step E	28.3848	3179.10	6888.04	82656.54
		Step F	29.8042	3338.07	7232.49	86789.83
		Step G	31.2944	3504.97	7594.11	91129.29
		Step H	32.8590	3680.21	7973.78	95685.41



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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9234A	Water Treatment Plant Operator Grade II 8Hr-A	Step A	32.6933	2615.46	5666.84	68002.06
		Step B	34.3280	2746.24	5950.19	71402.24
		Step C	36.0445	2883.56	6247.71	74972.56
		Step D	37.8466	3027.73	6560.08	78720.93
		Step E	39.7388	3179.10	6888.06	82656.70
		Step F	41.7258	3338.06	7232.47	86789.66
		Step G	43.8122	3504.98	7594.11	91129.38
		Step H	46.0028	3680.22	7973.82	95685.82
9210ZA	Water Treatment Plant Operator Grade II 8Hr-ZA	Step A	32.6933	2615.46	5666.84	68002.06
		Step B	34.3280	2746.24	5950.19	71402.24
		Step C	36.0445	2883.56	6247.71	74972.56
		Step D	37.8466	3027.73	6560.08	78720.93
		Step E	39.7388	3179.10	6888.06	82656.70
		Step F	41.7258	3338.06	7232.47	86789.66
		Step G	43.8122	3504.98	7594.11	91129.38
		Step H	46.0028	3680.22	7973.82	95685.82



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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9230A	Water Treatment Plant Operator Grade III 24Hr-A	Step A	27.4909	3078.98	6671.13	80053.50
		Step B	28.8654	3232.92	7004.67	84056.04
		Step C	30.3087	3394.57	7354.91	88258.93
		Step D	31.8243	3564.32	7722.70	92672.36
		Step E	33.4154	3742.52	8108.80	97305.64
		Step F	35.0861	3929.64	8514.23	102170.72
		Step G	36.8404	4126.12	8939.94	107279.24
		Step H	38.6825	4332.44	9386.95	112643.44
9229A	Water Treatment Plant Operator Grade III 8Hr-A	Step A	36.6545	2932.36	6353.45	76241.36
		Step B	38.4873	3078.98	6671.13	80053.58
		Step C	40.4118	3232.94	7004.71	84056.54
		Step D	42.4322	3394.58	7354.91	88258.98
		Step E	44.5539	3564.31	7722.68	92672.11
		Step F	46.7816	3742.53	8108.81	97305.73
		Step G	49.1206	3929.65	8514.24	102170.85
		Step H	51.5766	4126.13	8939.94	107279.33



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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9230ZA	Water Treatment Plant Operator Grade III 8Hr-ZA	Step A	38.4873	3078.98	6671.13	80053.58
		Step B	40.4117	3232.94	7004.69	84056.34
		Step C	42.4321	3394.57	7354.90	88258.77
		Step D	44.5538	3564.30	7722.66	92671.90
		Step E	46.7814	3742.51	8108.78	97305.31
		Step F	49.1206	3929.65	8514.24	102170.85
		Step G	51.5766	4126.13	8939.94	107279.33
		Step H	54.1555	4332.44	9386.95	112643.44
1641A	Youth Development Program Coordinator-A	Step A	30.7050	2456.40	5322.20	63866.40
		Step B	32.2402	2579.22	5588.30	67059.62
		Step C	33.8523	2708.18	5867.73	70412.78
		Step D	35.5448	2843.58	6161.10	73933.18
		Step E	37.3222	2985.78	6469.18	77630.18
		Step F	39.1882	3135.06	6792.62	81511.46
		Step G	41.1477	3291.82	7132.27	85587.22
		Step H	43.2052	3456.42	7488.90	89866.82



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

0035B	Accountant I-B	Step A	32.2892	2583.14	5596.79	67161.54
		Step B	33.8073	2704.58	5859.93	70319.18
		Step C	34.8215	2785.72	6035.73	72428.72
		Step D	35.8663	2869.30	6216.83	74601.90
		Step E	36.9421	2955.37	6403.30	76839.57
		Step F	38.0504	3044.03	6595.40	79144.83
		Step G	39.1920	3135.36	6793.28	81519.36
		Step H	40.3677	3229.42	6997.07	83964.82
		Step I	41.5786	3326.29	7206.96	86483.49
		Step J	42.8260	3426.08	7423.17	89078.08
		Step K	44.1108	3528.86	7645.87	91750.46
		Step L	45.4342	3634.74	7875.26	94503.14



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
0040B	Accountant II-B	Step A	35.5180	2841.44	6156.45	73877.44
		Step B	37.1880	2975.04	6445.92	77351.04
		Step C	38.3037	3064.30	6639.31	79671.70
		Step D	39.4528	3156.22	6838.49	82061.82
		Step E	40.6363	3250.90	7043.63	84523.50
		Step F	41.8555	3348.44	7254.95	87059.44
		Step G	43.1111	3448.89	7472.59	89671.09
		Step H	44.4044	3552.35	7696.76	92361.15
		Step I	45.7366	3658.93	7927.68	95132.13
		Step J	47.1086	3768.69	8165.49	97985.89
		Step K	48.5220	3881.76	8410.48	100925.76
		Step L	49.9776	3998.21	8662.78	103953.41



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1003B	Administrative Supervisor-B	Step A	32.5911	2607.29	5649.12	67789.49
		Step B	34.1234	2729.87	5914.72	70976.67
		Step C	35.1471	2811.77	6092.16	73105.97
		Step D	36.2015	2896.12	6274.93	75299.12
		Step E	37.2876	2983.01	6463.18	77558.21
		Step F	38.4061	3072.49	6657.06	79884.69
		Step G	39.5582	3164.66	6856.75	82281.06
		Step H	40.7451	3259.61	7062.48	84749.81
		Step I	41.9674	3357.39	7274.35	87292.19
		Step J	43.2265	3458.12	7492.59	89911.12
		Step K	44.5232	3561.86	7717.35	92608.26
		Step L	45.8590	3668.72	7948.89	95386.72



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
0084B	Administrative Technician-B	Step A	28.3401	2267.21	4912.28	58947.41
		Step B	29.6725	2373.80	5143.23	61718.80
		Step C	30.5628	2445.02	5297.55	63570.62
		Step D	31.4796	2518.37	5456.46	65477.57
		Step E	32.4240	2593.92	5620.16	67441.92
		Step F	33.3968	2671.74	5788.78	69465.34
		Step G	34.3985	2751.88	5962.41	71548.88
		Step H	35.4306	2834.45	6141.30	73695.65
		Step I	36.4935	2919.48	6325.54	75906.48
		Step J	37.5882	3007.06	6515.29	78183.46
		Step K	38.7159	3097.27	6710.76	80529.07
		Step L	39.8774	3190.19	6912.08	82944.99



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
8302B	Aquatics Maintenance Technician-B	Step A	30.6961	2455.69	5320.66	63847.89
		Step B	32.1391	2571.13	5570.78	66849.33
		Step C	33.1034	2648.27	5737.92	68855.07
		Step D	34.0965	2727.72	5910.06	70920.72
		Step E	35.1193	2809.54	6087.35	73048.14
		Step F	36.1729	2893.83	6269.97	75239.63
		Step G	37.2581	2980.65	6458.07	77496.85
		Step H	38.3758	3070.06	6651.81	79821.66
		Step I	39.5271	3162.17	6851.36	82216.37
		Step J	40.7128	3257.02	7056.89	84682.62
		Step K	41.9342	3354.74	7268.59	87223.14
		Step L	43.1923	3455.38	7486.67	89839.98



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
8300B	Arborist Technician-B	Step A	30.6961	2455.69	5320.66	63847.89
		Step B	32.1391	2571.13	5570.78	66849.33
		Step C	33.1034	2648.27	5737.92	68855.07
		Step D	34.0965	2727.72	5910.06	70920.72
		Step E	35.1193	2809.54	6087.35	73048.14
		Step F	36.1729	2893.83	6269.97	75239.63
		Step G	37.2581	2980.65	6458.07	77496.85
		Step H	38.3758	3070.06	6651.81	79821.66
		Step I	39.5271	3162.17	6851.36	82216.37
		Step J	40.7128	3257.02	7056.89	84682.62
		Step K	41.9342	3354.74	7268.59	87223.14
		Step L	43.1923	3455.38	7486.67	89839.98



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

0376B	Assistant Child Care Site Coordinator-B	Step Name	Hourly	Bi-Weekly	Monthly	Annual
		Step A	24.2728	1941.82	4207.29	50487.42
		Step B	25.4141	2033.13	4405.11	52861.33
		Step C	26.1763	2094.10	4537.23	54446.70
		Step D	26.9616	2156.93	4673.34	56080.13
		Step E	27.7706	2221.65	4813.57	57762.85
		Step F	28.6037	2288.30	4957.97	59495.70
		Step G	29.4618	2356.94	5106.71	61280.54
		Step H	30.3456	2427.65	5259.90	63118.85
		Step I	31.2559	2500.47	5417.69	65012.27
		Step J	32.1937	2575.50	5580.24	66962.90
		Step K	33.1595	2652.76	5747.65	68971.76
		Step L	34.1542	2732.34	5920.06	71040.74



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
0338B	Assistant Engineer-B	Step A	38.9869	3118.95	6757.73	81092.75
		Step B	40.8199	3265.59	7075.45	84905.39
		Step C	42.0445	3363.56	7287.71	87452.56
		Step D	43.3057	3464.46	7506.32	90075.86
		Step E	44.6050	3568.40	7731.53	92778.40
		Step F	45.9432	3675.46	7963.49	95561.86
		Step G	47.3215	3785.72	8202.39	98428.72
		Step H	48.7411	3899.29	8448.46	101381.49
		Step I	50.2033	4016.26	8701.91	104422.86
		Step J	51.7094	4136.75	8962.96	107555.55
		Step K	53.2606	4260.85	9231.84	110782.05
		Step L	54.8585	4388.68	9508.81	114105.68



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
0650B	Assistant Planner-B	Step A	32.7019	2616.15	5668.33	68019.95
		Step B	34.2393	2739.14	5934.81	71217.74
		Step C	35.2666	2821.33	6112.88	73354.53
		Step D	36.3245	2905.96	6296.25	75554.96
		Step E	37.4142	2993.14	6485.13	77821.54
		Step F	38.5366	3082.93	6679.68	80156.13
		Step G	39.6928	3175.42	6880.09	82561.02
		Step H	40.8836	3270.69	7086.49	85037.89
		Step I	42.1100	3368.80	7299.07	87588.80
		Step J	43.3733	3469.86	7518.04	90216.46
		Step K	44.6745	3573.96	7743.58	92922.96
		Step L	46.0148	3681.18	7975.90	95710.78



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1005B	Associate Engineer (PE)-B	Step A	44.8347	3586.78	7771.35	93256.18
		Step B	46.9426	3755.41	8136.72	97640.61
		Step C	48.3510	3868.08	8380.84	100570.08
		Step D	49.8016	3984.13	8632.28	103587.33
		Step E	51.2955	4103.64	8891.22	106694.64
		Step F	52.8344	4226.75	9157.96	109895.55
		Step G	54.4195	4353.56	9432.71	113192.56
		Step H	56.0520	4484.16	9715.68	116588.16
		Step I	57.7336	4618.69	10007.16	120085.89
		Step J	59.4655	4757.24	10307.35	123688.24
		Step K	61.2495	4899.96	10616.58	127398.96
		Step L	63.0870	5046.96	10935.08	131220.96



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
0820B	Associate Engineer-B	Step A	42.6999	3415.99	7401.32	88815.79
		Step B	44.7074	3576.59	7749.28	92991.39
		Step C	46.0485	3683.88	7981.74	95780.88
		Step D	47.4299	3794.39	8221.18	98654.19
		Step E	48.8528	3908.22	8467.82	101613.82
		Step F	50.3184	4025.47	8721.86	104662.27
		Step G	51.8280	4146.24	8983.52	107802.24
		Step H	53.3828	4270.62	9253.02	111036.22
		Step I	54.9842	4398.74	9530.59	114367.14
		Step J	56.6339	4530.71	9816.54	117798.51
		Step K	58.3330	4666.64	10111.05	121332.64
		Step L	60.0828	4806.62	10414.35	124972.22



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
0900B	Associate Planner-B	Step A	37.6073	3008.58	6518.60	78223.18
		Step B	39.3751	3150.01	6825.02	81900.21
		Step C	40.5565	3244.52	7029.79	84357.52
		Step D	41.7731	3341.85	7240.67	86888.05
		Step E	43.0263	3442.10	7457.89	89494.70
		Step F	44.3171	3545.37	7681.63	92179.57
		Step G	45.6466	3651.73	7912.08	94944.93
		Step H	47.0160	3761.28	8149.44	97793.28
		Step I	48.4265	3874.12	8393.93	100727.12
		Step J	49.8793	3990.34	8645.75	103748.94
		Step K	51.3757	4110.06	8905.12	106861.46
		Step L	52.9170	4233.36	9172.28	110067.36



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1018B	Building Inspector I-B	Step A	32.4447	2595.58	5623.75	67484.98
		Step B	33.9703	2717.62	5888.19	70658.22
		Step C	34.9894	2799.15	6064.83	72777.95
		Step D	36.0390	2883.12	6246.76	74961.12
		Step E	37.1203	2969.62	6434.19	77210.22
		Step F	38.2339	3058.71	6627.21	79526.51
		Step G	39.3809	3150.47	6826.02	81912.27
		Step H	40.5622	3244.98	7030.78	84369.38
		Step I	41.7792	3342.34	7241.73	86900.74
		Step J	43.0326	3442.61	7458.98	89507.81
		Step K	44.3236	3545.89	7682.76	92193.09
		Step L	45.6532	3652.26	7913.22	94958.66



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1019B	Building Inspector II-B	Step A	35.6895	2855.16	6186.18	74234.16
		Step B	37.3673	2989.38	6477.00	77723.98
		Step C	38.4883	3079.06	6671.31	80055.66
		Step D	39.6429	3171.43	6871.44	82457.23
		Step E	40.8323	3266.58	7077.60	84931.18
		Step F	42.0573	3364.58	7289.93	87479.18
		Step G	43.3190	3465.52	7508.63	90103.52
		Step H	44.6186	3569.49	7733.89	92806.69
		Step I	45.9571	3676.57	7965.90	95590.77
		Step J	47.3358	3786.86	8204.87	98458.46
		Step K	48.7559	3900.47	8451.02	101412.27
		Step L	50.2186	4017.49	8704.56	104454.69



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9425B	Building Maintenance Aide-B	Step A	21.8180	1745.44	3781.79	45381.44
		Step B	22.8438	1827.50	3959.59	47515.10
		Step C	23.5292	1882.34	4078.39	48940.74
		Step D	24.2350	1938.80	4200.73	50408.80
		Step E	24.9621	1996.97	4326.76	51921.17
		Step F	25.7110	2056.88	4456.57	53478.88
		Step G	26.4823	2118.58	4590.27	55083.18
		Step H	27.2767	2182.14	4727.96	56735.54
		Step I	28.0950	2247.60	4869.80	58437.60
		Step J	28.9379	2315.03	5015.90	60190.83
		Step K	29.8060	2384.48	5166.37	61996.48
		Step L	30.7001	2456.01	5321.35	63856.21



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1030B	Building Maintenance Worker I-B	Step A	26.1816	2094.53	4538.14	54457.73
		Step B	27.4125	2193.00	4751.50	57018.00
		Step C	28.2349	2258.79	4894.05	58728.59
		Step D	29.0819	2326.55	5040.86	60490.35
		Step E	29.9544	2396.35	5192.10	62305.15
		Step F	30.8530	2468.24	5347.85	64174.24
		Step G	31.7785	2542.28	5508.27	66099.28
		Step H	32.7319	2618.55	5673.53	68082.35
		Step I	33.7139	2697.11	5843.74	70124.91
		Step J	34.7253	2778.02	6019.05	72228.62
		Step K	35.7671	2861.37	6199.63	74395.57
		Step L	36.8400	2947.20	6385.60	76627.20



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1032B	Building Maintenance Worker II-B	Step A	28.7998	2303.98	4991.97	59903.58
		Step B	30.1537	2412.30	5226.64	62719.70
		Step C	31.0583	2484.66	5383.44	64601.26
		Step D	31.9900	2559.20	5544.93	66539.20
		Step E	32.9498	2635.98	5711.30	68535.58
		Step F	33.9382	2715.06	5882.62	70591.46
		Step G	34.9563	2796.50	6059.09	72709.10
		Step H	36.0051	2880.41	6240.88	74890.61
		Step I	37.0852	2966.82	6428.10	77137.22
		Step J	38.1977	3055.82	6620.93	79451.22
		Step K	39.3437	3147.50	6819.57	81834.90
		Step L	40.5240	3241.92	7024.16	84289.92



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1045B	Building Plans Examiner I-B	Step A	33.1206	2649.65	5740.90	68890.85
		Step B	34.6778	2774.22	6010.82	72129.82
		Step C	35.7181	2857.45	6191.14	74293.65
		Step D	36.7897	2943.18	6376.88	76522.58
		Step E	37.8933	3031.46	6568.17	78818.06
		Step F	39.0303	3122.42	6765.25	81183.02
		Step G	40.2010	3216.08	6968.17	83618.08
		Step H	41.4071	3312.57	7177.23	86126.77
		Step I	42.6493	3411.94	7392.55	88710.54
		Step J	43.9288	3514.30	7614.33	91371.90
		Step K	45.2466	3619.73	7842.74	94112.93
		Step L	46.6041	3728.33	8078.04	96936.53



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1047B	Building Plans Examiner II-B	Step A	36.4325	2914.60	6314.97	75779.60
		Step B	38.1456	3051.65	6611.90	79342.85
		Step C	39.2900	3143.20	6810.27	81723.20
		Step D	40.4687	3237.50	7014.57	84174.90
		Step E	41.6828	3334.62	7225.02	86700.22
		Step F	42.9334	3434.67	7441.79	89301.47
		Step G	44.2213	3537.70	7665.03	91980.30
		Step H	45.5479	3643.83	7894.97	94739.63
		Step I	46.9143	3753.14	8131.81	97581.74
		Step J	48.3219	3865.75	8375.80	100509.55
		Step K	49.7714	3981.71	8627.04	103524.51
		Step L	51.2646	4101.17	8885.86	106630.37



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1361B	Business Systems Analyst I-B	Step A	36.7118	2936.94	6363.38	76360.54
		Step B	38.4379	3075.03	6662.57	79950.83
		Step C	39.5910	3167.28	6862.44	82349.28
		Step D	40.7787	3262.30	7068.31	84819.70
		Step E	42.0021	3360.17	7280.36	87364.37
		Step F	43.2622	3460.98	7498.78	89985.38
		Step G	44.5600	3564.80	7723.73	92684.80
		Step H	45.8968	3671.74	7955.45	95465.34
		Step I	47.2737	3781.90	8194.11	98329.30
		Step J	48.6920	3895.36	8439.95	101279.36
		Step K	50.1526	4012.21	8693.12	104317.41
		Step L	51.6572	4132.58	8953.91	107446.98



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1362B	Business Systems Analyst II-B	Step A	40.3830	3230.64	6999.72	83996.64
		Step B	42.2816	3382.53	7328.81	87945.73
		Step C	43.5500	3484.00	7548.67	90584.00
		Step D	44.8566	3588.53	7775.14	93301.73
		Step E	46.2022	3696.18	8008.38	96100.58
		Step F	47.5882	3807.06	8248.62	98983.46
		Step G	49.0160	3921.28	8496.11	101953.28
		Step H	50.4864	4038.91	8750.98	105011.71
		Step I	52.0010	4160.08	9013.51	108162.08
		Step J	53.5610	4284.88	9283.91	111406.88
		Step K	55.1679	4413.43	9562.44	114749.23
		Step L	56.8229	4545.83	9849.30	118191.63



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1055B	Buyer I-B	Step A	29.3531	2348.25	5087.87	61054.45
		Step B	30.7331	2458.65	5327.07	63924.85
		Step C	31.6552	2532.42	5486.90	65842.82
		Step D	32.6047	2608.38	5651.48	67817.78
		Step E	33.5829	2686.63	5821.04	69852.43
		Step F	34.5905	2767.24	5995.69	71948.24
		Step G	35.6282	2850.26	6175.55	74106.66
		Step H	36.6971	2935.77	6360.83	76329.97
		Step I	37.7979	3023.83	6551.64	78619.63
		Step J	38.9319	3114.55	6748.20	80978.35
		Step K	40.0997	3207.98	6950.61	83407.38
		Step L	41.3028	3304.22	7159.15	85909.82



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1060B	Buyer II-B	Step A	32.2884	2583.07	5596.66	67159.87
		Step B	33.8063	2704.50	5859.76	70317.10
		Step C	34.8207	2785.66	6035.59	72427.06
		Step D	35.8653	2869.22	6216.65	74599.82
		Step E	36.9412	2955.30	6403.14	76837.70
		Step F	38.0494	3043.95	6595.23	79142.75
		Step G	39.1910	3135.28	6793.11	81517.28
		Step H	40.3667	3229.34	6996.89	83962.74
		Step I	41.5777	3326.22	7206.80	86481.62
		Step J	42.8250	3426.00	7423.00	89076.00
		Step K	44.1097	3528.78	7645.68	91748.18
		Step L	45.4331	3634.65	7875.07	94500.85



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1225B	Child Care Site Coordinator-B	Step A	27.9135	2233.08	4838.34	58060.08
		Step B	29.2259	2338.07	5065.82	60789.87
		Step C	30.1027	2408.22	5217.80	62613.62
		Step D	31.0058	2480.46	5374.34	64492.06
		Step E	31.9360	2554.88	5535.57	66426.88
		Step F	32.8941	2631.53	5701.64	68419.73
		Step G	33.8810	2710.48	5872.71	70472.48
		Step H	34.8973	2791.78	6048.87	72586.38
		Step I	35.9443	2875.54	6230.35	74764.14
		Step J	37.0227	2961.82	6417.27	77007.22
		Step K	38.1332	3050.66	6609.75	79317.06
		Step L	39.2773	3142.18	6808.07	81696.78



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1226B	City Clerk Technician I-B	Step A	28.0340	2242.72	4859.23	58310.72
		Step B	29.3520	2348.16	5087.68	61052.16
		Step C	30.2326	2418.61	5240.32	62883.81
		Step D	31.1396	2491.17	5397.53	64770.37
		Step E	32.0738	2565.90	5559.46	66713.50
		Step F	33.0361	2642.89	5726.26	68715.09
		Step G	34.0271	2722.17	5898.03	70776.37
		Step H	35.0479	2803.83	6074.97	72899.63
		Step I	36.0994	2887.95	6257.23	75086.75
		Step J	37.1823	2974.58	6444.93	77339.18
		Step K	38.2977	3063.82	6638.27	79659.22
		Step L	39.4467	3155.74	6837.43	82049.14



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1227B	City Clerk Technician II-B	Step A	30.8372	2466.98	5345.11	64141.38
		Step B	32.2873	2582.98	5596.47	67157.58
		Step C	33.2559	2660.47	5764.36	69172.27
		Step D	34.2537	2740.30	5937.31	71247.70
		Step E	35.2812	2822.50	6115.41	73384.90
		Step F	36.3397	2907.18	6298.88	75586.58
		Step G	37.4298	2994.38	6487.83	77853.98
		Step H	38.5528	3084.22	6682.49	80189.82
		Step I	39.7093	3176.74	6882.95	82595.34
		Step J	40.9006	3272.05	7089.44	85073.25
		Step K	42.1276	3370.21	7302.12	87625.41
		Step L	43.3915	3471.32	7521.19	90254.32



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1364B	Code Enforcement Inspector I-B	Step A	26.3214	2105.71	4562.38	54748.51
		Step B	27.5589	2204.71	4776.88	57322.51
		Step C	28.3856	2270.85	4920.17	59042.05
		Step D	29.2372	2338.98	5067.78	60813.38
		Step E	30.1143	2409.14	5219.81	62637.74
		Step F	31.0176	2481.41	5376.38	64516.61
		Step G	31.9482	2555.86	5537.69	66452.26
		Step H	32.9067	2632.54	5703.83	68445.94
		Step I	33.8938	2711.50	5874.93	70499.10
		Step J	34.9107	2792.86	6051.19	72614.26
		Step K	35.9580	2876.64	6232.72	74792.64
		Step L	37.0367	2962.94	6419.69	77036.34



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1369B	Code Enforcement Inspector II-B	Step A	28.9535	2316.28	5018.61	60223.28
		Step B	30.3148	2425.18	5254.57	63054.78
		Step C	31.2242	2497.94	5412.19	64946.34
		Step D	32.1609	2572.87	5574.56	66894.67
		Step E	33.1257	2650.06	5741.79	68901.46
		Step F	34.1195	2729.56	5914.05	70968.56
		Step G	35.1432	2811.46	6091.49	73097.86
		Step H	36.1974	2895.79	6274.22	75290.59
		Step I	37.2835	2982.68	6462.47	77549.68
		Step J	38.4018	3072.14	6656.31	79875.74
		Step K	39.5539	3164.31	6856.01	82272.11
		Step L	40.7405	3259.24	7061.69	84740.24



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1401B	Community Relations Analyst-B	Step A	38.6579	3092.63	6700.70	80408.43
		Step B	40.4754	3238.03	7015.74	84188.83
		Step C	41.6896	3335.17	7226.20	86714.37
		Step D	42.9403	3435.22	7442.99	89315.82
		Step E	44.2285	3538.28	7666.27	91995.28
		Step F	45.5554	3644.43	7896.27	94755.23
		Step G	46.9220	3753.76	8133.15	97597.76
		Step H	48.3296	3866.37	8377.13	100525.57
		Step I	49.7796	3982.37	8628.46	103541.57
		Step J	51.2730	4101.84	8887.32	106647.84
		Step K	52.8113	4224.90	9153.96	109847.50
		Step L	54.3955	4351.64	9428.55	113142.64



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1248B	Construction Inspection Supervisor-B	Step A	41.7602	3340.82	7238.43	86861.22
		Step B	43.7236	3497.89	7578.76	90945.09
		Step C	45.0352	3602.82	7806.10	93673.22
		Step D	46.3864	3710.91	8040.31	96483.71
		Step E	47.7779	3822.23	8281.50	99378.03
		Step F	49.2113	3936.90	8529.96	102359.50
		Step G	50.6875	4055.00	8785.83	105430.00
		Step H	52.2083	4176.66	9049.44	108593.26
		Step I	53.7746	4301.97	9320.93	111851.17
		Step J	55.3876	4431.01	9600.52	115206.21
		Step K	57.0493	4563.94	9888.55	118662.54
		Step L	58.7608	4700.86	10185.21	122222.46



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1432B	Construction Inspector I-B	Step A	30.0110	2400.88	5201.91	62422.88
		Step B	31.4220	2513.76	5446.48	65357.76
		Step C	32.3646	2589.17	5609.86	67318.37
		Step D	33.3356	2666.85	5778.17	69338.05
		Step E	34.3357	2746.86	5951.52	71418.26
		Step F	35.3657	2829.26	6130.05	73560.66
		Step G	36.4267	2914.14	6313.96	75767.54
		Step H	37.5194	3001.55	6503.36	78040.35
		Step I	38.6450	3091.60	6698.47	80381.60
		Step J	39.8044	3184.35	6899.43	82793.15
		Step K	40.9985	3279.88	7106.41	85276.88
		Step L	42.2285	3378.28	7319.61	87835.28



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1434B	Construction Inspector II-B	Step A	33.0120	2640.96	5722.08	68664.96
		Step B	34.5640	2765.12	5991.09	71893.12
		Step C	35.6009	2848.07	6170.82	74049.87
		Step D	36.6690	2933.52	6355.96	76271.52
		Step E	37.7690	3021.52	6546.63	78559.52
		Step F	38.9020	3112.16	6743.01	80916.16
		Step G	40.0692	3205.54	6945.33	83343.94
		Step H	41.2713	3301.70	7153.69	85844.30
		Step I	42.5094	3400.75	7368.30	88419.55
		Step J	43.7847	3502.78	7589.35	91072.18
		Step K	45.0982	3607.86	7817.02	93804.26
		Step L	46.4512	3716.10	8051.54	96618.50



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1450B	Courier-B	Step A	17.0280	1362.24	2951.52	35418.24
		Step B	17.8283	1426.26	3090.24	37082.86
		Step C	18.3632	1469.06	3182.95	38195.46
		Step D	18.9141	1513.13	3278.44	39341.33
		Step E	19.4815	1558.52	3376.79	40521.52
		Step F	20.0659	1605.27	3478.09	41737.07
		Step G	20.6679	1653.43	3582.44	42989.23
		Step H	21.2880	1703.04	3689.92	44279.04
		Step I	21.9266	1754.13	3800.61	45607.33
		Step J	22.5843	1806.74	3914.61	46975.34
		Step K	23.2619	1860.95	4032.06	48384.75
		Step L	23.9598	1916.78	4153.03	49836.38



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1485B	Custodian-B	Step A	19.8195	1585.56	3435.38	41224.56
		Step B	20.7514	1660.11	3596.91	43162.91
		Step C	21.3739	1709.91	3704.81	44457.71
		Step D	22.0152	1761.22	3815.97	45791.62
		Step E	22.6757	1814.06	3930.45	47165.46
		Step F	23.3559	1868.47	4048.36	48580.27
		Step G	24.0566	1924.53	4169.81	50037.73
		Step H	24.7784	1982.27	4294.92	51539.07
		Step I	25.5217	2041.74	4423.76	53085.14
		Step J	26.2873	2102.98	4556.47	54677.58
		Step K	27.0759	2166.07	4693.16	56317.87
		Step L	27.8882	2231.06	4833.95	58007.46



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1546B	Data Management Specialist I-B	Step A	36.7118	2936.94	6363.38	76360.54
		Step B	38.4379	3075.03	6662.57	79950.83
		Step C	39.5910	3167.28	6862.44	82349.28
		Step D	40.7787	3262.30	7068.31	84819.70
		Step E	42.0021	3360.17	7280.36	87364.37
		Step F	43.2622	3460.98	7498.78	89985.38
		Step G	44.5600	3564.80	7723.73	92684.80
		Step H	45.8968	3671.74	7955.45	95465.34
		Step I	47.2737	3781.90	8194.11	98329.30
		Step J	48.6920	3895.36	8439.95	101279.36
		Step K	50.1526	4012.21	8693.12	104317.41
		Step L	51.6572	4132.58	8953.91	107446.98



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1548B	Data Management Specialist II-B	Step A	40.3830	3230.64	6999.72	83996.64
		Step B	42.2816	3382.53	7328.81	87945.73
		Step C	43.5500	3484.00	7548.67	90584.00
		Step D	44.8566	3588.53	7775.14	93301.73
		Step E	46.2022	3696.18	8008.38	96100.58
		Step F	47.5882	3807.06	8248.62	98983.46
		Step G	49.0160	3921.28	8496.11	101953.28
		Step H	50.4864	4038.91	8750.98	105011.71
		Step I	52.0010	4160.08	9013.51	108162.08
		Step J	53.5610	4284.88	9283.91	111406.88
		Step K	55.1679	4413.43	9562.44	114749.23
		Step L	56.8229	4545.83	9849.30	118191.63



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1551B	Database Analyst I-B	Step A	36.7118	2936.94	6363.38	76360.54
		Step B	38.4379	3075.03	6662.57	79950.83
		Step C	39.5910	3167.28	6862.44	82349.28
		Step D	40.7787	3262.30	7068.31	84819.70
		Step E	42.0021	3360.17	7280.36	87364.37
		Step F	43.2622	3460.98	7498.78	89985.38
		Step G	44.5600	3564.80	7723.73	92684.80
		Step H	45.8968	3671.74	7955.45	95465.34
		Step I	47.2737	3781.90	8194.11	98329.30
		Step J	48.6920	3895.36	8439.95	101279.36
		Step K	50.1526	4012.21	8693.12	104317.41
		Step L	51.6572	4132.58	8953.91	107446.98



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1552B	Database Analyst II-B	Step A	40.3830	3230.64	6999.72	83996.64
		Step B	42.2816	3382.53	7328.81	87945.73
		Step C	43.5500	3484.00	7548.67	90584.00
		Step D	44.8566	3588.53	7775.14	93301.73
		Step E	46.2022	3696.18	8008.38	96100.58
		Step F	47.5882	3807.06	8248.62	98983.46
		Step G	49.0160	3921.28	8496.11	101953.28
		Step H	50.4864	4038.91	8750.98	105011.71
		Step I	52.0010	4160.08	9013.51	108162.08
		Step J	53.5610	4284.88	9283.91	111406.88
		Step K	55.1679	4413.43	9562.44	114749.23
		Step L	56.8229	4545.83	9849.30	118191.63



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1660B	Deputy City Clerk I-B	Step A	20.6040	1648.32	3571.36	42856.32
		Step B	21.5726	1725.81	3739.25	44871.01
		Step C	22.2197	1777.58	3851.41	46216.98
		Step D	22.8864	1830.91	3966.98	47603.71
		Step E	23.5730	1885.84	4085.99	49031.84
		Step F	24.2802	1942.42	4208.57	50502.82
		Step G	25.0086	2000.69	4334.82	52017.89
		Step H	25.7589	2060.71	4464.88	53578.51
		Step I	26.5316	2122.53	4598.81	55185.73
		Step J	27.3275	2186.20	4736.77	56841.20
		Step K	28.1473	2251.78	4878.87	58546.38
		Step L	28.9917	2319.34	5025.23	60302.74



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1665B	Deputy City Clerk II-B	Step A	22.6643	1813.14	3928.48	47141.74
		Step B	23.7299	1898.39	4113.18	49358.19
		Step C	24.4417	1955.34	4236.56	50838.74
		Step D	25.1751	2014.01	4363.68	52364.21
		Step E	25.9302	2074.42	4494.57	53934.82
		Step F	26.7082	2136.66	4629.42	55553.06
		Step G	27.5094	2200.75	4768.30	57219.55
		Step H	28.3347	2266.78	4911.35	58936.18
		Step I	29.1847	2334.78	5058.68	60704.18
		Step J	30.0603	2404.82	5210.45	62525.42
		Step K	30.9621	2476.97	5366.76	64401.17
		Step L	31.8909	2551.27	5527.76	66333.07



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1095B	Development Services Business Analyst I-B	Step A	36.1100	2888.80	6259.07	75108.80
		Step B	37.8076	3024.61	6553.32	78639.81
		Step C	38.9419	3115.35	6749.93	80999.15
		Step D	40.1102	3208.82	6952.43	83429.22
		Step E	41.3134	3305.07	7160.99	85931.87
		Step F	42.5529	3404.23	7375.84	88510.03
		Step G	43.8294	3506.35	7597.10	91165.15
		Step H	45.1443	3611.54	7825.01	93900.14
		Step I	46.4987	3719.90	8059.77	96717.30
		Step J	47.8936	3831.49	8301.56	99618.69
		Step K	49.3305	3946.44	8550.62	102607.44
		Step L	50.8104	4064.83	8807.14	105685.63



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1096B	Development Services Business Analyst II-B	Step A	39.7208	3177.66	6884.94	82619.26
		Step B	41.5885	3327.08	7208.67	86504.08
		Step C	42.8361	3426.89	7424.92	89099.09
		Step D	44.1212	3529.70	7647.67	91772.10
		Step E	45.4448	3635.58	7877.10	94525.18
		Step F	46.8082	3744.66	8113.42	97361.06
		Step G	48.2124	3856.99	8356.82	100281.79
		Step H	49.6589	3972.71	8607.54	103290.51
		Step I	51.1486	4091.89	8865.76	106389.09
		Step J	52.6830	4214.64	9131.72	109580.64
		Step K	54.2635	4341.08	9405.67	112868.08
		Step L	55.8914	4471.31	9687.84	116254.11



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1670B	Development Technician I-B	Step A	25.8263	2066.10	4476.56	53718.70
		Step B	27.0401	2163.21	4686.95	56243.41
		Step C	27.8513	2228.10	4827.56	57930.70
		Step D	28.6868	2294.94	4972.38	59668.54
		Step E	29.5474	2363.79	5121.55	61458.59
		Step F	30.4338	2434.70	5275.19	63302.30
		Step G	31.3470	2507.76	5433.48	65201.76
		Step H	32.2873	2582.98	5596.47	67157.58
		Step I	33.2559	2660.47	5764.36	69172.27
		Step J	34.2537	2740.30	5937.31	71247.70
		Step K	35.2811	2822.49	6115.39	73384.69
		Step L	36.3396	2907.17	6298.86	75586.37



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1672B	Development Technician II-B	Step A	28.4083	2272.66	4924.11	59089.26
		Step B	29.7441	2379.53	5155.64	61867.73
		Step C	30.6364	2450.91	5310.31	63723.71
		Step D	31.5557	2524.46	5469.65	65635.86
		Step E	32.5022	2600.18	5633.71	67604.58
		Step F	33.4773	2678.18	5802.73	69632.78
		Step G	34.4816	2758.53	5976.81	71721.73
		Step H	35.5160	2841.28	6156.11	73873.28
		Step I	36.5815	2926.52	6340.79	76089.52
		Step J	37.6790	3014.32	6531.03	78372.32
		Step K	38.8094	3104.75	6726.96	80723.55
		Step L	39.9737	3197.90	6928.77	83145.30



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1109B	Digital Content Analyst-B	Step A	42.5237	3401.90	7370.77	88449.30
		Step B	44.5229	3561.83	7717.30	92607.63
		Step C	45.8586	3668.69	7948.82	95385.89
		Step D	47.2344	3778.75	8187.30	98247.55
		Step E	48.6513	3892.10	8432.89	101194.70
		Step F	50.1108	4008.86	8685.87	104230.46
		Step G	51.6143	4129.14	8946.48	107357.74
		Step H	53.1627	4253.02	9214.87	110578.42
		Step I	54.7576	4380.61	9491.32	113895.81
		Step J	56.4002	4512.02	9776.03	117312.42
		Step K	58.0923	4647.38	10069.33	120831.98
		Step L	59.8350	4786.80	10371.40	124456.80



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9549B	ERP Business Analyst I-B	Step A	37.1329	2970.63	6436.37	77236.43
		Step B	38.8787	3110.30	6738.97	80867.70
		Step C	40.0450	3203.60	6941.13	83293.60
		Step D	41.2464	3299.71	7149.38	85792.51
		Step E	42.4838	3398.70	7363.86	88366.30
		Step F	43.7584	3500.67	7584.79	91017.47
		Step G	45.0710	3605.68	7812.31	93747.68
		Step H	46.4231	3713.85	8046.67	96560.05
		Step I	47.8158	3825.26	8288.07	99456.86
		Step J	49.2502	3940.02	8536.70	102440.42
		Step K	50.7278	4058.22	8792.82	105513.82
		Step L	52.2497	4179.98	9056.61	108679.38



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9550B	ERP Business Analyst II-B	Step A	40.8461	3267.69	7079.99	84959.89
		Step B	42.7665	3421.32	7412.86	88954.32
		Step C	44.0496	3523.97	7635.26	91623.17
		Step D	45.3709	3629.67	7864.29	94371.47
		Step E	46.7321	3738.57	8100.23	97202.77
		Step F	48.1340	3850.72	8343.23	100118.72
		Step G	49.5780	3966.24	8593.52	103122.24
		Step H	51.0654	4085.23	8851.34	106216.03
		Step I	52.5974	4207.79	9116.88	109402.59
		Step J	54.1752	4334.02	9390.37	112684.42
		Step K	55.8006	4464.05	9672.10	116065.25
		Step L	57.4746	4597.97	9962.26	119547.17



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
2466B	Energy Program Technician-B	Step A	28.3401	2267.21	4912.28	58947.41
		Step B	29.6725	2373.80	5143.23	61718.80
		Step C	30.5628	2445.02	5297.55	63570.62
		Step D	31.4796	2518.37	5456.46	65477.57
		Step E	32.4240	2593.92	5620.16	67441.92
		Step F	33.3968	2671.74	5788.78	69465.34
		Step G	34.3985	2751.88	5962.41	71548.88
		Step H	35.4306	2834.45	6141.30	73695.65
		Step I	36.4935	2919.48	6325.54	75906.48
		Step J	37.5882	3007.06	6515.29	78183.46
		Step K	38.7159	3097.27	6710.76	80529.07
		Step L	39.8774	3190.19	6912.08	82944.99



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1300B	Engineering Technician I-B	Step A	27.6091	2208.73	4785.58	57426.93
		Step B	28.9072	2312.58	5010.58	60126.98
		Step C	29.7744	2381.95	5160.90	61930.75
		Step D	30.6676	2453.41	5315.72	63788.61
		Step E	31.5876	2527.01	5475.18	65702.21
		Step F	32.5353	2602.82	5639.45	67673.42
		Step G	33.5114	2680.91	5808.64	69703.71
		Step H	34.5168	2761.34	5982.91	71794.94
		Step I	35.5521	2844.17	6162.36	73948.37
		Step J	36.6187	2929.50	6347.24	76166.90
		Step K	37.7173	3017.38	6537.67	78451.98
		Step L	38.8487	3107.90	6733.77	80805.30



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1350B	Engineering Technician II-B	Step A	30.3701	2429.61	5264.15	63169.81
		Step B	31.7980	2543.84	5511.65	66139.84
		Step C	32.7519	2620.15	5677.00	68123.95
		Step D	33.7345	2698.76	5847.31	70167.76
		Step E	34.7465	2779.72	6022.73	72272.72
		Step F	35.7889	2863.11	6203.41	74440.91
		Step G	36.8625	2949.00	6389.50	76674.00
		Step H	37.9685	3037.48	6581.21	78974.48
		Step I	39.1075	3128.60	6778.63	81343.60
		Step J	40.2808	3222.46	6982.01	83784.06
		Step K	41.4891	3319.13	7191.44	86297.33
		Step L	42.7338	3418.70	7407.19	88886.30



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Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
2542B	Environmental Compliance Specialist I-B	Step A	29.9126	2393.01	5184.85	62218.21
		Step B	31.3191	2505.53	5428.64	65143.73
		Step C	32.2585	2580.68	5591.47	67097.68
		Step D	33.2264	2658.11	5759.24	69110.91
		Step E	34.2231	2737.85	5932.00	71184.05
		Step F	35.2499	2819.99	6109.98	73319.79
		Step G	36.3073	2904.58	6293.27	75519.18
		Step H	37.3966	2991.73	6482.08	77784.93
		Step I	38.5184	3081.47	6676.52	80118.27
		Step J	39.6739	3173.91	6876.81	82521.71
		Step K	40.8641	3269.13	7083.11	84997.33
		Step L	42.0901	3367.21	7295.62	87547.41



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Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
2544B	Environmental Compliance Specialist II-B	Step A	32.9038	2632.30	5703.33	68439.90
		Step B	34.4510	2756.08	5971.51	71658.08
		Step C	35.4843	2838.74	6150.61	73807.34
		Step D	36.5489	2923.91	6335.14	76021.71
		Step E	37.6454	3011.63	6525.20	78302.43
		Step F	38.7747	3101.98	6720.95	80651.38
		Step G	39.9379	3195.03	6922.57	83070.83
		Step H	41.1361	3290.89	7130.26	85563.09
		Step I	42.3702	3389.62	7344.17	88130.02
		Step J	43.6414	3491.31	7564.51	90774.11
		Step K	44.9507	3596.06	7791.45	93497.46
		Step L	46.2991	3703.93	8025.18	96302.13



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
2560B	Equipment Serviceworker-B	Step A	24.4159	1953.27	4232.09	50785.07
		Step B	25.5637	2045.10	4431.04	53172.50
		Step C	26.3307	2106.46	4563.99	54767.86
		Step D	27.1207	2169.66	4700.92	56411.06
		Step E	27.9342	2234.74	4841.93	58103.14
		Step F	28.7723	2301.78	4987.20	59846.38
		Step G	29.6355	2370.84	5136.82	61641.84
		Step H	30.5245	2441.96	5290.91	63490.96
		Step I	31.4402	2515.22	5449.63	65395.62
		Step J	32.3833	2590.66	5613.11	67357.26
		Step K	33.3549	2668.39	5781.52	69378.19
		Step L	34.3555	2748.44	5954.95	71459.44



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3334B	Finance Clerk I-B	Step A	21.0826	1686.61	3654.32	43851.81
		Step B	22.0739	1765.91	3826.14	45913.71
		Step C	22.7361	1818.89	3940.92	47291.09
		Step D	23.4182	1873.46	4059.15	48709.86
		Step E	24.1207	1929.66	4180.92	50171.06
		Step F	24.8444	1987.55	4306.36	51676.35
		Step G	25.5897	2047.18	4435.55	53226.58
		Step H	26.3574	2108.59	4568.62	54823.39
		Step I	27.1480	2171.84	4705.65	56467.84
		Step J	27.9625	2237.00	4846.83	58162.00
		Step K	28.8015	2304.12	4992.26	59907.12
		Step L	29.6654	2373.23	5142.00	61704.03



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3335B	Finance Clerk II-B	Step A	23.1909	1855.27	4019.76	48237.07
		Step B	24.2811	1942.49	4208.72	50504.69
		Step C	25.0097	2000.78	4335.01	52020.18
		Step D	25.7599	2060.79	4465.05	53580.59
		Step E	26.5327	2122.62	4599.00	55188.02
		Step F	27.3288	2186.30	4736.99	56843.90
		Step G	28.1486	2251.89	4879.09	58549.09
		Step H	28.9929	2319.43	5025.44	60305.23
		Step I	29.8629	2389.03	5176.24	62114.83
		Step J	30.7587	2460.70	5331.51	63978.10
		Step K	31.6814	2534.51	5491.44	65897.31
		Step L	32.6318	2610.54	5656.18	67874.14



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Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3325B	Finance Technician I-B	Step A	24.1476	1931.81	4185.58	50227.01
		Step B	25.2831	2022.65	4382.40	52588.85
		Step C	26.0415	2083.32	4513.86	54166.32
		Step D	26.8227	2145.82	4649.27	55791.22
		Step E	27.6274	2210.19	4788.75	57464.99
		Step F	28.4564	2276.51	4932.44	59189.31
		Step G	29.3100	2344.80	5080.40	60964.80
		Step H	30.1893	2415.14	5232.81	62793.74
		Step I	31.0949	2487.59	5389.78	64677.39
		Step J	32.0279	2562.23	5551.50	66618.03
		Step K	32.9886	2639.09	5718.02	68616.29
		Step L	33.9782	2718.26	5889.55	70674.66



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3326B	Finance Technician II-B	Step A	26.5624	2124.99	4604.15	55249.79
		Step B	27.8113	2224.90	4820.63	57847.50
		Step C	28.6458	2291.66	4965.27	59583.26
		Step D	29.5051	2360.41	5114.22	61370.61
		Step E	30.3902	2431.22	5267.63	63211.62
		Step F	31.3020	2504.16	5425.68	65108.16
		Step G	32.2411	2579.29	5588.46	67061.49
		Step H	33.2083	2656.66	5756.11	69073.26
		Step I	34.2045	2736.36	5928.78	71145.36
		Step J	35.2306	2818.45	6106.64	73279.65
		Step K	36.2875	2903.00	6289.83	75478.00
		Step L	37.3762	2990.10	6478.54	77742.50



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Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
3319B	Fleet Management Technician-B	Step A	33.9747	2717.98	5888.95	70667.38
		Step B	35.5719	2845.75	6165.80	73989.55
		Step C	36.6390	2931.12	6350.76	76209.12
		Step D	37.7382	3019.06	6541.29	78495.46
		Step E	38.8704	3109.63	6737.54	80850.43
		Step F	40.0366	3202.93	6939.68	83276.13
		Step G	41.2376	3299.01	7147.85	85774.21
		Step H	42.4748	3397.98	7362.30	88347.58
		Step I	43.7491	3499.93	7583.18	90998.13
		Step J	45.0615	3604.92	7810.66	93727.92
		Step K	46.4133	3713.06	8044.97	96539.66
		Step L	47.8057	3824.46	8286.32	99435.86



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1113B	Fleet Services Parts Buyer-B	Step A	33.9747	2717.98	5888.95	70667.38
		Step B	35.5719	2845.75	6165.80	73989.55
		Step C	36.6390	2931.12	6350.76	76209.12
		Step D	37.7382	3019.06	6541.29	78495.46
		Step E	38.8704	3109.63	6737.54	80850.43
		Step F	40.0366	3202.93	6939.68	83276.13
		Step G	41.2376	3299.01	7147.85	85774.21
		Step H	42.4748	3397.98	7362.30	88347.58
		Step I	43.7491	3499.93	7583.18	90998.13
		Step J	45.0615	3604.92	7810.66	93727.92
		Step K	46.4133	3713.06	8044.97	96539.66
		Step L	47.8057	3824.46	8286.32	99435.86



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3410B	GIS Analyst I-B	Step A	34.3901	2751.21	5960.95	71531.41
		Step B	36.0068	2880.54	6241.18	74894.14
		Step C	37.0870	2966.96	6428.41	77140.96
		Step D	38.1996	3055.97	6621.26	79455.17
		Step E	39.3455	3147.64	6819.89	81838.64
		Step F	40.5258	3242.06	7024.47	84293.66
		Step G	41.7418	3339.34	7235.25	86822.94
		Step H	42.9939	3439.51	7452.28	89427.31
		Step I	44.2838	3542.70	7675.86	92110.30
		Step J	45.6122	3648.98	7906.11	94873.38
		Step K	46.9807	3758.46	8143.32	97719.86
		Step L	48.3901	3871.21	8387.62	100651.41



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3412B	GIS Analyst II-B	Step A	37.8298	3026.38	6557.17	78685.98
		Step B	39.6081	3168.65	6865.40	82384.85
		Step C	40.7963	3263.70	7071.36	84856.30
		Step D	42.0202	3361.62	7283.50	87402.02
		Step E	43.2808	3462.46	7502.01	90024.06
		Step F	44.5793	3566.34	7727.08	92724.94
		Step G	45.9167	3673.34	7958.89	95506.74
		Step H	47.2941	3783.53	8197.64	98371.73
		Step I	48.7129	3897.03	8443.57	101322.83
		Step J	50.1744	4013.95	8696.90	104362.75
		Step K	51.6796	4134.37	8957.80	107493.57
		Step L	53.2300	4258.40	9226.53	110718.40



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

2213B	GIS Technician I-B	Step Name	Hourly	Bi-Weekly	Monthly	Annual
		Step A	28.9893	2319.14	5024.81	60297.74
		Step B	30.3522	2428.18	5261.05	63132.58
		Step C	31.2626	2501.01	5418.85	65026.21
		Step D	32.2006	2576.05	5581.44	66977.25
		Step E	33.1665	2653.32	5748.86	68986.32
		Step F	34.1615	2732.92	5921.33	71055.92
		Step G	35.1863	2814.90	6098.96	73187.50
		Step H	36.2420	2899.36	6281.95	75383.36
		Step I	37.3292	2986.34	6470.39	77644.74
		Step J	38.4491	3075.93	6664.51	79974.13
		Step K	39.6026	3168.21	6864.45	82373.41
		Step L	40.7907	3263.26	7070.39	84844.66



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
2214B	GIS Technician II-B	Step A	31.8882	2551.06	5527.29	66327.46
		Step B	33.3872	2670.98	5787.11	69445.38
		Step C	34.3890	2751.12	5960.76	71529.12
		Step D	35.4206	2833.65	6139.57	73674.85
		Step E	36.4833	2918.66	6323.77	75885.26
		Step F	37.5776	3006.21	6513.45	78161.41
		Step G	38.7050	3096.40	6708.87	80506.40
		Step H	39.8661	3189.29	6910.12	82921.49
		Step I	41.0622	3284.98	7117.45	85409.38
		Step J	42.2941	3383.53	7330.98	87971.73
		Step K	43.5629	3485.03	7550.90	90610.83
		Step L	44.8697	3589.58	7777.41	93328.98



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1101B	Graphic Designer-B	Step A	35.1435	2811.48	6091.54	73098.48
		Step B	36.7958	2943.66	6377.94	76535.26
		Step C	37.8997	3031.98	6569.28	78831.38
		Step D	39.0367	3122.94	6766.36	81196.34
		Step E	40.2078	3216.62	6969.35	83632.22
		Step F	41.4139	3313.11	7178.41	86140.91
		Step G	42.6564	3412.51	7393.78	88725.31
		Step H	43.9361	3514.89	7615.59	91387.09
		Step I	45.2542	3620.34	7844.06	94128.74
		Step J	46.6118	3728.94	8079.38	96952.54
		Step K	48.0101	3840.81	8321.75	99861.01
		Step L	49.4505	3956.04	8571.42	102857.04



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name					
		Step Name	Hourly	Bi-Weekly	Monthly	Annual
3401B	Housing Analyst I-B	Step A	33.6754	2694.03	5837.07	70044.83
		Step B	35.2586	2820.69	6111.49	73337.89
		Step C	36.3164	2905.31	6294.84	75538.11
		Step D	37.4059	2992.47	6483.69	77804.27
		Step E	38.5280	3082.24	6678.19	80138.24
		Step F	39.6838	3174.70	6878.53	82542.30
		Step G	40.8743	3269.94	7084.88	85018.54
		Step H	42.1006	3368.05	7297.44	87569.25
		Step I	43.3637	3469.10	7516.37	90196.50
		Step J	44.6646	3573.17	7741.86	92902.37
		Step K	46.0045	3680.36	7974.11	95689.36
		Step L	47.3845	3790.76	8213.31	98559.76



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3402B	Housing Analyst II-B	Step A	37.0428	2963.42	6420.75	77049.02
		Step B	38.7846	3102.77	6722.66	80671.97
		Step C	39.9481	3195.85	6924.34	83092.05
		Step D	41.1466	3291.73	7132.08	85584.93
		Step E	42.3809	3390.47	7346.02	88152.27
		Step F	43.6524	3492.19	7566.42	90796.99
		Step G	44.9619	3596.95	7793.40	93520.75
		Step H	46.3108	3704.86	8027.21	96326.46
		Step I	47.7002	3816.02	8268.03	99216.42
		Step J	49.1311	3930.49	8516.06	102192.69
		Step K	50.6052	4048.42	8771.57	105258.82
		Step L	52.1232	4169.86	9034.69	108416.26



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3591B	Housing Technician I-B	Step A	25.7640	2061.12	4465.76	53589.12
		Step B	26.9751	2158.01	4675.68	56108.21
		Step C	27.7844	2222.75	4815.96	57791.55
		Step D	28.6178	2289.42	4960.42	59525.02
		Step E	29.4764	2358.11	5109.24	61310.91
		Step F	30.3608	2428.86	5262.54	63150.46
		Step G	31.2715	2501.72	5420.39	65044.72
		Step H	32.2097	2576.78	5583.01	66996.18
		Step I	33.1759	2654.07	5750.49	69005.87
		Step J	34.1712	2733.70	5923.01	71076.10
		Step K	35.1963	2815.70	6100.69	73208.30
		Step L	36.2523	2900.18	6283.73	75404.78



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3592B	Housing Technician II-B	Step A	28.3401	2267.21	4912.28	58947.41
		Step B	29.6725	2373.80	5143.23	61718.80
		Step C	30.5628	2445.02	5297.55	63570.62
		Step D	31.4796	2518.37	5456.46	65477.57
		Step E	32.4240	2593.92	5620.16	67441.92
		Step F	33.3968	2671.74	5788.78	69465.34
		Step G	34.3985	2751.88	5962.41	71548.88
		Step H	35.4306	2834.45	6141.30	73695.65
		Step I	36.4935	2919.48	6325.54	75906.48
		Step J	37.5882	3007.06	6515.29	78183.46
		Step K	38.7159	3097.27	6710.76	80529.07
		Step L	39.8774	3190.19	6912.08	82944.99



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1136B	Industrial Waste Analyst-B	Step A	39.8025	3184.20	6899.10	82789.20
		Step B	41.6737	3333.90	7223.44	86681.30
		Step C	42.9239	3433.91	7440.14	89281.71
		Step D	44.2116	3536.93	7663.34	91960.13
		Step E	45.5381	3643.05	7893.27	94719.25
		Step F	46.9042	3752.34	8130.06	97560.74
		Step G	48.3113	3864.90	8373.96	100487.50
		Step H	49.7607	3980.86	8625.19	103502.26
		Step I	51.2535	4100.28	8883.94	106607.28
		Step J	52.7910	4223.28	9150.44	109805.28
		Step K	54.3748	4349.98	9424.97	113099.58
		Step L	56.0061	4480.49	9707.72	116492.69



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3610B	Industrial Waste Technician-B	Step A	32.8944	2631.55	5701.70	68420.35
		Step B	34.4409	2755.27	5969.76	71637.07
		Step C	35.4743	2837.94	6148.88	73786.54
		Step D	36.5386	2923.09	6333.36	76000.29
		Step E	37.6347	3010.78	6523.35	78280.18
		Step F	38.7638	3101.10	6719.06	80628.70
		Step G	39.9266	3194.13	6920.61	83047.33
		Step H	41.1244	3289.95	7128.23	85538.75
		Step I	42.3581	3388.65	7342.07	88104.85
		Step J	43.6289	3490.31	7562.34	90748.11
		Step K	44.9376	3595.01	7789.18	93470.21
		Step L	46.2859	3702.87	8022.89	96274.67



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
3793B	Information Technology Analyst I-B	Step A	36.7118	2936.94	6363.38	76360.54
		Step B	38.4379	3075.03	6662.57	79950.83
		Step C	39.5910	3167.28	6862.44	82349.28
		Step D	40.7787	3262.30	7068.31	84819.70
		Step E	42.0021	3360.17	7280.36	87364.37
		Step F	43.2622	3460.98	7498.78	89985.38
		Step G	44.5600	3564.80	7723.73	92684.80
		Step H	45.8968	3671.74	7955.45	95465.34
		Step I	47.2737	3781.90	8194.11	98329.30
		Step J	48.6920	3895.36	8439.95	101279.36
		Step K	50.1526	4012.21	8693.12	104317.41
		Step L	51.6572	4132.58	8953.91	107446.98



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3794B	Information Technology Analyst II-B	Step A	40.3830	3230.64	6999.72	83996.64
		Step B	42.2816	3382.53	7328.81	87945.73
		Step C	43.5500	3484.00	7548.67	90584.00
		Step D	44.8566	3588.53	7775.14	93301.73
		Step E	46.2022	3696.18	8008.38	96100.58
		Step F	47.5882	3807.06	8248.62	98983.46
		Step G	49.0160	3921.28	8496.11	101953.28
		Step H	50.4864	4038.91	8750.98	105011.71
		Step I	52.0010	4160.08	9013.51	108162.08
		Step J	53.5610	4284.88	9283.91	111406.88
		Step K	55.1679	4413.43	9562.44	114749.23
		Step L	56.8229	4545.83	9849.30	118191.63



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Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3617B	Information Technology Technician I-B	Step A	28.4472	2275.78	4930.85	59170.18
		Step B	29.7850	2382.80	5162.73	61952.80
		Step C	30.6785	2454.28	5317.61	63811.28
		Step D	31.5988	2527.90	5477.13	65725.50
		Step E	32.5468	2603.74	5641.45	67697.34
		Step F	33.5231	2681.85	5810.67	69728.05
		Step G	34.5288	2762.30	5984.99	71819.90
		Step H	35.5646	2845.17	6164.53	73974.37
		Step I	36.6317	2930.54	6349.49	76193.94
		Step J	37.7305	3018.44	6539.95	78479.44
		Step K	38.8625	3109.00	6736.17	80834.00
		Step L	40.0283	3202.26	6938.24	83258.86



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Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3618B	Information Technology Technician II-B	Step A	31.2919	2503.35	5423.93	65087.15
		Step B	32.7631	2621.05	5678.94	68147.25
		Step C	33.7460	2699.68	5849.31	70191.68
		Step D	34.7584	2780.67	6024.79	72297.47
		Step E	35.8012	2864.10	6205.54	74466.50
		Step F	36.8753	2950.02	6391.72	76700.62
		Step G	37.9814	3038.51	6583.44	79001.31
		Step H	39.1209	3129.67	6780.96	81371.47
		Step I	40.2945	3223.56	6984.38	83812.56
		Step J	41.5033	3320.26	7193.91	86326.86
		Step K	42.7484	3419.87	7409.72	88916.67
		Step L	44.0309	3522.47	7632.02	91584.27



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3730B	Interpretive Services Specialist I-B	Step A	27.9135	2233.08	4838.34	58060.08
		Step B	29.2259	2338.07	5065.82	60789.87
		Step C	30.1027	2408.22	5217.80	62613.62
		Step D	31.0058	2480.46	5374.34	64492.06
		Step E	31.9360	2554.88	5535.57	66426.88
		Step F	32.8941	2631.53	5701.64	68419.73
		Step G	33.8810	2710.48	5872.71	70472.48
		Step H	34.8973	2791.78	6048.87	72586.38
		Step I	35.9443	2875.54	6230.35	74764.14
		Step J	37.0227	2961.82	6417.27	77007.22
		Step K	38.1332	3050.66	6609.75	79317.06
		Step L	39.2773	3142.18	6808.07	81696.78



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3732B	Interpretive Services Specialist II-B	Step A	30.7050	2456.40	5322.20	63866.40
		Step B	32.1487	2571.90	5572.44	66869.30
		Step C	33.1132	2649.06	5739.62	68875.46
		Step D	34.1067	2728.54	5911.83	70941.94
		Step E	35.1298	2810.38	6089.17	73069.98
		Step F	36.1836	2894.69	6271.82	75261.89
		Step G	37.2692	2981.54	6459.99	77519.94
		Step H	38.3873	3070.98	6653.80	79845.58
		Step I	39.5389	3163.11	6853.41	82240.91
		Step J	40.7250	3258.00	7059.00	84708.00
		Step K	41.9468	3355.74	7270.78	87249.34
		Step L	43.2052	3456.42	7488.90	89866.82



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Step Name	Hourly	Bi-Weekly	Monthly	Annual
Step A	24.8872	1990.98	4313.78	51765.38
Step B	26.0574	2084.59	4516.62	54199.39
Step C	26.8391	2147.13	4652.11	55825.33
Step D	27.6443	2211.54	4791.68	57500.14
Step E	28.4736	2277.89	4935.42	59225.09
Step F	29.3278	2346.22	5083.49	61001.82
Step G	30.2077	2416.62	5236.00	62832.02
Step H	31.1139	2489.11	5393.08	64716.91
Step I	32.0473	2563.78	5554.87	66658.38
Step J	33.0087	2640.70	5721.51	68658.10
Step K	33.9989	2719.91	5893.14	70717.71
Step L	35.0189	2801.51	6069.94	72839.31



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
8951B	Inventory Control and Supply Worker I-B	Step A	20.5681	1645.45	3565.14	42781.65
		Step B	21.5350	1722.80	3732.73	44792.80
		Step C	22.1810	1774.48	3844.71	46136.48
		Step D	22.8464	1827.71	3960.04	47520.51
		Step E	23.5320	1882.56	4078.88	48946.56
		Step F	24.2379	1939.03	4201.24	50414.83
		Step G	24.9650	1997.20	4327.27	51927.20
		Step H	25.7139	2057.11	4457.08	53484.91
		Step I	26.4854	2118.83	4590.80	55089.63
		Step J	27.2800	2182.40	4728.53	56742.40
		Step K	28.0982	2247.86	4870.35	58444.26
		Step L	28.9412	2315.30	5016.47	60197.70



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Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
8952B	Inventory Control and Supply Worker II-B	Step A	22.6247	1809.98	3921.61	47059.38
		Step B	23.6886	1895.09	4106.02	49272.29
		Step C	24.3991	1951.93	4229.18	50750.13
		Step D	25.1311	2010.49	4356.06	52272.69
		Step E	25.8851	2070.81	4486.75	53841.01
		Step F	26.6616	2132.93	4621.34	55456.13
		Step G	27.4615	2196.92	4759.99	57119.92
		Step H	28.2853	2262.82	4902.79	58833.42
		Step I	29.1339	2330.71	5049.88	60598.51
		Step J	30.0079	2400.63	5201.37	62416.43
		Step K	30.9082	2472.66	5357.42	64289.06
		Step L	31.8354	2546.83	5518.14	66217.63



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
5075B	Irrigation Technician-B	Step A	30.6961	2455.69	5320.66	63847.89
		Step B	32.1391	2571.13	5570.78	66849.33
		Step C	33.1034	2648.27	5737.92	68855.07
		Step D	34.0965	2727.72	5910.06	70920.72
		Step E	35.1193	2809.54	6087.35	73048.14
		Step F	36.1729	2893.83	6269.97	75239.63
		Step G	37.2581	2980.65	6458.07	77496.85
		Step H	38.3758	3070.06	6651.81	79821.66
		Step I	39.5271	3162.17	6851.36	82216.37
		Step J	40.7128	3257.02	7056.89	84682.62
		Step K	41.9342	3354.74	7268.59	87223.14
		Step L	43.1923	3455.38	7486.67	89839.98



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3792B	Junior Engineer-B	Step A	35.4413	2835.30	6143.16	73717.90
		Step B	37.1077	2968.62	6432.00	77184.02
		Step C	38.2208	3057.66	6624.94	79499.26
		Step D	39.3675	3149.40	6823.70	81884.40
		Step E	40.5486	3243.89	7028.42	84341.09
		Step F	41.7651	3341.21	7239.28	86871.41
		Step G	43.0179	3441.43	7456.44	89477.23
		Step H	44.3085	3544.68	7680.14	92161.68
		Step I	45.6378	3651.02	7910.55	94926.62
		Step J	47.0069	3760.55	8147.86	97774.35
		Step K	48.4171	3873.37	8392.30	100707.57
		Step L	49.8696	3989.57	8644.06	103728.77



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Step Name	Hourly	Bi-Weekly	Monthly	Annual
Step A	29.9042	2392.34	5183.39	62200.74
Step B	31.3102	2504.82	5427.10	65125.22
Step C	32.2495	2579.96	5589.91	67078.96
Step D	33.2170	2657.36	5757.61	69091.36
Step E	34.2135	2737.08	5930.34	71164.08
Step F	35.2398	2819.18	6108.23	73298.78
Step G	36.2971	2903.77	6291.50	75497.97
Step H	37.3859	2990.87	6480.22	77762.67
Step I	38.5075	3080.60	6674.63	80095.60
Step J	39.6628	3173.02	6874.89	82498.62
Step K	40.8526	3268.21	7081.12	84973.41
Step L	42.0782	3366.26	7293.55	87522.66

1134B Laboratory Analyst I-B



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1135B	Laboratory Analyst II-B	Step A	32.8946	2631.57	5701.73	68420.77
		Step B	34.4410	2755.28	5969.77	71637.28
		Step C	35.4743	2837.94	6148.88	73786.54
		Step D	36.5386	2923.09	6333.36	76000.29
		Step E	37.6347	3010.78	6523.35	78280.18
		Step F	38.7638	3101.10	6719.06	80628.70
		Step G	39.9267	3194.14	6920.63	83047.54
		Step H	41.1245	3289.96	7128.25	85538.96
		Step I	42.3582	3388.66	7342.09	88105.06
		Step J	43.6289	3490.31	7562.34	90748.11
		Step K	44.9378	3595.02	7789.22	93470.62
		Step L	46.2860	3702.88	8022.91	96274.88



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4010B	Laboratory Technician I-B	Step A	26.1704	2093.63	4536.20	54434.43
		Step B	27.4010	2192.08	4749.51	56994.08
		Step C	28.2230	2257.84	4891.99	58703.84
		Step D	29.0698	2325.58	5038.77	60465.18
		Step E	29.9419	2395.35	5189.93	62279.15
		Step F	30.8401	2467.21	5345.62	64147.41
		Step G	31.7654	2541.23	5506.00	66072.03
		Step H	32.7182	2617.46	5671.15	68053.86
		Step I	33.6997	2695.98	5841.28	70095.38
		Step J	34.7108	2776.86	6016.54	72198.46
		Step K	35.7521	2860.17	6197.03	74364.37
		Step L	36.8247	2945.98	6382.95	76595.38



City of Roseville

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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4020B	Laboratory Technician II-B	Step A	28.7867	2302.94	4989.69	59876.34
		Step B	30.1401	2411.21	5224.28	62691.41
		Step C	31.0445	2483.56	5381.05	64572.56
		Step D	31.9757	2558.06	5542.45	66509.46
		Step E	32.9351	2634.81	5708.75	68505.01
		Step F	33.9231	2713.85	5880.00	70560.05
		Step G	34.9407	2795.26	6056.39	72676.66
		Step H	35.9890	2879.12	6238.09	74857.12
		Step I	37.0686	2965.49	6425.22	77102.69
		Step J	38.1807	3054.46	6617.99	79415.86
		Step K	39.3261	3146.09	6816.52	81798.29
		Step L	40.5060	3240.48	7021.04	84252.48



City of Roseville

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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4151B	Librarian I-B	Step A	29.0017	2320.14	5026.96	60323.54
		Step B	30.3652	2429.22	5263.30	63159.62
		Step C	31.2762	2502.10	5421.21	65054.50
		Step D	32.2145	2577.16	5583.85	67006.16
		Step E	33.1810	2654.48	5751.37	69016.48
		Step F	34.1764	2734.11	5923.91	71086.91
		Step G	35.2017	2816.14	6101.63	73219.54
		Step H	36.2577	2900.62	6284.67	75416.02
		Step I	37.3454	2987.63	6473.20	77678.43
		Step J	38.4659	3077.27	6667.42	80009.07
		Step K	39.6197	3169.58	6867.41	82408.98
		Step L	40.8083	3264.66	7073.44	84881.26



City of Roseville

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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4152B	Librarian II-B	Step A	31.9018	2552.14	5529.65	66355.74
		Step B	33.4018	2672.14	5789.65	69475.74
		Step C	34.4039	2752.31	5963.34	71560.11
		Step D	35.4360	2834.88	6142.24	73706.88
		Step E	36.4991	2919.93	6326.51	75918.13
		Step F	37.5939	3007.51	6516.28	78195.31
		Step G	38.7218	3097.74	6711.78	80541.34
		Step H	39.8835	3190.68	6913.14	82957.68
		Step I	41.0800	3286.40	7120.53	85446.40
		Step J	42.3124	3384.99	7334.15	88009.79
		Step K	43.5817	3486.54	7554.16	90649.94
		Step L	44.8893	3591.14	7780.81	93369.74



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

4200B	Library Assistant I-B	Step Name	Hourly	Bi-Weekly	Monthly	Annual
		Step A	18.5842	1486.74	3221.26	38655.14
		Step B	19.4581	1556.65	3372.74	40472.85
		Step C	20.0418	1603.34	3473.91	41686.94
		Step D	20.6431	1651.45	3578.14	42937.65
		Step E	21.2623	1700.98	3685.47	44225.58
		Step F	21.9002	1752.02	3796.03	45552.42
		Step G	22.5573	1804.58	3909.93	46919.18
		Step H	23.2340	1858.72	4027.23	48326.72
		Step I	23.9309	1914.47	4148.02	49776.27
		Step J	24.6489	1971.91	4272.48	51269.71
		Step K	25.3884	2031.07	4400.66	52807.87
		Step L	26.1500	2092.00	4532.67	54392.00



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4210B	Library Assistant II-B	Step A	20.4428	1635.42	3543.42	42521.02
		Step B	21.4038	1712.30	3709.99	44519.90
		Step C	22.0460	1763.68	3821.31	45855.68
		Step D	22.7074	1816.59	3935.95	47231.39
		Step E	23.3886	1871.09	4054.02	48648.29
		Step F	24.0903	1927.22	4175.65	50107.82
		Step G	24.8131	1985.05	4300.94	51611.25
		Step H	25.5574	2044.59	4429.95	53159.39
		Step I	26.3242	2105.94	4562.86	54754.34
		Step J	27.1138	2169.10	4699.73	56396.70
		Step K	27.9273	2234.18	4840.73	58088.78
		Step L	28.7651	2301.21	4985.95	59831.41



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4250B	Library Technician-B	Step A	24.8891	1991.13	4314.11	51769.33
		Step B	26.0593	2084.74	4516.95	54203.34
		Step C	26.8412	2147.30	4652.47	55829.70
		Step D	27.6464	2211.71	4792.04	57504.51
		Step E	28.4757	2278.06	4935.79	59229.46
		Step F	29.3300	2346.40	5083.87	61006.40
		Step G	30.2099	2416.79	5236.38	62836.59
		Step H	31.1162	2489.30	5393.47	64721.70
		Step I	32.0497	2563.98	5555.28	66663.38
		Step J	33.0112	2640.90	5721.94	68663.30
		Step K	34.0015	2720.12	5893.59	70723.12
		Step L	35.0216	2801.73	6070.41	72844.93



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
4516B	Marketing and Communication Analyst I-B	Step A	35.1436	2811.49	6091.56	73098.69
		Step B	36.7959	2943.67	6377.96	76535.47
		Step C	37.8998	3031.98	6569.30	78831.58
		Step D	39.0367	3122.94	6766.36	81196.34
		Step E	40.2079	3216.63	6969.37	83632.43
		Step F	41.4140	3313.12	7178.43	86141.12
		Step G	42.6565	3412.52	7393.79	88725.52
		Step H	43.9362	3514.90	7615.61	91387.30
		Step I	45.2543	3620.34	7844.08	94128.94
		Step J	46.6120	3728.96	8079.41	96952.96
		Step K	48.0102	3840.82	8321.77	99861.22
		Step L	49.4506	3956.05	8571.44	102857.25



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
4517B	Marketing and Communication Analyst II-B	Step A	38.6579	3092.63	6700.70	80408.43
		Step B	40.4754	3238.03	7015.74	84188.83
		Step C	41.6896	3335.17	7226.20	86714.37
		Step D	42.9403	3435.22	7442.99	89315.82
		Step E	44.2285	3538.28	7666.27	91995.28
		Step F	45.5554	3644.43	7896.27	94755.23
		Step G	46.9220	3753.76	8133.15	97597.76
		Step H	48.3296	3866.37	8377.13	100525.57
		Step I	49.7796	3982.37	8628.46	103541.57
		Step J	51.2730	4101.84	8887.32	106647.84
		Step K	52.8113	4224.90	9153.96	109847.50
		Step L	54.3955	4351.64	9428.55	113142.64



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name				
			Hourly	Bi-Weekly	Monthly	Annual
4500B	Mechanic I-B	Step A	28.0782	2246.26	4866.89	58402.66
		Step B	29.3982	2351.86	5095.69	61148.26
		Step C	30.2801	2422.41	5248.55	62982.61
		Step D	31.1887	2495.10	5406.04	64872.50
		Step E	32.1242	2569.94	5568.19	66818.34
		Step F	33.0880	2647.04	5735.25	68823.04
		Step G	34.0806	2726.45	5907.30	70887.65
		Step H	35.1031	2808.25	6084.54	73014.45
		Step I	36.1563	2892.50	6267.09	75205.10
		Step J	37.2408	2979.26	6455.07	77460.86
		Step K	38.3582	3068.66	6648.75	79785.06
		Step L	39.5088	3160.70	6848.19	82178.30



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4501B	Mechanic II-B	Step A	30.8860	2470.88	5353.57	64242.88
		Step B	32.3381	2587.05	5605.27	67263.25
		Step C	33.3082	2664.66	5773.42	69281.06
		Step D	34.3076	2744.61	5946.65	71359.81
		Step E	35.3368	2826.94	6125.05	73500.54
		Step F	36.3968	2911.74	6308.78	75705.34
		Step G	37.4889	2999.11	6498.08	77976.91
		Step H	38.6135	3089.08	6693.01	80316.08
		Step I	39.7718	3181.74	6893.78	82725.34
		Step J	40.9649	3277.19	7100.58	85206.99
		Step K	42.1939	3375.51	7313.61	87763.31
		Step L	43.4597	3476.78	7533.01	90396.18



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Salary Schedule: Stationary Engineers Local 39-B

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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4540B	Meter Reader-B	Step A	23.1109	1848.87	4005.89	48070.67
		Step B	24.1970	1935.76	4194.15	50329.76
		Step C	24.9229	1993.83	4319.97	51839.63
		Step D	25.6706	2053.65	4449.57	53394.85
		Step E	26.4407	2115.26	4583.05	54996.66
		Step F	27.2339	2178.71	4720.54	56646.51
		Step G	28.0509	2244.07	4862.16	58345.87
		Step H	28.8925	2311.40	5008.03	60096.40
		Step I	29.7592	2380.74	5158.26	61899.14
		Step J	30.6520	2452.16	5313.01	63756.16
		Step K	31.5715	2525.72	5472.39	65668.72
		Step L	32.5186	2601.49	5636.56	67638.69



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4534B	Meter Service Worker-B	Step A	24.2670	1941.36	4206.28	50475.36
		Step B	25.4068	2032.54	4403.85	52846.14
		Step C	26.1690	2093.52	4535.96	54431.52
		Step D	26.9540	2156.32	4672.03	56064.32
		Step E	27.7627	2221.02	4812.20	57746.42
		Step F	28.5956	2287.65	4956.57	59478.85
		Step G	29.4535	2356.28	5105.27	61263.28
		Step H	30.3370	2426.96	5258.41	63100.96
		Step I	31.2471	2499.77	5416.16	64993.97
		Step J	32.1846	2574.77	5578.66	66943.97
		Step K	33.1500	2652.00	5746.00	68952.00
		Step L	34.1459	2731.67	5918.62	71023.47



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Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1121B	Museum Assistant-B	Step A	20.6035	1648.28	3571.27	42855.28
		Step B	21.5723	1725.78	3739.20	44870.38
		Step C	22.2194	1777.55	3851.36	46216.35
		Step D	22.8861	1830.89	3966.92	47603.09
		Step E	23.5726	1885.81	4085.92	49031.01
		Step F	24.2798	1942.38	4208.50	50501.98
		Step G	25.0082	2000.66	4334.75	52017.06
		Step H	25.7584	2060.67	4464.79	53577.47
		Step I	26.5312	2122.50	4598.74	55184.90
		Step J	27.3271	2186.17	4736.70	56840.37
		Step K	28.1469	2251.75	4878.80	58545.55
		Step L	28.9913	2319.30	5025.16	60301.90



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9555B	Natural Resources Specialist I-B	Step A	29.3008	2344.06	5078.81	60945.66
		Step B	30.6783	2454.26	5317.57	63810.86
		Step C	31.5986	2527.89	5477.09	65725.09
		Step D	32.5466	2603.73	5641.41	67696.93
		Step E	33.5230	2681.84	5810.65	69727.84
		Step F	34.5287	2762.30	5984.97	71819.70
		Step G	35.5645	2845.16	6164.51	73974.16
		Step H	36.6315	2930.52	6349.46	76193.52
		Step I	37.7305	3018.44	6539.95	78479.44
		Step J	38.8624	3108.99	6736.15	80833.79
		Step K	40.0282	3202.26	6938.22	83258.66
		Step L	41.2290	3298.32	7146.36	85756.32



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
9545B	Natural Resources Specialist II-B	Step A	32.2308	2578.46	5586.67	67040.06
		Step B	33.7462	2699.70	5849.34	70192.10
		Step C	34.7585	2780.68	6024.81	72297.68
		Step D	35.8012	2864.10	6205.54	74466.50
		Step E	36.8754	2950.03	6391.74	76700.83
		Step F	37.9816	3038.53	6583.48	79001.73
		Step G	39.1210	3129.68	6780.97	81371.68
		Step H	40.2947	3223.58	6984.41	83812.98
		Step I	41.5035	3320.28	7193.94	86327.28
		Step J	42.7485	3419.88	7409.74	88916.88
		Step K	44.0310	3522.48	7632.04	91584.48
		Step L	45.3520	3628.16	7861.01	94332.16



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4870B	Natural Resources Worker I-B	Step A	23.1630	1853.04	4014.92	48179.04
		Step B	24.2522	1940.18	4203.71	50444.58
		Step C	24.9797	1998.38	4329.81	51957.78
		Step D	25.7291	2058.33	4459.71	53516.53
		Step E	26.5011	2120.09	4593.52	55122.29
		Step F	27.2961	2183.69	4731.32	56775.89
		Step G	28.1148	2249.18	4873.23	58478.78
		Step H	28.9583	2316.66	5019.44	60233.26
		Step I	29.8272	2386.18	5170.05	62040.58
		Step J	30.7218	2457.74	5325.11	63901.34
		Step K	31.6436	2531.49	5484.89	65818.69
		Step L	32.5928	2607.42	5649.42	67793.02



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name					
		Step Name	Hourly	Bi-Weekly	Monthly	Annual
4872B	Natural Resources Worker II-B	Step A	25.4798	2038.38	4416.50	52997.98
		Step B	26.6775	2134.20	4624.10	55489.20
		Step C	27.4779	2198.23	4762.84	57154.03
		Step D	28.3021	2264.17	4905.70	58868.37
		Step E	29.1512	2332.10	5052.87	60634.50
		Step F	30.0257	2402.06	5204.45	62453.46
		Step G	30.9265	2474.12	5360.59	64327.12
		Step H	31.8543	2548.34	5521.41	66256.94
		Step I	32.8099	2624.79	5687.05	68244.59
		Step J	33.7943	2703.54	5857.68	70292.14
		Step K	34.8081	2784.65	6033.40	72400.85
		Step L	35.8523	2868.18	6214.40	74572.78



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4956B	Office Assistant I-B	Step A	18.7304	1498.43	3246.60	38959.23
		Step B	19.6112	1568.90	3399.27	40791.30
		Step C	20.1995	1615.96	3501.25	42014.96
		Step D	20.8055	1664.44	3606.29	43275.44
		Step E	21.4297	1714.38	3714.48	44573.78
		Step F	22.0726	1765.81	3825.92	45911.01
		Step G	22.7347	1818.78	3940.68	47288.18
		Step H	23.4167	1873.34	4058.89	48706.74
		Step I	24.1192	1929.54	4180.66	50167.94
		Step J	24.8428	1987.42	4306.09	51673.02
		Step K	25.5881	2047.05	4435.27	53223.25
		Step L	26.3557	2108.46	4568.32	54819.86



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
4957B	Office Assistant II-B	Step A	20.6035	1648.28	3571.27	42855.28
		Step B	21.5723	1725.78	3739.20	44870.38
		Step C	22.2194	1777.55	3851.36	46216.35
		Step D	22.8861	1830.89	3966.92	47603.09
		Step E	23.5726	1885.81	4085.92	49031.01
		Step F	24.2798	1942.38	4208.50	50501.98
		Step G	25.0082	2000.66	4334.75	52017.06
		Step H	25.7584	2060.67	4464.79	53577.47
		Step I	26.5312	2122.50	4598.74	55184.90
		Step J	27.3271	2186.17	4736.70	56840.37
		Step K	28.1469	2251.75	4878.80	58545.55
		Step L	28.9913	2319.30	5025.16	60301.90



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Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1028B	Organics Truck Driver-B	Step A	29.9378	2395.02	5189.22	62270.62
		Step B	31.3453	2507.62	5433.19	65198.22
		Step C	32.2858	2582.86	5596.21	67154.46
		Step D	33.2543	2660.34	5764.08	69168.94
		Step E	34.2519	2740.15	5937.00	71243.95
		Step F	35.2794	2822.35	6115.10	73381.15
		Step G	36.3378	2907.02	6298.55	75582.62
		Step H	37.4280	2994.24	6487.52	77850.24
		Step I	38.5508	3084.06	6682.14	80185.66
		Step J	39.7074	3176.59	6882.62	82591.39
		Step K	40.8986	3271.89	7089.09	85069.09
		Step L	42.1256	3370.05	7301.77	87621.25



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Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name					
		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1160B	Parks Contract Compliance Technician-B	Step A	30.6961	2455.69	5320.66	63847.89
		Step B	32.1394	2571.15	5570.83	66849.95
		Step C	33.1035	2648.28	5737.94	68855.28
		Step D	34.0966	2727.73	5910.08	70920.93
		Step E	35.1195	2809.56	6087.38	73048.56
		Step F	36.1730	2893.84	6269.99	75239.84
		Step G	37.2582	2980.66	6458.09	77497.06
		Step H	38.3760	3070.08	6651.84	79822.08
		Step I	39.5273	3162.18	6851.40	82216.78
		Step J	40.7131	3257.05	7056.94	84683.25
		Step K	41.9345	3354.76	7268.65	87223.76
		Step L	43.1925	3455.40	7486.70	89840.40



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name					
		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1162B	Parks Inspector-B	Step A	31.4635	2517.08	5453.67	65444.08
		Step B	32.9428	2635.42	5710.09	68521.02
		Step C	33.9311	2714.49	5881.39	70576.69
		Step D	34.9490	2795.92	6057.83	72693.92
		Step E	35.9975	2879.80	6239.57	74874.80
		Step F	37.0774	2966.19	6426.75	77120.99
		Step G	38.1897	3055.18	6619.55	79434.58
		Step H	39.3354	3146.83	6818.14	81817.63
		Step I	40.5155	3241.24	7022.69	84272.24
		Step J	41.7309	3338.47	7233.36	86800.27
		Step K	42.9828	3438.62	7450.35	89404.22
		Step L	44.2723	3541.78	7673.87	92086.38



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
5070B	Parks Maintenance Worker I-B	Step A	22.0602	1764.82	3823.77	45885.22
		Step B	23.0974	1847.79	4003.55	48042.59
		Step C	23.7904	1903.23	4123.67	49484.03
		Step D	24.5041	1960.33	4247.38	50968.53
		Step E	25.2392	2019.14	4374.79	52497.54
		Step F	25.9964	2079.71	4506.04	54072.51
		Step G	26.7762	2142.10	4641.21	55694.50
		Step H	27.5795	2206.36	4780.45	57365.36
		Step I	28.4069	2272.55	4923.86	59086.35
		Step J	29.2591	2340.73	5071.58	60858.93
		Step K	30.1369	2410.95	5223.73	62684.75
		Step L	31.0410	2483.28	5380.44	64565.28



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
5080B	Parks Maintenance Worker II-B	Step A	24.2663	1941.30	4206.16	50473.90
		Step B	25.4073	2032.58	4403.93	52847.18
		Step C	26.1695	2093.56	4536.05	54432.56
		Step D	26.9545	2156.36	4672.11	56065.36
		Step E	27.7632	2221.06	4812.29	57747.46
		Step F	28.5962	2287.70	4956.67	59480.10
		Step G	29.4540	2356.32	5105.36	61264.32
		Step H	30.3375	2427.00	5258.50	63102.00
		Step I	31.2477	2499.82	5416.27	64995.22
		Step J	32.1852	2574.82	5578.77	66945.22
		Step K	33.1508	2652.06	5746.14	68953.66
		Step L	34.1452	2731.62	5918.50	71022.02



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1161B	Parks Maintenance and Construction Technician-B	Step A	30.6961	2455.69	5320.66	63847.89
		Step B	32.1394	2571.15	5570.83	66849.95
		Step C	33.1035	2648.28	5737.94	68855.28
		Step D	34.0966	2727.73	5910.08	70920.93
		Step E	35.1195	2809.56	6087.38	73048.56
		Step F	36.1730	2893.84	6269.99	75239.84
		Step G	37.2582	2980.66	6458.09	77497.06
		Step H	38.3760	3070.08	6651.84	79822.08
		Step I	39.5273	3162.18	6851.40	82216.78
		Step J	40.7131	3257.05	7056.94	84683.25
		Step K	41.9345	3354.76	7268.65	87223.76
		Step L	43.1925	3455.40	7486.70	89840.40



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
5045B	Parks Recreation and Libraries Technician-B	Step A	28.4086	2272.69	4924.16	59089.89
		Step B	29.7441	2379.53	5155.64	61867.73
		Step C	30.6364	2450.91	5310.31	63723.71
		Step D	31.5557	2524.46	5469.65	65635.86
		Step E	32.5022	2600.18	5633.71	67604.58
		Step F	33.4773	2678.18	5802.73	69632.78
		Step G	34.4816	2758.53	5976.81	71721.73
		Step H	35.5160	2841.28	6156.11	73873.28
		Step I	36.5815	2926.52	6340.79	76089.52
		Step J	37.6790	3014.32	6531.03	78372.32
		Step K	38.8094	3104.75	6726.96	80723.55
		Step L	39.9737	3197.90	6928.77	83145.30



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9548B	Passport Agent-B	Step A	20.6040	1648.32	3571.36	42856.32
		Step B	21.5726	1725.81	3739.25	44871.01
		Step C	22.2197	1777.58	3851.41	46216.98
		Step D	22.8864	1830.91	3966.98	47603.71
		Step E	23.5730	1885.84	4085.99	49031.84
		Step F	24.2802	1942.42	4208.57	50502.82
		Step G	25.0086	2000.69	4334.82	52017.89
		Step H	25.7589	2060.71	4464.88	53578.51
		Step I	26.5316	2122.53	4598.81	55185.73
		Step J	27.3275	2186.20	4736.77	56841.20
		Step K	28.1473	2251.78	4878.87	58546.38
		Step L	28.9917	2319.34	5025.23	60302.74



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
5277B	Permit Technician I-B	Step A	25.8258	2066.06	4476.47	53717.66
		Step B	27.0381	2163.05	4686.60	56239.25
		Step C	27.8491	2227.93	4827.18	57926.13
		Step D	28.6846	2294.77	4972.00	59663.97
		Step E	29.5451	2363.61	5121.15	61453.81
		Step F	30.4315	2434.52	5274.79	63297.52
		Step G	31.3445	2507.56	5433.05	65196.56
		Step H	32.2848	2582.78	5596.03	67152.38
		Step I	33.2534	2660.27	5763.92	69167.07
		Step J	34.2511	2740.09	5936.86	71242.29
		Step K	35.2786	2822.29	6114.96	73379.49
		Step L	36.3396	2907.17	6298.86	75586.37



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
5279B	Permit Technician II-B	Step A	28.4083	2272.66	4924.11	59089.26
		Step B	29.7418	2379.34	5155.25	61862.94
		Step C	30.6340	2450.72	5309.89	63718.72
		Step D	31.5530	2524.24	5469.19	65630.24
		Step E	32.4996	2599.97	5633.26	67599.17
		Step F	33.4746	2677.97	5802.26	69627.17
		Step G	34.4788	2758.30	5976.33	71715.90
		Step H	35.5132	2841.06	6155.62	73867.46
		Step I	36.5786	2926.29	6340.29	76083.49
		Step J	37.6759	3014.07	6530.49	78365.87
		Step K	38.8062	3104.50	6726.41	80716.90
		Step L	39.9737	3197.90	6928.77	83145.30



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
5560B	Project Coordinator-B	Step A	36.3133	2905.06	6294.31	75531.66
		Step B	38.0204	3041.63	6590.20	79082.43
		Step C	39.1612	3132.90	6787.94	81455.30
		Step D	40.3359	3226.87	6991.56	83898.67
		Step E	41.5459	3323.67	7201.29	86415.47
		Step F	42.7923	3423.38	7417.33	89007.98
		Step G	44.0761	3526.09	7639.86	91678.29
		Step H	45.3985	3631.88	7869.07	94428.88
		Step I	46.7604	3740.83	8105.14	97261.63
		Step J	48.1632	3853.06	8348.29	100179.46
		Step K	49.6081	3968.65	8598.74	103184.85
		Step L	51.0964	4087.71	8856.71	106280.51



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
9556B	Recreation Coordinator I-B	Step A	27.9135	2233.08	4838.34	58060.08
		Step B	29.2259	2338.07	5065.82	60789.87
		Step C	30.1027	2408.22	5217.80	62613.62
		Step D	31.0058	2480.46	5374.34	64492.06
		Step E	31.9360	2554.88	5535.57	66426.88
		Step F	32.8941	2631.53	5701.64	68419.73
		Step G	33.8810	2710.48	5872.71	70472.48
		Step H	34.8973	2791.78	6048.87	72586.38
		Step I	35.9443	2875.54	6230.35	74764.14
		Step J	37.0227	2961.82	6417.27	77007.22
		Step K	38.1332	3050.66	6609.75	79317.06
		Step L	39.2773	3142.18	6808.07	81696.78



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9543B	Recreation Coordinator II-B	Step A	30.7050	2456.40	5322.20	63866.40
		Step B	32.1487	2571.90	5572.44	66869.30
		Step C	33.1132	2649.06	5739.62	68875.46
		Step D	34.1067	2728.54	5911.83	70941.94
		Step E	35.1298	2810.38	6089.17	73069.98
		Step F	36.1836	2894.69	6271.82	75261.89
		Step G	37.2692	2981.54	6459.99	77519.94
		Step H	38.3873	3070.98	6653.80	79845.58
		Step I	39.5389	3163.11	6853.41	82240.91
		Step J	40.7250	3258.00	7059.00	84708.00
		Step K	41.9468	3355.74	7270.78	87249.34
		Step L	43.2052	3456.42	7488.90	89866.82



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
8304B	Recreation Leader-B	Step A	20.6035	1648.28	3571.27	42855.28
		Step B	21.5723	1725.78	3739.20	44870.38
		Step C	22.2194	1777.55	3851.36	46216.35
		Step D	22.8861	1830.89	3966.92	47603.09
		Step E	23.5726	1885.81	4085.92	49031.01
		Step F	24.2798	1942.38	4208.50	50501.98
		Step G	25.0082	2000.66	4334.75	52017.06
		Step H	25.7584	2060.67	4464.79	53577.47
		Step I	26.5312	2122.50	4598.74	55184.90
		Step J	27.3271	2186.17	4736.70	56840.37
		Step K	28.1469	2251.75	4878.80	58545.55
		Step L	28.9913	2319.30	5025.16	60301.90



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Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
6150B	Recycling and Organics Coordinator-B	Step A	34.5492	2763.94	5988.53	71862.34
		Step B	36.1734	2893.87	6270.06	75240.67
		Step C	37.2585	2980.68	6458.14	77497.68
		Step D	38.3763	3070.10	6651.89	79822.70
		Step E	39.5276	3162.21	6851.45	82217.41
		Step F	40.7134	3257.07	7056.99	84683.87
		Step G	41.9348	3354.78	7268.70	87224.38
		Step H	43.1929	3455.43	7486.77	89841.23
		Step I	44.4886	3559.09	7711.36	92536.29
		Step J	45.8233	3665.86	7942.71	95312.46
		Step K	47.1981	3775.85	8181.00	98172.05
		Step L	48.6140	3889.12	8426.43	101117.12



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Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
6225B	Refuse Maintenance Worker I-B	Step A	21.4216	1713.73	3713.08	44556.93
		Step B	22.4287	1794.30	3887.64	46651.70
		Step C	23.1017	1848.14	4004.29	48051.54
		Step D	23.7947	1903.58	4124.41	49492.98
		Step E	24.5085	1960.68	4248.14	50977.68
		Step F	25.2437	2019.50	4375.57	52506.90
		Step G	26.0011	2080.09	4506.86	54082.29
		Step H	26.7811	2142.49	4642.06	55704.69
		Step I	27.5845	2206.76	4781.31	57375.76
		Step J	28.4121	2272.97	4924.76	59097.17
		Step K	29.2644	2341.15	5072.50	60869.95
		Step L	30.1423	2411.38	5224.67	62695.98



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
6226B	Refuse Maintenance Worker II-B	Step A	23.5641	1885.13	4084.44	49013.33
		Step B	24.6716	1973.73	4276.41	51316.93
		Step C	25.4118	2032.94	4404.71	52856.54
		Step D	26.1741	2093.93	4536.84	54442.13
		Step E	26.9593	2156.74	4672.95	56075.34
		Step F	27.7682	2221.46	4813.15	57757.86
		Step G	28.6013	2288.10	4957.56	59490.70
		Step H	29.4593	2356.74	5106.28	61275.34
		Step I	30.3430	2427.44	5259.45	63113.44
		Step J	31.2534	2500.27	5417.26	65007.07
		Step K	32.1908	2575.26	5579.74	66956.86
		Step L	33.1567	2652.54	5747.16	68965.94



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
6302B	Refuse Truck Driver I-B	Step A	25.9187	2073.50	4492.57	53910.90
		Step B	27.1371	2170.97	4703.76	56445.17
		Step C	27.9511	2236.09	4844.86	58138.29
		Step D	28.7898	2303.18	4990.23	59882.78
		Step E	29.6536	2372.29	5139.96	61679.49
		Step F	30.5431	2443.45	5294.14	63529.65
		Step G	31.4594	2516.75	5452.96	65435.55
		Step H	32.4032	2592.26	5616.55	67398.66
		Step I	33.3752	2670.02	5785.03	69420.42
		Step J	34.3766	2750.13	5958.61	71503.33
		Step K	35.4078	2832.62	6137.35	73648.22
		Step L	36.4701	2917.61	6321.48	75857.81



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Salary Schedule: Stationary Engineers Local 39-B

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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
6304B	Refuse Truck Driver II-B	Step A	28.5121	2280.97	4942.10	59305.17
		Step B	29.8526	2388.21	5174.45	62093.41
		Step C	30.7483	2459.86	5329.71	63956.46
		Step D	31.6707	2533.66	5489.59	65875.06
		Step E	32.6207	2609.66	5654.25	67851.06
		Step F	33.5995	2687.96	5823.91	69886.96
		Step G	34.6075	2768.60	5998.63	71983.60
		Step H	35.6456	2851.65	6178.57	74142.85
		Step I	36.7151	2937.21	6363.95	76367.41
		Step J	37.8166	3025.33	6554.88	78658.53
		Step K	38.9509	3116.07	6751.49	81017.87
		Step L	40.1194	3209.55	6954.03	83448.35



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1088B	Security Analyst I-B	Step A	38.5474	3083.79	6681.55	80178.59
		Step B	40.3598	3228.78	6995.70	83948.38
		Step C	41.5704	3325.63	7205.54	86466.43
		Step D	42.8175	3425.40	7421.70	89060.40
		Step E	44.1022	3528.18	7644.38	91732.58
		Step F	45.4252	3634.02	7873.70	94484.42
		Step G	46.7880	3743.04	8109.92	97319.04
		Step H	48.1916	3855.33	8353.21	100238.53
		Step I	49.6373	3970.98	8603.80	103245.58
		Step J	51.1264	4090.11	8861.91	106342.91
		Step K	52.6603	4212.82	9127.79	109533.42
		Step L	54.2400	4339.20	9401.60	112819.20



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1089B	Security Analyst II-B	Step A	42.4021	3392.17	7349.70	88196.37
		Step B	44.3957	3551.66	7695.25	92343.06
		Step C	45.7276	3658.21	7926.12	95113.41
		Step D	47.0994	3767.95	8163.90	97966.75
		Step E	48.5123	3880.98	8408.80	100905.58
		Step F	49.9677	3997.42	8661.07	103932.82
		Step G	51.4667	4117.34	8920.89	107050.74
		Step H	53.0107	4240.86	9188.52	110262.26
		Step I	54.6010	4368.08	9464.17	113570.08
		Step J	56.2391	4499.13	9748.11	116977.33
		Step K	57.9262	4634.10	10040.54	120486.50
		Step L	59.6641	4773.13	10341.78	124101.33



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1090B	Security Architect-B	Step A	44.5222	3561.78	7717.18	92606.18
		Step B	46.6154	3729.23	8080.00	96960.03
		Step C	48.0140	3841.12	8322.43	99869.12
		Step D	49.4543	3956.34	8572.08	102864.94
		Step E	50.9380	4075.04	8829.25	105951.04
		Step F	52.4662	4197.30	9094.14	109129.70
		Step G	54.0401	4323.21	9366.95	112403.41
		Step H	55.6613	4452.90	9647.96	115775.50
		Step I	57.3311	4586.49	9937.39	119248.69
		Step J	59.0511	4724.09	10235.52	122826.29
		Step K	60.8226	4865.81	10542.58	126511.01
		Step L	62.6472	5011.78	10858.85	130306.18



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1051B	Senior Accountant-B	Step A	39.0700	3125.60	6772.13	81265.60
		Step B	40.9068	3272.54	7090.51	85086.14
		Step C	42.1341	3370.73	7303.24	87638.93
		Step D	43.3981	3471.85	7522.34	90268.05
		Step E	44.7000	3576.00	7748.00	92976.00
		Step F	46.0412	3683.30	7980.47	95765.70
		Step G	47.4222	3793.78	8219.85	98638.18
		Step H	48.8448	3907.58	8466.43	101597.18
		Step I	50.3103	4024.82	8720.45	104645.42
		Step J	51.8196	4145.57	8982.06	107784.77
		Step K	53.3742	4269.94	9251.53	111018.34
		Step L	54.9754	4398.03	9529.07	114348.83



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7117B	Senior Building Inspector-B	Step A	39.2582	3140.66	6804.75	81657.06
		Step B	41.1039	3288.31	7124.68	85496.11
		Step C	42.3370	3386.96	7338.41	88060.96
		Step D	43.6072	3488.58	7558.58	90702.98
		Step E	44.9154	3593.23	7785.34	93424.03
		Step F	46.2629	3701.03	8018.90	96226.83
		Step G	47.6507	3812.06	8259.45	99113.46
		Step H	49.0802	3926.42	8507.23	102086.82
		Step I	50.5527	4044.22	8762.47	105149.62
		Step J	52.0693	4165.54	9025.35	108304.14
		Step K	53.6313	4290.50	9296.09	111553.10
		Step L	55.2402	4419.22	9574.97	114899.62



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7119B	Senior Building Maintenance Worker-B	Step A	31.6797	2534.38	5491.15	65893.78
		Step B	33.1692	2653.54	5749.33	68991.94
		Step C	34.1643	2733.14	5921.81	71061.74
		Step D	35.1892	2815.14	6099.46	73193.54
		Step E	36.2449	2899.59	6282.45	75389.39
		Step F	37.3322	2986.58	6470.91	77650.98
		Step G	38.4522	3076.18	6665.05	79980.58
		Step H	39.6058	3168.46	6865.01	82380.06
		Step I	40.7939	3263.51	7070.94	84851.31
		Step J	42.0176	3361.41	7283.05	87396.61
		Step K	43.2783	3462.26	7501.57	90018.86
		Step L	44.5766	3566.13	7726.61	92719.33



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
7195B	Senior Building Plans Examiner-B	Step A	40.0761	3206.09	6946.52	83358.29
		Step B	41.9601	3356.81	7273.08	87277.01
		Step C	43.2189	3457.51	7491.28	89895.31
		Step D	44.5155	3561.24	7716.02	92592.24
		Step E	45.8510	3668.08	7947.51	95370.08
		Step F	47.2266	3778.13	8185.94	98231.33
		Step G	48.6434	3891.47	8431.52	101178.27
		Step H	50.1025	4008.20	8684.43	104213.20
		Step I	51.6057	4128.46	8944.99	107339.86
		Step J	53.1539	4252.31	9213.34	110560.11
		Step K	54.7485	4379.88	9489.74	113876.88
		Step L	56.3910	4511.28	9774.44	117293.28



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7139B	Senior Buyer-B	Step A	35.5175	2841.40	6156.37	73876.40
		Step B	37.1872	2974.98	6445.78	77349.38
		Step C	38.3028	3064.22	6639.15	79669.82
		Step D	39.4518	3156.14	6838.31	82059.74
		Step E	40.6354	3250.83	7043.47	84521.63
		Step F	41.8545	3348.36	7254.78	87057.36
		Step G	43.1101	3448.81	7472.42	89669.01
		Step H	44.4035	3552.28	7696.61	92359.28
		Step I	45.7355	3658.84	7927.49	95129.84
		Step J	47.1077	3768.62	8165.33	97984.02
		Step K	48.5208	3881.66	8410.27	100923.26
		Step L	49.9764	3998.11	8662.58	103950.91



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Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7134B	Senior Code Enforcement Inspector-B	Step A	33.0618	2644.94	5730.71	68768.54
		Step B	34.6161	2769.29	6000.12	72001.49
		Step C	35.6546	2852.37	6180.13	74161.57
		Step D	36.7242	2937.94	6365.53	76386.34
		Step E	37.8260	3026.08	6556.51	78678.08
		Step F	38.9608	3116.86	6753.21	81038.46
		Step G	40.1297	3210.38	6955.81	83469.78
		Step H	41.3335	3306.68	7164.47	85973.68
		Step I	42.5735	3405.88	7379.41	88552.88
		Step J	43.8506	3508.05	7600.77	91209.25
		Step K	45.1662	3613.30	7828.81	93945.70
		Step L	46.5212	3721.70	8063.67	96764.10



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Step Name	Hourly	Bi-Weekly	Monthly	Annual
Step A	36.3133	2905.06	6294.31	75531.66
Step B	38.0204	3041.63	6590.20	79082.43
Step C	39.1612	3132.90	6787.94	81455.30
Step D	40.3359	3226.87	6991.56	83898.67
Step E	41.5459	3323.67	7201.29	86415.47
Step F	42.7923	3423.38	7417.33	89007.98
Step G	44.0761	3526.09	7639.86	91678.29
Step H	45.3985	3631.88	7869.07	94428.88
Step I	46.7604	3740.83	8105.14	97261.63
Step J	48.1632	3853.06	8348.29	100179.46
Step K	49.6081	3968.65	8598.74	103184.85
Step L	51.0964	4087.71	8856.71	106280.51



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Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7144B	Senior Custodian-B	Step A	21.8015	1744.12	3778.93	45347.12
		Step B	22.8264	1826.11	3956.58	47478.91
		Step C	23.5112	1880.90	4075.27	48903.30
		Step D	24.2167	1937.34	4197.56	50370.74
		Step E	24.9431	1995.45	4323.47	51881.65
		Step F	25.6913	2055.30	4453.16	53437.90
		Step G	26.4621	2116.97	4586.76	55041.17
		Step H	27.2559	2180.47	4724.36	56692.27
		Step I	28.0736	2245.89	4866.09	58393.09
		Step J	28.9159	2313.27	5012.09	60145.07
		Step K	29.7833	2382.66	5162.44	61949.26
		Step L	30.6768	2454.14	5317.31	63807.74



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
7162B	Senior Engineering Technician-B	Step A	33.4070	2672.56	5790.55	69486.56
		Step B	34.9777	2798.22	6062.80	72753.62
		Step C	36.0271	2882.17	6244.70	74936.37
		Step D	37.1080	2968.64	6432.05	77184.64
		Step E	38.2212	3057.70	6625.01	79500.10
		Step F	39.3679	3149.43	6823.77	81885.23
		Step G	40.5489	3243.91	7028.48	84341.71
		Step H	41.7653	3341.22	7239.32	86871.82
		Step I	43.0183	3441.46	7456.51	89478.06
		Step J	44.3088	3544.70	7680.19	92162.30
		Step K	45.6381	3651.05	7910.60	94927.25
		Step L	47.0072	3760.58	8147.91	97774.98



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

7146B	Senior Finance Clerk-B	Step Name	Hourly	Bi-Weekly	Monthly	Annual
		Step A	25.5101	2040.81	4421.75	53061.01
		Step B	26.7095	2136.76	4629.65	55555.76
		Step C	27.5107	2200.86	4768.52	57222.26
		Step D	28.3359	2266.87	4911.56	58938.67
		Step E	29.1862	2334.90	5058.94	60707.30
		Step F	30.0615	2404.92	5210.66	62527.92
		Step G	30.9635	2477.08	5367.01	64404.08
		Step H	31.8924	2551.39	5528.02	66336.19
		Step I	32.8492	2627.94	5693.86	68326.34
		Step J	33.8346	2706.77	5864.66	70375.97
		Step K	34.8497	2787.98	6040.61	72487.38
		Step L	35.8951	2871.61	6221.82	74661.81



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7147B	Senior Finance Technician-B	Step A	29.2187	2337.50	5064.57	60774.90
		Step B	30.5927	2447.42	5302.73	63632.82
		Step C	31.5102	2520.82	5461.77	65541.22
		Step D	32.4556	2596.45	5625.64	67507.65
		Step E	33.4292	2674.34	5794.39	69532.74
		Step F	34.4322	2754.58	5968.25	71618.98
		Step G	35.4651	2837.21	6147.28	73767.41
		Step H	36.5291	2922.33	6331.71	75980.53
		Step I	37.6250	3010.00	6521.67	78260.00
		Step J	38.7537	3100.30	6717.31	80607.70
		Step K	39.9164	3193.31	6918.84	83026.11
		Step L	41.1138	3289.10	7126.39	85516.70



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7148B	Senior Housing Technician-B	Step A	31.1742	2493.94	5403.53	64842.34
		Step B	32.6399	2611.19	5657.58	67890.99
		Step C	33.6191	2689.53	5827.31	69927.73
		Step D	34.6276	2770.21	6002.12	72025.41
		Step E	35.6665	2853.32	6182.19	74186.32
		Step F	36.7365	2938.92	6367.66	76411.92
		Step G	37.8385	3027.08	6558.67	78704.08
		Step H	38.9738	3117.90	6755.46	81065.50
		Step I	40.1429	3211.43	6958.10	83497.23
		Step J	41.3473	3307.78	7166.87	86002.38
		Step K	42.5876	3407.01	7381.85	88582.21
		Step L	43.8652	3509.22	7603.30	91239.62



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7149B	Senior Information Technology Technician-B	Step A	34.4210	2753.68	5966.31	71595.68
		Step B	36.0394	2883.15	6246.83	74961.95
		Step C	37.1206	2969.65	6434.24	77210.85
		Step D	38.2343	3058.74	6627.28	79527.34
		Step E	39.3812	3150.50	6826.07	81912.90
		Step F	40.5626	3245.01	7030.85	84370.21
		Step G	41.7796	3342.37	7241.80	86901.57
		Step H	43.0330	3442.64	7459.05	89508.64
		Step I	44.3240	3545.92	7682.83	92193.92
		Step J	45.6537	3652.30	7913.31	94959.70
		Step K	47.0233	3761.86	8150.71	97808.46
		Step L	48.4340	3874.72	8395.23	100742.72



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name					
		Step Name	Hourly	Bi-Weekly	Monthly	Annual
3733B	Senior Interpretive Services Specialist-B	Step A	33.7767	2702.14	5854.63	70255.54
		Step B	35.3648	2829.18	6129.90	73558.78
		Step C	36.4256	2914.05	6313.77	75765.25
		Step D	37.5184	3001.47	6503.19	78038.27
		Step E	38.6439	3091.51	6698.28	80379.31
		Step F	39.8033	3184.26	6899.24	82790.86
		Step G	40.9973	3279.78	7106.20	85274.38
		Step H	42.2273	3378.18	7319.40	87832.78
		Step I	43.4941	3479.53	7538.98	90467.73
		Step J	44.7990	3583.92	7765.16	93181.92
		Step K	46.1429	3691.43	7998.10	95977.23
		Step L	47.5272	3802.18	8238.05	98856.58



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1133B	Senior Laboratory Analyst-B	Step A	36.1840	2894.72	6271.89	75262.72
		Step B	37.8852	3030.82	6566.77	78801.22
		Step C	39.0218	3121.74	6763.78	81165.34
		Step D	40.1924	3215.39	6966.68	83600.19
		Step E	41.3982	3311.86	7175.69	86108.26
		Step F	42.6401	3411.21	7390.95	88691.41
		Step G	43.9194	3513.55	7612.70	91352.35
		Step H	45.2370	3618.96	7841.08	94092.96
		Step I	46.5940	3727.52	8076.29	96915.52
		Step J	47.9919	3839.35	8318.60	99823.15
		Step K	49.4317	3954.54	8568.16	102817.94
		Step L	50.9146	4073.17	8825.20	105902.37



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

7189B	Senior Mechanic-B	Step Name	Hourly	Bi-Weekly	Monthly	Annual
		Step A	33.9747	2717.98	5888.95	70667.38
		Step B	35.5719	2845.75	6165.80	73989.55
		Step C	36.6390	2931.12	6350.76	76209.12
		Step D	37.7382	3019.06	6541.29	78495.46
		Step E	38.8704	3109.63	6737.54	80850.43
		Step F	40.0366	3202.93	6939.68	83276.13
		Step G	41.2376	3299.01	7147.85	85774.21
		Step H	42.4748	3397.98	7362.30	88347.58
		Step I	43.7491	3499.93	7583.18	90998.13
		Step J	45.0615	3604.92	7810.66	93727.92
		Step K	46.4133	3713.06	8044.97	96539.66
		Step L	47.8057	3824.46	8286.32	99435.86



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Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7200B	Senior Meter Service Worker-B	Step A	26.6938	2135.50	4626.93	55523.10
		Step B	27.9474	2235.79	4844.22	58130.59
		Step C	28.7858	2302.86	4989.54	59874.46
		Step D	29.6495	2371.96	5139.25	61670.96
		Step E	30.5390	2443.12	5293.43	63521.12
		Step F	31.4550	2516.40	5452.20	65426.40
		Step G	32.3986	2591.89	5615.76	67389.09
		Step H	33.3706	2669.65	5784.24	69410.85
		Step I	34.3717	2749.74	5957.76	71493.14
		Step J	35.4030	2832.24	6136.52	73638.24
		Step K	36.4651	2917.21	6320.62	75847.41
		Step L	37.5607	3004.86	6510.52	78126.26



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
7154B	Senior Natural Resources Worker-B	Step A	28.0267	2242.14	4857.96	58295.54
		Step B	29.3443	2347.54	5086.35	61036.14
		Step C	30.2247	2417.98	5238.95	62867.38
		Step D	31.1314	2490.51	5396.11	64753.31
		Step E	32.0654	2565.23	5558.00	66696.03
		Step F	33.0273	2642.18	5724.73	68696.78
		Step G	34.0182	2721.46	5896.49	70757.86
		Step H	35.0387	2803.10	6073.37	72880.50
		Step I	36.0898	2887.18	6255.57	75066.78
		Step J	37.1725	2973.80	6443.23	77318.80
		Step K	38.2877	3063.02	6636.53	79638.42
		Step L	39.4364	3154.91	6835.64	82027.71



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
7192B	Senior Parks Maintenance Worker-B	Step A	26.6918	2135.34	4626.58	55518.94
		Step B	27.9471	2235.77	4844.16	58129.97
		Step C	28.7855	2302.84	4989.49	59873.84
		Step D	29.6492	2371.94	5139.19	61670.34
		Step E	30.5385	2443.08	5293.34	63520.08
		Step F	31.4548	2516.38	5452.17	65425.98
		Step G	32.3984	2591.87	5615.72	67388.67
		Step H	33.3703	2669.62	5784.19	69410.22
		Step I	34.3715	2749.72	5957.73	71492.72
		Step J	35.4026	2832.21	6136.45	73637.41
		Step K	36.4648	2917.18	6320.57	75846.78
		Step L	37.5587	3004.70	6510.17	78122.10



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1502B	Senior Permits Technician-B	Step A	31.2494	2499.95	5416.56	64998.75
		Step B	32.7160	2617.28	5670.77	68049.28
		Step C	33.6974	2695.79	5840.88	70090.59
		Step D	34.7082	2776.66	6016.09	72193.06
		Step E	35.7495	2859.96	6196.58	74358.96
		Step F	36.8221	2945.77	6382.50	76589.97
		Step G	37.9267	3034.14	6573.96	78887.54
		Step H	39.0646	3125.17	6771.20	81254.37
		Step I	40.2365	3218.92	6974.33	83691.92
		Step J	41.4435	3315.48	7183.54	86202.48
		Step K	42.6869	3414.95	7399.06	88788.75
		Step L	43.9709	3517.67	7621.62	91459.47



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7129B	Senior Refuse Truck Driver-B	Step A	31.3614	2508.91	5435.98	65231.71
		Step B	32.8359	2626.87	5691.56	68298.67
		Step C	33.8210	2705.68	5862.31	70347.68
		Step D	34.8355	2786.84	6038.15	72457.84
		Step E	35.8805	2870.44	6219.29	74631.44
		Step F	36.9570	2956.56	6405.88	76870.56
		Step G	38.0657	3045.26	6598.05	79176.66
		Step H	39.2077	3136.62	6796.00	81552.02
		Step I	40.3839	3230.71	6999.88	83998.51
		Step J	41.5955	3327.64	7209.89	86518.64
		Step K	42.8433	3427.46	7426.17	89114.06
		Step L	44.1286	3530.29	7648.96	91787.49



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1279B	Senior Solid Waste Billing Technician-B	Step A	29.2192	2337.54	5064.66	60775.94
		Step B	30.5930	2447.44	5302.79	63633.44
		Step C	31.5108	2520.86	5461.87	65542.46
		Step D	32.4560	2596.48	5625.71	67508.48
		Step E	33.4297	2674.38	5794.48	69533.78
		Step F	34.4326	2754.61	5968.32	71619.81
		Step G	35.4656	2837.25	6147.37	73768.45
		Step H	36.5296	2922.37	6331.80	75981.57
		Step I	37.6255	3010.04	6521.75	78261.04
		Step J	38.7542	3100.34	6717.39	80608.74
		Step K	39.9170	3193.36	6918.95	83027.36
		Step L	41.1144	3289.15	7126.50	85517.95



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7187B	Senior Street Maintenance Worker-B	Step A	29.8710	2389.68	5177.64	62131.68
		Step B	31.2755	2502.04	5421.09	65053.04
		Step C	32.2138	2577.10	5583.73	67004.70
		Step D	33.1802	2654.42	5751.23	69014.82
		Step E	34.1756	2734.05	5923.77	71085.25
		Step F	35.2010	2816.08	6101.51	73218.08
		Step G	36.2569	2900.55	6284.53	75414.35
		Step H	37.3446	2987.57	6473.06	77676.77
		Step I	38.4650	3077.20	6667.27	80007.20
		Step J	39.6189	3169.51	6867.28	82407.31
		Step K	40.8075	3264.60	7073.30	84879.60
		Step L	42.0318	3362.54	7285.51	87426.14



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

7201B	Senior Tree Trimmer-B	Step Name	Hourly	Bi-Weekly	Monthly	Annual
		Step A	28.0275	2242.20	4858.10	58297.20
		Step B	29.3453	2347.62	5086.52	61038.22
		Step C	30.2256	2418.05	5239.10	62869.25
		Step D	31.1324	2490.59	5396.28	64755.39
		Step E	32.0663	2565.30	5558.16	66697.90
		Step F	33.0283	2642.26	5724.91	68698.86
		Step G	34.0191	2721.53	5896.64	70759.73
		Step H	35.0399	2803.19	6073.58	72882.99
		Step I	36.0911	2887.29	6255.79	75069.49
		Step J	37.1738	2973.90	6443.46	77321.50
		Step K	38.2890	3063.12	6636.76	79641.12
		Step L	39.4377	3155.02	6835.87	82030.42



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1103B	Senior Utility Customer Service Field Representative-B	Step A	33.2320	2658.56	5760.21	69122.56
		Step B	34.7943	2783.54	6031.01	72372.14
		Step C	35.8383	2867.06	6211.97	74543.66
		Step D	36.9134	2953.07	6398.32	76779.87
		Step E	38.0208	3041.66	6590.27	79083.26
		Step F	39.1615	3132.92	6787.99	81455.92
		Step G	40.3362	3226.90	6991.61	83899.30
		Step H	41.5463	3323.70	7201.36	86416.30
		Step I	42.7927	3423.42	7417.40	89008.82
		Step J	44.0765	3526.12	7639.93	91679.12
		Step K	45.3990	3631.92	7869.16	94429.92
		Step L	46.7608	3740.86	8105.21	97262.46



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1044B	Senior Utility Customer Service Specialist-B	Step A	28.8974	2311.79	5008.88	60106.59
		Step B	30.2561	2420.49	5244.39	62932.69
		Step C	31.1638	2493.10	5401.73	64820.70
		Step D	32.0987	2567.90	5563.77	66765.30
		Step E	33.0617	2644.94	5730.69	68768.34
		Step F	34.0535	2724.28	5902.61	70831.28
		Step G	35.0751	2806.01	6079.68	72956.21
		Step H	36.1274	2890.19	6262.08	75144.99
		Step I	37.2111	2976.89	6449.92	77399.09
		Step J	38.3276	3066.21	6643.45	79721.41
		Step K	39.4774	3158.19	6842.75	82112.99
		Step L	40.6618	3252.94	7048.05	84576.54



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
7324B	Solid Waste Billing Technician-B	Step A	26.5624	2124.99	4604.15	55249.79
		Step B	27.8113	2224.90	4820.63	57847.50
		Step C	28.6458	2291.66	4965.27	59583.26
		Step D	29.5051	2360.41	5114.22	61370.61
		Step E	30.3902	2431.22	5267.63	63211.62
		Step F	31.3020	2504.16	5425.68	65108.16
		Step G	32.2411	2579.29	5588.46	67061.49
		Step H	33.2083	2656.66	5756.11	69073.26
		Step I	34.2045	2736.36	5928.78	71145.36
		Step J	35.2306	2818.45	6106.64	73279.65
		Step K	36.2875	2903.00	6289.83	75478.00
		Step L	37.3762	2990.10	6478.54	77742.50



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
7525B	Street Maintenance Worker I-B	Step A	24.6869	1974.95	4279.06	51348.75
		Step B	25.8476	2067.81	4480.25	53763.01
		Step C	26.6229	2129.83	4614.64	55375.63
		Step D	27.4216	2193.73	4753.08	57036.93
		Step E	28.2443	2259.54	4895.68	58748.14
		Step F	29.0917	2327.34	5042.56	60510.74
		Step G	29.9642	2397.14	5193.79	62325.54
		Step H	30.8632	2469.06	5349.62	64195.46
		Step I	31.7891	2543.13	5510.11	66121.33
		Step J	32.7428	2619.42	5675.42	68105.02
		Step K	33.7253	2698.02	5845.72	70148.62
		Step L	34.7368	2778.94	6021.05	72252.54



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7530B	Street Maintenance Worker II-B	Step A	27.1554	2172.43	4706.94	56483.23
		Step B	28.4323	2274.58	4928.27	59139.18
		Step C	29.2854	2342.83	5076.14	60913.63
		Step D	30.1639	2413.11	5228.41	62740.91
		Step E	31.0688	2485.50	5385.26	64623.10
		Step F	32.0007	2560.06	5546.79	66561.46
		Step G	32.9608	2636.86	5713.21	68558.46
		Step H	33.9496	2715.97	5884.60	70615.17
		Step I	34.9682	2797.46	6061.15	72733.86
		Step J	36.0172	2881.38	6242.98	74915.78
		Step K	37.0977	2967.82	6430.27	77163.22
		Step L	38.2107	3056.86	6623.19	79478.26



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
7540B	Street Sweeper Operator-B	Step A	28.5133	2281.06	4942.31	59307.66
		Step B	29.8538	2388.30	5174.66	62095.90
		Step C	30.7494	2459.95	5329.90	63958.75
		Step D	31.6719	2533.75	5489.80	65877.55
		Step E	32.6222	2609.78	5654.51	67854.18
		Step F	33.6007	2688.06	5824.12	69889.46
		Step G	34.6088	2768.70	5998.86	71986.30
		Step H	35.6470	2851.76	6178.81	74145.76
		Step I	36.7164	2937.31	6364.18	76370.11
		Step J	37.8180	3025.44	6555.12	78661.44
		Step K	38.9525	3116.20	6751.77	81021.20
		Step L	40.1211	3209.69	6954.32	83451.89



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1091B	Systems Architect-B	Step A	42.4021	3392.17	7349.70	88196.37
		Step B	44.3957	3551.66	7695.25	92343.06
		Step C	45.7276	3658.21	7926.12	95113.41
		Step D	47.0994	3767.95	8163.90	97966.75
		Step E	48.5123	3880.98	8408.80	100905.58
		Step F	49.9677	3997.42	8661.07	103932.82
		Step G	51.4667	4117.34	8920.89	107050.74
		Step H	53.0107	4240.86	9188.52	110262.26
		Step I	54.6010	4368.08	9464.17	113570.08
		Step J	56.2391	4499.13	9748.11	116977.33
		Step K	57.9262	4634.10	10040.54	120486.50
		Step L	59.6641	4773.13	10341.78	124101.33



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1052B	Transportation Grants Analyst-B	Step A	38.8086	3104.69	6726.82	80721.89
		Step B	40.6331	3250.65	7043.07	84516.85
		Step C	41.8522	3348.18	7254.38	87052.58
		Step D	43.1077	3448.62	7472.00	89664.02
		Step E	44.4010	3552.08	7696.17	92354.08
		Step F	45.7329	3658.63	7927.04	95124.43
		Step G	47.1049	3768.39	8164.85	97978.19
		Step H	48.5181	3881.45	8409.80	100917.65
		Step I	49.9736	3997.89	8662.09	103945.09
		Step J	51.4728	4117.82	8921.95	107063.42
		Step K	53.0170	4241.36	9189.61	110275.36
		Step L	54.6075	4368.60	9465.30	113583.60



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1112B	Transportation Technician I-B	Step A	25.7639	2061.11	4465.74	53588.91
		Step B	26.9750	2158.00	4675.67	56108.00
		Step C	27.7843	2222.74	4815.95	57791.34
		Step D	28.6177	2289.42	4960.40	59524.82
		Step E	29.4763	2358.10	5109.23	61310.70
		Step F	30.3607	2428.86	5262.52	63150.26
		Step G	31.2714	2501.71	5420.38	65044.51
		Step H	32.2096	2576.77	5583.00	66995.97
		Step I	33.1758	2654.06	5750.47	69005.66
		Step J	34.1712	2733.70	5923.01	71076.10
		Step K	35.1962	2815.70	6100.67	73208.10
		Step L	36.2522	2900.18	6283.71	75404.58



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Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
1111B	Transportation Technician II-B	Step A	28.3401	2267.21	4912.28	58947.41
		Step B	29.6725	2373.80	5143.23	61718.80
		Step C	30.5628	2445.02	5297.55	63570.62
		Step D	31.4796	2518.37	5456.46	65477.57
		Step E	32.4240	2593.92	5620.16	67441.92
		Step F	33.3968	2671.74	5788.78	69465.34
		Step G	34.3985	2751.88	5962.41	71548.88
		Step H	35.4306	2834.45	6141.30	73695.65
		Step I	36.4935	2919.48	6325.54	75906.48
		Step J	37.5882	3007.06	6515.29	78183.46
		Step K	38.7159	3097.27	6710.76	80529.07
		Step L	39.8774	3190.19	6912.08	82944.99



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1503B	Tree Trimmer I-B	Step A	23.1630	1853.04	4014.92	48179.04
		Step B	24.2520	1940.16	4203.68	50444.16
		Step C	24.9797	1998.38	4329.81	51957.78
		Step D	25.7290	2058.32	4459.69	53516.32
		Step E	26.5009	2120.07	4593.49	55121.87
		Step F	27.2960	2183.68	4731.31	56775.68
		Step G	28.1147	2249.18	4873.21	58478.58
		Step H	28.9582	2316.66	5019.42	60233.06
		Step I	29.8271	2386.17	5170.03	62040.37
		Step J	30.7218	2457.74	5325.11	63901.34
		Step K	31.6435	2531.48	5484.87	65818.48
		Step L	32.5927	2607.42	5649.40	67792.82



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1504B	Tree Trimmer II-B	Step A	25.4797	2038.38	4416.48	52997.78
		Step B	26.6772	2134.18	4624.05	55488.58
		Step C	27.4777	2198.22	4762.80	57153.62
		Step D	28.3019	2264.15	4905.66	58867.95
		Step E	29.1509	2332.07	5052.82	60633.87
		Step F	30.0255	2402.04	5204.42	62453.04
		Step G	30.9263	2474.10	5360.56	64326.70
		Step H	31.8539	2548.31	5521.34	66256.11
		Step I	32.8096	2624.77	5687.00	68243.97
		Step J	33.7939	2703.51	5857.61	70291.31
		Step K	34.8078	2784.62	6033.35	72400.22
		Step L	35.8520	2868.16	6214.35	74572.16



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1107B	Turf and Sports Field Technician-B	Step A	30.6961	2455.69	5320.66	63847.89
		Step B	32.1391	2571.13	5570.78	66849.33
		Step C	33.1034	2648.27	5737.92	68855.07
		Step D	34.0965	2727.72	5910.06	70920.72
		Step E	35.1193	2809.54	6087.35	73048.14
		Step F	36.1729	2893.83	6269.97	75239.63
		Step G	37.2581	2980.65	6458.07	77496.85
		Step H	38.3758	3070.06	6651.81	79821.66
		Step I	39.5271	3162.17	6851.36	82216.37
		Step J	40.7128	3257.02	7056.89	84682.62
		Step K	41.9342	3354.74	7268.59	87223.14
		Step L	43.1923	3455.38	7486.67	89839.98



City of Roseville

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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3314B	Utility Billing Analyst I-B	Step A	37.1329	2970.63	6436.37	77236.43
		Step B	38.8787	3110.30	6738.97	80867.70
		Step C	40.0450	3203.60	6941.13	83293.60
		Step D	41.2464	3299.71	7149.38	85792.51
		Step E	42.4838	3398.70	7363.86	88366.30
		Step F	43.7584	3500.67	7584.79	91017.47
		Step G	45.0710	3605.68	7812.31	93747.68
		Step H	46.4231	3713.85	8046.67	96560.05
		Step I	47.8158	3825.26	8288.07	99456.86
		Step J	49.2502	3940.02	8536.70	102440.42
		Step K	50.7278	4058.22	8792.82	105513.82
		Step L	52.2497	4179.98	9056.61	108679.38



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Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
3315B	Utility Billing Analyst II-B	Step A	40.8461	3267.69	7079.99	84959.89
		Step B	42.7665	3421.32	7412.86	88954.32
		Step C	44.0496	3523.97	7635.26	91623.17
		Step D	45.3709	3629.67	7864.29	94371.47
		Step E	46.7321	3738.57	8100.23	97202.77
		Step F	48.1340	3850.72	8343.23	100118.72
		Step G	49.5780	3966.24	8593.52	103122.24
		Step H	51.0654	4085.23	8851.34	106216.03
		Step I	52.5974	4207.79	9116.88	109402.59
		Step J	54.1752	4334.02	9390.37	112684.42
		Step K	55.8006	4464.05	9672.10	116065.25
		Step L	57.4746	4597.97	9962.26	119547.17



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Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1105B	Utility Customer Service Field Representative I-B	Step A	27.4646	2197.17	4760.53	57126.37
		Step B	28.7558	2300.46	4984.34	59812.06
		Step C	29.6185	2369.48	5133.87	61606.48
		Step D	30.5069	2440.55	5287.86	63454.35
		Step E	31.4223	2513.78	5446.53	65358.38
		Step F	32.3649	2589.19	5609.92	67318.99
		Step G	33.3357	2666.86	5778.19	69338.26
		Step H	34.3359	2746.87	5951.56	71418.67
		Step I	35.3660	2829.28	6130.11	73561.28
		Step J	36.4269	2914.15	6314.00	75767.95
		Step K	37.5197	3001.58	6503.41	78040.98
		Step L	38.6453	3091.62	6698.52	80382.22



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Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1104B	Utility Customer Service Field Representative II-B	Step A	30.2110	2416.88	5236.57	62838.88
		Step B	31.6313	2530.50	5482.76	65793.10
		Step C	32.5802	2606.42	5647.23	67766.82
		Step D	33.5577	2684.62	5816.67	69800.02
		Step E	34.5643	2765.14	5991.15	71893.74
		Step F	35.6013	2848.10	6170.89	74050.70
		Step G	36.6693	2933.54	6356.01	76272.14
		Step H	37.7694	3021.55	6546.70	78560.35
		Step I	38.9024	3112.19	6743.08	80916.99
		Step J	40.0696	3205.57	6945.40	83344.77
		Step K	41.2717	3301.74	7153.76	85845.14
		Step L	42.5098	3400.78	7368.37	88420.38



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

1050B	Utility Customer Service Representative I-B	Step A	20.7671	1661.37	3599.63	43195.57
		Step B	21.7434	1739.47	3768.86	45226.27
		Step C	22.3959	1791.67	3881.96	46583.47
		Step D	23.0676	1845.41	3998.38	47980.61
		Step E	23.7597	1900.78	4118.35	49420.18
		Step F	24.4725	1957.80	4241.90	50902.80
		Step G	25.2068	2016.54	4369.18	52430.14
		Step H	25.9628	2077.02	4500.22	54002.62
		Step I	26.7418	2139.34	4635.25	55622.94
		Step J	27.5440	2203.52	4774.29	57291.52
		Step K	28.3704	2269.63	4917.54	59010.43
		Step L	29.2214	2337.71	5065.04	60780.51



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

1049B	Utility Customer Service Representative II-B	Step A	22.8439	1827.51	3959.61	47515.31
		Step B	23.9179	1913.43	4145.77	49749.23
		Step C	24.6355	1970.84	4270.15	51241.84
		Step D	25.3744	2029.95	4398.23	52778.75
		Step E	26.1357	2090.86	4530.19	54362.26
		Step F	26.9198	2153.58	4666.10	55993.18
		Step G	27.7274	2218.19	4806.08	57672.99
		Step H	28.5592	2284.74	4950.26	59403.14
		Step I	29.4160	2353.28	5098.77	61185.28
		Step J	30.2984	2423.87	5251.72	63020.67
		Step K	31.2074	2496.59	5409.28	64911.39
		Step L	32.1436	2571.49	5571.56	66858.69



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1048B	Utility Customer Service Specialist I-B	Step A	23.8822	1910.58	4139.58	49674.98
		Step B	25.0051	2000.41	4334.22	52010.61
		Step C	25.7552	2060.42	4464.23	53570.82
		Step D	26.5277	2122.22	4598.13	55177.62
		Step E	27.3236	2185.89	4736.09	56833.09
		Step F	28.1434	2251.47	4878.19	58538.27
		Step G	28.9876	2319.01	5024.52	60294.21
		Step H	29.8573	2388.58	5175.27	62103.18
		Step I	30.7530	2460.24	5330.52	63966.24
		Step J	31.6757	2534.06	5490.45	65885.46
		Step K	32.6259	2610.07	5655.16	67861.87
		Step L	33.6046	2688.37	5824.80	69897.57



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1046B	Utility Customer Service Specialist II-B	Step A	26.2704	2101.63	4553.54	54642.43
		Step B	27.5056	2200.45	4767.64	57211.65
		Step C	28.3308	2266.46	4910.67	58928.06
		Step D	29.1807	2334.46	5057.99	60695.86
		Step E	30.0561	2404.49	5209.72	62516.69
		Step F	30.9579	2476.63	5366.04	64392.43
		Step G	31.8865	2550.92	5526.99	66323.92
		Step H	32.8431	2627.45	5692.80	68313.65
		Step I	33.8284	2706.27	5863.59	70363.07
		Step J	34.8432	2787.46	6039.49	72473.86
		Step K	35.8885	2871.08	6220.67	74648.08
		Step L	36.9652	2957.22	6407.30	76887.62



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
8940B	Vehicle Maintenance Servicewriter-B	Step A	33.9747	2717.98	5888.95	70667.38
		Step B	35.5719	2845.75	6165.80	73989.55
		Step C	36.6390	2931.12	6350.76	76209.12
		Step D	37.7382	3019.06	6541.29	78495.46
		Step E	38.8704	3109.63	6737.54	80850.43
		Step F	40.0366	3202.93	6939.68	83276.13
		Step G	41.2376	3299.01	7147.85	85774.21
		Step H	42.4748	3397.98	7362.30	88347.58
		Step I	43.7491	3499.93	7583.18	90998.13
		Step J	45.0615	3604.92	7810.66	93727.92
		Step K	46.4133	3713.06	8044.97	96539.66
		Step L	47.8057	3824.46	8286.32	99435.86



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

		Step Name	Hourly	Bi-Weekly	Monthly	Annual
8426B	Video and Multimedia Technician-B	Step A	31.9495	2555.96	5537.91	66454.96
		Step B	33.4517	2676.14	5798.29	69579.54
		Step C	34.4552	2756.42	5972.23	71666.82
		Step D	35.4888	2839.10	6151.39	73816.70
		Step E	36.5536	2924.29	6335.96	76031.49
		Step F	37.6501	3012.01	6526.02	78312.21
		Step G	38.7796	3102.37	6721.80	80661.57
		Step H	39.9430	3195.44	6923.45	83081.44
		Step I	41.1412	3291.30	7131.14	85573.70
		Step J	42.3754	3390.03	7345.07	88140.83
		Step K	43.6468	3491.74	7565.45	90785.34
		Step L	44.9562	3596.50	7792.41	93508.90



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Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1098B	Waste Services Clerk I-B	Step A	21.0826	1686.61	3654.32	43851.81
		Step B	22.0739	1765.91	3826.14	45913.71
		Step C	22.7361	1818.89	3940.92	47291.09
		Step D	23.4182	1873.46	4059.15	48709.86
		Step E	24.1207	1929.66	4180.92	50171.06
		Step F	24.8444	1987.55	4306.36	51676.35
		Step G	25.5897	2047.18	4435.55	53226.58
		Step H	26.3574	2108.59	4568.62	54823.39
		Step I	27.1480	2171.84	4705.65	56467.84
		Step J	27.9625	2237.00	4846.83	58162.00
		Step K	28.8015	2304.12	4992.26	59907.12
		Step L	29.6654	2373.23	5142.00	61704.03



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1099B	Waste Services Clerk II-B	Step A	23.1909	1855.27	4019.76	48237.07
		Step B	24.2811	1942.49	4208.72	50504.69
		Step C	25.0097	2000.78	4335.01	52020.18
		Step D	25.7599	2060.79	4465.05	53580.59
		Step E	26.5327	2122.62	4599.00	55188.02
		Step F	27.3288	2186.30	4736.99	56843.90
		Step G	28.1486	2251.89	4879.09	58549.09
		Step H	28.9929	2319.43	5025.44	60305.23
		Step I	29.8629	2389.03	5176.24	62114.83
		Step J	30.7587	2460.70	5331.51	63978.10
		Step K	31.6814	2534.51	5491.44	65897.31
		Step L	32.6318	2610.54	5656.18	67874.14



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Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1128B	Waste Services Field Enforcement Inspector-B	Step A	32.9295	2634.36	5707.78	68493.36
		Step B	34.4776	2758.21	5976.12	71713.41
		Step C	35.5119	2840.95	6155.40	73864.75
		Step D	36.5773	2926.18	6340.07	76080.78
		Step E	37.6746	3013.97	6530.26	78363.17
		Step F	38.8049	3104.39	6726.18	80714.19
		Step G	39.9691	3197.53	6927.98	83135.73
		Step H	41.1681	3293.45	7135.80	85629.65
		Step I	42.4031	3392.25	7349.87	88198.45
		Step J	43.6753	3494.02	7570.39	90844.62
		Step K	44.9855	3598.84	7797.49	93569.84
		Step L	46.3350	3706.80	8031.40	96376.80



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Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9000B	Wastewater Treatment Plant Operator Grade I-B	Step A	29.6275	2370.20	5135.43	61625.20
		Step B	31.0204	2481.63	5376.87	64522.43
		Step C	31.9510	2556.08	5538.17	66458.08
		Step D	32.9096	2632.77	5704.33	68451.97
		Step E	33.8969	2711.75	5875.46	70505.55
		Step F	34.9138	2793.10	6051.73	72620.70
		Step G	35.9611	2876.89	6233.26	74799.09
		Step H	37.0399	2963.19	6420.25	77042.99
		Step I	38.1511	3052.09	6612.86	79354.29
		Step J	39.2957	3143.66	6811.25	81735.06
		Step K	40.4746	3237.97	7015.60	84187.17
		Step L	41.6888	3335.10	7226.06	86712.70



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LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9010B	Wastewater Treatment Plant Operator Grade II-B	Step A	32.6931	2615.45	5666.80	68001.65
		Step B	34.2300	2738.40	5933.20	71198.40
		Step C	35.2569	2820.55	6111.20	73334.35
		Step D	36.3146	2905.17	6294.53	75534.37
		Step E	37.4041	2992.33	6483.38	77800.53
		Step F	38.5263	3082.10	6677.89	80134.70
		Step G	39.6821	3174.57	6878.23	82538.77
		Step H	40.8726	3269.81	7084.58	85015.01
		Step I	42.0987	3367.90	7297.11	87565.30
		Step J	43.3616	3468.93	7516.01	90192.13
		Step K	44.6625	3573.00	7741.50	92898.00
		Step L	46.0023	3680.18	7973.73	95684.78



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9020B	Wastewater Treatment Plant Operator Grade III 24Hr-B	Step A	28.1455	3152.30	6829.97	81959.70
		Step B	29.4686	3300.48	7151.05	85812.56
		Step C	30.3528	3399.51	7365.61	88387.35
		Step D	31.2633	3501.49	7586.56	91038.73
		Step E	32.2013	3606.55	7814.18	93770.19
		Step F	33.1674	3714.75	8048.62	96583.47
		Step G	34.1622	3826.17	8290.03	99480.33
		Step H	35.1871	3940.96	8538.74	102464.84
		Step I	36.2428	4059.19	8794.92	105539.03
		Step J	37.3300	4180.96	9058.75	108704.96
		Step K	38.4499	4306.39	9330.51	111966.11
		Step L	39.6035	4435.59	9610.45	115325.39



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9025B	Wastewater Treatment Plant Operator Grade III 8Hr-B	Step A	36.6545	2932.36	6353.45	76241.36
		Step B	38.3777	3070.22	6652.13	79825.62
		Step C	39.5291	3162.33	6851.71	82220.53
		Step D	40.7151	3257.21	7057.28	84687.41
		Step E	41.9364	3354.91	7268.98	87227.71
		Step F	43.1944	3455.55	7487.03	89844.35
		Step G	44.4904	3559.23	7711.67	92540.03
		Step H	45.8250	3666.00	7943.00	95316.00
		Step I	47.1998	3775.98	8181.30	98175.58
		Step J	48.6158	3889.26	8426.74	101120.86
		Step K	50.0744	4005.95	8679.56	104154.75
		Step L	51.5766	4126.13	8939.94	107279.33



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9020ZB	Wastewater Treatment Plant Operator Grade III 8Hr-ZB	Step A	39.4036	3152.29	6829.96	81959.49
		Step B	41.2561	3300.49	7151.06	85812.69
		Step C	42.4938	3399.50	7365.59	88387.10
		Step D	43.7685	3501.48	7586.54	91038.48
		Step E	45.0817	3606.54	7814.16	93769.94
		Step F	46.4341	3714.73	8048.58	96582.93
		Step G	47.8270	3826.16	8290.01	99480.16
		Step H	49.2619	3940.95	8538.73	102464.75
		Step I	50.7397	4059.18	8794.88	105538.58
		Step J	52.2620	4180.96	9058.75	108704.96
		Step K	53.8298	4306.38	9330.50	111965.98
		Step L	55.4447	4435.58	9610.41	115324.98



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9030B	Wastewater Treatment Plant Operator Grade IV-B	Step A	44.1322	3530.58	7649.58	91794.98
		Step B	46.2070	3696.56	8009.21	96110.56
		Step C	47.5932	3807.46	8249.49	98993.86
		Step D	49.0210	3921.68	8496.97	101963.68
		Step E	50.4916	4039.33	8751.88	105022.53
		Step F	52.0063	4160.50	9014.43	108173.10
		Step G	53.5665	4285.32	9284.86	111418.32
		Step H	55.1736	4413.89	9563.42	114761.09
		Step I	56.8287	4546.30	9850.31	118203.70
		Step J	58.5335	4682.68	10145.81	121749.68
		Step K	60.2896	4823.17	10450.20	125402.37
		Step L	62.0983	4967.86	10763.71	129164.46



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1053B	Water Quality Technician-B	Step A	28.7867	2302.94	4989.69	59876.34
		Step B	30.1401	2411.21	5224.28	62691.41
		Step C	31.0445	2483.56	5381.05	64572.56
		Step D	31.9757	2558.06	5542.45	66509.46
		Step E	32.9351	2634.81	5708.75	68505.01
		Step F	33.9231	2713.85	5880.00	70560.05
		Step G	34.9407	2795.26	6056.39	72676.66
		Step H	35.9890	2879.12	6238.09	74857.12
		Step I	37.0686	2965.49	6425.22	77102.69
		Step J	38.1807	3054.46	6617.99	79415.86
		Step K	39.3261	3146.09	6816.52	81798.29
		Step L	40.5060	3240.48	7021.04	84252.48



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9200B	Water Treatment Plant Operator Grade I 24Hr-B	Step A	21.1625	2370.20	5135.43	61625.20
		Step B	22.1573	2481.62	5376.84	64522.06
		Step C	22.8220	2556.06	5538.14	66457.66
		Step D	23.5067	2632.75	5704.29	68451.51
		Step E	24.2119	2711.73	5875.42	70505.05
		Step F	24.9384	2793.10	6051.72	72620.62
		Step G	25.6865	2876.89	6233.26	74799.09
		Step H	26.4570	2963.18	6420.23	77042.78
		Step I	27.2508	3052.09	6612.86	79354.33
		Step J	28.0683	3143.65	6811.24	81734.89
		Step K	28.9103	3237.95	7015.57	84186.79
		Step L	29.7776	3335.09	7226.03	86712.37



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9232B	Water Treatment Plant Operator Grade I 8Hr-B	Step A	29.6275	2370.20	5135.43	61625.20
		Step B	31.0204	2481.63	5376.87	64522.43
		Step C	31.9510	2556.08	5538.17	66458.08
		Step D	32.9096	2632.77	5704.33	68451.97
		Step E	33.8969	2711.75	5875.46	70505.55
		Step F	34.9138	2793.10	6051.73	72620.70
		Step G	35.9611	2876.89	6233.26	74799.09
		Step H	37.0399	2963.19	6420.25	77042.99
		Step I	38.1511	3052.09	6612.86	79354.29
		Step J	39.2957	3143.66	6811.25	81735.06
		Step K	40.4746	3237.97	7015.60	84187.17
		Step L	41.6888	3335.10	7226.06	86712.70



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9200ZB	Water Treatment Plant Operator Grade I 8Hr-ZB	Step A	29.6275	2370.20	5135.43	61625.20
		Step B	31.0204	2481.63	5376.87	64522.43
		Step C	31.9510	2556.08	5538.17	66458.08
		Step D	32.9096	2632.77	5704.33	68451.97
		Step E	33.8969	2711.75	5875.46	70505.55
		Step F	34.9138	2793.10	6051.73	72620.70
		Step G	35.9611	2876.89	6233.26	74799.09
		Step H	37.0399	2963.19	6420.25	77042.99
		Step I	38.1511	3052.09	6612.86	79354.29
		Step J	39.2957	3143.66	6811.25	81735.06
		Step K	40.4746	3237.97	7015.60	84187.17
		Step L	41.6888	3335.10	7226.06	86712.70



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9210B	Water Treatment Plant Operator Grade II 24Hr-B	Step A	23.3524	2615.47	5666.85	68002.19
		Step B	24.4501	2738.41	5933.22	71198.69
		Step C	25.1837	2820.57	6111.24	73334.93
		Step D	25.9393	2905.20	6294.60	75535.24
		Step E	26.7174	2992.35	6483.42	77801.07
		Step F	27.5189	3082.12	6677.92	80135.04
		Step G	28.3445	3174.58	6878.27	82539.18
		Step H	29.1950	3269.84	7084.65	85015.84
		Step I	30.0707	3367.92	7297.16	87565.88
		Step J	30.9727	3468.94	7516.04	90192.50
		Step K	31.9019	3573.01	7741.53	92898.33
		Step L	32.8590	3680.21	7973.78	95685.41



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9234B	Water Treatment Plant Operator Grade II 8Hr-B	Step A	32.6933	2615.46	5666.84	68002.06
		Step B	34.2305	2738.44	5933.29	71199.44
		Step C	35.2572	2820.58	6111.25	73334.98
		Step D	36.3149	2905.19	6294.58	75534.99
		Step E	37.4045	2992.36	6483.45	77801.36
		Step F	38.5266	3082.13	6677.94	80135.33
		Step G	39.6825	3174.60	6878.30	82539.60
		Step H	40.8728	3269.82	7084.62	85015.42
		Step I	42.0990	3367.92	7297.16	87565.92
		Step J	43.3620	3468.96	7516.08	90192.96
		Step K	44.6628	3573.02	7741.55	92898.62
		Step L	46.0028	3680.22	7973.82	95685.82



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9210ZB	Water Treatment Plant Operator Grade II 8Hr-ZB	Step A	32.6933	2615.46	5666.84	68002.06
		Step B	34.2305	2738.44	5933.29	71199.44
		Step C	35.2572	2820.58	6111.25	73334.98
		Step D	36.3149	2905.19	6294.58	75534.99
		Step E	37.4045	2992.36	6483.45	77801.36
		Step F	38.5266	3082.13	6677.94	80135.33
		Step G	39.6825	3174.60	6878.30	82539.60
		Step H	40.8728	3269.82	7084.62	85015.42
		Step I	42.0990	3367.92	7297.16	87565.92
		Step J	43.3620	3468.96	7516.08	90192.96
		Step K	44.6628	3573.02	7741.55	92898.62
		Step L	46.0028	3680.22	7973.82	95685.82



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Step Name	Hourly	Bi-Weekly	Monthly	Annual
Step A	27.4909	3078.98	6671.13	80053.50
Step B	28.7833	3223.73	6984.75	83816.97
Step C	29.6468	3320.44	7194.29	86331.48
Step D	30.5362	3420.05	7410.12	88921.41
Step E	31.4523	3522.66	7632.42	91589.10
Step F	32.3959	3628.34	7861.41	94336.86
Step G	33.3680	3737.22	8097.30	97167.62
Step H	34.3688	3849.31	8340.16	100081.95
Step I	35.4000	3964.80	8590.40	103084.80
Step J	36.4619	4083.73	8848.09	106177.05
Step K	37.5558	4206.25	9113.54	109362.49
Step L	38.6825	4332.44	9386.95	112643.44



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
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LO39 Stationary Engineers Local 39

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9229B	Water Treatment Plant Operator Grade III 8Hr-B	Step A	36.6545	2932.36	6353.45	76241.36
		Step B	38.3777	3070.22	6652.13	79825.62
		Step C	39.5291	3162.33	6851.71	82220.53
		Step D	40.7151	3257.21	7057.28	84687.41
		Step E	41.9364	3354.91	7268.98	87227.71
		Step F	43.1944	3455.55	7487.03	89844.35
		Step G	44.4904	3559.23	7711.67	92540.03
		Step H	45.8250	3666.00	7943.00	95316.00
		Step I	47.1998	3775.98	8181.30	98175.58
		Step J	48.6158	3889.26	8426.74	101120.86
		Step K	50.0744	4005.95	8679.56	104154.75
		Step L	51.5766	4126.13	8939.94	107279.33



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
9230ZB	Water Treatment Plant Operator Grade III 8Hr-ZB	Step A	38.4873	3078.98	6671.13	80053.58
		Step B	40.2967	3223.74	6984.76	83817.14
		Step C	41.5057	3320.46	7194.32	86331.86
		Step D	42.7508	3420.06	7410.14	88921.66
		Step E	44.0333	3522.66	7632.44	91589.26
		Step F	45.3544	3628.35	7861.43	94337.15
		Step G	46.7150	3737.20	8097.27	97167.20
		Step H	48.1165	3849.32	8340.19	100082.32
		Step I	49.5600	3964.80	8590.40	103084.80
		Step J	51.0466	4083.73	8848.08	106176.93
		Step K	52.5782	4206.26	9113.55	109362.66
		Step L	54.1555	4332.44	9386.95	112643.44



City of Roseville

Salary Schedule: Stationary Engineers Local 39-B

Appendix:F
Effective Date:02/08/2025

LO39 Stationary Engineers Local 39
Grade Code Grade Name

Grade Code	Grade Name	Step Name	Hourly	Bi-Weekly	Monthly	Annual
1641B	Youth Development Program Coordinator-B	Step A	30.7050	2456.40	5322.20	63866.40
		Step B	32.1487	2571.90	5572.44	66869.30
		Step C	33.1132	2649.06	5739.62	68875.46
		Step D	34.1067	2728.54	5911.83	70941.94
		Step E	35.1298	2810.38	6089.17	73069.98
		Step F	36.1836	2894.69	6271.82	75261.89
		Step G	37.2692	2981.54	6459.99	77519.94
		Step H	38.3873	3070.98	6653.80	79845.58
		Step I	39.5389	3163.11	6853.41	82240.91
		Step J	40.7250	3258.00	7059.00	84708.00
		Step K	41.9468	3355.74	7270.78	87249.34
		Step L	43.2052	3456.42	7488.90	89866.82

Position Allocation Control Report

Report as of
Date:
02/08/2025

Position Code	Position Title	Allocated FTE
CAO220245001	Assistant City Attorney	1.00
CAO221132001	Legal Assistant I/II	1.00
CAO221132002	Legal Assistant I/II	1.00
CAO221200001	City Attorney	1.00
CAO221658001	Deputy City Attorney I/II	1.00
CAO225015001	Paralegal	1.00
CAO227123001	Senior Deputy City Attorney	1.00
CAO227123002	Senior Deputy City Attorney	1.00
CAO227123003	Senior Deputy City Attorney	1.00
CAO227123004	Senior Deputy City Attorney	1.00
Total for Department: CAO City Attorney		10.00

Position Code	Position Title	Allocated FTE
CCD360250001	Assistant City Clerk	1.00
CCD361220001	City Clerk	1.00
CCD361227005	City Clerk Technician I/II	1.00
CCD361227004	City Clerk Technician I/II	1.00
CCD361227003	City Clerk Technician I/II	1.00
CCD361227002	City Clerk Technician I/II	1.00
CCD361227001	City Clerk Technician I/II	1.00
CCD361665002	Deputy City Clerk I/II	1.00
CCD361665001	Deputy City Clerk I/II	1.00
CCD369548006	Passport Agent	0.50
CCD369548004	Passport Agent	0.50
CCD369548002	Passport Agent	1.00
CCD369548001	Passport Agent	1.00
Total for Department: CCD City Clerk		12.00

Position Code	Position Title	Allocated FTE
CMO140325001	Assistant City Manager	1.00
CMO141240001	City Manager	1.00
CMO142551002	Executive Assistant	1.00
CMO142551001	Executive Assistant	1.00
CMO1414449001	Management Analyst - City Manager	1.00
CMO144457001	Management Assistant I/II	1.00
Total for Department: CMO City Manager		6.00

Position Code	Position Title	Allocated FTE
DSD660071001	Administrative Assistant	1.00
DSD660084001	Administrative Technician	1.00

DSD661017001	Assistant Building Official	1.00
DSD661005006	Associate (PE)/Assistant/Junior Engineer	1.00
DSD661005005	Associate (PE)/Assistant/Junior Engineer	1.00
DSD661005004	Associate (PE)/Assistant/Junior Engineer	1.00
DSD661005003	Associate (PE)/Assistant/Junior Engineer	1.00
DSD661005002	Associate (PE)/Assistant/Junior Engineer	1.00
DSD661005001	Associate (PE)/Assistant/Junior Engineer	1.00
DSD660820001	Associate Engineer	1.00
DSD660900005	Associate/Assistant Planner	1.00
DSD660900004	Associate/Assistant Planner	1.00
DSD660900003	Associate/Assistant Planner	1.00
DSD660900002	Associate/Assistant Planner	1.00
DSD660900001	Associate/Assistant Planner	1.00
DSD661019008	Building Inspector I/II	1.00
DSD661019007	Building Inspector I/II	1.00
DSD661019006	Building Inspector I/II	1.00
DSD661019005	Building Inspector I/II	1.00
DSD661019004	Building Inspector I/II	1.00
DSD661019003	Building Inspector I/II	1.00
DSD661019002	Building Inspector I/II	1.00
DSD661043001	Building Official	1.00
DSD661047005	Building Plans Examiner I/II	1.00
DSD661047004	Building Plans Examiner I/II	1.00
DSD661047003	Building Plans Examiner I/II	1.00
DSD661047002	Building Plans Examiner I/II	1.00
DSD661047001	Building Plans Examiner I/II	1.00
DSD661141001	Building Plans Examiner Supervisor	1.00
DSD661369005	Code Enforcement Inspector I/II	1.00
DSD661369004	Code Enforcement Inspector I/II	1.00
DSD661369003	Code Enforcement Inspector I/II	1.00
DSD661369002	Code Enforcement Inspector I/II	1.00
DSD661369001	Code Enforcement Inspector I/II	1.00
DSD661368001	Code Enforcement Supervisor	1.00
DSD661027001	Construction Inspection Superintendent	1.00
DSD661248001	Construction Inspection Supervisor	1.00
DSD661434005	Construction Inspector I/II	1.00
DSD661434004	Construction Inspector I/II	1.00
DSD661434003	Construction Inspector I/II	1.00
DSD661434002	Construction Inspector I/II	1.00
DSD661434001	Construction Inspector I/II	1.00
DSD661096002	Development Services Business Analyst I/II	1.00
DSD661096001	Development Services Business Analyst I/II	1.00
DSD661280001	Development Services Business Systems Administrator	1.00
DSD661676001	Development Services Director	1.00
DSD661695001	Development Services Manager	1.00
DSD661672005	Development Technician I/II	1.00
DSD661672004	Development Technician I/II	1.00

DSD661672003	Development Technician I/II	1.00
DSD661672002	Development Technician I/II	1.00
DSD661672001	Development Technician I/II	1.00
DSD661277001	Engineering Manager	1.00
DSD662540001	Environmental Coordinator	1.00
DSD663412001	GIS Analyst I/II	1.00
DSD662214001	GIS Technician I/II	1.00
DSD660050001	Management Analyst I/II	1.00
DSD664957002	Office Assistant I/II	1.00
DSD664957001	Office Assistant I/II	1.00
DSD665279004	Permit Technician I/II	1.00
DSD665279003	Permit Technician I/II	1.00
DSD665279002	Permit Technician I/II	1.00
DSD665279001	Permit Technician I/II	1.00
DSD661501001	Permits Supervisor	1.00
DSD665309001	Planning Manager	1.00
DSD665514001	Principal Engineer	1.00
DSD667117001	Senior Building Inspector	1.00
DSD661017002	Senior Building Inspector	1.00
DSD667195002	Senior Building Plans Examiner	1.00
DSD667121002	Senior Construction Inspector	1.00
DSD667121001	Senior Construction Inspector	1.00
DSD661097001	Senior Development Services Business Analyst	1.00
DSD667142003	Senior Engineer	1.00
DSD667142002	Senior Engineer	1.00
DSD661502001	Senior Permits Technician	1.00
DSD667180002	Senior Planner	1.00
DSD667180001	Senior Planner	1.00

Total for Department:	DSD Development Services	77.00
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Position Code	Position Title	Allocated FTE
EDD541675001	Economic Development Analyst I/II	1.00
EDD541710001	Economic Development Director	1.00
EDD541118001	Economic Development Manager	1.00
EDD541001002	Economic Development Project Manager	1.00
EDD541001001	Economic Development Project Manager	1.00
EDD543402004	Housing Analyst I/II	1.00
EDD543402003	Housing Analyst I/II	1.00
EDD543402002	Housing Analyst I/II	1.00
EDD543402001	Housing Analyst I/II	1.00
EDD543589001	Housing Manager	1.00
EDD543590001	Housing Supervisor	1.00
EDD543592004	Housing Technician I/II	1.00
EDD543592003	Housing Technician I/II	1.00
EDD543592002	Housing Technician I/II	1.00
EDD543592001	Housing Technician I/II	1.00

EDD540050001	Management Analyst I/II	1.00
EDD544957001	Office Assistant I/II	1.00
EDD547148001	Senior Housing Technician	1.00

Total for Department:	EDD Economic Development	18.00
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Position Code	Position Title	Allocated FTE
ELE700071001	Administrative Assistant	1.00
ELE700084005	Administrative Technician	1.00
ELE700084003	Administrative Technician	1.00
ELE700084002	Administrative Technician	1.00
ELE700084001	Administrative Technician	1.00
ELE700395004	Assistant Electric Utility Director	1.00
ELE700395003	Assistant Electric Utility Director	1.00
ELE700395002	Assistant Electric Utility Director	1.00
ELE700395001	Assistant Electric Utility Director	1.00
ELE701067009	Associate/Assistant Electric Analyst	1.00
ELE701067008	Associate/Assistant Electric Analyst	1.00
ELE701067007	Associate/Assistant Electric Analyst	1.00
ELE701067006	Associate/Assistant Electric Analyst	1.00
ELE701067005	Associate/Assistant Electric Analyst	1.00
ELE701067004	Associate/Assistant Electric Analyst	1.00
ELE701067003	Associate/Assistant Electric Analyst	1.00
ELE701067010	Associate/Assistant Electric Analyst	1.00
ELE701067002	Associate/Assistant Electric Analyst	1.00
ELE701067001	Associate/Assistant Electric Analyst	1.00
ELE701150001	Customer Care Manager	1.00
ELE701548002	Data Management Specialist I/II	1.00
ELE701645001	Department Public Information Officer	1.00
ELE701312006	Electric Business Analyst I/II	1.00
ELE701312004	Electric Business Analyst I/II	1.00
ELE701312003	Electric Business Analyst I/II	1.00
ELE701312002	Electric Business Analyst I/II	1.00
ELE701312001	Electric Business Analyst I/II	1.00
ELE701312007	Electric Business Analyst I/II	1.00
ELE702335002	Electric Compliance Analyst I/II	1.00
ELE702335001	Electric Compliance Analyst I/II	1.00
ELE701151001	Electric Customer Programs and Public Affairs Supervisor	1.00
ELE702330002	Electric Drafting Technician I/II	1.00
ELE701117001	Electric Economic Development and Partnership Manager	1.00
ELE702345005	Electric Engineering Technician I/II	1.00
ELE702345004	Electric Engineering Technician I/II	1.00
ELE702345003	Electric Engineering Technician I/II	1.00
ELE702345001	Electric Engineering Technician I/II	1.00
ELE702284001	Electric Engineering Technician Supervisor	1.00
ELE701152001	Electric Line General Foreperson	1.00
ELE702286004	Electric Line Troubleshooter	1.00

ELE702286003	Electric Line Troubleshooter	1.00
ELE702286002	Electric Line Troubleshooter	1.00
ELE702286001	Electric Line Troubleshooter	1.00
ELE702212004	Electric Materials Technician I/II	1.00
ELE702212003	Electric Materials Technician I/II	1.00
ELE702212002	Electric Materials Technician I/II	1.00
ELE702212001	Electric Materials Technician I/II	1.00
ELE702338001	Electric Operations Manager	1.00
ELE701130001	Electric Operations Safety Technician	1.00
ELE702339002	Electric Operations Supervisor	1.00
ELE702339001	Electric Operations Supervisor	1.00
ELE702254001	Electric Preventive Data System Technician	1.00
ELE702316005	Electric Resources Planner I/II	1.00
ELE702316003	Electric Resources Planner I/II	1.00
ELE702316002	Electric Resources Planner I/II	1.00
ELE702316001	Electric Resources Planner I/II	1.00
ELE702216001	Electric Risk and Compliance Supervisor	1.00
ELE702319001	Electric Substation Supervisor	1.00
ELE702350003	Electric System Dispatcher	1.00
ELE702350002	Electric System Dispatcher	1.00
ELE702350001	Electric System Dispatcher	1.00
ELE702359003	Electric Technology System Technician	1.00
ELE702359002	Electric Technology System Technician	1.00
ELE702359001	Electric Technology System Technician	1.00
ELE709560001	Electric Technology Systems Administrator	1.00
ELE701116001	Electric Utility Chief Operating Officer	1.00
ELE702320001	Electric Utility Director	1.00
ELE702215001	Electric Utility Financial Administrator	1.00
ELE709250003	Electric Utility Inspection Technician	1.00
ELE709250002	Electric Utility Inspection Technician	1.00
ELE709250001	Electric Utility Inspection Technician	1.00
ELE702285015	Electric/Apprentice Line Technician	1.00
ELE702285014	Electric/Apprentice Line Technician	1.00
ELE702285013	Electric/Apprentice Line Technician	1.00
ELE702285012	Electric/Apprentice Line Technician	1.00
ELE702285011	Electric/Apprentice Line Technician	1.00
ELE702285010	Electric/Apprentice Line Technician	1.00
ELE702285009	Electric/Apprentice Line Technician	1.00
ELE702285008	Electric/Apprentice Line Technician	1.00
ELE702285007	Electric/Apprentice Line Technician	1.00
ELE702285006	Electric/Apprentice Line Technician	1.00
ELE702285005	Electric/Apprentice Line Technician	1.00
ELE702285004	Electric/Apprentice Line Technician	1.00
ELE702285003	Electric/Apprentice Line Technician	1.00
ELE701085005	Electric/Apprentice Metering System Technician	1.00
ELE701085004	Electric/Apprentice Metering System Technician	1.00
ELE701085003	Electric/Apprentice Metering System Technician	1.00

ELE701085002	Electric/Apprentice Metering System Technician	1.00
ELE701085001	Electric/Apprentice Metering System Technician	1.00
ELE701083012	Electric/Apprentice Substation Technician	1.00
ELE701083011	Electric/Apprentice Substation Technician	1.00
ELE701083010	Electric/Apprentice Substation Technician	1.00
ELE701083009	Electric/Apprentice Substation Technician	1.00
ELE701083008	Electric/Apprentice Substation Technician	1.00
ELE701083007	Electric/Apprentice Substation Technician	1.00
ELE701083006	Electric/Apprentice Substation Technician	1.00
ELE701083005	Electric/Apprentice Substation Technician	1.00
ELE701083004	Electric/Apprentice Substation Technician	1.00
ELE701083003	Electric/Apprentice Substation Technician	1.00
ELE701083002	Electric/Apprentice Substation Technician	1.00
ELE701083001	Electric/Apprentice Substation Technician	1.00
ELE702466003	Energy Program Technician	1.00
ELE702466002	Energy Program Technician	1.00
ELE702501003	Energy Services Account Representative I/II	1.00
ELE702501002	Energy Services Account Representative I/II	1.00
ELE702501001	Energy Services Account Representative I/II	1.00
ELE701082001	Generation Maintenance Scheduler-Coordinator	1.00
ELE701648001	Government Relations Representative I/II	1.00
ELE703608003	Instrument and Control Technician	1.00
ELE703608002	Instrument and Control Technician	1.00
ELE703608001	Instrument and Control Technician	1.00
ELE704517002	Marketing and Communication Analyst I/II	1.00
ELE704517001	Marketing and Communication Analyst I/II	1.00
ELE704540002	Meter Reader	1.00
ELE704540001	Meter Reader	1.00
ELE704957004	Office Assistant I/II	1.00
ELE704957003	Office Assistant I/II	1.00
ELE704957002	Office Assistant I/II	1.00
ELE704957001	Office Assistant I/II	1.00
ELE705596004	Power Engineer I/II	1.00
ELE705596003	Power Engineer I/II	1.00
ELE705596001	Power Engineer I/II	1.00
ELE705600001	Power Generation Superintendent	1.00
ELE705591002	Power Plant Engineer I/II	1.00
ELE705591001	Power Plant Engineer I/II	1.00
ELE705526003	Power Plant Mechanic	1.00
ELE705526002	Power Plant Mechanic	1.00
ELE705526001	Power Plant Mechanic	1.00
ELE705530002	Power Plant Operations and Maintenance Supervisor	1.00
ELE705530001	Power Plant Operations and Maintenance Supervisor	1.00
ELE705523009	Power Plant Operator Technician I/II	1.00
ELE705523008	Power Plant Operator Technician I/II	1.00
ELE705523007	Power Plant Operator Technician I/II	1.00
ELE705523006	Power Plant Operator Technician I/II	1.00

ELE705523005	Power Plant Operator Technician I/II	1.00
ELE705523004	Power Plant Operator Technician I/II	1.00
ELE705523003	Power Plant Operator Technician I/II	1.00
ELE705523002	Power Plant Operator Technician I/II	1.00
ELE705523001	Power Plant Operator Technician I/II	1.00
ELE705535001	Power Supply and Portfolio Administrator	1.00
ELE701114001	Principal Power Engineer	1.00
ELE707128004	Senior Electric Business Analyst	1.00
ELE707128003	Senior Electric Business Analyst	1.00
ELE707128002	Senior Electric Business Analyst	1.00
ELE707128001	Senior Electric Business Analyst	1.00
ELE707118004	Senior Electric Line Technician	1.00
ELE707118003	Senior Electric Line Technician	1.00
ELE707118001	Senior Electric Line Technician	1.00
ELE701153001	Senior Electric Line Troubleshooter	1.00
ELE707169001	Senior Electric Materials Technician	1.00
ELE701036001	Senior Electric Metering Systems Technician	1.00
ELE707126003	Senior Electric Substation Technician	1.00
ELE707126002	Senior Electric Substation Technician	1.00
ELE707126001	Senior Electric Substation Technician	1.00
ELE707168001	Senior Electric System Dispatcher	1.00
ELE701023001	Senior Electric Technology Systems Analyst	1.00
ELE707163002	Senior Energy Services Account Representative	1.00
ELE707163001	Senior Energy Services Account Representative	1.00
ELE707151002	Senior Power Engineer	1.00
ELE707151001	Senior Power Engineer	1.00
ELE705555001	Senior Power Plant Engineer	1.00
ELE707152004	Senior Power Plant Operator Technician	1.00
ELE707152003	Senior Power Plant Operator Technician	1.00
ELE707152002	Senior Power Plant Operator Technician	1.00
ELE707152001	Senior Power Plant Operator Technician	1.00
ELE701029002	Senior Utility Billing Analyst	1.00
ELE701029001	Senior Utility Billing Analyst	1.00
ELE701103001	Senior Utility Customer Service Field Representative	1.00
ELE701044003	Senior Utility Customer Service Specialist	1.00
ELE701044002	Senior Utility Customer Service Specialist	1.00
ELE701044001	Senior Utility Customer Service Specialist	1.00
ELE703315005	Utility Billing Analyst I/II	1.00
ELE703315004	Utility Billing Analyst I/II	1.00
ELE703315003	Utility Billing Analyst I/II	1.00
ELE703315002	Utility Billing Analyst I/II	1.00
ELE703315001	Utility Billing Analyst I/II	1.00
ELE701041001	Utility Billing and Field Services Supervisor	1.00
ELE701154001	Utility Business Systems Administrator	1.00
ELE701104001	Utility Customer Service Field Rep I/II	1.00
ELE701049015	Utility Customer Service Representative I/II	1.00
ELE701049014	Utility Customer Service Representative I/II	1.00

ELE701049013	Utility Customer Service Representative I/II	1.00
ELE701049012	Utility Customer Service Representative I/II	1.00
ELE701049011	Utility Customer Service Representative I/II	0.75
ELE701049010	Utility Customer Service Representative I/II	0.50
ELE701049009	Utility Customer Service Representative I/II	1.00
ELE701049008	Utility Customer Service Representative I/II	0.50
ELE701049007	Utility Customer Service Representative I/II	1.00
ELE701049006	Utility Customer Service Representative I/II	1.00
ELE701049005	Utility Customer Service Representative I/II	1.00
ELE701049004	Utility Customer Service Representative I/II	1.00
ELE701049001	Utility Customer Service Representative I/II	1.00
ELE701046005	Utility Customer Service Specialist I/II	1.00
ELE701046004	Utility Customer Service Specialist I/II	1.00
ELE701046003	Utility Customer Service Specialist I/II	1.00
ELE701046002	Utility Customer Service Specialist I/II	1.00
ELE701046001	Utility Customer Service Specialist I/II	1.00
ELE701042001	Utility Customer Service Supervisor	1.00

Total for Department:	ELE Electric Department	196.75
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Position Code	Position Title	Allocated FTE
EUD740071001	Administrative Assistant	1.00
EUD740084005	Administrative Technician	1.00
EUD740084004	Administrative Technician	1.00
EUD740084003	Administrative Technician	1.00
EUD740084002	Administrative Technician	1.00
EUD740084001	Administrative Technician	1.00
EUD740411003	Assistant Environmental Utilities Director	1.00
EUD740411001	Assistant Environmental Utilities Director	1.00
EUD741005002	Associate (PE)/Assistant/Junior Engineer	1.00
EUD741005001	Associate (PE)/Assistant/Junior Engineer	1.00
EUD740820003	Associate Engineer	1.00
EUD740820002	Associate Engineer	1.00
EUD740820001	Associate Engineer	1.00
EUD741548003	Data Management Specialist I/II	1.00
EUD741548002	Data Management Specialist I/II	1.00
EUD741548001	Data Management Specialist I/II	1.00
EUD741645001	Department Public Information Officer	1.00
EUD741277001	Engineering Manager	1.00
EUD741350001	Engineering Technician I/II	1.00
EUD742544002	Environmental Compliance Specialist I/II	1.00
EUD742544001	Environmental Compliance Specialist I/II	1.00
EUD742547005	Environmental Utilities Business Analyst I/II	1.00
EUD742547004	Environmental Utilities Business Analyst I/II	1.00
EUD742547003	Environmental Utilities Business Analyst I/II	1.00
EUD742547002	Environmental Utilities Business Analyst I/II	1.00
EUD742547001	Environmental Utilities Business Analyst I/II	1.00

EUD742548002	Environmental Utilities Business Services Manager	1.00
EUD742541004	Environmental Utilities Compliance Administrator	1.00
EUD742541003	Environmental Utilities Compliance Administrator	1.00
EUD742541002	Environmental Utilities Compliance Administrator	1.00
EUD742541001	Environmental Utilities Compliance Administrator	1.00
EUD741684001	Environmental Utilities Director	1.00
EUD741038006	Environmental Utilities Instrument and Control Technician I/II	1.00
EUD741038005	Environmental Utilities Instrument and Control Technician I/II	1.00
EUD741038004	Environmental Utilities Instrument and Control Technician I/II	1.00
EUD741038003	Environmental Utilities Instrument and Control Technician I/II	1.00
EUD741038002	Environmental Utilities Instrument and Control Technician I/II	1.00
EUD741024001	Environmental Utilities Maintenance Superintendent	1.00
EUD741147001	Environmental Utilities Operations Superintendent	1.00
EUD749550001	ERP Business Analyst I/II	1.00
EUD743412003	GIS Analyst I/II	1.00
EUD743412002	GIS Analyst I/II	1.00
EUD743412001	GIS Analyst I/II	1.00
EUD741648001	Government Relations Representative I/II	1.00
EUD741136001	Industrial Waste Analyst	1.00
EUD743610002	Industrial Waste Technician	1.00
EUD743732002	Interpretive Services Specialist I/II	1.00
EUD743732001	Interpretive Services Specialist I/II	1.00
EUD741135004	Laboratory Analyst I/II	1.00
EUD741135003	Laboratory Analyst I/II	1.00
EUD741135002	Laboratory Analyst I/II	1.00
EUD741135001	Laboratory Analyst I/II	1.00
EUD740050002	Management Analyst I/II	1.00
EUD740050001	Management Analyst I/II	1.00
EUD744517003	Marketing and Communication Analyst I/II	1.00
EUD744517002	Marketing and Communication Analyst I/II	1.00
EUD744520002	Materials Technician	1.00
EUD744520001	Materials Technician	1.00
EUD744957012	Office Assistant I/II	1.00
EUD744957011	Office Assistant I/II	1.00
EUD744957010	Office Assistant I/II	1.00
EUD744957009	Office Assistant I/II	1.00
EUD744957008	Office Assistant I/II	1.00
EUD744957006	Office Assistant I/II	1.00
EUD744957005	Office Assistant I/II	1.00
EUD744957004	Office Assistant I/II	1.00
EUD744957003	Office Assistant I/II	1.00
EUD744957002	Office Assistant I/II	1.00
EUD741028001	Organics Truck Driver	1.00
EUD745319003	Plant and Equipment Maintenance Worker I/II	1.00
EUD745319002	Plant and Equipment Maintenance Worker I/II	1.00
EUD745319001	Plant and Equipment Maintenance Worker I/II	1.00
EUD745328006	Plant and Equipment Mechanic I/II	1.00

EUD745328005	Plant and Equipment Mechanic I/II	1.00
EUD745328004	Plant and Equipment Mechanic I/II	1.00
EUD745328003	Plant and Equipment Mechanic I/II	1.00
EUD745328002	Plant and Equipment Mechanic I/II	1.00
EUD745328001	Plant and Equipment Mechanic I/II	1.00
EUD745402001	Predictive Maintenance Technician I/II	1.00
EUD745533002	Preventative Maintenance Coordinator	1.00
EUD745533001	Preventative Maintenance Coordinator	1.00
EUD745519003	Preventative Maintenance Supervisor	1.00
EUD745519002	Preventative Maintenance Supervisor	1.00
EUD745519001	Preventative Maintenance Supervisor	1.00
EUD745502005	Preventative Maintenance Technician I/II	1.00
EUD745502004	Preventative Maintenance Technician I/II	1.00
EUD745502003	Preventative Maintenance Technician I/II	1.00
EUD745502002	Preventative Maintenance Technician I/II	1.00
EUD745502001	Preventative Maintenance Technician I/II	1.00
EUD745514002	Principal Engineer	1.00
EUD745514001	Principal Engineer	1.00
EUD741004001	Process Engineer	1.00
EUD746150001	Recycling and Organics Coordinator	1.00
EUD746244001	Refuse and Stormwater Manager	1.00
EUD746226005	Refuse Maintenance Worker I/II	1.00
EUD746226004	Refuse Maintenance Worker I/II	1.00
EUD746226003	Refuse Maintenance Worker I/II	1.00
EUD746226002	Refuse Maintenance Worker I/II	1.00
EUD746226001	Refuse Maintenance Worker I/II	1.00
EUD746231001	Refuse Superintendent	1.00
EUD746235004	Refuse Supervisor	1.00
EUD746235003	Refuse Supervisor	1.00
EUD746235002	Refuse Supervisor	1.00
EUD746235001	Refuse Supervisor	1.00
EUD746304042	Refuse Truck Driver I/II	1.00
EUD746304040	Refuse Truck Driver I/II	1.00
EUD746304039	Refuse Truck Driver I/II	1.00
EUD746304036	Refuse Truck Driver I/II	1.00
EUD746304035	Refuse Truck Driver I/II	1.00
EUD746304034	Refuse Truck Driver I/II	1.00
EUD746304031	Refuse Truck Driver I/II	1.00
EUD746304030	Refuse Truck Driver I/II	1.00
EUD746304028	Refuse Truck Driver I/II	1.00
EUD746304027	Refuse Truck Driver I/II	1.00
EUD746304026	Refuse Truck Driver I/II	1.00
EUD746304025	Refuse Truck Driver I/II	1.00
EUD746304024	Refuse Truck Driver I/II	1.00
EUD746304023	Refuse Truck Driver I/II	1.00
EUD746304022	Refuse Truck Driver I/II	1.00
EUD746304021	Refuse Truck Driver I/II	1.00

EUD746304020	Refuse Truck Driver I/II	1.00
EUD746304019	Refuse Truck Driver I/II	1.00
EUD746304018	Refuse Truck Driver I/II	1.00
EUD746304017	Refuse Truck Driver I/II	1.00
EUD746304016	Refuse Truck Driver I/II	1.00
EUD746304015	Refuse Truck Driver I/II	1.00
EUD746304014	Refuse Truck Driver I/II	1.00
EUD746304013	Refuse Truck Driver I/II	1.00
EUD746304012	Refuse Truck Driver I/II	1.00
EUD746304011	Refuse Truck Driver I/II	1.00
EUD746304010	Refuse Truck Driver I/II	1.00
EUD746304009	Refuse Truck Driver I/II	1.00
EUD746304008	Refuse Truck Driver I/II	1.00
EUD746304007	Refuse Truck Driver I/II	1.00
EUD746304006	Refuse Truck Driver I/II	1.00
EUD746304005	Refuse Truck Driver I/II	1.00
EUD746304004	Refuse Truck Driver I/II	1.00
EUD746304003	Refuse Truck Driver I/II	1.00
EUD746304002	Refuse Truck Driver I/II	1.00
EUD746304001	Refuse Truck Driver I/II	1.00
EUD746500002	Safety Coordinator	1.00
EUD746500001	Safety Coordinator	1.00
EUD747020002	SCADA System Technician	1.00
EUD747020001	SCADA System Technician	1.00
EUD747142005	Senior Engineer	1.00
EUD747142004	Senior Engineer	1.00
EUD747142003	Senior Engineer	1.00
EUD747142002	Senior Engineer	1.00
EUD747142001	Senior Engineer	1.00
EUD747162001	Senior Engineering Technician	1.00
EUD741065001	Senior Environmental Utilities Business Analyst	1.00
EUD741123001	Senior Environmental Utilities Instrument & Control Technician	1.00
EUD747161001	Senior GIS Analyst	1.00
EUD743733001	Senior Interpretive Services Specialist	1.00
EUD741133002	Senior Laboratory Analyst	1.00
EUD741133001	Senior Laboratory Analyst	1.00
EUD747284003	Senior Preventative Maintenance Technician	1.00
EUD747284002	Senior Preventative Maintenance Technician	1.00
EUD747284001	Senior Preventative Maintenance Technician	1.00
EUD747129007	Senior Refuse Truck Driver	1.00
EUD747129006	Senior Refuse Truck Driver	1.00
EUD747129005	Senior Refuse Truck Driver	1.00
EUD747129004	Senior Refuse Truck Driver	1.00
EUD747129003	Senior Refuse Truck Driver	1.00
EUD747129002	Senior Refuse Truck Driver	1.00
EUD747129001	Senior Refuse Truck Driver	1.00
EUD749559001	Senior SCADA System Technician	1.00

EUD741279001	Senior Solid Waste Billing Technician	1.00
EUD747202006	Senior Wastewater Utility Maintenance Worker	1.00
EUD747202004	Senior Wastewater Utility Maintenance Worker	1.00
EUD747202003	Senior Wastewater Utility Maintenance Worker	1.00
EUD747202002	Senior Wastewater Utility Maintenance Worker	1.00
EUD747202001	Senior Wastewater Utility Maintenance Worker	1.00
EUD747202005	Senior Wastewater Utility Maintenance Worker	1.00
EUD747204008	Senior Water Distribution Worker	1.00
EUD747204007	Senior Water Distribution Worker	1.00
EUD747204006	Senior Water Distribution Worker	1.00
EUD747204005	Senior Water Distribution Worker	1.00
EUD747204004	Senior Water Distribution Worker	1.00
EUD747204003	Senior Water Distribution Worker	1.00
EUD747204002	Senior Water Distribution Worker	1.00
EUD747204001	Senior Water Distribution Worker	1.00
EUD747324001	Solid Waste Billing Technician	1.00
EUD741102001	Utility Exploration Center Supervisor	1.00
EUD741646001	Utility Government Relations Administrator	1.00
EUD741099002	Waste Services Clerk I/II	1.00
EUD741099001	Waste Services Clerk I/II	1.00
EUD741128001	Waste Services Field Enforcement Inspector	1.00
EUD748980001	Wastewater Collection Superintendent	1.00
EUD748978003	Wastewater Collection Supervisor	1.00
EUD748978002	Wastewater Collection Supervisor	1.00
EUD748978001	Wastewater Collection Supervisor	1.00
EUD749040001	Wastewater Treatment Plant Chief Operator	1.00
EUD749025009	Wastewater Treatment Plant Operator Grade I/II/III 8Hr	1.00
EUD749025006	Wastewater Treatment Plant Operator Grade I/II/III 8Hr	1.00
EUD749025005	Wastewater Treatment Plant Operator Grade I/II/III 8Hr	1.00
EUD749025004	Wastewater Treatment Plant Operator Grade I/II/III 8Hr	1.00
EUD749025003	Wastewater Treatment Plant Operator Grade I/II/III 8Hr	1.00
EUD749025002	Wastewater Treatment Plant Operator Grade I/II/III 8Hr	1.00
EUD749025001	Wastewater Treatment Plant Operator Grade I/II/III 8Hr	1.00
EUD749025010	Wastewater Treatment Plant Operator Grade III 24Hr	1.00
EUD749025007	Wastewater Treatment Plant Operator Grade III 24Hr	1.00
EUD749020004	Wastewater Treatment Plant Operator Grade III 24Hr	1.00
EUD749020003	Wastewater Treatment Plant Operator Grade III 24Hr	1.00
EUD749020002	Wastewater Treatment Plant Operator Grade III 24Hr	1.00
EUD749020001	Wastewater Treatment Plant Operator Grade III 24Hr	1.00
EUD749030002	Wastewater Treatment Plant Operator Grade IV	1.00
EUD749030001	Wastewater Treatment Plant Operator Grade IV	1.00
EUD749029027	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029026	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029025	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029024	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029022	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029021	Wastewater Utility Maintenance Worker I/II	1.00

EUD749029020	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029019	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029018	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029017	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029016	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029015	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029014	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029013	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029012	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029011	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029010	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029009	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029008	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029007	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029006	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029005	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029004	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029003	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029002	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029001	Wastewater Utility Maintenance Worker I/II	1.00
EUD749029023	Wastewater Utility Maintenance Worker I/II	1.00
EUD749045001	Wastewater Utility Manager	1.00
EUD749047001	Water Conservation Administrator	1.00
EUD749078001	Water Conservation Specialist	1.00
EUD749051005	Water Conservation Worker I/II	1.00
EUD749051004	Water Conservation Worker I/II	1.00
EUD749051003	Water Conservation Worker I/II	1.00
EUD749051002	Water Conservation Worker I/II	1.00
EUD749051001	Water Conservation Worker I/II	1.00
EUD749085001	Water Distribution Superintendent	1.00
EUD749084004	Water Distribution Supervisor	1.00
EUD749084003	Water Distribution Supervisor	1.00
EUD749084002	Water Distribution Supervisor	1.00
EUD749084001	Water Distribution Supervisor	1.00
EUD749248027	Water Distribution Worker I/II	1.00
EUD749248026	Water Distribution Worker I/II	1.00
EUD749248025	Water Distribution Worker I/II	1.00
EUD749248024	Water Distribution Worker I/II	1.00
EUD749248023	Water Distribution Worker I/II	1.00
EUD749248022	Water Distribution Worker I/II	1.00
EUD749248021	Water Distribution Worker I/II	1.00
EUD749248020	Water Distribution Worker I/II	1.00
EUD749248019	Water Distribution Worker I/II	1.00
EUD749248018	Water Distribution Worker I/II	1.00
EUD749248017	Water Distribution Worker I/II	1.00
EUD749248016	Water Distribution Worker I/II	1.00
EUD749248015	Water Distribution Worker I/II	1.00

EUD749248014	Water Distribution Worker I/II	1.00
EUD749248013	Water Distribution Worker I/II	1.00
EUD749248012	Water Distribution Worker I/II	1.00
EUD749248011	Water Distribution Worker I/II	1.00
EUD749248010	Water Distribution Worker I/II	1.00
EUD749248009	Water Distribution Worker I/II	1.00
EUD749248008	Water Distribution Worker I/II	1.00
EUD749248007	Water Distribution Worker I/II	1.00
EUD749248006	Water Distribution Worker I/II	1.00
EUD749248005	Water Distribution Worker I/II	1.00
EUD749248004	Water Distribution Worker I/II	1.00
EUD749248003	Water Distribution Worker I/II	1.00
EUD749248002	Water Distribution Worker I/II	1.00
EUD749248001	Water Distribution Worker I/II	1.00
EUD749101001	Water Quality Lab Supervisor	1.00
EUD749101002	Water Quality Lab Supervisor	1.00
EUD741053001	Water Quality Technician	1.00
EUD749175001	Water Treatment Plant Chief Operator	1.00
EUD749230006	Water Treatment Plant Operator Grade I/II/III 24Hr	1.00
EUD749230005	Water Treatment Plant Operator Grade I/II/III 24Hr	1.00
EUD749230004	Water Treatment Plant Operator Grade I/II/III 24Hr	1.00
EUD749230003	Water Treatment Plant Operator Grade I/II/III 24Hr	1.00
EUD749230002	Water Treatment Plant Operator Grade I/II/III 24Hr	1.00
EUD749230001	Water Treatment Plant Operator Grade I/II/III 24Hr	1.00
EUD749244001	Water Utility Manager	1.00

Total for Department:	EUD Environmental Utilities Department	286.00
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Position Code	Position Title	Allocated FTE
FIN240040003	Accountant I/II	1.00
FIN240040002	Accountant I/II	1.00
FIN240040001	Accountant I/II	1.00
FIN241370001	Accounting Manager	1.00
FIN240043001	Accounting Supervisor	1.00
FIN249427001	Accounts Payable Supervisor	1.00
FIN240071001	Administrative Assistant	1.00
FIN240084002	Administrative Technician	1.00
FIN240084001	Administrative Technician	1.00
FIN241021001	Assistant City Manager/Chief Financial Officer	1.00
FIN241026001	Assistant Finance Director	1.00
FIN240915004	Budget Analyst I/II	1.00
FIN240915003	Budget Analyst I/II	1.00
FIN240915002	Budget Analyst I/II	1.00
FIN240915001	Budget Analyst I/II	1.00
FIN240930001	Budget Manager	1.00
FIN241060004	Buyer I/II	1.00
FIN241060003	Buyer I/II	1.00

FIN241060002	Buyer I/II	1.00
FIN241060001	Buyer I/II	1.00
FIN249550004	ERP Business Analyst I/II	1.00
FIN249550003	ERP Business Analyst I/II	1.00
FIN249550002	ERP Business Analyst I/II	1.00
FIN249550001	ERP Business Analyst I/II	1.00
FIN246520001	ERP Program Manager	1.00
FIN241155001	Finance Director	1.00
FIN242900001	Finance Manager	1.00
FIN243326007	Finance Technician I/II	1.00
FIN243326006	Finance Technician I/II	1.00
FIN243326005	Finance Technician I/II	1.00
FIN243326004	Finance Technician I/II	1.00
FIN243326003	Finance Technician I/II	1.00
FIN243326002	Finance Technician I/II	1.00
FIN243326001	Finance Technician I/II	1.00
FIN247203001	Inventory Control and Supply Technician	1.00
FIN248952002	Inventory Control and Supply Worker I/II	1.00
FIN248952001	Inventory Control and Supply Worker I/II	1.00
FIN240050002	Management Analyst I/II	1.00
FIN240050001	Management Analyst I/II	1.00
FIN241124002	Payroll Analyst I/II	1.00
FIN241124001	Payroll Analyst I/II	1.00
FIN249428001	Payroll Supervisor	1.00
FIN245101004	Payroll Technician I/II	0.60
FIN245101003	Payroll Technician I/II	1.00
FIN245101002	Payroll Technician I/II	1.00
FIN245101001	Payroll Technician I/II	1.00
FIN245652001	Purchasing and Warehouse Manager	1.00
FIN241129004	Purchasing Supervisor	1.00
FIN241051003	Senior Accountant	1.00
FIN241051002	Senior Accountant	1.00
FIN241051001	Senior Accountant	1.00
FIN247139001	Senior Buyer	1.00
FIN247147001	Senior Finance Technician	1.00
FIN247141001	Senior Payroll Technician	1.00

Total for Department:	FIN Finance Department	53.60
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Position Code	Position Title	Allocated FTE
FIR480071001	Administrative Assistant	1.00
FIR480084001	Administrative Technician	1.00
FIR480480001	Assistant Fire Chief	1.00
FIR481645001	Department Public Information Officer	1.00
FIR482415001	EMS Quality Assurance Coordinator	1.00
FIR481022001	Fire and Environmental Inspection Supervisor	1.00
FIR483377005	Fire and Environmental Safety Inspector I/II	1.00

FIR483377004	Fire and Environmental Safety Inspector I/II	1.00
FIR483377003	Fire and Environmental Safety Inspector I/II	1.00
FIR483377002	Fire and Environmental Safety Inspector I/II	1.00
FIR483377001	Fire and Environmental Safety Inspector I/II	1.00
FIR480905007	Fire Battalion Chief	1.00
FIR480905006	Fire Battalion Chief	1.00
FIR480905004	Fire Battalion Chief	1.00
FIR480905003	Fire Battalion Chief	1.00
FIR480905002	Fire Battalion Chief	1.00
FIR480905001	Fire Battalion Chief	1.00
FIR480905005	Fire Battalion Chief	1.00
FIR483320034	Fire Captain	1.00
FIR483320033	Fire Captain	1.00
FIR483320032	Fire Captain	1.00
FIR483320030	Fire Captain	1.00
FIR483320029	Fire Captain	1.00
FIR483320028	Fire Captain	1.00
FIR483320027	Fire Captain	1.00
FIR483320026	Fire Captain	1.00
FIR483320025	Fire Captain	1.00
FIR483320024	Fire Captain	1.00
FIR483320023	Fire Captain	1.00
FIR483320022	Fire Captain	1.00
FIR483320021	Fire Captain	1.00
FIR483320020	Fire Captain	1.00
FIR483320019	Fire Captain	1.00
FIR483320018	Fire Captain	1.00
FIR483320017	Fire Captain	1.00
FIR483320016	Fire Captain	1.00
FIR483320015	Fire Captain	1.00
FIR483320014	Fire Captain	1.00
FIR483320013	Fire Captain	1.00
FIR483320012	Fire Captain	1.00
FIR483320011	Fire Captain	1.00
FIR483320010	Fire Captain	1.00
FIR483320009	Fire Captain	1.00
FIR483320008	Fire Captain	1.00
FIR483320007	Fire Captain	1.00
FIR483320006	Fire Captain	1.00
FIR483320005	Fire Captain	1.00
FIR483320004	Fire Captain	1.00
FIR483320003	Fire Captain	1.00
FIR483320002	Fire Captain	1.00
FIR483320001	Fire Captain	1.00
FIR483320031	Fire Captain (8 Hr)	1.00
FIR483330001	Fire Chief	1.00
FIR483332002	Fire Division Chief	1.00

FIR483332001	Fire Division Chief	1.00
FIR483340033	Fire Engineer	1.00
FIR483340032	Fire Engineer	1.00
FIR483340031	Fire Engineer	1.00
FIR483340030	Fire Engineer	1.00
FIR483340029	Fire Engineer	1.00
FIR483340028	Fire Engineer	1.00
FIR483340027	Fire Engineer	1.00
FIR483340026	Fire Engineer	1.00
FIR483340025	Fire Engineer	1.00
FIR483340024	Fire Engineer	1.00
FIR483340023	Fire Engineer	1.00
FIR483340022	Fire Engineer	1.00
FIR483340021	Fire Engineer	1.00
FIR483340020	Fire Engineer	1.00
FIR483340019	Fire Engineer	1.00
FIR483340018	Fire Engineer	1.00
FIR483340017	Fire Engineer	1.00
FIR483340016	Fire Engineer	1.00
FIR483340015	Fire Engineer	1.00
FIR483340014	Fire Engineer	1.00
FIR483340013	Fire Engineer	1.00
FIR483340012	Fire Engineer	1.00
FIR483340011	Fire Engineer	1.00
FIR483340010	Fire Engineer	1.00
FIR483340009	Fire Engineer	1.00
FIR483340008	Fire Engineer	1.00
FIR483340007	Fire Engineer	1.00
FIR483340006	Fire Engineer	1.00
FIR483340005	Fire Engineer	1.00
FIR483340004	Fire Engineer	1.00
FIR483340003	Fire Engineer	1.00
FIR483340002	Fire Engineer	1.00
FIR483340001	Fire Engineer	1.00
FIR483355039	Firefighter Paramedic I/II	1.00
FIR483355038	Firefighter Paramedic I/II	1.00
FIR483355037	Firefighter Paramedic I/II	1.00
FIR483355036	Firefighter Paramedic I/II	1.00
FIR483355035	Firefighter Paramedic I/II	1.00
FIR483355034	Firefighter Paramedic I/II	1.00
FIR483355033	Firefighter Paramedic I/II	1.00
FIR483355032	Firefighter Paramedic I/II	1.00
FIR483355031	Firefighter Paramedic I/II	1.00
FIR483355030	Firefighter Paramedic I/II	1.00
FIR483355029	Firefighter Paramedic I/II	1.00
FIR483355028	Firefighter Paramedic I/II	1.00
FIR483355027	Firefighter Paramedic I/II	1.00

FIR483355026	Firefighter Paramedic I/II	1.00
FIR483355025	Firefighter Paramedic I/II	1.00
FIR483355024	Firefighter Paramedic I/II	1.00
FIR483355023	Firefighter Paramedic I/II	1.00
FIR483355022	Firefighter Paramedic I/II	1.00
FIR483355021	Firefighter Paramedic I/II	1.00
FIR483355020	Firefighter Paramedic I/II	1.00
FIR483355019	Firefighter Paramedic I/II	1.00
FIR483355018	Firefighter Paramedic I/II	1.00
FIR483355017	Firefighter Paramedic I/II	1.00
FIR483355016	Firefighter Paramedic I/II	1.00
FIR483355015	Firefighter Paramedic I/II	1.00
FIR483355014	Firefighter Paramedic I/II	1.00
FIR483355013	Firefighter Paramedic I/II	1.00
FIR483355012	Firefighter Paramedic I/II	1.00
FIR483355011	Firefighter Paramedic I/II	1.00
FIR483355010	Firefighter Paramedic I/II	1.00
FIR483355009	Firefighter Paramedic I/II	1.00
FIR483355008	Firefighter Paramedic I/II	1.00
FIR483355007	Firefighter Paramedic I/II	1.00
FIR483355006	Firefighter Paramedic I/II	1.00
FIR483355005	Firefighter Paramedic I/II	1.00
FIR483355004	Firefighter Paramedic I/II	1.00
FIR483355003	Firefighter Paramedic I/II	1.00
FIR483355002	Firefighter Paramedic I/II	1.00
FIR483355001	Firefighter Paramedic I/II	1.00
FIR483412001	GIS Analyst I/II	1.00
FIR480050001	Management Analyst I/II	1.00
FIR484957001	Office Assistant I/II	1.00

Total for Department:	FIR Fire Department	130.00
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Position Code	Position Title	Allocated FTE
HRD280071001	Administrative Assistant	1.00
HRD280484001	Assistant Human Resources Director	1.00
HRD283596005	Human Resources Analyst I/II	1.00
HRD283596004	Human Resources Analyst I/II	1.00
HRD283596003	Human Resources Analyst I/II	1.00
HRD283596002	Human Resources Analyst I/II	1.00
HRD283596001	Human Resources Analyst I/II	1.00
HRD283598001	Human Resources Director	1.00
HRD283599001	Human Resources Manager	1.00
HRD285235008	Human Resources Technician	1.00
HRD285235007	Human Resources Technician	1.00
HRD285235006	Human Resources Technician	1.00
HRD285235005	Human Resources Technician	1.00
HRD285235004	Human Resources Technician	1.00

HRD285235003	Human Resources Technician	1.00
HRD285235002	Human Resources Technician	1.00
HRD285235001	Human Resources Technician	1.00
HRD286450001	Risk Manager	1.00
HRD287178002	Senior Human Resources Technician	1.00
HRD287178001	Senior Human Resources Technician	1.00

Total for Department:	HRD Human Resources Department	20.00
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Position Code	Position Title	Allocated FTE
ITD320084001	Administrative Technician	1.00
ITD329558002	Assistant Information Technology Director	1.00
ITD329558001	Assistant Information Technology Director	1.00
ITD321362013	Business Systems Analyst I/II	1.00
ITD321362012	Business Systems Analyst I/II	1.00
ITD321362011	Business Systems Analyst I/II	1.00
ITD321362010	Business Systems Analyst I/II	1.00
ITD321362009	Business Systems Analyst I/II	1.00
ITD321362007	Business Systems Analyst I/II	1.00
ITD321362005	Business Systems Analyst I/II	1.00
ITD321362004	Business Systems Analyst I/II	1.00
ITD321362003	Business Systems Analyst I/II	1.00
ITD321362002	Business Systems Analyst I/II	1.00
ITD321362001	Business Systems Analyst I/II	1.00
ITD321180001	Chief Information Officer	1.00
ITD321552007	Database Analyst I/II	1.00
ITD321552006	Database Analyst I/II	1.00
ITD321552004	Database Analyst I/II	1.00
ITD321552003	Database Analyst I/II	1.00
ITD321552002	Database Analyst I/II	1.00
ITD321552001	Database Analyst I/II	1.00
ITD323625001	Information Security Administrator	1.00
ITD323794013	Information Technology Analyst I/II	1.00
ITD323794012	Information Technology Analyst I/II	1.00
ITD323794010	Information Technology Analyst I/II	1.00
ITD323794009	Information Technology Analyst I/II	1.00
ITD323794007	Information Technology Analyst I/II	1.00
ITD323794006	Information Technology Analyst I/II	1.00
ITD323794002	Information Technology Analyst I/II	1.00
ITD323794001	Information Technology Analyst I/II	1.00
ITD329542001	Information Technology Client Services Supervisor	1.00
ITD323602005	Information Technology Program Manager	1.00
ITD323602004	Information Technology Program Manager	1.00
ITD323602003	Information Technology Program Manager	1.00
ITD323602002	Information Technology Program Manager	1.00
ITD323602001	Information Technology Program Manager	1.00
ITD323618004	Information Technology Technician I/II	1.00

ITD323618003	Information Technology Technician I/II	1.00
ITD323618001	Information Technology Technician I/II	1.00
ITD320050001	Management Analyst I/II	1.00
ITD321089003	Security Analyst I/II	1.00
ITD321089002	Security Analyst I/II	1.00
ITD321090001	Security Architect	1.00
ITD327130003	Senior Business Systems Analyst	1.00
ITD327130002	Senior Business Systems Analyst	1.00
ITD327130001	Senior Business Systems Analyst	1.00
ITD327145001	Senior Database Analyst	1.00
ITD327194001	Senior Information Technology Analyst	1.00
ITD327149003	Senior Information Technology Technician	1.00
ITD327149001	Senior Information Technology Technician	1.00
ITD321091008	Systems Architect	1.00
ITD321091007	Systems Architect	1.00
ITD321091006	Systems Architect	1.00
ITD321091005	Systems Architect	1.00
ITD321091004	Systems Architect	1.00
ITD321091003	Systems Architect	1.00
ITD321091002	Systems Architect	1.00
ITD321091001	Systems Architect	1.00

Total for Department:	ITD Information Technology Department	58.00
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Position Code	Position Title	Allocated FTE
PAC181645002	Department Public Information Officer	1.00
PAC181645001	Department Public Information Officer	1.00
PAC181659001	Deputy City Manager	1.00
PAC181109001	Digital Content Analyst	1.00
CMO143451001	Government Relations Administrator	1.00
PAC184517002	Marketing and Communication Analyst I/II	1.00
PAC184517001	Marketing and Communication Analyst I/II	1.00
PAC181156001	Organizational Performance Program Administrator	1.00
PAC181108001	Public Affairs and Communication Manager	1.00
PAC188426001	Video and Multimedia Technician	1.00

Total for Department:	PAC Public Affairs and Communications	10.00
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Position Code	Position Title	Allocated FTE
POL440071001	Administrative Assistant	1.00
POL440100003	Animal Control Officer	1.00
POL440100002	Animal Control Officer	1.00
POL440100001	Animal Control Officer	1.00
POL440110001	Animal Control Supervisor	1.00
POL441430004	Communications Supervisor	1.00
POL441430003	Communications Supervisor	1.00
POL441430002	Communications Supervisor	1.00

POL441430001	Communications Supervisor	1.00
POL441380011	Community Services Officer I/II	1.00
POL441380010	Community Services Officer I/II	1.00
POL441380009	Community Services Officer I/II	1.00
POL441380008	Community Services Officer I/II	1.00
POL441380007	Community Services Officer I/II	1.00
POL441380006	Community Services Officer I/II	1.00
POL441380005	Community Services Officer I/II	1.00
POL441380004	Community Services Officer I/II	1.00
POL441380003	Community Services Officer I/II	1.00
POL441380002	Community Services Officer I/II	1.00
POL441380001	Community Services Officer I/II	1.00
POL441146001	Crime Analysis Supervisor	1.00
POL441475002	Crime Analyst	1.00
POL441700021	Dispatcher I/II	1.00
POL441700020	Dispatcher I/II	1.00
POL441700019	Dispatcher I/II	1.00
POL441700018	Dispatcher I/II	1.00
POL441700017	Dispatcher I/II	1.00
POL441700016	Dispatcher I/II	1.00
POL441700015	Dispatcher I/II	1.00
POL441700014	Dispatcher I/II	1.00
POL441700013	Dispatcher I/II	1.00
POL441700012	Dispatcher I/II	1.00
POL441700011	Dispatcher I/II	1.00
POL441700010	Dispatcher I/II	1.00
POL441700009	Dispatcher I/II	1.00
POL441700008	Dispatcher I/II	1.00
POL441700007	Dispatcher I/II	1.00
POL441700006	Dispatcher I/II	1.00
POL441700005	Dispatcher I/II	1.00
POL441700004	Dispatcher I/II	1.00
POL441700003	Dispatcher I/II	1.00
POL441700002	Dispatcher I/II	1.00
POL441700001	Dispatcher I/II	1.00
POL440050001	Management Analyst I/II	1.00
POL445400003	Police Captain	1.00
POL445400002	Police Captain	1.00
POL445400001	Police Captain	1.00
POL445410001	Police Chief	1.00
POL445420008	Police Lieutenant	1.00
POL445420007	Police Lieutenant	1.00
POL445420006	Police Lieutenant	1.00
POL445420005	Police Lieutenant	1.00
POL445420004	Police Lieutenant	1.00
POL445420003	Police Lieutenant	1.00
POL445420002	Police Lieutenant	1.00

[illegible]

POL445430034	Police Officer/Police Trainee	1.00
POL445430033	Police Officer/Police Trainee	1.00
POL445430032	Police Officer/Police Trainee	1.00
POL445430031	Police Officer/Police Trainee	1.00
POL445430030	Police Officer/Police Trainee	1.00
POL445430029	Police Officer/Police Trainee	1.00
POL445430028	Police Officer/Police Trainee	1.00
POL445430027	Police Officer/Police Trainee	1.00
POL445430026	Police Officer/Police Trainee	1.00
POL445430025	Police Officer/Police Trainee	1.00
POL445430024	Police Officer/Police Trainee	1.00
POL445430023	Police Officer/Police Trainee	1.00
POL445430022	Police Officer/Police Trainee	1.00
POL445430021	Police Officer/Police Trainee	1.00
POL445430020	Police Officer/Police Trainee	1.00
POL445430019	Police Officer/Police Trainee	1.00
POL445430018	Police Officer/Police Trainee	1.00
POL445430017	Police Officer/Police Trainee	1.00
POL445430016	Police Officer/Police Trainee	1.00
POL445430015	Police Officer/Police Trainee	1.00
POL445430014	Police Officer/Police Trainee	1.00
POL445430013	Police Officer/Police Trainee	1.00
POL445430012	Police Officer/Police Trainee	1.00
POL445430011	Police Officer/Police Trainee	1.00
POL445430010	Police Officer/Police Trainee	1.00
POL445430009	Police Officer/Police Trainee	1.00
POL445430008	Police Officer/Police Trainee	1.00
POL445430007	Police Officer/Police Trainee	1.00
POL445430006	Police Officer/Police Trainee	1.00
POL445430005	Police Officer/Police Trainee	1.00
POL445430004	Police Officer/Police Trainee	1.00
POL445430003	Police Officer/Police Trainee	1.00
POL445430002	Police Officer/Police Trainee	1.00
POL445430001	Police Officer/Police Trainee	1.00
POL445429001	Police Property and Evidence Supervisor	1.00
POL441094004	Police Property and Evidence Technician I/II	1.00
POL441094003	Police Property and Evidence Technician I/II	1.00
POL441094002	Police Property and Evidence Technician I/II	1.00
POL441094001	Police Property and Evidence Technician I/II	1.00
POL445440010	Police Records Clerk I/II	1.00
POL445440009	Police Records Clerk I/II	1.00
POL445440008	Police Records Clerk I/II	1.00
POL445440007	Police Records Clerk I/II	1.00
POL445440005	Police Records Clerk I/II	1.00
POL445440004	Police Records Clerk I/II	1.00
POL445440003	Police Records Clerk I/II	1.00
POL445440002	Police Records Clerk I/II	1.00

POL445440001	Police Records Clerk I/II	1.00
POL445494004	Police Scene Technician I/II	1.00
POL445494003	Police Scene Technician I/II	1.00
POL445494002	Police Scene Technician I/II	1.00
POL445494001	Police Scene Technician I/II	1.00
POL445470017	Police Sergeant	1.00
POL445470016	Police Sergeant	1.00
POL445470015	Police Sergeant	1.00
POL445470014	Police Sergeant	1.00
POL445470013	Police Sergeant	1.00
POL445470012	Police Sergeant	1.00
POL445470011	Police Sergeant	1.00
POL445470010	Police Sergeant	1.00
POL445470009	Police Sergeant	1.00
POL445470008	Police Sergeant	1.00
POL445470007	Police Sergeant	1.00
POL445470006	Police Sergeant	1.00
POL445470005	Police Sergeant	1.00
POL445470004	Police Sergeant	1.00
POL445470003	Police Sergeant	1.00
POL445470002	Police Sergeant	1.00
POL445470001	Police Sergeant	1.00
POL445489002	Police Services Administrator	1.00
POL445489001	Police Services Administrator	1.00
POL441139001	Police Social Services Practitioner I/II	1.00
POL441126001	Police Social Services Supervisor	1.00
POL445657001	Public Safety Program Coordinator	1.00
POL445748002	Records Supervisor	1.00
POL445748001	Records Supervisor	1.00
POL441092003	Senior Police Records Clerk	1.00
POL441092002	Senior Police Records Clerk	1.00
POL441092001	Senior Police Records Clerk	1.00

Total for Department:	POL Police Department	228.00
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Position Code	Position Title	Allocated FTE
PRL580071001	Administrative Assistant	1.00
PRL580084008	Administrative Technician	1.00
PRL580084007	Administrative Technician	1.00
PRL580084006	Administrative Technician	1.00
PRL580084005	Administrative Technician	1.00
PRL580084004	Administrative Technician	1.00
PRL580084003	Administrative Technician	1.00
PRL580084002	Administrative Technician	1.00
PRL580084001	Administrative Technician	1.00
PRL588302002	Aquatics Maintenance Technician	1.00
PRL588302001	Aquatics Maintenance Technician	1.00

PRL588300001	Arborist Technician	1.00
PRL581225014	Child Care Site Coordinator	1.00
PRL581225013	Child Care Site Coordinator	1.00
PRL581225012	Child Care Site Coordinator	1.00
PRL581225011	Child Care Site Coordinator	1.00
PRL581225010	Child Care Site Coordinator	1.00
PRL581225009	Child Care Site Coordinator	1.00
PRL581225008	Child Care Site Coordinator	1.00
PRL581225007	Child Care Site Coordinator	1.00
PRL581225006	Child Care Site Coordinator	1.00
PRL581225005	Child Care Site Coordinator	1.00
PRL581225004	Child Care Site Coordinator	1.00
PRL581225003	Child Care Site Coordinator	1.00
PRL581225002	Child Care Site Coordinator	1.00
PRL581225001	Child Care Site Coordinator	1.00
PRL581142001	City Librarian	1.00
PRL583740001	Cultural Arts Supervisor	1.00
PRL581645002	Department Public Information Officer	1.00
PRL581101001	Graphic Designer	1.00
PRL585075002	Irrigation Technician	1.00
PRL584152007	Librarian I/II	0.50
PRL584152005	Librarian I/II	1.00
PRL584152004	Librarian I/II	1.00
PRL584152003	Librarian I/II	1.00
PRL584152002	Librarian I/II	1.00
PRL584152001	Librarian I/II	1.00
PRL584210005	Library Assistant I/II	1.00
PRL584210003	Library Assistant I/II	1.00
PRL584210002	Library Assistant I/II	1.00
PRL584210001	Library Assistant I/II	1.00
PRL589544009	Library Supervisor	1.00
PRL589544005	Library Supervisor	1.00
PRL589544001	Library Supervisor	1.00
PRL584250003	Library Technician	1.00
PRL584250002	Library Technician	1.00
PRL584250001	Library Technician	1.00
PRL580050003	Management Analyst I/II	1.00
PRL580050002	Management Analyst I/II	1.00
PRL580050001	Management Analyst I/II	1.00
PRL584517002	Marketing and Communication Analyst I/II	1.00
PRL584517001	Marketing and Communication Analyst I/II	1.00
PRL581121001	Museum Assistant	1.00
PRL589545001	Natural Resources Specialist I/II	1.00
PRL584872003	Natural Resources Worker I/II	1.00
PRL584872002	Natural Resources Worker I/II	1.00
PRL584872001	Natural Resources Worker I/II	1.00
PRL584872006	Natural Resources Worker I/II	1.00

PRL584872005	Natural Resources Worker I/II	1.00
PRL584872004	Natural Resources Worker I/II	1.00
PRL584957009	Office Assistant I/II	1.00
PRL584957006	Office Assistant I/II	1.00
PRL584957003	Office Assistant I/II	1.00
PRL584957002	Office Assistant I/II	1.00
PRL585022002	Park Development Project Manager I/II	1.00
PRL585022001	Park Development Project Manager I/II	1.00
PRL581106001	Park Planning and Development Manager	1.00
PRL589546003	Parks and Open Space Superintendent	1.00
PRL589546001	Parks and Open Space Superintendent	1.00
PRL585069004	Parks and Open Space Supervisor	1.00
PRL585069003	Parks and Open Space Supervisor	1.00
PRL585069002	Parks and Open Space Supervisor	1.00
PRL585069001	Parks and Open Space Supervisor	1.00
PRL581160001	Parks Contract Compliance Technician	1.00
PRL581160002	Parks Contract Compliance Technician	1.00
PRL581160003	Parks Contract Compliance Technician	1.00
PRL581162001	Parks Inspector	1.00
PRL581162002	Parks Inspector	1.00
PRL581161001	Parks Maintenance and Construction Technician	1.00
PRL585080030	Parks Maintenance Worker I/II	1.00
PRL585080029	Parks Maintenance Worker I/II	1.00
PRL585080028	Parks Maintenance Worker I/II	1.00
PRL585080027	Parks Maintenance Worker I/II	1.00
PRL585080026	Parks Maintenance Worker I/II	1.00
PRL585080025	Parks Maintenance Worker I/II	1.00
PRL585080024	Parks Maintenance Worker I/II	1.00
PRL585080023	Parks Maintenance Worker I/II	1.00
PRL585080022	Parks Maintenance Worker I/II	1.00
PRL585080021	Parks Maintenance Worker I/II	1.00
PRL585080020	Parks Maintenance Worker I/II	1.00
PRL585080019	Parks Maintenance Worker I/II	1.00
PRL585080018	Parks Maintenance Worker I/II	1.00
PRL585080017	Parks Maintenance Worker I/II	1.00
PRL585080016	Parks Maintenance Worker I/II	1.00
PRL585080015	Parks Maintenance Worker I/II	1.00
PRL585080014	Parks Maintenance Worker I/II	1.00
PRL585080013	Parks Maintenance Worker I/II	1.00
PRL585080012	Parks Maintenance Worker I/II	1.00
PRL585080011	Parks Maintenance Worker I/II	1.00
PRL585080010	Parks Maintenance Worker I/II	1.00
PRL585080009	Parks Maintenance Worker I/II	1.00
PRL585080008	Parks Maintenance Worker I/II	1.00
PRL585080007	Parks Maintenance Worker I/II	1.00
PRL585080006	Parks Maintenance Worker I/II	1.00
PRL585080005	Parks Maintenance Worker I/II	1.00

PRL585080004	Parks Maintenance Worker I/II	1.00
PRL585080003	Parks Maintenance Worker I/II	1.00
PRL585080002	Parks Maintenance Worker I/II	1.00
PRL585080001	Parks Maintenance Worker I/II	1.00
PRL585082001	Parks Recreation and Libraries Director	1.00
PRL589547004	Parks Recreation and Libraries Manager	1.00
PRL589547003	Parks Recreation and Libraries Manager	1.00
PRL589547002	Parks Recreation and Libraries Manager	1.00
PRL589543011	Recreation Coordinator I/II	1.00
PRL589543010	Recreation Coordinator I/II	1.00
PRL589543009	Recreation Coordinator I/II	1.00
PRL589543007	Recreation Coordinator I/II	1.00
PRL589543006	Recreation Coordinator I/II	1.00
PRL589543004	Recreation Coordinator I/II	1.00
PRL589543003	Recreation Coordinator I/II	1.00
PRL589543002	Recreation Coordinator I/II	1.00
PRL589543001	Recreation Coordinator I/II	1.00
PRL589543008	Recreation Coordinator I/II	1.00
PRL588304005	Recreation Leader	1.00
PRL588304004	Recreation Leader	1.00
PRL588304003	Recreation Leader	1.00
PRL588304002	Recreation Leader	1.00
PRL588304001	Recreation Leader	1.00
PRL581143005	Recreation Superintendent	1.00
PRL581143004	Recreation Superintendent	1.00
PRL581143002	Recreation Superintendent	1.00
PRL581144008	Recreation Supervisor	1.00
PRL581144007	Recreation Supervisor	1.00
PRL581144006	Recreation Supervisor	1.00
PRL581144004	Recreation Supervisor	1.00
PRL581144003	Recreation Supervisor	1.00
PRL581144002	Recreation Supervisor	1.00
PRL581144001	Recreation Supervisor	1.00
PRL583733001	Senior Interpretive Services Specialist	1.00
PRL587154001	Senior Natural Resources Worker	1.00
PRL581119001	Senior Park Development Project Manager	1.00
PRL587192006	Senior Parks Maintenance Worker	1.00
PRL587192005	Senior Parks Maintenance Worker	1.00
PRL587192004	Senior Parks Maintenance Worker	1.00
PRL587192003	Senior Parks Maintenance Worker	1.00
PRL587192002	Senior Parks Maintenance Worker	1.00
PRL587201001	Senior Tree Trimmer	1.00
PRL581504002	Tree Trimmer I/II	1.00
PRL581504001	Tree Trimmer I/II	1.00
PRL581107001	Turf and Sports Field Technician	1.00
PRL588762001	Urban Forester	1.00
PRL581641004	Youth Development Program Coordinator	1.00

PRL581641003	Youth Development Program Coordinator	1.00
PRL581641001	Youth Development Program Coordinator	1.00

Total for Department:	PRL Parks Recreation and Libraries	153.50
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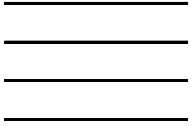
Position Code	Position Title	Allocated FTE
PWD620088001	Associate/Assistant Transportation Planner	1.00
PWD620071001	Administrative Assistant	1.00
PWD620084006	Administrative Technician	0.75
PWD620084005	Administrative Technician	1.00
PWD620084004	Administrative Technician	1.00
PWD620084003	Administrative Technician	1.00
PWD620084002	Administrative Technician	1.00
PWD620084001	Administrative Technician	1.00
PWD620090001	Alternative Transportation Manager	1.00
PWD621148001	Assistant Public Works Director	1.00
PWD621005012	Associate (PE)/Assistant/Junior Engineer	1.00
PWD621005011	Associate (PE)/Assistant/Junior Engineer	1.00
PWD621005010	Associate (PE)/Assistant/Junior Engineer	1.00
PWD621005009	Associate (PE)/Assistant/Junior Engineer	1.00
PWD621005008	Associate (PE)/Assistant/Junior Engineer	1.00
PWD621005007	Associate (PE)/Assistant/Junior Engineer	1.00
PWD621005006	Associate (PE)/Assistant/Junior Engineer	1.00
PWD621005005	Associate (PE)/Assistant/Junior Engineer	1.00
PWD621005004	Associate (PE)/Assistant/Junior Engineer	1.00
PWD621005003	Associate (PE)/Assistant/Junior Engineer	1.00
PWD621005002	Associate (PE)/Assistant/Junior Engineer	1.00
PWD621005001	Associate (PE)/Assistant/Junior Engineer	1.00
PWD620088003	Associate/Assistant Transportation Planner	1.00
PWD621032006	Building Maintenance Worker I/II	1.00
PWD621032005	Building Maintenance Worker I/II	1.00
PWD621032004	Building Maintenance Worker I/II	1.00
PWD621032003	Building Maintenance Worker I/II	1.00
PWD621032002	Building Maintenance Worker I/II	1.00
PWD621032001	Building Maintenance Worker I/II	1.00
PWD621401001	Community Relations Analyst	1.00
PWD621485006	Custodian	1.00
PWD621485005	Custodian	1.00
PWD621485004	Custodian	1.00
PWD621485003	Custodian	1.00
PWD621485002	Custodian	1.00
PWD621485001	Custodian	1.00
PWD621025001	Custodian Supervisor	1.00
PWD622385005	Electronics Technician I/II/III	1.00
PWD622385004	Electronics Technician I/II/III	1.00
PWD622385003	Electronics Technician I/II/III	1.00
PWD622385002	Electronics Technician I/II/III	1.00

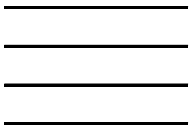
PWD622385001	Electronics Technician I/II/III	1.00
PWD621350001	Engineering Technician I/II	1.00
PWD621300002	Engineering Technician I/II	1.00
PWD622560005	Equipment Serviceworker	1.00
PWD622560004	Equipment Serviceworker	1.00
PWD622560003	Equipment Serviceworker	1.00
PWD622560002	Equipment Serviceworker	1.00
PWD622560001	Equipment Serviceworker	1.00
PWD624321001	Facilities Supervisor	1.00
PWD623319001	Fleet Management Technician	1.00
PWD621113001	Fleet Services Parts Buyer	1.00
PWD622565001	Fleet Services Supervisor	1.00
PWD622214001	GIS Technician I/II	1.00
PWD621140001	Intelligent Transportation Systems Maintenance Supervisor	1.00
PWD628952001	Inventory Control and Supply Worker I/II	1.00
PWD620050002	Management Analyst I/II	1.00
PWD620050001	Management Analyst I/II	1.00
PWD624501010	Mechanic I/II	1.00
PWD624501009	Mechanic I/II	1.00
PWD624501008	Mechanic I/II	1.00
PWD624501007	Mechanic I/II	1.00
PWD624501006	Mechanic I/II	1.00
PWD624501005	Mechanic I/II	1.00
PWD624501004	Mechanic I/II	1.00
PWD624501003	Mechanic I/II	1.00
PWD624501002	Mechanic I/II	1.00
PWD624501001	Mechanic I/II	1.00
PWD624957008	Office Assistant I/II	1.00
PWD624957007	Office Assistant I/II	0.50
PWD624957006	Office Assistant I/II	1.00
PWD624957005	Office Assistant I/II	1.00
PWD624957003	Office Assistant I/II	1.00
PWD624957002	Office Assistant I/II	1.00
PWD624957001	Office Assistant I/II	1.00
PWD625514001	Principal Engineer	1.00
PWD625560003	Project Coordinator	1.00
PWD625560002	Project Coordinator	1.00
PWD625560001	Project Coordinator	1.00
PWD621069001	Project Supervisor	1.00
PWD625635001	Public Works Director	1.00
PWD621087002	Public Works Manager	1.00
PWD621087001	Public Works Manager	1.00
PWD627119001	Senior Building Maintenance Worker	1.00
PWD627144001	Senior Custodian	1.00
PWD627170001	Senior Electronic Technician	1.00
PWD627142003	Senior Engineer	1.00
PWD627142002	Senior Engineer	1.00

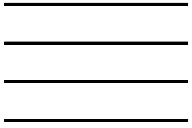
PWD627142001	Senior Engineer	1.00
PWD627189002	Senior Mechanic	1.00
PWD627189001	Senior Mechanic	1.00
PWD627187006	Senior Street Maintenance Worker	1.00
PWD627187005	Senior Street Maintenance Worker	1.00
PWD627187004	Senior Street Maintenance Worker	1.00
PWD627187003	Senior Street Maintenance Worker	1.00
PWD627187002	Senior Street Maintenance Worker	1.00
PWD627187001	Senior Street Maintenance Worker	1.00
PWD621073001	Street Maintenance Manager	1.00
PWD627522003	Street Maintenance Supervisor	1.00
PWD627522002	Street Maintenance Supervisor	1.00
PWD627522001	Street Maintenance Supervisor	1.00
PWD627530020	Street Maintenance Worker I/II	1.00
PWD627530019	Street Maintenance Worker I/II	1.00
PWD627530018	Street Maintenance Worker I/II	1.00
PWD627530017	Street Maintenance Worker I/II	1.00
PWD627530016	Street Maintenance Worker I/II	1.00
PWD627530015	Street Maintenance Worker I/II	1.00
PWD627530014	Street Maintenance Worker I/II	1.00
PWD627530013	Street Maintenance Worker I/II	1.00
PWD627530012	Street Maintenance Worker I/II	1.00
PWD627530011	Street Maintenance Worker I/II	1.00
PWD627530010	Street Maintenance Worker I/II	1.00
PWD627530009	Street Maintenance Worker I/II	1.00
PWD627530008	Street Maintenance Worker I/II	1.00
PWD627530007	Street Maintenance Worker I/II	1.00
PWD627530006	Street Maintenance Worker I/II	1.00
PWD627530005	Street Maintenance Worker I/II	1.00
PWD627530004	Street Maintenance Worker I/II	1.00
PWD627530003	Street Maintenance Worker I/II	1.00
PWD627530002	Street Maintenance Worker I/II	1.00
PWD627530001	Street Maintenance Worker I/II	1.00
PWD627540005	Street Sweeper Operator	1.00
PWD627540004	Street Sweeper Operator	1.00
PWD627540003	Street Sweeper Operator	1.00
PWD627540002	Street Sweeper Operator	1.00
PWD627540001	Street Sweeper Operator	1.00
PWD622376002	Traffic Signal Maintenance Worker I/II	1.00
PWD622376001	Traffic Signal Maintenance Worker I/II	1.00
PWD621110001	Transit Operations Supervisor	1.00
PWD621052001	Transportation Grants Analyst	1.00
PWD621111001	Transportation Technician I/II	1.00
PWD628940001	Vehicle Maintenance Servicewriter	1.00

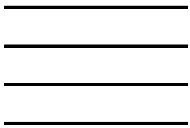
Total for Department:	PWD Public Works	131.25
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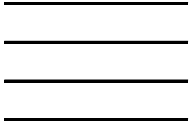
Total for All Departments	Allocated FTE
	1,390.10

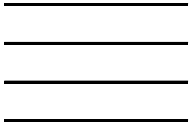




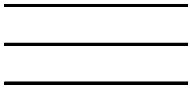








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COUNCIL COMMUNICATION

CC #: 3731

File #: 0900-02-01 & 0201-01

Title: Environmental Utilities Water Project Cancellations – Budget Adjustment

Contact: George Hanson 916-746-1764 ghanson@roseville.ca.us

Meeting Date: 2/5/2025

Item #: 6.11.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council adopt an ordinance to approve an adjustment to the FY2024-25 budget to cancel three Environmental Utilities Department projects and return unspent appropriations to available resources in the Water Rehabilitation Fund, Water Operations Fund, and Water Construction Fund.

BACKGROUND

Industrial Avenue 12-inch Water Main Rehabilitation Project Cancellation - This project was intended to rehabilitate approximately 400 feet of an existing 12-inch water main located off of Industrial Avenue, for looping the water distribution system in that vicinity. After further analysis, the system looping was accomplished via another alternate route and, therefore, this project is no longer needed. The project budget amount of \$230,000 will be returned to available resources in the Water Rehabilitation Fund.

Lead and Copper Rule Revisions–Public Outreach Project Cancellation - Due to overlapping project scopes with the Lead and Copper Rule Regulatory and Technical Assistance Project, the project is no longer needed and the project budget will be reduced to zero. The project budget amount of \$100,000 will be returned to available resources in the Water Operations Fund.

Long-Term Water Contracts Project Cancellation – This project was intended to execute and preserve a 40-year Long-Term Water Service Contract or Repayment Contract. The project is no longer needed because this Project has been satisfied by other contract agreements that have been put in place and the project budget will be reduced to zero. Minimal expenses for professional services were incurred, and no revenue from other agencies was captured. The remaining project budget amount of \$415,914 will be returned to available resources in the Water Construction Fund.

FISCAL IMPACT

The recommended budget adjustment for these project cancellations returns \$230,000 of available resources to the Water Rehabilitation Fund, \$100,000 of available resources to the Water Operations Fund, and \$415,914 of available resources to the Water Construction Fund. The budget adjustment will return a total of \$745,914 to available resources in the Water funds.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. Approval of budget adjustments meets the above criteria and is not subject to CEQA. No additional environmental review is required.

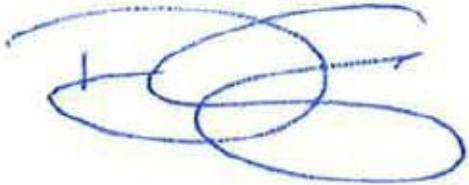
CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Goal A - Remain fiscally responsible in a changing world

Respectfully Submitted,

George Hanson, Water Utility Manager

Sean Bigley, Environmental Utilities Director



Dominick Casey, City Manager

ATTACHMENTS:

Description

Ordinance 6909

ORDINANCE NO. 6909

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE
AUTHORIZING CERTAIN AMENDMENTS TO THE FISCAL YEAR 2024-25
BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY
EFFECTIVE AS AN APPROPRIATION MEASURE

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. The City of Roseville Annual Budget, Fiscal Year 2024-25, is hereby amended as listed on the attached budget adjustment for water project cancellations.

SECTION 2. This ordinance is hereby declared to be an appropriation measure, immediately effective pursuant to the provisions of Section 5.03 of the Charter.

SECTION 3. The City Clerk is hereby authorized and directed to post a true copy of the foregoing ordinance in each of three (3) conspicuous locations in the City and she shall immediately after such posting enter in the ordinance book, under the record of the ordinance, a certificate under her hand stating the time and place of such publication by posting.

PASSED AND ADOPTED by the Council of the City of Roseville, this
_____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk



REQUEST FOR BUDGET ADJUSTMENT

Updated 8/29/2024

Please complete the cells highlighted in yellow.

REQUESTER NAME & TITLE:	George Hanson, Water Utility Manager	FISCAL YEAR:	2024-25
PREPARER NAME & TITLE:	Linda York, EU Business Analyst	ORDINANCE:	
DEPARTMENT/DIVISION:	Environmental Utilities Water Utility		

EXPENDITURES/EXPENSES/TRANSFERS OUT

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
6130	6587	84001	500023	(230,000)	Eliminate Capital Outlay budget for Project #500023 Industrial Avenue 12 inch Water Main Rehabilitation to cancel project
6101	5301	84001	500509	(100,000)	Eliminate Professional Services budget for Project #500509 Lead and Copper Rule Revisions - Public Outreach to cancel project
6120	5301	84001	500019	(1,878,414)	Eliminate Professional Services budget for Project #500019 Long Term Water Contract
EXPENDITURES/EXPENSES/TRANSFERS OUT TOTAL				(2,208,414)	

REVENUES/TRANSFERS IN

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
6120	4780	84001	500019	(1,462,500)	Eliminate Revenue from Other Agencies budget for Project #500019 Long Term Water Contract
REVENUES/TRANSFERS IN TOTAL				(1,462,500)	

NET ADJUSTMENT	(745,914)
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FUND BALANCE

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
6130	3601	00000	000000	230,000	Increase Water Rehabilitation Fund Balance
6101	3601	00000	000000	100,000	Increase Water Operations Fund Balance
6120	3601	00000	000000	415,914	Increase Water Construction Fund Balance
	3601	00000	000000		
	3601	00000	000000		
FUND BALANCE TOTAL				745,914	

Justification for Budget Adjustment:

Staff recommends that the City Council adopt an ordinance to approve an adjustment to the FY2024-25 Budget as a result of the cancellation of three Water Projects:

Industrial Avenue 12 inch Water Main Rehabilitation (500023) - This project was intended to rehabilitate approximately 400 feet of an existing 12 inch water main located off Industrial Avenue, for looping the water distribution system in that vicinity. After further analysis, the system looping was accomplished via an alternate route. This project will be cancelled and its budget eliminated, returning \$230,000 back to the Water Rehabilitation Fund (6130).

Lead and Copper Rule Revisions – Public Outreach (500509) - Due to overlapping project scopes with the Lead and Copper Rule Regulatory and Technical Assistance Project (500329), this project is no longer needed. The project will be cancelled and its budget eliminated, returning \$100,000 back to the Water Operations Fund (6101).

Long Term Water Contracts (500019) – This project was intended to execute and preserve a 40-year Long Term Water Service Contract or Repayment Contract. Project 500019 is no longer needed since other contract agreements have been put in place. Minimal expenses for professional services were incurred, and no revenue from other agencies was captured. The project will be cancelled and its remaining budgets eliminated, returning a net \$415,914 to the Water Construction Fund (6120).



COUNCIL COMMUNICATION

CC #: 3746
File #: 0102-10

Title: Resolution - Jeff Beaubier
Contact: Blair Hutchison 916-774-5266 bmhutchison@roseville.ca.us

Meeting Date: 2/5/2025
Item #: 6.12.

RECOMMENDATION TO COUNCIL

Commend Jeff Beaubier for his 24 years of outstanding service and dedication to the City of Roseville and the Electric Department, congratulate him for his many accomplishments, and wish him a long, healthy, and enjoyable retirement.

BACKGROUND

Not applicable.

FISCAL IMPACT

Not applicable.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. Ceremonial documents meet the above criteria and are not subject to CEQA. No additional environmental review is required.

CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Respectfully Submitted,

Blair Hutchison, City Clerk Technician

Carmen Avalos, City Clerk

ATTACHMENTS:

Description

Resolution - Jeff Beaubier

Resolution

WHEREAS, Jeff Beaubier has dedicated over two decades of exemplary service to the City of Roseville, starting on March 19, 2001, as a Line Technician; and

WHEREAS, Jeff played a pivotal role in the Civic Center Grand Opening on May 4, 2002, by demonstrating pole setting and climbing, earning commendations for his efforts; and

WHEREAS, Jeff has consistently demonstrated excellence and dedication, receiving multiple commendations, including the Pride of Roseville for Emergency Team (2006) and Top Team (2011); and

WHEREAS, Jeff has shown outstanding leadership as a member of the Line Apprentice Committee, a mentor, and an instructor in apprentice classes; and

WHEREAS, Jeff was promoted to Lead Line Technician in 2008 and subsequently to Senior Line Technician in 2012, showcasing his commitment to professional growth; and

WHEREAS, Jeff joined the Troubleshooter Group in 2015 and was promoted to Supervisor on December 9, 2017, further contributing to the city's success; and

WHEREAS, Jeff has made significant contributions to key projects, including the AMI project and the dispatch remodel project; and

WHEREAS, Jeff is set to retire on February 7, 2025, leaving behind a legacy of dedication and excellence;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF ROSEVILLE, CALIFORNIA, that **JEFF BEAUBIER** be commended for his 24 years of outstanding service and dedication to the City of Roseville and the Electric Department. We congratulate him for his many accomplishments, and wish him a long, healthy, and enjoyable retirement.

SIGNED and APPROVED this 5th day of February 2025.

KRISTA BERNASCONI, MAYOR





COUNCIL COMMUNICATION

CC #: 3740
File #: 0709-03

Title: Sunrose Apartments Permanent Supportive Housing Project - Regulatory Agreement, Loan Agreement, Promissory Note, and Deed of Trust
Contact: Trisha Isom 916-746-1239 tisom@roseville.ca.us

Meeting Date: 2/5/2025
Item #: 7.1.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council adopt a resolution approving a Regulatory Agreement, Loan Agreement, Promissory Note, and Deed of Trust in the amount of \$1.5 million from the HOME Program Income Fund with Advocates for Mentally Ill Housing, and authorize the City Manager, or his designee, to execute the loan documents and any other necessary documents to fund the Sunrose Apartments permanent supportive housing project.

BACKGROUND

The HOME Program was created under Title II (the HOME Investment Partnerships Act) of the National Affordable Housing Act of 1990. The objectives and intent of the HOME Program are to provide decent affordable housing to lower-income households; strengthen the ability of state and local governments to provide housing; expand the capacity of non-profit housing providers; and leverage private sector participation. In addition, Congress intended the HOME program to operate in a way that will help the participating jurisdiction undertake its own affordable housing strategy. HOME program regulations are available at 24 CFR §92.

HOME Program funds are federal funds allocated by the California Department of Housing and Community Development (HCD) to qualifying entities and are to be used for projects that meet the criteria listed above. The City of Roseville has approximately \$2 million in HOME Program Income (PI) funds which is generated by First-Time Home Buyer and Owner-Occupied Rehabilitation loan payoffs funded using HOME program dollars.

In April 2020, Placer County Health and Human Services established the Hampton Inn on North Sunrise Boulevard in Roseville as a Project Roomkey site. Project Roomkey was part of the State of California's response to the COVID-19 pandemic and was created as a solution to provide emergency shelter to unhoused individuals and families in order to minimize the strain on the healthcare system during the pandemic. Due to the program's success, Governor Gavin Newsom implemented Project Homekey- a statewide initiative to convert underutilized hotels to permanent housing facilities. Placer County applied to the State for Project Homekey funds in

2021 and was awarded \$23.5 million for acquisition and rehabilitation of the Hampton Inn.

Placer County released a Request for Proposal and chose Advocates for Mentally Ill Housing, Inc. (AMIH) to own and operate Sunrose Apartments. AMIH will provide supportive services on-site for the residents along with Placer County Health and Human Services, Adult System of Care Division. Although the building is in good condition due to its relatively recent construction, units are currently being renovated to include a kitchenette. AMIH is also providing furnished units as necessary that include a double bed, a dining table and chairs, and living area seating. Existing meeting rooms and offices will be utilized for a computer lab, supportive services offices as well as an urgent care facility for immediate substance abuse needs, operated by Placer County Health and Human Services.

In November 2022, the City issued a Notice of Funding Availability (NOFA) for \$1,500,000 in HOME Program Income funds to be awarded to qualified affordable housing developers/project sponsors. AMIH was the sole responder to the NOFA and after review and evaluation of their proposal, the Sunrose Apartments was selected to proceed with a funding recommendation. On June 21, 2023, City Council approved an application to HCD to loan \$1,500,000 of HOME Program Income to AMIH to complete rehabilitation of housing units at Sun Rose Apartments. Additionally, City Council authorized the Mayor to execute a standard agreement and other related documents necessary to participate and comply with the HOME Investment Partnerships Program in August of 2024. Over the last year and a half, Housing Division staff has been working with HCD through the application process to receive the necessary approvals to loan HOME Program Income funds to AMI Housing.

The Sunrose Apartments will consist of 82 studio units, plus one manager's unit, for persons experiencing homelessness and youth experiencing homelessness or at-risk of homelessness. Fifty (50) units will be occupied by the chronically homeless population, twenty-seven (27) units will be occupied by persons experiencing homelessness, five (5) units will be occupied by youth experiencing homelessness or at-risk of homelessness. The project is located within a half-mile of public transit, a grocery store, health facility, pharmacy, and youth-specific services.

As outlined in the initial reservation request, staff is presenting the negotiated Regulatory and Loan Agreements to secure the terms of the loan and the affordability of the project which will qualify the units to count toward Roseville's Regional Housing Needs Allocation (RHNA). The agreements are attached for review and approval. The loan terms for the \$1,500,000 loan include guaranteed affordable rents for 55 years and a residual receipts loan accruing on the outstanding principal balance at a rate of three percent (3%) per annum. These regulatory and loan terms are consistent with previously developed City-assisted affordable housing projects.

HOME funds can be difficult to disburse due to the restrictions on usage and the lengthy application process to use the funds. Expending \$1,500,000 in one tranche would demonstrate the City's ability to expend and meet our agreement terms with HUD while also contributing to our RHNA credit requirements by the State.

FISCAL IMPACT

The City's HOME Program Income is generated by First-Time Home Buyer and Owner-Occupied Rehabilitation loan payoffs that are funded using HOME dollars. The loan terms for the \$1,500,000. No General Fund resources will be used for the Sunrose Apartments project.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) only applies to projects which have the potential to cause a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. (CEQA Guidelines §15061(b)(3)).

The National Environmental Policy Act (NEPA) requires Federal agencies to assess the environmental effects of proposed major Federal actions prior to making decisions. This HOME PI application required a full Environmental Assessment (EA) and approval from HCD. The HOME PI EA application was approved by HCD.

CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Goal C - Maintain a safe and healthy community

Respectfully Submitted,

Trisha Isom, Housing Manager

Melissa Anguiano, Economic Development Director



Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution 25-031

HOME Regulatory Agreement

HOME Loan Agreement

HOME Promissory Note

Deed of Trust and Assignment of Rents

RESOLUTION NO. 25-031

APPROVING A REGULATORY AGREEMENT, LOAN AGREEMENT, PROMISSORY NOTE, AND DEED OF TRUST, BY AND BETWEEN THE CITY OF ROSEVILLE AND ADVOCATES FOR MENTALLY ILL HOUSING, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT AND ANY OTHER RELATED DOCUMENTS ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, the HOME Program was created under Title II (the HOME Investment Partnerships Act) of the National Affordable Housing Act of 1990; and

WHEREAS, HOME Program funds are federal funds allocated by the California Department of Housing and Community Development (HCD) to qualifying entities and are to be used for projects that meet the program criteria; and

WHEREAS, Placer County released a Request for Proposal and chose Advocates for Mentally Ill Housing, Inc. (AMIH) to own and operate Sunrose Apartments; and

WHEREAS, in November 2022, the City issued a Notice of Funding Availability (NOFA) for \$1,500,000 in HOME Program Income funds to be awarded to qualified affordable housing developers/project sponsors; and

WHEREAS, AMIH was the sole responder to the NOFA and after review and evaluation of their proposal, the Sunrose Apartments was selected to proceed with a funding recommendation; and

WHEREAS, On June 21, 2023, City Council approved an application to HCD to loan \$1,500,000 of HOME Program Income to AMIH to complete rehabilitation of housing units at Sun Rose Apartments; and

WHEREAS, the Sunrose Apartments will consist of 82 studio units, plus one manager's unit, for persons experiencing homelessness and youth experiencing homelessness or at-risk of homelessness; and

WHEREAS, a Regulatory Agreement, Loan Agreement, Promissory Note, and Deed of Trust, have been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said Regulatory Agreement, Loan Agreement, Promissory Note, and Deed of Trust are hereby approved and that the City Manager, or his designee, is authorized to execute them and any other related documents necessary to fund the Sunrose Apartments permanent supportive housing project on behalf of the City of Roseville; and

BE IT FURTHER RESOLVED that the City Attorney is also hereby authorized to approve non-substantive changes to these documents; and

BE IT FURTHER RESOLVED that the City Clerk is hereby directed to record both the Regulatory Agreement, once fully executed, as well as the Deed of Trust, with the Placer County Recorder's Office.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk

Free recording in accordance with
California Government Code
Sections 6103 and 27383

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

HOME INVESTMENT PARTNERSHIPS PROGRAM
City of Roseville
311 Vernon Street
Roseville, California 95678

CITY OF ROSEVILLE

HOME INVESTMENT PARTNERSHIPS PROGRAM (HOME)

REGULATORY AGREEMENT

THIS REGULATORY AGREEMENT (this "Agreement") is made and entered into this _____ day of _____ 20__, by and between Advocates for Mentally Ill Housing, Inc., a California nonprofit public benefit corporation with its principal place of business located at P.O. Box 5216, Auburn CA95604 ("Borrower") and the CITY OF ROSEVILLE, a municipal corporation (the "City") (collectively, the "Parties").

Recitals

- A. Borrower is the owner and holder of a fee estate in the real property located at 110 North Sunrise Avenue, Roseville, California 95661, County of Placer, as more particularly described in Exhibit A, attached hereto and incorporated herein (the "Property").
- B. Borrower is converting the Property to a Project Homekey site by rehabilitating eighty-three (83) residential units. Eighty-two (82) units will be as follows: fifty (50) units will be occupied by the chronically homeless population, twenty-seven (27) units will be occupied by persons experiencing homelessness and five (5) units will be occupied by youth experiencing homelessness or at-risk of homelessness (the "Development").
- C. The Development will be financed in whole or in part and regulated by a permanent loan from the City in a principal amount not to exceed ONE MILLION FIVE HUNDRED THOUSAND DOLLARS (\$1,500,000) (the "HOME Loan") from the HOME Investment Partnerships Program ("HOME Program"). The HOME Loan will be provided to Borrower by the City in accordance with California Code of Regulations, Title 25, sections 8200, *et seq.*, and 24 CFR Part 92, the federal regulations governing the HOME Program (together, the "HOME Regulations") and the HOME Standard Agreement. In consideration of the City's commitment to make the HOME Loan, the Borrower and the City have entered into a Loan Agreement executed concurrently herewith (the "HOME Loan Agreement"). The proceeds of the HOME Loan shall be disbursed, used and governed by the HOME Loan Agreement by and between the Borrower and the City. The HOME Loan Agreement, including all exhibits and attachments thereto, is

incorporated in full by reference into this Agreement.

- D. Borrower agrees to abide by all provisions of the HOME Loan Agreement with respect to the Development, and Borrower shall execute a promissory note evidencing its obligation to repay the HOME Loan (the "HOME Note"). The HOME Note shall be secured by a deed of trust in favor of the City dated on or about even date herewith and executed by the Borrower to be recorded against the Property and the parties' respective interests therein (the "HOME Deed of Trust"). Borrower agrees to be bound by all terms and conditions of the HOME Note and the HOME Deed of Trust. The HOME Note, the HOME Deed of Trust, the HOME Loan Agreement, the HOME Standard Agreement and this Agreement are collectively referred to herein as the "City HOME Loan Documents".
- E. Borrower is a duly organized California non-profit public benefit corporation with the power, authority and ability to comply with the City requirements, the HOME Regulations and the City HOME Loan Documents.
- F. As further consideration for the HOME Loan for the rehabilitation of the eighty-three (83) residential units, and in furtherance of the purposes of the HOME Program, the Borrower must enter into this Agreement and has consented thereby to be and to have the Development and the Property regulated and restricted by the City as provided herein. The purpose of this Agreement is to regulate and restrict occupancy, rents, operation, ownership, and management of the Development and the Property to ensure continued affordability in compliance with the requirements of the City and the HOME Program. The covenants in this Agreement are intended to run with the land and be binding on Borrower and Borrower's successors-in-interest to the land for the full term of this Agreement. Borrower further agrees to be bound by the City HOME Loan Documents.

NOW, THEREFORE, the Parties hereto agree as follows:

- 1. Recitals. The foregoing recitals are a part of this Agreement.
- 2. Property. The Development will be located on the Property.
- 3. Definitions. Unless the context requires otherwise, the terms used in this Agreement shall be governed by the definitions set forth in 24 CFR Part 92, and California Code of Regulations, Title 25, sections 8201 and 8301. All references to code sections refer to Title 25 of the California Code of Regulations, unless otherwise noted.

For purposes of this Agreement, the following additional definitions shall apply:

- a. "Assisted Unit" means a dwelling unit the construction of which was assisted with proceeds of the HOME Loan. For purposes of this Agreement, eighty-two (82) of the eighty-three (83) residential units in this Development are "Assisted Units" as defined herein.
- b. "Eligible Households" means Extremely Low-Income Households as defined in subdivision (j) of section 3 below.

- c. "Fiscal Integrity" means that the total of Operating Income plus funds released pursuant to this Agreement from the operating reserve account is sufficient to (1) pay all current Operating Expenses, (2) pay all current approved debt service, (3) fully fund all reserves pursuant to section 19, and (4) pay other extraordinary costs permitted by this Agreement. The ability to pay any or all of the annual permitted distributions shall not be considered in determining fiscal integrity.
- d. "HOME Rents" means rents calculated annually by the federal Department of Housing and Urban Development ("HUD") and are either the lesser of the Fair Market Rents, as that term is defined and published annually by HUD, or thirty percent (30%) of thirty percent (30%) of area median income ("Extremely low HOME Rents").
- e. "Initial Operating Year" means the first year of operation, or portion thereof, of the newly constructed rental housing Development beginning at the time of initial occupancy of an Assisted Unit and ending on the last day of the fiscal year of the Development.
- f. "Operating Expenses" means the amount approved by the City that is necessary to pay for the essential recurring expenses of the Development, such as utilities, maintenance, management, taxes, licenses, and the cost of on-site supportive services coordination, but not including debt service, required reserve account deposits, or other supportive services costs.
- g. "Operating Income" means all income generated in connection with operation of the rental housing development including rental income from Assisted and non-Assisted Units, rental income from commercial space, laundry and equipment rental fees, rental subsidy payments, and interest on any accounts other than approved reserve accounts related to the rental housing development. "Operating Income" does not include security and equipment deposits, payments to the Borrower for supportive services (except for funds applied towards the cost of on-site supportive service coordination), or tax benefits received by the Borrower.
- h. "Rent" means all charges, other than deposits, paid by the tenant for the use and occupancy of an Assisted Unit and any mandatory charge for direct or supportive tenant services in a rental housing development, including a utility allowance in an amount determined by the City of Roseville.
- i. "Residual Receipts" means project funds remaining after payment of expenses as described in items 1 through 5 of section 20 (b) of this Agreement.
- j. "Extremely Low-Income Household" means Eligible Households whose income is thirty percent (30%) or less of the area median income as determined by HUD.

4. Compliance with Program Requirements.

- a. The Borrower agrees that at all times its acts regarding the Development and the

use of funds provided herein shall be in conformity with all provisions of the HOME Program including the statutes, the HOME Regulations and such policies and procedures of the City and of HUD pertaining thereto. The Borrower acknowledges that it is familiar with such applicable provisions and has been professionally advised to the extent necessary for the purpose of enabling the Borrower to fully comply with such provisions.

- b. The financial assistance provided under the HOME Program is governed by 24 CFR Part 92. With respect to the assistance, Borrower agrees to comply with all requirements and obligations as described in 24 CFR Part 92, as well as all provisions governing the use of HOME funds. Borrower agrees to comply with the directives of the State of California Department of Housing and Community Development ("HCD") as necessary to ensure compliance with the obligations of HCD as set forth in its agreements with HUD regarding the use of HOME funds.
5. Term of Agreement. The term of this Agreement shall commence upon its recordation in the office of the Placer County Recorder, in which county the Property and the Development is located, and shall remain in full force and effect and shall apply to the Property and the Development for fifty-five (55) years after the date Borrower obtains a Certificate of Occupancy from the City of Roseville for the Project, regardless of any prepayment of the HOME Loan or sale, assignment, transfer or conveyance of the Development and/or the Property, unless terminated earlier by the City pursuant to the terms of this Agreement or extended by the mutual consent of the Parties thereto. This Agreement shall remain and continue without regard to the term of any mortgage or the transfer of the Property ownership, other than by foreclosure or deed in lieu of foreclosure.
6. Marketing Plan
 - a. Borrower shall prepare and implement a Marketing Plan, subject to prior approval by the City, that specifies how the Borrower intends to market the project to prospective tenants in the Project's market area. The Marketing Plan shall specifically address how the Borrower intends to market the Project to underserved populations in Project market area and the frequency of marketing efforts. The City agrees that the Borrower may utilize the HUD 935.2 Affirmative Fair Housing Marketing Plan for these purposes.
 - b. Borrower agrees to evaluate the effectiveness of the Marketing Plan in reaching underserved populations on an annual basis and to revise it as necessary to better reach underserved populations that are not being reached. The revised Marketing Plan shall be submitted to the City for approval prior to implementation.
7. Assisted Unit Schedule. Upon occupancy following the completion of construction and for the term of this Agreement, the Borrower shall rent Assisted Units only in accordance with the Schedule of Assisted Units set forth in **Exhibit B**, attached hereto and incorporated herein.
 - a. Assisted Unit Standards. For the full term of this Agreement, the number, size, type, and amenity level of Assisted Units shall not be fewer than the number nor different from the size, type and amenity level described in **Exhibit B**.

8. Tenant Selection Standards.

- a. All of the Assisted Units must be rented to Extremely Low-Income Households.
- b. Borrower shall rent vacant Assisted Units in the Development only to eligible households in accordance with a Management Plan approved by the City. Such Management Plan may be periodically altered and such alteration must be submitted to and approved by the City prior to use. The Management Plan shall include:
 - (1) Reasonable criteria for selection or rejection of tenant applications which shall not discriminate in violation of any federal, state or local law governing discrimination (except to the extent necessary to qualify the tenant as a senior citizen), or any other arbitrary factor.
 - (2) Prohibition of local residency requirements;
 - (3) Prohibition of local residency preferences, except where accompanied by an equal preference for employment in the local area and applied to areas not smaller than municipal jurisdictions or recognized communities within unincorporated areas;
 - (4) Tenant selection procedures that include the following components, and that are available to prospective tenants upon request:
 - (A) Selection of tenants based on order of application, lottery or other reasonable method approved by the City;
 - (B) Notification to tenant applicants of eligibility for residency and, based on turnover history for Assisted Units in the Development, the approximate date when an Assisted Unit may be available;
 - (C) Notification of tenant applicants who are found ineligible to occupy an Assisted Unit of their ineligibility and the reason for the ineligibility, and of their right to appeal this determination;
 - (D) Maintenance of a waiting list of applicant households eligible to occupy Assisted Units and non-Assisted Units designated for various tenant income levels, which shall be made available to prospective tenants upon request;
 - (E) Targeting specific special needs populations in accordance with this Agreement and applicable laws; and
 - (F) Affirmative fair housing marketing procedures as specified in the Affirmative Fair Housing Marketing Plan Compliance Regulations of HUD, 24 CFR Part 200.620(a)-(c), or similar affirmative fair marketing housing plan as approved by the City.

- c. Borrower shall rent vacant Assisted Units to households with no less than the number of people specified in the following schedule:

<u>Unit Size</u>	<u>Minimum Number of Persons in Household</u>
Studio	1

9. Nondiscrimination. Borrower shall not discriminate against any tenant or prospective tenant on the basis of race, religion, sex, age (except to the extent necessary to qualify the tenant as a senior citizen), disability, marital status, or any other arbitrary factor in violation of any state, federal or local law governing discrimination in rental housing. Housing which is intended to benefit, and is therefore limited to senior citizens, is permitted only with the prior approval of the selection criteria by the City.
10. Assurance of Compliance with the "Violence Against Women Reauthorization Act of 2022" (VAWA) (S.3623 - 117th Congress (2021-2022) (as amended or reauthorized) Title VI - Safe Homes for Victims of Domestic Violence, Dating Violence, Sexual Assault, and Stalking – Sec. 601-606. See also 81 FR 80803, November 16, 2016 and 24 CFR 92.359.

VAWA provides housing protections for survivors of domestic and dating violence, sexual assault, and stalking when it comes to finding and keeping a home, they can feel safe in. VAWA applies for all victims of domestic violence, dating violence, sexual assault, and stalking, regardless of sex, gender identity, or sexual orientation, and which must be applied consistently with all nondiscrimination and fair housing requirements.

VAWA now expands housing protections to HUD programs beyond HUD's public housing program and HUD's tenant-based and project-based Section 8 programs. VAWA now provides enhanced protections and options for victims of domestic violence, dating violence, sexual assault, and stalking. During the performance of this Agreement, the HOME Recipient shall ensure that all requirements of VAWA are complied with, including but not limited to:

- A. Domestic Violence survivors are not denied assistance as an applicant, or evicted or have assistance terminated as a tenant, because the applicant or tenant is or has been a victim of domestic violence, dating violence, sexual assault, and stalking.
- B. It will implement an 'emergency transfer plan', which allows for domestic violence survivors to move to another safe and available unit if they fear for their life and safety.
- C. It will provide "Protections against denials, terminations, and evictions that directly result from being a victim of domestic violence, dating violence, sexual assault, or stalking, if the applicant or tenant otherwise qualifies for admission, assistance, participation, or occupancy."
- D. It will implement a 'Low-barrier certification process' where a domestic violence

survivor need only to self-certify in order to document the domestic violence, dating violence, sexual assault, or stalking, ensuring third party documentation does not cause a barrier in a survivor expressing their rights and receiving the protections needed to keep themselves safe.

11. Rental Agreement and Occupancy Procedures (the "Lease").

- a. All rental or occupancy agreements for Assisted Units shall be for a term of not less than one (1) year, unless by mutual agreement between the tenant and the Borrower.
- b. All rental or occupancy agreements are subject to City approval; and shall include:
 - (1) provisions requiring good cause for termination of tenancy;
 - (2) a provision requiring that the facts constituting the grounds for any eviction be set forth in the notice provided to the tenant pursuant to state law;
 - (3) notice of grievance procedures for hearing complaints of tenants and appeal of management action; and
 - (4) a requirement that the tenant annually recertify household income and size.
- c. The Borrower shall not terminate the tenancy or refuse to renew the lease of a tenant of an Assisted Unit except for serious or repeated violation of the terms and conditions of the Lease; for violation of applicable federal, state, or local law; for completion of the transitional housing tenancy period; or for other good cause.
- d. To terminate or refuse to renew tenancy, the Borrower must serve written notice upon the tenant specifying the grounds for the action at least thirty (30) days before the termination of the tenancy.
- e. One or more of the following constitutes "good cause":
 - (1) failure by the tenant to maintain applicable eligibility requirements under the HOME Program or other eligibility requirements as approved by the City;
 - (2) material noncompliance by the tenant with the lease, including one or more substantial violations of the lease or habitual minor violations of the lease which:
 - (a) adversely affect the health and safety of any person or the right of any tenant to the quiet enjoyment of the leased premises and related Project facilities;

- (b) substantially interfere with the management, maintenance, or operation of the Development; or
 - (c) result from the failure or refusal to pay, in a timely fashion, Rent or other permitted charges when due. Failure or refusal to pay in a timely fashion is a minor violation if payment is made during the 3-day notice period;
 - (3) material failure by the tenant to carry out obligations under federal, state or local law;
 - (4) subletting by the tenant of all or any portion of the Assisted Unit; or
 - (5) any other action or conduct of the tenant constituting significant problems which can be reasonably resolved only by eviction of the tenant, provided that the Borrower has previously notified the tenant that the conduct or action in question would be considered cause for eviction. Examples of action or conduct in this category include the refusal of a tenant, after written notice, to accept reasonable rules or any reasonable changes in the lease or the refusal to recertify income or household size; or
- f. The Lease may not contain any of the following provisions:
- (1) Agreement by the tenant to be sued, to admit guilt or to a judgment in favor of the Borrower or Borrower's agent in a lawsuit brought in connection with the lease;
 - (2) Agreement by the tenant that the Borrower may take, hold, or sell personal property of household members without notice to the tenant and a court decision on the rights of the parties. This prohibition, however, does not apply to an agreement by the tenant concerning disposition of personal property remaining in the housing unit after the tenant has moved out of the unit. The Borrower may dispose of this personal property in accordance with state law;
 - (3) Agreement by the tenant not to hold the Borrower or Borrower's agents legally responsible for any action or failure to act, whether intentional or negligent;
 - (4) Agreement of the tenant that the Borrower or Borrower's agent may institute a lawsuit without notice to the tenant;
 - (5) Agreement by the tenant that the Borrower or Borrower's agent may evict the tenant or household members without instituting a civil court proceeding in which the tenant has the opportunity to present a defense, or before a court decision on the rights of the parties;
 - (6) Agreement by the tenant to waive any right to a trial by jury;

- (7) Agreement by the tenant to waive tenant's right to appeal, or to otherwise challenge in court, a court decision in connection with the lease; and
 - (8) Agreement by the tenant to pay attorneys' fees or other legal costs even if the tenant wins in a court proceeding by the owner against the tenant. The tenant, however, may be obligated to pay costs if the tenant loses.
- g. The Borrower shall establish reasonable rules of conduct and occupancy. Such rules shall be consistent with state law and the HOME Regulations. Said rules shall be in writing and shall be given to each tenant upon occupancy. Any change shall become effective no fewer than thirty (30) days after giving written notice thereof to each household.
 - h. The Borrower shall adopt an appeal and grievance procedure to resolve grievances filed by tenants and appeals of actions taken by Borrower with respect to tenants' occupancy in the Development, and prospective tenants' applications for occupancy. The Borrower's appeal and grievance procedure shall be subject to City approval and, at a minimum, shall include the following:
 - (1) a requirement for delivery to each tenant and applicant of a written copy of the appeal and grievance procedure;
 - (2) procedures for informal dispute resolution;
 - (3) a right to a hearing before an impartial body, which shall consist of one or more persons with the power to render a final decision on the appeal or grievance; and
 - (4) procedures for the conduct of an appeal or grievance hearing and the appointment of an impartial hearing body.

12. Rents.

a. Period of Affordability.

(1) During the Period of Affordability, one hundred percent (100%) of HOME-assisted units must be occupied by households earning no more than thirty percent (30%) of area median income, at initial occupancy, as established by HUD at rent levels consistent with 24 CFR 92.252, as amended, unless this requirement is superseded by the statutory requirements of other state or federal funding sources.

b. For Assisted Units receiving project-based rental assistance, pursuant to 24 CFR Part 92.252(b) (2), rents shall not exceed the amount allowable under the Federal or State project-based rental subsidy program.

c. If the Assisted Units are designated as fixed units pursuant to 24 CFR Part 92.252(j) in **Exhibit B**, then any household certified as an Eligible

Household upon occupancy but whose income increases above the eligibility level must pay as Rent the lesser of the amount payable by the tenant under state or local law or thirty percent (30%) of the household's adjusted monthly income for rent and utilities; except that the Rent may equal the market rent for comparable, unassisted units in the neighborhood.

13. Rent Limitations.

Rents of HOME-assisted units shall not exceed the LOW and HIGH HOME rents allowed under 24 CFR 92.252, as amended, except as noted below.

- a. In a project with 5 or more HOME-assisted units, a minimum of twenty percent (20%) of all HOME-assisted units shall be occupied by Very Low-Income households with rents not exceeding LOW HOME rents, except as noted in b. below.
- b. HOME-assisted units receiving state or federal project-based rental subsidies may exceed HIGH or LOW HOME rents if the household qualifies to reside in the unit based on income and household size and the tenant-based portion of the rent does not exceed thirty percent (30%) of the household's adjusted income. The HOME-assisted unit's maximum rent (tenant contribution and project-based rental subsidy) becomes the rent allowable under the state or federal project-based subsidy.
- c. If the HOME-assisted units are designated as "Floating" units in Section 1 above, any household certified as an Eligible Household upon occupancy but whose income increases above the eligibility level must pay rent the lesser of the amount payable by the tenant under state or local law or thirty percent (30%) of the household's adjusted monthly income for rent and utilities; except that the rent may not exceed the market rent for comparable, unassisted units in the neighborhood.
- d. If the HOME-assisted units are designated as "Fixed" units in Section 1 above, any household certified as an Eligible Household upon occupancy but whose income increases above the eligibility level must pay rent the lesser of the amount payable by the tenant under state or local law or thirty percent (30%) of the household's adjusted monthly income for rent and utilities; except that the rent may equal the market rent for comparable, unassisted units in the neighborhood.

14. Security Deposits.

- a. Security deposits shall be required of tenants only in accordance with state law and this Agreement.
- b. Any security deposits collected by the Borrower or Borrower's agent shall be kept separate and apart from all other funds of the Development in a trust account with a depository insured by the Federal Deposit Insurance Corporation (F.D.I.C.), or other comparable federal deposit insurance program, and shall be

held and disbursed in accordance with State law. The balance of such account shall at all times equal or exceed the aggregate of all outstanding obligations under said account, plus accrued interest thereon.

15. Certification of Tenant Income and Household Size.

- a. The income and household size of all households occupying Assisted Units shall be certified by the Borrower prior to occupancy and recertified annually thereafter in a manner approved by the City and specified in the Development's Management Plan.
- b. If the income of a tenant upon recertification exceeds the upper limit for Extremely Low-Income Households, and there are no other requirements statutorily imposed by another federal or state funding source or tax credit program, that tenant shall not have his or her Lease terminated as a result thereof, but shall be charged rents as provided in section 10.
- c. Where a tenant occupying a unit designated for occupancy by an Extremely Low-Income household no longer qualifies to reside therein at re-certification, but qualifies as an otherwise eligible household, the rent level appropriate for that income level shall be charged pursuant to Section 12.

16. Maintenance and Management.

- a. Borrower is specifically responsible for all maintenance, repair, and management functions for the Development, including without limitation, selection of tenants, recertification of household income and size, evictions, collection of rents, routine and extraordinary repairs and replacement of capital items. Borrower shall maintain units and common areas in a safe and sanitary manner in accordance with local health, building, and housing codes, HUD housing quality standards pursuant to 24 CFR Section 882.109, and the Management Plan described above.
- b. Borrower may, with the prior written approval of the City, contract with a management agent for the performance of the services or duties required in paragraph a, above. However, such an arrangement does not relieve the Borrower of responsibility for proper performance of these duties. Such contract shall contain a provision allowing the Borrower to terminate the contract without penalty upon no more than thirty (30) days' notice. Upon a determination by the City, and notice to the Borrower thereof that the contractor and the Management Plan has failed to operate the Development in accordance with this Agreement, the Borrower shall exercise such right of termination forthwith and shall make immediate arrangements, which shall be subject to City approval, for continuing performance of the requirements of this Agreement.
- c. Borrower may operate the Development itself only with prior written approval of the City. Upon a determination by the City, and notice to the Borrower thereof, that the Borrower has failed to operate the Development in accordance with this Agreement, the City may require the Borrower to contract with a management

agent to operate the Development, or to make such other arrangements as the City deems necessary to ensure performance of the requirements of this Agreement.

17. Hazard and Liability Insurance.

- a. The Borrower shall at all times keep the Development insured against loss by fire, flood (as required pursuant to 24 CFR 92.358), and such other hazards, casualties, liabilities and contingencies, and in such amounts and for such periods as may be approved by City, provided that such approval shall not be unreasonably withheld. All insurance policies and renewals thereof shall be issued by a carrier and in a form acceptable to the City. Property insurance policies shall name the City as an additional loss payee and liability insurance policies shall name the City as additionally insured, as approved by the City. All premiums shall be paid by Borrower.
- b. Insurance proceeds and condemnation awards for any loss to or taking of the Development, or any portion thereof, shall be applied or utilized by Borrower as provided in the Deed of Trust executed by Borrower and referred to in the Recitals hereof.

18. Annual Report. The Borrower shall file with the City an annual report no later than sixty (60) days after the end of each fiscal year as established for the Development pursuant to section 19(a) of this Agreement. The report shall contain a certification by the Borrower as to such information as the City may then require including, but not limited to, the following:

- a. The fiscal condition of the Development, including a financial statement for the previous fiscal year that includes a balance sheet and a profit and loss statement indicating any surplus or deficit in operating accounts; a detailed itemized listing of income and expenses; the amounts of any fiscal reserves and the total amount of Residual Receipts received. Such financial statement shall be prepared in accordance with the requirements of the City and HUD. The City may require that the financial statement be audited at the Borrower's expense by an independent certified public accountant acceptable to the City or other person designated by the City.
- b. The substantial physical defects in the Project, including a description of any major repair or maintenance work undertaken or needed in the previous and current fiscal years. Such statement shall describe what steps the Borrower has taken in order to maintain the Project in a safe and sanitary condition in accordance with applicable housing and building codes.
- c. The occupancy of the Development indicating:
 - (1) the verified income of each current household; and
 - (2) the current rents charged each household and whether these rents include utilities.

- d. General management performance, including tenant relations and other relevant information.
- e. A summary of the information received from the recertification of tenants' incomes.
- f. Evidence of a currently paid hazard and flood insurance policy, with loss payable to the City as required by Section 16.
- g. Evidence of a currently paid liability insurance policy, naming the City as an additional loss payee as required by Section 16.
- h. Other information reasonably required by the City and HUD.

19. Document Review and Inspections.

- a. Upon not less than forty-eight (48) hours' notice to the Borrower, the City or its designee may, at any time during the term of the HOME Loan, enter and inspect the physical premises and inspect all accounting records pertaining to the construction or operation of the Development. Upon request by the City, the Borrower shall notify occupants of upcoming inspections of their units in accordance with State law.
- b. The City may perform or cause to be performed audits of any and all phases of the Borrower's activities related to the Development. At the City's request, the Borrower shall provide, at its own expense, an audit of the financial condition of the project certified by an independent certified public accountant, but only in the event and at such time as HUD is no longer conducting annual audits and providing copies of audit reports to City.
- c. The City may request any other information that it deems necessary to monitor compliance with requirements set forth in this Agreement and the HOME Standard Agreement. Such information shall be promptly provided by the Borrower.
- d. Commencing one (1) year after the date of the final Certificate of Occupancy for the Project and annually thereafter, Borrower shall pay to the CITY, not later than March 31 of each year, a tenant monitoring fee equal to forty dollars (\$40) for each occupied, rent restricted, apartment unit within the Project. A penalty of ten percent (10%) per month shall be assessed against any fee not paid when due.

20. Annual Operating Budget.

- a. The fiscal year for the Development shall commence on January 1st and conclude on December 31st.
- b. No later than sixty (60) days prior to the beginning of each subsequent fiscal year of the Development, the Borrower shall submit to the City a proposed annual

operating budget on a form provided by the City. The proposed annual operating budget shall set forth the Borrower's estimate of the Development's income, operating expenses and debt service for the upcoming year, reserves, proposed rent adjustments, and a year-to-date operating statement. Annual operating budgets and rent adjustments are subject to approval by the City.

- c. Annual operating budgets are subject to written approval by the City. Increases of five percent (5%) or less in the total operating budget and increases in specific operating expense categories (i.e. renting expenses, administrative expenses, utility expenses, operations and maintenance expenses, taxes and insurance expenses) of five percent (5%) or less shall be deemed approved by the City. Borrower shall operate the Development in accordance with the approved annual budget.
- d. Annual rent adjustments are subject to written approval by the City. For projects approved by the City using Low HOME rents less a utility allowance, rent increases which do not exceed the upper limits for low HOME rents shall be deemed approved by the City. For projects approved by the City using rents below low HOME rents, rent increases which do not exceed the most recently published annual average percentage change in the United States City of Labor, Bureau of Labor Statistics Consumer Price Index, Residential Rent for All Urban Consumers for the West (CPI) shall be deemed approved by the City. In the event this particular CPI index is no longer published, the City shall select a similar index for this purpose.
- e. Borrower shall operate the Development in accordance with the First-Year Operating Budget approved by and on file with the City. Such budget shall show all anticipated income, debt service and expenses for management, operations, reserves and maintenance for the first fiscal year or portion thereof following initial occupancy.

21. Required Reserves.

- a. Replacement Reserve. Reserves for replacement shall be in accordance with HOME Program regulations and as required by the Senior Lender. Reserves shall be established and funded by Borrower in the minimum amount of \$3,458.33 per month, and maintained continuously. Commencing no later than the end of the second month following the initial occupancy of the Development or such other date as the City shall designate in writing, the Borrower shall establish a segregated interest-bearing replacement reserve account in an F.D.I.C. or other comparable federally-insured financial institution. Funds from the replacement reserve are to be used for defraying the cost of infrequent major repairs, and replacement of building components that are too costly to be absorbed by the Development's annual operating budget.
 - (1) Withdrawals shall only be made for capital improvements, such as replacing or repairing structural elements, furniture, fixtures or equipment of the Development which are reasonably required to preserve the

Property.

- (3) The replacement reserve shall be funded from Operating Income or a combination of Operating Income and development sources as required by California Code of Regulations, Title 25, section 8309. The City may periodically adjust the amount of required deposits to the replacement reserve for the Development based on the results of reserve studies or other reliable indicators of the need for replacement reserve funds over time.

b. Operating Reserve. Commencing no later than the end of the second month following the initial occupancy of the Development, or such other date as the City shall designate in writing, the Borrower shall establish an operating reserve account or subaccount within the project's general operating account in an amount required by California Code of Regulations, Title 25, section 8308.

- (1) Funds from the operating reserve shall be used for defraying operating shortfalls arising from unforeseen circumstances beyond the rent-up period.
- (2) Borrower shall fully replace any withdrawals from the operating reserve using available cash flow prior to use of any cash flow to pay deferred developer fee, asset management, partnership management or similar fees, or distributions.
- (3) Upon occurrence of both of the following events, the City may reduce the required minimum balance: (i) operation at a debt service coverage ratio of 1.15 or greater for five (5) years; and (ii) operation at an Operating Expense coverage ratio of 1.08, where Operating Expense ratio is defined to equal effective gross income, less required replacement reserve deposits and non-contingent debt service, divided by total Operating Expenses, not including the approved cost of supportive services coordination.
- (4) Where all development funding sources are legally precluded from using their funds to capitalize the operating reserve as required by California Code of Regulations, Title 25, section 8309, the operating reserve may be funded from Operating Income, provided that cash flow is sufficient to reasonably ensure that the required balance can be accumulated within six years of initial occupancy.

22. Recordkeeping and Reports.

- a. Accounting Records. In a manner subject to City approval, Borrower shall maintain on an accrual or modified accrual basis, a general ledger accounting system that is posted monthly and that accurately and fully shows all assets, liabilities, income and expenses of the Development. All records and books relating to this system shall be kept for a period of at least seven years and in

such a manner as to ensure that the records are reasonably protected from destruction or tampering. All records shall be subject to City inspection and audit.

- c. Other Records and Reports. The management agent designated by Borrower, and as approved by the City, will be responsible for recordkeeping and reports, including those required to comply with Fair Housing and Equal Opportunity requirements. The management agent will establish and maintain a comprehensive system of records, books, accounts in a manner conforming to the directives of the Borrower in order to assist the City in meeting federal and state recordkeeping and reporting requirements. All records, books, and accounts will be subject to examination at reasonable hours by any authorized representative of the City.

23. Use of Income from Operations.

- a. The Borrower, or Borrower's management agent, shall promptly deposit all Operating Income in a segregated account established exclusively for the Development with an F.D.I.C. or other comparable federally-insured financial institution.
- b. Withdrawals from the account shall be made only in accordance with the provisions of this Agreement, and the approved budget, and shall be disbursed, applied, or reserved and set aside for payment when due, in the following priority, to the extent available: (1) salaries, wages, and any other compensation due and payable to the employees or agents of the Borrower employed on site in connection with the maintenance, administration or operation of the Development, along with all withholding taxes, insurance premiums, Social Security payments and other payroll taxes or payments required in connection with such employees; (2) all charges incurred in the operation of the Development in connection with utilities, real estate taxes and assessments, and liability, fire and other hazard insurance; (3) payments of required interest, principal, impounds, fees and charges, if any, on loans other than the HOME Loan which are secured by liens on the Property and which have been approved by the City; (4) all other expenses incurred to cover operating costs, including the fee of the managing agent and any extraordinary expenses, in accordance with the approved annual operating budget of the Development or as otherwise approved in advance by the City; (5) deposits to required operating and replacement reserve accounts, if applicable.
- c. The balance of Operating Income remaining after the payments described in section 21(b), above, shall be deemed Residual Receipts to be paid and applied as provided in section 23, below.

24. Non-Assisted Units and Common Areas.

- a. Borrower shall establish and implement a rent structure for the non-Assisted residential unit which ensures the fiscal integrity of the Development. Borrower shall estimate all income and expenses attributable to the non-Assisted unit in the annual operating budget described in section 17, above, and shall report all

income and expenses attributable to the non-Assisted unit in the Annual Report described in Section 15, above.

- b. Borrower shall maintain and repair both Assisted and non-Assisted units equally without regard to their designation as Assisted or non-Assisted.
- c. Tenant selection practices for non-Assisted units shall comply with state and federal nondiscrimination laws.
- d. The exterior walls, windows, lighting, walkways, mailboxes, landscaping, nonresidential space, and other common areas of the Development shall be safe, clean, well maintained, and in good working order.

25. Residual Receipts and Distributions.

- a. The provisions of this section shall apply only at such time as HUD no longer regulates the Development in connection with funding or subsidies for the Development.
- b. Residual Receipts shall be applied in the following priority order:
 - (1) First, towards payment of any:
 - (a) Approved deferred developer fee, pursuant to California Code of Regulations, Title 25, section 8312; and
 - (b) Asset management, partnership management and similar fees, including fees paid to investors, in an amount not to exceed the sum of:
 - i. An amount for the current, equal to \$30,000 for 2016 and increased at the rate of 3.5% for each subsequent year, plus
 - ii. Unpaid asset management, partnership management, and similar fees accrued for a period not to exceed three project fiscal years following the year during which they are earned, up to the difference between the limit for the year and the amount paid for that year.
 - (2) Second, fifty percent (50%) to the Borrower as distributions ("Distributions") and fifty percent (50%) to the (City) as payment on the HOME Loan.
 - (a) If the terms of other public agencies' financing also require payments from remaining cash flow, the City may agree to share what would otherwise be its fifty percent (50%) share of available cash flow with the public agencies in amounts proportional to the agencies' respective loan amounts.

- (b) To be consistent with the terms of other public agency loans, the City may agree to set the percentage payable to the Borrower at an amount less than fifty percent (50%).
 - (c) For projects with income from project-based Section 8 or similar project-based rental assistance that is not underwritten by other Development lenders, the City may reduce the Borrower's share to an amount equivalent to the amount they would receive if one of the other lender's loan amount was based on an income stream that included the income from the rental assistance.
- c. A Borrower may not accumulate Distributions from year to year. A Borrower may deposit all or a portion of permitted Distributions into a Development account for disbursement in subsequent years. These future disbursements shall not reduce the otherwise permitted Distribution in those subsequent years. Borrower shall receive Distributions only once for each fiscal year.
- d. Payment of Distributions, deferred developer fee, asset management fees, partnership management and similar fees shall be permitted only after the Borrower submits a complete annual report and operating budget and the City determines that the report and budget demonstrate compliance with all Program requirements for the applicable year. Circumstances under which no Distributions, deferred developer fee, asset management fees or partnership management and similar fees shall be paid include:
 - (1) When written notice of default has been issued by any entity with an equitable or beneficial interest in the Development;
 - (2) When the City determines that the Borrower has failed to comply with the City's written notice of any reasonable requirement for proper maintenance or operation of the Development or use of Development income;
 - (3) If all currently required debt service and Operating Expenses have not been paid;
 - (4) If the replacement reserve account, operating reserve account, or any other reserve accounts are not fully funded pursuant to section 19, above.
- e. Distributions attributed to income from the non-Assisted unit shall not be subject to limits pursuant to this section.

26. Restrictions on Sale, Encumbrance, and Other Acts.

- a. The Borrower shall not make any sale, encumbrance, hypothecation, assignment, refinancing, pledge, conveyance, or transfer in any other form of the Property or the Development or of any of its interest therein, except with the prior

written approval of the City.

- b. Other than routine maintenance, the Borrower shall not add to, remodel, remove, reconstruct, or demolish any part of the Development without the prior written approval of the City.
- c. The Borrower shall not permit the use of the Development for any purpose other than that permitted by this Agreement without the prior written approval of the City.
- d. The Borrower shall not incur any liability or obligation in connection with the Development, other than for current operating, management and maintenance costs and for the indebtedness evidenced by the Note nor incur any liability, charge, assessment, or obligation whatsoever that is secured in whole or in part by any interest in or lien or encumbrance on the Property or the Development, without the prior written approval of the City. The City may permit refinancing or additional financing secured by the Development only to the extent necessary to maintain or improve the Development's fiscal integrity, improve financial condition, or to maintain affordable rents.
- e. The Borrower shall not enter into any contract relating to rehabilitating or managing the Development, except as authorized by the City.
- f. Borrower shall not enter into any Lease for more than a single rental unit, ground lease of the Development or any interest therein without prior written City approval. The City may require that such lease allow for termination within thirty (30) days upon request by the City.
- g. If the Borrower is a partnership, it shall not discharge or replace any general partner or amend, modify or add to its partnership agreement without prior written City approval, except that it may transfer or sell limited partnership interests without such approval.
- h. The City may approve a sale, transfer or conveyance, in its sole discretion, provided that all of the following conditions are met:
 - (1) the existing Borrower is in compliance with this Agreement or the sale, transfer or conveyance will result in the cure of any existing violations of the Agreement;
 - (2) the successor-in-interest to the Borrower agrees to assume all obligations of the existing Borrower pursuant to this Agreement and the Program, and meets any requirements which may be in existence under the applicable regulations;
 - (3) the successor-in-interest demonstrates to the City's satisfaction that it can own and operate the Development in full compliance with all Program requirements; and

- (4) any terms of the sale, transfer or conveyance shall not threaten the City's security or the successor's ability to comply with all requirements of the HOME Program and this Agreement.
- i. If at all, and in its sole discretion, the City may condition any approval for a sale, transfer or conveyance subject to any such terms and conditions as may be necessary to preserve or establish the Fiscal Integrity of the Development and to ensure compliance with HOME Program requirements and this Agreement. Such conditions may include the deposit of sales proceeds, or a portion thereof, to maintain required reserves or to offset negative cash flow, the recapture of syndication proceeds or other funds such other conditions as may be necessary to ensure compliance with the Program requirements.

27. Violation of HOME Regulatory Agreement by Borrower.

- a. In the event of a breach or violation of the provisions of this Agreement, the City may give written notice to the Borrower thereof by certified mail or any express delivery service with a delivery receipt addressed to the Borrower at the address stated in this Agreement. If the breach or violation is not cured to the satisfaction of the City within the time period specified in the notice, which shall not be fewer than thirty (30) days, the City may declare a default and may seek legal remedies including the following:
 - (1) Collect all rents and income in connection with the operation of the Development and use the same and the reserve funds for the operation and maintenance of the Development.
 - (2) Take possession of the Development and bring any action necessary to enforce any rights of the Borrower growing out of the operation of the Development, and operate the Development in accordance with the terms of this Agreement until such time as the City, in its sole discretion, shall determine that the Borrower is again in a position to operate the Development in accordance with the terms of this Agreement.
 - (3) Apply to any court, State or federal, for specific performance of this Agreement or for the appointment of a receiver to take over and operate the Development in accordance with the terms of this Agreement or for such other relief as may be appropriate. It is agreed by the Borrower that the injury to the City arising from a default under any of the terms of this Agreement would be irreparable and that the amount of compensation which would provide adequate relief to the City, in light of the purposes of the Program, would be impossible to ascertain.
 - (4) Accelerate all amounts, including outstanding principal and interest, due under the HOME Loan and demand immediate repayment thereof. Upon a failure to repay such accelerated amount in full, the City may proceed with a foreclosure in accordance with the provisions of the HOME Deed of Trust and State law regarding foreclosures.

However, in the event of a nonmonetary breach which cannot reasonably be cured within the time period set forth in such notice, the HOME Loan may not be accelerated hereunder if within said designated time period Borrower has given written notice to Lender of Borrower's intention to cure said breach, has commenced to cure such breach and has diligently prosecuted and effected such cure which shall be completed no later than sixty (60) days from the date notice of such breach is given.

- (5) The City may seek such other remedies as may be available under law.
 - b. In the event that the breach or violation involves the rents to tenants or other charges in excess of those permitted under this Agreement, the City may demand, and seek as an additional remedy, the return of such excess rents or other charge to the affected households.
 - c. The tenants of the Assisted Units shall be considered to be third-party beneficiaries of this Agreement, and shall have such rights and remedies to enforce the requirements of this Agreement as may be available to third-party beneficiaries under the law.
 - d. The remedies of the City hereunder are cumulative, and the exercise of one or more of such remedies shall not be deemed an election of remedies and shall not preclude the exercise by the City of any one or more of its other remedies.
28. Foreclosure after Project Completion. The Borrower promises, covenants, warrants and represents that it shall complete the Project. Whether or not the Project is in fact completed shall be solely determined by the City. Should the Project in fact have been completed, then this Agreement shall terminate upon foreclosure or transfer in lieu of foreclosure, except that the Affordability restrictions shall be revived according to the original terms if, (a) during the original term and period of affordability, the owner of record before the foreclosure, or deed in lieu of foreclosure, or any entity that includes the former owner or those with whom the former owner has or had family or business ties, obtains an ownership interest in the Project or the Property, or if (b) the foreclosing entity or transferee in lieu of foreclosure assumes in writing and agrees to be bound by the terms of the HOME Agreement and the Loan Documents, as that term is defined in the HOME Agreement.
29. Superiority of HOME Regulatory Agreement. Except to the extent expressly provided herein, the Borrower covenants that the Borrower has not, and shall not, enter into or execute any other agreement with provisions contrary to the provisions of this Regulatory Agreement, or contrary to the intent of maintaining the affordability of the Property for the entire term of this Agreement.
30. Assignment of City Rights. The City retains the right at its sole discretion to assign all or part of its rights under this Agreement for the purpose of ensuring compliance and enforcement of Borrower's duties and obligations hereunder. In addition, the City may designate an agent to act on its behalf in monitoring compliance and enforcing the provisions hereof.

31. Amendment. This Agreement shall not be altered or amended except in writing, executed between or among all the Parties.
32. Partial Invalidity. If any provision of this Agreement shall be invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provisions hereof shall not in any way be affected or impaired thereby.
33. Binding on Successors. This Agreement shall bind, and the benefits thereof shall inure to, the respective Parties hereto, their legal representatives, executors, administrators, successors in the office of interest, and assigns, provided, however, that the Borrower may not assign this Agreement or any of its obligations hereunder, voluntarily or by operation of law, without the prior written approval of the City.
34. Recording Agreement. This Agreement and all amendments thereto, shall be executed by each of the Parties. This Agreement, or memorandum thereof, shall be recorded against the subject Property in the official records of the County of Placer, in which the Development is situated.
35. Hold Harmless. Borrower and its successor in interest agree to indemnify, defend, and hold harmless the City and its respective officials, agents, employees and consultants from any and all claims, losses, liabilities or causes of action (including reasonable attorneys' fees) arising from or in connection with Borrower's management, maintenance or operation of the Development.
36. Waiver. No waiver by the City of any breach of or default under this Agreement shall be deemed to be a waiver of any other or subsequent breach thereto or default hereunder.
37. Captions. The captions used in this Agreement are inserted only as a matter of convenience and for reference and in no way define, limit or describe the scope or the intent of this Agreement.
38. Governing Law. This Agreement shall be construed in accordance with and governed by the laws of the State of California. Any litigation to enforce or interpret the terms of this Agreement shall be brought in Placer County, California.
39. Notice. Written notices and other written communications by and between the Parties hereto shall be addressed as set forth below unless and until a party hereto has, in writing, communicated a different address to the other party hereto.

CITY:

City of Roseville
316 Vernon Street, suite 150
Roseville, CA 95678
Attn: Housing Manager

BORROWER:

Advocates for Mentally Ill Housing Inc.
P.O. Box 5216
Auburn, CA 95604

40. Attorneys' Fees. The prevailing party in any action to enforce this Agreement, including the residents of Assisted Units, shall be entitled to reasonable attorneys' fees as determined by the trier of fact in that forum.
41. Special Conditions. The Borrower agrees to comply with the special conditions, if any, as set forth in **Exhibit C**, which is made a part hereof. In the event of any inconsistencies between the terms set forth in the **Exhibit C** Special Conditions of the HOME Regulatory Agreement and the terms of this Agreement, the terms of the Special Conditions shall prevail.
42. Counterparts. This Regulatory Agreement may be executed in counterparts, each of which shall be considered an original, and which together shall constitute a single instrument.
43. Incorporation. The following Exhibits, all attached hereto, are hereby incorporated into this Agreement:

Exhibit A: Legal Description
Exhibit B: Schedule of Assisted Units
Exhibit C: Special Conditions

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the date first above written.

BORROWER:

Advocates for Mentally Ill Housing, Inc., a California nonprofit public benefit corporation

By: _____

Suzi deFosset

Its: President

By: _____

Tom Drake

Its: Secretary

CITY:

CITY OF ROSEVILLE, a municipal
corporation

By: _____

Dominick Casey, City Manager

ATTEST:

By: _____
Carmen Avalos, City Clerk

APPROVED AS TO FORM

By: _____
Michelle Sheidenberger
City Attorney

APPROVED AS TO SUBSTANCE

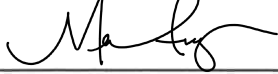
By:  _____
Melissa Anguiano
Economic Development Director

EXHIBIT A
LEGAL DESCRIPTION OF THE PROPERTY

The land described herein is situated in the State of California, County of Placer, City of Roseville, described as follows:

PARCEL ONE:

A Portion Of The Southeast Quarter Of Section 1, Township 10 North, Range 6 East, More Particularly Described As Follows:

Beginning At A Bronze Capped Monument In Concrete (Marked Pac. Gas & Elect. Co. Pro. Cor.) In The Southeast Quarter Of Section 1, Township 10 North, Range 6 East, MDB & M, From Which The 6 Inch By 6 Inch Concrete Highway Monument Marking The Easterly Terminus Of The Course In The Boundary Line Of That Certain 18.60 Acre Parcel Of Land Described In The Deed From W.J. Doyle And Wife, To State Of California, Dated July 13, 1949 And Recorded In The Office Of The County Recorder Of Said County Of Placer In Book 555 Of Official Records, At Page 505, Which Course, According To The Description Contained In Said Deed To State Of California, Has A Bearing Of South 71° 26' 50" East And A Length Of 105.95 Feet Bears South 69° 24' 49" East, 233.78 Feet Distant And Running Thence North 0° 28' 20" East, Parallel With And Distant 20 Feet Easterly From (Measured At A Right Angle To) Pacific's Existing Pole And Wire Electric Transmission Line Erected Under And By Virtue Of The Deed From Clara B. Doyle To Pacific, Dated June 24, 1926 And Recorded In The Office Of The County Recorder Of Said County Of Placer In Book 224 Of Official Records, At Page 271, A Distance Of 245.00 Feet To A Bronze Capped Monument In Concrete (Marked Pac. Gas & Elect. Co. Prop. Cor.); Thence North 89° 31' 40" West, 240.00 Feet To A Bronze Capped Monument In Concrete (Marked Pac. Gas & Elect. Co. Prop. Cor.); Thence South 0° 28' 20" West 218.58 Feet To A Bronze Capped Monument In Concrete (Marked Pac. Gas & Elect. Co. Prop. Cor.) Set At A Point Distant 50 Feet Northerly From (Measured At A Right Angle To) The Northerly Boundary Line Of Said 18.60 Acre Parcel Of Land; Thence Parallel With And Distant 50 Feet Northerly From (Measured At Right Angle To) The Northerly Boundary Line Of Said 18.60 Acre Parcel Of Land, The Following Two Courses And Distances, Namely; South 83° 03' 10" East, 235.07 Feet To A Bronze Capped Monument In Concrete (Marked Pac. Gas & Elect. Co. Pro. Co.); And Thence North 89° 15' 50" East, 6.43 Feet, More Or Less, To The Point Of Beginning.

PARCEL TWO:

A Portion Of Section 1, Township 10 North, Range 6 East, MDB & M.

Said Portion Is All That Part Thereof Lying Within The Following Described Boundaries.

Beginning At The Northwest Corner Of That Certain Parcel Of Land Acquired By Deed Recorded April 5, 1955 In Book 672, At Page 38, Official Records Of Placer County; Thence From Said Point Of Beginning Along The Westerly Prolongation Of The Northerly Line Of Said Parcel North 89° 57' 41" West, 64.58 Feet; Thence Leaving The Westerly Prolongation Of Said Northerly Line South 12° 11' 56" East, 231.33 Feet To A Point Distant 119.28 Feet Northerly, Measured At A Right Angles From The "U" Line At Engineer's Station "U" 27+13.50 Of The Department Of Public Works' 1962 Survey On Road 03-Pla 80.Pm 1.8 (Formerly Road III-Pla-3, 1-Rv); Thence Along A Tangent Curve To The Left With A Radius Of 35 Feet, Through An Angle Of 76° 02' 00", A Distance Of 46.45 Feet; Thence South 88° 13' 56" East, 216.40 Feet; Thence North 1° 11' 14" West, 15.01 Feet To A Point On The Southerly Line Of Said Parcel; Thence Along Said Southerly Line North 83° 29' 11" West, 235.07 Feet To The Southwest Corner Of Said Parcel; Thence Along The Westerly Line Of Parcel North 00° 02' 19 East 218.58 Feet To The Point Of Beginning.

PARCEL THREE:

A Non-Exclusive Easement For The Ingress And Egress On, Over, Under And Across The Following Described Property:

A Portion Of The Southeast 1/4 Of Section 1, Township 10 North, Range 6 East, MDB & M, Described As:

Beginning At A Bronze-Capped Monument Set In Concrete Marked (Pac. Gas & Elect. Co. Prop. Cor.) Which Is The East Terminus Of The Course Described As "South 83° 03' 10" East, 235.07 Feet; Of That Certain Parcel Acquired By Deed Recorded April 5, 1955 In Book 672, At Page 38, Official Records Of Placer County; Thence From Said Point Of Beginning Along The Southerly Line Of Said Parcel North 88° 49' 49" East, 6.54 Feet To The Southeast Corner Of Said Parcel; Thence Along The Easterly Line Of Said Parcel North 00° 02' 19" East, 43.97 Feet; Thence Leaving Said Easterly Line North 88° 49' 09" East, 167.00 Feet ; Thence North 73° 05' 03" East, 118.00 Feet; Thence South 61° 44' 28" East, 85.45 Feet; Thence South 01° 10' 51" East, 40.00 Feet; Thence South 88° 49' 09" West, 81.54 Feet; Thence South 01° 10' 51 East 8.98 Feet; Thence South 88° 49' 09" West, 280 Feet To A Point Distant 80 Feet Northerly, Measured At Right Angles From The "U" Line At Engineer's Station "U" 29+60 Of The Department Of Public Works 1962 Survey On Road 03-Pla-80 P.M. 1.8 (Formerly Road III-Pla-3, 17-Rsv); Thence North 01° 11' 14" West, 15.01 Feet To The Point Of Beginning.

APN: 013-213-001-000

EXHIBIT B
SCHEDULE OF ASSISTED UNITS AND INITIAL RENT RESTRICTIONS

There are to be, at all times, **82** regulated units, 18 of which are assisted with HOME funds, and 8 of which are assisted with Housing Choice Voucher Project Based Vouchers in the Development. The HOME assisted units are designated as "**floating**."

During the Period of Affordability:

- 100% of the regulated units must be rented to persons and families with incomes not in excess of thirty percent (30%) of area median incomes, at initial occupancy, unless there are other superseding requirements statutorily imposed by another federal or State funding source (HOME Regulatory Agreement, section 12(b)).
- Area median incomes are set by HUD and adjusted for family size. The below table shows project unit configuration and initial rent restrictions which are adjusted annually by the City of Roseville and Roseville Housing Authority.

Maximum Household Income 30% AMI – Project Based Vouchers

Bedroom size	Number of Units	Gross Rent	Less TCAC approved CUAC*	Allowable Contract Rent
Studio	8	\$1720	\$0	\$1720

Maximum Household Income 30% AMI

Bedroom size	Number of Units	Gross Rent	Less TCAC approved CUAC*	Allowable Contract Rent
Studio	74	\$620	\$0	\$620

EXHIBIT C
SPECIAL CONDITIONS

IN THE EVENT OF ANY INCONSISTENCIES OR CONFLICTS BETWEEN THESE SPECIAL CONDITIONS AND THE TERMS OF THIS AGREEMENT OR ANY OF THE OTHER CITY HOME LOAN DOCUMENTS, THE TERMS OF THESE SPECIAL CONDITIONS SHALL CONTROL.

1. Payments of asset management fees or organizational management fees are subject to City prior written approval through the annual budget approval process and may be paid prior to the determination of Residual Receipts in the City's sole discretion.

2. Exemption from Property Taxes: Borrower agrees to take all actions necessary to qualify the Development for the maximum exemption from property taxes pursuant to applicable provisions of section 214 of the Revenue and Taxation Code. Such actions may include, but are not limited to the following:

- a. Modifying, adding to or deleting from, the articles of the incorporation, by laws or organizational documents of Borrower.
- b. Applying for nonprofit, tax-exempt status to the appropriate state or federal agency.
- c. Providing the certifications and assurances required by section 214 of the Revenue and Taxation Code.
- d. Complying with the procedures and requirements imposed by local government agencies as a condition of receiving the property tax exemption.

3. Precedence of City HOME Loan Documents Governing Use of Operating Income: In addition to the other terms of this Agreement, the Borrower hereby agrees and acknowledges that, notwithstanding any internal accounting procedures or provision pertaining to the use of receipts, payments, reserves and distributions contained in its organizational document, the terms of this Agreement and the HOME Program shall control as to the use of the funds provided under any applicable Development Agreement and all operating income from the Development.

4. Term of Agreement:

- a. Lien Duration: 55 years
- b. HOME Regulatory Agreement Termination Date: Fifty-five (55) years from the estimated initial occupancy date.

Initial Occupancy Date: May 15, 2025

5. Amortization Schedule

Loan Amount (**pv**) \$1,500,000
 Interest Rate (**rate**) 3.00%
 Total # of Periods (**Nper**) 55
 Function 39271
 Fund 2821
 Notes

Period	Due Date	Fiscal Year	Principal Outstanding	Interest	Accrued Interest	Balance
						\$1,500,000
0	1/1/2025	FY25	1,500,000.00	11,250.00	11,250.00	1,511,250.00
1	1/2/2026	FY26	1,500,000.00	45,000.00	56,250.00	1,556,250.00
2	1/2/2027	FY27	1,500,000.00	45,000.00	101,250.00	1,601,250.00
3	1/2/2028	FY28	1,500,000.00	45,000.00	146,250.00	1,646,250.00
4	1/1/2029	FY29	1,500,000.00	45,000.00	191,250.00	1,691,250.00
5	1/2/2030	FY30	1,500,000.00	45,000.00	236,250.00	1,736,250.00
6	1/2/2031	FY31	1,500,000.00	45,000.00	281,250.00	1,781,250.00
7	1/2/2032	FY32	1,500,000.00	45,000.00	326,250.00	1,826,250.00
8	1/1/2033	FY33	1,500,000.00	45,000.00	371,250.00	1,871,250.00
9	1/2/2034	FY34	1,500,000.00	45,000.00	416,250.00	1,916,250.00
10	1/2/2035	FY35	1,500,000.00	45,000.00	461,250.00	1,961,250.00
11	1/2/2036	FY36	1,500,000.00	45,000.00	506,250.00	2,006,250.00
12	1/1/2037	FY37	1,500,000.00	45,000.00	551,250.00	2,051,250.00
13	1/2/2038	FY38	1,500,000.00	45,000.00	596,250.00	2,096,250.00
14	1/2/2039	FY39	1,500,000.00	45,000.00	641,250.00	2,141,250.00
15	1/2/2040	FY40	1,500,000.00	45,000.00	686,250.00	2,186,250.00
16	1/1/2041	FY41	1,500,000.00	45,000.00	731,250.00	2,231,250.00
17	1/2/2042	FY42	1,500,000.00	45,000.00	776,250.00	2,276,250.00
18	1/2/2043	FY43	1,500,000.00	45,000.00	821,250.00	2,321,250.00
19	1/2/2044	FY44	1,500,000.00	45,000.00	866,250.00	2,366,250.00
20	1/1/2045	FY45	1,500,000.00	45,000.00	911,250.00	2,411,250.00
21	1/2/2046	FY46	1,500,000.00	45,000.00	956,250.00	2,456,250.00
22	1/2/2047	FY47	1,500,000.00	45,000.00	1,001,250.00	2,501,250.00
23	1/2/2048	FY48	1,500,000.00	45,000.00	1,046,250.00	2,546,250.00
24	1/1/2049	FY49	1,500,000.00	45,000.00	1,091,250.00	2,591,250.00
25	1/2/2050	FY50	1,500,000.00	45,000.00	1,136,250.00	2,636,250.00
26	1/2/2051	FY51	1,500,000.00	45,000.00	1,181,250.00	2,681,250.00
27	1/2/2052	FY52	1,500,000.00	45,000.00	1,226,250.00	2,726,250.00
28	1/1/2053	FY53	1,500,000.00	45,000.00	1,271,250.00	2,771,250.00
29	1/2/2054	FY54	1,500,000.00	45,000.00	1,316,250.00	2,816,250.00
30	1/2/2055	FY55	1,500,000.00	45,000.00	1,361,250.00	2,861,250.00
31	1/2/2056	FY56	1,500,000.00	45,000.00	1,406,250.00	2,906,250.00
32	1/1/2057	FY57	1,500,000.00	45,000.00	1,451,250.00	2,951,250.00

33	1/2/2058	FY58	1,500,000.00	45,000.00	1,496,250.00	2,996,250.00
34	1/2/2059	FY59	1,500,000.00	45,000.00	1,541,250.00	3,041,250.00
35	1/2/2060	FY60	1,500,000.00	45,000.00	1,586,250.00	3,086,250.00
36	1/1/2061	FY61	1,500,000.00	45,000.00	1,631,250.00	3,131,250.00
37	1/2/2062	FY62	1,500,000.00	45,000.00	1,676,250.00	3,176,250.00
38	1/2/2063	FY63	1,500,000.00	45,000.00	1,721,250.00	3,221,250.00
39	1/2/2064	FY64	1,500,000.00	45,000.00	1,766,250.00	3,266,250.00
40	1/1/2065	FY65	1,500,000.00	45,000.00	1,811,250.00	3,311,250.00
41	1/2/2066	FY66	1,500,000.00	45,000.00	1,856,250.00	3,356,250.00
42	1/2/2067	FY67	1,500,000.00	45,000.00	1,901,250.00	3,401,250.00
43	1/2/2068	FY68	1,500,000.00	45,000.00	1,946,250.00	3,446,250.00
44	1/1/2069	FY69	1,500,000.00	45,000.00	1,991,250.00	3,491,250.00
45	1/2/2070	FY70	1,500,000.00	45,000.00	2,036,250.00	3,536,250.00
46	1/2/2071	FY71	1,500,000.00	45,000.00	2,081,250.00	3,581,250.00
47	1/2/2072	FY72	1,500,000.00	45,000.00	2,126,250.00	3,626,250.00
48	1/1/2073	FY73	1,500,000.00	45,000.00	2,171,250.00	3,671,250.00
49	1/2/2074	FY74	1,500,000.00	45,000.00	2,216,250.00	3,716,250.00
50	1/2/2075	FY75	1,500,000.00	45,000.00	2,261,250.00	3,761,250.00
51	1/2/2076	FY76	1,500,000.00	45,000.00	2,306,250.00	3,806,250.00
52	1/1/2077	FY77	1,500,000.00	45,000.00	2,351,250.00	3,851,250.00
53	1/2/2078	FY78	1,500,000.00	45,000.00	2,396,250.00	3,896,250.00
54	1/2/2079	FY79	1,500,000.00	45,000.00	2,441,250.00	3,941,250.00
55	1/2/2080	FY80	1,500,000.00	33,750.00	2,475,000.00	3,975,000.00

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Placer

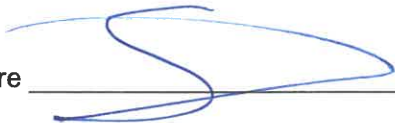
On 1/7/25 before me, S. Fairchild, Notary Public
(insert name and title of the officer)

personally appeared Suzi DeFossati & Tom Drake,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same in
his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing
paragraph is true and correct.

WITNESS my hand and official seal.

Signature



(Seal)



HOME LOAN AGREEMENT
HOME INVESTMENT PARTNERSHIPS PROGRAM ("HOME Program")

Sun Rose Apartments and the City of Roseville
Roseville, California

This HOME Loan Agreement ("Agreement") is made and entered into this ____ day of _____, 20__, by and between the City of Roseville, a municipal corporation ("Lender" or "City") and Advocates for Mentally Ill Housing, Inc., a California nonprofit public benefit corporation with its principal place of business located at P.O. Box 5216, Auburn, CA 95604 ("Borrower") (collectively, the "Parties").

RECITALS

A. The United States Congress has enacted the HOME Investment Partnerships Act ("HOME Program") as Title II of the Cranston-Gonzalez National Affordable Housing Act ("the Act"), and amendments thereto;

B. Lender is empowered under the HOME Program to administer funds pursuant to the HOME Program and to enter into project agreements with development organizations including nonprofit public benefit corporations;

C. Borrower is a California nonprofit public benefit corporation that is the owner and holder of a fee estate in the real property located at 110 North Sunrise Avenue, Roseville, California 95661, as more particularly described in **Exhibit A**, attached hereto and incorporated herein (the "Property"). The Property was formerly operated as a hotel.

D. Borrower has converted the Property to a Project Homekey site by rehabilitating eighty-three (83) residential units. Eighty-two (82) units will be utilized as follows: fifty (50) units will be occupied by the chronically homeless population, twenty-seven (27) units will be occupied by persons experiencing homelessness and five (5) units will be occupied by youth experiencing homelessness or at-risk of homelessness (the "Project").

E. Borrower has requested a loan of HOME Program funds to assist with costs related to the rehabilitation of 18 of the 82 Project units on the Property.

F. Lender is a California municipal corporation that desires to assist Borrower by lending HOME Program funds to Borrower in a principal amount not to exceed ONE MILLION FIVE HUNDRED THOUSAND DOLLARS (\$1,500,000), according to the terms and conditions described herein, for unit rehabilitation and other activities of the Project as more particularly described herein.

NOW, THEREFORE, Borrower and Lender hereby agree as follows:

AGREEMENT

1. DEFINITIONS

Except to the extent modified or supplemented by the HOME Standard Agreement, _____ HOME-_____, dated _____ between Lender and the State of California Department of Housing and Community Development ("HCD"), incorporated herein by this

reference, or this Agreement, any term defined in Title II of the Cranston-Gonzalez National Affordable Housing Act ("the Act") or the HOME Program regulations at 24 CFR Part 92, as amended, shall have the same meaning when used herein. Subject to the foregoing, the following terms have the meanings set forth below wherever used in this Agreement, its attached exhibits, and/or the documents incorporated into this Agreement by reference.

- a. "Activity" shall mean construction and rehabilitation work and other specific activities to be carried out in part with Lender's HOME Program funds in connection with the Project, more particularly described in **Exhibit B**, attached hereto and incorporated herein by this reference.
- b. "Borrower" shall mean Advocates for Mentally Ill Housing, Inc., a California nonprofit public benefit corporation.
- c. "City" shall mean the City of Roseville, a municipal corporation.
- d. "Certificate of Occupancy" shall mean the final Certificate of Occupancy issued by the City to Borrower for the Project.
- e. "Commencement of Construction" shall mean obtaining the first building permit necessary to undertake the Construction.
- f. "Construction" and "Construction Work" shall mean rehabilitation of the Project on the Property.
- g. "Days" shall mean calendar days unless otherwise specifically provided.
- h. "Event of Default" shall mean the occurrence of any of the events listed in section 36 hereof and the expiration of any applicable notice and/or cure period(s) provided for in this Agreement, and in all schedules, exhibits, and attachments that may be incorporated herein.
- i. "Hazardous Materials" shall have the meaning set forth in section 28 of this Agreement. Hazardous Materials do not include substances that are used or consumed in the normal course of developing, operating, or occupying a housing project, to the extent and degree that such substances are stored, used, and disposed of in the manner and in amounts that are consistent with normal practice and all applicable legal standards.
- j. "HCD" shall mean the State of California Department of Housing and Community Development.
- k. "HOME-Assisted Units" shall mean the units in the Project that are designated to be managed and rented in accordance with the HOME Program regulations throughout the Period of Affordability. Eighty-two (82) units in the Project, as agreed to by Lender and Borrower, will be designated as the HOME-Assisted

Units, all of which are regulated by the HOME Regulatory Agreement, as well as any amendments to and modifications of the HOME Regulatory Agreement.

- l. "HOME Deed of Trust" shall mean the Deed of Trust and Assignment of Rents encumbering the Property as security for the HOME Loan, executed and delivered by Borrower with Borrower as Trustor with Lender as Beneficiary, as well as any amendments to and modifications and restatements of the HOME Deed of Trust.
- l. "HOME Loan" shall mean the loan of HOME Program funds to be disbursed by Lender to the Borrower for Activity costs as set forth in this Agreement.
- m. "HOME Loan Documents" shall mean collectively this Agreement, the HOME Deed of Trust, the HOME Note, and the HOME Regulatory Agreement and all exhibits and attachments thereto.
- n. "HOME Program" shall mean Lender's HOME Investments Partnership Program, as set forth in Title 24 of the Code of Federal Regulations, Part 92, *et seq*, as amended, including the administration thereof, with respect to the terms of the agreements between the State of California Department of Housing and Community Development ("HCD") and Lender which commit HOME Program funds to Lender.
- o. "HOME Promissory Note" shall mean that promissory note to be executed by Borrower in favor of Lender evidencing the HOME Loan, which is to be secured by the HOME Deed of Trust and the HOME Regulatory Agreement, as well as any amendments to and modifications or restatements of the HOME Promissory
- p. "HOME Regulatory Agreement" shall mean the regulatory agreement to be executed by Borrower and Lender and recorded against the Property, as well as any amendments to and modifications and restatements of the HOME Regulatory Agreement. The terms of the HOME Regulatory Agreement are hereby incorporated into this Agreement by this reference.
- q. "Lender" shall mean the City of Roseville, a municipal corporation.
- r. "Period of Affordability" shall mean the time period beginning upon the closing date of the HOME Loan or at Project Completion as defined herein, whichever occurs later, and ending on the date fifty-five (55) years thereafter, during which time the Project must remain affordable in accordance with 24 CFR 92.252, as amended.
- s. "Project" shall mean the Sun Rose Apartments, a Project Homekey housing development consisting of eighty-three (83) residential units of which eighty-two (82) will be HOME-Assisted Units to be occupied by extremely low-income

households, as defined in section 1(w) herein, and one (1) unassisted manager's unit.

- t. "Project Completion" shall have the same meaning as set forth at 24 CFR 92.2, as amended.
- u. "Project Premises" shall mean the Project real property and any structures, appurtenances, fixtures, personalty and/or any equipment thereon, whether or not attached permanently to the real property.
- v. "Property" shall mean the real property that is described in **Exhibit A**, attached hereto and incorporated into this Agreement by reference.
- w. "Extremely Low-Income Households" shall mean households whose income is thirty percent (30%) or less of the area median income as determined by the Department of Housing and Urban Development (HUD).

2. TERMS OF LOAN

a. Purpose: The purpose of the HOME Loan is to provide financing for the Activity costs incurred pursuant to this Agreement.

b. Enforcement of Provisions: In order to enforce the terms of this Agreement, the HOME Loan shall be evidenced by the HOME Promissory Note. The HOME Promissory Note shall be secured by the HOME Deed of Trust from Borrower for the benefit of Lender, or its assigns, for the outstanding amount of the HOME Loan. The HOME Program affordability requirements shall be enforced on the Project through the HOME Regulatory Agreement in accordance with 24 CFR 92.504(c)(13), as amended. The HOME Regulatory Agreement shall be recorded against the Project Premises and shall be the third lien on the Project Premises, except any lien so approved in writing by Lender. Lender acknowledges and approves regulatory agreements, covenants and are other deed restrictions encumbering the Property that restrict the affordability of the residential units in accordance with the Homekey and HOME-ARP units as liens superior to the lien of the HOME Regulatory Agreement.

c. If the Project does not comply with the affordability requirements as set forth in 24 CFR 92.252, as amended, during the Period of Affordability, Borrower shall have sixty (60) days after receipt of written notice from Lender to cure the default, and such additional time as may be necessary to cure the default, up to an additional thirty (30) days, provided Borrower is diligently pursuing the cure of the default. If, after the expiration of such cure periods, Borrower shall have failed to cure the default, the HOME Loan shall immediately become due and payable with interest accrued thereon plus costs to Lender.

d. Unless otherwise approved in writing, the HOME Deed of Trust shall be junior to Homekey and HOME ARP only to the HUD Deed of Trust as otherwise described in **Exhibit C**.

e. Borrower hereby acknowledges and stipulates that any and all loan repayments by Borrower shall, when received, be the sole property of Lender, and, consistent with the law, can thereafter be used in any manner determined by Lender.

3. **MAXIMUM HOME LOAN FUNDS AVAILABLE UNDER AGREEMENT
AND MODE OF PAYMENT**

a. Lender agrees to pay and Borrower agrees to accept, as HOME Loan disbursements, progress payments as reimbursement for Borrower's costs incurred under this Agreement upon Borrower making satisfactory progress toward completion of the Activity as determined solely by Lender; provided, that the total HOME Loan amount available to Borrower shall not exceed ONE MILLION FIVE HUNDRED THOUSAND NINE (\$1,500,000). Borrower agrees to accept sole financial responsibility for all other costs related to the Project in excess of the ONE MILLION FIVE HUNDRED THOUSAND NINE (\$1,500,000) made available by Lender pursuant to this Agreement. Borrower will disburse HOME Loan funds on the following project line items:

- i. Structures - \$1,091,142.00
- ii. General requirements
 - 1. Man Hoist (Boom Lift Rental - \$14,400.00
 - 2. Chemical Toilets - \$ 1,500.00
 - 3. Storage Container - \$ 2,950.00
 - 4. Project Clean - \$12,000.00
 - 5. Dumpsters - \$19,000.00
 - 6. Construction Fence - \$ 2,500.00
 - Total \$52,350.00
- iii. Contractor profit - \$332,639.00
- iv. General Liability insurance - \$23,869.00.

The cost listed above are subject to change based on actual costs.

b. Lender's duty to make HOME Loan funds available to Borrower is expressly contingent on Lender's receipt of HOME Program Funds from the Federal Government allocated for this Activity. In the event that HOME Program Funds are not received by Lender, Borrower agrees that Lender, at its sole option, may terminate or suspend this Agreement until such funds are received. Borrower hereby agrees to the foregoing without reservation, or claim for future cause of action or suit in equity based thereon against Lender, and further agrees to hold Lender harmless.

c. The HOME Loan shall be disbursed to Borrower for payment of eligible costs upon recording of the HOME Deed of Trust in the official records of Placer County. No later than ten (10) days prior to recording of the HOME Deed of Trust in the official records of Placer County Borrower shall provide Lender with a disbursement request evidencing all eligible costs to be paid with the proceeds of the HOME Loan. Such disbursement request shall be itemized and properly documented to show clearly the items, tasks or services for which Activity cost reimbursement is being claimed and the basis for cost computation whether by cost per hour, cost per weight, cost per task or other measurement as agreed by and between Lender and Borrower along with evidence, to the satisfaction of Lender, that Borrower has complied with any and all applicable HOME laws and regulations as described in Section 12 herein below. Such disbursement request shall also be itemized and properly documented to distinguish clearly among the items, tasks or services for which cost reimbursement is being claimed from the HOME Loan and from other sources of Project financing.

4. **TERM OF AGREEMENT**

Except as otherwise provided in this paragraph or at Sections 5 and 50, herein below, the term of this Agreement shall commence as of the first date written above, and continue until the HOME Promissory Note is paid in full or the end of the Period of Affordability, as defined in 24 CFR 92.252, whichever period is longer. Provided, however, that if, at the end of the Term, the Property securing this HOME Note continues to qualify under the affordable housing requirements set forth in 24 CFR Part 92 relating to Extremely Low Income defined as eligible households whose income is thirty percent (30%) or less of the area median income as determined by HUD, on a recurring basis with interest continuing to accrue at the Interest Rate, provided the Property securing this HOME Note continues to qualify under the affordable housing requirements set forth in 24 CFR Part 92 relating to Extremely Low Income defined as eligible households whose income is fifty percent (30%) or less of the area median income as determined by HUD.

5. **TERMINATION OF AGREEMENT**

Lender reserves the right to terminate this Agreement upon any breach of this Agreement and/or the HOME Loan Documents by Borrower which continues beyond any stated cure period by giving Borrower written notice of its intention to terminate at least ten (10) days prior to the effective date of the termination, in which event Lender shall only disburse any undisbursed HOME funds for work successfully completed as determined solely by Lender prior to the effective date of termination.

6. **PROJECT COST EVALUATION**

Until the time of Project Completion, Borrower shall supply Lender, on not less than a monthly basis, certified information on the actual Project costs, uses of funds and other information relevant to this evaluation. Borrower further agrees that, if Project costs are less than estimated, in **Exhibit B** the HOME Loan funds available to Borrower for the Project shall be reduced to the amount required.

7. **BORROWER'S OBLIGATIONS AND CONDITIONS**

a. As a condition of the advance of any funds hereunder by Lender, Borrower hereby agrees:

- (1) reserved
- (2) to assure reasonable access to the Project Premises by Lender and its designees;
- (3) to execute the HOME Promissory Note, the HOME Deed of Trust, the HOME Regulatory Agreement, and the HOME Loan Agreement (the "HOME Loan Documents");
- (4) to provide to Lender a preliminary title report with such exceptions and liens as acceptable by Lender, and if requested by Lender, an appraisal that meets the

standards specified by the Lender. Such appraisal shall be from an appraiser acceptable to the Lender who is also licensed to practice in the State of California.

(5) reserved

(6) to immediately pay all costs related to rehabilitation of the Project Premises in excess of the HOME Program Funds obligated pursuant to this Agreement when due; and

(7) to provide proof of insurance as specified in Section 34 herein at the request of the Lender for its review and approval prior to start of Project construction.

b. Prior to and during the Period of Affordability, Borrower further agrees:

(1) to make improvements to the Project Premises in accordance with plans approved in writing by Lender for that purpose;

(2) to furnish Lender, prior to Borrower initially marketing the Project and taking any rental applications from any person, for Lender review, comment, and approval or disapproval, a copy of the marketing plan that Borrower plans to use to market and select occupants for the Project Premises. Borrower further agrees to make changes in the marketing plan in response to comments from Lender and to resubmit the marketing plan for Lender review and approval, so long as such changes are not in conflict with the provisions and requirements governing the Project Premises, as previously or concurrently agreed to by the Borrower pursuant to and in conformance with the rules and regulations of the HOME Program). Subject to the above conditions, Borrower will follow the marketing plan that is approved by Lender in renting HOME-assisted units to the client population;

(3) to rent out the Project Premises to the client population in accordance with 24 CFR 92.252 and 253, as amended, and the provisions of Section 8, "Tenants," below;

(4) to provide Lender with any and all reports required by this Agreement;

(5) to allow Lender, State of California Housing and Community Development Department, their agents and designee(s) reasonable access to the Project Premises for purposes related to this Agreement; and

(6) to maintain the Project Premises in a manner which meets the provisions of this Agreement, and to establish Lender approved performance standards for the management, operation and maintenance of the Project and the Premises for the life of the Project, which standards may be judicially enforceable by the Lender as a remedy in addition to any and all others which may be provided by law.

c. Borrower shall complete construction of the Project Premises by December 31, 2025.

d. Borrower shall be responsible for implementation of this Project. Implementation shall include, without limitation, preparation of specification documents and any required plans, solicitation and hiring of contractors, construction engineering and inspection, contract administration and State of California Housing and Community Development Department compliance monitoring services. Borrower shall provide Lender with all plans and specifications, including changes requested by Borrower during construction, for Lender's review and approval prior to use.

e. Borrower shall be responsible for the maintenance and operation of the Project Premises during the Period of Affordability and the HOME Loan Term, whichever time period is greater.

f. All work performed by Borrower shall be completed satisfactorily and within the budgetary limits and time schedule milestones provided for in this Agreement. Lender shall not be obligated to loan or otherwise reimburse Borrower for work performed subject to this Agreement if said work is unsatisfactory to Lender or completed subsequent to the time or times specified in this Agreement. Any and all modifications to the Agreement time schedules are at the sole option of Lender.

g. Borrower shall be responsible for complying with all applicable local, State, and Federal laws and regulations.

h. Borrower shall cooperate fully with Lender in undertaking the Project and shall assure and permit Lender and its representatives, inspectors and consultants to enter upon the Project Premises during normal business hours to inspect the Project and materials to be used therein and to examine all contracts, records, test reports, plans and shop drawings which are kept at the Project site or at Borrower's offices. Borrower shall cooperate with and shall use its best efforts to cause the Project Premises' general contractor and subcontractor(s) to cooperate with any such representatives, inspectors or consultants retained by Lender.

i. Borrower shall remain fully obligated under the provisions of this Agreement notwithstanding its designation of any third-party or parties for the undertaking of all or any part of the Activity to be completed under this Agreement, or the assignment of any of its obligations under this Agreement, if otherwise permitted.

j. In its provision for construction of the improvements Borrower (in collaboration with the Lender) shall conduct, as appropriate, a preconstruction conference.

k. Borrower shall be responsible for the control and safety of Borrower officers, employees, agents, or invitees during the implementation of this Project. Borrower shall take all actions necessary to insure the safety of its employees and invitees during the implementation of the Project and during the operation of the improvements constructed pursuant to this Agreement.

l. Subsequent to bid openings, if Lender determines that funds budgeted for the Project are insufficient to satisfactorily accomplish or complete the work referenced in this Agreement, Borrower shall have thirty (30) calendar days from the date of such determination to obtain additional Project funding beyond the Lender's maximum financial obligation or

satisfactorily and appropriately reduce the scope of the Project, as provided for herein above. If the reduction of Project scope is not successful in satisfactorily lowering overall Project costs, Lender and Borrower agree to mutually terminate this Agreement according to the requirements and standards of 24 CFR Part 85.44, "Termination for Convenience", as amended. In the event of termination, the Activity shall be abandoned; the Lender shall incur no liability whatsoever to Borrower for expenses incurred after termination of this Agreement, nor shall the Lender incur any liability whatsoever for costs related to any subsequent completion of the improvements herein contemplated. Borrower shall be responsible for the repayment of all HOME Loan funds disbursed prior to such termination.

m. As an express condition precedent to the loan of any HOME Program Funds under the terms of this Agreement, Borrower shall execute and return to Lender the duly executed HOME Loan Documents in forms acceptable to Lender.

n. Borrower shall comply with all applicable present and future Federal, State, and local laws, regulations and requirements including, but not limited to, all HOME Program regulations. If State of California Housing and Community Development Department (HCD) directs Lender to modify the Agreement or any other aspect of the Project, Borrower shall amend this Agreement and/or modify the Project in a manner which is satisfactory to both HCD and Lender.

o. Borrower shall not permit any lien, levy, attachment or restraint to be made or filed against the Project Premises or the Project or permit any receiver, trustee or assignee for the benefit of creditors to be appointed to take possession of the Project Premises or any portion of the Project except with the prior written consent of Lender. Mechanics or material liens shall be handled as described in Section 7q. below.

p. Borrower shall obtain a policy of title insurance in the aggregate principal amount of the HOME Promissory Note, free and clear of all encumbrances, except as approved by the Lender in writing on the date of the close of escrow.

q. Borrower shall promptly discharge or cause to be discharged any and all mechanic's and/or materialmen's liens or claims of lien filed or otherwise asserted against the Project Premises, the Project and any proceedings for enforcement thereof and shall promptly discharge or cause to be discharged any stop notices received by Lender.

8. TENANTS

a. Borrower shall carry out Lender's affirmative marketing responsibilities, as set forth in the Regulatory Agreement and as otherwise furnished by Lender in writing to Borrower.

b. During the Period of Affordability, eighty-two (82) units at the Project shall be occupied by households whose annual incomes do not exceed, at the time of initial occupancy, thirty percent (30%) of the median family income as established by State of California Housing and Community Development Department at rent levels that are consistent with 24 CFR 92.252, as amended. Of the 82 regulated units, eighteen (18) will be assisted using HOME dollars. Affordability of the units shall be further restricted as set forth in the HOME Regulatory Agreement.

c. Borrower shall comply with 24 CFR 92.253, as amended, concerning tenant and participant protections.

8. **ADDITIONAL SECURITY**

In addition to any other security for the HOME Loan provided herein, Borrower also gives to and confers upon Lender the right, power, and authority, during the term of this Agreement, to collect the rents, issues and profits of the Project Premises, reserving unto Borrower the right, prior to any default by Borrower in payment of any indebtedness secured hereby or in performance of any agreement hereunder, to collect and retain such rents, issues and profits as they become due and payable. Upon any such default, the Lender may at any time without notice, either in person, by agent, or by a receiver to be appointed by a court, and without regard to the adequacy of any security for the indebtedness hereby secured, enter upon and take possession of said Project Premises or any part thereof, in its own name, sue for or otherwise collect such rents, issues, and profits, including those past due and unpaid, and apply the same, less costs and expenses for operation and collection, including reasonable attorney's fees, upon any indebtedness secured hereby, and in such order as the Lender may determine. The entering upon and taking possession of said Project Premises, the collection of such rents, issues and profits and the application thereof as aforesaid, shall not cure or waive any default or notice of default hereunder or invalidate any act done pursuant to such notice.

10. **PROPERTY STANDARDS**

a. The Project shall meet the property standards of 24 CFR 92.251, as amended, including the Model Energy Code published by the Council of American Building Officials. Borrower shall provide Lender with a certification from Borrower with respect to the Project meeting these standards.

11 **LENDER'S OBLIGATIONS**

a. Any regulation enacted by Lender to facilitate the administration of the HOME Program shall be made available to Borrower by the Lender.

b. Lender shall process invoices of Borrower for the disbursement of HOME Loan funds under this Agreement with due diligence.

12. **LAWS AND REGULATIONS**

Borrower shall obey the provisions of the Act, any amendments thereto, the Federal regulations and guidelines now or hereafter enacted pursuant to the Act, terms of the HOME Standard Agreement, No. 07-HOME-3062, dated April 3, 2008, ("Standard Agreement") between State of California Housing and Community Development Department and Lender now or hereafter in effect, incorporated herein by this reference, and the regulations now or hereafter enacted by the Lender to facilitate its administration of the HOME Program in the City of Roseville, or any other statute, regulation or guideline applicable to the HOME Program. Borrower shall become familiar with the appropriate statutes, regulations and guidelines governing the HOME Program.

a. Borrower agrees to comply with all applicable provisions of the HOME Program regulations including, but not limited to, the Project Requirements of Subpart F of 24 CFR 92, as amended.

b. Borrower agrees that all provisions of State of California law are a part of this Agreement to the same extent as if set forth herein in full and shall be complied with by Borrower under this Agreement and any related agreements.

c. For the Period of Affordability the Project shall meet the Housing Quality Standards of 24 CFR 882.109, as amended, and local housing code requirements. Not less than annually, Lender shall have the right to inspect, or cause to be inspected, the Project Premises to determine compliance with these standards. Lender shall report all discovered noncompliance to Borrower, and Borrower shall expeditiously take corrective actions to cure any noncompliance.

d. Borrower shall comply with all applicable laws, ordinances, rules and regulations of federal (including but not limited to the HUD housing quality standards pursuant to 24 CFR 887.109, Section 504 of the Rehabilitation Act of 1973, as amended, and the American Disabilities Act of 1992), state and local governments and agencies having jurisdiction over either the Borrower, the Project or the Project Premises and with all applicable directions, rules and regulations of the fire marshal, health officer, building inspector and other officers of any such government or agency. All permits, consents, permissions and licenses required by any federal, state or local government or agency to which Borrower, the Project or the Project Premises is subject, which may be necessary in relation to this Agreement or the acquisition, development, construction or ownership of the Project, at or prior to the commencement of construction, have been, or will be, obtained, and none of such consents, permissions and licenses are subject to appeal or to conditions which have not been met.

13. **RECORDS AND ADMINISTRATION**

Borrower agrees to comply with all applicable provisions and requirements in the administration and implementation of the Activity and in the maintenance of records. The following specific provisions apply to the Project:

a. Borrower shall keep accurate records of its efforts to market the Project to prospective tenants and results of those efforts. At least annually during the Period of Affordability but more often if requested by Lender, Borrower shall provide Lender with a report which includes at a minimum the following:

(1) a description of marketing and outreach carried out during the reporting period, including such items as clipped notices, flyers, advertisements, letters, etc.;

(2) records of the race or ethnicity, gender, and family size of each applicant;
and

(3) records of the family income, rent paid, family size, race or ethnicity, and gender of each person who is a tenant during the reporting period.

a. In the event Borrower expends at least three hundred thousand dollars (\$300,000) in Federal financial assistance in any single fiscal year, from all sources combined, it shall arrange at its own expense for performance of a "Single Audit" of its entire operation by an independent auditor. Such audit shall comply with the requirements and standards of OMB Circular A-87, "Principles for Determining Costs Applicable to Grants and Contracts with State, Local and Federally Recognized Indian Tribal Governments", Public Law 98-502, "Single Audit Act of 1984"; 24 CFR 85.26, "Non-Federal Audit"; and OMB Circular A-133, "Audits of States, Local Governments, and Other Non-Profit Organizations."

The results of the audit must be submitted to Lender within thirty (30) days of completion. Acceptance of Borrower's audit reports by Lender does not prohibit Lender from performing any additional audit work required to follow-up on findings, as deemed necessary by Lender, or as necessary for Lender to comply with any administrative or audit requirements imposed by the Federal or State government.

c. As a condition of receiving Federal financial assistance under this Agreement, Borrower agrees to comply with 24 CFR 85.42, "Retention and Access Requirements for Records." It is further agreed by Borrower that any agreement between Borrower and its independent auditor shall provide for access during normal business hours to the independent auditor's work papers by Federal, State and Lender auditors, or their authorized agents, as may be deemed necessary to carry out their audit responsibilities. The audit agreement must also require Borrower's independent auditor to retain for review purposes said audit work papers for three (3) years from date of audit completion or until all related audit issues are resolved, whichever should occur later.

d. Borrower shall maintain a financial management system which complies with 24 CFR 84.20, "Standards for Financial Management Systems".

e. Borrower agrees to comply with the methods and procedures for payment as outlined in 24 CFR 85.21, "Payment", except as modified by 24 CFR 570.513, "Lump Sum Drawdown for Financing of Property Rehabilitation Activities."

f. Borrower shall comply with the standards and requirements of 24 CFR 85.32, "Equipment."

g. Borrower shall comply with the requirements and standards of 24 CFR 85.22, "Allowable Costs."

h. Borrower shall comply with the standards and requirements of 24 CFR 85.35, "Debarment and Suspension; Drug Free Workplace," and 24 CFR 85.40, "Monitoring and Reporting Program Performance." Borrower further agrees that Lender has the right to monitor and supervise the administration and/or implementation of the Project to be completed pursuant to this Agreement to help insure compliance with the requirements of the Act as now or hereinafter amended, the Federal regulations as now or hereafter promulgated pursuant to the Act, or guidelines developed by the Federal government for administering and/or implementing the Project, or any other statute, rule, regulation or guideline applicable to the administration and/or implementation of the HOME Program.

i. Borrower shall comply with the standards and requirements of 24 CFR 85.43, "Enforcement," and 24 CFR 85.44, "Termination for Convenience." Borrower also agrees that

the Lender may, by unilateral action, terminate this Agreement upon any breach of this Agreement and/or the HOME Loan Documents by Borrower which continues beyond any stated cure period by giving ten (10) days prior written notice to Borrower.

j. Borrower shall be accountable to Lender for any and all HOME Program funds expended by Borrower or any officer, employee, agent or representative thereof, whether or not such officer, employee, agent or representative thereof was acting within the scope of his employment. Borrower shall repay Lender the full amount of any improperly expended HOME Program funds upon demand and shall comply with the requirements of 24 CFR 85.51, "Later Disallowance's and Adjustments." Lender may retain any funds of Borrower in Lender's possession to liquidate the acknowledged debt resulting from such improper expenditure.

k. Borrower shall comply with the standards and requirements of 24 CFR 84.73, "Collection of Amounts Due."

l. Lender may withhold funds from Borrower if Borrower is not complying with any provisions of the Act, the Federal regulations thereunder, terms of the HOME Program, the regulations of the Lender to facilitate the administration of the HOME Program, the terms of this Agreement, or any other statute or regulation applicable to the HOME Program or administration thereof as determined solely by Lender. Should Lender become subject to any sanctions due to any failure by Borrower or Borrower's agent to comply with all applicable Federal, State, and local laws and regulations, Borrower hereby agrees to be solely liable for any such sanctions and shall fully reimburse, hold harmless, and indemnify Lender for any payments made or funding lost and the Lender's expenses related thereto, including Lender's attorneys' fees, as a result of such sanctions.

m. Borrower agrees to keep the Project Premises in good condition and repair, not remove or demolish any building thereon; to complete or restore promptly and in good and workmanlike manner any building which may be constructed, damaged or destroyed thereon and to pay when due all claims for labor performed and materials furnished therefor, to comply with all laws affecting said property or requiring any alterations or improvements to be added thereon; not to commit or permit waste thereof; not to commit, suffer or permit any act upon said property in violation of law; to cultivate, irrigate, fertilize, fumigate; prune and do all other acts which from the character or use of said property may be reasonably necessary, the specific enumeration's herein not excluding the general.

14. **POLITICAL ACTIVITY**

Borrower agrees that no HOME Program Funds shall be expended to finance any political activity in contravention of the Hatch Act found at Chapter 15 of Title 5 of the United States Code, as amended.

15. **PROHIBITED USE OF FEDERAL FUNDS FOR LOBBYING**

The Lobbying Disclosure Act of 1995 prohibits the awarding of federal funds to non-profit organizations under Section 501(c)(4) of the Internal Revenue Code, as amended, if they engage in lobbying.

Borrower certifies, to the best of its knowledge and belief, that no federally appropriated funds have been paid or will be paid, by or on behalf of Borrower, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal grant, loan, or cooperative agreement.

Borrower shall require that the language of this certification be included in the award documents for all subawards at all tiers (excluding subcontracts and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

16. **USE OF HOME PROGRAM FUNDS FOR RELIGIOUS PURPOSES**

Borrower agrees that no HOME Program Funds shall be expended for the design, construction, operation, or maintenance of any facility to be used for sectarian instruction or as a place for religious worship except in those cases where such use is incidental and does not favor one religious group over another.

17. **LITIGATION STATUS**

Borrower warrants and represents that there are no legal actions pending that would materially affect the Project and/or the Property.

18. **UTILITIES, ETC.**

Borrower warrants and represents that all necessary telephone services, gas, electric power, storm sewers, sanitary sewers and water facilities are or will be available to the Project Premises, adequate to serve the Project, exist at the boundary of the Project Premises and are not or will not be subject to any conditions, other than normal charges to the utility supplier, which would limit the use of such utilities. All streets and easements necessary for construction and operation of the Project are available to the boundaries of the Project Premises, or any part thereof.

19. **NO CONDEMNATION**

Borrower represents and warrants that as of the date hereof, no condemnation or other like proceedings are pending or threatened against the Project and/or the Property which would impair the full utilization of the Project and/or the Property in any manner whatsoever.

20. **PROHIBITED INTEREST OF OFFICIALS AND EMPLOYEES**

No member of or delegate to the Congress of the United States, and no resident commissioner, shall be admitted to any share or part of this Agreement or to any benefit to arise from the same. No member of the City Council of Lender or any other public official who exercises any functions or responsibilities with respect to the HOME Program during his tenure,

or for one (1) year thereafter, shall have any interest, direct or indirect, in any contract or subcontract, or the proceeds thereof, for work to be performed pursuant to this Agreement. Borrower shall incorporate or cause to be incorporated, in all contracts or subcontracts, relating in any manner to this Agreement, a provision prohibiting such interest.

The parties to this Agreement have read and are aware of the provisions of sections 1090, et seq., and 87100, et seq., of the California Government Code relating to conflict of interest of public officers and employees. Borrower agrees that it is unaware of any financial or economic interest of any public officer or employee of Lender relating to this Agreement. It is further understood and agreed that if such a financial interest does exist at the inception of this Agreement, Lender may immediately terminate this Agreement by giving written notice thereof. Borrower shall comply with the requirements of Government Code section 87100, et seq., during the term of this Agreement.

21. **EQUAL OPPORTUNITY EMPLOYMENT**

In carrying out the Project, Borrower shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin, age or handicap. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and the selection for training, including apprenticeship. Borrower shall post in conspicuous places, available to employees and applicants for employment, notices to be provided by Lender and/or State of California Housing and Community Development Department (HCD) setting forth the provisions of this nondiscrimination clause. Borrower shall state that all qualified applicants shall receive consideration for employment without regard to race, color, religion, sex, national origin, age, or handicap.

Borrower hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work or modification thereof, as defined in the regulations of the Secretary of Labor and 41 CFR Subpart 60-1.3, as amended, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal government pursuant to a grant, contract, loan, insurance, or guarantee, the equal opportunity clause required by the law.

Borrower further agrees that it shall be bound by the equal opportunity clause required by the law with respect to its own employment practices when it participates in federally assisted construction work; provided, that the above equal opportunity clause is not applicable to any subsidiary, parent or related organization of Borrower which does not participate in work on or under the contract.

Borrower agrees that it shall assist and cooperate actively with Lender, State of California Housing and Community Development Department, and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor; that it shall furnish Lender, State of California Housing and Community Development Department and the Secretary of Labor such information as they may require for the supervision of such compliance; and that it shall otherwise assist Lender and State of California Housing and Community Development Department in the discharge of their primary responsibilities for securing compliance.

Borrower agrees that it shall refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, as amended, with a contractor debarred from, or who has not demonstrated eligibility for, government contracts and federally assisted construction contracts pursuant to the Executive Order and shall carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by State of California Housing and Community Development Department or the Secretary of Labor pursuant to Part 11, Subpart D of the Executive Order. In addition, Borrower agrees that if it fails or refuses to comply with these undertakings, State of California Housing and Community Development Department may take any or all of the following actions: Cancel, terminate, or suspend, in whole or in part, this Agreement; refrain from extending any further assistance to Borrower under the HOME Program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from such; and refer the case to the Department of Justice for appropriate legal proceedings.

22. **NONDISCRIMINATION REQUIREMENTS**

In the provision of service under this and any related agreements, Borrower shall provide that no person shall on the grounds of race, color, national origin, religion, or sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity funded in whole or in part with HOME Program funds. In addition, HOME Program funds must be made available in accordance with the following:

- a. The requirements of the Fair Housing Act and implementing regulations at 24 CFR 100, as amended;
- b. Executive Order 11063 (Equal Opportunity in Housing), as amended; and
- c. Title VI of the Civil Rights Act of 1964 (PL 88-352) and Title VIII of the Civil Rights Act of 1968 (PL 90-284), as amended, (nondiscrimination and fair housing on federally assisted programs).

In addition to the foregoing, Borrower shall comply with all nondiscrimination clauses required by law.

23. **REHABILITATION ACT OF 1973**

This Agreement is subject to the provisions of sections 503 and 504 of the Rehabilitation Act of 1973 (PL 930112), 29 USC 706, as amended, and attendant regulations at 24 CFR, Part 8, as amended, which provide that no otherwise qualified, handicapped individual shall, solely by reason of his handicap, be excluded from participation in, be denied the benefits of or be subjected to discrimination under any program or activity receiving Federal financial assistance. Borrower shall cause or require to be inserted in full, in all contracts subject to such regulations, the clause, or any modification thereof, required by law.

24. **NONDISCRIMINATION ON THE BASIS OF AGE**

This Agreement is subject to the Age Discrimination Act of 1975, as amended, (Title III of Public Law 94-135) and attendant Code of Federal Regulations at 48 CFR, Part 22, Subpart 22.9, as amended, which provides that, except as otherwise provided, no person in the United States shall, on the basis of age, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

25. **RELOCATION AND ACQUISITION**

Borrower shall, in acquiring real property in connection with the HOME Program, comply to the greatest extent practicable under State law with the real property acquisition policies set out under sections 301 and 302 of Title III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, P.L.-642, as amended, and shall comply with and pay or reimburse property owners for necessary expenses as specified in sections 303 and 304 of the aforementioned Title III, and implementing regulations at 49 CFR Part 24, as amended.

26. **ENVIRONMENTAL CONSIDERATIONS**

In order to assure that the policies of the National Environmental Policy Act of 1969 (NEPA), as amended, and the California Environmental Quality Act of 1970 (CEQA), as amended, are most effectively implemented, Borrower shall comply with State of California Housing and Community Development Department Environmental Review Procedures (24 CFR Part 58), as amended, leading to certification of release of funds for particular projects, and the CEQA review procedure in connection with this Project.

27. **LEAD-BASED PAINT HAZARDS**

As specified in the HOME regulations at 24 CFR 92.355, Borrower agrees to abide by the requirements of the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. 4821 et seq.) as amended, and 24 CFR Part 35 which prohibit the use of lead-based paint on applicable surfaces of any residential structures constructed or rehabilitated under any Federal or federally assisted program. Such regulations shall require Borrower to include or cause inclusion of appropriate provisions in contracts and subcontracts pursuant to which such federally assisted construction or rehabilitation is performed, prohibiting such use of lead-based paint. Borrower shall be responsible for inspection and certifications required for enforcement of such prohibitions.

28. **HAZARDOUS MATERIALS**

To the best of Borrower's knowledge, the Project Premises and/or the Property are not in violation of any Federal, State or local law, ordinance or regulation relating to industrial hygiene or to the environmental conditions on, under or about the Project Premises and/or the Property including, but not limited to, soil and groundwater conditions. Neither Borrower nor, to the best of Borrower's knowledge, any third-party has constructed, used on or about the Project Premises and/or the Property, or transported to or from the Project Premises and/or the Property any flammable explosives, radioactive materials, asbestos in any form which is friable or physically could become friable, hazardous wastes, toxic substances or other related materials whether in the form of a chemical, element, compound, solution, mixture or otherwise ("Hazardous Materials"). For the purpose of this Agreement, Hazardous Materials shall include,

but not be limited to, substances defined as "hazardous substances," "hazardous materials," or "toxic substances" in the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended, 42 U.S.C. §9601, et seq.; the Hazardous Materials Transportation Act, as amended, 49 U.S.C. §1801, et seq.; the Resource Conservation and Recovery Act, as amended, 42 U.S.C. §6901 et seq.; those substances defined as "hazardous waste" in section 25117 of the California Health & Safety Code, as amended, or as "hazardous substances" in section 25316 of the California Health & Safety Code, as amended; and in the regulations adopted and publications promulgated pursuant to said laws. Borrower agrees to submit, if requested by Lender at any time and from time-to-time, a current up-to-date report, satisfactory to Lender in its sole and absolute discretion, prepared by a consultant approved by Lender, certifying that the Project Premises and/or the Property and the improvements thereon are neither being used nor have they been used for any activities involving, directly or indirectly, the use, generation, treatment, storage or disposal of any Hazardous Materials, and Lender reserves the right, in its sole and absolute discretion, to retain, at Borrower's sole expense, an independent professional consultant to review such report. Borrower hereby grants to Lender, its agents, employees, consultants and contractors, the right to enter upon the Project Premises and the improvements thereon and to perform such tests as are reasonably necessary to conduct such a review.

Other than as required by Borrower in the ordinary course of maintaining the Project Premises and/or the Property (i.e., landscape gardening and janitorial maintenance), during the term of this Agreement, Borrower shall not keep, store or place in or on the Project Premises and/or the Property any material(s) that is in any way Hazardous Material, or which requires investigation or remediation under any Federal, State or local law, statute, regulation or ordinance ("Applicable Laws"). Borrower shall cleanup and dispose of any deposit, spill, discharge or other release of Hazardous Material which occurs during the term of this Agreement in accordance with all Applicable Laws. Borrower shall provide any information, make any and all submissions and take any steps mandated by any legal requirement or required by any governmental authority or court which has jurisdiction, with respect to any Hazardous Material which Borrower is required to cleanup. Borrower's obligations shall survive the termination of this Agreement.

29. **FLOOD DISASTER PROTECTION**

Borrower agrees to abide by the requirements of the Flood Disaster Protection Act of 1973 (P.L. 93-234), as amended. No portion of the assistance provided under HOME Program funded agreements is approved for acquisition or construction purposes, as defined under section 3(a) of the Flood Disaster Protection Act, for use in an area identified by the Secretary of the Department of Housing and Urban Development as having special flood hazards, which is located in a community not then in compliance with the requirements for participation in the national flood insurance program pursuant to section 201 (d) of the Flood Disaster Protection Act, and the use of any assistance provided under grant funded agreements for such acquisition or construction in such identified areas in communities then participating in the national flood insurance program shall be subject to the mandatory purchase of flood insurance requirements of section 102(a) of the Flood Disaster Protection Act.

Any contract or agreement for the sale, lease, or other transfer of land acquired, cleared or improved with assistance provided under HOME Program funded agreements shall contain, if

such land is located in an area identified by the Secretary as having special flood hazards and in which the sale of flood insurance has been made available under the National Flood Insurance Act of 1968, as amended, provisions obligating the transferee and its successors or assigns to obtain and maintain, during ownership of such land, such flood insurance as required with respect to financial assistance for acquisition or construction purposes under section 102(a) of the Flood Disaster Protection Act of 1973. Such provisions shall be required notwithstanding the fact that the construction on such land is not itself funded with HOME Program assistance.

In its compliance with the Flood Disaster Protection requirements, Borrower hereby agrees to comply with the provisions of Executive Order 11296, relating to evaluation of flood hazards, and with Executive Order 11288, relating to the prevention, control, and abatement of water pollution.

30. **AFFIRMATIVE ACTION OF SPECIAL DISABLED AND THE VIETNAM ERA VETERAN PROVISIONS**

Borrower shall comply with 48 CFR, Chapter 1, Subpart 22.13 as amended, and shall take affirmative action to employ, advance in employment and otherwise treat qualified disabled veterans and veterans of the Vietnam era without discrimination based on their disability or veterans status in all employment practices such as the following: Employment, upgrading, demotion or transfer, recruitment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. In all contracts or agreements of ten thousand dollars (\$10,000) or more relating to this Agreement, Borrower shall include or cause to be included the "Affirmative Action for Special Disabled and the Vietnam Era Veterans Provisions" clause required by law.

31. **AMERICANS WITH DISABILITIES ACT OF 1980**

Borrower and all HOME Program contractors and subcontractors shall agree to abide by the requirements of the Americans with Disabilities Act of 1990, Public Law 101-336, as amended, and any regulations issued pursuant thereto, which prohibits, at Title I thereof, discrimination by any employer, employment agency, or labor organization against any qualified individual with a disability in regard to any term, condition, or privilege of employment; makes applicable, at Title II thereof, the prohibition against discrimination on the basis of disability to all programs, activities and services provided or made available by State and local agencies or instrumentalities or agencies thereof, or by public entities that provide public transportation; prohibits, at Title III thereof, discrimination against disabled persons by privately operated public accommodations and in public transportation services provided by private entities; and which, at Titles IV and V thereof, makes further provision against discrimination against disabled persons.

32. **ARCHITECTURAL BARRIERS ACT OF 1968**

This Agreement is subject to the requirements of the Architectural Barriers Act of 1968, as amended, and the regulations issued pursuant thereto, which provides, except as otherwise provided, that every building be designed, constructed, leased, or altered in accordance with the minimal standards in the "American Standard Specifications for Making Buildings and Facilities Accessible to, and Usable by, the Physically Handicapped", published by the American National Standards Institute, Inc.

33. **INDEMNIFICATION**

Borrower agrees to indemnify, defend (upon written request by Lender) and hold harmless Lender, State of California Housing and Community Development Department, their agents, officials, officers, employees, consultants and authorized representatives from any and all losses, liabilities, costs, expenses, charges, damages, claims, liens, and causes of action, of whatsoever kind or nature (including, but not limited to, reasonable attorneys' fees) which are in any manner directly or indirectly caused, occasioned or contributed to in whole or in part, through any act, omission, fault or negligence, whether active or passive, of Borrower or Borrower's officers, agents, employees or authorized representatives, which relates in any manner to this Agreement, any work to be performed by Borrower under this Agreement, or any authority delegated to Borrower under this Agreement, even though the same may have resulted from the joint, concurring or contributory negligence, whether active or passive, of Lender or any other person or persons, unless the same is caused by the sole active negligence or willful misconduct of the party indemnified or held harmless. Without limiting the generality of the foregoing, the same shall include injury or death to any person or persons and damage to any property, regardless of where located, including the property of Lender, and any liability of the Lender for private attorney general fee awards. It is further expressly understood and agreed that the duty to indemnify shall include, but not be limited to, any internal costs for staff time, investigation costs and expenses, and fees of the City Attorney and/or Lender's counsel reasonably incurred as a result of any act, omission, fault or negligence, whether active or passive, of Borrower or Borrower's officers, agents, employees or authorized representatives, which relates in any manner to this Agreement, any work to be performed by Borrower under this Agreement, or any authority delegated to Borrower under this Agreement. The above indemnification is specifically intended to insure that there can be no recourse in any fashion to the Lender in the event of a default by Borrower or by its agents hereunder.

34. **INSURANCE**

Borrower, in order to protect Lender, State of California Housing and Community Development Department, their agents, officials, officers, employees and consultant's against all claims and liability for death, injury, loss and damage as a result of Borrower's actions in connection with the performance of Borrower's obligations, as required in this Agreement, shall secure and maintain insurance as described below in sub-paragraphs a. and b., and shall require that all contractors hired by Borrower to perform work on the Project Premises and/or the Property to secure and maintain insurance as described below in sub-paragraph c. Borrower shall be responsible for any deductibles under all required insurance policies.

a. Workers' Compensation Insurance Requirement -- Borrower shall submit written proof that Borrower and Borrower's Contractor are insured against liability for workers' compensation in accordance with the provisions of section 3700 of the California Labor Code.

In signing this Agreement, Borrower makes the following certification, required by section 1861 of the California Labor Code:

"It is aware of the provisions of section 3700 of the California Labor Code which require every employer to be insured against liability for workers' compensation or to undertake

self-insurance in accordance with the provisions of that code, and it will comply with such provisions before commencing the performance of the work of this Agreement."

b. Liability Insurance Requirements:

(1) Borrower shall maintain in full force and effect, at all times during the term of this Agreement, the following insurance coverage:

(a) Commercial General Liability Insurance coverage, including, but not limited to, Premises-Operations, Contractual Liability Insurance (specifically concerning the indemnity provisions of this Agreement), and Personal Injury for liability arising out of Borrower's operations of the Project Premises, including any use or occupancy of its facilities, grounds and structures, losses related to independent contractors, products and equipment, and explosion, collapse and underground hazards. Said insurance coverage shall have minimum limits for Bodily Injury and Property Damage liability of One Million Dollars (\$1,000,000) each occurrence and Two Million Dollars (\$2,000,000) aggregate.

(b) Automobile Liability Insurance with a combined single limit of not less than One Million Dollars (\$1,000,000) per occurrence. Such insurance shall include coverage for all owned, hired and non-owned vehicles and shall be provided by a business or commercial vehicle policy.

(c) Upon acquisition of the Property (or if there are no improvements on the Property, upon completion of construction of any improvements) Borrower shall maintain Fire and Extended Coverage Insurance on a blanket basis or with an agreed amount clause in amounts not less than 100% of the Project's replacement value.

(2) The Commercial General Liability Insurance required in this sub-paragraph b. and sub-paragraph c. below shall include: an endorsement naming the City of Roseville, State of California Housing and Community Development Department and their officials, officers, agents, volunteers, employees and consultants as insured as their interests may appear; cross liability and severability of interest clauses providing that the insurance applies separately to each insured except with respect to the limits of liability; and stipulation that the insurance is primary insurance and neither the City nor its insurers will be called upon to contribute to a loss.

(3) Upon acquisition of the Property by Borrower, evidence of insurance in compliance with the requirements above shall be furnished Lender by Certificate of Insurance. Said insurance shall not be reduced or canceled without thirty (30) days prior written notice to Lender.

c. Contractor Insurance Requirements:

During the construction of the Project, Borrower shall require that all contractors hired by Borrower to perform work on the Project Premises and/or the Property maintain the following insurance coverage at all times during the performance of said work:

(1) Builders Risk/Course of Construction Insurance to be written on an All Risk Completed Value form, in an aggregate amount equal to 100% of the completed insurable value of the improvements and all materials, equipment or other items to be incorporate therein.

(2) Commercial General Liability Insurance with limits of not less than One Million Dollars (\$1,000,000) each occurrence and Two Million Dollars (\$2,000,000) aggregate to protect Borrower during the construction phase from claims involving bodily injury and/or death and damage to the property of others. Said insurance shall include an endorsement to include owners' and contractors' protective coverage.

(3) Automobile Liability Insurance with a combined single limit of not less than One Million Dollars (\$1,000,000) per occurrence. Such insurance shall include coverage for all owned, hired and non-owned vehicles and shall be provided by a business or commercial vehicle policy.

d. Cancellation of Insurance -- The above stated insurance coverage shall be maintained by Borrower until the expiration of this Agreement if an occurrence policy is used. Also, phrases such as "endeavor to" and "but failure to mail such notice shall impose no obligation or liability of any kind upon the company" shall not be included in the cancellation wording of the Certificate of Insurance.

e. All insurance shall be issued by a company or companies admitted in California and listed in the current "Best's Key Rating Guide" publication with a minimum of a "B+;V" rating, or in special circumstances, be pre-approved by both the Risk Management Division of the City of Roseville and the City Attorney for the City of Roseville.

f. If Borrower is, or becomes during the term of this Agreement, self-insured or a member of a self-insurance pool, Borrower shall provide coverage substantially equivalent to the insurance coverage and endorsements required above. Lender shall determine, in its sole discretion, whether the coverage proposed to be provided by Borrower is substantially equivalent to the above-required coverage.

g. Insurance coverage in the minimum amounts set forth herein shall not be construed to relieve Borrower for liability in excess of such coverage, nor shall it preclude the Lender from taking such other actions as are available to it under any other provision of this Agreement or otherwise in law.

h. Lender reserves the right to withhold any loan disbursements to Lender in the event that, and so long as, Borrower or its Contractor are not in compliance with Lender's insurance requirements.

i. Liability insurance may not be written on a "claims made" basis. The Certificate of Insurance must clearly provide that the coverage is on an "occurrence" basis.

j. Failure by Borrower or Borrower's contractor(s) to maintain all such insurance in effect at all times required by this Agreement shall be a material breach of this Agreement by Borrower. Lender, at its sole option, may terminate this Agreement and obtain damages from Borrower resulting from said breach. Alternatively, Lender may purchase such required insurance coverage, and without further notice to Borrower, Lender shall deduct from sums due to Borrower any premiums and associated costs advanced by Lender for such insurance. If the

balance of monies obligated to Borrower pursuant to this Agreement are insufficient to reimburse Lender for the premiums and any associated costs, Borrower agrees to reimburse Lender for the premiums and pay for all costs associated with the purchase of said insurance. Any failure by Lender to take this alternative action shall not work to relieve Borrower of its obligation to obtain and maintain the insurance coverage required by this Agreement, or to limit Borrower's liability to Lender or third parties in excess of insurance coverage amounts.

35. **EMINENT DOMAIN**

Subject to the parallel rights of any and all Project Premises and/or Project superior trust deed holders, to which the Lender's rights as set forth hereunder shall be subordinated, in the event that any proceeding or action is commenced for the taking of the Project Premises or the Project, or any part thereof or interest therein, for public or quasi-public use under the power of eminent domain, by reason of any non-Lender public improvement or non-Lender condemnation proceeding, or in any other manner, or should Borrower receive any notice or other information regarding such proceeding, action, taking or damage, Borrower shall give prompt written notice thereof to Lender. Lender shall be entitled, at its option, without regard to the adequacy of its security, to appear in and prosecute in its own name any condemnation action or proceeding. Lender shall also be entitled to make any compromise or settlement in connection with such taking or damage. After deducting therefrom all costs and expenses (regardless of the particular nature thereof and whether incurred with or without suit, including, without limitation, attorneys' fees) incurred by it in connection with any such action or proceeding, Lender shall distribute such condemnation proceeds to Borrower to repair or replace the Project Premises or the Project with any balance applied to the Loan. Notwithstanding the foregoing, Lender shall be under no obligation to prosecute such condemnation action(s) or proceeding(s).

36. **EVENTS OF DEFAULT**

a. An Event of Default shall consist of any breach by Borrower of any covenant, agreement, provision or warranty contained in this Agreement, and/or the HOME Loan Documents, including but not limited to the following:

(1) Borrower fails to pay all or any installment of principal, interest or cost under the HOME Promissory Note when due after seven (7) days written notice from the Lender; or

(2) Borrower fails to pay any other amount payable by Borrower under this Agreement or the HOME Loan Documents after seven (7) days written notice from the Lender when due; or

(3) Any lien is recorded against all or any part of the Project Premises, the Property or the Project without the Lender's prior written consent, whether such lien is prior or subordinate to the liens of the HOME Deed of Trust or the Deed Restriction, and such lien is not removed from the title or otherwise remedied to the Lender's satisfaction after thirty (30) days written notice from the Lender; or

(4) Any representation or warranty made by Borrower in this Agreement and/or any HOME Loan Document proves to have been incorrect in any material respect when made; or

(5) All or a substantial or material portion of the Project is damaged or destroyed by fire or other casualty, and the Lender has reasonably determined upon restoration or repair that the security of the HOME Deed of Trust has been impaired or that the repair, restoration or replacement of the Project in accordance with the requirements of the HOME Deed of Trust is not economically practicable or is not completed within two (2) years of the receipt of insurance; or all or a substantial or material portion of the Project and/or Project Premises is condemned, seized or appropriated by any governmental agency or subject to any action or other proceeding instituted by any governmental agency for any such purpose such that the Project and/or Project Premises cannot be operated for their intended purpose; or

(6) Borrower is dissolved or liquidated or merged with or into any other entity; or for any period of more than ten (10) days Borrower ceases to exist in its present form and/or ceases to be in good standing and duly qualified under the laws of the State of California; or all or substantially all of the assets of Borrower are sold or otherwise transferred; or

(7) Borrower assigns or attempts to assign any rights or interest under this Agreement or any HOME Loan Document, whether voluntarily or involuntarily, without the prior written consent of the Lender; or this Agreement or any HOME Loan Document becomes or is claimed by Borrower to be unenforceable against Borrower; or the HOME Deed of Trust ceases to constitute a valid and indefeasible perfected lien on the Project Premises; or

(8) A voluntary or involuntary filing for relief by or for Borrower under the United States Bankruptcy Code which is not stayed within thirty (30) days; or

(9) Borrower fails to perform or observe any other term, covenant or agreement contained in this Agreement or any HOME Loan Document and, unless a shorter cure period is stated in any of the HOME Loan Documents, either (i) such failure continues for more than thirty (30) days, or (ii) such failure is not reasonably capable of being cured within such 30-day period, - but is reasonably capable of being cured within sixty (60) days, but Borrower fails to commence action to cure such failure within such 30-day period and/or fails to diligently and continuously prosecute such action to completion within sixty (60) days.

b. On the occurrence of one or more Events of Default, in addition to its other rights in this Agreement or in any of the HOME Loan Documents, and its rights and/or remedies at law, or in equity, the Lender may, without prior demand, exercise any one or more of the following rights and remedies:

(1) Termination of Disbursements: terminate its obligation to make HOME Loan disbursements; and/or,

(2) Apply to any court, State or Federal, for specific performance of this Agreement and/or the HOME Loan Documents or for the appointment of a receiver to take over and develop, manage and operate the Project and/or the Property in accordance with the terms of this Agreement and the HOME Loan Documents, or for such other relief as may be

appropriate. It is agreed by Borrower that the injury to Lender arising from a default under any of the terms of this Agreement or the HOME Loan Documents would be irreparable and that the amount of compensation which would provide adequate relief to Lender, in light of the purposes and requirements of the HOME Program, would be impossible to ascertain; and/or,

(3) Acceleration: declare the HOME Promissory Note and all other sums owing to the Lender with respect to the HOME Promissory Note delivered herewith immediately due and payable in full; and/or,

(4) Continuation of Loan Disbursements: make any HOME Loan disbursements after the happening of any one (1) or more of the Events of Default, without waiving its right to demand payment of the HOME Promissory Note and all other sums owing the Lender with respect to the HOME Promissory Note and/or any other rights or remedies and without liability to make any other or further HOME Loan disbursements, regardless of the Lender's previous exercise of any rights and remedies; and/or,

(5) Legal and Equitable Remedies: proceed as authorized at law or in equity with respect to the Event of Default, and in connection with that, remain entitled to exercise all other rights and remedies described in this Agreement and/or the HOME Loan Documents.

b. Borrower agrees to pay all of Lender's costs, fees and expenses, including attorney's fees, costs and expenses, with respect to the Lender's exercise of any of its rights and remedies under this Agreement.

c. In the event of a conflict between an Event of Default under this Agreement and the HOME Deed of Trust, the terms of this Agreement shall control.

37. **SECTION 3 COMPLIANCE IN THE PROVISION OF TRAINING, EMPLOYMENT AND BUSINESS OPPORTUNITIES FOR LOWER-INCOME PERSONS**

This Agreement is subject to the requirements of section 3 of the Housing and Urban Development Act of 1968 (12 USC 1701u), as amended, the State of California Housing and Community Development Department (HCD) regulations issued pursuant thereto at 24 CFR Part 135, and any applicable rules and orders of HCD issued thereunder. The purpose of section 3 is to ensure that employment and other economic opportunities generated by HCD assistance or HCD-assisted projects covered by section 3, shall, to the greatest extent feasible, be directed to low and very low-income persons, particularly persons who are recipients of HCD assistance for housing.

Borrower shall cause or require to be inserted in full in all contracts and subcontracts for work financed, in whole or in part, with assistance provided under this Agreement, the section 3 clause entitled, "Training, Employment and Business Opportunity", as required by law.

Borrower shall provide such copies of 24 CFR Part 135 as may be necessary for the information of the parties to contracts required to contain the section 3 clause.

38. **SMALL BUSINESS CONCERNS**

This Agreement is subject to the requirements of the Small Business Act (15 USC 631 et seq.), as amended, the State of California Housing and Community Development Department (HCD) applicable regulations issued pursuant thereto at 48 CFR, Part 19, and any applicable rules and orders of HCD issued thereunder requiring aid, counseling, assistance, and protection, insofar as possible, with, for, or of the interests of small business concerns in order to preserve free competitive enterprise; and placement with small business concerns of a fair proportion of the total Federally funded purchases and contracts for property and services.

Borrower shall implement the specific small business policies herein below stated in order to further applicable requirements of the Small Business Act:

a. Small business concerns shall be afforded an equitable opportunity to compete for prime contracts and subcontracts. The "Utilization of Small Business Concerns" clause as required by law shall be included by Borrower in all contracts in connection with this Activity in amounts which may exceed ten thousand dollars (\$10,000) except (i) contracts which, including all subcontracts thereunder, are to be performed entirely outside the United States, and (ii) contracts for services which are personal in nature. The "Small Business Subcontracting Program" clause as required by law shall be included by Borrower in all contracts in connection with this Project which may exceed five hundred thousand dollars (\$500,000) and which, in the opinion of the Lender, offer substantial subcontracting possibilities.

b. Bidders mailing lists shall include established and potential qualified small business concerns.

c. Invitations for bids or requests for proposals shall be sent to all firms on the appropriate mailing list except that where use of less than a complete list is appropriate, a prorata number of small business concerns shall be solicited.

d. Proposed procurements and contract awards shall be publicized in accordance with these policies.

e. Procurement of property and services shall be divided into reasonably small lots (not less than economic production runs) in order to permit bidding on quantities less than the total requirements.

f. The maximum amount of time practical shall be allowed for preparation and submission of bids and proposals.

g. Delivery schedules shall be established on a realistic basis which will encourage small business participation to the extent consistent with the actual requirements of the Small Business Act.

h. Applicable specifications, plans, and drawings either shall be furnished with invitations for bids and requests for proposals or, when not so furnished, information as to locations where they may be obtained or examined shall be furnished.

i. In the event of equal low bids, awards shall be in accordance with 48 CFR Subpart 14.407-6, "Equal Low Bids."

j. Subcontracting to enroll business concerns shall be encouraged.

k. Placement of small purchases (amounts under twenty five thousand dollars [\$25,000]) with small business concerns shall be encouraged.

l. Small business concerns seeking Federal contracts, but found to lack qualifications as prime contractors, should be referred to the Lender and the Small Business Administration for assistance as may be appropriate.

m. Offers from small business concerns otherwise qualified to perform specific Federal contracts but ineligible under Walsh-Healey Public Contract Acts, 41 USC 35 et seq., shall be referred to the Lender and Small Business Administration for possible certification of eligibility to receive and perform the contract.

n. To the extent practicable, work to be performed which exceeds the maximum amount of any contract for which a surety may be guaranteed against loss shall be placed so that more than one small business concern may perform the work.

o. A small business concern otherwise qualified to receive and perform specific Federal contracts but determined to be nonresponsible may be certified to be competent by the Small Business Administration under the provisions of the Small Business Act.

39. **FEDERAL LABOR STANDARDS PROVISIONS**

Borrower and all contractors engaged under contracts for the construction, alteration, and/or repair of any project with twelve (12) or more HOME-Assisted Units shall comply with State of California Housing and Community Development Department requirements pertaining to such contracts and the applicable requirements of the regulations of the Department of Labor under 29 CFR Part 3, 5, and 5a, as amended, governing the payment of wages and the ratio of apprentices and trainees to journeymen; provided, that if wage rates higher than those required under such regulations are imposed by State or local law, nothing hereunder is intended to relieve Borrower or contractors of their obligation, if any, to require payment of higher rates. Borrower shall cause or require to be inserted in full, in all such contracts subject to such regulations, the appropriate clause(s), or any modification thereof, as required by law.

No awards of contracts covered under this Section 39 of this Agreement shall be made to any contractor who is ineligible under the provisions of any applicable regulations of the Department of Labor to receive an award of such contract.

40. **COMPLIANCE WITH CLEAN AIR AND WATER ACTS**

This Agreement is subject to the requirements of the Clean Air Act, as amended, 42 USC 7401 et seq., the Federal Water Pollution Control Act, as amended, 33 USC 1251 et seq., Executive Order 11738, dated September 10, 1973, and the regulations of the Environmental Protection Agency with respect thereto at 40 CFR Part 15, as amended.

Borrower shall cause or require to be inserted in full in all contracts and subcontracts in connection with this Activity with respect to any nonexempt transaction (exceeds one hundred thousand dollars [\$100,000], or involves a facility the subject of a conviction under the Clean Air Act, or the Federal Waste Pollution Control Act, and listed by the Environmental Protection Agency, or not otherwise exempt) thereunder funded with assistance provided under this Agreement, the appropriate clause(s) as required by law.

Furthermore, Borrower shall cause or require to be inserted in full the appropriate provisions required by law in each solicitation and resulting contract and contracts awarded without reference to a solicitation.

In no event shall any amount of assistance provided under this Agreement be utilized with respect to a facility which has given rise to a conviction under Section 11 3(c)(1) of the Clean Air Act or Section 309(C) of the Federal Water Pollution Control Act.

41. **SUCCESSORS AND ASSIGNS OF LENDER AND BORROWER**

This Agreement shall be binding and inure to the benefit of the successors to or assigns of the Lender and Borrower. This Agreement shall not be assigned without the prior written consent of the Lender.

42. **CONCURRENT REMEDY**

No right or remedy herein conferred on or reserved to Lender is exclusive of any other right or remedy herein or by law or equity provided or permitted; but each shall be cumulative of every other right or remedy given hereunder or now or hereafter existing by law or in equity or by statute or otherwise, and may be enforced concurrently therewith or from time to time.

43. **NO WAIVER**

No covenant or condition of this Agreement can be waived except by the written consent of Lender. Forbearance or indulgence by Lender, in any regard whatsoever, shall not constitute a waiver of the covenant or condition to be performed by Borrower. A waiver of one (1) covenant or condition by Lender does not grant or imply a waiver of any other covenant or condition to be performed by Borrower. Lender shall be entitled to invoke any remedy available to Lender under this Agreement or by law or in equity despite said forbearance or indulgence.

44. **INCORPORATION OF PRIOR AGREEMENTS AND AMENDMENTS**

This Agreement contains the sum total of all agreements of the parties with respect to any matter mentioned herein. No prior agreement or understanding pertaining to any such matter shall be effective. This Agreement may be modified in writing only, signed by the parties in interest with requisite authority, at the time of the modification.

45. **SEVERABILITY**

The invalidity of any provision of this Agreement, as determined by a court of competent jurisdiction, shall in no way effect the validity of any other provision hereof.

46. **INDEPENDENT CONTRACTOR**

In the performance of the activities herein provided for, Borrower is and shall continue to be an independent contractor and is not a partner, an agent or employee of Lender. Borrower has and shall retain the right to exercise full control and supervision of the activities to be performed under this Agreement and full control over the employment, direction, compensation, and discharge of all persons assisting Borrower in the performance of said activities. Borrower shall be solely responsible for all matters relating to the payment of its employees, including compliance with social security withholding, State and Federal taxes, and all other regulations governing such matters.

47. **RELATIONSHIP OF PARTIES**

The relationship of Borrower and Lender under this Agreement is, and shall at all times remain, solely that of lender and borrower. Lender neither undertakes nor assumes any responsibility or duty to Borrower or to any third party with respect to the Project, the Property and/or the Project Premises, except as expressly provided in this Agreement.

48. **VENUE**

If either party to this Agreement initiates any legal or equitable action to enforce the terms of this Agreement and/or any of the HOME Loan Documents, to declare the rights of the parties under this Agreement and/or the HOME Loan Documents, or which relates to this Agreement and/or the HOME Loan Documents in any manner, Lender and Borrower agree that the proper venue for any such action is the Superior Court of the State of California in and for the County of Placer.

49. **AUTHORITY**

Each individual executing this Agreement on behalf of Borrower represents and warrants that he or she is duly authorized to execute and deliver this Agreement on behalf of Borrower and that this Agreement is binding on Borrower in accordance with its terms.

50. **PROCEDURE TO MODIFY AND LIMITATION OF TERM OF AGREEMENT**

a. Except as otherwise provided herein, the terms of this Agreement may only be modified by the written consent of the parties hereto with requisite authority.

b. This Agreement shall be in effect through the Period of Affordability or ending with repayment with interest of HOME Program Funds loaned by Lender to Borrower, whichever time period is greater, except that Borrower shall retain records as is required in Section 13 of this Agreement entitled "Records and Administration".

51. **NOTICES**

Notices shall be sufficiently given herein under if personally served upon Lender or if sent by United States Mail, postage prepaid, directed to the Lender, addressed to:

City of Roseville
316 Vernon Street, suite 150
Roseville, CA 95678
Attn: Housing Manager

If directed to Borrower, addressed to:

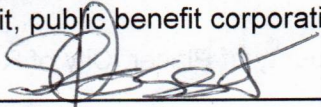
Advocates for Mentally Ill Housing Inc.
P.O. Box 5216
Auburn, CA 95604

Any change in notice shall be delivered solely by certified mail, return receipt requested.

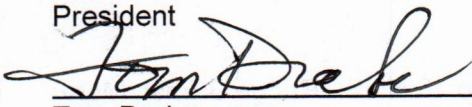
[Signature Page to Immediately Follow]

IN WITNESS WHEREOF, the parties hereto have executed this HOME Loan Agreement as of the date first above written.

ADVOCATES FOR MENTALLY ILL HOUSING, INC., a California
non-profit, public benefit corporation

By: 
Suzi deFosset

Its: President

By: 
Tom Drake

Its: Secretary

THE CITY OF ROSEVILLE, a
municipal corporation

By: _____
Dominick Casey
City Manager

ATTEST:

By: _____
Carmen Avalos, City Clerk

APPROVED AS TO FORM:

By: _____
Michelle Sheidenberger, City Attorney

APPROVED AS TO SUBSTANCE:

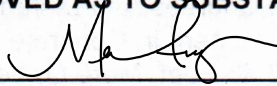
By: 
Melissa Anguiano, Economic Development Director

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

The land described herein is situated in the State of California, County of Placer, City of Roseville, described as follows:

PARCEL ONE:

A Portion Of The Southeast Quarter Of Section 1, Township 10 North, Range 6 East, More Particularly Described As Follows:

Beginning At A Bronze Capped Monument In Concrete (Marked Pac. Gas & Elect. Co. Pro. Cor.) In The Southeast Quarter Of Section 1, Township 10 North, Range 6 East, MDB & M, From Which The 6 Inch By 6 Inch Concrete Highway Monument Marking The Easterly Terminus Of The Course In The Boundary Line Of That Certain 18.60 Acre Parcel Of Land Described In The Deed From W.J. Doyle And Wife, To State Of California, Dated July 13, 1949 And Recorded In The Office Of The County Recorder Of Said County Of Placer In Book 555 Of Official Records, At Page 505, Which Course, According To The Description Contained In Said Deed To State Of California, Has A Bearing Of South 71° 26' 50" East And A Length Of 105.95 Feet Bears South 69° 24' 49" East, 233.78 Feet Distant And Running Thence North 0° 28' 20" East, Parallel With And Distant 20 Feet Easterly From (Measured At A Right Angle To) Pacific's Existing Pole And Wire Electric Transmission Line Erected Under And By Virtue Of The Deed From Clara B. Doyle To Pacific, Dated June 24, 1926 And Recorded In The Office Of The County Recorder Of Said County Of Placer In Book 224 Of Official Records, At Page 271, A Distance Of 245.00 Feet To A Bronze Capped Monument In Concrete (Marked Pac. Gas & Elect. Co. Prop. Cor.); Thence North 89° 31' 40" West, 240.00 Feet To A Bronze Capped Monument In Concrete (Marked Pac. Gas & Elect. Co. Prop. Cor.); Thence South 0° 28' 20" West 218.58 Feet To A Bronze Capped Monument In Concrete (Marked Pac. Gas & Elect. Co. Prop. Cor.) Set At A Point Distant 50 Feet Northerly From (Measured At A Right Angle To) The Northerly Boundary Line Of Said 18.60 Acre Parcel Of Land; Thence Parallel With And Distant 50 Feet Northerly From (Measured At Right Angle To) The Northerly Boundary Line Of Said 18.60 Acre Parcel Of Land, The Following Two Courses And Distances, Namely; South 83° 03' 10" East, 235.07 Feet To A Bronze Capped Monument In Concrete (Marked Pac. Gas & Elect. Co. Pro. Co.); And Thence North 89° 15' 50" East, 6.43 Feet, More Or Less, To The Point Of Beginning.

PARCEL TWO:

A Portion Of Section 1, Township 10 North, Range 6 East, MDB & M.

Said Portion Is All That Part Thereof Lying Within The Following Described Boundaries.

Beginning At The Northwest Corner Of That Certain Parcel Of Land Acquired By Deed Recorded April 5, 1955 In Book 672, At Page 38, Official Records Of Placer County; Thence From Said Point Of Beginning Along The Westerly Prolongation Of The Northerly Line Of Said Parcel North 89° 57' 41" West, 64.58 Feet; Thence Leaving The Westerly Prolongation Of Said Northerly Line South 12° 11' 56" East, 231.33 Feet To A Point Distant 119.28 Feet Northerly, Measured At A Right Angles From The "U" Line At Engineer's Station "U" 27+13.50 Of The Department Of Public Works' 1962 Survey On Road 03-Pla 80.Pm 1.8 (Formerly Road III-Pla-3, 1-Rv); Thence Along A Tangent Curve To The Left With A Radius Of 35 Feet, Through An Angle Of 76° 02' 00", A Distance Of 46.45 Feet;

Thence South 88° 13' 56" East, 216.40 Feet; Thence North 1° 11' 14" West, 15.01 Feet To A Point On The Southerly Line Of Said Parcel; Thence Along Said Southerly Line North 83° 29' 11" West, 235.07 Feet To The Southwest Corner Of Said Parcel; Thence Along The Westerly Line Of Parcel North 00° 02' 19 East 218.58 Feet To The Point Of Beginning.

PARCEL THREE:

A Non-Exclusive Easement For The Ingress And Egress On, Over, Under And Across The Following Described Property:

A Portion Of The Southeast 1/4 Of Section 1, Township 10 North, Range 6 East, MDB & M, Described As:

Beginning At A Bronze-Capped Monument Set In Concrete Marked (Pac. Gas & Elect. Co. Prop. Cor.) Which Is The East Terminus Of The Course Described As "South 83° 03' 10" East, 235.07 Feet; Of That Certain Parcel Acquired By Deed Recorded April 5, 1955 In Book 672, At Page 38, Official Records Of Placer County; Thence From Said Point Of Beginning Along The Southerly Line Of Said Parcel North 88° 49' 49" East, 6.54 Feet To The Southeast Corner Of Said Parcel; Thence Along The Easterly Line Of Said Parcel North 00° 02' 19" East, 43.97 Feet; Thence Leaving Said Easterly Line North 88° 49' 09" East, 167.00 Feet ; Thence North 73° 05' 03" East, 118.00 Feet; Thence South 61° 44' 28" East, 85.45 Feet; Thence South 01° 10' 51" East, 40.00 Feet; Thence South 88° 49' 09" West, 81.54 Feet; Thence South 01° 10' 51 East 8.98 Feet; Thence South 88° 49' 09" West, 280 Feet To A Point Distant 80 Feet Northerly, Measured At Right Angles From The "U" Line At Engineer's Station "U" 29+60 Of The Department Of Public Works 1962 Survey On Road 03-Pla-80 P.M. 1.8 (Formerly Road III-Pla-3, 17-Rsv); Thence North 01° 11' 14" West, 15.01 Feet To The Point Of Beginning.

APN: 013-213-001-000

EXHIBIT B

ACTIVITY

The purpose of the HOME loan will be to partially fund the rehabilitation of Sunrose Apartments, 110 N. Sunrise Ave. The 83 unit permanent supportive housing development will have eighty-two (82), studio units affordable to extremely low-income individuals (30% AMI) and one (1) two bedroom unrestricted on-site manager unit. Eighteen (18) units will be assisted using the HOME PI funds and these units will be rent restricted to 30% AMI.

The development was awarded by Homekey in the amount of 23.5 million, received HOME ARP funding in the amount of \$2,800,000.00, has a commitment from the developer to provide a grant/loan for both construction and permanent financing, and has a project based rental assistance commitment from the Roseville Housing Authority for 8 Project-based vouchers, 4 of which as designated for VASH recipients, renewable after the initial contract of 20 years.

Exhibit C

Amortization Schedule

Loan Amount (p v)	\$1,500,000
Interest Rate (r a t e)	3.00%
Total # of Periods (N p e r)	55
Function	39271
Fund	2821
Notes	

Period	Due Date	Fiscal Year	Principal Outstanding	Interest	Accrued Interest	Balance
						\$1,500,000
0	1/1/2025	FY25	1,500,000.00	11,250.00	11,250.00	1,511,250.00
1	1/2/2026	FY26	1,500,000.00	45,000.00	56,250.00	1,556,250.00
2	1/2/2027	FY27	1,500,000.00	45,000.00	101,250.00	1,601,250.00
3	1/2/2028	FY28	1,500,000.00	45,000.00	146,250.00	1,646,250.00
4	1/1/2029	FY29	1,500,000.00	45,000.00	191,250.00	1,691,250.00
5	1/2/2030	FY30	1,500,000.00	45,000.00	236,250.00	1,736,250.00
6	1/2/2031	FY31	1,500,000.00	45,000.00	281,250.00	1,781,250.00
7	1/2/2032	FY32	1,500,000.00	45,000.00	326,250.00	1,826,250.00
8	1/1/2033	FY33	1,500,000.00	45,000.00	371,250.00	1,871,250.00
9	1/2/2034	FY34	1,500,000.00	45,000.00	416,250.00	1,916,250.00
10	1/2/2035	FY35	1,500,000.00	45,000.00	461,250.00	1,961,250.00
11	1/2/2036	FY36	1,500,000.00	45,000.00	506,250.00	2,006,250.00
12	1/1/2037	FY37	1,500,000.00	45,000.00	551,250.00	2,051,250.00
13	1/2/2038	FY38	1,500,000.00	45,000.00	596,250.00	2,096,250.00
14	1/2/2039	FY39	1,500,000.00	45,000.00	641,250.00	2,141,250.00
15	1/2/2040	FY40	1,500,000.00	45,000.00	686,250.00	2,186,250.00
16	1/1/2041	FY41	1,500,000.00	45,000.00	731,250.00	2,231,250.00
17	1/2/2042	FY42	1,500,000.00	45,000.00	776,250.00	2,276,250.00
18	1/2/2043	FY43	1,500,000.00	45,000.00	821,250.00	2,321,250.00
19	1/2/2044	FY44	1,500,000.00	45,000.00	866,250.00	2,366,250.00
20	1/1/2045	FY45	1,500,000.00	45,000.00	911,250.00	2,411,250.00
21	1/2/2046	FY46	1,500,000.00	45,000.00	956,250.00	2,456,250.00
22	1/2/2047	FY47	1,500,000.00	45,000.00	1,001,250.00	2,501,250.00
23	1/2/2048	FY48	1,500,000.00	45,000.00	1,046,250.00	2,546,250.00
24	1/1/2049	FY49	1,500,000.00	45,000.00	1,091,250.00	2,591,250.00
25	1/2/2050	FY50	1,500,000.00	45,000.00	1,136,250.00	2,636,250.00
26	1/2/2051	FY51	1,500,000.00	45,000.00	1,181,250.00	2,681,250.00
27	1/2/2052	FY52	1,500,000.00	45,000.00	1,226,250.00	2,726,250.00
28	1/1/2053	FY53	1,500,000.00	45,000.00	1,271,250.00	2,771,250.00
29	1/2/2054	FY54	1,500,000.00	45,000.00	1,316,250.00	2,816,250.00
30	1/2/2055	FY55	1,500,000.00	45,000.00	1,361,250.00	2,861,250.00
31	1/2/2056	FY56	1,500,000.00	45,000.00	1,406,250.00	2,906,250.00
32	1/1/2057	FY57	1,500,000.00	45,000.00	1,451,250.00	2,951,250.00

33	1/2/2058	FY58	1,500,000.00	45,000.00	1,496,250.00	2,996,250.00
34	1/2/2059	FY59	1,500,000.00	45,000.00	1,541,250.00	3,041,250.00
35	1/2/2060	FY60	1,500,000.00	45,000.00	1,586,250.00	3,086,250.00
36	1/1/2061	FY61	1,500,000.00	45,000.00	1,631,250.00	3,131,250.00
37	1/2/2062	FY62	1,500,000.00	45,000.00	1,676,250.00	3,176,250.00
38	1/2/2063	FY63	1,500,000.00	45,000.00	1,721,250.00	3,221,250.00
39	1/2/2064	FY64	1,500,000.00	45,000.00	1,766,250.00	3,266,250.00
40	1/1/2065	FY65	1,500,000.00	45,000.00	1,811,250.00	3,311,250.00
41	1/2/2066	FY66	1,500,000.00	45,000.00	1,856,250.00	3,356,250.00
42	1/2/2067	FY67	1,500,000.00	45,000.00	1,901,250.00	3,401,250.00
43	1/2/2068	FY68	1,500,000.00	45,000.00	1,946,250.00	3,446,250.00
44	1/1/2069	FY69	1,500,000.00	45,000.00	1,991,250.00	3,491,250.00
45	1/2/2070	FY70	1,500,000.00	45,000.00	2,036,250.00	3,536,250.00
46	1/2/2071	FY71	1,500,000.00	45,000.00	2,081,250.00	3,581,250.00
47	1/2/2072	FY72	1,500,000.00	45,000.00	2,126,250.00	3,626,250.00
48	1/1/2073	FY73	1,500,000.00	45,000.00	2,171,250.00	3,671,250.00
49	1/2/2074	FY74	1,500,000.00	45,000.00	2,216,250.00	3,716,250.00
50	1/2/2075	FY75	1,500,000.00	45,000.00	2,261,250.00	3,761,250.00
51	1/2/2076	FY76	1,500,000.00	45,000.00	2,306,250.00	3,806,250.00
52	1/1/2077	FY77	1,500,000.00	45,000.00	2,351,250.00	3,851,250.00
53	1/2/2078	FY78	1,500,000.00	45,000.00	2,396,250.00	3,896,250.00
54	1/2/2079	FY79	1,500,000.00	45,000.00	2,441,250.00	3,941,250.00
55	1/2/2080	FY80	1,500,000.00	33,750.00	2,475,000.00	3,975,000.00

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Placer

On 1/7/25 before me, S. Fairchild, Notary Public
(insert name and title of the officer)

personally appeared Suzi DeFosselt + Tom Drake,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same in
his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing
paragraph is true and correct.

WITNESS my hand and official seal.

Signature [Signature]

(Seal)



**HOME PROMISSORY NOTE
SECURED BY DEED OF TRUST
WITH ASSIGNMENT
OF RENTS AS ADDITIONAL SECURITY**

Sun Rose Apartments, Roseville, California

\$ 1,500,000

Date: _____, 20__

1. **Promise to Pay.** For value received, the undersigned, Advocates for Mentally Ill Housing, Inc., a California nonprofit public benefit corporation with its principal place of business located at P.O. Box 5216, Auburn, CA, and doing business within the City of Roseville, County of Placer (hereinafter "Borrower") hereby promises to pay to the City of Roseville, a municipal corporation ("Lender" or "City"), the principal sum of ONE MILLION FIVE HUNDRED THOUSAND DOLLARS (\$1,500,000) plus interest accrued thereon, or the aggregate unpaid amount of disbursements to Borrower in an amount not greater than ONE MILLION FIVE HUNDRED THOUSAND DOLLARS (\$1,500,000) (hereinafter, the "HOME Loan") for costs by Borrower for completion of the Project (defined herein below) as determined solely by Lender pursuant to the terms of this promissory note (hereinafter the "HOME Note"). The HOME Loan consists of funds in the amount of one million five hundred thousand dollars (\$1,500,000) committed through the HOME Standard Agreement, No. _____, dated _____ between Lender and the State of California Department of Housing and Community Development ("HCD").

2. **Interest.** The principal due under this HOME Note shall bear simple interest at the rate of three percent (3%) per annum, or at the Applicable Federal Rate, whichever is lower, (hereinafter "Interest Rate") with interest to accrue commencing upon disbursement of the HOME Loan funds to Borrower. Interest shall be computed on the basis of a 360-day year.

3. **Term.** This HOME Note shall have a term of fifty-five (55) years from the date of this HOME Note (the "Term"), unless otherwise extended by Lender. Payment is due at the end of the Term in lawful money of the United States. If, at the end of the Term, the Property securing this HOME Note continues to qualify under the affordable housing requirements set forth in 24 CFR Part 92 relating to "Extremely Low-Income Households," defined as eligible households whose income is thirty percent (30%) or less of the area median income as determined by HUD, the Term may be extended for five (5) years, with interest continuing to accrue at the Interest Rate. Thereafter, at the expiration of each such extended Term, the Term may be extended for an additional five (5) years on a recurring basis, with interest continuing to accrue at the Interest Rate, provided the Property securing this HOME Note continues to qualify under the affordable housing requirements set forth in 24 CFR Part 92 relating to "Extremely Low-Income Households," defined as eligible households whose income is thirty percent (30%) or less of the area median income as determined by HUD.

4. **Definitions.** All capitalized terms used in this HOME Note, unless otherwise defined, will have the respective meanings specified in the loan agreement entered into between Borrower and Lender concurrently herewith (the "HOME Loan Agreement"). In addition, as used in this HOME Note, the following terms will have the following meanings:

a. **Calendar Year.**

Calendar Year shall mean the period beginning January 1 and ending on December 31 of each year of the Term.

b. Project

Project shall mean the rehabilitation of eighty-three (83) multi-family rental apartment units, a minimum of eighty-two (82) of which shall be occupied by extremely low-income households as defined by the HOME Program regulations, and known as the Sun Rose Apartments, at a site located at 110 North Sunrise Avenue, Roseville, California 95661, County of Placer, State of California.

5. Terms of Payment.

a. The payments due under this HOME Note shall be paid in currency of the United States of America, which at the time of payments is lawful for the payment of public and private debts.

b. The principal of this HOME Note and any unpaid interest accrued thereon may be prepaid in whole or in part at any time without premium or penalty.

c. The payments on this HOME Note shall first be applied to interest then to unpaid costs and finally principal obligated through the HOME Loan Agreement, provided however, in no event shall additional interest be earned on unpaid interest which has accrued.

d. The payments on this HOME Note shall be made to Lender at the City of Roseville, 311 Vernon Street, Roseville, California, 95678, or to such other place as Lender may from time to time designate.

e. Notwithstanding the above, upon the date of maturity, if the property secured by the HOME Deed of Trust continues to qualify under the HUD terms of affordable housing as defined in Code of Federal Regulations (CFR) 24 Sec. 92.252, the maturity date may be extended for five (5) years. On each maturity date, an additional five (5) years may be granted if the same affordable housing terms set forth in CFR 24 Sec. 92.252 continue to be met.

f. If the Project fails to meet affordability requirements contained in Code of Federal Regulations 24 Sec. 92.252, and said failure continues for thirty (30) days after notice, the entire principal sum and accrued interest shall immediately become due and payable to Lender.

6. Security. This Note is secured by that certain Deed of Trust and Assignment of Rents (hereinafter the "HOME Deed of Trust") of even date herewith given by Borrower, as Trustor to _____, as Trustee, for the benefit of Lender, as the Beneficiary, which HOME Deed of Trust is to be recorded against the certain property in the County of Placer, State of California as more particularly described in the HOME Deed of Trust, and incorporated herein by this reference as if set forth herein (hereinafter the "Property"). This HOME Note is also subject to a regulatory Agreement of even date herewith (hereinafter the "HOME Regulatory Agreement") between Borrower and Lender.

7. Acceleration. This HOME Note will only be called prior to maturity upon the occurrence of any of the "events of default" listed in this section 7. This HOME Note and all other

obligations, direct or contingent, of the Borrower under this HOME Note to Lender will become due and payable immediately, except as otherwise stated in this section 7, without presentment for payment or any notice, if:

- a. Borrower fails to pay the monies due under this HOME Note within seven (7) days after the receipt of notice from Lender;
- b. Borrower of this HOME Note:
 - (i) Suspends business; or
 - (ii) Is in default under the HOME Loan Agreement, the HOME Regulatory Agreement and/or the HOME Deed of Trust (hereinafter the "HOME Loan Documents" after the expiration of any applicable cure period(s), if any, as specifically provided in the HOME Loan Documents; or
 - (iii) Fails to comply with, perform or observe any of the covenants, representations and/or warranties made by Borrower under the HOME Loan Documents, if not cured within the applicable cure period, if any, as set forth in the HOME Loan Documents; or
 - (iv) Fails to comply with, perform or observe any obligation or condition of the HOME Loan Documents within any applicable cure period(s), if any; or
 - (v) Fails to procure or maintain the insurance policies and/or bonds required by Lender under the HOME Loan Documents and does not cure such failure within the applicable cure period set forth in the HOME Loan Documents; or
 - (vi) Sells, transfers, leases, or otherwise transfers the Property or Project except as otherwise agreed to in writing by Lender.
- c. Lender discovers that any misrepresentation was made to Lender on behalf of Borrower to obtain the HOME Loan or an extension of the HOME Loan which materially adversely affects Lender's security.

8. **Waivers.** Borrower expressly agrees that this HOME Note or any payment hereunder may be extended from time to time, and that Lender may accept security or release any security for this HOME Note, all without in any way affecting the liability of Borrower.

The obligations of Borrower under this HOME Note shall be absolute and Borrower waives any and all rights to offset, deduct, or withhold any payments or charges due under this HOME Note for any reason whatsoever.

9. **Notices.** All notices to Lender or Borrower shall be made in writing and shall be deemed received when personally delivered, received by the United States certified mail, return receipt requested, postage prepaid, or delivered by courier service addressed as follows

To Lender: City of Roseville
 316 Vernon Street Suite150
 Roseville, California 95678
 Attention: Housing Manager

To Borrower: Advocates for Mentally Ill Housing, Inc.
P.O. Box 5216
Auburn, CA 95604

Any change in notice shall be delivered solely by certified mail, return receipt requested.

10. **Nonrecourse.** This HOME Loan is a nonrecourse obligation of Borrower. Neither Borrower nor any of its officers, directors or general and limited partners shall have any personal liability for repaying the principal or interest of the Loan or personal liability for the performance of Borrower's obligations under the HOME Loan Documents. The sole recourse of Lender for repayment of the principal and interest shall be the exercise of Lender's rights against the Property under the HOME Loan Documents. The foregoing limitation shall not apply to any and all loss, damage, liability, action, cause of action, cost or expense (including without limitation, reasonable attorneys' fees and expenses) incurred by Lender as a result of any (a) fraud or material misrepresentation under or in connection with the HOME Loan or any HOME Loan Document; (b) intentional bad faith waste of the Property; (c) losses resulting from Borrower's failure to maintain insurance as required under the HOME Loan Documents; or (d) misappropriation of any rents, security deposits, insurance proceeds, condemnation awards or any other proceeds derived from the collateral security. In the event of any of the foregoing events (a) through (d) occurs, Lender shall have the right to proceed directly against Borrower to recover any and all loss, damage, liability, action, cause of action, cost or expense (including without limitation, reasonable attorneys' fees and expenses) incurred by Lender.

11. **Costs and Attorneys' Fees.** If Borrower or Lender initiates any legal or equitable action to enforce the terms of this HOME Note, to declare the rights of the parties hereunder, or which relates to this HOME Note in any manner, the unsuccessful party in such action shall be liable to the other for all reasonable costs and expenses, including reasonable attorneys' fees, incurred by the successful party in such action.

12. **Modification.** This HOME Note may not be changed orally, but only by an agreement in writing signed by the party following receipt of requisite authority against whom enforcement of any waiver, change, modification or discharge is sought. Consent by Lender to late payments does not waive its right to declare indebtedness immediately due and payable.

13. **Governance.** This HOME Note shall be governed by and construed in accordance with the laws of the State of California.

14. **Timeliness.** The times for the performance of any obligation hereunder shall be strictly construed, time being of the essence.

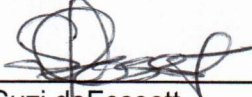
15. **Severability.** If any provision or provisions of this HOME Note are held to be invalid, illegal or unenforceable in any respect, this HOME Note shall be construed as not containing that provision or provisions and all other provisions of this HOME Note shall remain in full force and effect.

16. **Venue.** If Borrower or Lender initiates any legal or equitable action to enforce the terms of this HOME Note, to declare the rights of the parties hereunder, or which relates to this HOME Note in any manner, Borrower and Lender agree that the proper venue for any such action is the Superior Court of the State of California of and for the County of Placer.

[Signatures on Following Page]

BORROWER:

ADVOCATES FOR MENTALLY
ILL HOUSING, INC., a California non-profit
public benefit corporation

By: 
Suzi deFossett
Its: President

By: 
Tom Drake
Its: Secretary

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Placer

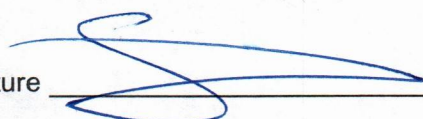
On 1/7/25 before me, S. Fairchild, Notary Public
(insert name and title of the officer)

personally appeared Suzi De Fussett + Tom Drake,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same in
his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

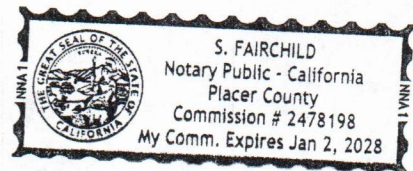
I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing
paragraph is true and correct.

WITNESS my hand and official seal.

Signature



(Seal)



NO FEE DOCUMENT:
Entitled to free recording
per Government Code 27383

When recorded, return to:
THE CITY OF ROSEVILLE
c/o City Clerk
311 Vernon Street
Roseville, CA 95678

DEED OF TRUST AND ASSIGNMENT OF RENTS
(CITY HOME LOAN)

THIS DEED OF TRUST is made as of _____, 20__, by and between the Trustor, ADVOCATES FOR MENTALLY ILL HOUSING, INC., a California non-profit, public benefit corporation, ("Borrower" or "Trustor"), whose address is P.O. Box 5216, Auburn, CA 95604; the Trustee, _____; and the Beneficiary, the CITY OF ROSEVILLE, a municipal corporation whose address is 311 Vernon Street, Roseville, California 95678 ("Lender," "Beneficiary" or "City").

Borrower, in consideration of the indebtedness described below and the trust created by this City HOME Deed of Trust, irrevocably grants and conveys to Trustee, in trust with power of sale, the property ("Property") located in the City of Roseville, County of Placer, State of California and described in Exhibit A, attached to and made a part of this City HOME Deed of Trust.

Together with all the improvements now or hereafter erected on the property, and all easements, rights, appurtenances, rents (subject, however, to the rights and authorities given to Lender to collect and apply such rents), issues, royalties, mineral, oil and gas rights and profits, water, water rights, and water stock, and all fixtures, including but not limited to all gas and electric fixtures, engines and machinery, radiators, heaters, furnaces, heating equipment, steam and hot water boilers, stoves, ranges, elevators and motors, bathtubs, sinks, water closets, basins, pipes, faucets and other plumbing and heating equipment, cabinets, mantels, refrigerating plant and refrigerators, whether mechanical or otherwise, cooking apparatus and appurtenances, furniture, shades, awnings, screens, blinds and other furnishings, now or hereafter attached to the property, all of which, including replacements and additions thereto, shall be deemed to be and remain a part of the property covered by this City HOME Deed of Trust; and all of the foregoing, together with said property (or the leasehold estate if this City HOME Deed of Trust is on a leasehold) are herein referred to as the "Property;"

To secure to Lender (a) the repayment of the indebtedness evidenced by Borrower's HOME Promissory Note of even date herewith ("HOME Note"), in the principal sum of ONE MILLION FIVE HUNDRED THOUSAND DOLLARS (\$1,500,000), or such lesser amount as shall equal the aggregate amount disbursed to Borrower or for Borrower's account by Lender, with interest, due and payable in accordance with the Home Note; and (b) the performance of the covenants and agreements of Borrower contained in this City HOME Deed of Trust, the City HOME Note, the City HOME Regulatory Agreement and the City HOME Loan Agreement of even date herewith ("HOME Loan Agreement") entered into by the Borrower and Lender regarding the Note and the Property.

Borrower represents and covenants that Borrower is lawfully seized of the estate conveyed by this

City HOME Deed of Trust and has the right to grant and convey the Property, and that Borrower will warrant and defend generally the title of the Property against all claims and demands, subject to any declarations, easements or restrictions listed in a schedule of exceptions to coverage in any title insurance policy insuring Lender's interest in the Property.

Borrower and Lender covenant and agree as follows:

1. Payment of Principal and Interest. Borrower shall promptly pay when due the principal and interest, if any, on the indebtedness evidenced by the City HOME Note. All payments received by Lender under the City HOME Note shall be applied by Lender first to interest payable on the City HOME Note, if any, and thereafter to the unpaid principal of the City HOME Note.
2. Charges; Liens. Borrower shall pay all taxes, assessments and other charges, fines and impositions attributable to the Property and leasehold payments or ground rents, if any, by Borrower making payment, when due, directly to the appropriate payee. Borrower shall promptly furnish to Lender all notices of amounts due under this paragraph, and in the event Borrower shall make payment directly, Borrower shall promptly furnish to Lender receipts evidencing such payments. Borrower shall pay when due any encumbrance, charge and lien, with interest in accordance with its terms, on the Property or any portion which are inferior or superior to this City HOME Deed of Trust.
3. Hazard Insurance. Borrower shall keep the improvements now existing or hereafter erected on the Property insured against loss by fire or hazards under a policy approved by Lender and which provides "special form" coverage in an amount at least equal to the replacement value of the structure. In addition, Borrower shall insure against loss of all furniture, equipment and other personal property owned by Borrower related to Borrower's operation of the Property.

The insurance carrier providing the insurance shall be chosen by Borrower subject to approval by Lender; provided that such approval shall not be unreasonably withheld. All premiums on insurance policies shall be paid by Borrower making payment, when due, directly to the insurance carrier, or in a manner agreed to by the Lender.

All insurance policies and policy renewals shall be written with loss payable to the Lender. Lender shall have the right to hold the policies and policy renewals, and Borrower shall promptly furnish to Lender all renewal notices and all receipts of paid premiums. In the event of loss, Borrower shall give prompt notice to the insurance carrier and Lender. Lender may make proof of loss if not made promptly by Borrower.

Unless Lender and Borrower otherwise agree in writing, insurance proceeds shall be applied to restoration or repair of the Property damaged, provided such restoration or repair is economically feasible and the security of this City HOME Deed of Trust is not hereby impaired. If such restoration or repair is not economically feasible or if the security of this City HOME Deed of Trust would be impaired, the insurance proceeds shall be applied to repay the sums secured by this City HOME Deed of Trust.

Unless Lender and Borrower otherwise agree in writing, any such application of insurance proceeds to principal shall not extend or postpone the due date of any payment or change the amount of such payment. If under Section 17, the Property is acquired by Lender, all right, title and interest of Borrower in and to any insurance policies and proceeds of such policies resulting from damage to the Property prior to the sale of acquisition shall pass to Lender to the extent of the sums secured by this City HOME Deed of Trust immediately prior to such sale or acquisition.

4. Liability Insurance. Borrower shall maintain premises liability insurance for the Property in a form and coverage approved by Lender. The insurance carrier shall be chosen by the Borrower subject to approval by the Lender; provided, that such approval shall not be unreasonably withheld. All premiums shall be paid by Borrower. Lender shall be named as an additional insured.

5. Preservation and Maintenance of Property. Borrower shall keep the Property in good repair and shall not commit waste or permit impairment, demolition, or deterioration of the Property.

6. Protection of Lender's Security. Borrower shall appear in and defend any action or proceeding purporting to affect the security under this City HOME Deed of Trust or the rights of the Lender. If Borrower fails to perform the covenants and agreements contained in this City HOME Deed of Trust, or if any action or proceeding is commenced which materially affects Lender's interest in the Property, including, but not limited to, foreclosure, involuntary sale, eminent domain, insolvency, code enforcement, or arrangements or proceedings involving a bankrupt or decedent, then Lender, at Lender's option, upon notice to Borrower, may make such appearances, disburse such sums and take such action as is necessary to protect Lender's interest, including, but not limited to, disbursement or reasonable attorneys' fees and entry upon the Property to make repairs.

Any amounts disbursed by Lender pursuant to this Section, with interest, shall become additional indebtedness of Borrower secured by this City HOME Deed of Trust. Unless Borrower and Lender agree to other terms of payment, such amounts shall be payable upon notice from Lender to Borrower requesting payment, and shall bear interest from the date of disbursement at the highest rate permissible under applicable law. Nothing contained in this Section shall require Lender to incur any expense or take any action.

7. Inspection. Lender may make or cause to be made reasonable entries upon and inspections of the Property, provided that Lender shall give Borrower and occupants reasonable notice prior to any such inspection.

8. Condemnation. The proceeds of any award or claim for damages, direct or consequential, in connection with any condemnation or other taking of all or any part of the Property, or for conveyance in lieu of condemnation, are hereby assigned and shall be paid to Lender. In the event of a taking of all of the Property, the proceeds shall be applied to the sums secured by this City HOME Deed of Trust, subject to any claims of prior lienholders, with the excess, if any, paid to junior lienholders and Borrower, as they may determine. In the event of the partial taking of the Property, unless Borrower and Lender otherwise agree in writing, and subject to any claims of prior lienholders, there shall be applied to the sums secured by this City HOME Deed of Trust such proportion of the proceeds as is equal to that proportion which the amount of the sums secured by this City HOME Deed of Trust immediately prior to the date of taking bears to the fair market value of the Property immediately prior to the date of taking, with the balance of the proceeds paid to junior lienholders and Borrower, as they may determine.

If the Property is abandoned by Borrower, or if, after notice by Lender to Borrower that the condemnor offers to make an award or settle a claim for damages, Borrower fails to respond to Lender within thirty (30) days after the date such notice is mailed, Lender is authorized to collect and apply the proceeds, at Lender's option, either to restoration or repair of the Property or to the sums secured by this City HOME Deed of Trust.

Unless Lender and Borrower otherwise agree in writing, any such application of proceeds to principal shall not extend or postpone the due date of any payment or change the amount of such payment.

9. Borrower Not Released. Extension of the time for payment of the sums secured by this City HOME Deed of Trust granted by Lender to Borrower or any successor in interest of Borrower shall not operate to release, in any manner, the liability of the original Borrower and Borrower's successors in interest. Lender shall not be required to commence proceedings against such successor or refuse to extend time for payment by reason of any demand made by the original Borrower or Borrower's successors in interest.

10. Forbearance by Lender Not a Waiver. Any forbearance by Lender in exercising any right or remedy hereunder, or otherwise afforded by applicable law, shall not be a waiver or preclude the exercise of any such right or remedy. The procurement of insurance or the payment of taxes or other liens or charges by Lender shall not be a waiver of Lender's right to accelerate the maturity of the indebtedness secured by this City HOME Deed of Trust.

11. Remedies Cumulative. All remedies provided in this City HOME Deed of Trust are distinct and cumulative to any other right or remedy under this City HOME Deed of Trust, the City HOME Note, the City HOME Loan Agreement and the City HOME Regulatory Agreement (hereinafter "City HOME Loan Documents") or afforded by law or equity, and may be exercised concurrently, independently or successively.

12. Successors and Assigns Bound; Joint and Several Liability; Captions. The covenants and agreements contained in this City HOME Deed of Trust shall bind, and the rights under this City HOME Deed of Trust shall inure to, the respective successors and assigns of Lender and Borrower. All covenants and agreements of Borrower shall be joint and several. The captions and headings of the paragraphs of this City HOME Deed of Trust are for convenience only and are not to be used to interpret or to define its provisions.

13. Notice. Except for any notice required under applicable law to be given in another manner, (a) any notice to Borrower provided for in this Deed of Trust shall be given by mailing such notice by certified mail addressed to Borrower at the address above, or at such other address as Borrower may designate by notice to Lender and (b) any notice to Lender shall be given by certified mail, return receipt requested, to Lender's address stated above or to such other address as Lender may designate by notice to Borrower. Any notice provided for in this City HOME Deed of Trust shall be deemed to have been given to Borrower or Lender when given in the manner designated.

14. Governing Law; Severability. This City HOME Deed of Trust shall be governed by the law of the State of California. In the event that any provision or clause of this City HOME Deed of Trust or the City HOME Note conflicts with applicable law, such conflict shall not affect other provisions of this City HOME Deed of Trust or the City HOME Note which can be given effect without the conflicting provision, unless expressly stated otherwise, and to this end the provisions of the City HOME Deed of Trust and the City HOME Note are declared to be severable.

15. Borrower's Copy. Borrower shall be furnished a conformed copy of the City HOME Note and of this City HOME Deed of Trust at the time of execution or after recordation hereof.

16. Transfer or Refinancing of the Property; Assumption. If all or any part of the Property or

an interest in the Property is sold, transferred, assigned, refinanced, conveyed or leased to any person (other than the rental of Project units to eligible residential tenant occupants), whether voluntarily or involuntarily, including the sale of any general or limited partnership interests, the removal of any general partner, or any substantial change in operational or management control over the Property (collectively referred to as "Transfers") in violation of the terms of the City HOME Loan Agreement, the City HOME Note, the City HOME Regulatory Agreement and this City HOME Deed of Trust, without Lender's prior written consent, Lender may, at Lender's option, declare all the sums secured by this City HOME Deed of Trust to be immediately due and payable. Lender shall have waived such option to accelerate if, prior to any Transfer, Lender and the person to whom the Property is to be sold or transferred reach agreement in writing that the loan may be assumed. If Lender has waived the option to accelerate provided in this Section and if Borrower's successor in interest has executed a written assumption agreement accepted in writing by Lender, Lender shall release Borrower from all obligations under this City HOME Deed of Trust and the City HOME Note.

If Lender exercises such option to accelerate, Lender shall mail Borrower notice of acceleration. Such notice shall provide a period of not less than thirty (30) days from the date the notice is mailed, within which Borrower may pay the sums declared due. If Borrower fails to pay such sums prior to the expiration of such period, Lender may, without further notice or demand on Borrower, invoke any remedies permitted by Section 17.

17. Acceleration; Remedies. Except as provided in Section 16, upon Borrower's breach of any covenant or agreement of Borrower in this City HOME Deed of Trust, the City HOME Note (including the covenants to pay when due any sums secured by this City HOME Deed of Trust and restricting transfer of the Property), the City HOME Regulatory Agreement and/or the City HOME Loan Agreement, Lender shall mail notice to Borrower specifying: (1) the breach; (2) the action required to cure such breach; (3) a date, no less than thirty (30) days from the date the notice is mailed to Borrower, by which the breach must be cured; and (4) that failure to cure such breach on or before the date specified in the notice may result in acceleration of the sums secured by this City HOME Deed of Trust and sale of the Property. If the breach is not cured on or before the date specified in the notice, Lender, at Lender's option, may declare all of the sums secured by this City HOME Deed of Trust to be immediately due and payable without further demand and may invoke the power of sale and any other remedies permitted by applicable law. Lender shall be entitled to collect from the Borrower, or sale proceeds, if any, all reasonable costs and expenses incurred in pursuing the remedies provided in this Section, including, but not limited to, reasonable attorneys' fees.

If Lender invokes the power of sale, Lender shall execute or cause Trustee to execute a written notice of the occurrence of an event of default and of Lender's election to cause the Property to be sold and shall cause such notice to be recorded in each county in which any portion of the Property is located. Lender or Trustee shall mail copies of such notice in the manner prescribed by applicable law to Borrower and to the other persons prescribed by applicable law. Trustee shall give public notice of sale to the persons and in the manner prescribed by applicable law. After the lapse of such time as may be required by applicable law, Trustee, without demand on Borrower, shall sell the Property at public auction to the highest bidder at the time and place and under the terms designated in the notice of sale, in one or more parcels and in such order as Trustee may determine. Trustee may postpone sale of all or any parcel of the Property by public announcement at the time and place of any previously scheduled sale. Lender or Lender's designee may purchase the Property at any sale.

Trustee shall deliver to the purchaser a Trustee's deed conveying the Property so sold without any

covenant or warranty, express or implied. The recitals in the Trustee's deed shall be conclusive evidence of the truth of the statements contained in the recitals. Trustee shall apply the proceeds of the sale in the following order: (a) to all reasonable costs and expenses of the sale, including, but not limited to, reasonable Trustee's and attorneys' fees and costs of title evidence; (b) to all sums secured by this City HOME Deed of Trust and (c) the excess, if any, to the person or persons legally entitled thereto as determined by Lender. In the event of a dispute regarding the excess funds, either Lender or Trustee may file an action in interpleader to determine who shall receive the funds and may then deposit the excess funds with the court.

18. Assignment of Rents; Appointment of Receiver; Lender in Possession. As additional security, Borrower assigns to Lender the rents of the Property, provided that Borrower shall, prior to acceleration under Section 16 or Section 17 or abandonment of the Property, have the right to collect such rents as they become due.

Upon acceleration under Section 16 or Section 17 or abandonment of the Property, Lender, in person, by agent or by judicially appointed receiver, shall be entitled to enter upon, take possession of and manage the Property and to collect the rents of the Property, including those past due. All rents collected by Lender or the Receiver shall be applied first to payment of the costs of management of the Property and collection of rents, including, but not limited to receiver's fees, premiums on receiver's bonds and reasonable attorneys' fees, and then to the sums secured by this City HOME Deed of Trust. Lender and the receiver shall be liable to account only for those rents actually received. The provisions of this Section, Section 16 and Section 17 shall operate subject to the claims of prior lienholders.

19. Reconveyance. Upon payment of all sums secured by this City HOME Deed of Trust, Lender shall request Trustee to reconvey the Property and shall surrender this City HOME Deed of Trust and all notes evidencing indebtedness secured by this City HOME Deed of Trust to Trustee. Trustee shall reconvey the Property without warranty and without charge to the person or persons legally entitled to such reconveyance. Such person or persons shall pay all costs of recordation, if any. The recitals in the reconveyance of any matters or facts shall be conclusive evidence of the truth of the statements contained in the recitals.

20. Substitute Trustee. Lender, at Lender's option, may from time to time remove Trustee and appoint a successor trustee to any Trustee appointed under this City HOME Deed of Trust. Without conveyance of the Property, the successor trustee shall succeed to all the title, power and duties conferred upon the Trustee by this City HOME Deed of Trust and applicable law.

21. Request for Notice. Borrower requests that copies of the notice of default and notice of sale be sent to Borrower's address, with a copy to:

California Department of Housing and Community Development
651 Bannon Street
Sacramento, California 95811
Attention: HOME Program Section Chief.

22. Statement of Obligation. Lender may collect a reasonable fee for furnishing the statement of obligation as provided by Section 2943 of the Civil Code of California, as it may be amended from time to time.

23. Use of Property. Borrower shall not permit or suffer the use of any of the Property for any purpose other than the use for which the same was intended at the time this City HOME Deed of

Trust was executed.

24. Nonrecourse. The City HOME Loan secured by this City HOME Deed of Trust is a nonrecourse obligation of Borrower. Neither Borrower nor any of its officers, directors or general and limited partners shall have any personal liability for repaying the principal or interest of the City HOME Loan or personal liability for the performance of Borrower's obligations under the City HOME Loan Documents. The sole recourse of Lender for repayment of the principal and interest shall be the exercise of Lender's rights against the Property under the City HOME Loan Documents. The foregoing limitation shall not apply to any and all loss, damage, liability, action, cause of action, cost or expense (including without limitation, reasonable attorneys' fees and expenses) incurred by Lender as a result of any (a) fraud or material misrepresentation under or in connection with the City HOME Loan or any City HOME Loan Document; (b) intentional bad faith waste of the Property; (c) losses resulting from Borrower's failure to maintain insurance as required under the City HOME Loan Documents; or (d) misappropriation of any rents, security deposits, insurance proceeds, condemnation awards or any other proceeds derived from the collateral security. In the event of any of the foregoing events (a) through (d) occurs, Lender shall have the right to proceed directly against Borrower to recover any and all loss, damage, liability, action, cause of action, cost or expense (including without limitation, reasonable attorneys' fees and expenses) incurred by Lender.

25. No Discrimination. Borrower covenants by and for itself and any successors in interest that there shall be no discrimination against or segregation of any person or group of persons on account of race, color, creed, religion, sex, sexual preference, marital status, family status, age (except to qualify a tenant as a senior citizen), source of income, physical or mental handicap, medical condition, national origin or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the Project, nor shall the Trustor itself or any person claiming under or through it establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees or vendees in the Project.

26. Hazardous Substances.

a. As used in this section 26, the following terms shall have the following meanings:

(i) "Environmental Laws" means all statutes, ordinances, orders, rules, regulations, plans, policies or decrees and the like now or hereafter in effect relating to (A) Hazardous Substance Activity or Hazardous Substances; (B) the generation, use, storage, transportation or disposal of Hazardous Substances, or solid waste; or (C) occupational safety and health, industrial hygiene, land use or the protection of human, plant or animal health, safety or welfare, including, without limitation, the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. section 9601 et seq.) ("CERCLA"); the Hazardous Material Transportation Act (49 U.S.C. section 180 et seq.); the Federal Insecticide, Fungicide, and Rodenticide Act (7 U.S.C. section 136 et seq.); the Resource Conservation and Recovery Act (42 U.S.C. section 6901 et seq.); the Clean Air Act (42 U.S.C. section 740 et seq.); the Federal Water Pollution Control Act (33 U.S.C. section 1251 et seq.); the Occupational Safety and Health Act (29 U.S.C. section 651 et seq.); the Safe Drinking Water Act (42 U.S.C. section 300f et seq.); the Porter-Cologne Water Quality Control Act (California Water Code section 13020 et seq.); the Safe Drinking Water and Toxic Enforcement Act of 1986 (California Health & Safety Code section 25249.5 et seq.); the Hazardous Substance Account Act

(California Health & Safety Code section 25300 et seq.); the Hazardous Waste Control Act (California Health & Safety Code section 25100 et seq.); The California Environmental Quality Act (California Public Resources Code section 2100 et seq.); and the rules, regulations and ordinances of the City of Roseville or any applicable federal, state and local agencies or bureaus, as amended from time to time.

(ii) "Foreclosure Transfer" means the transfer of title to all or any part of the Project or the Trust Estate at a foreclosure sale under the City HOME Deed of Trust, either pursuant to judicial decree or the power of sale contained in the City HOME Deed of Trust, or by deed in lieu of such foreclosure.

(iii) "Hazardous Substances" means (A) any chemical, compound, material, mixture or substance that is now or hereafter defined or listed in, or otherwise classified pursuant to, any Environmental Laws as a "hazardous substance," "hazardous material," "hazardous waste," "extremely hazardous waste," "acutely hazardous waste," "radioactive waste," "infectious waste," "biohazardous waste," "toxic substance," "pollutant," "toxic pollutant," "contaminant" as well as any other formulation not mentioned herein intended to define, list, or classify substances by reason of deleterious properties such as ignitability, corrosivity, reactivity, carcinogenicity, toxicity, reproductive toxicity, "EP toxicity" or "TCLP toxicity"; (B) petroleum, natural gas, natural gas liquids, liquefied natural gas, synthetic gas usable for fuel (or mixtures of natural gas and such synthetic gas) and ash produced by a resource recovery facility utilizing a municipal solid waste stream, and drilling fluids, produced waters and other wastes associated with the exploration, development or production of crude oil, natural gas, or geothermal resources; (C) "hazardous substance" as defined in section 2782.6(d) of the California Civil Code; (D) "waste" as defined in section 13050(d) of the California Water Code; (E) asbestos in any form; (F) urea formaldehyde foam insulation; (G) polychlorinated biphenyls (PCBs); (H) radon; and (1) any other chemical, material, or substance that, because of its quantity, concentration, or physical or chemical characteristics, exposure to which is limited or regulated for health and safety reasons by any governmental authority, or which poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.

(iv) "Hazardous Substance Activity" means any actual, proposed, or threatened use, storage, holding, existence, location, release (including, without limitation, any spilling, leaking, leaching, pumping, pouring, emitting, emptying, dumping, disposing into the environment, and the continuing migration into or through soil, surface water, groundwater or any body of water or the air), discharge, deposit, placement, generation, processing, construction, treatment, abatement, removal, disposal, disposition, handling, or transportation of any Hazardous Substance from, under, in, into, or on the Project and/or the Property, including without limitation, the movement or migration of any Hazardous Substances from surrounding property, surface water, groundwater or any body of water, or the air under, in, into or onto the Project and/or the Property and any residual Hazardous Substances contamination in, on, or under the Project and/or the Property.

(v) "Losses" means all charges, losses, liabilities, damages (whether actual, consequential, punitive, or otherwise denominated), costs, fees, demands, claims for personal injury or real or personal property damage), actions, administrative proceedings (including informal proceedings), judgments, causes of action, assessments, fines, penalties, costs, and expenses of any kind or character, foreseeable and unforeseeable,

liquidated and contingent, proximate and remote, including, without limitation, the following: (A) the reasonable fees and expenses of outside legal counsel; (B) the reasonable fees and expenses of accountants, third-party consultants, and other independent contractors retained by Beneficiary; (C) costs, including capital, operating and maintenance costs, incurred in connection with any investigation or monitoring of site conditions or any clean-up, remedial, removal or restoration work required or performed by any federal, state or local governmental agency or political subdivision or performed by any non-governmental entity or person that is required by Environmental Laws or administrative ruling or directive because of the presence, suspected presence, release or suspected release of Hazardous Substances in violation of Environmental Laws in the air, soil, surface water or groundwater at the Project or the Property; (D) any and all diminution in value of the Project and/or the Property, loss of use or damage to the Project and/or the Property, or loss of profits or loss of business opportunity; and (E) reasonable costs and expenses of enforcing this Section 26.a.

(vi) "Environmental Losses" means Losses rising out of or as a result of: (A) the occurrence of any Hazardous Substance Activity; (B) any violation of any applicable Environmental laws relating to the Project and/or the Property to the ownership, use, occupancy or operation thereof; (C) any investigation, inquiry, order, hearing, action, or other proceeding by or before any governmental agency in connection with any Hazardous Substance Activity; or (D) any claim, demand or cause of action, or any action or other proceeding, whether meritorious or not, brought or asserted against any Indemnitee which directly or indirectly relates to, arises from or is based on any of the matters described in clauses (A), (B), or (C), or any allegation of any such matters.

b. Trustor represents and warrants to Beneficiary that Trustor has conducted an appropriate inquiry and investigation, and, to the best of Trustor's knowledge, based on such inquiry and investigation, no portion of the Project and/or the Property is being used or has ever been used at any previous time, for the disposal, storage, treatment, processing or other handling of Hazardous Substances, nor have any Hazardous Substances migrated onto or from the Project. Neither the Project nor Trustor is in violation of or subject to any existing, pending or threatened investigation by any governmental authority under any Environmental Law. Trustor's prior and intended use of the Project and/or Property will not result in the disposal or release of any Hazardous Substances on, under, about, or to the Project and/or the Property or the migration of any Hazardous Substances from the Project and/or Property. The foregoing representations and warranties shall be continuing and shall be true and correct for the period from the date hereof to the release of this City HOME Deed of Trust (whether by payment of the indebtedness secured hereby or foreclosure or action in lieu thereof), and these representations and warranties shall survive such release.

c. Trustor represents and warrants to Beneficiary that Trustor has complied with all recommendations by any engineers retained by Trustor and all requirements of any applicable department of environmental resources, environmental protection agency or similar governmental agency, and there are no recommendations by said engineers or requirements ordered by said agency or any other governmental body for environmental investigation or cleanup with respect to the Project and/or the Property.

d. On and after the date hereof, Trustor shall not (a) allow any Hazardous Substances to be installed, used, introduced, stored, treated, disposed of, generated, manufactured, discharged, dumped, transported or brought in, upon or over the Project and/or the Property in violation of applicable law; (b) allow any soil or ground water contamination or

pollution with any Hazardous Substances on the Project and/or the Property in violation of applicable law; (c) allow any Hazardous Substances to migrate from the Project and/or the Property in violation of applicable law; (d) allow any Hazardous Substances to migrate onto the Project and/or the Property from any adjacent properties in violation of applicable law; or (e) allow or cause the Project and/or the Property to be in violation of, or to trigger a duly initiated and prosecuted investigation of the Project and/or the Property by any governmental authority under applicable limitations, restrictions, conditions, standards, prohibitions, requirements, obligations, schedules or timetables contained in any local, state and/or federal laws, regulations, codes, ordinances, plans, administrative or judicial orders, decrees, judgments, notices or demand letters issued, entered, promulgated or approved thereunder relating to the environment, land use, water and air quality and Hazardous Substances ("Environmental Requirements").

e. If the presence of any Hazardous Substances on the Project and/or the Property caused or permitted by Trustor results in any contamination of the Project and/or the Property, Trustor shall promptly take all actions, at its sole expense, as are necessary to return the Project and/or the Property to the condition existing prior to the introduction of any such Hazardous Substances to the Project and/or the Property; provided that Beneficiary's approval of such actions shall first be obtained, which approval shall not be unreasonably withheld so long as such actions would not potentially have any material adverse long-term or short-term effect on the Project and/or the Property.

f. At any time after the occurrence and during the continuance of any default under this Section 26, Beneficiary shall have the following rights and remedies, in addition to any other rights and remedies Beneficiary has under this City HOME Deed of Trust:

(i) As provided in California Code of Civil Procedure section 564, Beneficiary or its employees, acting by themselves or through a court-appointed receiver may do any of the following: (i) enter upon, possess, manage, operate, dispose of, and contract to dispose of the Project and/or the Property or any part thereof; (ii) take custody of all accounts; (iii) negotiate with governmental authorities with respect to the Project's and/or the Property's environmental compliance and remedial measures; (iv) take any action necessary to enforce compliance with environmental provisions, including spending rent payments to abate any environmental problem; (v) make, terminate, enforce or modify leases of part or all of the Project and/or the Property; (vi) contract for goods and services, hire agents, employees, and counsel, make repairs, alterations, and improvements to the Project and/or the Property necessary in Beneficiary's judgment to protect or enhance the security hereof; and/or (vii) take any and all other actions which may be necessary or desirable to comply with Trustor's obligations hereunder and under the City HOME Loan Documents. All sums realized by the receiver or Beneficiary under this subparagraph, less all costs and expenses incurred by either of them under this subparagraph, including attorneys' fees, and less such sums as Beneficiary or the receiver deems appropriate as a reserve to meet future expenses under this subparagraph, shall be applied on any indebtedness secured hereby in such order as Beneficiary shall determine. Neither application of said sums to said indebtedness, nor any other action taken by Beneficiary or the receiver under this subparagraph shall cure or waive any default or notice of default hereunder, or nullify the effect of any such notice of default. Beneficiary, or any employee or agent of Beneficiary, or a receiver appointed by a court, may take any action or proceeding hereunder without regard to the adequacy of the security for the indebtedness secured hereunder, the existence of a declaration that the indebtedness secured hereby has been declared immediately due and payable,

or the filing of a notice of default.

(ii) With or without notice, and without releasing Trustor from any obligation hereunder, to cure any default of Trustor or in connection with any such default, Beneficiary or its agents, acting by themselves or through a court-appointed receiver, may enter upon the Project and/or the Property or any part thereof and perform such acts and things as Beneficiary deems necessary or desirable to inspect, investigate, assess, and protect the security hereof, including of any of Beneficiary's other rights: (i) to obtain a court order to enforce Beneficiary's right to enter and inspect the Project and/or the Property under California Civil Code section 2929.5 (in respect of which the decision of Beneficiary as to whether there exists a release or threatened release of hazardous substance, as defined therein, onto the Project and/or the Property shall be deemed reasonable and conclusive as between the parties hereto); and (ii) to have a receiver appointed under California Code of Civil Procedure section 564 to enforce Beneficiary's right to enter and inspect the Project and/or the Property for hazardous substances as defined therein. All costs and expenses incurred by Beneficiary with respect to the audits, tests, inspections, and examinations that Beneficiary or its agents or employees may conduct, including the fees of engineers, laboratories, contractors, consultants, and attorneys, shall be paid by Trustor. All costs and expenses incurred by Trustor and Beneficiary pursuant to this subparagraph (including court costs, consultant fees and attorney fees, whether incurred in litigation or not and whether before or after judgment) shall bear interest at the City HOME Note rate, from the date they are incurred until said sums have been paid.

(iii) Beneficiary may seek a judgment that Trustor has breached its covenants, representations and/or warranties with respect to the environmental matters set forth above in this Section 26, by commencing and maintaining an action or actions in any court of competent jurisdiction for breach of contract pursuant to California Code of Civil Procedure section 736, whether commenced prior to foreclosure of the Project and/or the Property or after foreclosure of the Project and/or the Property, and to seek the recovery of any and all costs, damages, expenses, fees, penalties, fines, judgments, indemnification payments to third parties, and other out-of-pocket costs or expenses actually incurred by Beneficiary or advanced by Beneficiary (collectively, the "Environmental Costs") relating to the cleanup, remediation or other response action required by applicable law or which Beneficiary believes necessary to protect the Project and/or the Property, it being conclusively presumed between Beneficiary and Trustor that all such Environmental Costs incurred or advanced by Beneficiary relating to the cleanup, remediation, or other response action respecting the Project and/or the Property were made by Beneficiary in good faith. All Environmental Costs incurred by Beneficiary under this subparagraph (including court costs, consultant fees and attorney fees, whether incurred in litigation or not and whether before or after judgment) shall bear interest at the City HOME Note rate, from the date of expenditure until said sums have been paid. Beneficiary shall be entitled to bid, at any sale of the Project and/or the Property held hereunder, the amount of said costs, expenses and interest in addition to the amount of the other obligations hereby secured as a credit bid, the equivalent of cash.

(iv) As provided in California Code of Civil Procedure section 726.5, Beneficiary may waive its lien against the Project and/or the Property or any portion thereof, to the extent such Project and/or such Property is found to be environmentally impaired as defined therein, and to exercise any and all rights and remedies of an

unsecured creditor against Trustor and all of Trustor's assets and the Project and/or the Property for the recovery of any deficiency and Environmental Costs, including seeking an attachment order under California Code of Civil Procedure section 483.010.

Beneficiary and Trustor each represents and warrants for itself that it has no actual knowledge of any release of any Hazardous Substance (as defined in section 726.5) on, to or under the Project and/or the Property. As between Beneficiary and Trustor, for purposes of California Code of Civil Procedure section 726.5, Trustor shall have the burden of proving that Trustor or any related party (or any affiliate or agent of Trustor or any related party) did not cause or contribute to, and was not in any way negligent in permitting, any release or threatened release of the Hazardous Substance.

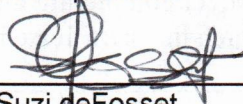
(v) Trustor acknowledges and agrees that notwithstanding any term or provision contained herein or in the City HOME Loan Documents, the Environmental Costs and all judgments and awards entered against Trustor pursuant to Section 26(f)(iv) above shall be exceptions to any nonrecourse or exculpatory provision of the City HOME Loan Documents, and Trustor shall be fully and personally liable for the Environmental Costs and such judgments and awards and such liability shall not be limited to the original principal amount of the obligations secured by this City HOME Deed of Trust, and Trustor's obligations shall survive the foreclosure, deed in lieu of foreclosure, release, reconveyance, or any other transfer of the Project and/or the Property, or this City HOME Deed of Trust.

g. Trustor hereby agrees to indemnify, defend and hold harmless Beneficiary from and against any and all Environmental Losses.

[Signatures on Following Page]

IN WITNESS WHEREOF, Borrower has executed this City HOME Deed of Trust.

ADVOCATES FOR MENTALLY ILL
HOUSING, INC., a California non-profit, public
benefit corporation

By: 
Suzi deFosset
Its: President

and

By: 
Tom Drake
Its: Secretary

REQUEST FOR RECONVEYANCE

TO TRUSTEE:

The undersigned is the holder of the Note or Notes secured by this Deed of Trust. Said Note or Notes, together with all other indebtedness secured by this Deed of Trust, have been paid in full. You are hereby directed to cancel said note or notes and this Deed of Trust, which are delivered hereby, and to reconvey, without warranty, all the estate now held by you under this Deed of Trust to the person or persons legally entitled thereto.

Dated: _____

THE
CITY OF ROSEVILLE, a municipal corporation

By: _____

Title: _____

(Space below this line reserved for Lender and Recorder)

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

The land described herein is situated in the State of California, County of Placer, City of Roseville, described as follows:

PARCEL ONE:

A Portion Of The Southeast Quarter Of Section 1, Township 10 North, Range 6 East, More Particularly Described As Follows:

Beginning At A Bronze Capped Monument In Concrete (Marked Pac. Gas & Elect. Co. Pro. Cor.) In The Southeast Quarter Of Section 1, Township 10 North, Range 6 East, MDB & M, From Which The 6 Inch By 6 Inch Concrete Highway Monument Marking The Easterly Terminus Of The Course In The Boundary Line Of That Certain 18.60 Acre Parcel Of Land Described In The Deed From W.J. Doyle And Wife, To State Of California, Dated July 13, 1949 And Recorded In The Office Of The County Recorder Of Said County Of Placer In Book 555 Of Official Records, At Page 505, Which Course, According To The Description Contained In Said Deed To State Of California, Has A Bearing Of South 71° 26' 50" East And A Length Of 105.95 Feet Bears South 69° 24' 49" East, 233.78 Feet Distant And Running Thence North 0° 28' 20" East, Parallel With And Distant 20 Feet Easterly From (Measured At A Right Angle To) Pacific's Existing Pole And Wire Electric Transmission Line Erected Under And By Virtue Of The Deed From Clara B. Doyle To Pacific, Dated June 24, 1926 And Recorded In The Office Of The County Recorder Of Said County Of Placer In Book 224 Of Official Records, At Page 271, A Distance Of 245.00 Feet To A Bronze Capped Monument In Concrete (Marked Pac. Gas & Elect. Co. Prop. Cor.); Thence North 89° 31' 40" West, 240.00 Feet To A Bronze Capped Monument In Concrete (Marked Pac. Gas & Elect. Co. Prop. Cor.); Thence South 0° 28' 20" West 218.58 Feet To A Bronze Capped Monument In Concrete (Marked Pac. Gas & Elect. Co. Prop. Cor.) Set At A Point Distant 50 Feet Northerly From (Measured At A Right Angle To) The Northerly Boundary Line Of Said 18.60 Acre Parcel Of Land; Thence Parallel With And Distant 50 Feet Northerly From (Measured At Right Angle To) The Northerly Boundary Line Of Said 18.60 Acre Parcel Of Land, The Following Two Courses And Distances, Namely; South 83° 03' 10" East, 235.07 Feet To A Bronze Capped Monument In Concrete (Marked Pac. Gas & Elect. Co. Pro. Co.); And Thence North 89° 15' 50" East, 6.43 Feet, More Or Less, To The Point Of Beginning.

PARCEL TWO:

A Portion Of Section 1, Township 10 North, Range 6 East, MDB & M.

Said Portion Is All That Part Thereof Lying Within The Following Described Boundaries.

Beginning At The Northwest Corner Of That Certain Parcel Of Land Acquired By Deed Recorded April 5, 1955 In Book 672, At Page 38, Official Records Of Placer County; Thence From Said Point Of Beginning Along The Westerly Prolongation Of The Northerly Line Of Said Parcel North 89° 57' 41" West, 64.58 Feet; Thence Leaving The Westerly Prolongation Of Said Northerly Line South 12° 11' 56" East, 231.33 Feet To A Point Distant 119.28 Feet Northerly, Measured At A Right Angles From The "U" Line At Engineer's Station "U" 27+13.50 Of The Department Of Public Works' 1962 Survey On Road 03-Pla 80.Pm 1.8 (Formerly Road III-Pla-3, 1-Rv); Thence Along A Tangent Curve To The Left With A Radius Of 35 Feet, Through An

Angle Of 76° 02' 00", A Distance Of 46.45 Feet; Thence South 88° 13' 56" East, 216.40 Feet; Thence North 1° 11' 14" West, 15.01 Feet To A Point On The Southerly Line Of Said Parcel; Thence Along Said Southerly Line North 83° 29' 11" West, 235.07 Feet To The Southwest Corner Of Said Parcel; Thence Along The Westerly Line Of Parcel North 00° 02' 19 East 218.58 Feet To The Point Of Beginning.

PARCEL THREE:

A Non-Exclusive Easement For The Ingress And Egress On, Over, Under And Across The Following Described Property:

A Portion Of The Southeast 1/4 Of Section 1, Township 10 North, Range 6 East, MDB & M, Described As:

Beginning At A Bronze-Capped Monument Set In Concrete Marked (Pac. Gas & Elect. Co. Prop. Cor.) Which Is The East Terminus Of The Course Described As "South 83° 03' 10" East, 235.07 Feet; Of That Certain Parcel Acquired By Deed Recorded April 5, 1955 In Book 672, At Page 38, Official Records Of Placer County; Thence From Said Point Of Beginning Along The Southerly Line Of Said Parcel North 88° 49' 49" East, 6.54 Feet To The Southeast Corner Of Said Parcel; Thence Along The Easterly Line Of Said Parcel North 00° 02' 19" East, 43.97 Feet; Thence Leaving Said Easterly Line North 88° 49' 09" East, 167.00 Feet ; Thence North 73° 05' 03" East, 118.00 Feet; Thence South 61° 44' 28" East, 85.45 Feet; Thence South 01° 10' 51" East, 40.00 Feet; Thence South 88° 49' 09" West, 81.54 Feet; Thence South 01° 10' 51 East 8.98 Feet; Thence South 88° 49' 09" West, 280 Feet To A Point Distant 80 Feet Northerly, Measured At Right Angles From The "U" Line At Engineer's Station "U" 29+60 Of The Department Of Public Works 1962 Survey On Road 03-Pla-80 P.M. 1.8 (Formerly Road III-Pla-3, 17-Rsv); Thence North 01° 11' 14" West, 15.01 Feet To The Point Of Beginning.

APN: 013-213-001-000

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Placer

On 1/7/25 before me, S. Fairchild, Notary Public
(insert name and title of the officer)

personally appeared Suzi Defassett & Tom Drake,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same in
his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing
paragraph is true and correct.

WITNESS my hand and official seal.

Signature [Signature]

(Seal)





COUNCIL COMMUNICATION

CC #: 3744

File #: 0201 & 0201-01

Title: Fiscal Year 2023-24 Year-End Financial Report and Fiscal Year 2024-25 - Budget Adjustments

Contact: N. Rothlisberger 916-774-5314 nrothlisberger@roseville.ca.us

Meeting Date: 2/5/2025

Item #: 8.1.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council accept the FY2023-24 Year-End Report and adopt an ordinance to approve adjustments to the FY2024-25 budget.

BACKGROUND

Fiscal Year 2023-24 Year-End Financial Report

The attached report contains information regarding the City's financial performance from July 1, 2023 through June 30, 2024, for the General Fund, the enterprise operating funds, and revenues in select other funds.

General Fund

The General Fund ended FY2023-24 with a \$15.86 million surplus. The ongoing effects of inflation, high interest rates, and a shift in spending from taxable goods to non-taxable services, all contributed to a shortfall in sales tax revenues of about \$2.40 million from budget estimates. This is also a slight decline (less than one percent) from the prior year. Property taxes, however, finished the year \$2.23 million higher than expected due to rising property values and new construction. Other revenues exceeded projections as well. This combined net positive result of \$3.26 million in revenues, coupled with \$12.60 million in expenditure savings (equivalent to four percent of operating expenditures) due to vacant positions, deferring the nearly \$4.6 million additional discretionary payment to CalPERS, and underspending on materials, services, and supplies, resulted in the \$15.86 million General Fund surplus.

General Fund FY2023-24 Year-End Results
(Operating and Non-Operating)

Variance from Budget
(\$)

Sales and Use Tax - Bradley Burns	\$ (2,565,000)
Sales and Use Tax - Measure B	169,000
Property Tax	2,231,000
Other Revenues	3,425,000
Revenue surplus	3,260,000
Expenditure savings	12,600,000
Total General Fund Year-End Surplus	\$ 15,860,000

Enterprise Operating Funds

Electric, Water, Wastewater, and Waste Services revenues came in at or above budget estimates. Revenues in Transit and Transportation both fell short of budget estimates but aligned with actual expenditures. Revenues in these funds are based on Local Transportation Fund reimbursements of expenditures; lower expenditures than budgeted—due to factors including vacant positions and reduced repair and maintenance needs—led to lower revenues than budgeted. All enterprise funds ended the year within their expenditure budgets.

Other Funds

Revenues in the Fire Facilities, Public Facilities, and Strategic Improvement Funds surpassed their budgets by \$533,000, \$212,000, and \$313,000, respectively. Factors that contributed to these favorable variances included continued growth in development activities and higher than expected interest revenue.

Fiscal Year 2024-25 Budget Adjustments

Staff recommends adjusting the FY2024-25 budget to appropriate the full amount of the FY2023-24 General Fund Surplus (\$15.86 million) to the following one-time projects, transfers, and other expenditures:

1. Parks, Recreation, and Libraries Department (PRL) projects: \$4,030,000

PRL requests a budget adjustment to appropriate \$4,030,000 of the FY2023-24 General Fund surplus to fund the following projects :

- \$3,150,000 in the General Fund to increase the budget for The Courts at Gibson Park Frontage project (\$150,000) and establish the new West Side Maintenance Yard project (\$3,000,000). The purpose of the West Side Maintenance Yard Project is to build a satellite corporation yard on the western side of the City. This project will include storage for equipment and materials, a shop, office space for Operations staff and other support features to ensure efficient operations to better serve our residents.

- \$630,000 for the Youth Development Fund to increase the budgets for six existing projects (Adventure Club Flooring and Painting - \$208,000, Adventure Club Interior Cabinets and Counters - \$80,000, Adventure Club Exterior Paint and Siding - \$140,000, Adventure Club HVAC Replacement - \$85,000, Adventure Club Ramps - \$15,000, Adventure Club Roof Repair and Replacement - \$50,000 and the establishment of one new project (Adventure Club Programmable Locks - \$52,000)

- \$250,000 for the Parks, Recreation and Library Capital Projects Fund to establish the new Vernon Street Town Square Spray Ground Upgrades project and fund the design phase

2. Police Department Projects (\$930,000)

The Police Department requests the establishment of two new projects: (1) Police Body-Worn Camera Replacement - \$480,000 and (2) Police Equipment Replacement - \$450,000. Staff recommends appropriating \$930,000 of the FY2023-24 year-end General Fund surplus to the Equipment Replacement Fund to establish these projects to replace/purchase body-worn cameras, rifle rated ballistic vests, rifle optics, ballistic shields, unmanned aerial system drones, and a drug detection testing system.

3. Fleet Replacement Fund Balance Augmentation (\$1,531,000)

Staff have identified a \$1.531 million shortfall in General Fund vehicle replacement funding for the upcoming fiscal year (FY2025-26). The shortfall is broken down by department as follows: Police - \$457,291, Fire - \$691,268, PRL - \$140,497, Public Works - \$226,943, and Development Services - \$15,001. To address this anticipated funding gap, staff recommends utilizing \$1.531 million from the FY2023-24 General Fund surplus.

4. Payment to CalPERS and Transfers to Other Funds (\$9,369,000)

Staff recommends appropriating \$9,369,000 of the FY2023-24 General Fund year-end surplus to fund the following one-time expenditures: (1) make the \$4,577,924 additional discretionary payment (ADP) to CalPERS which was deferred in FY2023-24 due to concerns about reduced sales tax revenues, (2) transfer \$1,500,000 to the General Fund Capital Reserve Fund to fund future capital projects, (3) transfer \$1,750,000 to the Strategic Improvement Fund for future strategic investments, and (4) transfer \$1,541,076 to the Pension Reserve Trust Fund to mitigate this long-term liability and its increasing costs.

FISCAL IMPACT

The recommended adjustments to the FY2024-25 budget will result in the changes in the table below. The total reduction to the General Fund balance equals \$15.86 million—the amount of the FY2023-24 surplus.

Budget adjustment	Fund	Adjustment		
		Expense budget	Revenue budget	Fund balance
1 PRL Projects	General	\$3,150,000	-	(\$4,030,000)
	Youth Development	\$630,000	\$630,000	-
	PRL Capital Projects	\$250,000	\$250,000	-
2 Police Projects	General	\$930,000	-	(\$930,000)

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. Approval of the recommended adjustments to the FY2024-25 budget meets the above criteria and is not subject to CEQA. No additional environmental review is required.

CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Goal A – Remain fiscally responsible in a changing world

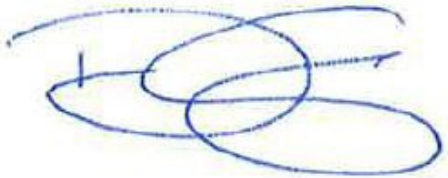
Goal C – Maintain a safe and healthy community

Goal F – Invest in well-planned infrastructure and growth

Respectfully Submitted,

Nancy Rothlisberger, Budget Manager

Dennis Kauffman, Assistant City Manager/Chief Financial Officer

A handwritten signature in blue ink, consisting of several overlapping loops and a horizontal line extending to the right.

Dominick Casey, City Manager

ATTACHMENTS:

Description

Ordinance 6912

FY2023-24 Fourth Quarter Report

ORDINANCE NO. 6912

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE
AUTHORIZING CERTAIN AMENDMENTS TO THE FISCAL YEAR 2024-25
BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY
EFFECTIVE AS AN APPROPRIATION MEASURE

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. The City of Roseville Annual Budget, Fiscal Year 2024-25, is hereby amended as listed on the attached budget adjustments.

SECTION 2. This ordinance is hereby declared to be an appropriation measure, immediately effective pursuant to the provisions of Section 5.03 of the Charter.

SECTION 3. The City Clerk is hereby authorized and directed to post a true copy of the foregoing ordinance in each of three (3) conspicuous locations in the City and she shall immediately after such posting enter in the ordinance book, under the record of the ordinance, a certificate under her hand stating the time and place of such publication by posting.

PASSED AND ADOPTED by the Council of the City of Roseville, this
_____ day of _____, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

MAYOR

ATTEST:

City Clerk



REQUEST FOR BUDGET ADJUSTMENT

Updated 11/22/2024

Please complete the cells highlighted in yellow.

REQUESTER NAME & TITLE:	Lisa Saunders, Management Analyst	FISCAL YEAR:	2024-25
PREPARER NAME & TITLE:	Lisa Saunders, Management Analyst	ORDINANCE:	
DEPARTMENT/DIVISION:	Parks, Recreation, & Libraries		

EXPENDITURES/EXPENSES/TRANSFERS OUT

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
					Please see attachment
EXPENDITURES/EXPENSES/TRANSFERS OUT TOTAL				-	

REVENUES/TRANSFERS IN

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
REVENUES/TRANSFERS IN TOTAL				-	

NET ADJUSTMENT

-

FUND BALANCE

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
	3601	00000	000000		
	3601	00000	000000		
	3601	00000	000000		
FUND BALANCE TOTAL				-	

Justification for Budget Adjustment:

The Parks, Recreation & Libraries Department requests a budget adjustment to appropriate \$4,030,000 of the FY2023-24 General Fund surplus to fund the following projects:

(1) \$630,000 for the Youth Development Fund (6591) to increase the budgets for six existing projects (Adventure Club Flooring and Painting - \$208,000, Adventure Club Interior Cabinets and Counters - \$80,000, Adventure Club Exterior Paint and Siding - \$140,000, Adventure Club HVAC Replacement - \$85,000, Adventure Club Ramps - \$15,000, Adventure Club Roof Repair and Replacement - \$50,000, and to establish one new project (Adventure Club Programmable Locks - \$52,000)

(2) \$250,000 for the Parks Recreation and Library Capital Projects Fund (3130) to establish the new Vernon Street Town Square Spray Ground Upgrades project

(3) \$3,150,000 in the General Fund (1001) to increase the budget for The Courts at Gibson Park Frontage project (\$150,000) and establish the new West Side Maintenance Yard project (\$3,000,000)

Please complete the cells highlighted in yellow.

EXPENDITURES/EXPENSES/TRANSFERS OUT

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
1001	6810	10001		880,000	Transfer out of General Fund (1001): \$630,000 to Youth Development Fund (6591) for facility rehabilitation projects and \$250,000 to Parks Recreation and Library Capital Projects Fund (3130) for new Vernon Street Town Square Spray Ground Upgrades project
1001	6587	84001	500552	3,000,000	Establish project budget - West Side Maintenance Yard
1001	6587	84001	500465	150,000	Increase project budget - The Courts at Gibson Park Frontage
3130	6587	84001	500551	250,000	Establish project budget - Vernon Street Town Square Spray Ground Upgrades
6591	5411	84001	500381	208,000	Increase project budget - Adventure Club Flooring and Painting
6591	6587	84001	500531	80,000	Increase project budget - Adventure Club - Interior Cabinets and Counters
6591	6587	84001	500532	140,000	Increase project budget - Adventure Club - Exterior Paint and Siding
6591	6587	84001	500533	85,000	Increase project budget - Adventure Club - HVAC Replacement
6591	6587	84001	500534	15,000	Increase project budget - Adventure Club - Ramps
6591	6587	84001	500535	50,000	Increase project budget - Adventure Club - Roof Repair and Replacement
6591	6587	84001	500553	52,000	Establish project budget - Adventure Club - Programmable Locks
EXPENDITURES/EXPENSES/TRANSFERS OUT TOTAL				4,910,000	

REVENUES/TRANSFERS IN

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
6591	4810	10001		630,000	Transfer in to Youth Development Fund (6591) from General Fund (1001)
3130	4810	10001		250,000	Transfer in to Parks Recreation and Library Capital Projects Fund (3130) from General Fund (1001)
REVENUES/TRANSFERS IN TOTAL				880,000	

NET ADJUSTMENT	4,030,000	
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AVAILABLE RESOURCES

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
1001	3601	00000	000000	(4,030,000)	Decrease General Fund Balance
	3601	00000	000000		
	3601	00000	000000		
	3601	00000	000000		
	3601	00000	000000		
FUND BALANCE TOTAL				(4,030,000)	



REQUEST FOR BUDGET ADJUSTMENT

Updated 11/22/2024

Please complete the cells highlighted in yellow.

REQUESTER NAME & TITLE:	Mark Peinado / Management Analyst	FISCAL YEAR:	2024-25
PREPARER NAME & TITLE:	Mark Peinado / Management Analyst	ORDINANCE:	
DEPARTMENT/DIVISION:	Police Department		

EXPENDITURES/EXPENSES/TRANSFERS OUT

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
1001	5530	44040		930,000	Appropriation of General Fund (1001) FY24 surplus for PD equipment replacement projects
4031	6587	84001	500554	450,000	Establish budget for new Police Equipment Replacement project (500555)
4031	6587	84001	500555	480,000	Establish budget for new Police Body-Worn Camera Replacement project (500554)
EXPENDITURES/EXPENSES/TRANSFERS OUT TOTAL				1,860,000	

REVENUES/TRANSFERS IN

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
4031	4251	10001		930,000	Establish revenue budget to move the General Funds (1001) to the Equipment Replacement Fund (4031)
REVENUES/TRANSFERS IN TOTAL				930,000	

NET ADJUSTMENT	930,000	
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FUND BALANCE

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
1001	3601	00000	000000	(930,000)	Decrease General Fund Balance
	3601	00000	000000		
	3601	00000	000000		
	3601	00000	000000		
	3601	00000	000000		
	3601	00000	000000		
FUND BALANCE TOTAL				(930,000)	

Justification for Budget Adjustment:

This budget adjustment will establish and fund two new capital projects: (1) 500555 - Police Body-Worn Camera Replacement (\$480,000) and (2) 500554 - Police Equipment Replacement (\$450,000) in the Equipment Replacement Fund (4031). The Police Department recommends appropriating \$930,000 of the FY2023-24 year-end surplus (available resources) in the General Fund (1001) to the Equipment Replacement Fund to establish two new projects to replace/purchase body-worn cameras, rifle rated ballistic vests, rifle optics, ballistic shields, unmanned aerial system drones, and a drug detection testing system.



REQUEST FOR BUDGET ADJUSTMENT

Updated 8/29/2024

Please complete the cells highlighted in yellow.

REQUESTER NAME & TITLE:	Brandy LeBeau, Feet Manager	FISCAL YEAR:	2024-25
PREPARER NAME & TITLE:	Brandy LeBeau, Feet Manager	ORDINANCE:	
DEPARTMENT/DIVISION:	Public Works, Fleet		

EXPENDITURES/EXPENSES/TRANSFERS OUT

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
1001	5516	44080		457,291	Increase budget in the Police Department for Fleet Replacement shortage
1001	5516	48040		691,268	Increase budget in the Fire Department for Fleet Replacement shortage
1001	5516	58110		140,497	Increase budget in the Parks, Recreation & Libraries
1001	5516	62101		10,783	Increase budget in the Public Works Department/Engineering for Fleet Replacement shortage
1001	5516	62310		55,102	Increase budget in the Public Works Department/Street Drainage for Fleet Replacement shortage
1001	5516	62320		101,088	Increase budget in the Public Works Department/Paving for Fleet Replacement shortage
1001	5516	62330		55,768	Increase budget in the Public Works Department/Street Signs for Fleet Replacement shortage
1001	5516	62340		4,202	Increase budget in the Public Works Department/Street Markings for Fleet Replacement shortage
1001	5516	66020		15,001	Increase budget in the Development Services Department for Fleet Replacement shortage
EXPENDITURES/EXPENSES/TRANSFERS OUT TOTAL				1,531,000	

REVENUES/TRANSFERS IN

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
4005	4251	62601		1,531,000	Increase fleet replacement revenue budget in Fleet Replacement Fund
REVENUES/TRANSFERS IN TOTAL				1,531,000	

NET ADJUSTMENT	-
----------------	---

FUND BALANCE

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
1001	3601	00000	000000	(1,531,000)	Decrease General Fund Balance
4005	3601	00000	000000	1,531,000	Increase Fleet Replacement Fund Balance
	3601	00000	000000		
	3601	00000	000000		
	3601	00000	000000		
FUND BALANCE TOTAL				-	

Justification for Budget Adjustment:

Staff have identified a \$1.531 million shortfall in General Fund fleet replacement funding for the upcoming fiscal year (FY2025-26). The shortfall is broken down by department as follows: Police, \$457,291; Fire, \$691,268; Parks, Recreation, & Libraries, \$140,497; Public Works, \$226,943; and Development Services, \$15,001. To address this anticipated funding gap, staff recommends utilizing \$1.531 million from the FY2023-24 General Fund surplus.



REQUEST FOR BUDGET ADJUSTMENT

Updated 11/22/2024

Please complete the cells highlighted in yellow.

REQUESTER NAME & TITLE:	Nancy Rothlisberger, Budget Manager	FISCAL YEAR:	2024-25
PREPARER NAME & TITLE:	Natalya Lakhno, Budget Analyst	ORDINANCE:	
DEPARTMENT/DIVISION:	Finance		

EXPENDITURES/EXPENSES/TRANSFERS OUT

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
1001	5127	10001		4,577,924	Increase budget for advanced PERS Additional Discretionary Payment (delayed from FY24)
1001	6801	10001		1,500,000	Transfer of funds from General Fund to GF Capital Reserve
1001	6801	10001		1,750,000	Transfer of funds from General Fund to Strategic Improvement Fund
1001	6801	10001		1,541,076	Transfer of funds from General Fund to Pension Reserve Trust
EXPENDITURES/EXPENSES/TRANSFERS OUT TOTAL				9,369,000	

REVENUES/TRANSFERS IN

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
1012	4801	10001		1,500,000	Transfer of funds from General Fund to GF Capital Reserve
1030	4801	10001		1,750,000	Transfer of funds from General Fund to Strategic Improvement Fund
7011	4801	10001		1,541,076	Transfer of funds from General Fund to Pension Reserve Trust
REVENUES/TRANSFERS IN TOTAL				4,791,076	

NET ADJUSTMENT	4,577,924
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FUND BALANCE

ACCOUNT STRING				BUDGET (\$)	DESCRIPTION
Fund	Account	Center	Project	Adjustment	
1001	3601	00000	000000	(9,369,000)	Decrease General Fund Balance
1012	3601	00000	000000	1,500,000	Increase General Fund Capital Reserve Fund Fund Balance
1030	3601	00000	000000	1,750,000	Increase Strategic Improvement Fund Balance
7011	3601	00000	000000	1,541,076	Increase Pension Trust Fund Fund Balance
	3601	00000	000000		
	3601	00000	000000		
FUND BALANCE TOTAL				(4,577,924)	

Justification for Budget Adjustment:

Staff recommends this budget adjustment to appropriate \$9,369,000 of the FY2023-24 year-end surplus (available resources) in the General Fund to fund the following one-time expenditures: (1) PERS additional discretionary payment (ADP) of \$4,577,924 which was delayed from FY2023-24, (2) transfer to the General Fund Capital Reserve Fund (\$1,500,000), (3) transfer to the Strategic Improvement Fund (\$1,750,000), and (4) transfer to the Pension Reserve Trust Fund (\$1,541,076).



Fiscal Year 2023-24

Fourth Quarter Report



Fiscal Year 2023-24 – Fourth Quarter Report

Overview

This report provides an overview of the City of Roseville's financial status through the fourth quarter of fiscal year (FY) 2023-24 (July 1, 2023, through June 30, 2024) for:

- (1) the General Fund
- (2) the major enterprise operating funds, and
- (3) revenues in other selected funds.

General Fund Summary

General Fund revenues for FY2023-24 ended the year in line with expectations outlined in the third quarter report. While Measure B sales tax continued to grow, albeit at a slower pace than the years following the pandemic, Bradley Burns sales tax revenues declined in FY2023-24, resulting in a sales tax shortfall of approximately \$2.4 million. This decline is attributed to a shift in consumer spending towards more service-related purchases, which are not taxable. Additionally, the ongoing effects of inflation and higher interest rates affected spending, contributing to a slight decrease in sales tax revenues compared to the previous fiscal year.

On the positive side, the rise in property values and new construction led to property tax collections exceeding budget estimates through the end of the fiscal year. Development activity in the City continued with an upward trend during FY2023-24, resulting in higher-than-expected building permit, plan check, and engineering and inspection fee revenues.

Despite the sales tax shortfall, year-end results show that higher-than-expected revenues in other categories offset the shortfall, leading to an overall revenue surplus of \$3.26 million or approximately 1% above estimates.

Expenditure savings, including labor, materials, services, and supplies, totaled \$12.6 million in the General Fund. This amount includes a \$4.6 million additional discretionary payment (ADP) to CalPERS that was deferred as a precautionary measure due to the forecasted sales tax shortfall. Excluding the ADP, expenditure savings totaled approximately \$8 million, representing about 4% of the operating expenditure budget.

The combined surplus for FY2023-24 amounts to \$15.87 million, as presented on the following page:

General Fund FY2023-24 Year-End Results (Operating and Non-Operating)	Variance from Budget (\$)
Sales and Use Tax - Bradley Burns	\$ (2,565,000)
Sales and Use Tax - Measure B	169,000
Property Tax	2,231,000
Other Revenues	3,425,000
Revenue surplus	3,260,000
Expenditure savings	12,600,000
Total General Fund Year-End Surplus	\$ 15,860,000

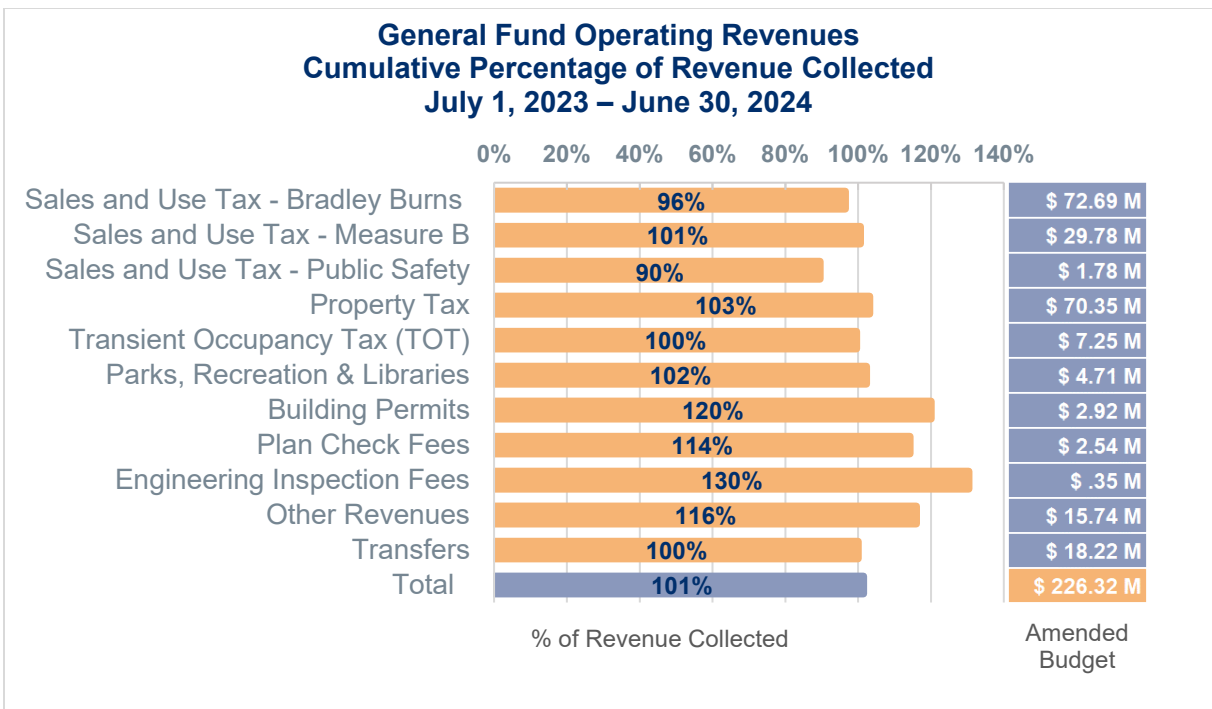
City Council will review and consider a spending plan for the surplus General Funds as part of a separate budget adjustment.

General Fund: Operating Revenues

Total General Fund operating revenues through the fourth quarter ended the year one percent above budget. Sales tax (Bradley Burns and Measure B) combined revenue ended the year four percent (\$2.4 million) below estimates. Revenues in other categories offset this revenue shortfall. For example, property tax revenues surpassed the budget estimate by \$2.2 million. In addition, building permits, plan check fees, and engineering inspection fees ended the year above budget by \$1 million, and other revenues were \$2.5 million above projections.

BUDGET TO CUMULATIVE REVENUE COMPARISON July 1, 2023 – June 30, 2024

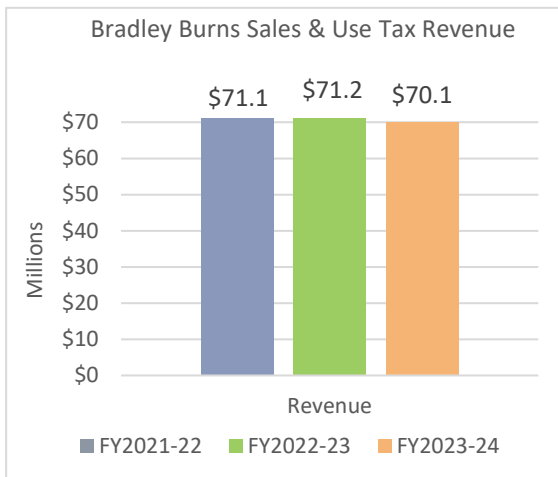
Revenue Type	Amended Budget	Cumulative Revenues	Balance Remaining	% of Budget Collected
Sales and Use Tax - Bradley Burns	\$ 72,688,000	\$ 70,122,618	\$ (2,565,382)	96%
Sales and Use Tax - Measure B	29,775,000	29,944,203	169,203	101%
Sales and Use Tax - State Aid for Public Safety	1,777,000	1,591,486	(185,514)	90%
Property Tax	70,347,000	72,578,068	2,231,068	103%
Transient Occupancy Tax (TOT)	7,250,000	7,216,331	(33,669)	100%
Parks, Recreation & Libraries Programs	4,710,632	4,816,550	105,918	102%
Building Permits	2,920,836	3,506,020	585,184	120%
Plan Check Fees	2,536,300	2,897,724	361,424	114%
Engineering Inspection Fees	353,196	460,617	107,421	130%
Other Revenues	15,735,852	18,218,989	2,483,137	116%
Transfers	18,223,822	18,223,822	-	100%
TOTAL	\$ 226,317,638	\$ 229,576,428	\$ 3,258,790	101%



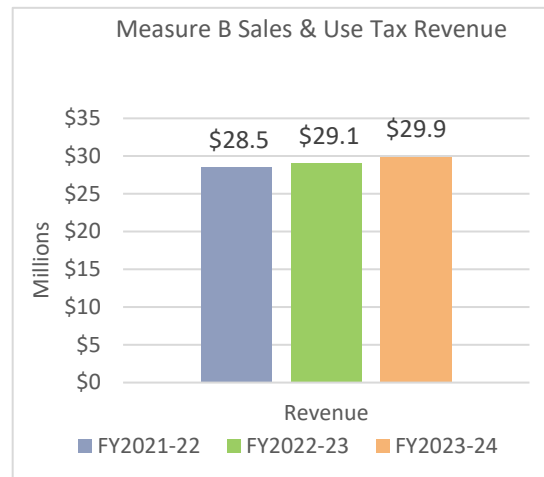
Bradley Burns and Measure B Sales Tax

The City's Bradley Burns and Measure B Sales and Use tax revenues closed the year at \$70.1 and \$29.9 million, respectively. Bradley Burns sales tax fell below budget estimates by four percent (\$2.6 million), while Measure B sales tax exceeded the budget by one percent (\$0.2 million). These outcomes were expected as data indicated slowing sales and use tax growth throughout the year. As mentioned previously, the slowing revenue growth is attributed to higher interest rates and a shift in consumer spending toward service-related purchases that are not taxable.

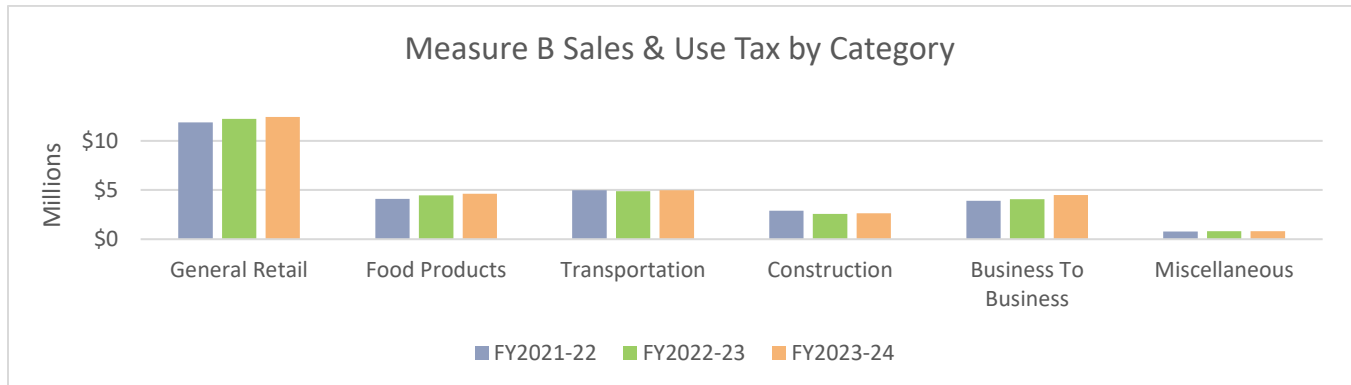
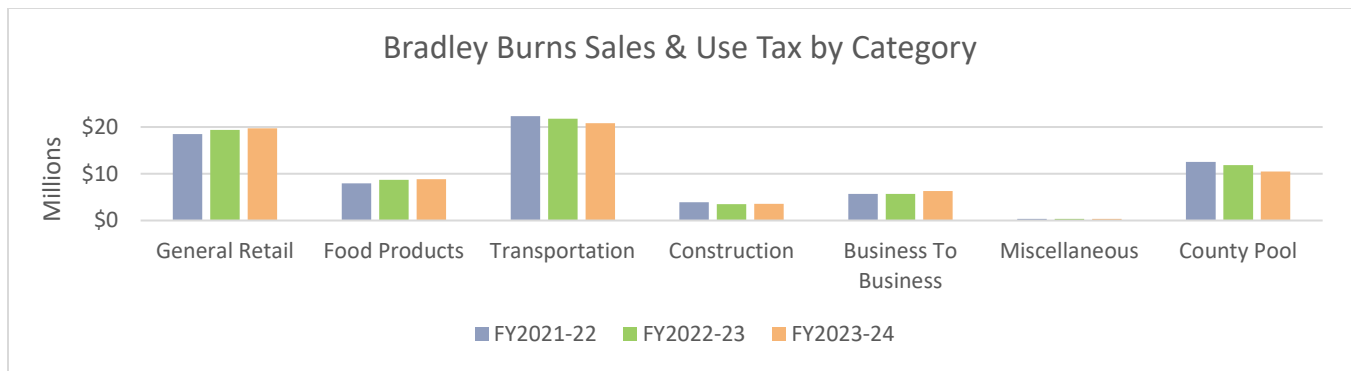
The graphs below show Bradley Burns and Measure B Sales and Use Tax revenues collected over the past three fiscal years and by business category.



*Total Revenue before administrative fees

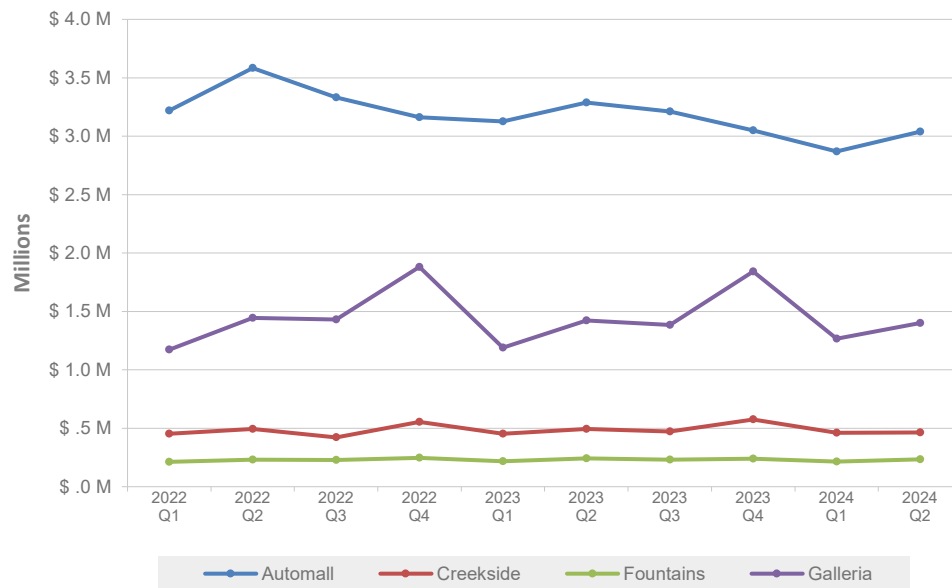


*Total Revenue before administrative fees



The following graph presents historical Bradley Burns Sales and Use Tax quarterly revenues from January 2022 through June 2024 for the Roseville Automall, Creekside Town Center, The Fountains, and the Galleria Mall. Creekside and The Fountains, represented by the bottom two lines in red and green, have remained relatively flat. The Galleria Mall (purple line) has shown a steady pattern since 2021, with seasonal spikes during the holiday quarters and notable declines in the first quarter, with a slight recovery during the spring months. The Automall (blue line) has returned to 2020 levels near \$3 million, as the average price of vehicles spiked during 2022 and declined in 2023 and into 2024. According to the California New Car Dealers Association (CNCDA), key factors affecting the downward trend in vehicle sales include elevated finance and lease costs due to higher interest rates and purchasing power erosion due to inflation. Staff pay close attention to these trends, as well as the other sectors of the local economy, to better understand and forecast sales tax revenue.

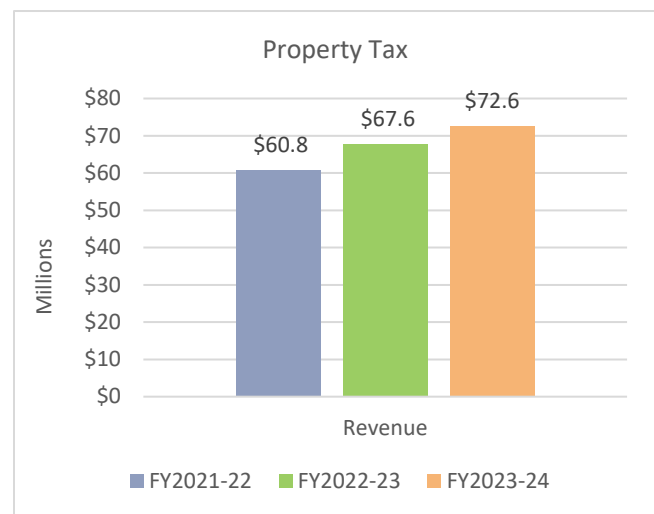
City of Roseville - Quarterly Sales Tax Automall - Creekside - The Fountains - Galleria Mall



Additional Sales Tax Information: The City's sales tax consultant has prepared a detailed sales tax report and business activity (attached at the end of this report). The report provides a list of the top 25 sales tax remitters, a summary of cash receipts, and sales tax data by economic category.

Property Tax

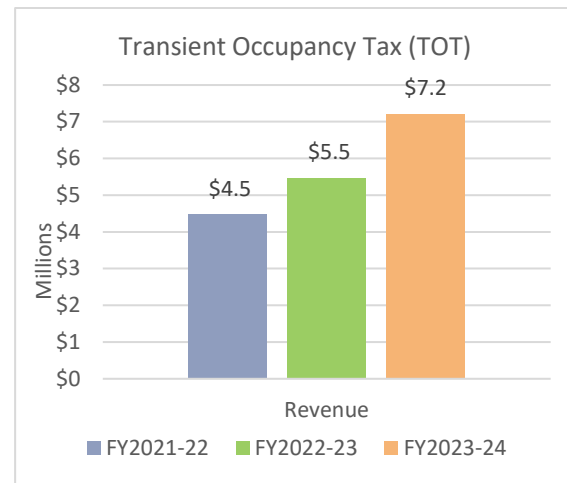
Property tax revenue for FY2023-24 is based on assessed valuation as of January 1, 2023. The City's property tax revenues surpassed estimates by three percent, reaching \$72.6 million compared to the budgeted \$70.3 million. Property tax revenues for FY2023-24 represent a seven percent increase over the prior year, driven by continuous residential property values and new construction growth. The accompanying graph provides an overview of property tax revenues spanning the last three years.



Transient Occupancy Tax (TOT)

The City's transient occupancy tax (TOT) revenues, also known as the hotel tax, met the budget target of \$7.2 million for FY2023-24.

In November 2022, Roseville voters approved Measure C, increasing the City's TOT rate from six to 10 percent, effective January 1, 2023. This resulted in approximately \$2.9 million in additional revenues in FY2023-24.



Parks, Recreation & Libraries Programs

Parks, Recreation & Libraries (PRL) program revenues surpassed their target for the first time since the pandemic, reaching 102 percent of the FY2023-24 budget. This success is attributed to increased program attendance, higher membership numbers, and a significant rise in facility and picnic rentals.

Building Permits, Plan Check Fees, Engineering Inspection Fees

Building permit revenues and plan check fees ended the year above budget, driven by sustained increases in the City's development activity. During FY2023-24, the City experienced a slight increase in issued single-family residential building permits and several large projects in the commercial construction sector.

Engineering inspection fees also ended the year higher than budget, largely due to high levels of utility infrastructure inspection fees collected. The Development Services Department recovers the cost of staff labor for utility infrastructure related inspections from the utility franchise fees received in the General Fund.

Other Revenues

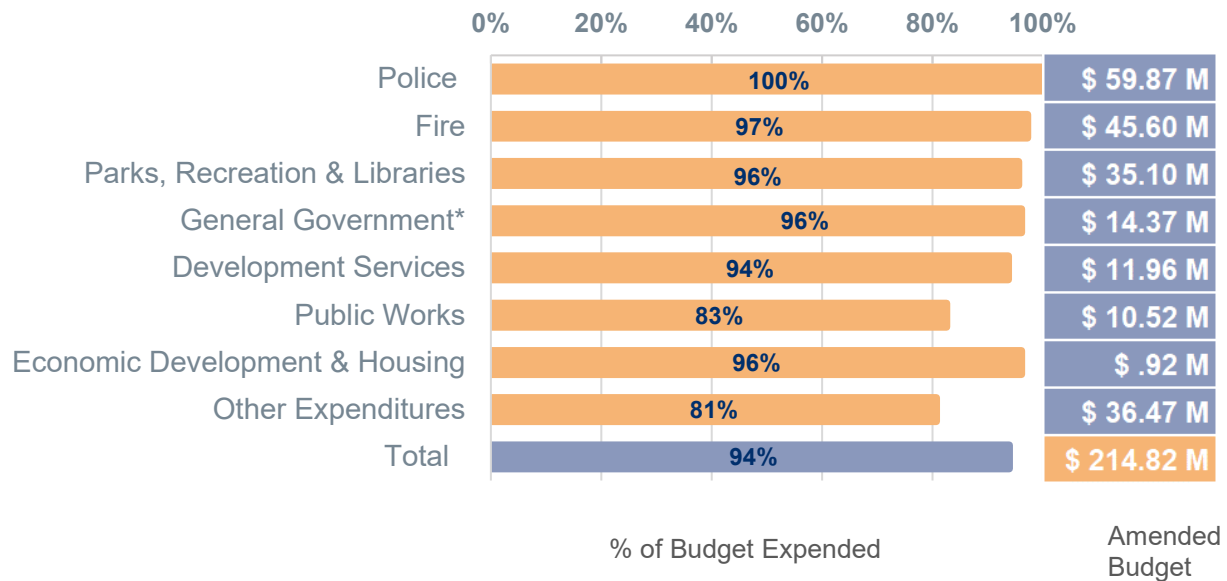
Other revenues include reimbursements from the state, development reimbursement activity, property transfer tax, business license tax, rental payments, animal licensing, passport processing, permit franchise, and other fees. Revenues in this category ended the year 16 percent above budget (\$2.5 million). The main drivers for this positive variance include higher-than-anticipated interest and investment revenue (\$1.1 million), business license tax and other permits and fees (\$0.5 million), grants (\$0.5 million), property transfer tax revenue (\$0.2 million), and special police fees (\$0.1 million).

General Fund: Operating Expenditures

BUDGET TO CUMULATIVE EXPENDITURE COMPARISON
July 1, 2023 – June 30, 2024

Department	Amended Budget	Cumulative Expenditures	Variance	% of Budget Expended
Police	\$ 59,871,863	\$ 59,795,859	\$ (76,004)	100%
Fire	45,603,568	44,330,610	(1,272,958)	97%
Parks, Recreation & Libraries	35,101,143	33,559,367	(1,541,776)	96%
General Government*	14,372,230	13,814,015	(558,215)	96%
Development Services	11,964,644	11,217,967	(746,677)	94%
Public Works	10,523,233	8,689,478	(1,833,755)	83%
Economic Development & Housing	915,697	879,881	(35,816)	96%
Other Expenditures (Includes Annexation Payments and Transfers Out)	36,466,552	29,427,161	(7,039,391)	81%
TOTAL	\$ 214,818,930	\$ 201,714,338	\$ (13,104,592)	94%
Encumbrance Reserve*	(497,642)	-	(497,642)	
TOTAL	\$ 214,321,288	\$ 201,714,338	\$ (12,606,950)	94%

General Fund Department Operating Expenditures
Cummulative Percentage of Budget Expended
July 1, 2023 – June 30, 2024



*The General Government departments in the General Fund are: City Council, City Manager's Office, City Attorney's Office, City Clerk, Finance, Public Affairs and Communications, and Human Resources.

** The encumbrance reserve is for future expenditures that have been committed but will be paid in a future fiscal year.

General Fund expenditures through the end of the fiscal year were six percent below estimates. The lower spending in General Fund departments is primarily due to cost savings from vacant positions in Fire, PRL, Development Services, and Public Works, as well as underspending on materials, services, and supplies. Some examples include:

- The Fire Department was underspent by three percent due to salary savings related to retirements.
- PRL expenditures ended the fiscal year four percent under budget, primarily due to position vacancies and cost savings in professional services, utility charges, and maintenance costs.
- Development Services expenditures finished the year under budget at 94 percent due to salary savings from vacant positions and lower-than-expected materials, services, and supplies expenses.
- Public Works expenditures through the fourth quarter were at 83 percent of the budget due to several factors, including vacancies in the Engineering and Street Maintenance Divisions, as well as lower-than-anticipated spending in materials, services, and supplies. Increased rainfall over the last two seasons shifted drainage operations to maintenance-heavy activities like outfall cleanout and floodwall rehabilitation, which required fewer materials and lower spending on repairs and maintenance. Additionally, higher recovery of labor costs in the Engineering and Streets Divisions reduced spending on paving operations due to resurfacing preparation focused on pavement cracking mitigation, and lower-than-expected materials, services, and supplies in the Facilities Division contributed to these results.
- The Economic Development Department closed the year at 96 percent of the budget due to lower-than-expected expenditures on professional services, software, and equipment.

The Other Expenditures category includes annexation tax sharing agreement payments to the Council and transfers to other City funds. Savings in this category include the deferred CalPERS ADP payment of \$4.6 million, unused contingency funds of \$2 million, and leave payoff savings of \$0.4 million.

Enterprise Funds: Operating Revenues

The table below displays data for operating revenue in the City's seven enterprise funds. Following the table are details on each.

BUDGET TO CUMULATIVE REVENUE COMPARISON
July 1, 2023 – June 30, 2024

Fund	Amended Budget	Cumulative Revenues	Balance Remaining	% of Budget Collected
Electric Operations	\$ 194,129,579	\$ 215,058,177	\$ 20,928,598	111%
Water Operations	42,537,264	42,649,658	112,394	100%
Wastewater Operations	51,602,124	56,886,527	5,284,403	110%
Waste Services Operations	42,601,468	44,055,517	1,454,049	103%
Transit	8,463,156	7,393,957	(1,069,199)	87%
Transportation	2,105,285	1,545,415	(559,870)	73%
Youth Development	8,623,077	6,746,268	(1,876,809)	78%

- **Electric Fund**

Operating revenues in the Electric Fund exceeded the budget by \$20.9 million through the end of the fiscal year. Factors contributing to this include:

- Retail sales exceeded projections by \$3.5 million due to higher-than-expected customer usage during times of warmer-than-average temperatures.
- An increase in wholesale energy sales of \$6.9 million, primarily from a one-time transaction to trading partners in the Pacific Northwest during a significant power shortage in mid-January.
- The unbudgeted sale of freely allocated Greenhouse Gas (GHG) emission allowances from the California Air Resources Board (CARB) as part of the California Greenhouse Gas Cap-and-Trade program for \$12.2 million. An allowance is a tradable permit to emit one metric ton of carbon dioxide equivalent greenhouse gas emission. Roseville Electric consigned unused allowances to auction, contributing to higher-than-anticipated revenues. The entirety of the GHG revenue is planned to support the costs associated with the Advanced Metering Infrastructure (AMI) capital project incurred in FY2024-25.
- An offset of \$1.7 million due to the reduction in lease revenue from the California Department of Water Resources (CDWR) for the use of the Roseville Energy Park (REP) site for two combustion turbine generators. This decline in revenue is a direct result of the termination of the agreement with the state. Subsequent to year end, Roseville took ownership of the two CDWR units.

- **Water Operations Fund**

Revenues in the Water Operations Fund were on target through the fourth quarter of the fiscal year. Although utility service charges were under budget by \$191,000, higher-than-expected interest and investment income, wheeling charges, and other revenues compensated for the shortage, exceeding the budget by \$112,000, which is less than 0.3 percent of the estimated revenues for the fiscal year.

- **Wastewater Operations Fund**

Revenues in the Wastewater Operations Fund ended the fiscal year higher than the budget by \$5.3 million (10 percent) due to the following:

- Reimbursements of wastewater operating charges from regional partners were \$2.9 million above budget. The actual reimbursement received from South Placer Wastewater Authority partners was higher than anticipated. Revenues for these reimbursements are difficult to estimate as they are based on actual operating and regional rehabilitation project expenditures, the latter of which may span multiple years despite often being budgeted in a single year.
- Utility service charges were \$1.4 million above budget due to greater than anticipated commercial consumption and new development bringing more customers than expected.
- Recycled water sales were \$0.4 million above budget. This revenue fluctuates based on weather, drought conditions, and changing customer use patterns.
- Fuel recovery sales, where renewable natural gas recovered by the wastewater treatment process is sold to the Waste Services utility to power its fleet, were \$0.2 million above budget.
- Higher-than-expected interest and investment income by \$0.4 million.

- **Waste Services Operations Fund**

Waste Services Operations Fund revenues ended the fiscal year \$1.4 million (three percent) above budget, primarily driven by the following:

- Utility service charges were \$0.6 million above budget due to increased consumption and new development.
- Interest and investment revenues were \$0.4 million above budget.
- Unbudgeted revenues for cardboard hauls of \$0.3 million, and \$0.1 million in other revenues.

- **Transit Fund and Transportation Fund**

Revenues for the Transit and Transportation Funds ended the year below budget but aligned with actual expenditures, reflecting the nature of Local Transportation Funds (LTF), a primary funding source for both funds. LTF revenues are restricted to eligible activities and are directly tied to actual spending needs. For the Transit Fund, lower costs incurred during the year for eligible transit operations resulted in reduced revenues. Similarly, Transportation Fund revenues were below budget due to lower-than-anticipated expenditures, including salary savings and unspent materials, services, and supplies funding, as detailed further in this report.

- **Youth Development Fund**

Revenues in the Youth Development Fund ended the year at 78 percent of the budget. Although registration held steady for preschool and grant funded programs, Adventure Club registrations were slightly lower than anticipated due to a second state-mandated after-school program provider offering a similar service to families on school campuses. Additionally, limited staffing resources have made expanding registration at multiple Adventure Club sites challenging, impacting the ability to generate additional revenue.

Enterprise Funds: Operating Expenditures

The table below displays data for operating expenditures in the City's seven enterprise funds. Following the table are details on each.

BUDGET TO CUMULATIVE EXPENDITURE COMPARISON
July 1, 2023 – June 30, 2024

Fund	Amended Budget	Cumulative Expenditures	Variance	% of Budget Expended
Electric Operations	\$ 179,253,120	\$ 168,522,838	\$ (10,730,282)	94%
Water Operations	48,080,010	41,658,165	(6,421,845)	87%
Wastewater Operations	58,492,432	53,728,698	(4,763,734)	92%
Waste Services Operations	46,763,959	41,754,096	(5,009,863)	89%
Transit	8,718,716	7,406,088	(1,312,628)	85%
Transportation	2,163,289	1,877,831	(285,458)	87%
Youth Development	8,785,635	7,794,806	(990,829)	89%

- **Electric Fund**

Operating expenses for the Electric Fund ended the year at \$10.7 million under budget due to the following:

- Lower-than-expected power supply costs, as Roseville Electric used fewer purchased renewable energy certificates (RECs) than anticipated to meet state requirements. Purchasing RECs helps Roseville Electric meet renewable energy targets when not enough renewable energy has been generated. This lower-than-expected RECs usage, along with reduced chemical consumption, added up to \$2.6 million in savings.
- Routine maintenance expenses were \$2.5 million under budget as a result of extended power plant outages, reduced support for the state's two combustion turbine generators and, despite higher-than-anticipated power plant repair and maintenance costs, due to emergency power

general work necessitated by outages, and unexpected failure of a variable frequency drive (VFD) at the Roseville Energy Park.

- Underspending of public program rebate funds by \$2.2 million, resulting from significant delays in all-electric home construction.
- Savings of \$1.4 million in maintenance, professional services, advertising, memberships, and utility expenses.
- Salary savings of \$1.8 million, partially offset by increased distribution overtime expenses of \$1.1 million related to responses to windstorms early in the year and other unplanned operational needs.
- Increased labor cost reimbursements for \$1.3 million related to work performed on capital projects.

- **Water Operations Fund**

Expenses in the Water Operations fund ended the year \$6.4 million below budget because of the following:

- Most of the savings are due to a delay of several projects and studies, including updates to Roseville's Water Master Plan, hydraulic model updates, and workforce planning studies (most of these are planned to begin in FY2024-25).
- Salary savings of \$2.2 million related to vacancies due to difficulties recruiting experienced employees.
- Lower than estimated potable water generation costs of \$0.6 million. This budget is based on contracted raw water amounts, but actual costs fluctuate with weather, regulations, drought conditions, and changing customer use patterns.

- **Wastewater Operations Fund**

Wastewater Operating Fund expenses ended the year \$4.7 million lower than budget primarily due to the following factors:

- Cost savings of \$1.6 million from reduced utility charges. While electricity expenses continue to rise, upgrades like the Energy Recovery project have allowed staff to offset some of these costs using gas generated at the treatment plant as an energy source to power the plant.
- Salary savings of \$1.6 million related to vacancies. Like the Water Utility, hiring experienced employees has been difficult, resulting in salary savings and lower-than-budgeted training and travel expenses.

- **Waste Services Operations Fund**

Waste Services Operations Fund expenses ended the year \$5 million under budget primarily due to the following:

- Salary savings of \$1.6 million related to vacancies due to difficulties recruiting experienced employees.
- Cost savings of \$1.3 million due to the delay of several projects, most of these are now planned to begin in FY2024-25.
- Fuel costs for trucks by using renewable natural gas produced at the Pleasant Grove Wastewater Treatment Plant.
- Professional services expenses ended the year under budget due to planned consulting work not required this year.

Net positive year-end results in all three Environmental Utilities operating funds (Water, Wastewater, and Waste Services) will be transferred to rehabilitation funds for projects such as the utility operations center and fleet electrification, or to rate stabilization funds to mitigate future rate increases.

- **Transit Fund and Transportation Fund**

Expenditures for the Transit Fund ended the year below budget due to several factors. Lower-than-expected ridership reduced the need for contracted transit services, while the bus shelter replacement project was delayed, deferring planned spending. Additionally, salary savings from vacant positions and reduced repair and maintenance needs further contributed to the overall reduction in expenditures.

Transportation Fund expenditures also ended the year below budget for several reasons. Salary savings were realized due to vacancies, while training and travel expenses came in lower than expected. Additional savings were achieved in materials and supplies, as fewer repairs were needed for trail signs and trail striping, and the BikeFest event was completed under budget. The difference between revenues and expenditures reflects the utilization of available Transportation Fund resources (fund balance).

- **Youth Development Fund**

Expenses for the Youth Development Fund ended the fiscal year at 89 percent of the budget as PRL staff continues to take measures to reduce operational costs to offset the revenue shortfall.

Other Revenues: Fire Facilities, Public Facilities, and Strategic Improvement Funds

BUDGET TO CUMULATIVE REVENUE COMPARISON July 1, 2023 – June 30, 2024

	FY2022-23	FY2023-24			
	Actuals	Amended Budget	Cumulative Revenues	Variance	% of Budget Collected
Fire Facilities	\$ 2,274,303	\$ 1,594,698	\$ 2,127,727	\$ (533,029)	133%
Public Facilities	7,591,545	6,476,821	6,688,897	(212,076)	103%
Strategic Improvement	6,815,076	2,286,667	2,599,327	(312,660)	114%

The table above shows revenues in the Fire Facilities, Public Facilities, and Strategic Improvement Funds (SIF) through the fourth quarter of FY2022-23 and FY2023-24. The revenue estimates for these three funds are generally based on a multi-year trend analysis of forecasted single-family, multi-family, commercial development, and prior-year revenue collections. Revenues for the Fire Facilities surpassed the budget estimate through year-end by 33 percent as a result of increased fee collections and higher-than-expected interest revenue. Public Facilities and Strategic Improvement Funds ended the fourth quarter at 103 percent and 114 percent, respectively mainly due to higher than estimated interest revenues. FY2022-23 SIF revenues included a one-time transfer of \$4 million from the General Fund Capital Reserve Fund to pay for part of the Westbrook Boulevard – Segment 4 project.

City of Roseville



Quarterly Report on Sales Tax and Business Activity

Top 25 Sales Tax Remitters

ARCO AM/PM MINI MARTS
 AUTONATION HONDA
 CARMAX AUTO SUPERSTORES
 CHEVRON SERVICE STATIONS
 COSTCO WHOLESALE
 ECHOPARK AUTOMOTIVE
 FEDEX OFFICE
 FUTURE FORD
 FUTURE NISSAN
 GMC RELIABLE
 HOME DEPOT
 LEXUS OF ROSEVILLE
 MACY'S DEPARTMENT STORE
 MCKESSON MEDICAL -SURGICAL
 NIELLO ACURA
 NORDSTROM DEPARTMENT STORE
 ROBERT BOSCH SEMICONDUCTOR
 ROSEVILLE CHEVROLET
 ROSEVILLE HYUNDAI
 ROSEVILLE KIA
 ROSEVILLE TOYOTA & SCION
 SAM'S CLUB
 TARGET STORES
 VANDERBEEK MOTORS
 WAL MART STORES

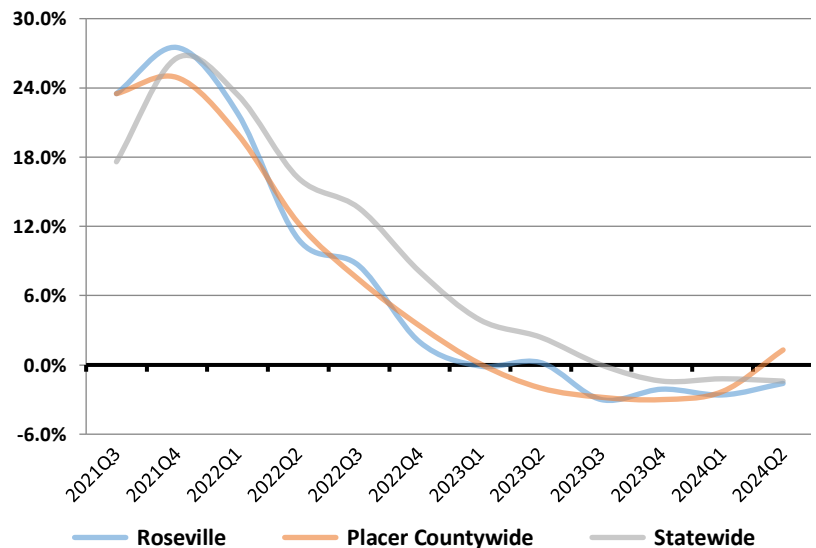
2nd Quarter 2024 in Review

California sales tax cash receipts decreased by 1.7% from the same quarter last year. In this jurisdiction sales tax cash receipts increased by 4.5% from the same quarter last year due to a increase of \$81,266,000 in Taxable Sales.

Cash Receipts

	Quarter	Annual
Roseville	4.5%	-1.6%
Placer Countywide Pool	18.6%	-9.2%
Placer Countywide	9.1%	1.3%
Sacramento Valley Region	1.2%	-0.3%
Statewide	-1.7%	-1.4%

Annualized Percent Change in Sales Tax Cash Receipts



Business Activity

General Retail (e.g., dept. stores, misc. retail)
Food Products (e.g., markets and restaurants)
Transportation (e.g., new & used autos, gas stations)
Construction (e.g., retail & wholesale construction)
Business To Business (e.g., IT, industrial equip. etc.)
TOTAL LOCAL BUSINESS ACTIVITY
COUNTYWIDE POOL ACTIVITY

Roseville		California	
Quarter	Annual	Quarter	Annual
6.7%	-0.1%	0.2%	0.0%
1.9%	1.7%	0.5%	0.1%
-5.3%	-3.0%	-6.0%	-6.3%
7.1%	4.1%	-1.3%	-2.3%
27.8%	9.1%	-2.8%	-4.0%
4.0%	0.5%	-1.8%	-2.3%
13.6%	-11.8%	1.1%	-4.4%

City of Roseville



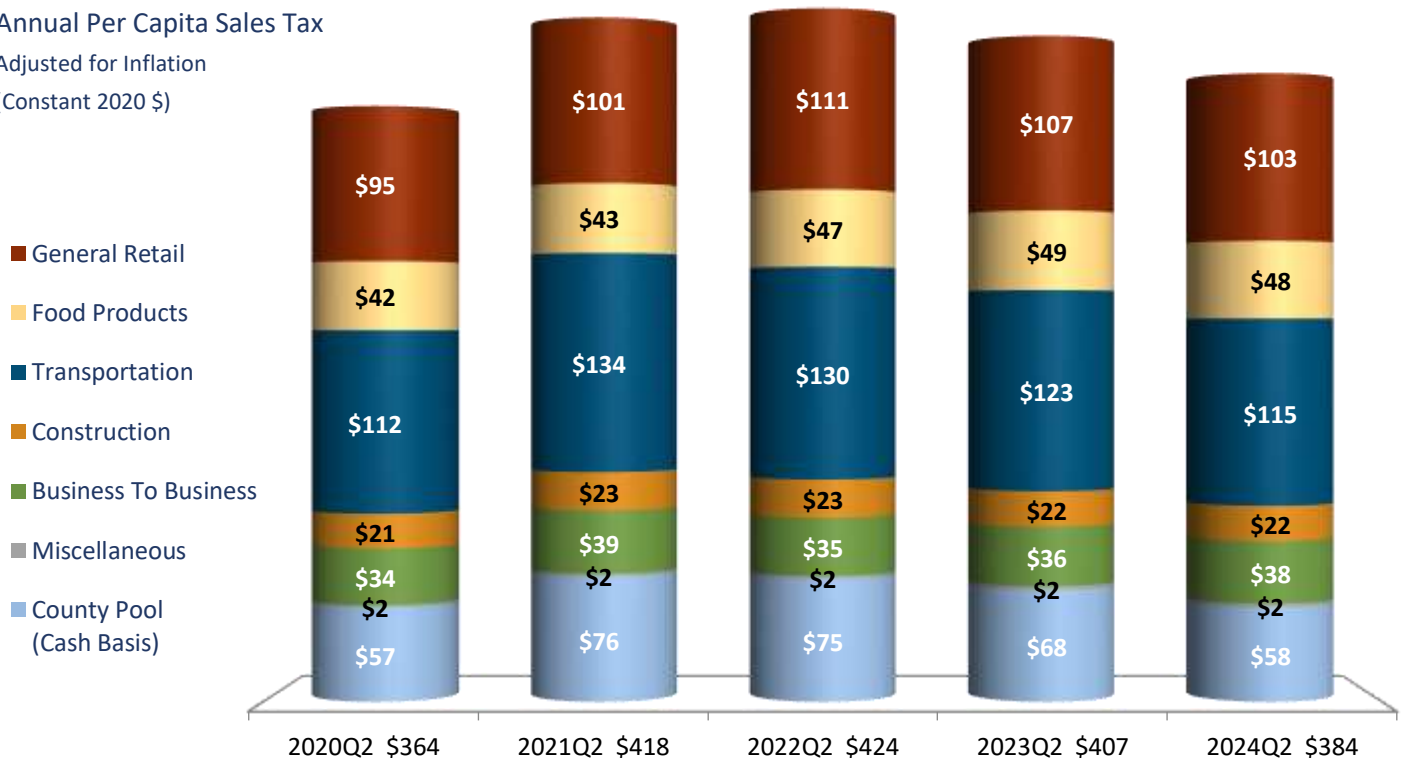
News

- Economic Activity:** Real Gross Domestic Product (GDP) increased at an annual rate of 2.8% in the second quarter of 2024. U.S. inflation slowed to 2.9% in July of 2024, down 6.2 percentage point from its most recent peak of 9.1% in June 2022. California's headline inflation stayed constant at 3.3% year over year as of June 2024, down from 3.5% in December of 2023. (DIR, BEA, BLS, August Finance Bulletin)
- Employment:** The U.S. unemployment rate increased to 4.3% in July of 2024. California's unemployment rate decreased slightly to 5.2% in July of 2024, .5 percentage point higher than July of 2023 rate of 4.7%. (EDD, BLS, August Finance Bulletin)
- Personal Income:** U.S. personal income increased by 4.4% for the second quarter of 2024, compared to same quarter previous year. Compensation of employees increased by 4.8%, while personal current taxes increased by 11.0% from the previous period, resulting in a net gain of 3.6% in disposable income. The increase in personal outlays such as personal consumption and expenditures (PCE), personal interest payments, and personal current transfer payments resulted in a decrease of 29.9% in US personal savings for the second quarter of 2024, compared to same quarter previous year. (BEA)

Roseville

Annual Per Capita Sales Tax

Adjusted for Inflation
(Constant 2020 \$)





COUNCIL COMMUNICATION

CC #: 3741

File #: 0201

Title: Fiscal Year 2024-25 First Quarter Report and Fiscal Year 2025-26 - Budget Development Calendar

Contact: N. Rothlisberger 916-774-5314 nrothlisberger@roseville.ca.us

Meeting Date: 2/5/2025

Item #: 9.1.

RECOMMENDATION TO COUNCIL

This is an informational item and requires no City Council action.

BACKGROUND

FY2024-25 First Quarter Report

The attached report provides an overview of the General Fund revenues for the first quarter of FY2024-25 (July 1, 2024 – September 30, 2024). General Fund expenditures, major enterprise operating fund revenue and expenditures, and revenues in other selected funds will be included beginning with the FY2024-25 second quarter report.

FY2025-26 Budget Development Calendar

The table below provides the calendar for FY2025-26 budget-related meetings and presentations:

February 24-25	City Council Strategic Plan Workshop
March 17-20	City Manager Budget Review Meetings
April 2	- Financial policies presentation - Position vacancies presentation - Long-term liabilities update – pensions and other post-employment benefits (OPEB)
April 16	- Local Sales Tax Oversight Committee report presentation - Electric and Environmental Utilities budget update presentations
May 16	FY2025-26 Proposed Budget delivered to City Council
May 21	- FY2025-26 Proposed Capital Improvement Plan (CIP) presentation - FY2024-25 Second Quarter Report

May 28	City Council Budget Workshop
June 18	Budget Adoption

FISCAL IMPACT

There is no fiscal impact associated with this item.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. Receipt of the quarterly budget report and budget development calendar meets the above criteria and is not subject to CEQA. No additional environmental review is required.

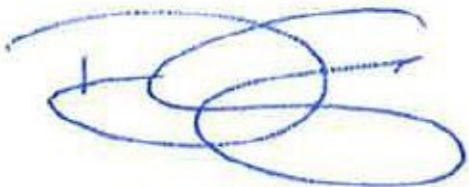
CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Goal A – Remain fiscally responsible in a changing world

Respectfully Submitted,

Nancy Rothlisberger, Budget Manager

Dennis Kauffman, Assistant City Manager/Chief Financial Officer



Dominick Casey, City Manager

ATTACHMENTS:

Description

First Quarter Report



Fiscal Year 2024-25 First Quarter Report

General Fund Revenues

FISCAL YEAR 2024-25 – FIRST QUARTER REPORT

General Fund Revenues

Overview

This financial report provides an overview of the City's General Fund revenues for the first quarter of the fiscal year (FY) 2024-25 (July 1, 2024, through September 30, 2024). General Fund expenditures, major enterprise operating funds revenues and expenditures, and revenues in other selected funds will be included beginning with the second quarter report.

General Fund operating revenues collected through the first quarter are at seven percent of the budget. This result is expected and in line with prior years due to the timing of receiving some of the more significant tax revenue sources. The table and graph included in this report show cumulative General Fund operating revenue through the first quarter and a revenue budget to actual comparison. Following the table and graph are additional details on each of the City's major revenue streams.

The following factors should be taken into consideration when analyzing this information:

Sales and Use Tax is the largest General Fund revenue source. The City only receives one month of sales tax revenue in the first quarter of each fiscal year due to the California Department of Tax and Fee Administration (CDTFA) processing timelines. First-quarter revenues are derived from taxable sales through July 2024, received in September.

Property Tax is the second largest General Fund revenue source, but most of this tax is received from Placer County in the third (mid-January) and fourth (mid-May) quarters. This distribution schedule is why there are no significant property tax revenues to report.

Transient Occupancy Tax (TOT or hotel tax) for the first quarter is derived from payments received through August; therefore, the following charts only reflect two months of TOT revenues.

Other Revenues, including reimbursements from the state, property transfer tax, business license tax, and a variety of fees and charges, are tracking eight percent lower than estimates through the end of the first quarter, which is expected and in line with prior years due to the timing associated with receiving the revenues in this category.

Year-End Forecast

General Fund revenues through the first quarter of FY2024-25 are trending to end the year slightly under budget estimates. The impacts of inflation, shifting consumer spending habits toward areas that were constrained during the pandemic, and limited access to credit, have led to lower consumption of high-cost items, such as in the transportation and construction sectors. These

factors have directly affected the growth rate of sales tax revenues (both Bradley Burns and Measure B). Additionally, rising home and car insurance premiums, coupled with increased household costs, have left less capacity for discretionary spending. While property values have increased, high interest rates have limited access to equity, further restraining spending on taxable goods. Initial forecasts suggest that sales tax revenues may finish the fiscal year at six percent, or \$6 million, below estimates. This represents a six percent decline, or \$5.8 million, compared to the sales tax revenue received in FY2023-24.

Recent County estimates indicate that property tax revenues will exceed projections by \$1.3 million. Hotel tax revenues are expected to meet the budget target by the end of the fiscal year. As anticipated, development activity is returning to pre-pandemic levels, with permit fees, plan check fees, and engineering inspection fees expected to meet or slightly exceed the budget. Recreation program revenues are continuing last year's positive trend and are also expected to meet the FY2024-25 budget target.

As in the previous year, staff will closely monitor General Fund revenues and work with the City's sales tax consultant to refine sales tax estimates as new information becomes available. Like FY2023-24, revenues in other categories may exceed projections, helping to offset the anticipated sales tax shortfall. Additionally, staff expect General Fund expenditure savings (in labor, materials, services, and supplies) to help address any remaining revenue gaps.

As a precaution, staff will continue to delay the \$4.6 million Additional Discretionary Payment (ADP) to CalPERS, which was originally appropriated in FY2023-24, until later in the fiscal year. Similarly, the \$1.8 million ADP appropriated for FY2024-25 will also be delayed.

Staff will keep the City Council updated on the sales tax forecast throughout the year and provide updates on the status of the ADP payments.

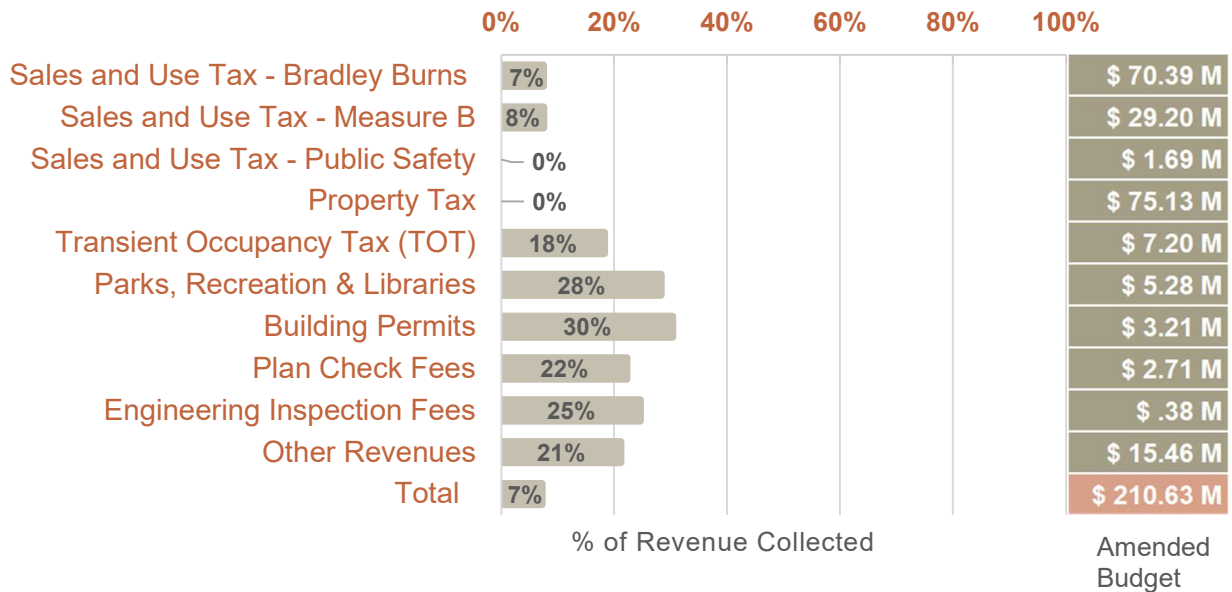
General Fund Operating Revenues

The following table displays cumulative General Fund operating revenue through the first quarter and a revenue budget to actual comparison for FY2024-25.

BUDGET TO CUMULATIVE REVENUE COMPARISON
July 1, 2024 – September 30, 2024

Revenue Type	Amended Budget	Cumulative Revenues	Balance Remaining	% of Budget Collected
Sales and Use Tax - Bradley Burns	\$ 70,385,000	\$ 5,237,412	\$ (65,147,588)	7%
Sales and Use Tax - Measure B	29,200,000	2,196,752	(27,003,248)	8%
Sales and Use Tax - State Aid for Public Safety	1,687,000	-	(1,687,000)	0%
Property Tax	75,126,000	-	(75,126,000)	0%
Transient Occupancy Tax (TOT)	7,200,000	1,314,992	(5,885,008)	18%
Parks, Recreation & Libraries Programs	5,279,735	1,494,078	(3,785,657)	28%
Building Permits	3,212,920	975,655	(2,237,265)	30%
Plan Check Fees	2,705,700	602,524	(2,103,176)	22%
Engineering Inspection Fees	380,450	93,766	(286,684)	25%
Other Revenues	15,456,069	3,272,495	(12,183,574)	21%
TOTAL	\$ 210,632,874	\$ 15,187,673	\$ 195,445,201	7%

General Fund Operating Revenues
Cumulative Percentage of Revenue Collected
July 1, 2024 – September 30, 2024



General Fund operating revenues collected through the first quarter are seven percent of the budget primarily due to the timing associated with receiving some of the more significant tax revenue sources. For instance, property tax is the second largest General Fund revenue source, but most of this funding is received in the third and fourth quarters of the fiscal year. The following is an explanation of the notable variances:

Bradley Burns and Measure B Sales Tax

The City's Bradley Burns and Measure B Sales Tax revenues through the first quarter are at seven percent and eight percent of their respective budgets. These revenues reflect taxable sales through July 2024. Since then, the City has received sales tax distributions through the end of October totaling \$21,671,467 in Bradley Burns Sales Tax and \$9,452,258 in Measure B Sales Tax distributions.

The latest analysis and forecast by the City's sales tax consultant indicate a decline in sales tax revenues compared to the previous fiscal year. The decrease is primarily due to the ongoing impact of high interest rates and a shift in consumer spending towards service-related purchases, which are not taxable. The consultant's more conservative growth forecast is influenced by several factors, including broader economic risks arising from potential changes in federal policies, geopolitical instability, and trade tensions. Additionally, constraints on consumer, business, and government spending on taxable goods are contributing to the decline, with factors such as rising unemployment, increasing household costs (including insurance premiums and grocery prices), higher healthcare and education costs, and increasing energy prices.

The consultant provides a year-end forecast that includes conservative, most-likely, and optimistic scenarios (see chart below). The most-likely forecast indicates that revenues may end the year at \$65.8 million for Bradley Burns and \$27.7 million for Measure B.

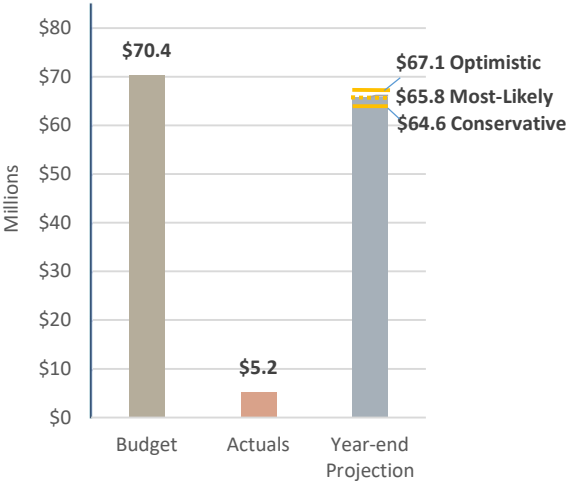
Revenue Type	Conservative	Most-Likely	Optimistic
Sales and Use Tax - Bradley Burns	\$ 64,603,300	\$ 65,844,158	\$ 67,085,000
Sales and Use Tax - Measure B	27,087,600	27,712,829	28,338,000
TOTAL	\$ 91,690,900	\$ 93,556,987	\$ 95,423,000

Assuming that Sales tax ends the year under the most-likely scenario, the General Fund would end the year with a sales tax shortfall of approximately \$6 million.

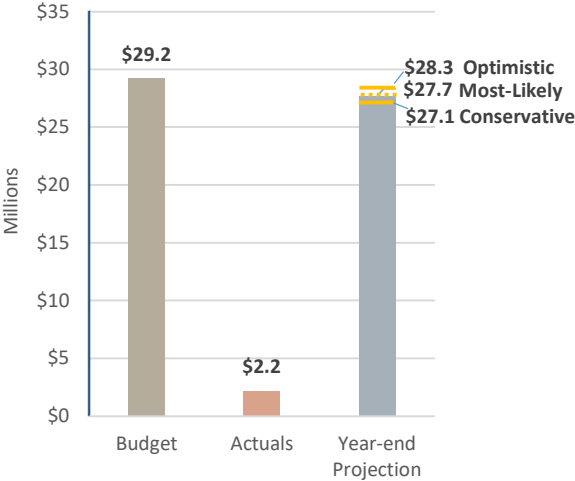
Budget Versus Updated Forecast	Amended Budget	Most-Likely	Variance
Sales and Use Tax - Bradley Burns	\$ 70,385,000	\$ 65,844,158	\$ (4,540,842)
Sales and Use Tax - Measure B	29,200,000	27,712,829	(1,487,171)
TOTAL	\$ 99,585,000	\$ 93,556,987	\$ (6,028,013)

The graphs provided below show Bradley Burns and Measure B Sales and Use Tax revenues for July as compared to the budget and the projected year-end results.

Bradley Burns Sales & Use Tax Revenues



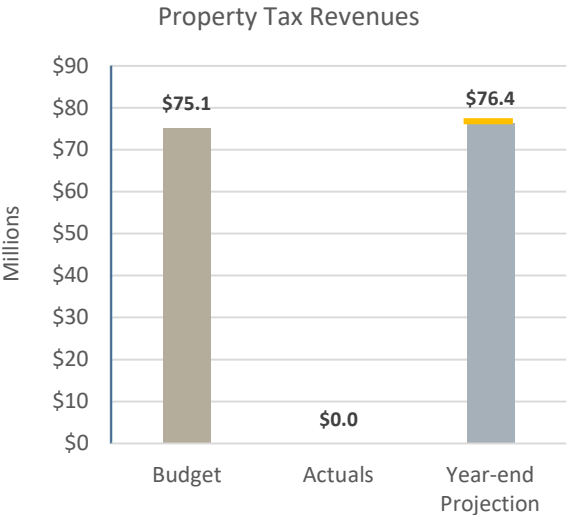
Measure B Sales & Use Tax Revenues



Additional Sales Tax Information: The City's sales tax consultant has prepared a detailed sales tax and business activity report (attached at the end of this report). The report provides a list of the top 25 sales tax remitters, a summary of cash receipts, and sales tax data by economic category.

Property Tax

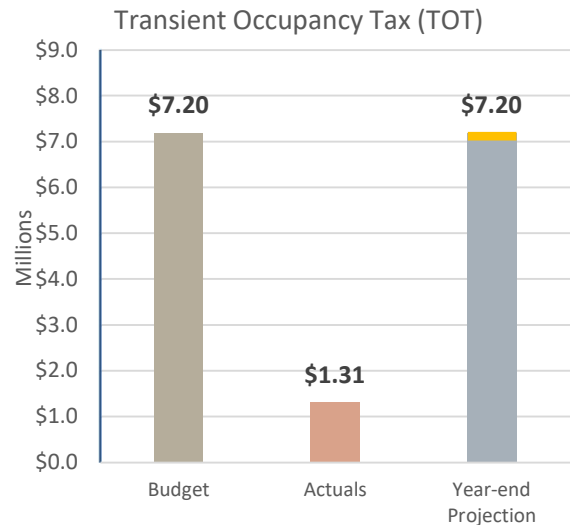
Property tax revenue for FY2024-25 is based on the assessed valuation as of January 1, 2024. The City receives most of this funding in the third and fourth quarters of the fiscal year, which explains why no revenue has been received yet. Based on the information provided by the County Auditor-Controller's Office, staff anticipates property tax collections of \$76.4 million, exceeding budget estimates by approximately \$1.3 million.



Transient Occupancy Tax (TOT)

The City's transient occupancy tax (TOT) revenues, also known as the hotel tax, are tracking on budget through the end of the first quarter with collections of \$1.3 million for the months of July and August. TOT collected through November 2024 totals \$3 million, 42 percent of budget estimates.

In November 2022, Roseville voters approved Measure C, increasing the City's TOT rate from six to 10 percent, effective January 1, 2023. Staff expect that hotel tax revenues will meet the budget target for FY2024-25.



Parks, Recreation & Libraries (PRL) Programs

Parks, Recreation & Libraries program revenues are above 25 percent for the first quarter at 28 percent because PRL revenues fluctuate throughout the year due to the seasonality of programming. Based on the current results, staff anticipates PRL is on track to meet its FY2024-25 revenue goals.

Building Permits, Plan Check Fees, Engineering Inspection Fees

Building permit revenues for the first quarter of FY2024-25 slightly exceeded the budget, primarily due to above-average submittals for multi-family and commercial building permits. However, the volume of single-family dwelling permits is slightly decreasing and returning to pre-pandemic levels. Staff anticipates that building permit revenue will slow as the year progresses, although it is predicted to remain above budget through year-end.

Plan check revenue is slightly below budget at the end of the first quarter. However, staff anticipates that revenues will increase during the remainder of the year and will ultimately end the

year on budget, as projects currently in the pipeline continue to move forward. Engineering Inspection Fees are on target through the first quarter and are expected to remain steady as development continues in the Amoruso Ranch, Creekview, and Sierra Vista Specific Plans, and at the Baseline Marketplace retail project.

Other Revenues

Other revenues include reimbursements from the state, development reimbursement activity, property transfer tax, business license tax, rental payments, animal licensing, passport processing, permit franchise, and other fees and charges. As of the end of the first quarter, revenues in this category are 21 percent of budget estimates. This rate of collection is in line with expectations.



Quarterly Report on Sales Tax and Business Activity

Top 25 Sales Tax Remitters

ARCO AM/PM MINI MARTS
AUTONATION HONDA
CARMAX AUTO SUPERSTORES
CHEVRON SERVICE STATIONS
COSTCO WHOLESALE
ECHOPARK AUTOMOTIVE
FEDEX OFFICE
FUTURE FORD
FUTURE NISSAN
GMC RELIABLE
HOME DEPOT
LEXUS OF ROSEVILLE
MACY'S DEPARTMENT STORE
MCKESSON MEDICAL -SURGICAL
NIELLO ACURA
NORDSTROM DEPARTMENT STORE
ROBERT BOSCH SEMICONDUCTOR
ROSEVILLE CHEVROLET
ROSEVILLE HYUNDAI
ROSEVILLE KIA
ROSEVILLE TOYOTA & SCION
SAM'S CLUB
TARGET STORES
VANDERBEEK MOTORS
WAL MART STORES

Business Activity

General Retail (e.g., dept. stores, misc. retail)
Food Products (e.g., markets and restaurants)
Transportation (e.g., new & used autos, gas stations)
Construction (e.g., retail & wholesale construction)
Business To Business (e.g., IT, industrial equip. etc.)

TOTAL LOCAL BUSINESS ACTIVITY

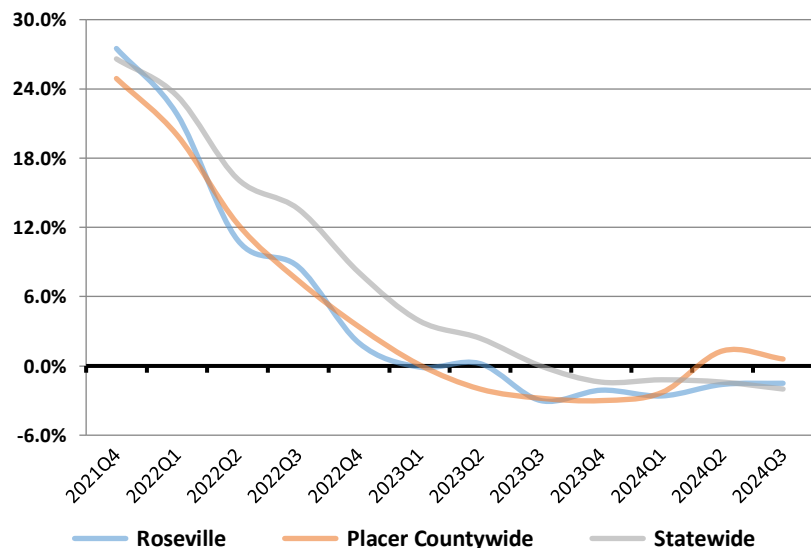
COUNTYWIDE POOL ACTIVITY

3rd Quarter 2024 in Review

California sales tax cash receipts decreased by 4.2% from the same quarter last year. In this jurisdiction sales tax cash receipts decreased by 5.9% from the same quarter last year due to a decrease of \$102,345,000 in Taxable Sales.

Cash Receipts	Quarter	Annual
Roseville	-5.9%	-1.5%
Placer Countywide Pool	-9.0%	-9.7%
Placer Countywide	-3.8%	0.6%
Sacramento Valley Region	-3.5%	-0.9%
Statewide	-4.2%	-2.0%

Annualized Percent Change in Sales Tax Cash Receipts



Roseville		California	
Quarter	Annual	Quarter	Annual
-5.9%	-0.6%	-1.4%	-0.5%
1.1%	0.8%	0.5%	0.1%
-7.3%	-4.2%	-9.0%	-7.4%
9.4%	6.5%	-2.4%	-2.2%
-3.9%	7.5%	-2.0%	-2.6%
-3.9%	-0.3%	-3.0%	-2.5%
-11.0%	-11.7%	-13.2%	-5.6%



News

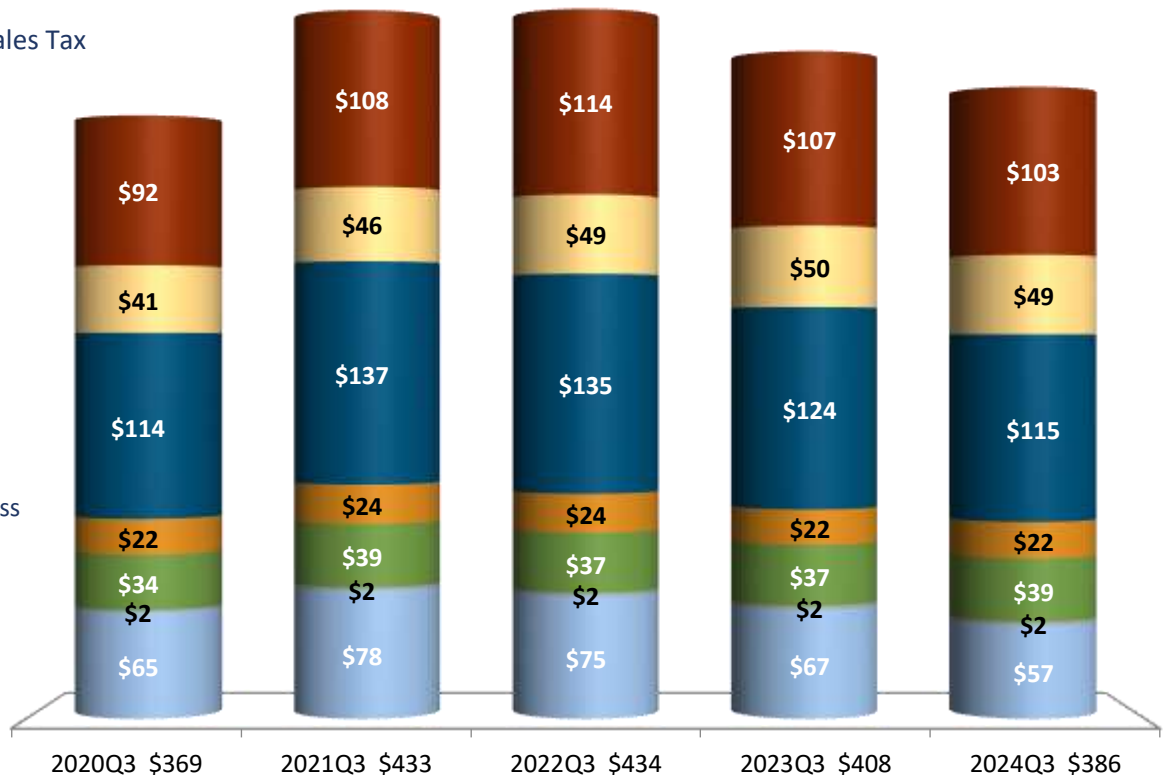
- Economic Activity:** Real Gross Domestic Product (GDP) increased at an annual rate of 2.8% in the third quarter of 2024. U.S. inflation ticked up to 2.6% in October of 2024, down 6.5 percentage points from its most recent peak of 9.1% in June 2022. California's headline inflation decreased to 2.7% year over year as of August 2024, down from 3.5% in December of 2023. (DIR, BEA, BLS, November Finance Bulletin)
- Employment:** The U.S. unemployment rate decreased slightly to 4.1% in October of 2024. California's unemployment rate increased slightly to 5.4% in October of 2024, 0.4 percentage point higher than September of 2023 rate of 5.0%. (EDD, BLS, November Finance Bulletin)
- Personal Income:** U.S. personal income increased by 5.2% for the third quarter of 2024, compared to the same quarter previous year. Compensation of employees increased by 5.5%, while personal current taxes increased by 6.7% from the previous period, resulting in a net gain of 5.0% in disposable income. The increase in personal income has reduced the percent decrease in personal savings quarter over quarter for the third quarter of 2024 to 0.9%, as opposed to 29.9% decrease in the second quarter of 2024. (BEA)

Roseville

Annual Per Capita Sales Tax

Adjusted for Inflation
(Constant 2020 \$)

- General Retail
- Food Products
- Transportation
- Construction
- Business To Business
- Miscellaneous
- County Pool
(Cash Basis)





COUNCIL COMMUNICATION

CC #: 3734

File #: 0721

Title: Roseville Transit Comprehensive Operational Analysis
Contact: Ed Scofield 916-774-5449 ecscofield@roseville.ca.us

Meeting Date: 2/5/2025

Item #: 9.2.

RECOMMENDATION TO COUNCIL

Staff requests that the City Council approve Roseville Transit's Comprehensive Operational Analysis (COA).

BACKGROUND

In September of 2023, the Roseville City Council approved a contract with Innovate Mobility to perform a Comprehensive Operational Analysis (COA) of Roseville Transit. The purpose of the COA is to examine all aspects of Roseville Transit's existing service, search for new and innovative ways to provide transit services to Roseville residents and enable more seamless fixed-route and demand response service connections to other adjacent transit providers as part of the greater South Placer region's transportation network.

The COA kicked off in 2023 and following an extensive outreach effort, called Transportation 360, the plan is now complete. The COA proposes new Local, Commuter and Arrow bus routes, as well as some changes to the fare structure. The COA aims to develop a transit system that is accessible, efficient, and aligned with Roseville's growth trajectory. This plan provides the framework for implementing the necessary changes, starting with enhancing the rider experience and extending through to detailed service expansions and financial planning.

In planning for the next decade, Roseville Transit must account for projected operational costs under four distinct financial scenarios: Preferred, Unconstrained, Constrained, and No Increase. These scenarios provide flexibility depending on available budget, ridership demand, and service expansion plans. The projected costs of all scenarios are calculated based on the operational hours required to meet the growing demand, combined with the fixed and variable cost structure used in our detailed cost allocation model.

Staff recommends the approval of the COA's Preferred Service Plan that includes a phased approach to implementing the recommended service changes. The Preferred Service Plan for Roseville Transit represents a comprehensive and forward-looking strategy to meet the city's growing transit needs while managing rising operational costs and inflation. This plan focuses on expanding service coverage, increasing service frequency, and improving connectivity, all while

ensuring cost-effectiveness and sustainability for long-term growth. The Preferred Service Plan will be rolled out in four phases, each building upon the previous phase to ensure a smooth transition, minimal service disruptions, and efficient resource allocation. The expectation is that Commuter service will be modified in spring of 2025. Local Service and Arrow changes will take more time to implement and will happen over the next 2-3 years following COA approval. Note that prior to any Local Route and Arrow service changes, a public hearing is required. In other words, approval of the COA provides the framework for staff going forward. However, any major service changes related to the COA will still require public outreach and Transportation Commission approval before implementation.

Under the Preferred Service Plan, ridership is projected to increase significantly across all service types by FY 2035, with particularly notable growth in the Arrow and Commuter services. The projected ridership increases reflect the enhanced reliability, frequency, and coverage provided by Roseville Transit under this plan. By improving connectivity and reducing wait times, Roseville Transit will not only attract new riders but also retain current users, ensuring that the system remains a valuable public resource. The Preferred Service Plan is designed to be flexible and scalable, allowing for gradual increases in service hours that align with ridership growth and demand. This phased approach ensures that Roseville Transit can maintain high service quality while managing operational costs and resource use effectively. The result is a system that can adapt to the City's needs, ensuring that public transit remains an accessible and reliable option for all residents. Highlights of the Preferred Service Plan include:

- Faster, more frequent service
- Better connections
- Optimized route efficiency

The Preferred Service Plan is designed to provide the best balance between service expansion, operational efficiency, and cost management for Roseville Transit. By implementing the plan in phases, Roseville Transit can adapt to real-time feedback, adjust services as necessary, and ensure that resources are allocated efficiently. This plan also represents the ideal balance of service expansion, cost-efficiency, and ridership demand. This scenario focuses on maximizing transit efficiency and service improvements while operating within a realistic, sustainable budget. The Preferred Scenario includes the introduction of Rapid Link bus service between Lincoln and the Watt/I-80 light rail station, the expansion of Arrow and Commuter services, and more frequent Local service operations.

A critical factor impacting the costs associated with each of the four financial scenarios, including the Preferred Service Plan, is the upcoming 2025 transit contract. MV has been Roseville's bus operator for the past seven years. The contract expires on June 30, 2025. At that time, a new 5-year contract with the option for an additional five years will be awarded following an open City standard request for proposals process. The estimate for the new contract anticipates a projected 17% cost increase over current operating costs. This increase reflects adjustments for labor, fuel, maintenance, and other operational expenses under the new contract.

The Preferred Service Plan costs compared to costs if current service levels were retained are shown below:

- Year 1 Cost: \$7,110,568 (Current Costs: \$6,557,626)
- Year 5 Cost: \$8,218,865 (Current Costs: \$7,579,738)
- Year 10 Cost: \$9,633,291 (Current Costs: \$8,874,950)

In the Preferred Scenario, Roseville Transit optimizes its routes and service schedules to ensure growth while adhering to financial constraints. The expansion is paced appropriately, ensuring new services like Rapid Link and enhanced Local service can operate efficiently within budget.

The projected ridership and service hour increases reflect the system's potential for growth, with enhancements like Rapid Link and expanded Arrow zones ensuring that the City remains well-connected and accessible. Moreover, with strategic adjustments to service frequency, route efficiency, and regional connections, Roseville Transit will be well-positioned to meet the demands of its growing population while staying financially sustainable.

Public Engagement for Roseville Transit portion of Transportation 360

The development of the COA would not have been possible without the significant amount of input received from Roseville and South Placer residents. Robust public engagement over the last year has driven high participation and valuable feedback from a cross section of the community as part of the Transportation 360 initiative. A comprehensive and transparent effort to inform, involve, consult, and collaborate with the public resulted in more than 1,600 comments and conversations. This meaningful level of input has helped shape the draft plans for future Roseville Transit improvements.

Engagement summary:

- In-person and digital opportunities
- Communication to the public included, but was not limited to:
roseville.ca.us/transportation360, broadcast news coverage on KCRA, signage on transit and at facilities, videos, presentations, social media, email updates (52,413 recipients), handouts, neighborhood and community groups, and public events
- Multiple surveys:
 - General public: Nearly 900 responses (statistically valid survey)
 - Local, Paratransit, and Arrow on-demand: Responses from 35% of riders
 - Commuter: Responses from 50% of riders
- Draft map concepts: 50 comments
- Two open houses: 60+ attendees
- 13 pop-up events to meet the community at transit centers, public spaces, events, and other locations
- Seven informational presentations to the Transportation Commission
- Outreach phone calls to 40+ community organizations and stakeholder groups

Key community participation included:

- Current and prospective transit riders
- Under-represented groups (including people with disabilities, zero-vehicle and low-income households, etc.)
- Businesses, including large employers
- Local schools, including higher education
- Community advocacy organizations
- Healthcare
- Local elected officials
- Key neighborhoods identified through the California Healthy Places Index
- Other public sector and nonprofit partners (e.g., PCTPA, SACOG, Health Education Council, Placer County Public Health, etc.)

A complete report of the Public Engagement Plan can be found in the COA.

FISCAL IMPACT

There is no fiscal impact with the approval of the COA. Any Local routes and Arrow service changes will require a public hearing that will include fiscal impacts. Roseville's Commuter service, which will not require a public hearing and will likely be implemented in early 2025, is expected to be cost neutral or provide savings over current costs. Any cost increases associated with the implementation of future phases will be funded by local transportation funding provided to the City by the state for the operation of the transit system. There will be no impact on the General Fund.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. Approval of a Comprehensive Operational Analysis meets the above criteria and is not subject to CEQA. No additional environmental review is required.

CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Goal A - Remain fiscally responsible in a changing world

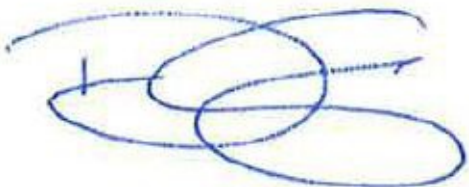
Goal C - Maintain a safe and healthy community

Goal E - Deliver exceptional city services

Respectfully Submitted,

Ed Scofield, Alternative Transportation Manager

Jason Shykowski, Public Works Director

A handwritten signature in blue ink, appearing to read 'Dominick Casey', with a stylized, overlapping loop structure.

Dominick Casey, City Manager

ATTACHMENTS:

Description

Part 1 - Existing Conditions

Part 2 - System Analysis

Part 3 - Public Engagement Summary

Part 4 - Draft Recommendations

COA PowerPoint

Comprehensive Operations Analysis Draft Report

Part 1

Existing Conditions Report

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Part 2

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Part 3

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Part 1

Existing Conditions Report

OVERVIEW

The Existing Conditions Report provides an in-depth analysis of Roseville Transit's operations, encompassing various transit services, including fixed-route local buses, on-demand, and commuter services. The report synthesizes data from multiple sources, such as ridership figures, financial reports, operational data, and travel patterns, enhanced with machine learning and GPS data analysis. Roseville Transit operates a comprehensive service framework, offering six-day-a-week fixed-route services, specialized schedules for rural routes, and a GameDay Express service for events in Sacramento. The Existing Conditions Report includes the following sections:

- Service Framework
 - Mode Overview
 - System Performance by Mode by Year
 - Fare Overview
- Market Assessment
 - Regional Demographics
 - County Development
- Peer Review
- Financial and Cost Analysis

SUMMARY OF FINDINGS

SERVICE FRAMEWORK AND FARE STRUCTURE

Roseville Transit's service framework is diversified, with fixed-route services operating from Monday to Saturday, paralleled by Dial-A-Ride and commuter services on weekdays. The fare structure caters to a wide range of users, offering regular, discounted, and special rates for seniors, disabled individuals, and youth, as well as day and monthly passes. The service is anchored around major transit hubs, such as the Roseville Galleria and Civic Center.

1. Local Routes:

- Regular/Adult: \$1.50
- Youth (ages 5-18): \$1.50
- Seniors (60+), Disabled, and Medicare: \$0.75
- Children under 5: Free with paying adult

2. Commuter Routes:

- Regular/Adult: \$4.50 one-way/\$3.25 discounted
- Discounted fare for Seniors, Disabled, and Medicare: Often half of the regular fare.

3. Dial-A-Ride:

- Regular/Adult: \$3.75
- Seniors, Disabled, and Medicare: \$2.50

4. Passes:

- Day Pass for Local Routes: \$4.00 for regular/\$2.00 for discounted categories
- 10-ride local pass: \$15.00 for regular/\$7.50 discounted
- 10-ride commuter pass: \$45.00 for regular/\$32.50
- Monthly Local Pass: \$58.00 for local, \$29.00 for discounted categories
- Monthly Commuter Pass: \$155.00 for regular/\$110.00 discounted

SERVICE LEVELS AND EFFECTIVENESS

An analysis of service levels reveals varied trends. While the commuter service has seen a decline in service hours since its peak in 2012, the On-Demand service grew until 2016 before also declining. In contrast, the Fixed Route service has maintained stable revenue hours, indicating sustained demand. However, all services have experienced declines in passenger trips per revenue hour, with the commuter service facing the most significant decrease. This decline in service effectiveness is further mirrored in the farebox recovery ratios, which have dropped across all services, most notably in the commuter service.

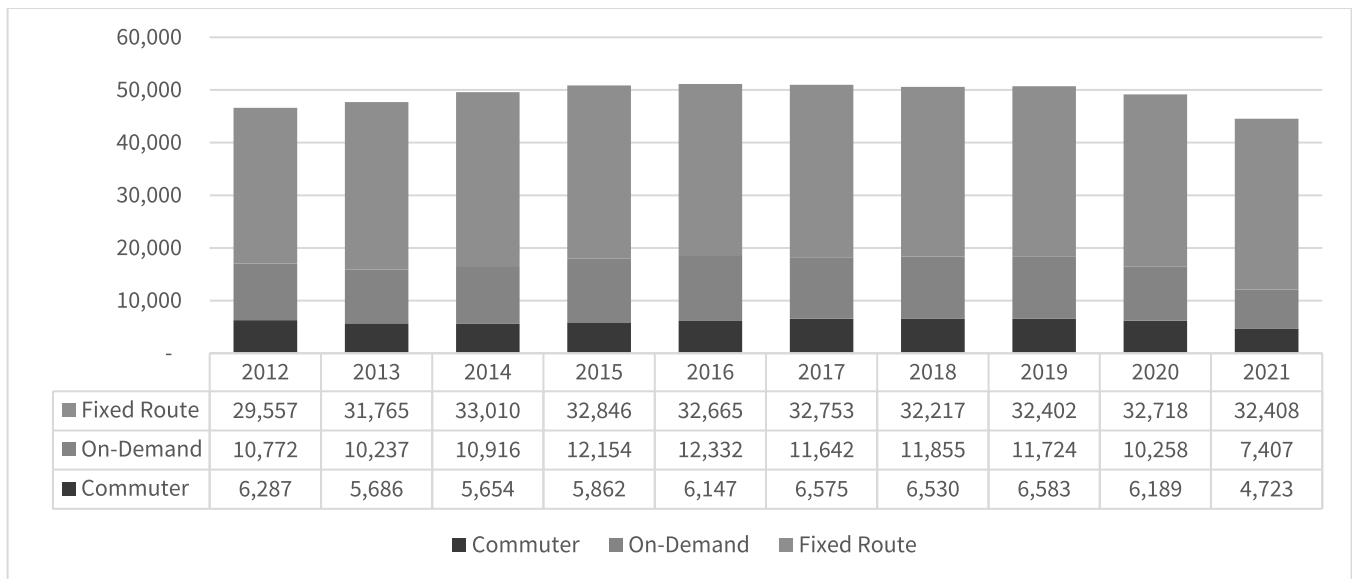


Figure 1 - Service Hours

After a peak in 2014 with an average of 23.1 trips per hour, the service experienced an 88.8% reduction in ridership by 2021, plummeting to just 2.6 trips per hour. This sharp decline in passengers per hour is notably more pronounced than the decrease in revenue hours for the same period, which was 24.9%. The disparity suggests that the reduction in ridership was not solely due to reduced service hours, indicating a larger issue with passenger demand or service efficiency.

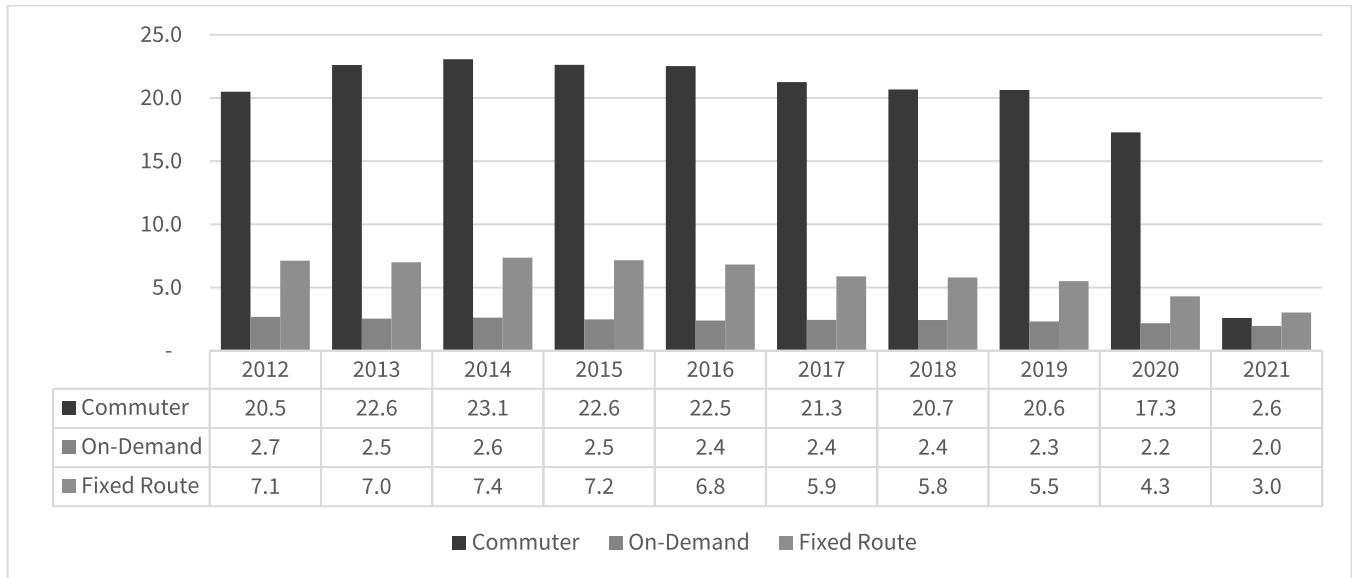


Figure 2 - Passenger Trips per Hour

In contrast, the On-Demand service demonstrated more stability. Starting from 2.7 trips per hour in 2012, it modestly declined to 2.0 trips per hour in 2021, a 25.9% decrease. This decline in ridership was less than the 40% reduction in revenue hours from its peak in 2016 to 2021, suggesting a relative consistency in ridership in proportion to the service's operational hours.

The Fixed Route service also experienced a decrease in ridership, from 7.1 trips per hour in 2012 to 3.0 trips per hour in 2021, a 57.7% reduction. This decline occurred despite only a marginal 1.8% decrease in revenue hours from its 2014 peak to 2021. The sustained revenue hours did not correspond to stable ridership numbers, indicating potential shifts in passenger demand or service efficiency for the Fixed Route service as well.

FINANCIAL OVERVIEW

The report indicates a steady increase in operating expenses across all services over the decade, with varying degrees of peaks and declines. The cost per revenue hour for Roseville Transit's services has shown an overall upward trend, with a significant spike in recent years. Additionally, there has been a dramatic increase in the subsidy per passenger, particularly for the Commuter service, which correlates inversely with the decrease in passenger trips per revenue hour.

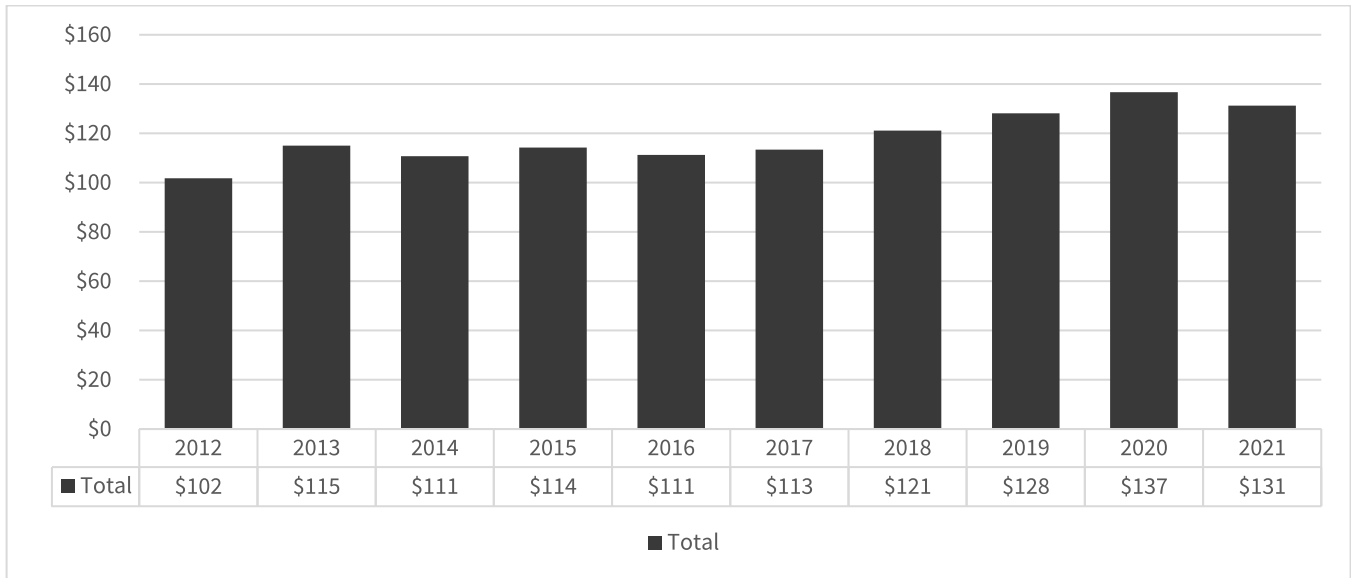


Figure 3 - Cost Per Revenue Hour

RIDERSHIP TRENDS AND OPERATING COSTS

System ridership has been significantly impacted by COVID-19, with a notable decrease across all services, especially in the commuter service. Daily ridership trends show a consistent demand during morning rush hours, an increase for non-commuting purposes during midday, a peak in the afternoon rush hours, and a decrease in the evening. The operating cost per passenger has increased substantially, primarily due to a reduction in ridership while operating expenses have seen only minor reductions.

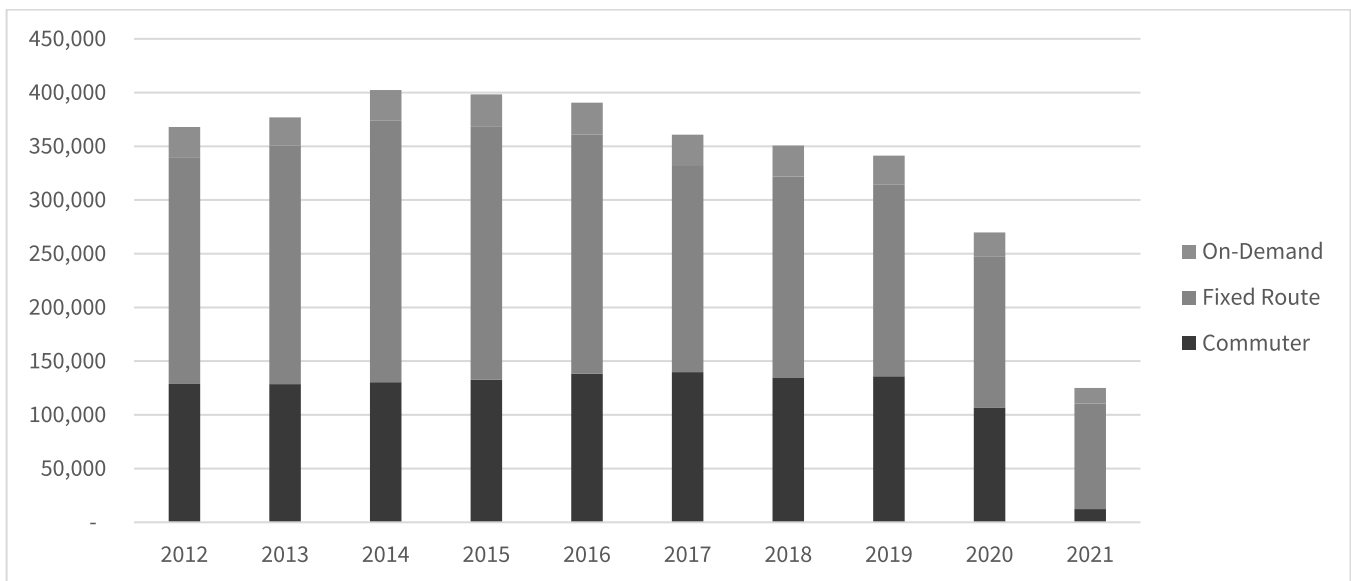


Figure 4 - Passenger Trips by Mode by Year

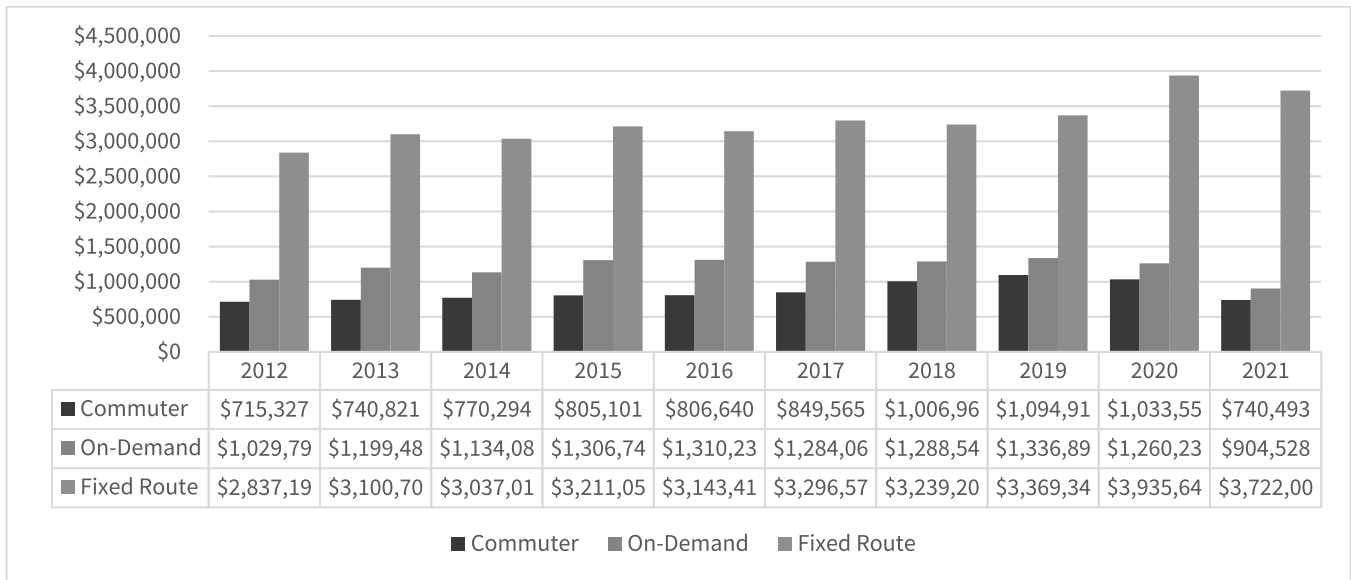


Figure 5 - Operating Expense by Mode

PEER REVIEW SUMMARY

Average Cost Per Revenue Hour: Roseville had competitive average costs, often on par with or slightly below several peer entities, like the City of Fairfield and Santa Rosa. In some years, Roseville's costs were notably lower than those of the County of Placer and El Dorado County Transit Authority.

Agency Name	Location
City of Fairfield, California	Fairfield
City of Roseville	Roseville
City of Santa Rosa	Santa Rosa
City of Tulare	Tulare
City of Union City	Union City
County of Placer	Auburn
County of Sonoma	Santa Rosa
El Dorado County Transit Authority	Diamond Springs
Livermore / Amador Valley Transit Authority	Livermore
Solano County Transit	Vallejo
Stanislaus County	Modesto
Transit Joint Powers Authority for Merced County	Merced
Ventura County Transportation Commission	Camarillo
Western Contra Costa Transit Authority	Pinole
Yolo County Transportation District	Woodland
Yuba-Sutter Transit Authority	Marysville

Table 1 - Peer List

Average Farebox Recovery Percentage: Roseville consistently reported lower farebox recovery percentages, indicating a heavy reliance on subsidies and other revenue sources. In contrast, entities like Fairfield and Santa Rosa reported higher farebox recovery percentages, suggesting a greater ability to cover costs through fare revenue alone.

Average Operating Expense Per Passenger Trip: Roseville had higher average operating expenses per passenger trip compared to most other entities, indicating relatively higher costs for each passenger trip. Several entities like Tulare and Ventura County Transportation Commission reported lower operating expenses per passenger trip, showing a more cost-effective approach.

TRAVEL PATTERNS

The travel patterns within Roseville Transit's network exhibit distinct trends throughout the day. During the morning rush hours, from 7:00 AM to 9:00 AM, passenger numbers are steady, reaching a peak of 18.5 passengers by 9:00 AM, indicating a consistent demand for transit services during this time, likely for commuting to work or school.

The midday hours, from 9:15 AM to 2:45 PM, show a notable rise in ridership at 10:00 AM with 17.2 passengers, and a significant midday peak occurs at 9:30 AM with 30.4 passengers. This suggests that the transit system is also used for non-commuting purposes, such as errands or midday appointments, as the passenger counts remain above 10 throughout most of this period.

As for the afternoon rush, from 3:00 PM to 6:45 PM, there is a substantial increase in ridership beginning at 2:00 PM, with the highest count of the day at 45.2 passengers at 3:00 PM. This heightened usage remains consistent until 6:45 PM, indicating a strong need for transit services as people likely return home from work or school.

In the evening, from 7:00 PM to 9:30 PM, ridership begins to decline, starting with 12.4 passengers at 7:00 PM and decreasing further by 9:30 PM. This tapering off in the evening reflects the end of the typical commute and daily activities, leading to a lesser demand for transit services.

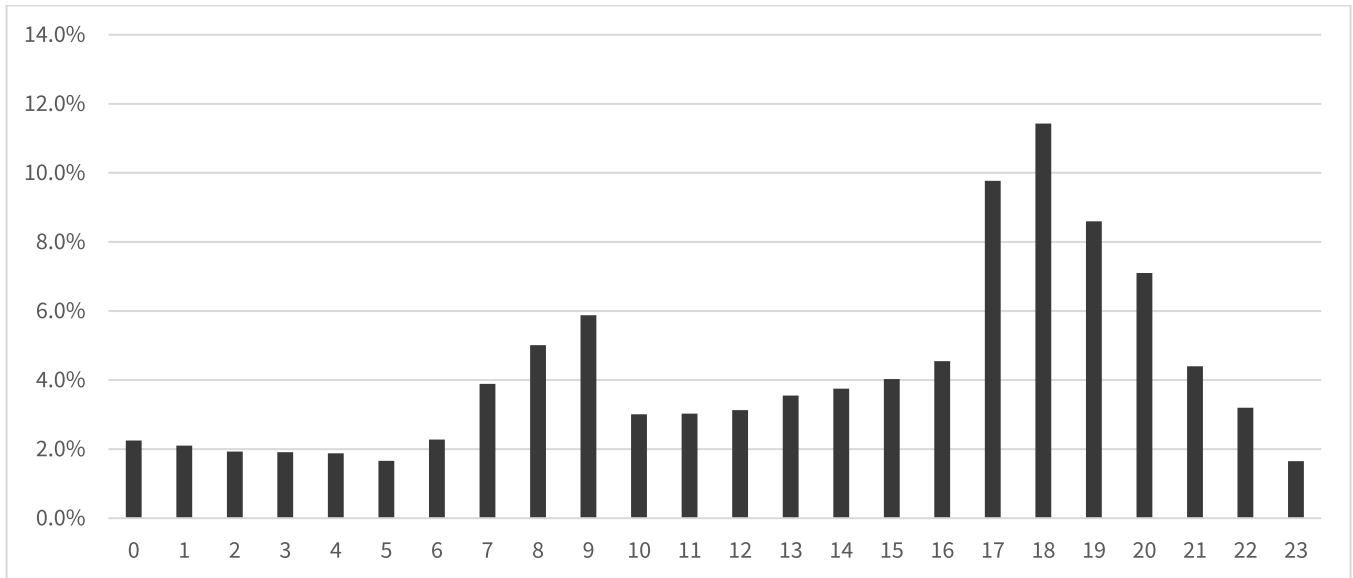


Figure 6 – Post-Pandemic Proportion of Trips by Hour

CONCLUSION

Roseville Transit faces significant challenges, including a drastic reduction in ridership, lower farebox recovery percentages, and increased subsidies per passenger, particularly in the commuter service. Despite competitive costs in some areas, the lower farebox recovery and higher operating expenses per passenger trip than peers highlight improvement areas. The report emphasizes the need for strategic planning and cost optimization to enhance efficiency and sustainability.

Service Framework

OVERVIEW

This Service Framework report provides a detailed overview of the current state and performance of Roseville Transit, encompassing various transit services, including fixed-route local buses, on-demand, and commuter services. The analysis integrates data from diverse sources such as ridership figures, financial reports, operational data, and travel patterns, leveraging machine learning algorithms for in-depth insights.

Roseville Transit operates a comprehensive service framework, with fixed-route services available six days a week, paralleled by Dial-A-Ride services and specific schedules for rural routes. The commuter services are weekday-specific, and a GameDay Express service is offered for select events in Sacramento. The fare system is structured to cater to different user categories, with regular and discounted rates for seniors, disabled individuals, and youth. These vary depending on the route and service type, with local transfers often free and inter-service transfers requiring additional fees.

Analyzing service levels reveals diverse trends. The commuter service, peaking in 2012, saw a decrease in service hours by 2021, while the On-Demand service grew until 2016 before declining. The Fixed Route service maintained stability in revenue hours. However, the effectiveness of these services has seen challenges. Passenger trips per revenue hour have declined across all services, with the Commuter service experiencing the most significant decrease. The On-Demand service remained relatively stable, whereas the Fixed Route service also witnessed a ridership decline.

Financially, all services demonstrated a decline in the Farebox Recovery Ratio over the decade, with the Commuter service facing the most dramatic drop. Operating expenses increased across all modes, peaking in recent years before a decline in 2021. The subsidy per passenger showed a significant increase across all services, particularly in the Commuter service. System ridership also declined across all services, notably in Commuter and Fixed Route services.

Ridership patterns, as revealed by farebox data, indicate consistent demand during morning rush hours, transit use for non-commuting purposes during midday, peak ridership during afternoon rush hours, and a gradual decrease in the evening.

DATA COLLECTION METHODOLOGY

The data to support the analysis herein was collected through several sources, which were then combined, corroborated, and analyzed.

Boardings and Alightings – Known as “ridership,” was collected by combining Connect Card data, GFI data, and Roseville Transit reports.

Financial information – Fares, expenses, and subsidies; this data was obtained from Roseville Transit reports.

Operational data – Service Hours, miles, on-time performance, key locations served- was obtained from Roseville Transit reports.

On-Demand Data – Trip requests completions; this data was obtained for 2019 and 2020 from reports provided by the on-demand service provider.

Travel Pattern Data – Data was obtained from GPS providers who utilize apps and non-smartphone pings and compile the data geographically. Custom machine-learning algorithms organized this disaggregated, de-identified data into trips. Data is validated by comparing it against census and Roseville Transit ridership data.

All data was mapped using the Census 2020 base map.

SERVICE FRAMEWORK

In general, Roseville Transit’s fixed-route services operate Monday through Saturday. Dial-A-Ride, now known as “The Arrow” operates hours similar to fixed-route services. Rural routes have a varied schedule. Some routes run daily, and others only Tuesday to Thursday. Commuter service runs weekdays only from the major park and rides in the service area into Sacramento. The service operates AM peak into Sacramento and PM peak returning to Yuba and Sutter counties. Roseville Transit also operates a GameDay Express services, which is available for select games/events at the Golden 1 Center in Sacramento. The express bus transported attendees from Roseville directly to the arena.

Roseville Transit’s local services are centered around major transit hubs: such as the Roseville Galleria, Civic Center, Louis and Orlando Transfer Center, and Taylor Road. The following tables outline Roseville Transit’s operating hours, services, and frequencies.

FARE STRUCTURE

Roseville Transit offers a comprehensive fare structure for its network of services. Roseville Transit's fare structure includes regular/adult fares, discounted fares for seniors, disabled individuals, and youth, and other fare types such as day passes and monthly passes.

1. Local Routes:

- Regular/Adult: \$1.50
- Youth (ages 5-18): \$1.50
- Seniors (60+), Disabled, and Medicare: \$0.75
- Children under 5: Free with paying adult

2. Commuter Routes:

- Regular/Adult: \$4.50 one-way/\$3.25 discounted
- Discounted fare for Seniors, Disabled, and Medicare: Often half of the regular fare.

3. Dial-A-Ride:

- Regular/Adult: \$3.75
- Seniors, Disabled, and Medicare: \$2.50

4. Passes:

- Day Pass for Local Routes: \$4.00 for regular/\$2.00 for discounted categories
- 10-ride local pass: \$15.00 for regular/\$7.50 discounted
- 10-ride commuter pass: \$45.00 for regular/\$32.50
- Monthly Local Pass: \$58.00 for local, \$29.00 for discounted categories
- Monthly Commuter Pass: \$155.00 for regular/\$110.00 discounted

5. Transfers:

- Local Transfers are permitted at the following transfer points: Galleria, Louis Orlando
- Transfer from Roseville Transit to PCT: 1 free transfer per day if customer has a Roseville Transit Day pass or 30-Day Pass used to board PCT at Galleria or Louis Orlando
- Transfer from PCT to Roseville Transit: 1 free transfer per day if customer has a PCT Transfer Pass, Day Pass, 14-Day Pass or 30-Day Pass used to board Roseville Transit at Galleria or Louis Orlando

- Transfer from Roseville Transit to SacRT: 1 free transfer per day if customer has a Roseville Transit Day Pass or 30-Day Pass used to board SacRT at Louis Orlando
- Transfer from SacRT to Roseville Transit: 1 free transfer per day if customer has a SacRT Day Pass, Semi-Monthly Pass or Monthly Pass used to board Roseville Transit at Louis Orlando
- If boarding a commuter service from a local service or vice versa, the full fee pertaining to the service and type of ride selected would need to be paid

SERVICE LEVELS

Several patterns and trends emerge in examining the revenue hours data for the city of Roseville's transit services over the years. For the **Commuter** service, 2012 is the peak year with 6,287 revenue hours. However, from this high point, there has been a notable decrease over the years, culminating in the lowest figure in 2021 at 4,723 hours. The decline in commuter ridership, is almost entirely due to the COVID-19 pandemic and the ensuing lockdowns and work from home orders. It should be noted, while many pandemic-era regulations have been lifted, the shift for many businesses to a work-from home model has not changed. For Roseville Transit, which serves a number of State of California offices in Downtown Sacramento, the work from home shift has resulted in dramatic reductions in ridership.

The **On-Demand** service presents its unique trajectory. Starting from 2012, there was a consistent growth in revenue hours, reaching its zenith in 2016 with 12,332 hours. Post-2016, a gradual decline is observable, and by 2021, the revenue hours had dropped significantly to 7,407. This reduction, especially in the latter years, indicates potential changes in the demand or provision of on-demand transit services.

In contrast, the **Fixed Route** service demonstrates a more stable trend. After an initial growth phase that peaked in 2014 at 33,010 revenue hours, the service has maintained a relatively consistent performance. The years following 2014 have seen the numbers oscillating around the 32,000-hour mark. This consistency underscores the sustained demand and stability of the fixed route services in Roseville over the years.

While the Fixed Route service has remained a steady pillar in Roseville's transit system, Commuter and On-Demand services have witnessed fluctuations, with noticeable declines in recent years. Factors like changes in transit policies, infrastructure, or the broader impacts of events such as the COVID-19 pandemic are the main reasons for these trends.

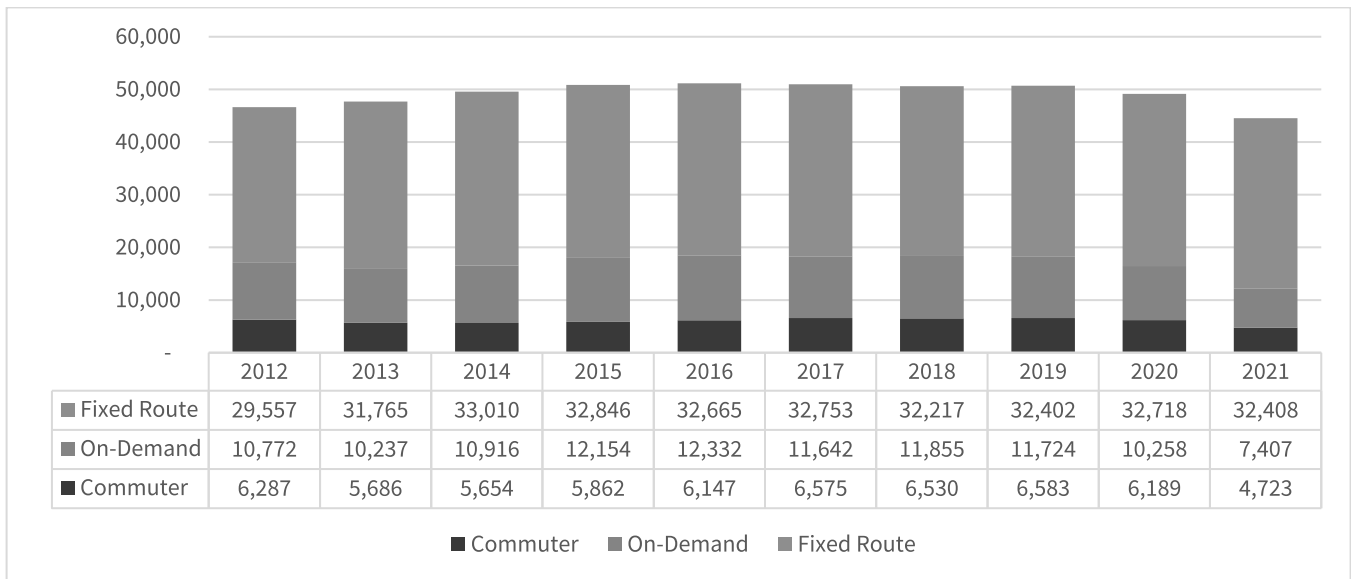


Figure 7 - Service Hours

Examining the revenue hours for the city of Roseville's transit services reveals distinct trends over the years, punctuated by notable percentage changes. The Commuter service peaked in 2012 with 6,287 hours and experienced a decline of 24.9% by 2021, reflecting decreased usage and service modifications.

Conversely, the On-Demand service saw an upward trajectory initially, growing by 14.5% from 2012 to its peak in 2016. However, this service witnessed a considerable decline of 40% from its 2016 peak to 2021.

PEAK VEHICLES OPERATED

For the Commuter service, the number of vehicles remained constant at eight for the majority of the entire period being reduced to seven vehicles due to the pandemic. This consistency contrasts with the revenue hours for the same service, which showed a decline of 24.9% over the years. Despite the drop in hours, the number of vehicles available for the Commuter service remained unaffected, suggesting that the service might be operating below its full potential or there might be a shift in operational efficiency.

The On-Demand service observed fluctuations, albeit minor. Starting with 6 vehicles in 2012, there was a decrease to 5 vehicles from 2013 to 2016, marking a 16.7% reduction. The count later increased to 6 vehicles from 2017 to 2019 and again reduced to 5 in 2020. However, by 2021, the count returned to 6. This variation in vehicle numbers parallels the revenue hours trend, which had an initial growth of 14.5% to its peak in 2016 and then a 40% decline by 2021. The vehicle count aligns with the demand and service availability over the years.

The Fixed Route service showcased stability, with a consistent ten vehicles operating each year. Interestingly, this stability in vehicle count aligns with the trend in revenue hours, which initially grew 11.7% to its peak in 2014 and then maintained with minor fluctuations, declining only 1.8% by 2021.

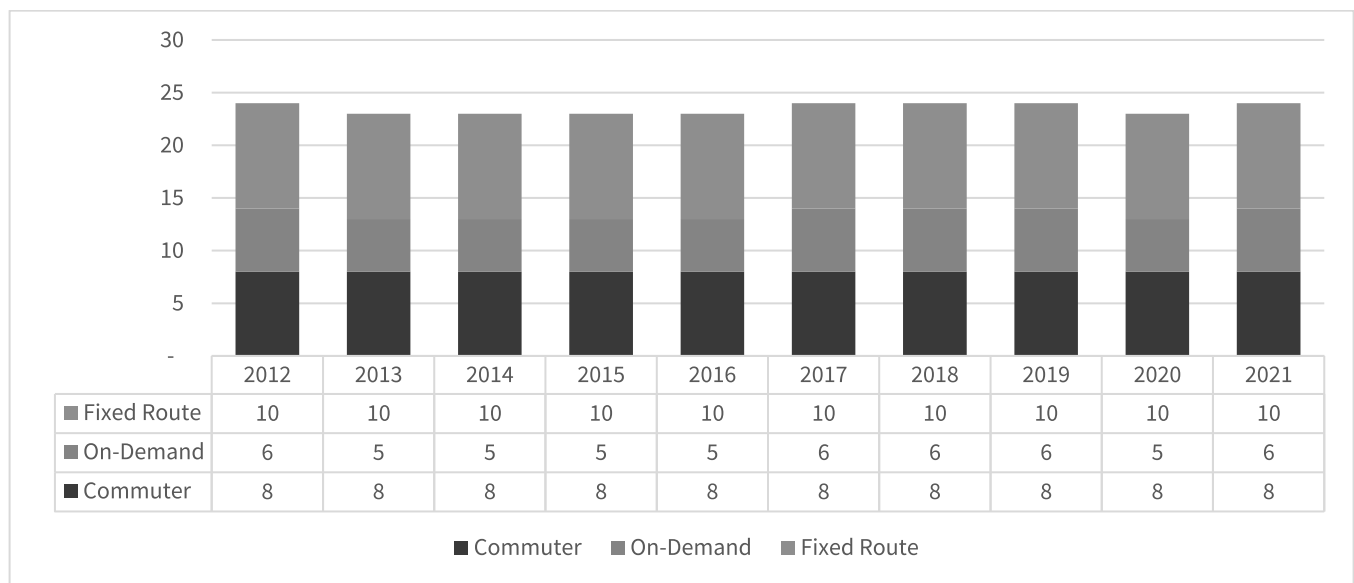


Figure 8 – Peak Vehicles Operated by Year by Type

SERVICE EFFECTIVENESS

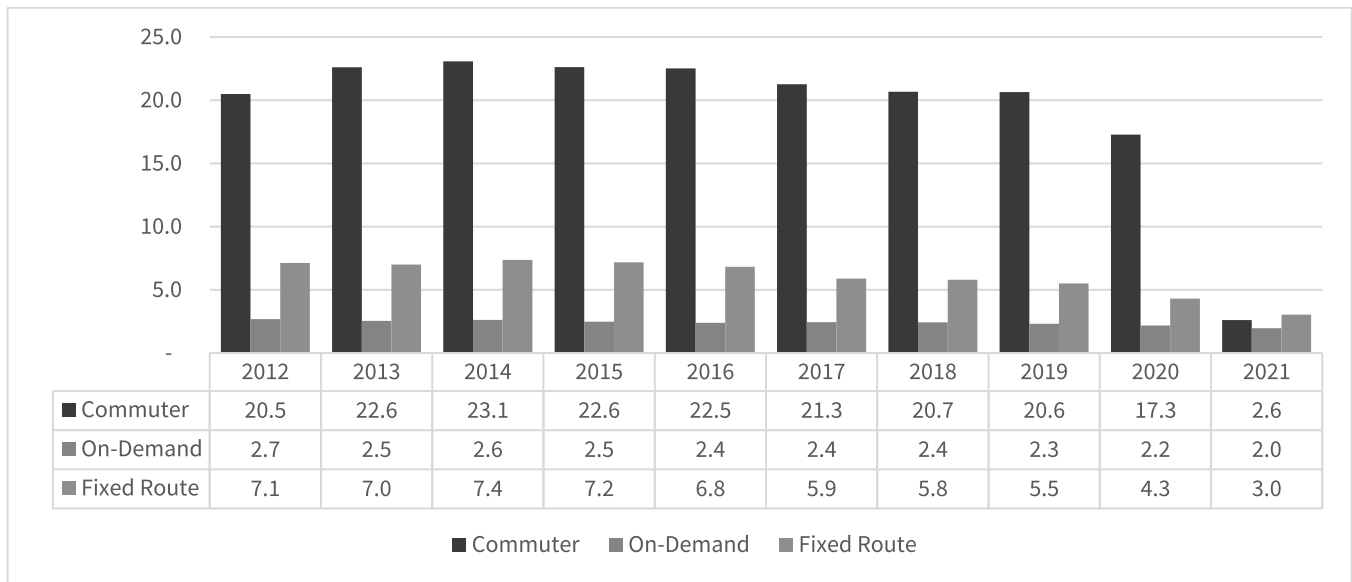


Figure 9 - Passenger Trips per Hour

Starting with the Commuter service, we observed a general downward trend over the decade. After peaking in 2014 with 23.1 trips per hour, there was a decline of approximately 88.8% by 2021, reaching just 2.6 per hour. This significant decrease contrasts with the revenue hours analysis, which showed a 24.9% decline from 2012 to 2021. Even though the revenue hours decreased more modestly, the passenger trips per hour drastically reduced.

The On-Demand service maintained relative stability in its numbers. From its start in 2012 with 2.7 trips to 2.0 trips in 2021, the decrease is around 25.9%. Compared to its revenue hours, which had a 40% decline from its peak in 2016 to 2021, the trips per hour for On-Demand dropped at a lesser rate, indicating a moderate consistency in ridership relative to the hours of operation.

Lastly, the Fixed Route service also presented a decline. From 7.1 trips per hour in 2012, it decreased to 3.0 by 2021, marking a reduction of about 57.7%. The disparity is evident when set against the revenue hours, which had a marginal decline of 1.8% from its 2014 peak to 2021. The consistency in revenue hours did not translate into steady ridership, pointing to potential changes in passenger demand or service efficiency.

While all three services saw declines in passenger trips per revenue hour, the severity and pace varied. The Commuter service experienced the most significant drop, disproportionate to its decrease in revenue hours. The On-Demand service's decline in trips per hour was more aligned with its revenue hours decrease, showing relative stability. Despite a marginal drop in revenue hours, the Fixed Route saw over half its ridership per hour decline over the years.

FAREBOX RECOVERY RATIO

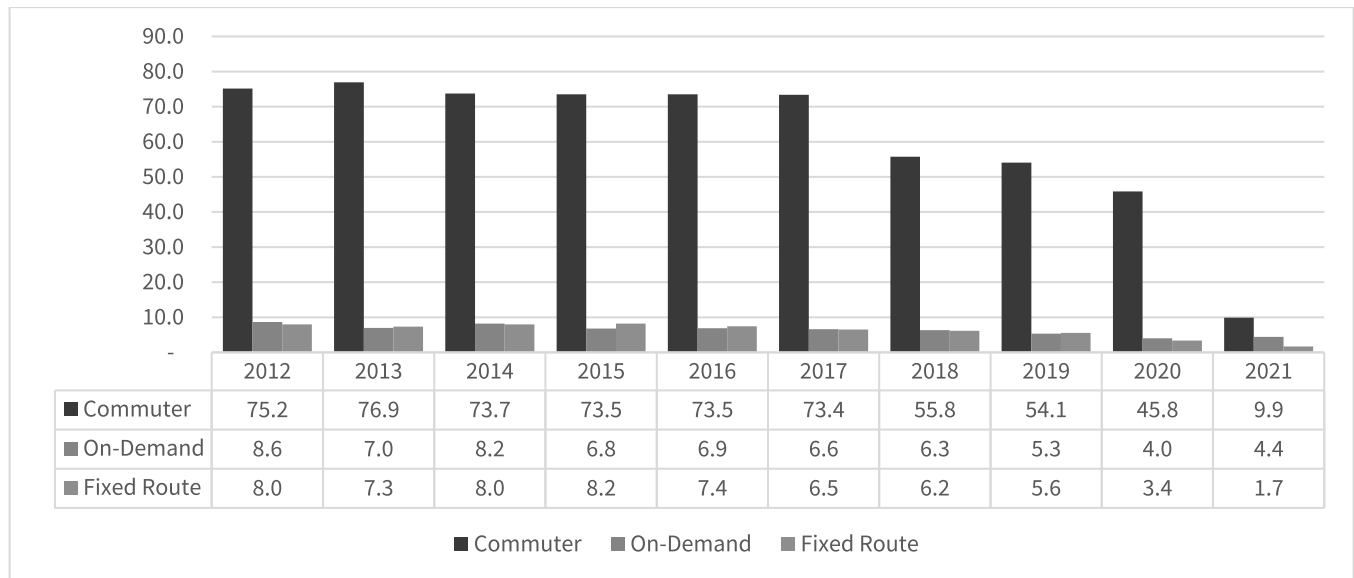


Figure 10 - Farebox Recovery Ratio

For the Commuter service, the farebox recovery began robustly at 75.2% in 2012 and peaked slightly in 2013 at 76.9%. However, post-2014, a downward trend ensued. By 2018, the rate had fallen to 55.8%, marking a decline of 24.2% from its peak. The trend accelerated dramatically, and by 2021, it dropped to 9.9%, representing an 87% decline from the 2013 peak. When juxtaposed with the revenue hours analysis, which had a reduction of 24.9% over roughly the same period, the farebox recovery ratio's decline is steeper.

The On-Demand service started with a farebox recovery of 8.6% in 2012. Over the years, this figure fluctuated marginally but generally trended downwards. By 2021, the rate stood at 4.4%, translating to a decline of 48.8% from its initial value. Comparing this with the On-Demand revenue hours, which decreased by 40% from its 2016 peak to 2021, the farebox recovery's rate of decline aligns more closely.

For the Fixed Route service, the farebox recovery ratio consistently declined over the years. It began at 8.0% in 2012, reached a slight high of 8.2% in 2015, but then decreased to 1.7% by 2021 due to the pandemic. This represents a decline of 78.8% from its 2015 peak. When this data is compared to the Fixed Route revenue hours, which had a marginal 1.8% decline from its 2014 peak to 2021, the farebox recovery ratio's decline is significantly more pronounced.

All three services demonstrated a decline in their farebox recovery ratios over the decade, with the Commuter service witnessing the most dramatic drop. Notably, while the Commuter and Fixed Route services experienced more severe farebox recovery declines than their respective changes in revenue hours, the On-Demand service saw a farebox recovery rate drop that was more aligned with its reduction in revenue hours.

OPERATING EXPENSE BY MODE

Commuter service expenses began at \$715,327 in 2012 and increased steadily through the decade, peaking at \$1,094,917 in 2019, marking a 53% increase from the starting value. However, by 2021, the expense saw a significant dip to \$740,493, roughly equating to its 2013 level due to lower operating levels during the pandemic and a lack of bus operators.

For On-Demand, the expenses commenced at \$1,029,790 in 2012, reaching their zenith in 2019 at \$1,336,892, a rise of approximately 29.8%. A slight decline was observed in 2020; by 2021, it reduced to \$904,528, reflecting a 12.2% decrease from the 2019 peak.

Fixed Route operating costs initiated at \$2,837,196 in 2012, increasing consistently to their highest in 2020 at \$3,935,649, an elevation of 38.7%. However, 2021 saw a slight reduction to \$3,722,004.

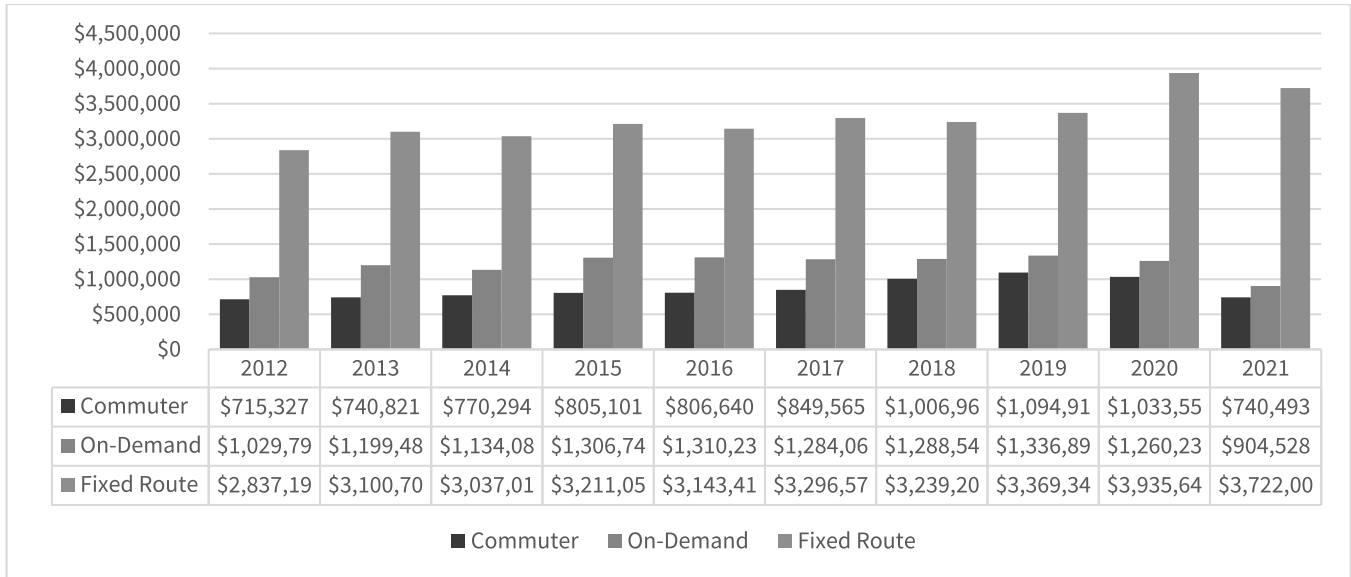


Figure 11 – Operating Expense by Mode

Cost per revenue hour measures the cost of operating each revenue hour on Roseville Transit's services. Over the ten-year span, the cost per revenue hour has a clear upward trend. In 2012, the cost started at \$102 per revenue hour. The figure then increased, reaching \$115 in 2013. There was a slight decrease in the following year to \$111 in 2014, and then the expense fluctuated modestly between \$111 and \$114 over the next three years. A more pronounced upward trend began in 2017, with the cost reaching \$113 and climbing steadily each year to \$137 in 2020, which represents the peak for the period and a 34.3% increase from the starting value of 2012. In 2021, there was a slight decrease to \$131 per revenue hour, but still substantially higher than at the beginning of the decade.

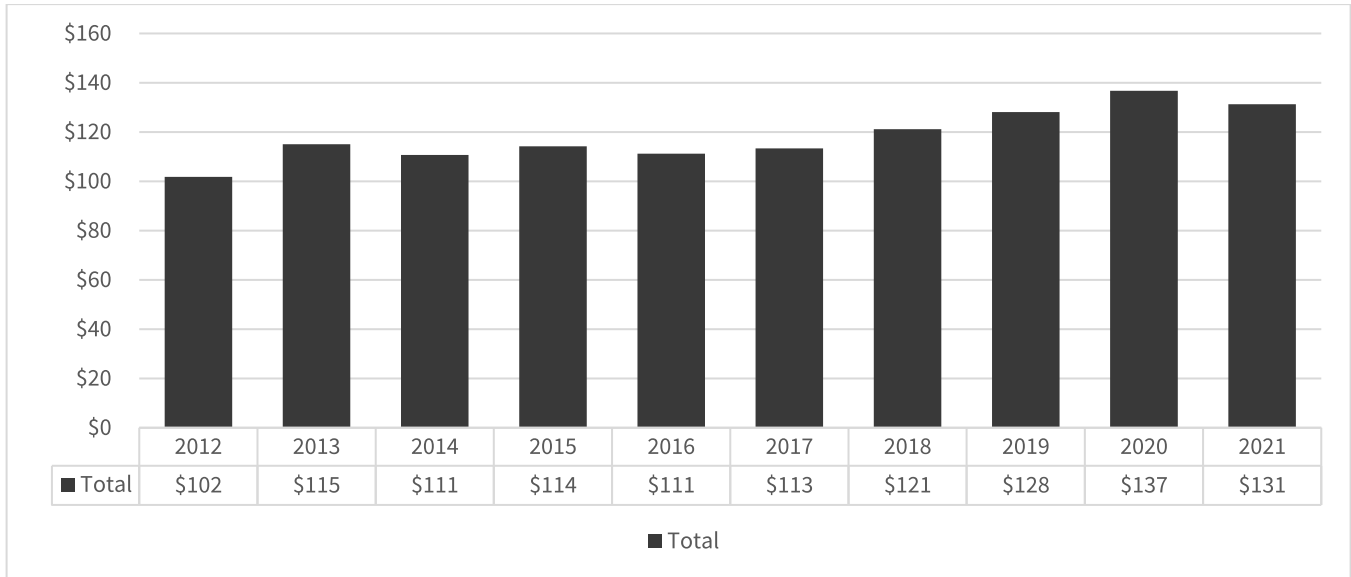


Figure 12 - Cost Per Revenue Hour

SUBSIDY PER PASSENGER

For the Commuter service, the subsidy started at \$1.38 in 2012. There was a slight decrease in 2013, but from 2014 onwards, there was an upward trend. The most significant jump occurred between 2018 and 2019, from \$3.30 to \$3.70, and escalated dramatically to \$54.37 in 2021. This represents an increase of over 3800% from the starting value in 2012.

The Fixed Route service's subsidy per passenger began at \$12.41 in 2012. It experienced fluctuations in the earlier years but started a steady increase from 2016 onwards, peaking at \$37.24 in 2021. This is an approximate increase of 200% over the 10-year period.

For the On-Demand service, the subsidy started at \$32.63 in 2012 and showed an overall increasing trend, reaching \$59.64 in 2021. This equates to an increase of around 82.8%.

When comparing these figures to the number of passenger trips per revenue hour analyzed earlier, there is an and should be an inverse relationship between subsidies and passenger trips. For the Commuter service, the passenger trips per revenue hour decreased by 88.8% from the peak in 2014 to 2021, while the subsidy increased substantially. The Fixed Route service showed a decrease in passenger trips per revenue hour of 57.7% from the peak in 2015 to 2021, with the subsidy per passenger concurrently increasing. The On-Demand service also followed this pattern, with a decrease in passenger trips per revenue hour of 25.9% from the start of the period to 2021 and an increase in subsidy per passenger.

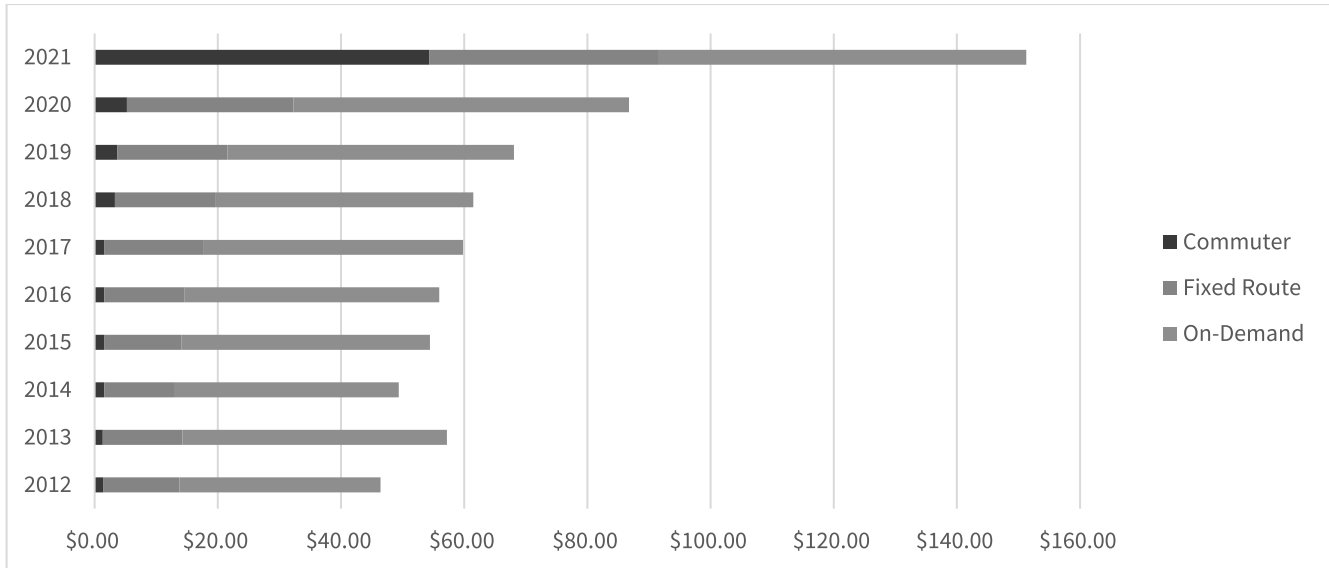


Figure 13 - Subsidy per Passenger

SYSTEM RIDERSHIP

This section covers ridership, which measures the total number of trips taken by customers on Roseville Transit's network.

Like many other agencies nationwide, COVID-19 significantly impacted Roseville Transit's daily ridership across the entire network. For the Commuter service, passenger trips were relatively stable from 2012 to 2019, ranging between approximately 128,000 and 139,000 trips annually. However, there was a significant decrease in 2020 to 106,948 trips and an even more pronounced drop in 2021 to just 12,271 trips. This represents a decrease of 90.5% from 2020 and a decrease of 90.5% from its highest recorded number in 2017.

The Fixed Route service saw a gradual increase in ridership, peaking in 2014 with 243,298 trips before beginning a declining trend. By 2021, the number of passenger trips had dropped to 98,290, a decrease of 59.6% from the peak in 2014 and 30.1% from the previous year.

Ridership for the On-Demand service fluctuated slightly over the years but remained within 28,000 to 30,000 trips until 2019. Similar to the other services, there was a decline in 2020, and by 2021, the passenger trips had reduced to 14,497, which is a 49.5% decrease from 2020 and a 52.1% decrease from its peak in 2015.

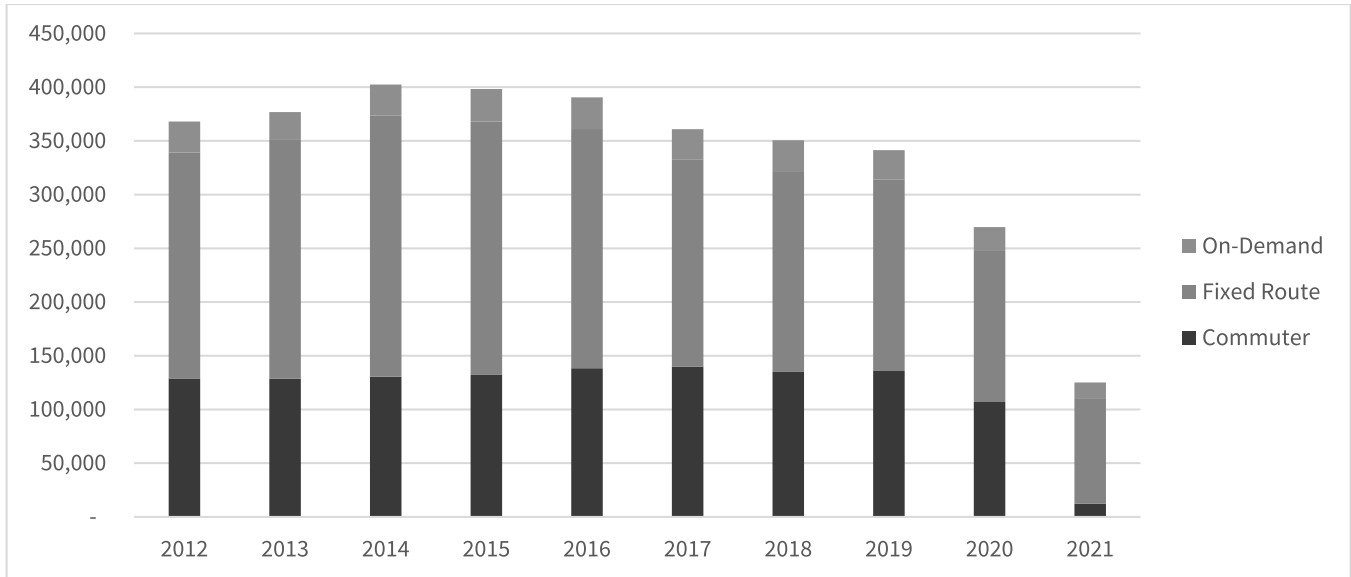


Figure 14 - Passenger Trips by Mode by Year

Using farebox data, ridership by day was also analyzed.

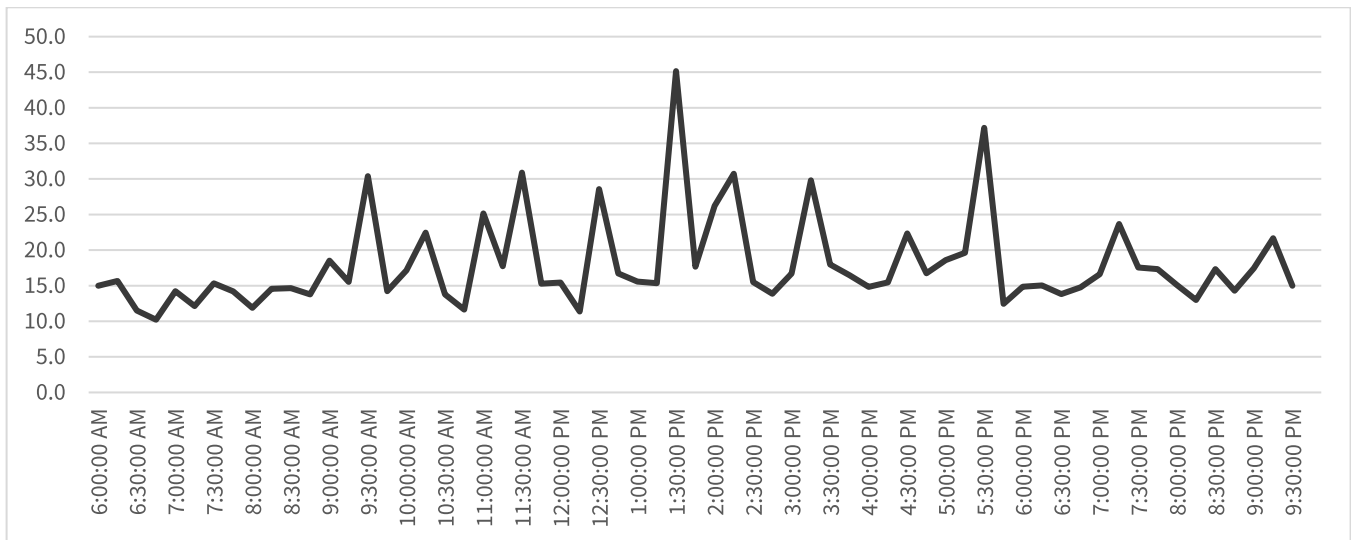


Figure 15 - Ridership by Time of Day

Morning Rush (7:00 AM - 9:00 AM): The numbers remain relatively steady, peaking at 18.5 passengers at 9:00 AM. This suggests a consistent demand during the morning commute hours.

Midday (9:15 AM - 2:45 PM): There is a noticeable increase at 10:00 AM with 17.2 passengers and a midday peak at 30.4 passengers at 9:30 AM, which could indicate transit use for non-commuting purposes. The passenger count remains above 10 for most of the midday period.

Afternoon Rush (3:00 PM - 6:45 PM): The afternoon commute starts picking up at 2:00 PM, with the highest day count at 45.2 passengers at 3:00 PM. This peak remains consistent with a high count until 6:45 PM.

Evening (7:00 PM - 9:30 PM): Ridership begins to taper off, starting at 7:00 PM with 12.4 passengers and decreasing to 15 passengers by 9:30 PM.

FINANCIAL PERFORMANCE

The Commuter service's average fare started at \$4.17 in 2012 and fluctuated. The fare increased to \$5.97 in 2021, a 43.2% increase from the starting fare. The average fare for the Commuter service across the years was \$4.51.

The On-Demand service's average fare began at \$3.09 in 2012, fluctuated mildly throughout the period, and ended at \$2.75 in 2021. This represents a decrease of 11% from the starting fare. On-Demand's total average fare over the ten years was \$2.90.

The Fixed Route service average fare decreased from \$1.08 in 2012 to \$0.63 in 2021, a decline of 41.7%. The overall average fare across the years for Fixed Route was \$1.01.

The Grand Total average fare across all services began at \$2.78 in 2012, with minor fluctuations in the subsequent years, reaching \$3.12 in 2021, an increase of 12.2% from the 2012 fare. The grand total average fare over the decade was \$2.80.

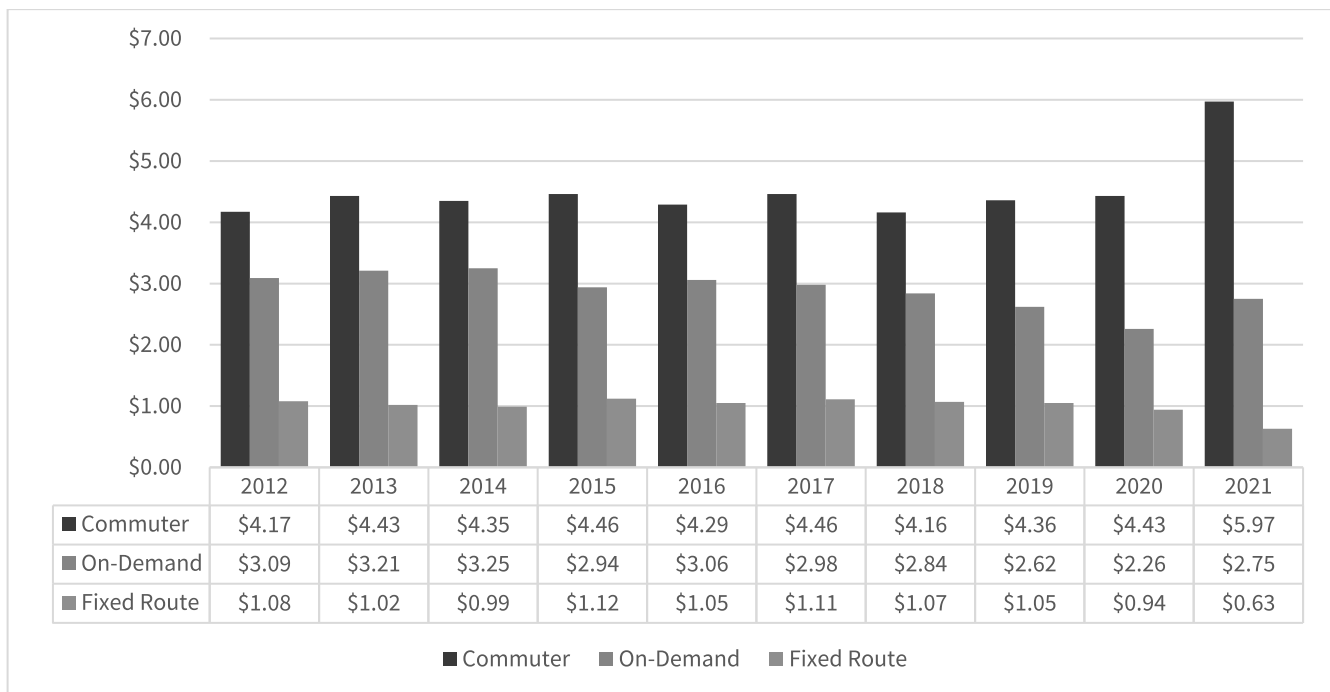


Figure 16 – Average Fare per Passenger

Operating cost per passenger increased 10-fold over the past decade. This is mainly because ridership is cut nearly in half, but operating expenses are only a tiny reduction. Commuter: Starting at \$5.55 in 2012, the cost per trip for the Commuter service increased steadily each year, with a significant spike in 2021 to \$60.34, which is a substantial increase of 987% from 2020 and 986.5% from its 2012 cost. The average cost across the years for the Commuter service was \$12.07.

Fixed Route: The cost per trip began at \$13.49 in 2012 and showed a generally increasing trend, with some fluctuations. The most notable rise occurred in 2020 and 2021, with costs reaching \$37.87 in 2021, a 137% increase from 2020 and a 181% increase from 2012. The total average cost over the ten years for Fixed Route was \$18.69.

On-Demand: Starting at \$35.71 in 2012, the cost per trip for the On-Demand service increased each year, with the price per trip peaking at \$62.39 in 2021. This represents a 74.6% increase from 2020 and a 74.7% increase from its initial 2012 cost. The total average cost over the years for On-Demand was \$46.74.

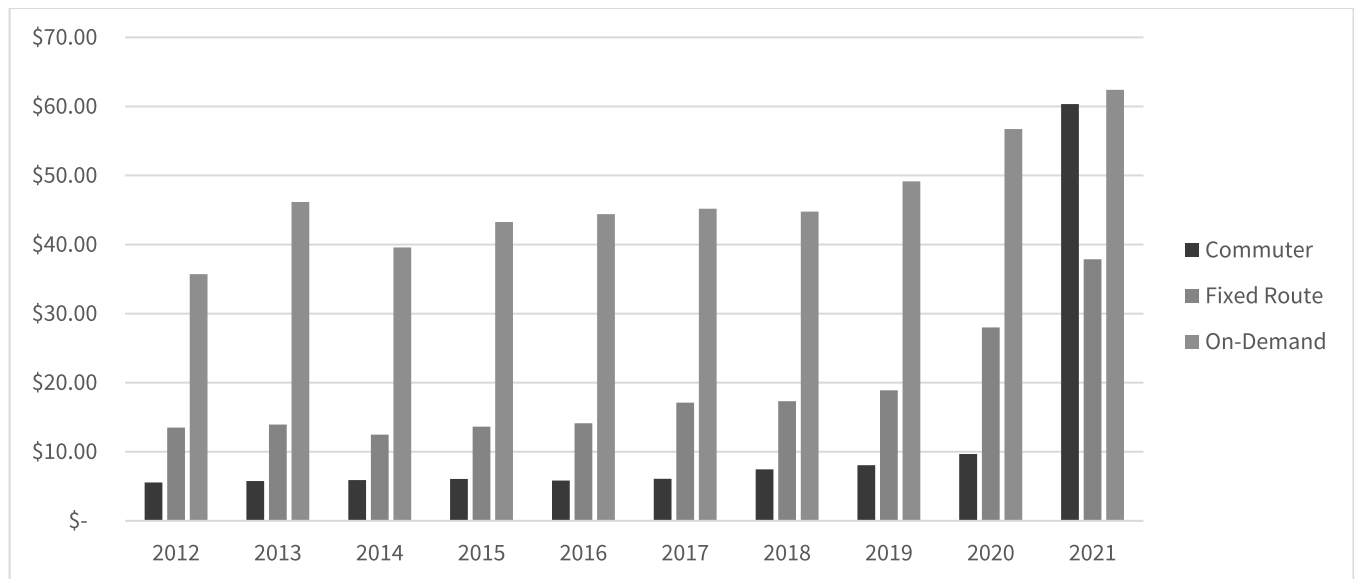


Figure 17 – Average Cost per Passenger

Market Assessment

INTRODUCTION

In an era of rapid socioeconomic changes and evolving market dynamics, a thorough understanding of regional characteristics becomes vital for informed decision-making and strategic planning. This Market Assessment report aims to provide a comprehensive analysis of key demographic, economic, and social indicators in Roseville and its surrounding areas, with a focus on understanding the intricacies and trends that define this region.

At the heart of this assessment lies a detailed exploration of various factors such as population growth, age distribution, income levels, employment trends, racial and ethnic diversity, education levels, and poverty rates. The report synthesizes data from multiple credible sources to paint a holistic picture of the region's current state and potential future directions.

One of the critical findings of this report is the substantial population growth in Roseville over the past decade, coupled with significant changes in income levels and employment patterns. The area exhibits a dynamic economic landscape, marked by a rising median household income and a diversifying job market. However, this economic growth has not been evenly distributed, as indicated by persistent poverty in certain areas and among specific demographic groups.

The demographic analysis reveals a diverse and evolving community, with notable shifts in racial and ethnic compositions and aging trends. This demographic shift has profound implications for urban planning, social services, and community engagement strategies. Furthermore, the report delves into the impact of recent global events, such as the pandemic, on employment trends, including the rise in remote working and its consequences on the local economy and real estate market.

REGIONAL OVERVIEW

Roseville presents a profile of an adult, predominantly driving, ethnically diverse, and relatively affluent community. This profile suggests that the city has a stable economic base, with a well-off population that may require specific services tailored to their demographic characteristics, such as a focus on adult education, traffic, and transportation planning, cultural inclusivity programs, and maintaining a high standard of living.

California boasts a substantial population of over 39 million, with Placer County accounting for 412,300 and Roseville for 141,492. The age demographics indicate that in Roseville, a relatively small percentage of the population is under 18 (25,414) or over 65 (23,661) compared to state averages, suggesting a predominantly adult population.

Commuting Patterns: A significant majority of the population in Roseville prefers driving alone (61,407), consistent with broader trends in California and Placer County. Public transit use is minimal (940), and a small fraction has no vehicles available (2,192), which may reflect the nature and the necessity for personal vehicles.

Disabled Population: The disabled population in Roseville is noted to be 654, a smaller proportion than the larger entities of Placer County and California. This might affect city planning and accessibility services.

Ethnicity: Ethnically, Roseville is diverse, with a sizeable Hispanic population (23,569) and significant numbers of White (108,233) and Asian (15,756) residents. This ethnic distribution somewhat reflects the more essential trends in California and Placer County, albeit with its unique mix, which may have implications for cultural services and community planning.

Housing: Roseville has 54,089 total housing units, with 5,771 multi-unit structures, suggesting a preference for single-unit dwellings. The average household size is 2.7, consistent with suburban family living. Owner-occupied housing is significant (34,259 units), indicating a stable residential community.

Income: The median household income in Roseville is notably high at \$140,156, surpassing both Placer County and California. This higher income is reflected in the smaller percentage of individuals living below the poverty line (11,973) and the more significant percentage of households earning above \$100,000 (51.10%). This suggests a relatively affluent community with potentially higher spending power and economic stability.

Table 2 – Population and Demographics (2021)

Population and Demographics	California	Placer County	Roseville
Total Population	39,346,023	412,300	141,492
Age			
Under 18	8,711,118	68,666	25,414
Over 65	5,644,497	98,759	23,661
Commuting			
Drive Alone	13,376,951	175,645	61,407
Take Public Transit	908,392	2,339	940
No Vehicles Available	570,526	5,654	2,192
Disabled Population	4,146,951	1,686	654
Ethnicity			
White Alone	16,296,122	318,448	108,233
Black Alone	2,237,044	7,614	3,139
Asian Alone	6,085,947	31,196	15,756
Hispanic Alone	15,579,652	60,439	23,569
Two or more races	5,760,235	20,204	7,415
Housing			
Total Housing Units	14,210,945	167,799	54,089
Housing Units in multi-unit structures*	3,760,415	11,883	5,771
Average household size	3	2.67	2.7
Owner-occupied housing units	7,241,318	105,372	34,259
Income			
Median Household Income	111,622	90,179	140,156
Individuals living below the poverty line	4,853,434	29,324	11,973
Less than \$25,000	15.50%	11.00%	10.50%
\$25,001-\$50,000	17.00%	13.1%	12.20%
\$50,001-\$100,000	27.60%	25.60%	26.20%
>\$100,000	39.90%	50.30%	51.10%

DEVELOPMENT

The City of Roseville, California, has been actively planning for urban development across various commercial, residential, and industrial sectors. Here's an overview of the significant developments:

- **Specific Plans and Development Agreements:** Roseville has outlined sixteen subareas for urban development, which include the Infill Area, the North Industrial Area, and fourteen specific plan areas. A Specific Plan is a comprehensive document that guides the development of a defined geographic area with a mix of uses, including residential, commercial, industrial, and public spaces like schools and parks. These plans contain detailed regulations, conditions, programs, and design criteria unique to each area, intending to implement the General Plan
- **Active Projects of Interest:** Some of the active projects in Roseville include:
 - **Oak Creek BMX Flood Encroachment Permit:** This project, located in the Infill area of the city, involves the operation of the Oak Creek BMX Facility and includes a request for a Flood Encroachment Permit.
 - **Sprinter Roseville:** This project involves the development of an approximately 97,000-square-foot Mercedes Benz Sprinter van sales and service facility at 1513 Eureka Road and 1411 Rocky Ridge Drive. It includes site improvements like landscaping, lighting, and parking.
 - **Sunset Area Plan and Placer Ranch Specific Plan:** This development project is set in an 8,497-acre area in unincorporated Placer County, located between Roseville, Rocklin, and Lincoln. The Sunset Area Plan aims to create a unique employment, entertainment, and education center. It proposes various land use types, including innovation center, general commercial, entertainment mixed-use, business park, eco-industrial, and light industrial. The Placer Ranch Specific Plan within this area includes approximately 8.5 million square feet of commercial, employment, and university-related non-residential use. It also proposes about 5,600 homes, educational facilities, open spaces, and a town center, ultimately intended to become a major job center.

- Blue Oaks Retail Center Phase 2 (Dutch Bros / Chick-fil-A): This project, located at the corner of Blue Oaks Boulevard and Woodcreek Oaks Boulevard would include six freestanding commercial buildings ranging between 950 and 13,200 square feet in size; two of the commercial buildings are proposed with a drive-through (Chick-fil-A and Dutch Brothers), the remaining building tenants are unknown at this time. The project was approved by the Planning Commission on March 23, 2023. Construction has recently begun on this project.
- Philips Road Site: Processing of the originally proposed Roseville Industrial Park application is paused as Panattoni Development seeks community input on the future use of the 183 developable acre property at the northeast corner of Phillip Road. In response to neighbor concerns, Panattoni held a series of 12 “Listening Tour” meetings throughout the summer to meet with residents and collaborate on the development of a new shared vision for the Phillip Road Site. Panattoni held a report back meeting with the community to summarize public outreach efforts on October 5, 2023. With 183 developable acres, the Phillip Road site is large enough to accommodate a variety of uses that will result in economic prosperity for the region. Panattoni is committed to working with all stakeholders to identify uses that make sense for the neighborhood, the City, and the site itself. As with any proposed project, the City wants to see a positive contribution both to the local economy and quality of life of our residents. If significant changes to the project description occur, there is the potential for additional environmental analysis and the possible need to recirculate the Draft Environmental Impact Report (DEIR) for public comment. The City of Roseville will continue to notify all interested parties of the next steps.
- West Roseville Marketplace: In November 2023, the Planning Commission approved development of a 76,000 square foot shopping center on 8.80 acres on the northeast corner of Pleasant Grove Boulevard and Fiddymont Road. The project would include a 55,592 square foot Safeway, 13,950 square feet of inline shops, one freestanding building with a gas station, and a freestanding drive-through building. A modification to the original project is currently in process to allow a McDonald’s with a drive thru on Pad B. Construction documents have been submitted for the project and are currently under review. Construction is expected to begin in late 2023 or early 2024.

- **Baseline Marketplace – Costco:** In April 2023, the City approved Costco’s application to develop a new 160,529 square foot Costco warehouse building along with a fuel facility and car wash located at the northwest corner of Baseline Road and Fiddymont Road. Offsite civil improvement plans are being reviewed by the Engineering division and building permits are being reviewed by the Building division. Costco has informed staff that they intend to bid off-site improvement work in October in order to be underway as soon as possible in early 2024. Costco anticipates a late Spring/early Summer 2025 store opening.
- **Erikson Senior Living facility:** An application has been submitted to allow construction of a 2.1 million square foot continuing care retirement community on a 55.6-acre site consisting of Sierra Vista Specific Plan (SVSP) Parcels KT-41A and KT-41B north of Baseline Road between Santucci and Westbrook Boulevards. The project includes a total of 1,200 independent living units, 40 skilled nursing beds, and 200 assisted living/memory care beds in buildings up to six stories in height. The project is expected to be developed in six phases, the first of which will consist of approximately 624,000 square feet. The project plans were approved by the Planning Commission on July 13, 2023, and the Development Agreement was approved by the City Council on September 6, 2023.
- **Sprinter Roseville:** The Sprinter Roseville project would allow the construction of a Mercedes Benz Sprinter Van sales and service facility on nearly six acres at 1513 Eureka Road. The project includes a 97,604 square foot building, 47 service bays, four detail bays, two levels of service bays, and two levels of parts storage, and a parking area for 325 vehicles. The project was approved by the Planning Commission on September 28, 2023, and will tentatively be presented to the City Council in November for the final necessary approvals.
- **Electric Pickle,** located at 290 Conference Center Drive, adjacent to the Galleria Mall and Highway 65, is a new two-story, 12,000 square foot restaurant with nine outdoor pickle ball courts (four covered), 2 bocce ball courts, and other outdoor amenities. The project is part of the Roseville Junction development, which is expected to include several restaurants, two hotels, and a potential beer garden. Electric Pickle was approved by the Planning Commission on September 14, 2023. Construction documents for Roseville Junction are currently in review. Roseville will be the second Electric Pickle location in the nation.

These projects reflect residential, commercial, and industrial development, showcasing the city’s commitment to growth and modernization while addressing community needs and sustainability.

POPULATION

Over the last decade, from 2011 to 2021, Roseville experienced a consistent increase in its total population, growing from 122,688 to 151,901. This marks a total increase of 23.8% over ten years, reflecting a sustained and healthy growth rate for the city.

Breaking down the data year by year, the growth appears to be steady rather than sporadic, suggesting ongoing factors contributing to the population rise rather than a single event. Specifically, from 2011 to 2012, there was a 1.6% increase. The following year, 2013, saw an increase of 1.9%. Each subsequent year up to 2016 showed similar modest growth rates of around 1-2%.

However, in 2017, the population growth rate increased slightly to 1.8%, followed by an even more significant increase of 2.3% in 2018. This trend continued, with 2019 seeing a 2.3% increase. Then, between 2019 and 2020, there was a significant jump, with the population growing by 4.6%, the most significant single-year increase in the decade. Finally, from 2020 to 2021, the growth rate slowed to 2.3%.

This gradual increase could indicate Roseville's strong economic opportunities, housing development, and overall livability, attracting new residents. The spike in growth rate in 2020 might be attributed to specific events or initiatives in that year that made Roseville particularly attractive or available to newcomers. The city's continuous population growth, especially the significant rise in the latter part of the decade, underscores the importance of strategic urban planning and resource allocation to maintain the quality of life for its residents.

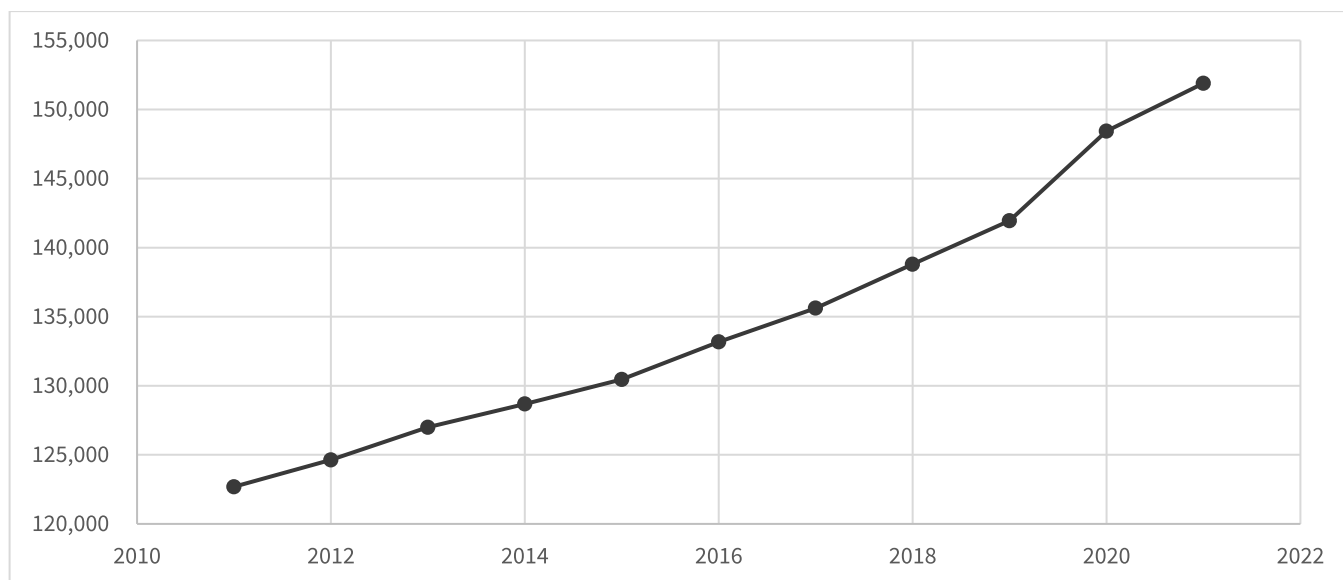


Figure 18 – Total Population

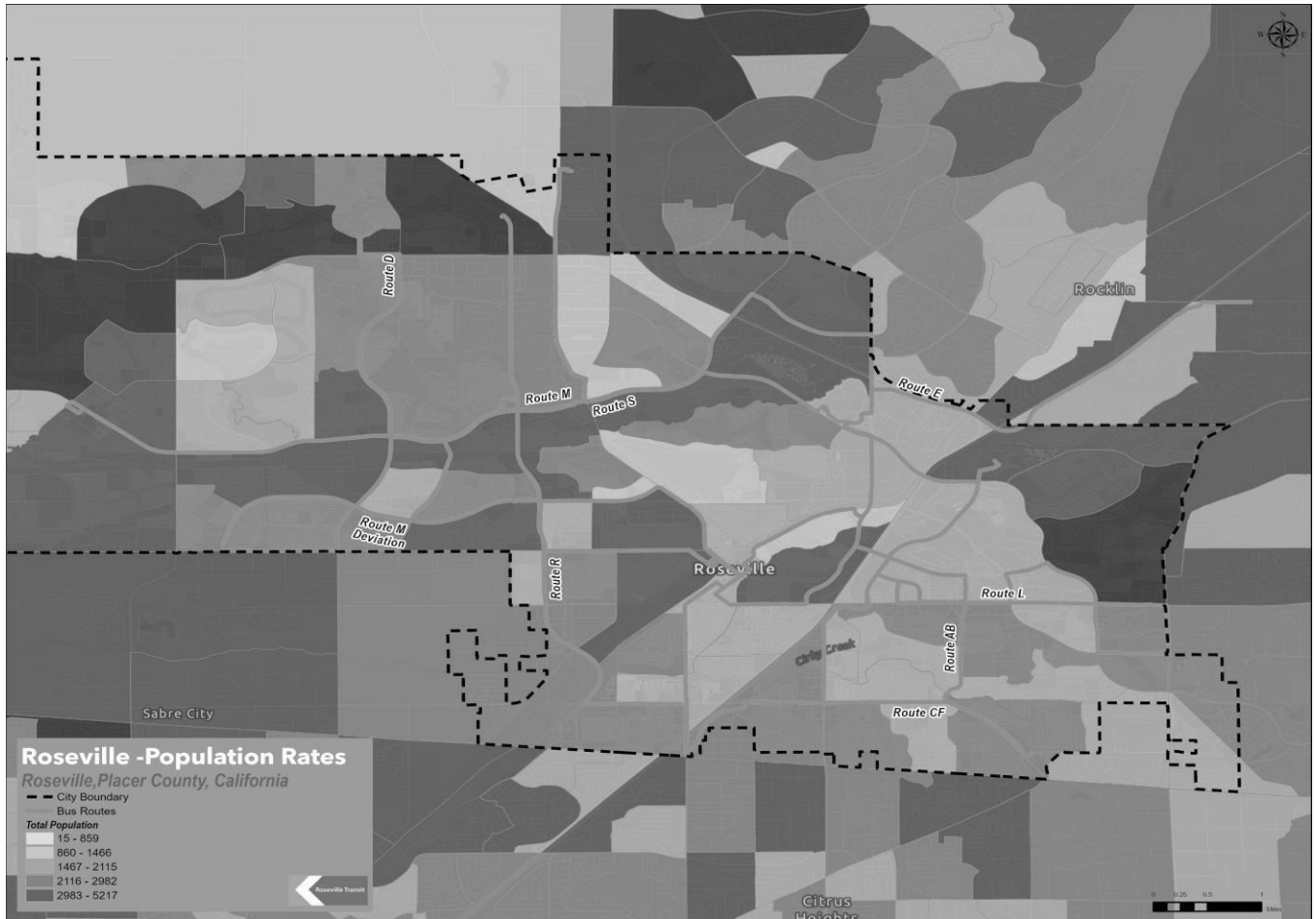


Figure 19 - Service Area Population

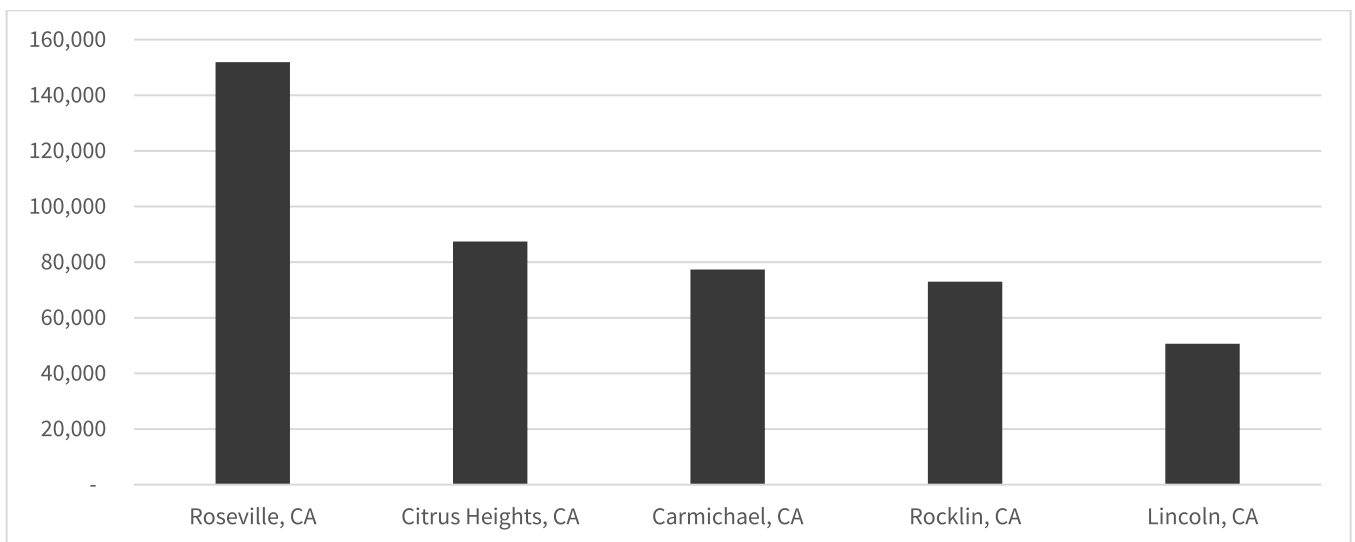


Figure 20 - Population of Surrounding Cities

POPULATION BY AGE GROUP

Over the decade from 2011 to 2021, Roseville's population experienced growth across all age groups, indicating a thriving community. The youngest demographic, those under 18, saw a moderate increase of 9.4%, rising from 23,236 to 25,414. The 18-24 age group also experienced growth, with a 15.4% rise, suggesting that the city might be retaining or attracting young adults post-high school or during college years.

The city seems particularly appealing to those in the 25-34 age range, with a 23.2% increase, possibly due to job opportunities or attractive living conditions for young professionals. Similarly, the 35-44 and 45-54 age brackets saw increases of 18.0% and 17.5%, respectively, which might reflect a population settling into their careers and family life in the area.

Significantly, the most substantial growth occurred in the older segments of the population. Individuals aged 55-64 showed a dramatic increase of 56.2%, while those 65-74 grew by 65.8%, and the oldest residents, aged 75 and above, saw a 37.5% increase. This trend points towards an aging population, which could affect Roseville's healthcare, housing, and social services.

The steady population rise across all age groups suggests economic growth and a city that can attract and maintain a diverse age demographic. Yet, the data also underscores the necessity for future planning to accommodate the burgeoning needs of its aging residents.

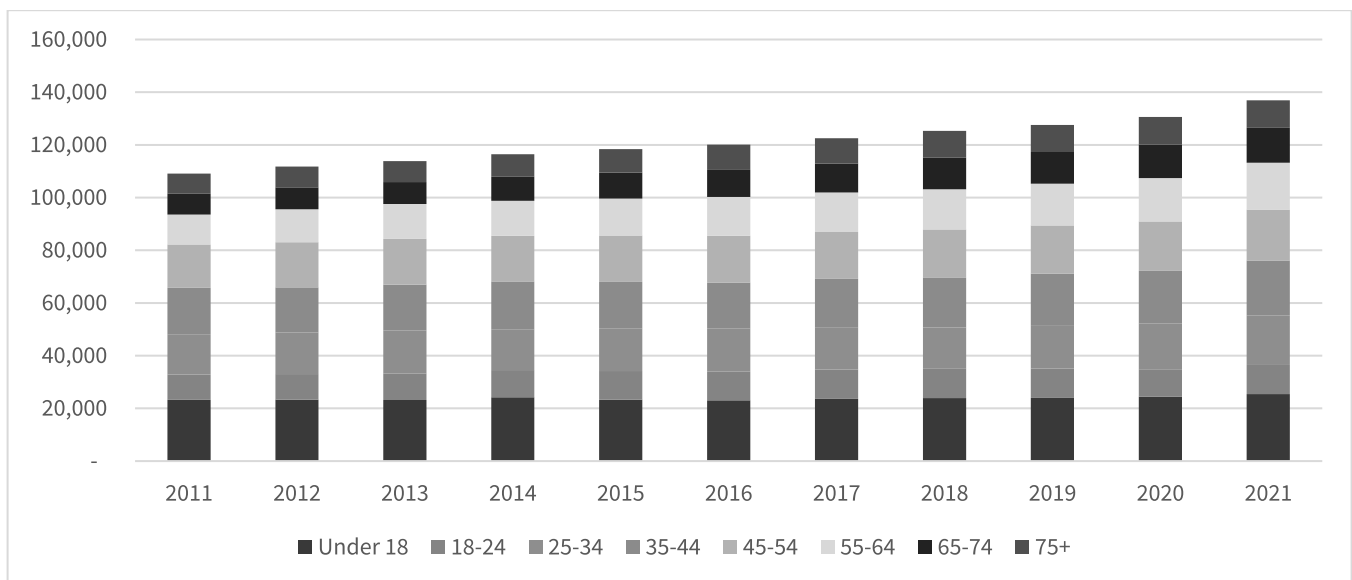


Figure 21 - Population by Median Age

INCOME AND EMPLOYMENT

Comparing this to the population growth of 23.8% from 2011 to 2021, we see that the higher income brackets grew much more rapidly than the population. This suggests significant economic development in the city, possibly due to an influx of higher-paying jobs or an overall increase in wealth. The substantial rise in the highest income bracket indicates a growing affluent segment in Roseville.

With some decreases, the stability in the lower to mid-income brackets could suggest that while the city grows in affluence, it might become less accessible to lower-income households or that the cost of living has risen. These trends could affect housing policy, social services, and community development efforts to ensure balanced and inclusive growth for all residents.

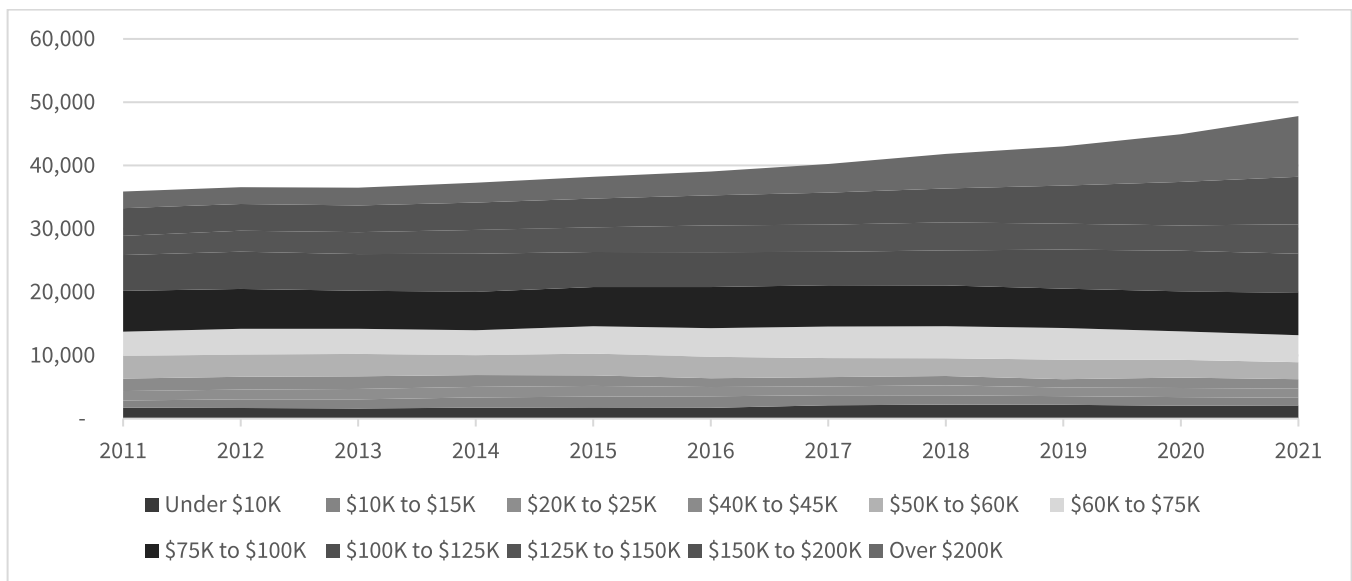


Figure 22 - Median Income by Households

Over this decade, the median household income exhibited a general trend of increase, growing from \$75,245 in 2011 to \$102,660 in 2021, an overall growth of 36.4%. After a slight initial decrease from 2011 to 2013, where the median income dipped to \$74,114, there was a consistent annual increase each subsequent year. The most substantial year-over-year increases occurred from 2019 to 2021, with the income jumping from \$89,082 to \$102,660, marking a 15.3% rise in just two years.

This recent surge might indicate a solid economic upturn or reflect broader economic trends such as inflation or a shift towards higher-paying industries. The data from the later years, particularly the jump in median income, aligns with the household income bracket data previously discussed, where the higher income brackets saw significant increases, suggesting a growing affluent demographic in the region.

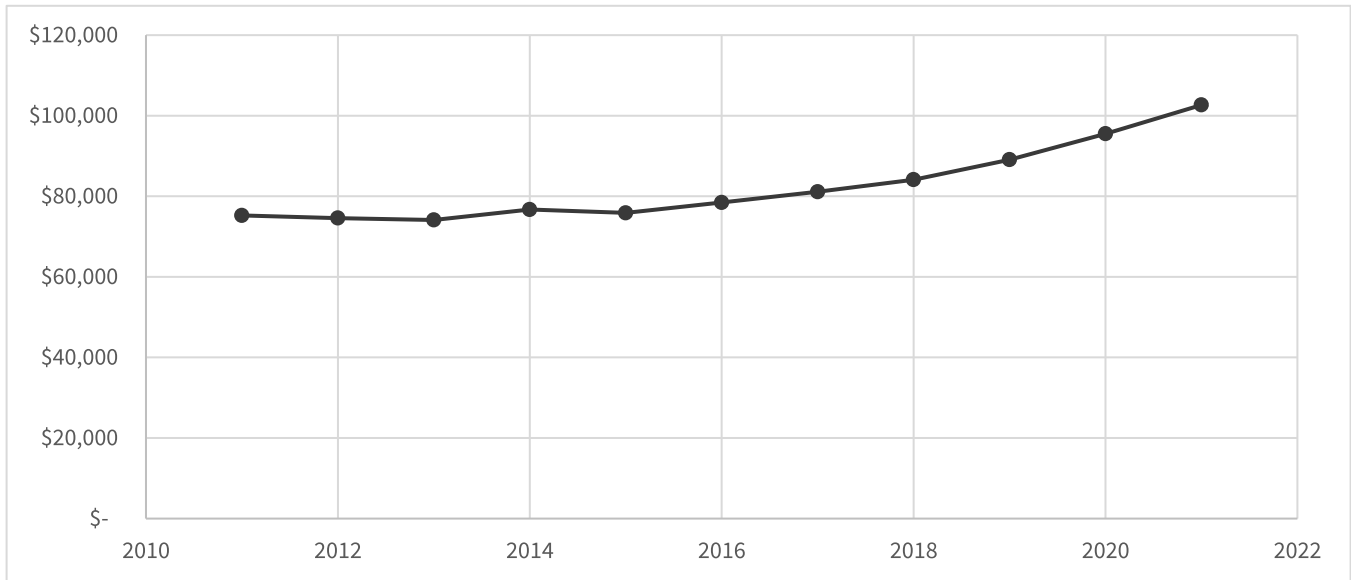


Figure 23 - Median Household Income

The median household incomes across cities surrounding Roseville present a varied economic landscape. Roseville and Rocklin have the highest median incomes at \$102,660 and \$106,164, respectively. This data reflects the broader trend seen in Roseville, where there has been significant economic growth and an increase in wealth, as evidenced by the 36.4% rise in median household income from 2011 to 2021 and the substantial expansion in higher income brackets.

Citrus Heights and Carmichael have considerably lower median household incomes at \$68,457 and \$74,184, respectively. These figures are significantly below Roseville and Rocklin, indicating that these areas may have different economic drivers or a mix of industries employing their residents. The contrast suggests that Citrus Heights and Carmichael might be more affordable regarding living costs or could indicate a different socioeconomic composition.

Lincoln's household income is \$93,232, closer to Roseville but still notably lower. It is still higher than the median incomes of Citrus Heights and Carmichael, suggesting that Lincoln's economic situation is better than these cities but not as affluent as Roseville or Rocklin.

Roseville's consistent population growth and significant increases in higher income brackets suggest a thriving local economy offering more lucrative job opportunities than its neighboring cities. Rocklin's median income, slightly higher than Roseville, points to similar or even more favorable economic conditions.

This data underscores the economic diversity within a relatively small geographic area and highlights the importance of targeted economic development policies that cater to each city's needs.

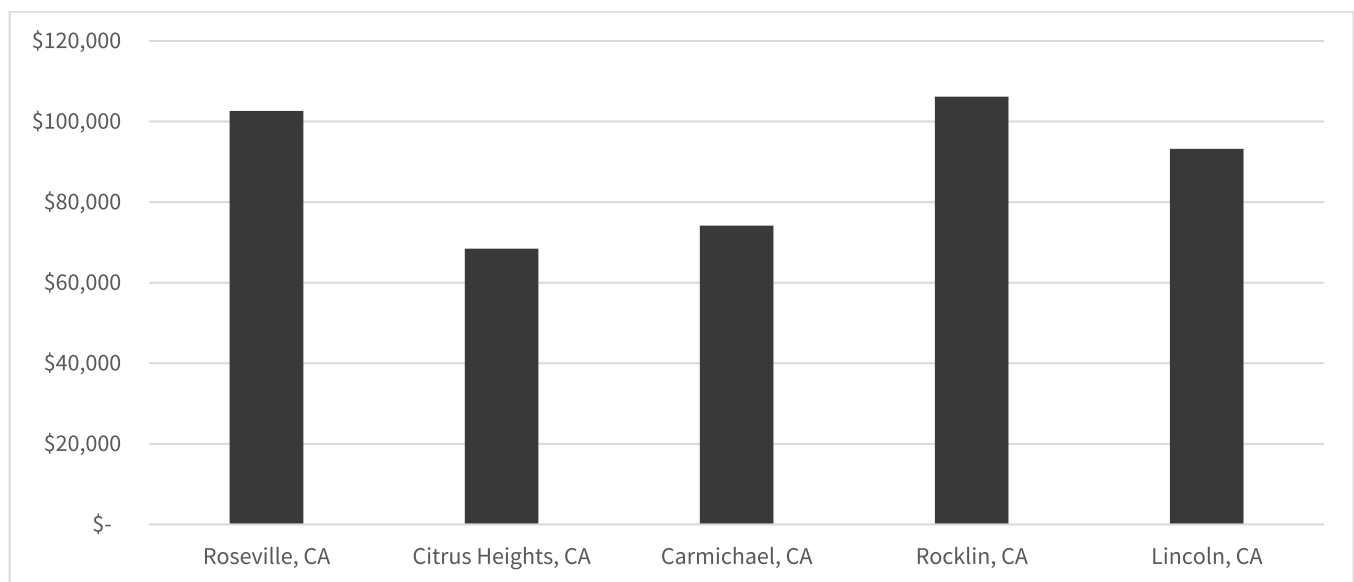


Figure 24 - Median Household Income for Surrounding Cities

EMPLOYMENT

The overall percentage change in the number of employed people in Roseville from January 2019 to September 2023 is approximately -5.10%. This indicates a decrease in employment over the given period, which aligns with the understanding that employment was affected due to the pandemic.

The compound annual growth rate (CAGR) for employment over this period is approximately 1.32%. Despite the overall decrease, this positive CAGR suggests that while there was a significant drop during the pandemic, there has been recovery or growth in the years following the initial pandemic impact.

For comparison, the population growth in Roseville over a similar period from 2011 to 2021 was 23.8%. The employment rate is much lower than the population growth rate, indicating that employment has not kept pace with the increase in population. This disparity can be influenced by various factors, including the economic impact of the pandemic, which caused a sharp decline in employment figures in 2020, as seen in the employment data, with the lowest point in May 2020.

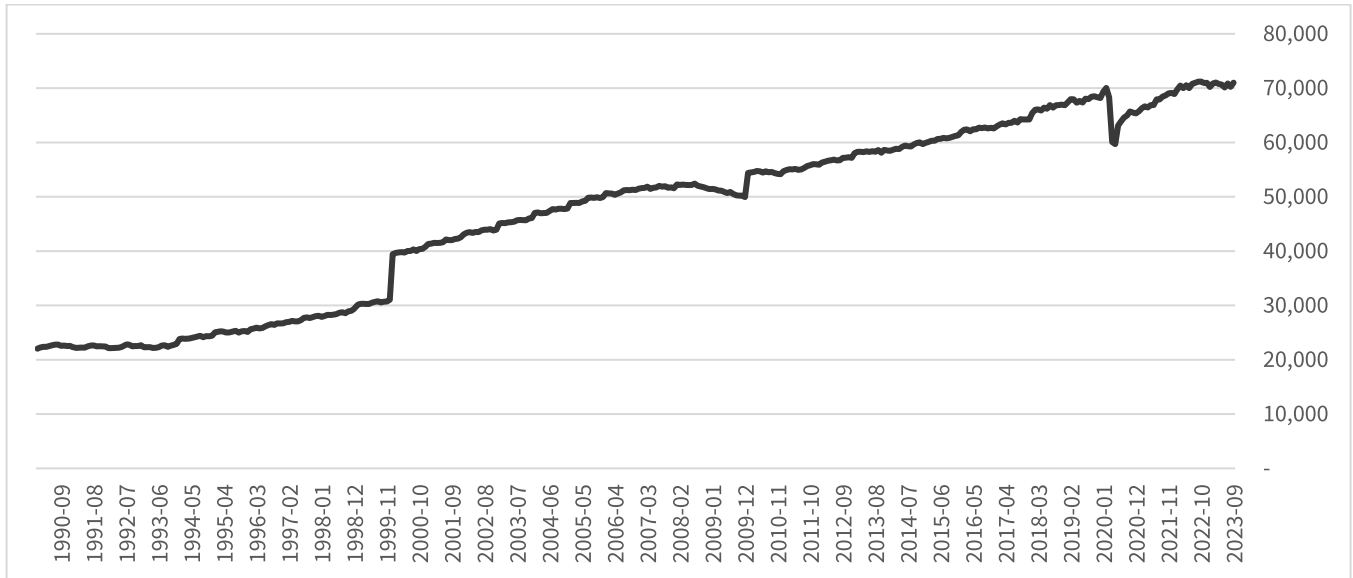


Figure 25 – Population in the Labor Force

UNEMPLOYMENT

The overall percentage change in the unemployment rate in Roseville from January 2019 to September 2023 is approximately 2.78%. This indicates a slight increase in the unemployment rate over the given period. The compound annual growth rate (CAGR) for the unemployment rate over this period is approximately 0.69%. This suggests that, on average, the unemployment rate has increased each year since 2019, albeit relatively slowly.

Comparing this to the population growth in Roseville over a similar period from 2011 to 2021, which was 23.8%, we observe that while the population has grown substantially, the unemployment rate has not seen a significant increase. The slight increase in the unemployment rate could be due to various factors, including the economic impact of the pandemic. However, the rise in the unemployment rate is relatively small compared to the population growth, suggesting that the job market in Roseville has been relatively resilient over the past few years despite the challenges.

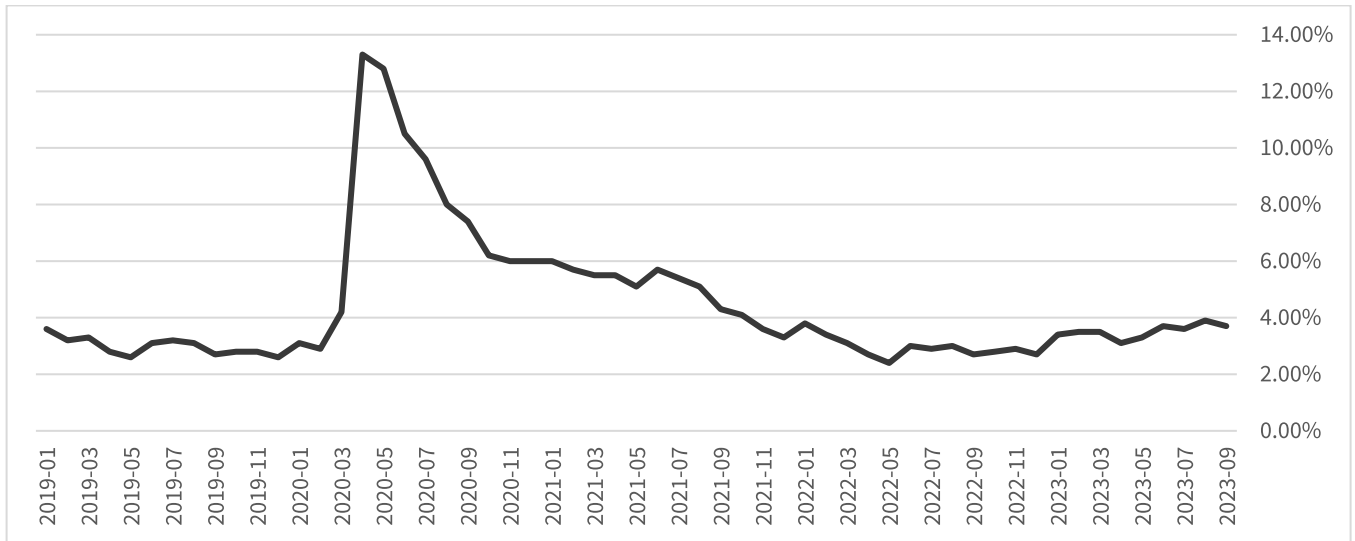


Figure 26 = Unemployment Rate



Figure 27 - Service Area Employment

WORK FROM HOME DATA

Placer and surrounding counties have some of the highest work-from-home percentages in California. The increased work-from-home rate in Placer County, and by extension Roseville, can be attributed to several factors, which may include:

- **Industry Composition:** Areas with a higher concentration of industries that can support remote work, such as tech, finance, and professional services, are likely to have higher rates of employment from home. Roseville and Placer County have a substantial presence in such industries, facilitating remote working.
- **Income Levels:** Higher-income areas tend to have more jobs compatible with remote work. Roseville is known to have a higher median income compared to other regions, which correlates with the capacity for remote employment.
- **Connectivity and Infrastructure:** Good internet connectivity and a supportive infrastructure for remote work can contribute to higher work-from-home percentages. Placer County has invested in such infrastructure, making it easier for residents to work from home effectively.
- **Office Vacancy Rates:** A high vacancy rate in Sacramento could indicate a shift towards remote work. An increased office vacancy rate typically means that companies are downsizing their physical office spaces, potentially because they are adopting more flexible work policies or transitioning to fully remote work setups.
- **State and Local Policies** California, particularly in the Sacramento area, has policies that encourage flexible work arrangements. For example, the state government implemented measures to support remote work during the pandemic and may maintain policies that promote or facilitate such arrangements.
- **Hybrid Working Policies:** Many organizations, including state departments in California, have adopted hybrid working policies that allow employees to work from home part of the time. The state government, one of the Sacramento area's largest employers, can significantly influence regional work practices.

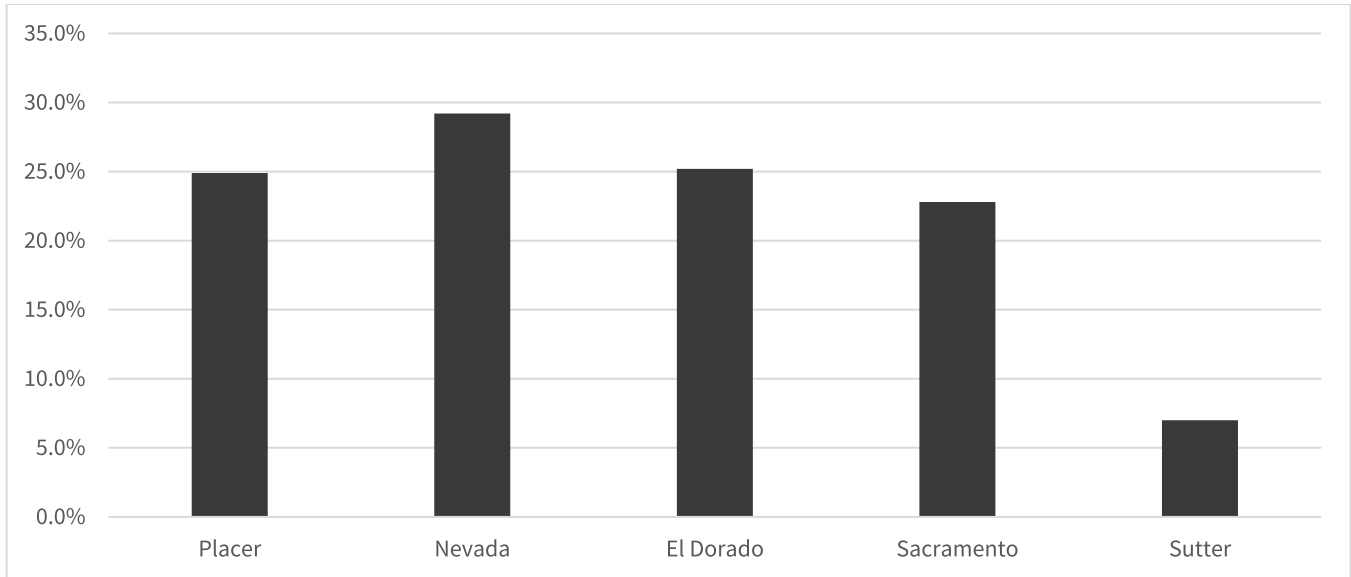


Figure 28 - Work from Home Percentages by County

The high work-from-home percentage in Roseville and surrounding counties suggests that businesses and employees have embraced the flexibility that remote work provides. This trend may affect commercial real estate, urban planning, traffic patterns, and local businesses traditionally relying on office workers as customers. The sustained high percentage of work from home could also affect public transportation usage and city revenues related to business districts. It also reflects the broader, potentially long-term changes in the workplace precipitated by the pandemic.

SPECIAL SACRAMENTO MARKET ANALYSIS

The office market in Sacramento has faced challenges in the second quarter of 2023, with the vacancy rate reaching its highest since the end of 2012. Negative net absorption has persisted, indicating that more office space is becoming vacant than is being leased. Large companies have contributed to this trend by vacating significant spaces, and with the State of California's anticipated move out of leased spaces, vacancies are expected to rise further. While asking rents have remained stable, with some increases in suburban areas and slight decreases downtown, sales activity has been limited due to high-interest rates and a slow return to office work. This situation suggests that the higher work-from-home percentage in Roseville could respond to the availability of office space and the shift in working patterns post-pandemic.

POVERTY

Analyzing the combined poverty rate for both females and males in the City of Roseville over the past decade, from 2011 to 2021, shows a general trend of increase followed by a recent decrease. In 2011, the average poverty rate started at 7.45%. By 2018, it had increased to 8.95%, marking the peak within the decade. From there, the rate decreased, reaching an average of 6.95% by 2021. This represents a percentage increase of approximately 20% from 2011 to 2018, followed by a decrease of roughly 22.3% from 2018 to 2021. From 2011 to 2021, the average poverty rate has decreased by approximately 3.4%.

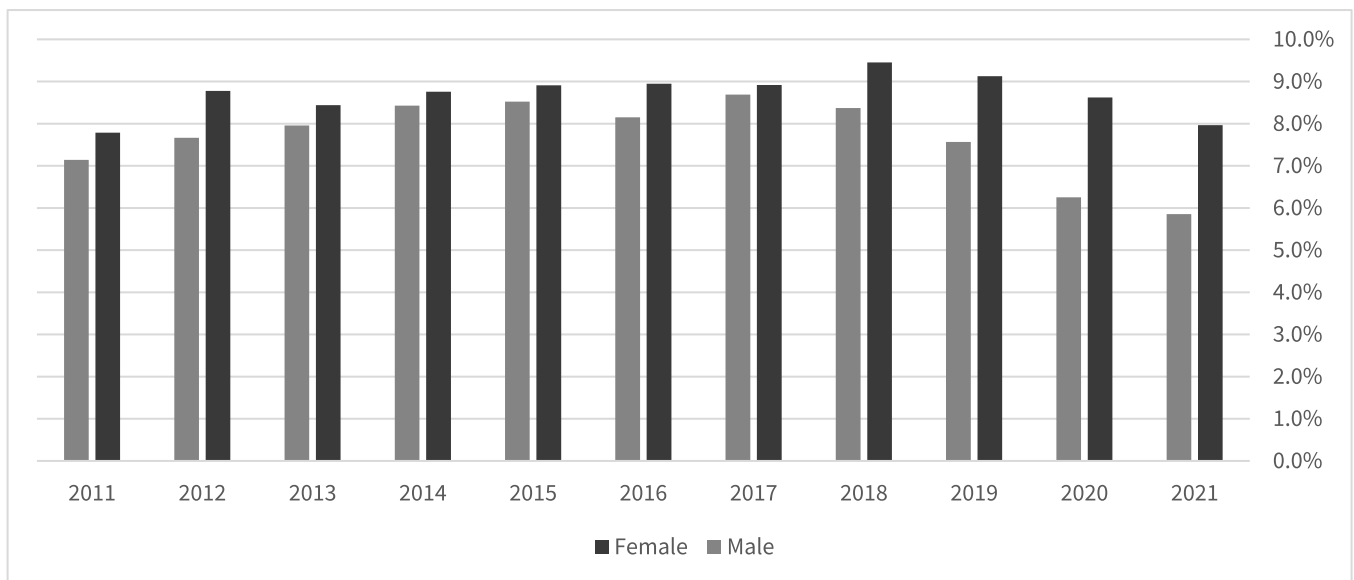


Figure 29 - Poverty Rate by Gender

The median household income analysis indicated a general increase in income for Roseville over the past decade. In contrast, considering the data provided and the map, the poverty rate analysis shows fluctuations with a slight decrease in poverty rates by the end of the decade.

Higher median incomes typically correlate with lower poverty rates, but the map reveals that poverty in Roseville is not evenly distributed, with certain outskirts exhibiting higher poverty rates. This suggests that while median household income may have increased overall, the benefits have not been evenly felt across the city, with some areas experiencing more persistent poverty.

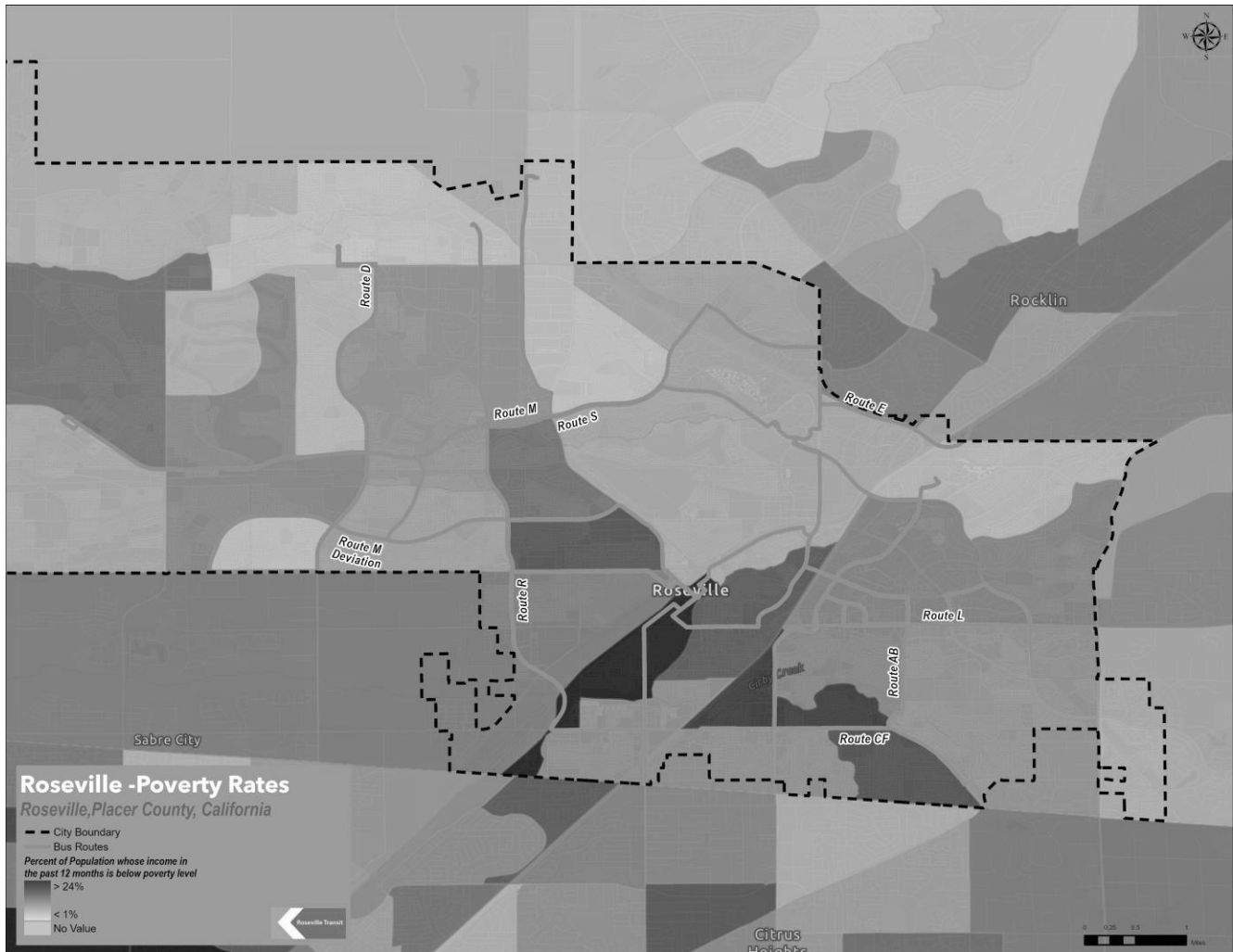


Figure 30 - Service Area Poverty

The comparison of poverty rates across cities near Roseville, alongside median household income and population changes, offers a nuanced view of regional economic health. With moderate poverty rates and a rising median household income over the past decade, Roseville suggests steady economic growth. However, neighboring cities like Citrus Heights and Carmichael, with higher poverty rates, may face more significant economic challenges despite proximity. In contrast, Rocklin showcases lower poverty rates and a higher median household income, reflecting a more affluent demographic. Meanwhile, Lincoln's poverty rates and median income position it economically between Roseville and the wealthier Rocklin. These disparities highlight the complex interplay between income levels, population growth, and regional economic well-being.

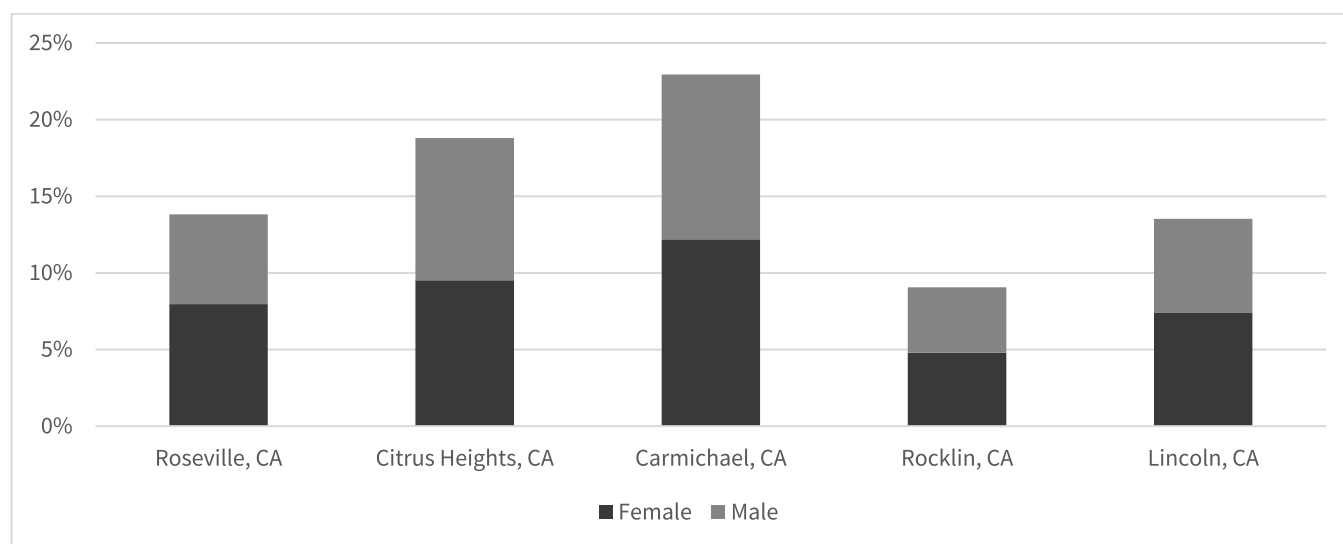


Figure 31 - Poverty Rates of Nearby Cities

The poverty rates by race in Roseville over the last decade reflect varied economic experiences among different ethnic groups. Notably, the American Indian or Alaska Native population faced an increasing poverty rate, peaking in 2018 at 42% before declining to 19% by 2021. The Asian community maintained relatively low poverty rates, with a slight increase in 2019. Black or African American poverty rates showed fluctuations, with a significant peak in 2014 at 28%. Hispanic or Latino rates peaked in 2018 at 20%, while White residents remained consistently at or below 8%. These figures must be viewed in the context of Roseville's overall economic growth, marked by rising median household incomes and population increases. However, the data indicates that this prosperity has not been evenly distributed among all racial groups.

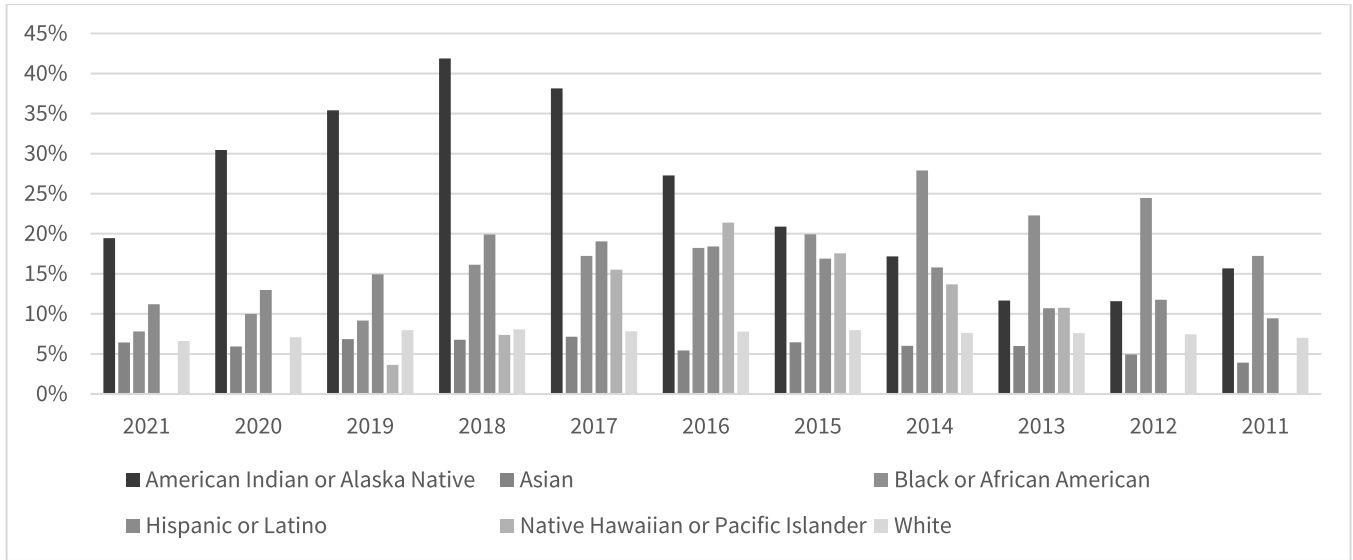


Figure 32 – Poverty Rate by Race

RACE AND ETHNICITY

Using 2020 self-reported census data, Roseville was mapped by density, race, and ethnicity. The map below shows a somewhat integrated region with some pockets of racial concentration.



Figure 33 – Service Area Race and Ethnicity by Census Block Group

When looking at owning versus renting, it appears that the more racially diverse areas of the city also have more renters than homeowners.



Figure 34 - Homeownership Within City Limits

In Roseville over the past decade, the White Alone population has been the largest racial group, with slight year-on-year fluctuations. From 2020 to 2021, this group saw a modest increase of approximately 1.9%. Over the ten years, the most significant annual growth was from 2018 to 2019, at about 1.7%.

The Hispanic or Latino population, another large group, exhibited steady growth, culminating in a 6.6% increase from 2020 to 2021. Their most considerable growth within a year occurred between 2012 and 2013, at around 3.85%.

The Asian Alone category has consistently grown yearly, marking the group with the most significant and steady increase. This group rose by 5.6% in the most recent year, and the most substantial annual growth was nearly 12% from 2020 to 2021.

For those identifying with Two or More Races, there has been a significant upward trend, with an increase of 28.9% from 2020 to 2021, marking the most notable growth rate among all groups for that year. Over the decade, this category saw its highest annual surge of approximately 39.7% in the same period.

The Black or African American population experienced some variability, with a notable increase of 13.6% from 2020 to 2021. The most considerable year-over-year rise was around 18.7% from 2019 to 2020.

The category of Some Other Race saw a substantial increase of 31.4% from 2020 to 2021, despite a significant decrease the previous year. This indicates a possible trend toward more individuals identifying with races not specified in the main categories.

For Native Hawaiians or Pacific Islanders, the figures fluctuated, with a notable decrease of 25.2% from 2020 to 2021. However, an exceptional increase of 86.5% was from 2017 to 2018.

Lastly, the American Indian or Alaska Native population decreased about 28.5% from 2020 to 2021, although there had been a significant increase of roughly 41.1% from 2016 to 2017. This group showed the most fluctuation compared to the others over the decade.

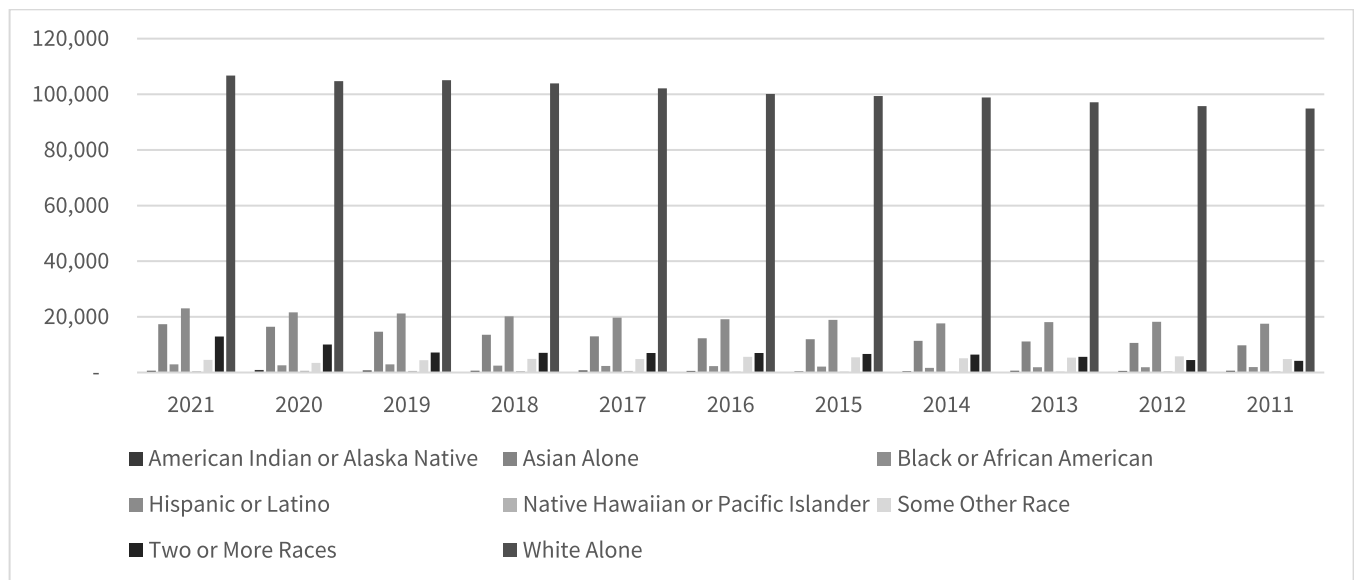


Figure 35 - Service Area Population by Ethnicity

Upon examining the median age data for the City of Roseville, it is evident that the demographic landscape is shifting in complex ways, with variations in aging across different racial and ethnic groups.

The White Alone group, which is the most populous, has seen a slight increase in median age from 37.8 years in 2011 to 41.2 years in 2021. This increment suggests that the White Alone population is aging, albeit gradually.

For the Hispanic or Latino population, which has shown consistent growth in numbers over the decade, the median age has increased from 26.3 years in 2011 to 30.9 years in 2021. Although this is a notable rise, it still represents the youngest median age among the significant racial and ethnic groups, indicating that this population segment is getting older but remains relatively young.

The Asian Alone population has maintained a relatively stable median age over the decade, starting at 37.1 years in 2011 and reaching 38.7 years in 2021. This stability in age and consistent population growth indicate that this group is not significantly aging.

The Black or African American group has experienced an increase in median age from 38.6 years in 2011 to 42.6 years in 2021, showing signs of aging within this demographic.

Among the Native Hawaiian or Pacific Islander residents, there have been fluctuations in median age, but the trend from 35.3 years in 2011 to 39.9 years in 2021 also points to an aging population.

The Some Other Race category has seen a significant rise in median age, from 28.6 years in 2011 to 35.4 years in 2021, indicating that this group is also aging.

The Two or More Races demographic stands out with its lower median age, which has increased from 15.8 years in 2011 to 24.1 years in 2021. Despite this increase, it remains the youngest group, which could be reflective of younger, multiracial families and individuals within the city.

Lastly, the American Indian or Alaska Native population has seen fluctuating median ages throughout the decade, with a general trend from 32.6 years in 2011 to 37.8 years in 2021. This fluctuation makes it difficult to pinpoint a clear aging trend, although the data from the selected years suggests a gradual increase in age.

The data indicates that the population of Roseville is generally aging across most racial and ethnic groups, with the Hispanic or Latino population remaining the youngest on average. The White Alone group is aging at a steady pace, while the Asian Alone population remains relatively stable in age. The Black or African American, Native Hawaiian or Pacific Islander, and Some Other Race categories show clear signs of an aging demographic. While increasing in median age, the Two or More Races category still represents the youngest demographic, hinting at a burgeoning young multiracial population. These shifts suggest that the city is experiencing a broad demographic aging, with the nuances of each group contributing to the overall complexity of the city's population dynamics.

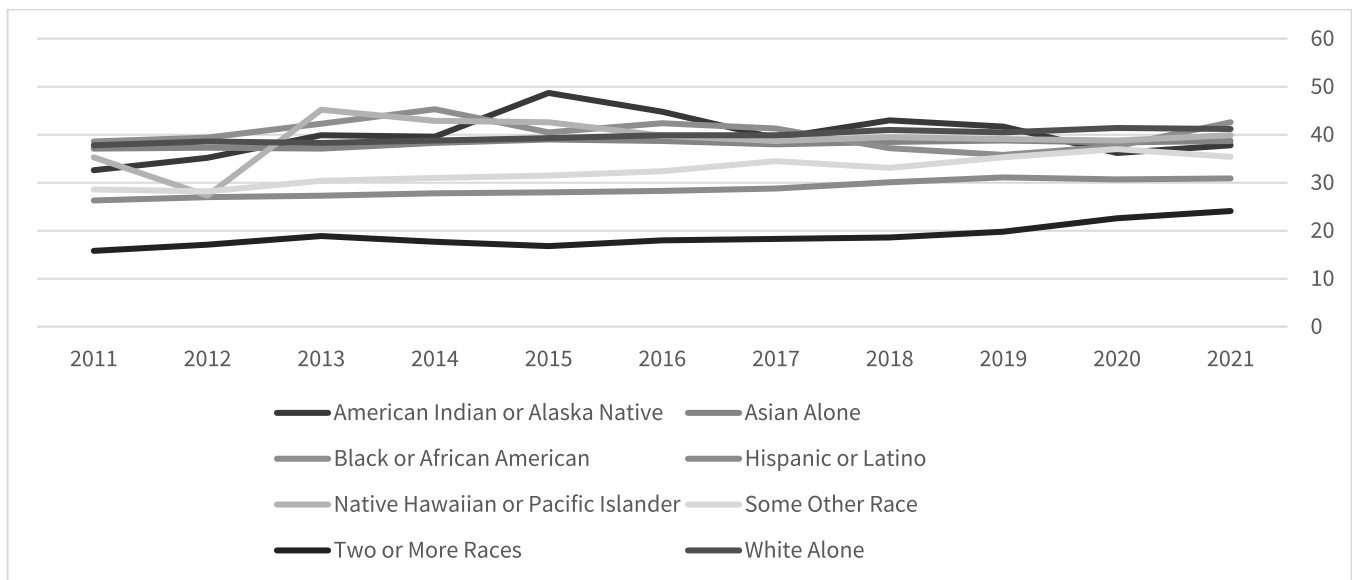


Figure 36 - Median Age by Ethnicity

When comparing the median age of the most populous group, White Alone, across different cities, Roseville, CA, with a median age of 41.2 years, sits in the mid-range. It is younger than Carmichael and Lincoln, where the median ages are 44.5 and 47.1 years, respectively, indicating a relatively older White population in these areas. However, it is slightly older than Citrus Heights and Rocklin, which have median ages of 39.9 and 39.3 years, respectively.

For the Asian Alone population, Roseville's median age is moderately lower compared to neighboring Citrus Heights, Carmichael, and Lincoln. This could suggest that Roseville is a younger community or attracting younger Asian families and individuals. Rocklin's Asian Alone group is marginally younger than Roseville, with a median age of 37.5 years.

Looking at the Black or African American group, Roseville's median age is considerably higher than in Citrus Heights and Carmichael, perhaps reflecting a more established or aging population. In contrast, Lincoln has a significantly higher median age for this group, suggesting an even older demographic.

For Hispanic or Latino residents, Roseville's median age is slightly above that of Citrus Heights, Carmichael, and Rocklin, with Lincoln being the closest to Roseville. This indicates a younger Hispanic or Latino population in these cities overall, with Roseville's being somewhat older but still younger than the total population.

The Native Hawaiian or Pacific Islander category in Roseville has a median age higher than in Citrus Heights, Carmichael, and Rocklin. In contrast, Lincoln's median age for this group is substantially higher, indicating an older demographic.

Roseville's population identifying with Some Other Race has a higher median age than its counterparts in the surrounding cities, which could point to an older or more settled demographic within this group in Roseville.

Roseville's Two or More Races demographic is the youngest among the compared cities, indicating a younger, growing, and possibly more diverse population. It is older than Rocklin but younger than Citrus Heights and Carmichael.

Roseville generally presents a balanced demographic, with its White Alone and Asian Alone populations being younger or on par with neighboring cities. In comparison, its Black or African American and Native Hawaiian or Pacific Islander populations are older than in most other compared cities. The Hispanic or Latino and Some Other Race groups are moderately older in Roseville, and the Two or More Races category remains notably the youngest, suggesting an emerging young, multiracial cohort within the city. This demographic picture indicates that while some populations within Roseville are aging, others are maintaining youthfulness, contributing to a diverse age structure within the city.

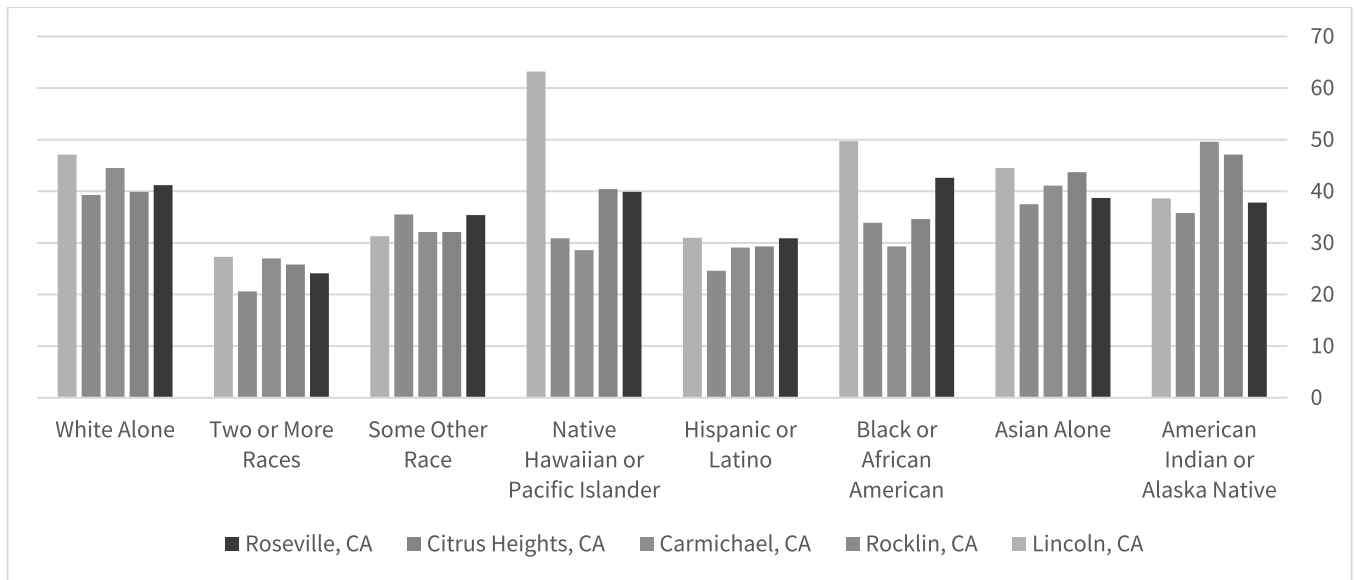


Figure 37 – Median Age by City

EDUCATION

When looking at the highest level of degree achieved, there is a direct correlation between the poverty map and the level of education. In areas of dense poverty, we see dense populations without a GED.



Educational Attainment Key

Highly Educated	Somewhat Educated	Less Educated
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Figure 38 - Service Area Education

As indicated by the orange color on the map, the less educated areas are primarily located on the periphery of Roseville. These areas are:

- In the southern part of Roseville, below Baseline Rd.
- Stretching to the west side, adjacent to the western boundary of Roseville, bordering the green and yellow zones.
- There is also a small strip of less educated area on the northeastern edge of the map, between the green (highly educated) and yellow (somewhat educated) areas.

These areas are generally on the outskirts of the central and more densely coded green areas, which are marked as highly educated

In Roseville, a notable correlation exists between educational attainment, poverty, and unemployment, as visualized across three thematic maps. The southern and western peripheries of the city are characterized by lower educational attainment, higher rates of poverty, and elevated unemployment levels. While the northeastern edge of Roseville was identified as less educated, it does not correspondingly show high poverty or unemployment, suggesting that additional factors may influence these metrics. Central regions of Roseville display pockets of higher poverty and unemployment, yet these do not cover as extensive an area as the outer regions. These overlapping socioeconomic challenges highlight areas that may benefit from targeted interventions to improve education, reduce poverty, and increase employment opportunities. This visual analysis underscores the multi-faceted nature of socioeconomic issues and the need for a holistic approach to urban development and policy-making.

SUMMARY

The Market Assessment report offers a comprehensive analysis of Roseville's dynamic socio-economic landscape, revealing substantial growth and changing demographics. From 2011 to 2021, the city experienced a significant population increase of 23.8%, with notable growth in older age brackets, indicating an aging trend alongside overall population expansion. This growth mirrors the city's diverse ethnic makeup, with sizable Hispanic, White, and Asian populations. Economically, Roseville stands out with a high median household income of \$140,156, signaling an affluent community. Despite a -5.10% change in overall employment numbers between 2019 and 2023, the city exhibited a positive compound annual growth rate in employment, showcasing resilience, particularly in the post-pandemic context. However, this period also saw a slight rise in the unemployment rate.

In housing, Roseville displays a strong preference for single-unit dwellings, with many owner-occupied houses, indicating stability and a thriving real estate market. Urban development is active, encompassing commercial, residential, and industrial sectors, underscoring the city's commitment to growth and modernization. Despite these positive indicators, the report highlights challenges, such as an increasing poverty rate until 2018, which only recently began to decrease to 6.95% by 2021. This suggests that while median income has risen, economic benefits are unevenly distributed, leaving some areas struggling with persistent poverty.

The trend of work-from-home arrangements is notably high in both Placer County and Roseville, influenced by factors like industry composition, income levels, and supportive infrastructure. Educational attainment is closely linked to poverty, with less educated areas experiencing higher poverty rates. This educational disparity is evident across various areas of Roseville, pointing to potential opportunities for targeted educational interventions.

Lastly, the report delves into the ethnic and racial dynamics of the city. Different ethnic groups show varying economic experiences and poverty levels. Despite an overall aging trend, the Hispanic or Latino population remains comparatively younger. The insights from this report are pivotal in guiding policy and development strategies, ensuring that Roseville's growth is not only robust but also balanced and sustainable, addressing the challenges of uneven income distribution and the need for focused educational and economic interventions.

Ridership and Route Profiles

INTRODUCTION

The "Ridership and Route Profiles" section is a cornerstone of "Transportation 360". It is a comprehensive review designed to assess, analyze, and enhance transit and mobility services in the City of Roseville and its surrounding areas. This section thoroughly analyzes Roseville Transit's services, focusing on local fixed-route services, demand response programs, and commuter services. The findings from each mode of transportation reveal critical insights into their current operations, challenges, and opportunities for enhancement. The necessity of this section within the broader "Transportation 360" framework stems from several key objectives:

1. **Data-Driven Decision-Making:** By dissecting ridership data and route performance, this section lays the groundwork for informed, evidence-based decision-making. It enables transit planners, city officials, and stakeholders to identify areas of strength, pinpoint challenges, and allocate resources more effectively to meet the community's mobility needs.
2. **Service Optimization:** Detailed route profiles offer insights into usage patterns, peak travel times, and passenger demographics, which are crucial for optimizing current services. This information guides the development of targeted strategies to enhance service reliability, efficiency, and passenger satisfaction.
3. **Strategic Planning:** Understanding the intricacies of each route and mode facilitates long-term strategic planning. It helps forecast future trends, plan for expansion, and integrate innovative mobility solutions to keep pace with the evolving demands of Roseville's residents and commuters.
4. **Community Engagement and Transparency:** Providing a comprehensive overview of ridership and route specifics fosters greater transparency and encourages community engagement. It allows the public to gain a deeper understanding of transit operations, contributing to a more inclusive dialogue on mobility improvements and service adaptations.
5. **Benchmarking and Continuous Improvement:** This section serves as a benchmarking tool, allowing Roseville Transit to measure its performance over time, compare it with similar transit systems, and identify best practices for continuous improvement.
6. **Adaptability to Changing Dynamics:** In an era marked by rapid changes in work habits, urban development, and technology, the detailed analysis provided in this section ensures that Roseville Transit remains adaptable and responsive to emerging mobility trends and challenges.

- 7. Policy and Funding Support:** By articulating the specific needs and performance of different transit modes and routes, this section strengthens the case for policy support and funding allocation at local, state, and federal levels. It highlights the critical role of public transit in urban sustainability, economic development, and social equity.

In sum, the "Ridership and Route Profiles" section is not just a collection of data; it is a strategic tool that underpins the "Transportation 360" initiative. It ensures that the review is grounded in reality, providing a solid foundation for shaping a more connected, efficient, and user-centered mobility ecosystem in Roseville and beyond.

SUMMARY OF FINDINGS

LOCAL FIXED-ROUTE SERVICES

- **Ridership Trends:** The local fixed-route service experienced a decline in ridership by 12.5% in the fiscal year 2021-22, largely attributable to the COVID-19 pandemic. However, specific routes like A and B demonstrated resilience with consistent year-over-year ridership increases, indicating strong demand in certain corridors.
- **Service Efficiency:** The implementation of microtransit technology and collaborative efforts with the GO South Placer network have begun to yield improvements in service efficiency and passenger convenience, suggesting a positive trajectory for future operations.
- **Route Performance:** Analysis of individual route performances, such as the significant ridership increases on routes C and E in 2023 and the operational challenges faced by Route D, underscores the importance of continuous route evaluation and adaptation to meet changing community needs.

DEMAND RESPONSE PROGRAMS

- **Arrow Microtransit:** The transition from Dial-A-Ride to Arrow microtransit has been met with a positive response, with Arrow experiencing a significant uptick in ridership post-transition, indicating a strong community preference for flexible, on-demand transit solutions.
- **ADA Paratransit:** ADA Paratransit services have shown steady usage, reflecting the critical need for specialized transit solutions for passengers with disabilities. The service's adaptability and responsiveness to user needs remain paramount for its continued success.

- **Funding and Support:** Both Arrow and ADA Paratransit benefit from diverse funding sources, including federal grants and local non-profit support, which have been instrumental in sustaining operations and facilitating service improvements.

COMMUTER SERVICES

- **Ridership Impact:** The pandemic and the rise of remote work policies have significantly impacted commuter service ridership, with a notable decline from over 530 daily riders to approximately 100 daily riders. This trend underscores the need for Roseville Transit to reevaluate and potentially redesign commuter services to align with the new normal of work.
- **Telework Policies:** The implementation of telework policies by major employers, including the State of California and the City of Sacramento, has contributed to reduced commuter demand. This shift necessitates a strategic rethinking of service offerings to cater to evolving commuter patterns.
- **Office Occupancy Trends:** The increase in office vacancy rates and the repurposing of office spaces in Sacramento present additional challenges for commuter services. These trends highlight the need for flexible and innovative transit solutions that can adapt to the changing landscape of urban workspaces.

CONCLUSIONS AND RECOMMENDATIONS

The findings from this review offer a nuanced understanding of Roseville Transit's current operations and the external factors influencing its services. For local fixed-route services, enhancing route efficiency and leveraging technology for real-time data and service adjustments are key priorities. Demand response programs like Arrow and ADA Paratransit should continue to focus on user-centered design and accessibility, ensuring that these vital services meet the community's diverse needs.

For commuter services, the dramatic shifts in ridership and commuting patterns necessitate a thorough reevaluation. Roseville Transit may need to explore alternative service models, such as flexible commuter shuttles, partnerships with rideshare companies, or incentivizing off-peak travel to better serve the city's changing workforce.

LOCAL FIXED ROUTE

Roseville Transit is a public transportation service that operates in Roseville, California. It offers Local fixed-route service, which runs on several routes within the city, Monday to Saturday. The Local service connects to other transit systems in the South Placer region, such as Placer County Transit and Sacramento Regional Transit.

According to the latest national data, Roseville Transit's fixed route ridership was 1,029,000 in 2021-22, which decreased 12.5% from the previous fiscal year. This decline was mainly due to the impact of the COVID-19 pandemic, which reduced the demand for public transportation. However, Roseville Transit has been implementing various measures to improve its service quality and efficiency, such as introducing microtransit technology and collaborating with other GO South Placer network transit agencies.

Roseville Transit's Local service operates on nine fixed routes within the city of Roseville, identified by letters A, B, C, D, E, F, L, M, R, and S. The routes cover vital areas such as the Galleria Mall, the Civic Center, the Louis Orlando Transit Center, the Sierra Gardens, the Foothills, the Junction, the Mahany Park, and the Sun City Roseville.

The Local service hours vary by route, but generally, they are Monday to Friday from 5:45 AM to 10 PM and Saturday from 8 AM to 5 PM. There is no Sunday service for the Local routes. If riders plan to travel on Sundays, they may use Roseville Transit's Arrow service, which is an on-demand service that operates seven days a week throughout Roseville.

The Local service connects to other transit systems in the South Placer region, such as Placer County Transit and Sacramento Regional Transit, at the Galleria Transfer Point or the Louis Orlando Transit Center. Riders can use a Local Daily or 30-Day Pass to board these systems or pay their fares.

The Local service fare for each one-way trip is \$1.50 for adults, \$0.75 for seniors, disabled, and youth, and free for children under 5. You can pay with cash, electronic cards, or mobile tickets.

ROUTE RIDERSHIP COMPARISON

The table below shows each route's average monthly ridership from 2021 to 2023. These totals provide a clear picture of the year-over-year ridership trends for each route operated by Roseville Transit.

Table 3 - Average Ridership by Route 2021-2023

Month	A	B	C	D	E	F	L	M	R	S
January	2,131	2,276	83	907	18	58	306	1,039	979	148
February	2,181	2,260	61	938	20	54	288	1,143	1,034	144
March	2,673	2,853	83	1,156	18	77	374	1,349	1,221	191
April	2,634	2,527	133	1,128	15	148	340	1,369	1,245	167
May	2,675	2,737	89	1,061	17	85	311	1,322	1,248	176
June	2,828	2,688	71	946	10	91	334	1,289	1,211	178
July	2,571	2,356	289	780	21	68	254	1,246	1,469	210
August	2,905	2,546	389	918	23	68	281	1,315	1,345	237
September	2,725	2,518	357	866	37	44	275	1,202	1,292	211
October	2,717	2,577	369	925	34	44	259	1,311	1,401	234
November	2,626	2,401	389	819	32	35	252	1,233	1,295	220
December	2,410	2,479	145	813	9	54	120	892	1,558	221

KEY OBSERVATIONS

- The ridership for most routes seems to have increased from 2021 to 2023.
- Route A and B show a consistent increase in ridership over the years.
- Route C shows a significant increase in 2023 compared to previous years.
- Route D's ridership decreased in 2023 compared to 2021 and 2022.
- Route E and F have relatively lower ridership figures, but Route E shows an increasing trend, especially in 2023.
- Route L's ridership was only significant in 2022 and 2023, indicating it might have started or become more prevalent.
- Routes M, R, and S show varying trends, with Route R experiencing a drop in 2022 but a recovery in 2023.

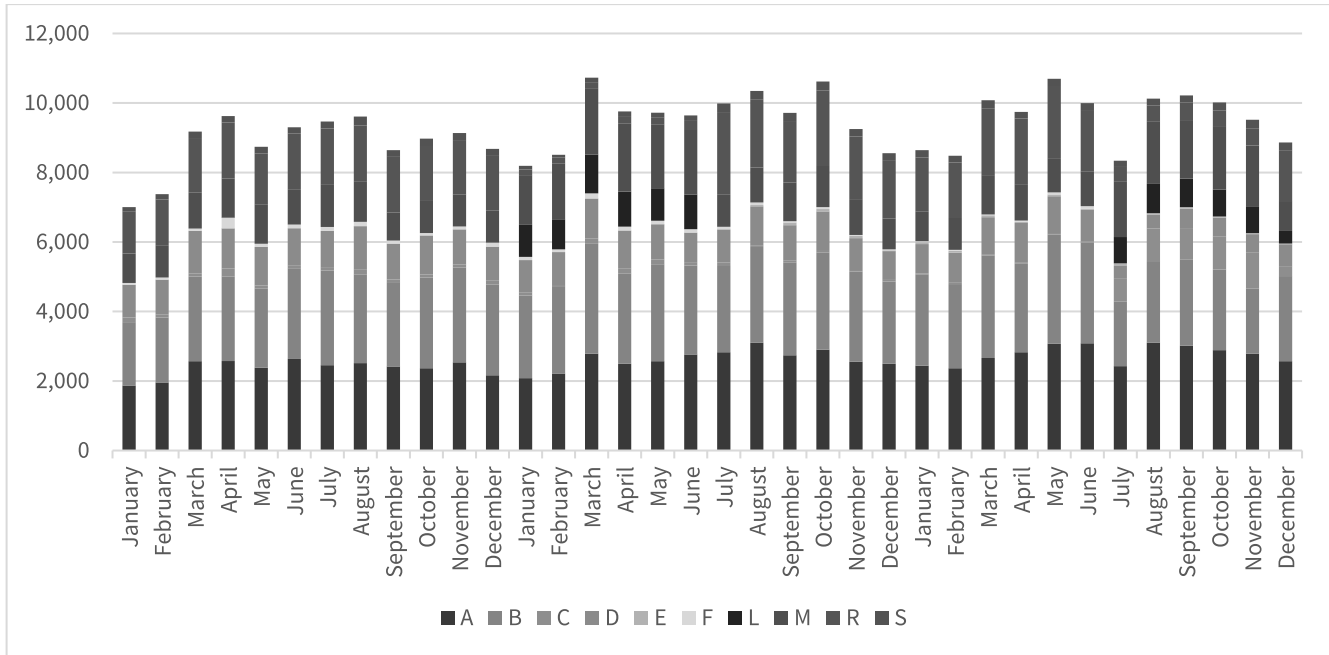


Figure 39 - Month-to-Month Ridership by Route 2021-2023

The bar plot above illustrates the month-to-month ridership trends for each route operated by Roseville Transit from 2021 to 2023. Each line represents a different route, and the color variation within each line shows the year-to-year change for that route.

Key observations from the plot:

- There is a clear seasonality in ridership for some routes, indicated by repeating patterns across the years.
- The ridership for most routes peaks at certain times of the year. For example, some routes show higher ridership in the middle months, possibly indicating increased usage during summer.
- The ridership trends vary significantly between routes. Some routes (like A and B) consistently show higher ridership, while others have lower numbers.
- For specific routes, there is a noticeable increase or decrease in ridership from year to year, indicating changing popularity or possibly changes in service levels.

RIDERSHIP SEASONALITY

A seasonality analysis in the context of public transit ridership involves examining patterns in transit usage that recur regularly over time, typically for a year. This type of analysis helps to understand how ridership fluctuates during different months or seasons and is crucial for efficient transit planning and management. Critical aspects of a seasonality analysis include:

- **Identification of Peak and Off-Peak Periods:** Determining the months or seasons when ridership is highest (peak) and lowest (off-peak). Various factors like weather, holidays, school schedules, and local events can influence this.
- **Year-over-Year Comparison:** Assessing how these seasonal patterns change or remain consistent from one year to the next. This can reveal trends, shifts in user behavior, or the impact of external factors on ridership.
- **Overall System Analysis vs. Route-Specific Analysis:** While some trends may be consistent across an entire transit system, different routes may exhibit unique seasonal patterns. A comprehensive analysis often includes a system-wide overview and a detailed look at individual routes.
- **Implications for Transit Management:** The insights gained from seasonality analysis are used for strategic planning, including adjusting service levels, resource allocation, and marketing strategies to better align with user demand.

In the case of Roseville Transit, the seasonality analysis involves examining the ridership data across different routes over several years to identify these patterns and trends, providing valuable insights for enhancing service efficiency and user satisfaction.

Overall Seasonality

- **Peak Month:** September has the highest average ridership across all years.
- **Low Month:** January has the lowest average ridership across all years.

Yearly Changes in Peak and Low Months

2021:

- **Peak Month:** April
- **Low Month:** January

2022:

- Peak Month: March
- Low Month: January

2023:

- Peak Month: May
- Low Month: July

The peak ridership months vary yearly, showing a shift in the highest demand periods. This could be due to several factors, including weather, holidays, local events, or changes in service levels.

January is the low ridership month, indicating a system-wide trend where demand drops. The variation in peak months from year to year suggests dynamic ridership patterns, possibly influenced by external factors or changes in transit operations.

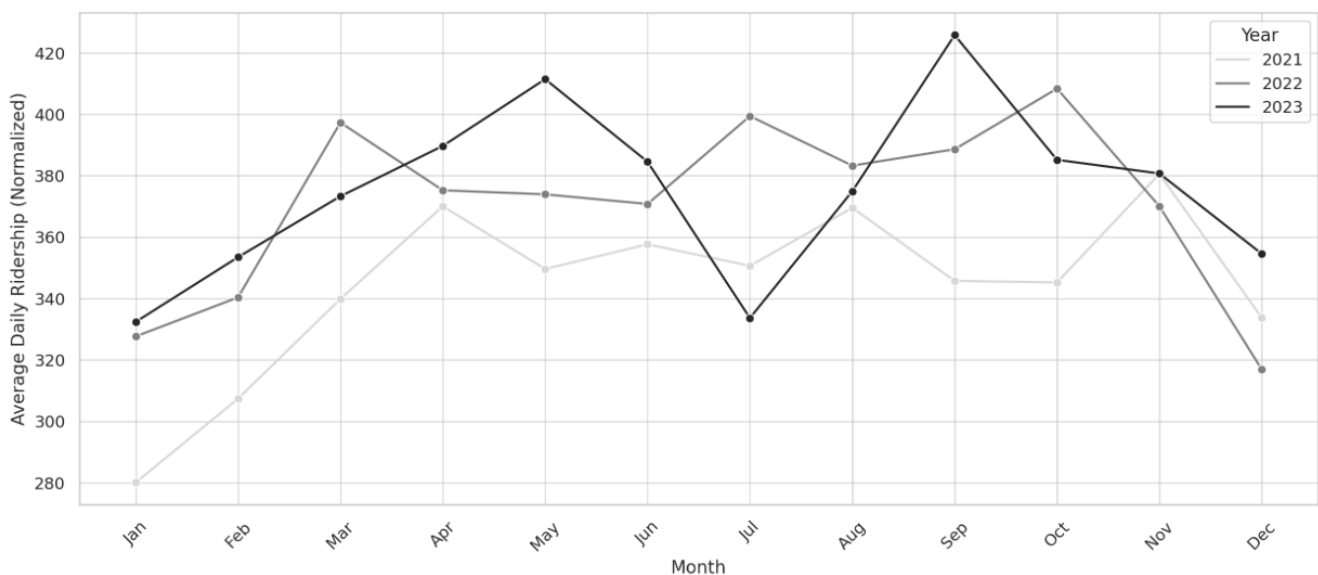


Figure 40 - Ridership by Month by Year (Seasonality)

Key Observations:

- The leading trends show the fluctuations in normalized daily ridership across the months of each year.
- September emerges as the peak ridership month, while January consistently shows as the month with the lowest ridership.

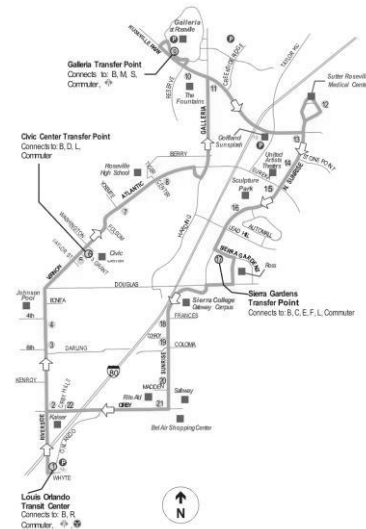
- This graph clarifies the demand patterns, accounting for the varying number of monthly operating days.
- The peak months vary yearly, indicating shifts in the highest demand periods across the transit system.
- Spring Increase: There tends to be an uptick in ridership during spring, particularly in March and April.
- Summer Variation: Summer months show varying trends, with some years leading increases and others showing decreases.

ROUTE PROFILES

This section includes a summary of each route in the Local fixed-route service offered by Roseville Transit. The Local service runs on nine routes within Roseville, Monday to Saturday, and connects to other transit systems in the South Placer region.

ROUTE A

- Route A is a circular route that serves the downtown area, the Galleria Mall, the Sierra Gardens, and the Louis Orlando Transit Center. It connects to other transit systems in the South Placer region, such as Placer County Transit and Sacramento Regional Transit.
- Route A operates Monday to Friday from 5:47 AM to 9:00 PM and Saturday from 8:00 AM to 4:00 PM. There is no Sunday service for Route A. The route frequency varies from 30 to 60 minutes, depending on the time and day of the week.
- Route A has 23 stops, with an average distance of 0.8 miles between stops. The total length of the route is 18.4 miles, and the average travel time is 60 minutes. The route has a clockwise and a counterclockwise direction, identified by A and B, respectively.
- Route A is one of the most popular routes in Roseville Transit, with an average daily ridership of 1,200 passengers in fiscal year 2021-22. The route is highly in demand during peak hours, especially in the morning and evening commute times. The route also serves a diverse population, including seniors, students, workers, shoppers, and visitors.
- Route A faces challenges like traffic congestion, road construction, and parking availability. These factors affect the reliability and punctuality of the route, as well as the customer satisfaction. Roseville Transit has been implementing various measures to improve Route A's service quality and efficiency, such as re-timing the schedule, adding more vehicles, and coordinating with other transit agencies.



MONTHLY RIDERSHIP

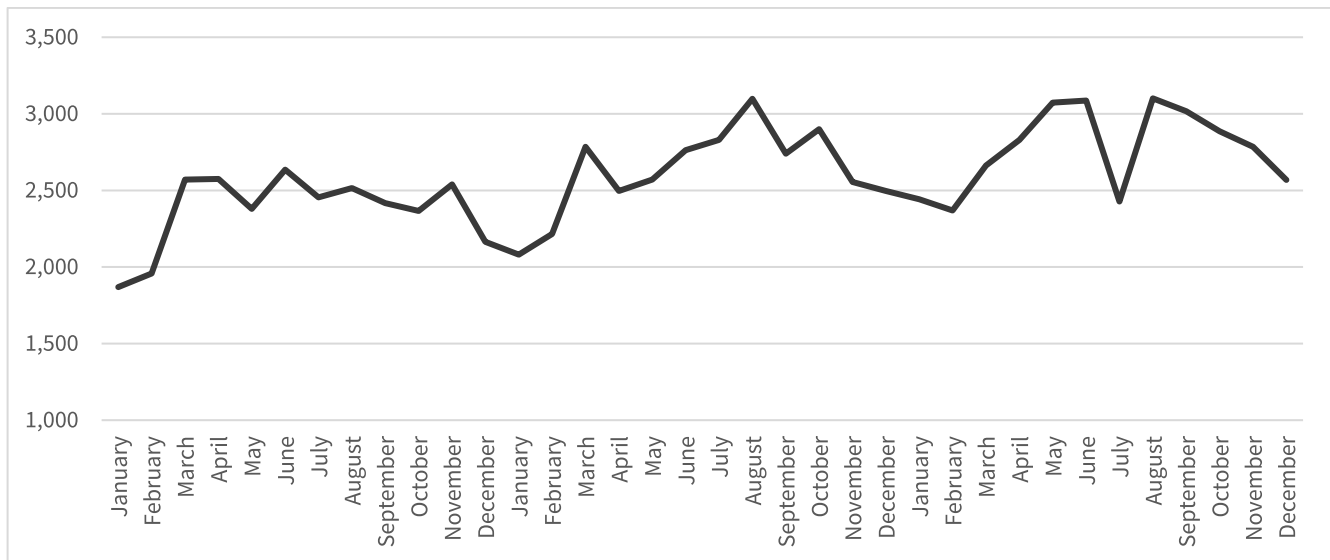


Figure 41 - Route A Monthly Ridership

Route A exhibits pronounced seasonal and annual variations in ridership, characterized by specific periods of increase and decrease. These fluctuations are evident when analyzing the data from 2021 to 2023.

Seasonally, Route A experiences distinct changes in ridership. For instance, during the spring and summer months, there is often an uptick in usage, possibly attributed to favorable weather conditions and increased outdoor activities. The transition from spring to summer typically sees a percentage increase in ridership. Conversely, the fall and winter months generally show a decline in ridership, possibly due to colder weather and reduced outdoor commuting and leisure activities. This decrease is often marked by a significant percentage drop from the summer peak to the winter low.

Annually, Route A's ridership shows variability. Year-over-year comparisons reveal that certain years experience higher overall ridership than others. Various factors, including service changes, community events, and demographic shifts, could influence these differences. For example, from 2021 to 2022, there might be a notable percentage increase or decrease in ridership, reflecting broader trends in public transit usage and possibly changes in the route's operations or the community it serves.

On a more granular level, a month-to-month analysis of Route A's ridership uncovers specific periods of change. Some months consistently show an increase in ridership, marked by a significant percentage rise from the preceding month. Similarly, other months exhibit a decrease, where ridership falls by a noticeable percentage compared to the previous month. These monthly fluctuations provide critical insights for operational planning and resource allocation.

STOP BY STOP RIDERSHIP



Figure 42 - Route A Stop-by-Stop Ridership

Stop-by-stop data was derived by geolocating GFI data and correlating it by time of day, approximate location, and direction of the route.

Key Findings (all ridership figures are annual)

- Louis LN & Whyte AVE (Sb): This stop registers the highest ridership with 1,470.86 boardings, indicating it is a significant boarding location, potentially serving as a key commuter hub or connecting point to other services.
- Riverside AVE & Cirby WY (Nb): With 532.55 boardings, this stop is moderately used, suggesting it serves many passengers but is less central than Louis LN & Whyte AVE.
- Riverside AVE & Kenroy LN (Nb): A lower ridership of 304.32 boardings may point to a residential area or a location with fewer transit connections.
- Riverside AVE & Cherry ST (Nb): This stop shows fair usage with 481.83 boardings, indicating a consistent patronage that nearby amenities or workplaces might drive.
- Vernon ST & Taylor ST (Nb): With 1,699.10 boardings, this stop is another primary hub on Route A, suggesting the presence of significant attractions or transfer points that drive high passenger usage.
- Vernon ST & Grant ST (Nb): The highest ridership is noted here, with 2,789.56 boardings, marking it as a critical stop, potentially surrounded by key commercial or residential areas.
- Galleria CIR & West DR (Eb): This stop has a considerable amount of boardings (1,141.18), indicating its importance, possibly due to proximity to shopping areas or business centers.
- Roseville Pkwy & Galleria Blvd (Eb): With 355.03 boardings, it's a less frequented stop than others, which might be due to its location or the availability of alternative routes.
- N Sunrise AVE & Stone Point DR (Sb): Shows substantial use with 1,318.70 boardings, suggesting it is a popular stop among the passengers of Route A.
- N Sunrise AVE & Eureka RD (Sb): With 1,927.33 boardings, this stop is among the higher usage stops on Route A, likely serving as a key access point for the surrounding area.
- N Sunrise AVE & Lead Hill Blvd (Nb): This is one of the busiest stops with 5,274.80 boardings, highlighting its significance on the route, possibly due to nearby commercial or office spaces.
- Cirby WY & Sunrise AVE (Wb) and Cirby WY & Cirby Hills DR (Wb): Both stops have a moderate number of boardings (532.55 and 2,510.60, respectively), in 6:10 AM to 9:33 PM of passengers.

Key Observations: The PM shows a mix of high, moderate, and low usage stops along Route A. The variation in ridership numbers likely reflects the diverse functions these stops serve within the community, from residential to commercial and transfer points.

ROUTE B

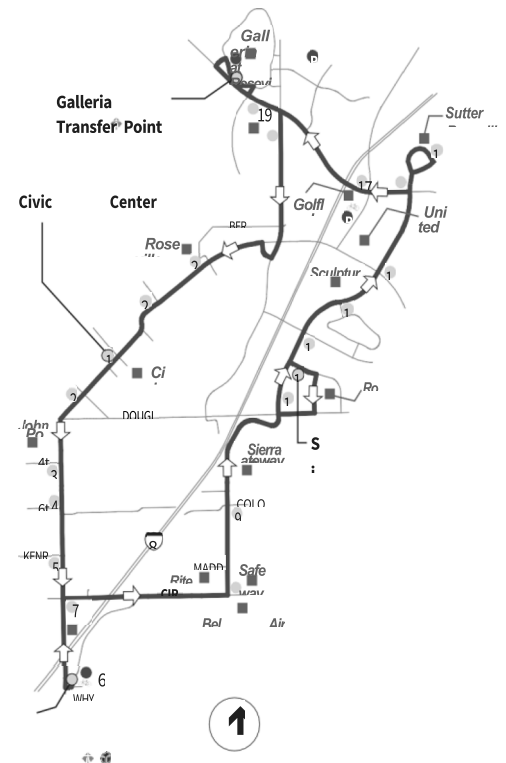
Route B is a circular route that serves the Foothills, the Junction, the Galleria Mall, and the Louis Orlando Transit Center. It connects to other transit systems in the South Placer region, such as Placer County Transit and Sacramento Regional Transit.

Route B operates Monday to Friday from 6:10 AM to 9:33 PM and Saturday from 8:00 AM to 4:00 PM. There is no Sunday service for Route B. The route frequency varies from 30 to 60 minutes, depending on the time and day of the week.

Route B has 23 stops, with an average distance of 0.8 miles between stops. The total length of the route is 18.4 miles, and the average travel time is 60 minutes. The route has a clockwise and a counterclockwise direction, identified by B and C, respectively.

Route B is one of the least popular routes in Roseville Transit, with an average daily ridership of 300 passengers in fiscal year 2021-22. The route has a low demand throughout the day, especially during off-peak hours. The route also serves a less dense and diverse population, mainly suburban residents.

Route B faces challenges like low ridership, high operating costs, and low customer satisfaction. These factors affect the financial sustainability and the public perception of the route, as well as the overall performance of Roseville Transit. Roseville Transit has been considering various options to improve the service quality and efficiency of Route B, such as modifying the route alignment, reducing the service frequency, or replacing the route with Arrow service.



MONTHLY RIDERSHIP

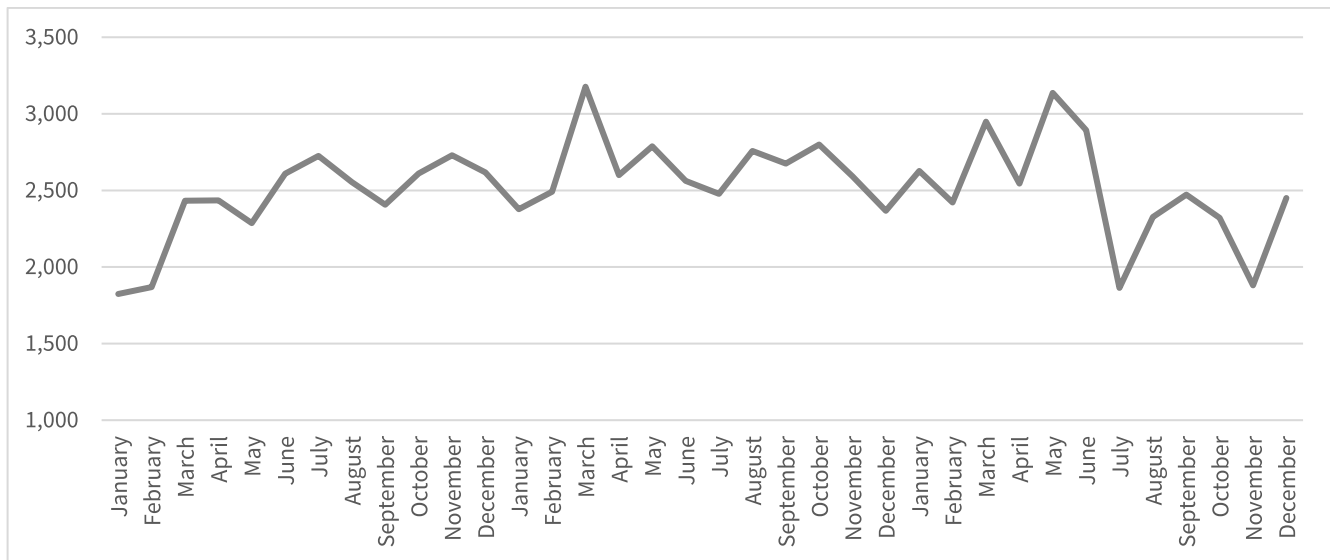


Figure 43 -Route B Monthly Ridership

In January 2021, the average daily ridership of Roseville Transit's Route B was 72.96 passengers. The number increased slightly to 77.88 in February, followed by a more significant rise to 90.11 in March, indicating a potential increase in travel demand. The peak average daily ridership for the year was observed in April at 93.65, but it decreased slightly to 91.48 in May. Throughout the year, there were fluctuations in ridership, with some months experiencing increases and others seeing decreases, hinting at possible seasonal influences and varying travel patterns. The total ridership for 2021 was 29,101, with noticeable monthly variations in the number of passengers.

In 2022, Route B experienced a general increase in annual ridership, reaching 31,666 passengers, representing an 8.81% increase from 2021. The year was marked by significant variations in average daily ridership from month to month. For instance, in March 2022, there was a remarkable 27.54% increase in ridership compared to February, indicating a surge in daily travel. Despite these monthly variations, the year generally maintained a higher ridership level than the previous year.

However, 2023 presented a different trend, with a slight decrease in annual ridership to approximately 29,887 passengers, representing a 5.62% drop from 2022. When analyzed in the context of the average daily ridership, this year's monthly ridership data revealed intricate patterns of ridership behavior. The significant decrease in July was notable, with a 35.57% drop in ridership from June, possibly indicating a seasonal impact on travel habits.

STOP BY STOP RIDERSHIP



Figure 44 - Route B Stop-by-Stop Ridership

The stop-by-stop data shows the number of boardings at each stop for Route B in fiscal year 2021-22. The data reveals that the most popular stops for Route B are:

- Galleria Cir & West Dr (EB), with 1,300 boardings

- Sunrise Ave & E Roseville Pkwy (NB), with 962 boardings
- Roseville Pkwy & Reserve Dr (EB), with 1,611 boardings
- Louis Ln & Whyte/Orlando Ave (SB), with 1,404 boardings
- Cirby Wy & Riverside Ave (EB), with 1,352 boardings

The data also reveals that the least popular stops for Route B are:

- N Sunrise Ave & Douglas Blvd (NB), with 520 boardings
- Roseville Pkwy & Taylor Rd (WB), with 312 boardings
- Vernon St & Judah St (SB), with 676 boardings
- Riverside Ave & Fourth St (SB), with 572 boardings
- N Sunrise Ave & Lead Hill Blvd (NB), with 728 boardings

The data suggests that Route B has a higher demand in the eastern and northern parts of the city, where the Galleria Mall, the Eureka Road corridor, and the Sun City Roseville community are located. The route has a lower demand in the western and southern parts of the city, where the downtown area, the Sierra Gardens, and the Foothills are located.

The data also suggests that Route B has a higher demand in the clockwise direction than in the counterclockwise direction, as most of the boardings occur in the eastbound and northbound segments of the route. This may indicate that the riders prefer to travel in the direction of the Galleria Mall and the Eureka Road corridor rather than in the opposite direction.

ROUTE D

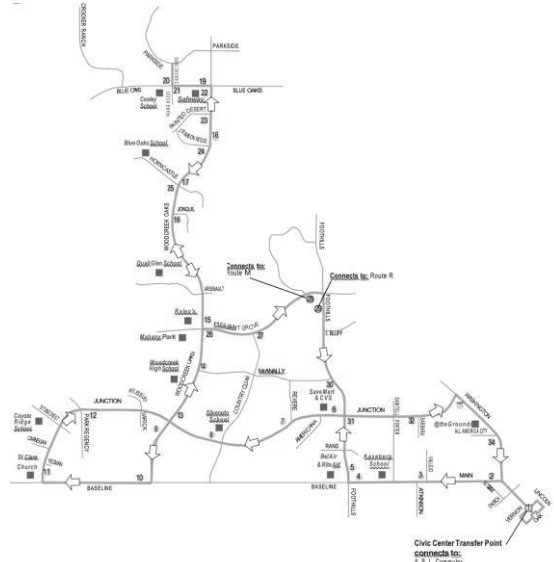
Route D is a popular circular route that stops at Mahany Park, the Junction, the Galleria Mall, and the Louis Orlando Transit Center. It also connects to other transit systems in the South Placer region, such as Placer County Transit and Sacramento Regional Transit.

Route D operates from Monday to Friday, starting at 6:00 AM and ending at 9:30 PM. On Saturdays, it operates from 8:00 AM to 4:00 PM. There is no Sunday service. The route frequency varies from 30 to 60 minutes, depending on the day of the week and the time of day.

The route has 23 stops, with an average distance of 0.8 miles between each stop. Its total length is 18.4 miles, and the average travel time is 60 minutes.

Route D is popular among the residents of Roseville Transit, with an average daily ridership of 800 passengers in fiscal year 2021-22. The route is especially busy during morning and evening peak hours, particularly in the segments that serve Mahany Park, the Junction, and the Galleria Mall. The route serves a diverse population, including seniors, students, workers, shoppers, and visitors.

Route D faces challenges like traffic congestion, road construction, and parking availability. These factors can affect the reliability and punctuality of the route, as well as customer satisfaction. Roseville Transit has been taking various measures to improve the quality and efficiency of Route D, such as re-timing the schedule, adding more vehicles, and coordinating with other transit agencies.



MONTHLY RIDERSHIP

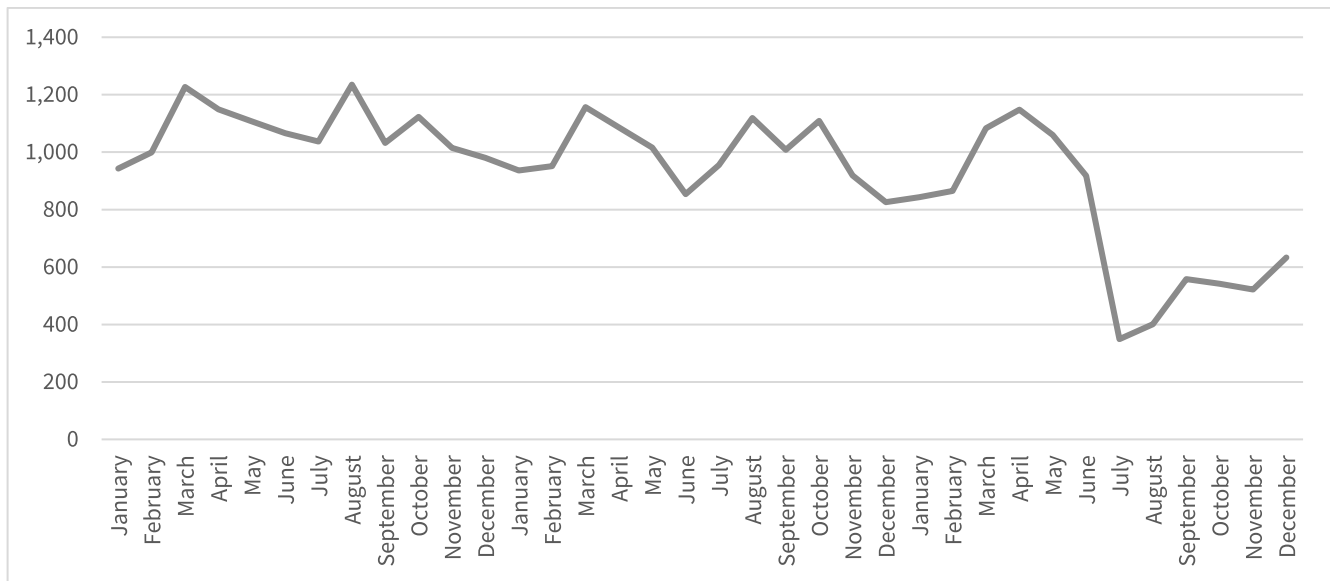


Figure 45 - Route D Monthly Ridership

To provide a detailed analysis of Route D's monthly ridership, I'll focus on the key metrics and trends observed in the data, including the average daily ridership, month-to-month percentage changes, and any notable fluctuations from 2021 to 2023. Let's delve into these aspects:

- **2021 Start:** Route D began the year with 943 riders in January, averaging about 37.72 riders per day. There was a steady increase in February to 999 total riders, averaging 41.63 daily, indicating a gradual rise in usage.
- **Spring 2021:** March saw a more pronounced increase, with 1,227 riders (about 45.44 daily), reflecting a significant month-to-month percentage increase of approximately 22.82%. However, April and May witnessed a slight retraction in ridership, with daily averages dipping to 44.19 and 44.28, respectively.
- **Mid-Year Trends:** Throughout the middle months of 2021, Route D experienced fluctuations in ridership. These variations might correspond to seasonal changes, holiday periods, or other external factors affecting public transit usage.
- **End of 2021:** Concluding the year, Route D's ridership showed a mix of increases and decreases in the number of riders from month to month. The total ridership for the year indicated the impact of these varying patterns.

- 2022 Overview: Entering 2022, Route D displayed an overall uptrend in annual ridership compared to 2021. March 2022, in particular, was notable for a substantial increase in average daily ridership, suggesting occasional spikes in usage.
- 2023 Dynamics: In 2023, a slight decrease in annual ridership was observed compared to 2022. The monthly data, especially when considering average daily ridership, revealed detailed patterns of fluctuation. A significant decrease in July could be indicative of seasonal effects or other influencing factors.

This analysis of Route D's monthly ridership, considering the operational days, highlights the dynamic nature of public transit usage. The average daily ridership provides a clearer understanding of how passenger numbers change month to month, reflecting a variety of influences from seasonal trends to operational adjustments.

STOP BY STOP RIDERSHIP



Figure 46 - Route D Stop by Stop Ridership

The data reveals that the most popular stops for Route D are:

- Vernon St & Grant St (NB), with 365.3615 boardings
- Main St & Atkinson St (WB), with 487.1489 boardings
- Junction Blvd & Country Club Dr (WB), with 487.1488 boardings
- Woodcreek Oaks Blvd & Crimson Ridge Wy (NB), with 365.3617 boardings
- Pleasant Grove Blvd & Foothills Blvd (EB), with 568.3403 boardings

The data also reveals that the least popular stops for Route D are:

- Woodcreek Oaks Blvd & Junction Blvd (NB), with 0 boardings

Route C/F is a moderately popular route in Roseville Transit, with an average daily ridership of 600 passengers in fiscal year 2021-22. The route has a high demand in the morning and evening peak hours, especially in the segments that serve the Rocky Ridge, the Cirby, and the Sunrise areas. The route also serves a diverse population, including seniors, students, workers, shoppers, and visitors.

Route C/F faces challenges like traffic congestion, road construction, and parking availability. These factors affect the reliability and punctuality of the route, as well as the customer satisfaction. Roseville Transit has been implementing various measures to improve the service quality and efficiency of Route C/F, such as re-timing the schedule, adding more vehicles, and coordinating with other transit agencies.

MONTHLY RIDERSHIP

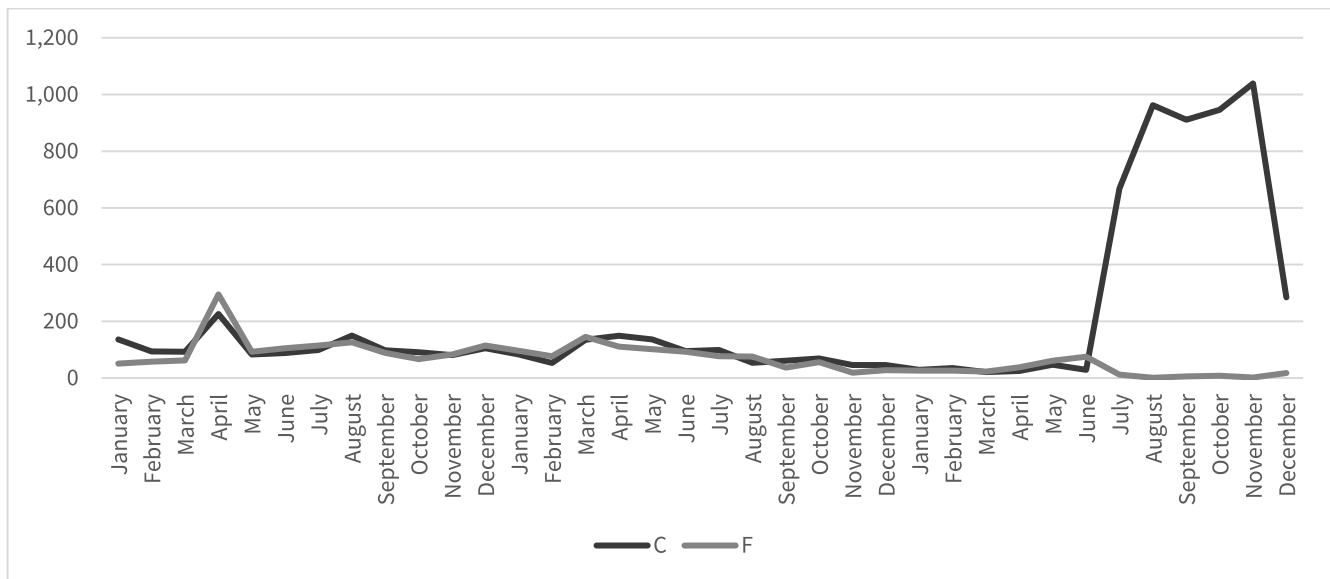


Figure 47 - Route C/F Monthly Ridership

- The data reveals that the ridership on routes C and F fluctuated over time, with some peaks and valleys. The highest ridership was in July 2023, with 680 boardings on route C and 12 boardings on route F. The lowest ridership was in August 2023, with 962 boardings on route C and one boarding on route F.
- The data also reveals that the ridership on Route C was generally higher than on Route F, except for a few months. The average monthly ridership on route C was 287.5 boardings, while the average monthly ridership on route F was 67.5 boardings. The total ridership on Route C was 10,350 boardings, while the total on Route F was 2,430.

- The data suggests that Route C was more popular than Route F among the riders, possibly because Route C served more destinations and had more frequent service than Route F. Route C had a clockwise and a counterclockwise direction. In contrast, Route F had only a counterclockwise direction. Route C also had a higher frequency of 30 to 60 minutes, while Route F had a lower frequency of 60 minutes.

STOP BY STOP RIDERSHIP



Figure 48 - Route C Stop by Stop Ridership



Figure 49 - Route F Stop by Stop Ridership

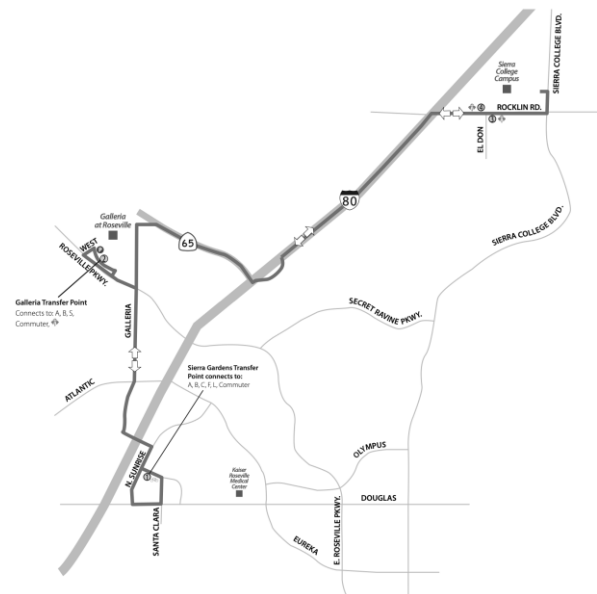
- The data reveals that the most popular stop for route C was Cirby Wy & Piedmont Wy (EB), with 157.3333 boardings. The least popular stops for route C were Douglas Blvd & Santa Clara DR (EB), Douglas Blvd & Strauch DR (EB), Rocky Ridge DR & Hackamore DR (SB), Rocky Ridge DR & Meadowlark WY (SB), S. Cirby WY & Rimmma WY (WB), Cirby WY & Nighthawk CIR (WB), Cirby WY & Rocky Ridge DR (WB), Cirby WY & Parkview DR (WB), Woodcreek Oaks Blvd & Junction Blvd (NB), Woodcreek Oaks Blvd & Pleasant Grove Blvd (NB), Woodcreek Oaks Blvd & Painted Desert DR (SB), and Sierra Gardens DR & N Sunrise AVE (EB), with 0 boardings each.

- The data reveals that the most popular stops for route F were Sunrise Ave & Coloma WY (SB) and Cirby WY & Sunrise AVE (EB), with 236 boardings each. The least popular stops for route F were Sierra Gardens DR & N Sunrise AVE (EB), Sunrise Ave & Frances DR (SB), Sunrise Ave & Conroy LN (SB), Cirby WY & Parkview DR (EB), Cirby WY & Piedmont WY (EB), S. Cirby WY & Rimmma WY (WB), Cirby WY & Nighthawk CIR (WB), Rocky Ridge DR & Meadowlark WY (NB), Rocky Ridge DR & Hackamore DR (NB), Douglas Blvd & Rocky Ridge DR (WB), Douglas Blvd & Santa Clara DR (WB), N Sunrise AVE & Douglas Blvd (NB), and Sierra Gardens DR & N Sunrise AVE (EB), with 0 boardings each.
- The data suggests that Route F had a higher demand in the southern part of the city and lower demand in the eastern and western parts of the city, where the Cirby and Rocky Ridge areas are located.
- The data also suggests that route F had a higher demand in the southbound and eastbound directions than in the northbound and westbound directions, as most of the boardings occurred at the stops along Sunrise Ave and Cirby WY.

ROUTE E

Route E is a fixed-route service that connects the Sierra College campus in Rocklin with the Galleria Mall and the Louis Orlando Transit Center in Roseville.

- Route E operates Monday to Friday from 6:00 AM to 9:30 PM and Saturday from 8:00 AM to 4:00 PM. There is no Sunday service for Route E. The route frequency varies from 30 to 60 minutes, depending on the time and day of the week.
- Route E has 19 stops, with an average distance of 1.1 miles between stops. The total length of the route is 20.9 miles, and the average travel time is 65 minutes. The route has a one-way direction, starting from the Sierra College campus and ending at the Louis Orlando Transit Center.



- Route E is a popular route among students, faculty, and staff of Sierra College, as well as shoppers and visitors of the Galleria Mall. The route also serves other destinations, such as the Rocklin Library, the Rocklin Commons, the Roseville Civic Center, and the Roseville Square.

MONTHLY RIDERSHIP

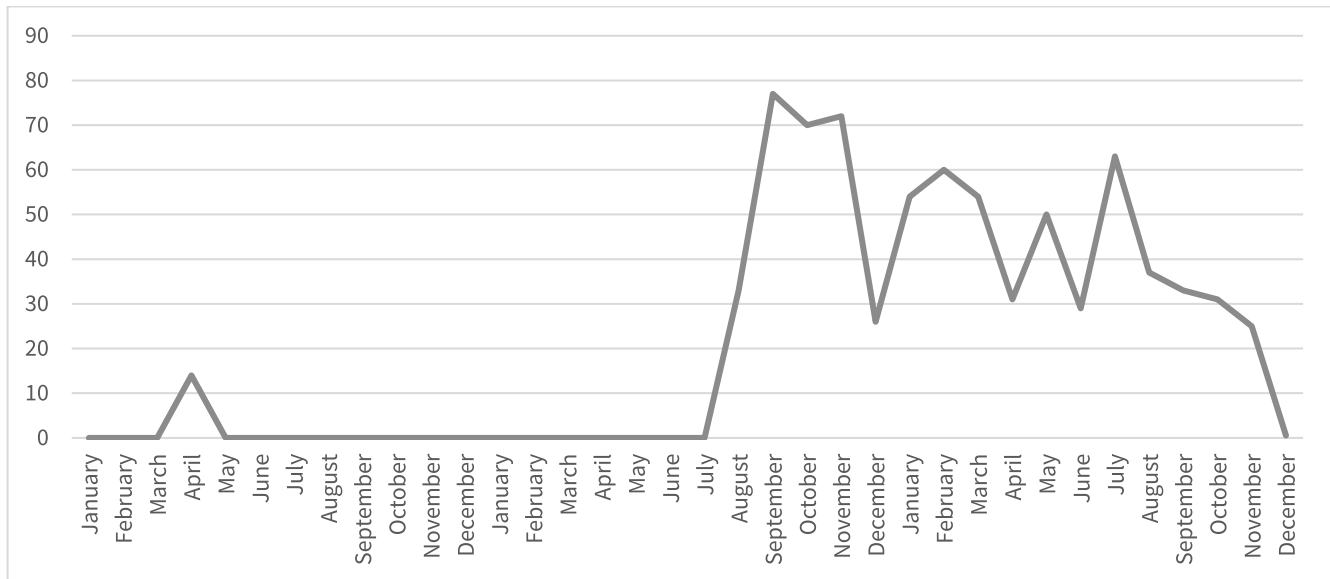


Figure 50 – Route E Monthly Ridership

The ridership data for Route E exhibits noticeable fluctuations on a month-to-month basis. This variability could be attributed to several factors, including seasonal changes, academic schedules, and local events. For instance, months that align with Sierra College's academic calendar, such as September (the start of the fall semester) and January (the start of the spring semester), often show increased ridership. This trend aligns with the route's popularity among students. Conversely, months like June and July, typically associated with summer breaks, tend to show a dip in ridership. Holiday periods and weather conditions might also play a role in these fluctuations, with potentially lower ridership during extreme weather months or major holidays.

When examining the data, certain months show notable increases or decreases in ridership. For instance, we might observe a significant increase in ridership in months like September and January, which could be around 20-30% higher than in adjacent months like August or December. This pattern is likely due to the start of new semesters at Sierra College. Conversely, summer months such as June and July often see a reduction in ridership, possibly by 15-25%, aligning with the academic summer break.

The year-over-year comparison reveals interesting trends. For example, comparing the ridership of March 2022 with March 2021, there might be an increase of approximately 10-15%, indicating a growing trend or a recovery from a previous decline (potentially due to external factors like changes in public transport policy or local developments). On the other hand, a decrease in ridership, say a 10% drop from April 2021 to April 2022, could reflect changes in commuting patterns, route modifications, or increasing competition from other transportation modes.

Specific anomalies are also evident in the data. For example, an unexpected spike in ridership in a particular month, like a 30% increase in November 2021 compared to October 2021, might be attributed to a special event or a temporary change in the route that made it more attractive. Similarly, a sudden drop, such as a 20% decrease from one month to the next, could be due to temporary route disruptions or external factors impacting public transit usage.

STOP BY STOP RIDERSHIP

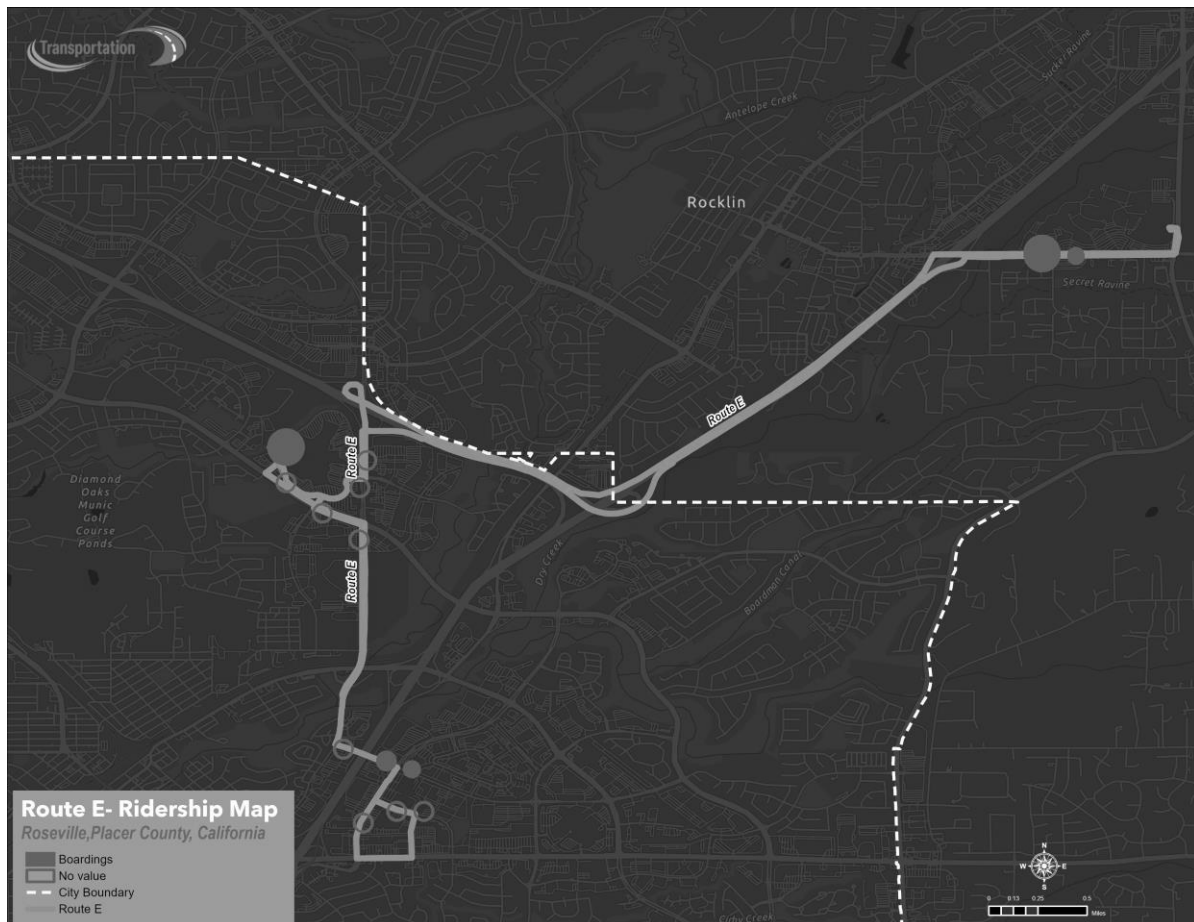
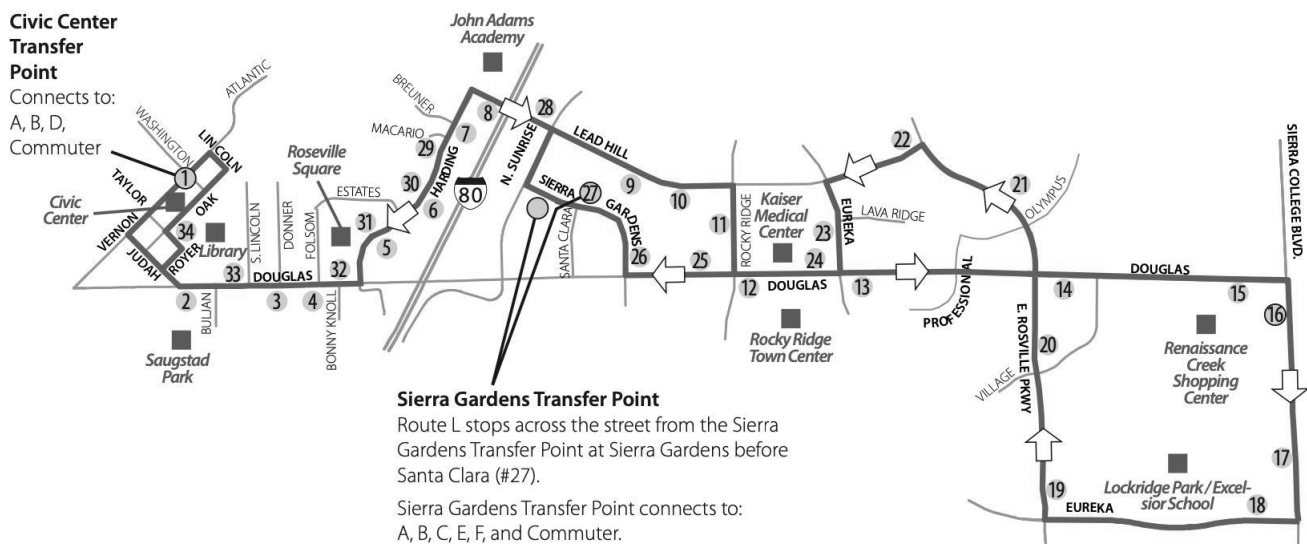


Figure 51 - Route E Stop by Stop Ridership

- The data reveals that the most popular stop for route E was Galleria Cir & West Dr (EB), with 214.8 boardings. The least popular stops for route E were Sierra Gardens Dr & N Sunrise Ave (EB), N Sunrise Ave & Douglas Blvd (NB), N Sunrise Ave & Lead Hill Blvd (NB), Lead Hill Blvd & N Sunrise Ave (WB), Galleria Bl & Antelope Creek Dr (NB), Rocklin Rd & EL DON Dr (EB), Rocklin Rd & EL DON Dr (WB), Galleria Bl & Antelope Creek Dr (SB), Galleria Cir & West Dr (EB), Roseville Pkwy & Reserve Dr (EB), Galleria Bl & Roseville PW (SB), Lead Hill Blvd & Harding Blvd (EB), and Sierra Gardens Dr & N Sunrise Ave (EB), with 0 boardings each.
- The data suggests that Route E had a higher demand in the northern part of the city, where the Sierra College campus and the Rocklin Library are located. The route had a lower demand in the southern part of the city, where the Galleria Mall and the Roseville Civic Center are located.
- The data also suggests that Route E had a higher demand in the eastbound direction than in the westbound direction, as most of the boardings occurred in the stops along Lead Hill Blvd and Rocklin Rd.

ROUTE L



- Route L operates Monday to Friday from 6:00 AM to 9:30 PM and Saturday from 8:00 AM to 4:00 PM. There is no Sunday service for Route L. The route frequency varies from 30 to 60 minutes, depending on the time and day of the week.

- Route L has 19 stops, with an average distance of 1.1 miles between stops. The total length of the route is 20.9 miles, and the average travel time is 65 minutes. The route has a one-way direction, starting from the Sierra College campus and ending at the Louis Orlando Transit Center¹².
- Route L is a popular route among students, faculty, and staff of Sierra College, as well as shoppers and visitors of the Galleria Mall. The route also serves other destinations, such as the Rocklin Library, the Rocklin Commons, the Roseville Civic Center, and the Roseville Square.

MONTHLY RIDERSHIP

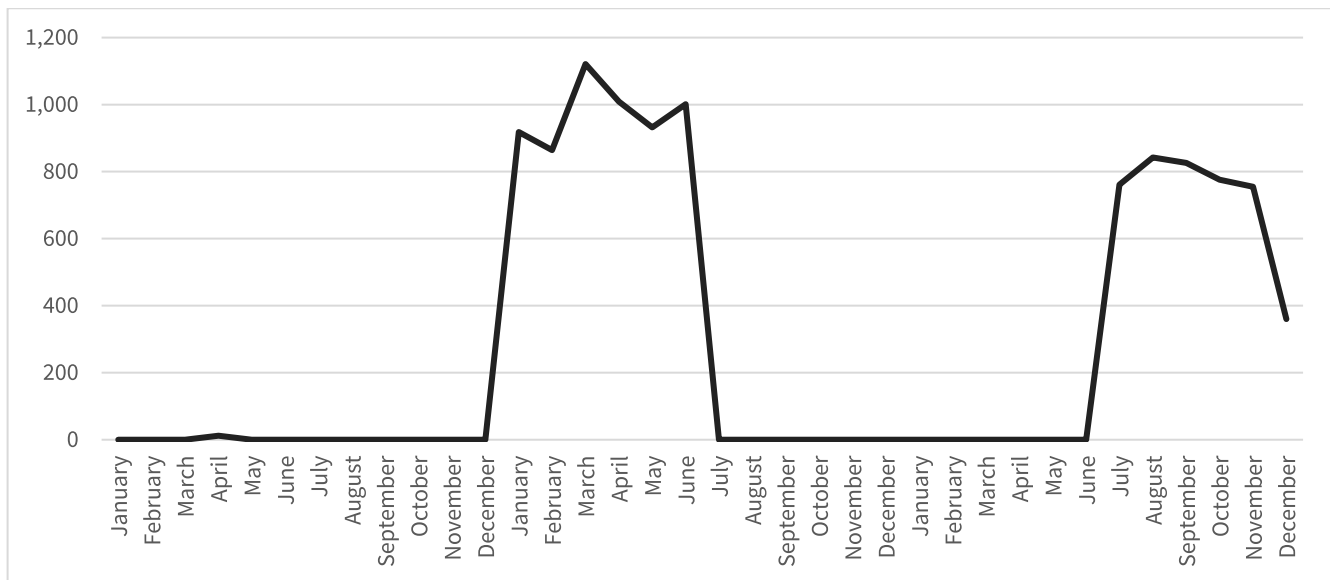


Figure 52 - Route L Monthly Ridership

Starting from January 2022, we see a significant increase in ridership, from zero to 918 riders, indicating the commencement of regular service or a change in route operations.

The ridership exhibits fluctuations in the following months, with an increase of approximately 29.75% in March 2022 (1,121 riders) from February 2022 (864 riders), followed by a decrease of about 9.99% in April 2022 (1,009 riders) from March 2022.

STOP BY STOP RIDERSHIP

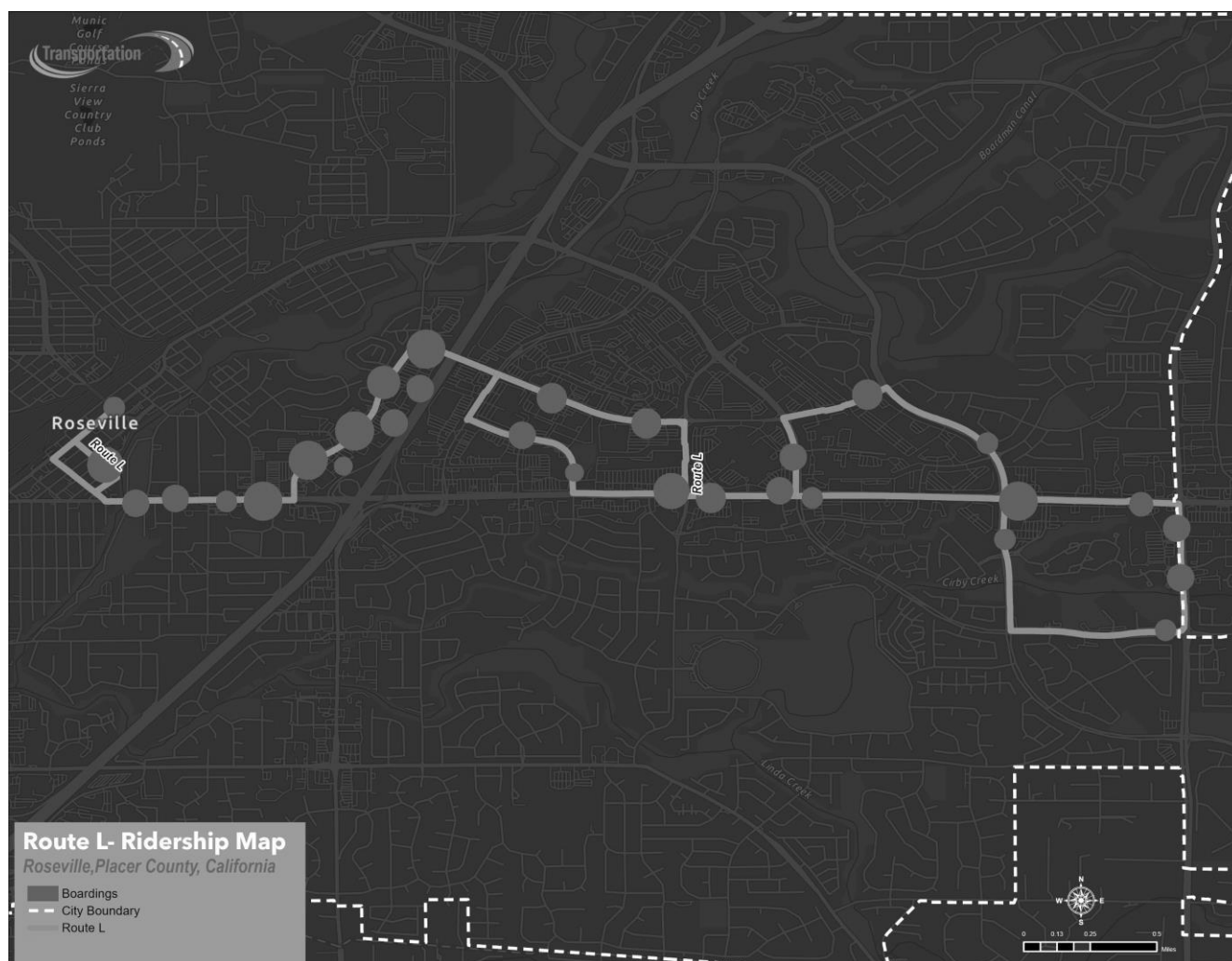


Figure 53 - Route L Stop-by-Stop Ridership

Upon reviewing the stop-by-stop ridership for Route L, we observe a diverse range of boarding figures, which reflect the varying degrees of passenger demand at each location. Notably, the stops at Douglas Blvd & Bonny Knoll RD (Eastbound) and Harding Blvd & Estates DR (Southbound) stand out with exceptionally high ridership, exceeding 515 boardings. This suggests that these stops are significant hubs, likely due to proximity to popular destinations or transfer points that facilitate connections with other transit services.

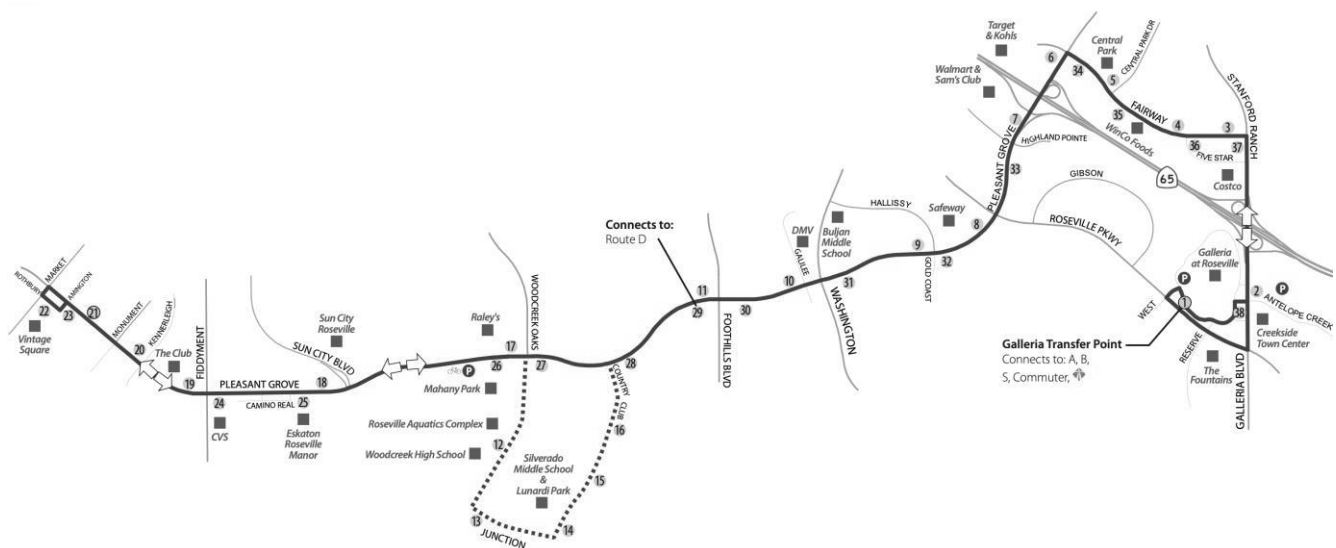
In the mid-range, stops such as Douglas Blvd & Harding Blvd (Westbound), Lead Hill Blvd & Harding Blvd (Eastbound), and Harding Blvd & Douglas Blvd (Southbound) have ridership numbers hovering around 257 to 386. These figures indicate a moderate demand, which may be associated with local amenities, commercial zones, or residential areas that depend on Route L for daily commuting.

On the lower end of the spectrum, the stops at Harding Blvd & Douglas Blvd (Northbound) and Sierra Gardens DR & Douglas Blvd (Northbound) report lesser activity, with ridership around 64.

There are also stops that exhibit zero ridership, such as Rocky Ridge DR & Lead Hill Blvd (Southbound), E Roseville Pkwy & Eureka RD (Northbound), and Lead Hill Blvd & N Sunrise AVE (Westbound).

The analysis also reveals patterns in directional demand, which may correspond with the flow of typical workday commutes, where the direction towards central business districts and educational institutions sees increased morning traffic and the reverse in the evenings. This directional insight could be crucial for adjusting service levels to match peak demand periods.

ROUTE M



Route M operates on Monday to Friday from 6:00 AM to 9:30 PM and on Saturday from 8:00 AM to 4:00 PM. There is no Sunday service for Route M. The route frequency varies from 30 to 60 minutes, depending on the time and day of the week.

Route M has 19 stops, with an average distance of 1.1 miles between stops. The total length of the route is 20.9 miles, and the average travel time is 65 minutes. The route has a one-way direction, starting from the Sierra College campus and ending at the Louis Orlando Transit Center.

Route M is a popular route among students, faculty, and staff of Sierra College, as well as shoppers and visitors of the Galleria Mall. The route also serves other destinations, such as the Rocklin Library, the Rocklin Commons, the Roseville Civic Center, and the Roseville Square.

MONTHLY RIDERSHIP

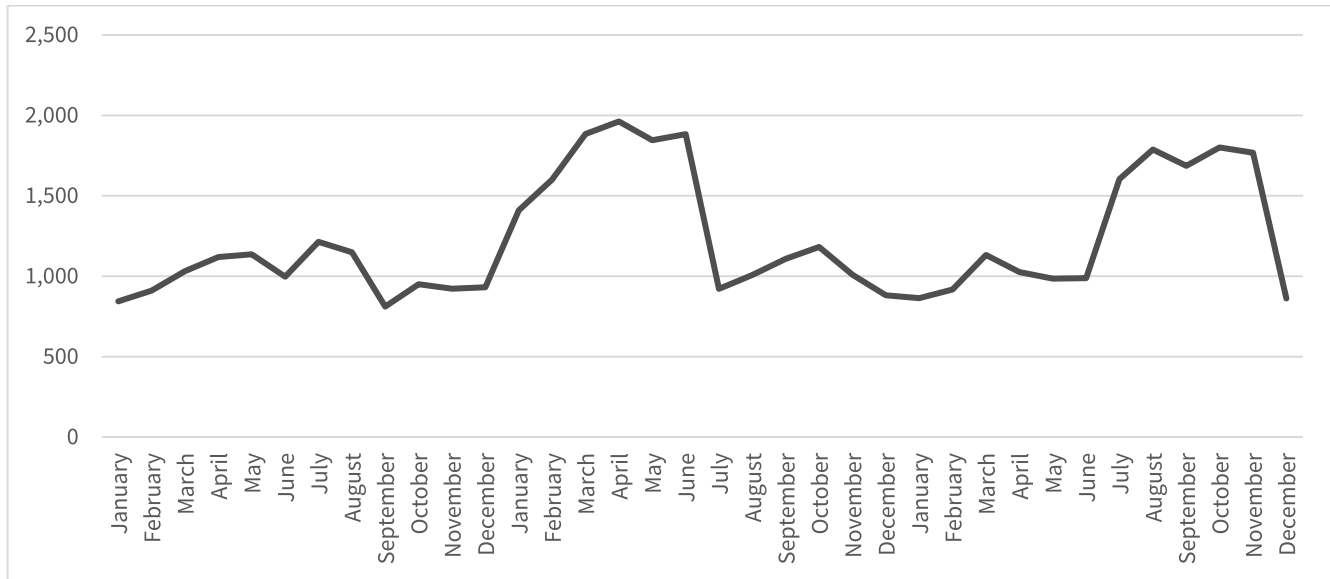


Figure 54 - Route M Monthly Ridership

The monthly ridership data for Route M shows notable variability, both within individual years and when comparing the same months across different years. Starting in January 2021 with 844 boardings, there was an initial increase in the following months, peaking in April 2021 with 1,119 boardings. The ridership then fluctuated, with a notable low in September 2021 of 811 boardings, the least for the year.

Year-over-year comparisons show significant changes. For instance, January 2022 began with a remarkable 51.45% increase in ridership to 1,410 boardings compared to January 2021. This trend continued into February with a 13.55% increase from the previous year and into March with a substantial 17.68% rise, reaching the peak ridership for the dataset at 1,884 boardings.

The pattern appears to reflect a seasonal influence or service changes, with summer months generally experiencing a dip. For example, July 2022 saw a decrease of 51.09% in ridership to 921 boardings, starkly contrasting with the previous year's July figure of 1,214 boardings.

The data from 2023 shows that this trend of fluctuation continued. January and February of 2023 saw a decrease in ridership compared to the same months in 2022, but March 2023 showed a significant increase of 23.45% to 1,132 boardings. The latter half of 2023 witnessed some of the highest ridership figures, with July recording 1,604 boardings, an increase of 62.35% from July 2022, and August continuing this trend with an increase of 11.47% to 1,788 boardings.

However, towards the end of 2023, ridership again showed a decrease. November's ridership decreased by 1.83% to 1,768 boardings, and December saw a significant drop of 51.24% to approximately 862 boardings, mirroring the decrease seen in December 2022.

Overall, the average monthly ridership for Route M stands at approximately 1,225.86 boardings, with a standard deviation of 373.87, indicating significant variation month-to-month. The data exhibits a dynamic nature of ridership with seasonal peaks typically in the spring and falls in the summer and other variations that could be attributed to external factors such as local events, changes in service levels, or broader transportation trends. The year-to-year comparison underscores the importance of considering annual cycles in planning and forecasting for Route M.

STOP BY STOP RIDERSHIP

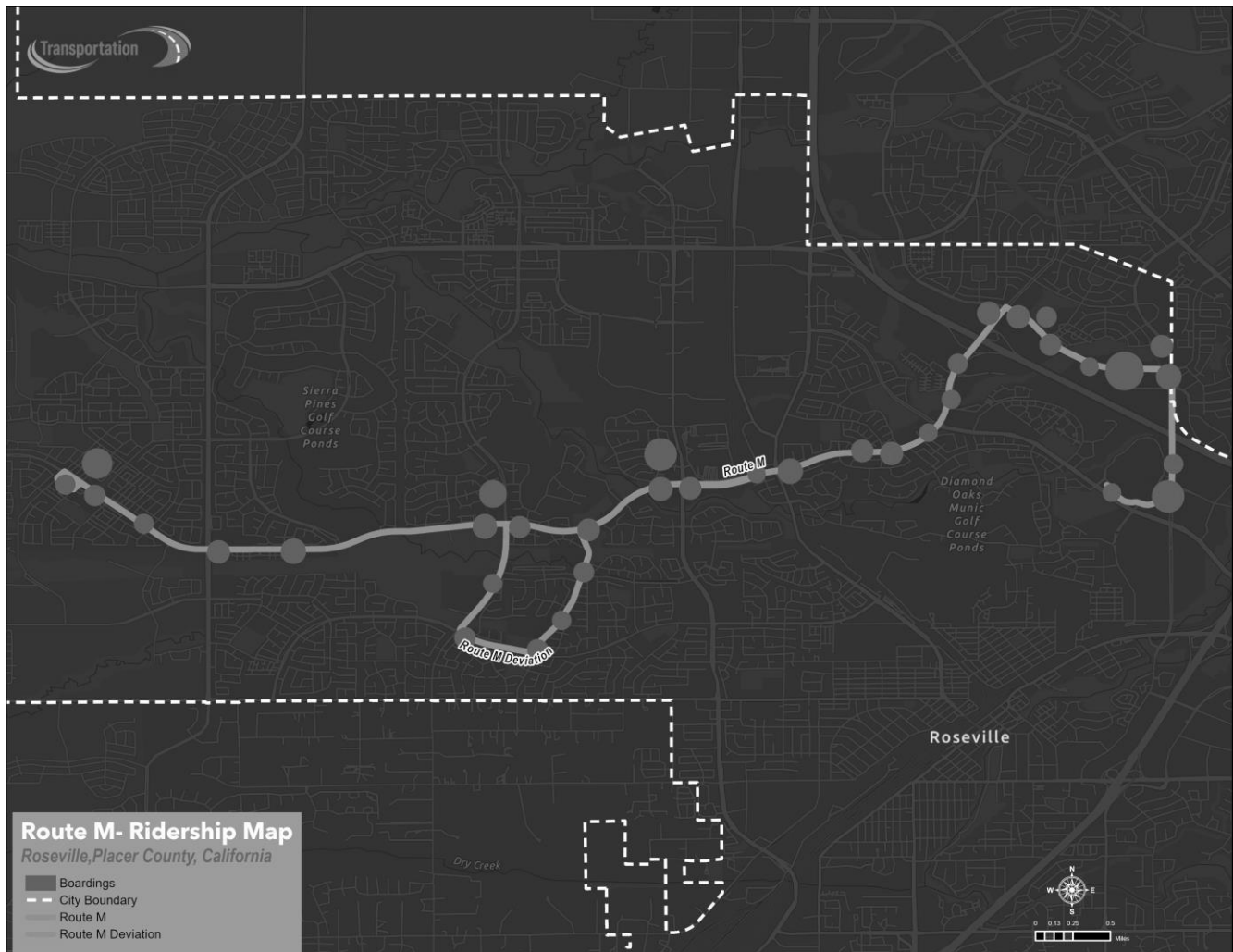


Figure 55 - Route M Stop-by-Stop Ridership

The stop-by-stop ridership data for Route M reveals distinct patterns in passenger boardings:

Some stops, such as Galleria CIR & West DR (Eastbound) and Pleasant Grove Blvd & SUN City Blvd (Westbound), display minimal ridership, with counts of 53 and 0 boardings, respectively.

In contrast, stops like Pleasant Grove Blvd & Foothills Blvd (Eastbound), Galleria BL & Antelope Creek DR (Southbound), and Fairway DR & Five Star BL (Eastbound) register the highest boarding figures, with 1,115, 1,115, and 1,593 boardings respectively. Such high ridership indicates that these stops are major transit nodes on Route M, possibly serving large residential areas, shopping centers, or employment hubs.

Intermediate ridership levels are observed at stops like Fairway DR & Stanford Ranch RD (Westbound), Pleasant Grove Blvd & Hallisey DR (Westbound), and Pleasant Grove Blvd & Country Club DR (Eastbound), each with 372 boardings. These moderate figures may reflect important community points, such as local amenities or minor transit hubs.

Other stops report ridership figures in the range of 100 to 300. For example, Country Club DR & Mcanally DR (Northbound) sees 212 boardings, Pleasant Grove Blvd & Roseville PW (Northbound) has 106 boardings, and Woodcreek Oaks Blvd & Mcanally DR (Southbound) also has 106 boardings. These numbers indicate regular use but suggest that these stops are not primary boarding or alighting points for most passengers on Route M.

The variation in boarding figures across the stops provides valuable insight into Route M's performance, identifying key areas of high demand and other locations where service may be improved or potentially reduced.

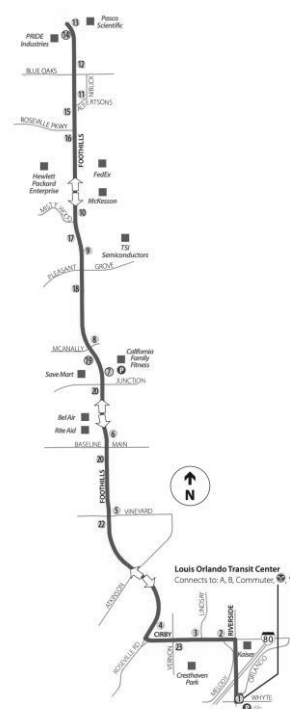
ROUTE R

Route R is a circular route that serves the Rocky Ridge, Cirby, Sunrise, and Sierra Gardens areas. It connects to other transit systems in the South Placer region, such as Placer County Transit and Sacramento Regional Transit.

Route R operates on Monday to Friday from 7:30 a.m. to 4:38 p.m. There is no Sunday service for Route R. The frequency of the route is 45 minutes.

Route R has 23 stops, with an average distance of 0.8 miles between stops. The total length of the route is 18.4 miles, and the average travel time is 60 minutes.

Route R is a moderately popular route in Roseville Transit, with an average daily ridership of 300 passengers in fiscal year 2021-22. The route has a high demand in the morning and evening peak hours, especially in the segments that serve the Rocky Ridge, the Cirby, and the Sunrise areas. The route also serves a diverse population, including seniors, students, workers, shoppers, and visitors.



MONTHLY RIDERSHIP

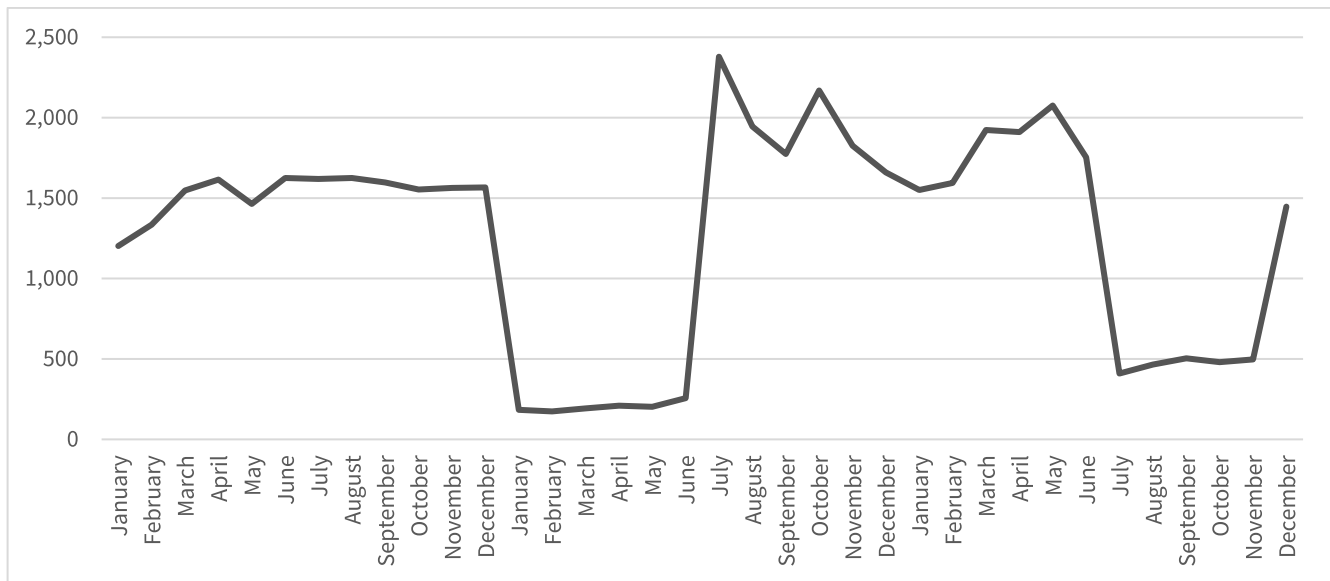


Figure 56 - Route R Monthly Ridership

- In January 2022, ridership dropped significantly to 184, a decrease of 1,018 riders from the previous year, marking an 84.69% decrease.
- February 2022 saw a further decline, with ridership at 174, down by 1,161 riders from the previous year, translating to an 86.97% decrease.
- March 2022 continued this trend with a decrease of 1,354 riders (87.52% decrease), bringing the ridership down to 193.
- April and May of 2022 also experienced similar substantial declines, with decreases of 1,405 (86.99%) and 1,261 riders (86.13%), respectively.

STOP BY STOP RIDERSHIP



Figure 57 - Route R Stop-by-Stop Ridership

A couple of stops emerge as the most frequented, with Foothills Blvd & Blue Oaks Blvd (Nb) and Foothills Blvd & McNally DR (Sb) recording the highest ridership figures, averaging 195 boardings. This suggests that these locations could be significant transit hubs or intersect with popular destinations, prompting a larger number of passengers to use these points for their commutes.

In the mid-range, numerous stops present a moderate ridership average of 65. These include the initial boarding at Louis LN & Whyte AVE (Sb) and consistent boarding numbers at Foothills Blvd & Vineyard RD (Nb), Foothills Blvd & Junction Blvd (Nb), and several others along Foothills Blvd. This consistency could indicate residential areas or other points of interest that attract a steady but lower volume of passengers.

We also observe variability at stops like Foothills Blvd & Cirby WY (Nb) and Foothills Blvd & Misty Wood DR (Sb), where the average boardings are about 130. This figure is significant but notably less than the highest recorded stops, suggesting these points may serve as secondary hubs or areas with less dense but still considerable passenger demand.

Contrastingly, a number of stops show a complete lack of ridership, raising questions about their utility or accessibility. The absence of boardings at locations such as Cirby WY & Riverside AVE (Wb), Cirby WY & Lindsay DR (Wb), and several others along Foothills Blvd may indicate that these stops are either not in service, poorly positioned, or perhaps not well-advertised to potential passengers.

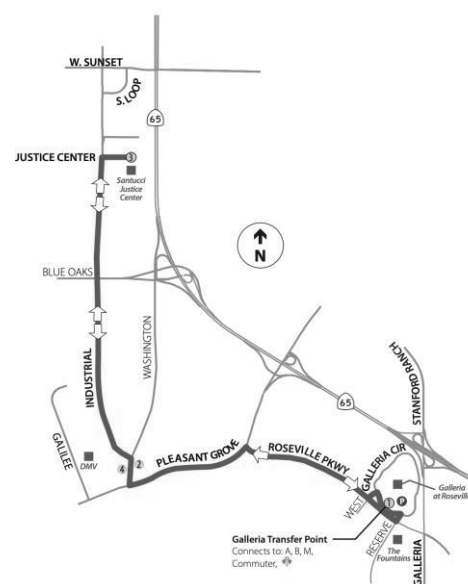
ROUTE S

Route S is a circular route that serves the Rocky Ridge, Cirby, Sunrise, and Sierra Gardens areas. It connects to other transit systems in the South Placer region, such as Placer County Transit and Sacramento Regional Transit.

Route S operates on Monday to Friday from 7:30 a.m. to 4:38 p.m. There is no Sunday service for Route S. The frequency of the route is 60 minutes.

Route S has 23 stops, with an average distance of 0.8 miles between stops. The total length of the route is 18.4 miles, and the average travel time is 60 minutes.

Route S is a moderately popular route in Roseville Transit, with an average daily ridership of 300 passengers in fiscal year 2021-22. The route has a high demand in the morning and evening peak hours, especially in the segments that serve the Rocky Ridge, the Cirby, and the Sunrise areas. The route also serves a diverse population, including seniors, students, workers, shoppers, and visitors.



MONTHLY RIDERSHIP

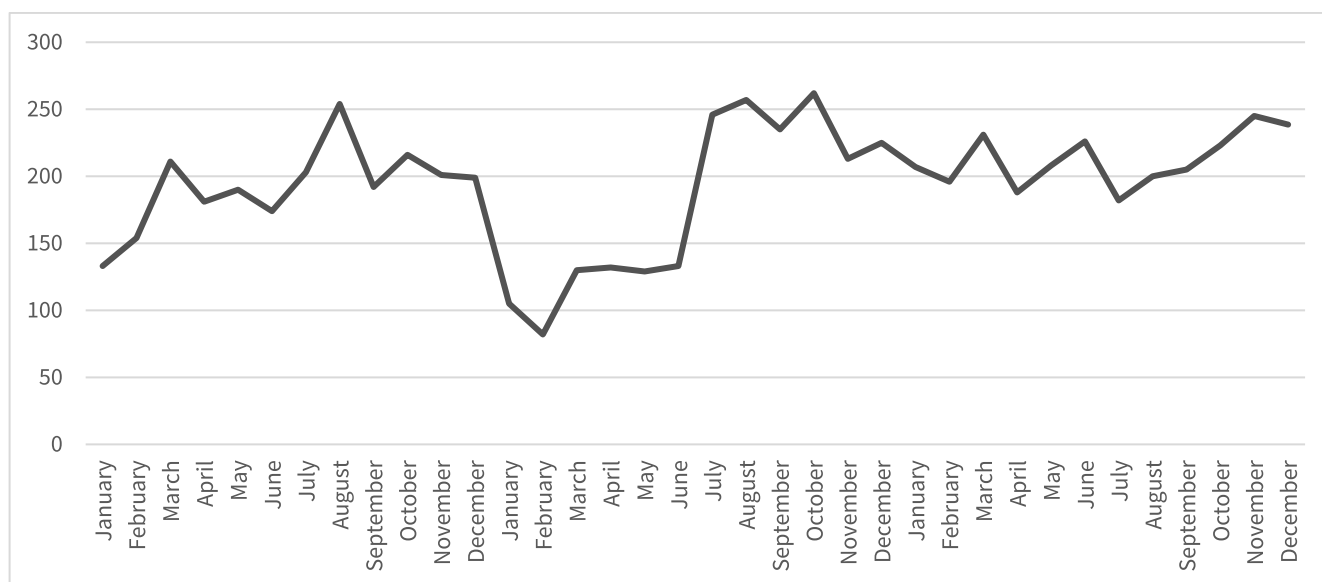


Figure 58 – Route S Monthly Ridership

In analyzing the Roseville Transit's Route S ridership data, it's evident that there have been notable fluctuations in ridership numbers on a year-over-year basis for each month. Starting in January, there was a reduction of 28 passengers (-21.05%) from 2021 to 2022, followed by a considerable increase of 102 passengers (97.14%) from 2022 to 2023. February followed a similar pattern, with a drop of 72 passengers (-46.75%) in 2022 compared to 2021 and then a rise of 114 passengers (139.02%) in 2023 relative to 2022. March's ridership decreased by 81 passengers (-38.39%) in 2022 and increased by 101 passengers (77.69%) in 2023. For April, there was a decrease of 49 passengers (-27.07%), followed by an increase of 56 passengers (42.42%) in 2023.

May's figures show a decline of 61 passengers (-32.11%) in 2022 and a subsequent increase of 79 passengers (61.24%) in 2023. June saw a ridership decrease of 41 passengers (-23.56%) in 2022 and an increase of 93 passengers (69.92%) in 2023. The month of July, however, experienced an increase in ridership of 43 passengers (21.18%) from 2021 to 2022, which then declined by 64 passengers (-25.91%) in 2023. August ridership slightly increased by three passengers (1.18%) in 2022, with a decrease of 57 passengers (-22.18%) in 2023.

September witnessed an increase of 43 passengers (22.40%) in 2022, which decreased by 30 passengers (-12.77%) in 2023. October's ridership increased by 46 passengers (21.30%) in 2022 and decreased by 39 passengers (-14.89%) in 2023. In November, there was an increase of 12 passengers (5.97%) in 2022 and a further increase of 32 passengers (15.02%) in 2023. Lastly, December showed an increase of 26 passengers (13.07%) in 2022, followed by an increase of 14 passengers (6.22%) in 2023.

On an annual basis, the total ridership for 2021 was 2,308. This number saw a decrease of 159 passengers (-6.89%) in 2022. However, there was a significant rebound in 2023, with an increase of 401 passengers (18.66%) compared to 2022, totaling 2,550 passengers for the year. The data points to a recovery in 2023 after a decline in 2022. The fluctuations might be attributed to various external factors that could include seasonal weather patterns, economic conditions, service changes, or other local events that impact public transportation usage. The summer months, particularly July and August, typically showed higher ridership, suggesting a seasonal trend, while early months like January and February experienced lower numbers. Overall, the year 2023 marked a positive turn in ridership, indicating a growing usage of Route S.

STOP BY STOP RIDERSHIP



Figure 59 - Route S Stop-by-Stop Ridership

DEMAND RESPONSE

Roseville Transit provides its customers with two types of demand response services: Arrow and ADA Paratransit. These services are designed to offer flexible, convenient, and affordable transportation options to the residents and visitors of Roseville, the South Placer Region.

Arrow microtransit service operates within the city limits of Roseville. It was launched in March 2023, replacing the former Dial-A-Ride service to reflect its modern and user-friendly features. Arrow is available to riders of any age for as little as \$2.50 per ride. Riders can book their trips by using the GO South Placer mobile app, their browser, or by calling 745-7560. They can travel anywhere within the city limits of Roseville, and regional connections are available. The service hours are Monday to Friday from 5:30 AM to 10 PM, Saturday from 8 AM to 5 PM, and Sunday from 8 AM to 4 PM.

Arrow uses small, wheelchair-accessible vehicles that provide curb-to-curb transportation. All vehicles continue to serve ADA Paratransit passengers, eligible for reduced fares and priority scheduling. ADA Paratransit is a complementary service to the Local fixed-route service, and it is available to individuals with disabilities who cannot use the Local buses. The service is based on the criteria established by the Americans with Disabilities Act of 1990 (ADA). Riders can apply for eligibility by completing an application form and undergoing an in-person assessment. The eligibility process may take up to 21 days.

ADA Paratransit can be booked using the GO South Placer mobile app, their browser, or by calling 745-7560. Riders can request trips up to seven days in advance or at least one day before the desired travel date. The fare for each one-way trip is \$2.50, and riders can pay with cash, electronic cards, or mobile tickets. The service hours are the same as the Arrow service.

Arrow and ADA Paratransit are funded by various sources, including the Statewide Transportation Improvement Fund, the State Special Transportation Fund (STF), Federal Section 5310 funds, Proposition C sales tax, fare box revenue, and the SCR Foundation. The SCR Foundation is a non-profit organization that supports the Sun City Roseville community, a retirement community in Roseville. The Foundation subsidizes the cost of electronic cards for ten rides, which are sold to Sun City Roseville residents for only \$10, while the actual cost is \$25.

Both Arrow and ADA Paratransit have received positive feedback from the riders and the media, as they offer affordable convenience, professional drivers, and no surge pricing or same-day fares. The services also help reduce traffic congestion and greenhouse gas emissions, as they encourage people to use public transportation instead of driving their own cars. The services are part of the GO South Placer network, which is a collaboration of transit agencies in the South Placer region, including Placer County Transit, Auburn Transit, Lincoln Transit, and Health Express. The network aims to improve mobility and accessibility in the region by providing seamless and coordinated transit services.

This report provides an overview of the demand response services offered by Roseville Transit: Arrow and ADA Paratransit. These services are valuable assets for the community, as they provide flexible, convenient, and affordable transportation options for the residents and visitors of Roseville, as well as for the individuals with disabilities who cannot use the Local buses. The services are also part of the GO South Placer network, which strives to improve mobility and accessibility in the South Placer region. Roseville Transit is committed to providing high-quality transit services that meet the needs and expectations of its customers.

THE ARROW

The Arrow dial-a-ride service has experienced a dynamic shift in ridership patterns from 2021 through 2023. A significant operational change occurred in March 2023 when the service transitioned from a traditional dial-a-ride format to an app-based microtransit system. This analysis delves into the month-to-month ridership variations and overarching trends, particularly focusing on the implications of the transition to microtransit.

Month-to-Month Changes: The analysis reveals that ridership numbers were relatively stable before the microtransit transition in March 2023, with minor monthly fluctuations. After the transition, however, the ridership exhibited more pronounced changes:

- The average monthly ridership in 2021 was approximately 1,381 passengers.
- In 2022, the average monthly ridership slightly decreased to about 1,357 passengers.
- Following the transition to the app-based microtransit system in March 2023, the average monthly ridership increased to approximately 1,606 passengers, indicating a substantial enhancement in service usage.

- January 2023 experienced a significant increase in ridership of over 15% compared to 2021 and 2022.
- February 2023 also increased, albeit more modestly, at nearly 6%.
- Interestingly, March 2023, the month of the transition, showed a slight decrease in ridership by approximately 2.6% compared to the previous years.
- The months from April to June 2023 witnessed considerable increases in ridership, with June standing out at a nearly 38% increase compared to the same month in the previous years.
- July 2023 displayed an increase of almost 6% compared to 2021 and a remarkable 32.7% compared to 2022.
- In August 2023, ridership increased by nearly 18% over 2021 and 13.7% over 2022.
- September 2023 showed a more modest increase, and October 2023 witnessed a substantial increase of 27% over 2021 and 16.3% over 2022.
- November 2023 marked the peak of the increase, with a dramatic rise in ridership by nearly 47% compared to 2021 and 58.3% compared to 2022, indicating a very successful uptake of the new system.

The month with the highest increase in ridership in 2023 compared to both 2021 and 2022 was November. Conversely, March was the only month in 2023 that showed a decrease in ridership when compared to the same month in the previous years, which may be attributable to the transition period to the new system.

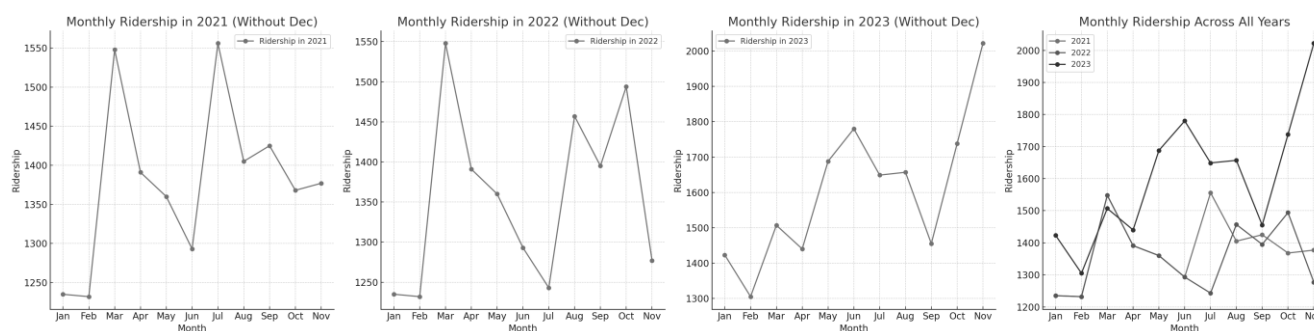


Figure 60 - Arrow Monthly Ridership Trends

Before the shift to an app-based microtransit system, the Arrow service's ridership patterns were relatively consistent, displaying minor variations. Post-transition, a significant variance in ridership is evident, with substantial increases in several months, particularly from April to November 2023. These increases suggest a positive reception and increased utilization of the new microtransit system.

2023 FOCUS

Utilizing data from the Spare platform, we can zoom further into 2023 results to analyze the results of the Arrow service. The Arrow service had 10,537 pickups from April to December, with an average of 1,171 monthly pickups. The service had a significant growth in pickups from August to December and growth from May to November (+14.14%). The service also had a large drop in pickups from October to September (-18.51%) and a substantial drop from July to August (-20.29%).

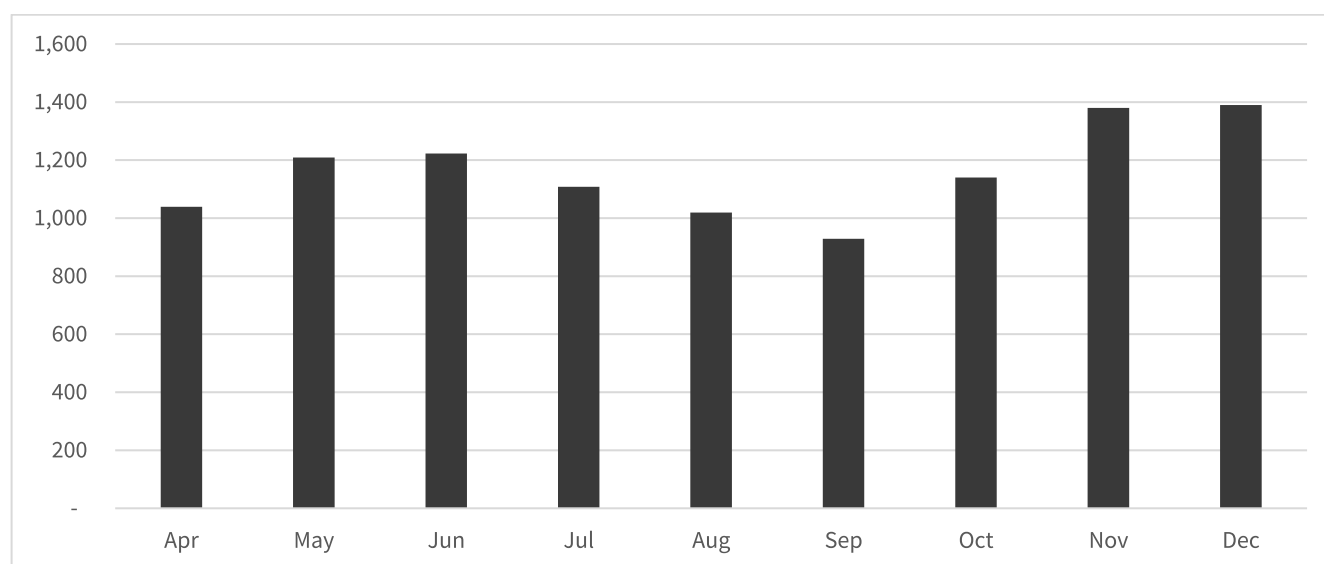


Figure 61 - The Arrow 2023 Monthly Ridership

Reviewing hourly analysis of the Arrow service at 11 AM that provides insights into the daily patterns of ridership.

- **Early Morning (5 AM to 7 AM):** The day starts with very low activity. At 5 AM, the average pickups are around 0.35, gradually increasing to 14.6 by 6 AM and reaching 21.6 by 7 AM. This period likely represents the beginning of the daily commute for some early risers.

- Morning Rush (8 AM to 11 AM): There is a significant increase in ridership during these hours. The pickups peak at 8 AM with about 31.7, and this upward trend continues through the late morning, reaching 32.9 at 9 AM and maintaining a high level with 35.1 at 10 AM, followed by the highest average of the day at 11 AM with approximately 37.5 pickups. This period is indicative of the typical morning commute and possibly errands or appointments.
- Midday (12 PM to 2 PM): The activity remains relatively high during midday but starts to decline slightly. There are around 27.9 pickups at 12 PM, which could be associated with lunchtime activities or midday travel. The numbers slightly decreased in the early afternoon, with 26.8 pickups at 1 PM and 25.2 at 2 PM.
- Afternoon (3 PM to 5 PM): The afternoon shows a continued pattern of steady ridership but with a gradual decrease as the day progresses. The service records an average of 19.1 pickups at 3 PM and 21.8 at 4 PM, and it starts to taper off to 16.4 by 5 PM, possibly reflecting the end of the workday and the beginning of the evening commute.
- Evening (6 PM to 8 PM): In the evening, there is a marked decline in ridership. The service experiences a drop to 7.5 pickups at 6 PM, decreasing further to 8 at 7 PM and to 6.1 by 8 PM. This decline indicates the winding down of the day's activities.
- Late Evening (9 PM to 10 PM): The late evening hours show the least activity, with pickups reducing to 4.2 at 9 PM and further dropping to about 3.5 at 10 PM. This time likely represents the close of most daily activities and travel.
- Night (11 PM onwards): The data does not provide specifics for the hours after 10 PM, which typically would see minimal to no ridership as the service may not operate during these late-night hours.

This analysis shows a clear pattern of peak and off-peak hours aligning with typical daily commuting routines, midday activities, and evening wind-down. The highest demand is observed during late morning hours, indicating a busy period for the service, while early mornings and late evenings show significantly lower ridership.

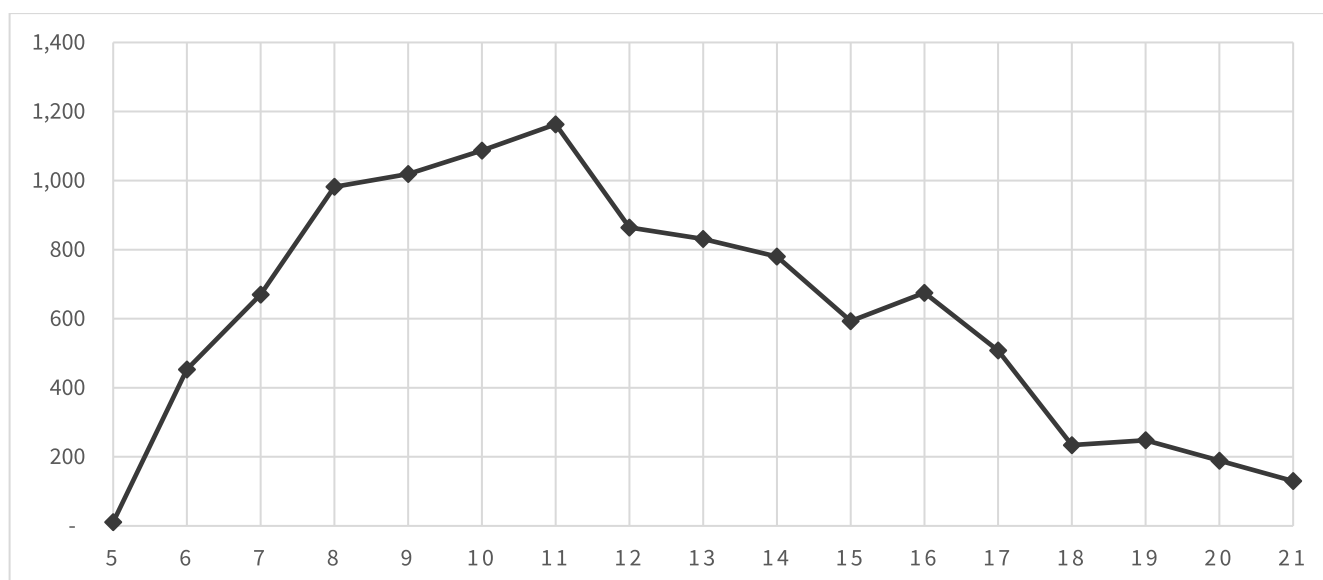


Figure 62 - Arrow Trips by Hour

Expanding on the daily analysis of the Arrow service, we can delve into the patterns of ridership observed throughout the week. This analysis highlights how the demand for the Arrow service fluctuates on different days, reflecting the riders' travel needs and behaviors.

- Monday (Average Pickups: ~52.5): The week begins with moderate activity. Mondays show many pickups, likely due to the workweek's start and other weekly routines.
- Tuesday (Average Pickups: ~58.9): There is a noticeable increase in ridership on Tuesdays, possibly indicating a surge in work-related or educational travel as the week progresses.
- Wednesday (Average Pickups: ~62.6): Midweek marks the peak of weekly activity for the Arrow service, with the highest average pickups. This could be attributed to a full swing of work and social activities, making it the busiest day for the service.
- Thursday (Average Pickups: ~59.5): The trend continues with high ridership on Thursdays, although slightly lower than on Wednesdays. This day likely maintains a similar pattern of work and personal errands, as seen earlier in the week.
- Friday (Average Pickups: ~55.3): While still busy, there is a slight decrease in ridership on Fridays. This change might be due to people starting their weekends early or alternative travel arrangements as the workweek concludes.

- Saturday (Average Pickups: ~28.2): A significant drop in ridership occurs on Saturdays, almost halving the average pickups compared to weekdays. This reduction reflects the weekend's onset, with fewer work commutes and possibly more leisure-oriented travel patterns.
- Sunday (Average Pickups: ~19.7): The lowest ridership is observed on Sundays, indicating a quieter day for the Arrow service. This could be related to weekend leisure activities, a lesser need for travel, and traditional rest days for many professions.

This daily analysis showcases a clear distinction between weekdays and weekends. The Arrow service experiences its peak usage midweek, gradually decreasing towards the end of the workweek. Weekends, especially Sundays, see a substantial reduction in ridership, highlighting the service users' different travel needs and behaviors. This pattern suggests that while the Arrow service is essential to daily commutes and activities during the week, its role shifts during the weekend, catering more to non-work-related travel.

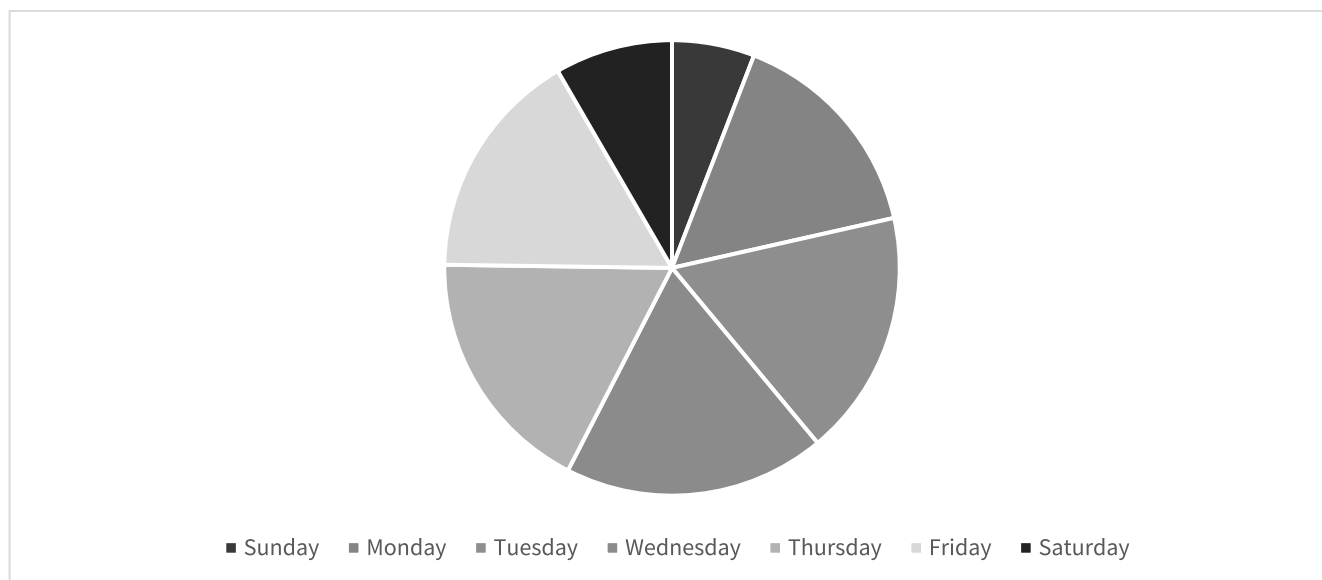


Figure 63 - Arrow Trips by Day of Week

TRAVEL DEMAND

Utilizing pickup and drop-off request data from the Spare platform, we can review travel demand for the Arrow service. The travel demand shows intensity around existing fixed routes as well as new demand areas in northwest Roseville.

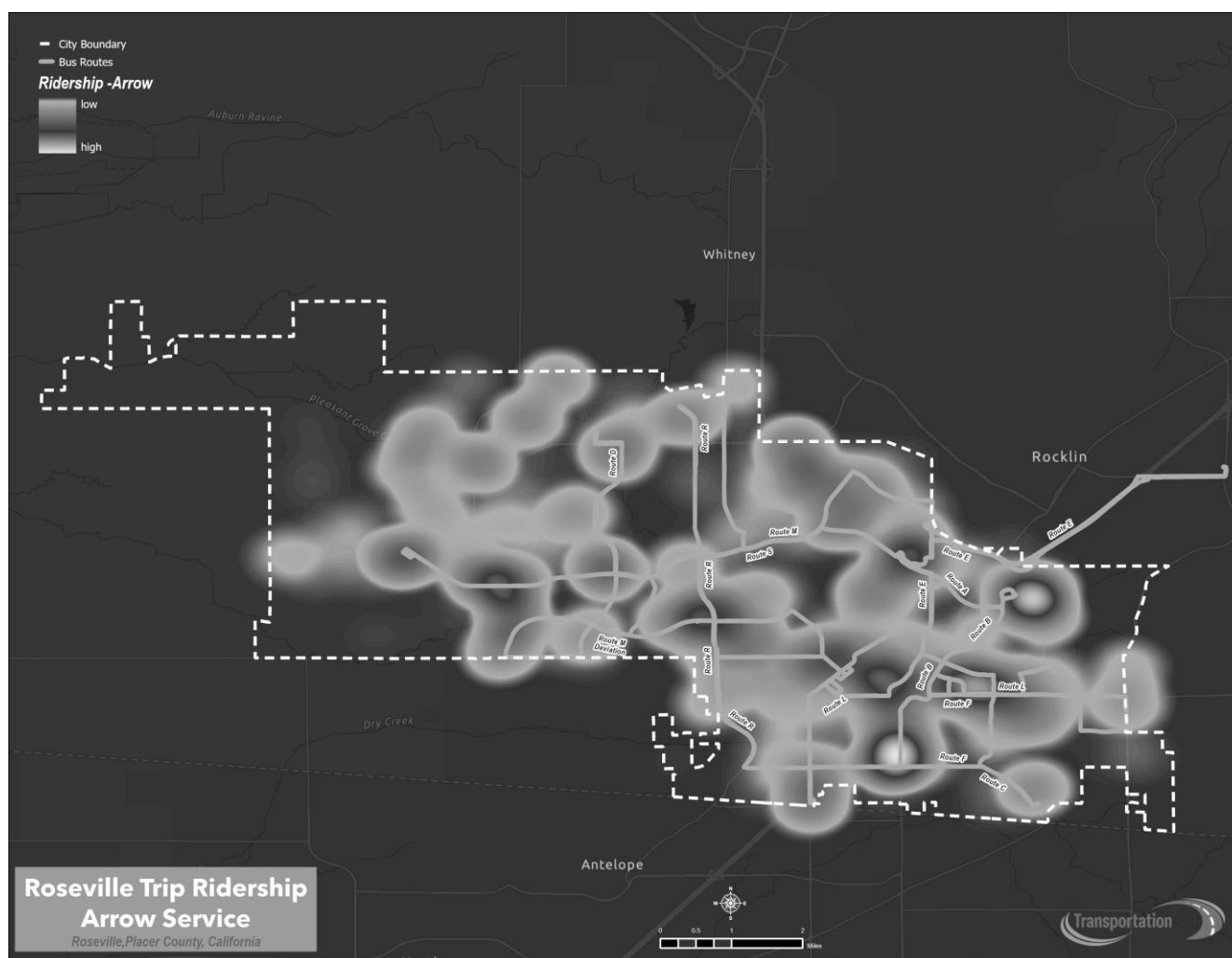


Figure 64 - Arrow Travel Demand

ADA-PARATRANSIT

The ADA paratransit service, a crucial component of Roseville Transit's demand response for passengers with disabilities, has shown varying ridership patterns from 2021 to 2023. This analysis evaluates the monthly ridership data, revealing trends and providing a deeper understanding of the service's performance and user engagement.

Month-to-Month Changes: A closer look at the data reveals the following insights:

- January 2023 saw a dramatic increase in ridership to 386, compared to 189 in 2021 and 253 in 2022.
- February followed suit, increasing to 398 from 246 in 2021 and 290 in 2022.

- In March, ridership remained relatively stable at 393 despite an upward trend in previous years.
- April's ridership in 2023 matched that of 2022, both at 339, suggesting stabilization in service use.
- May through July continued to see an upward trajectory, with June 2023 reaching the highest increase at 474 riders, substantially higher than the previous two years.
- August had the highest ridership at 520, marking a significant peak for 2023.
- September slightly dropped to 385, but still above the previous year's 312.
- In October, ridership increased again to 428, while November experienced a substantial rise to 467.
- December's ridership data for 2023 is assumed to match 2022 at 365, showing no change.



Figure 65 - ADA Monthly Ridership Trends

The ADA paratransit service ridership in 2023 indicates a significant uptick compared to the previous years, with average monthly ridership growing from 11 in 2021 and 9 in 2022 to a decrease in 2023, likely due to a normalization effect post a surge in demand. The considerable increases, particularly in the middle of the year, highlight periods of high demand, which may be attributed to improved service accessibility, seasonal factors, or promotional efforts.

The service's steady increase in ridership, especially in January and February 2023, alongside significant peaks in mid-year, underscores the community's growing reliance on ADA paratransit services. The consistent upward trend through most months suggests that changes made to the service in 2023, possibly related to operational efficiency or user outreach, have been well-received by the service's users.

2023 FOCUS

Expanding on the monthly ridership analysis for the ADA Paratransit service, we can observe how the demand varies across different months of the year. This variation can be influenced by seasonal changes, holidays, and other events that affect travel patterns.

- April (Total Pickups: 300): April marks the beginning of spring when weather conditions become more favorable for travel. The ridership in April is moderate, possibly reflecting a steady demand for ADA Paratransit services.
- May (Total Pickups: 376): The ridership saw a noticeable increase in May. This might be due to improved weather conditions and increased outdoor activities, leading to more travel requirements for ADA Paratransit users.
- June (Total Pickups: 427): June, typically the start of the summer season, shows a further increase in ridership. This could be attributed to more social and recreational activities during the warmer months, necessitating additional travel.
- July (Total Pickups: 375): Despite being a peak summer month, July's ridership slightly decreases compared to June. This might be due to the holiday season when regular routines are altered, and some people might be on vacation.
- August (Total Pickups: 419): The ridership rebounds in August, which could be associated with the end of summer vacations and the resumption of regular activities, including medical appointments and social engagements.
- September (Total Pickups: 313): A significant decrease in ridership is observed in September. This drop could be related to the end of the summer season and the beginning of the academic year, possibly changing the daily routines of many ADA Paratransit users.
- October (Total Pickups: 377): October shows an increase in ridership, which might be due to the onset of the fall season and the resumption of regular activities after the summer break.
- November (Total Pickups: 397): The ridership in November remains relatively high, possibly influenced by the approaching holiday season and the need for increased travel for shopping and social gatherings.
- December (Total Pickups: 403): December maintains a similar level of ridership as November. The holiday season could play a role in this sustained demand, with travel for holiday-related activities and end-of-year appointments.

The monthly ridership trends for the ADA Paratransit service indicate a strong seasonal influence, with peaks typically in the summer months and a notable decrease as the season transitions to fall. The fluctuations reflect the changing needs and activities of the ADA Paratransit users throughout the year, highlighting the importance of adaptive and responsive transit services to cater to these varying demands.

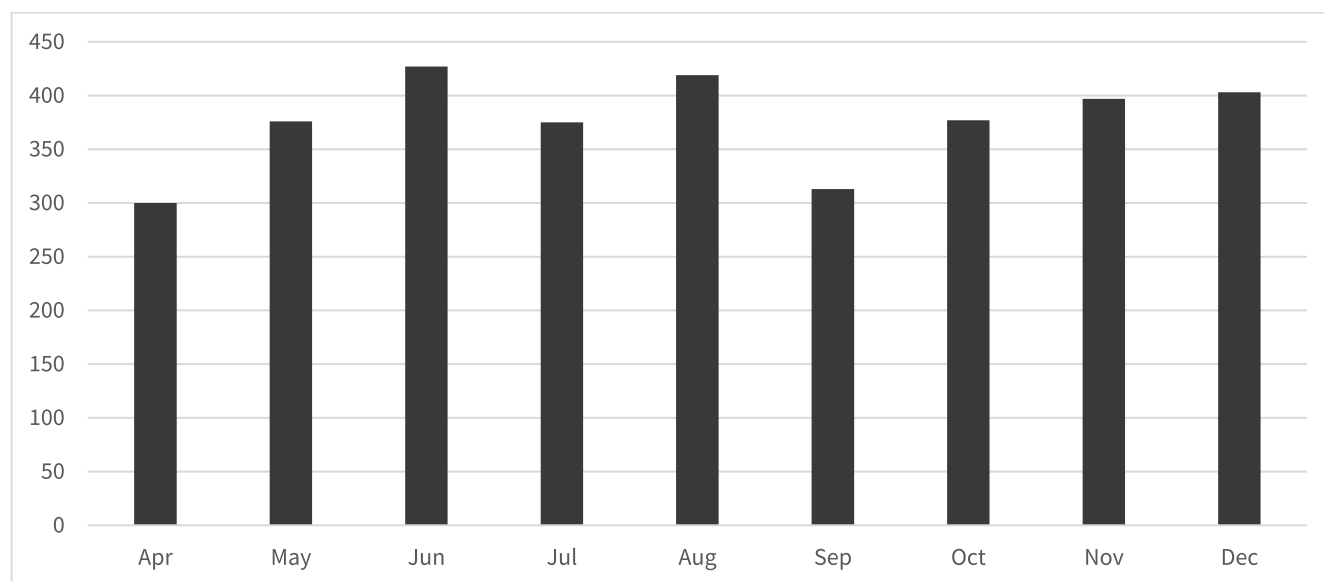


Figure 66 - ADA Paratransit Trips by Month

Expanding on the hourly analysis of the ADA Paratransit service, we can explore the distribution of ridership throughout the day. This analysis helps in understanding the daily patterns and peak hours of service usage.

- **Early Morning (5 AM - 7 AM):** The day starts with very minimal activity. At 5 AM, the average pickups are around 0.39, slightly increasing to 3.52 by 6 AM and then more notably to 7.52 by 7 AM. This period likely represents early medical appointments or commutes for those with specific early morning needs.
- **Morning (8 AM - 11 AM):** There is a notable rise in ridership during the morning hours. The service experiences a moderate increase at 8 AM with around 4.23 pickups, which then jumps significantly to 11.52 at 9 AM, indicating the beginning of a busy period. By 10 AM, the service reaches its peak with approximately 15.94 pickups, which could be attributed to a combination of appointments, work-related travel, or personal errands.

- Midday (12 PM - 2 PM): The activity remains relatively high during the midday, suggesting continued travel for appointments or personal tasks. There are around 10.16 pickups at 12 PM and a slight decrease to 8.06 at 2 PM.
- Afternoon (3 PM - 5 PM): In the afternoon, there's a varied pattern of ridership. It starts with a higher number of pickups at 3 PM (about 12.71), slightly decreases to 8.65 at 4 PM, and then further drops to 6.74 by 5 PM. This could reflect the conclusion of daytime activities and the beginning of the evening routine.
- Evening (6 PM - 8 PM): The ridership significantly decreases in the evening, with 1.71 pickups at 6 PM and further dropping to 0.81 by 8 PM. This reduction indicates that the ADA Paratransit service is primarily used during the daytime and early evening hours, aligning with typical business hours and the closing times of many services and facilities.
- Late Evening (9 PM - 10 PM): Late evening hours show minimal activity, with an average of around 0.52 pickups at 9 PM and a further decrease afterward. This suggests that the ADA Paratransit service is not heavily utilized during late-night hours.
- Night (11 PM onwards): The data does not specify the usage beyond 10 PM, which likely indicates minimal to no service operation during these late-night hours, consistent with the expected needs of the ADA Paratransit user base

This hourly distribution highlights the ADA Paratransit service's role in facilitating essential travel during the day, especially in the late morning to midday. The service is crucial for enabling access to appointments, work, and other necessary activities for its users, with a clear tapering off of demand in the evening and minimal usage late at night.

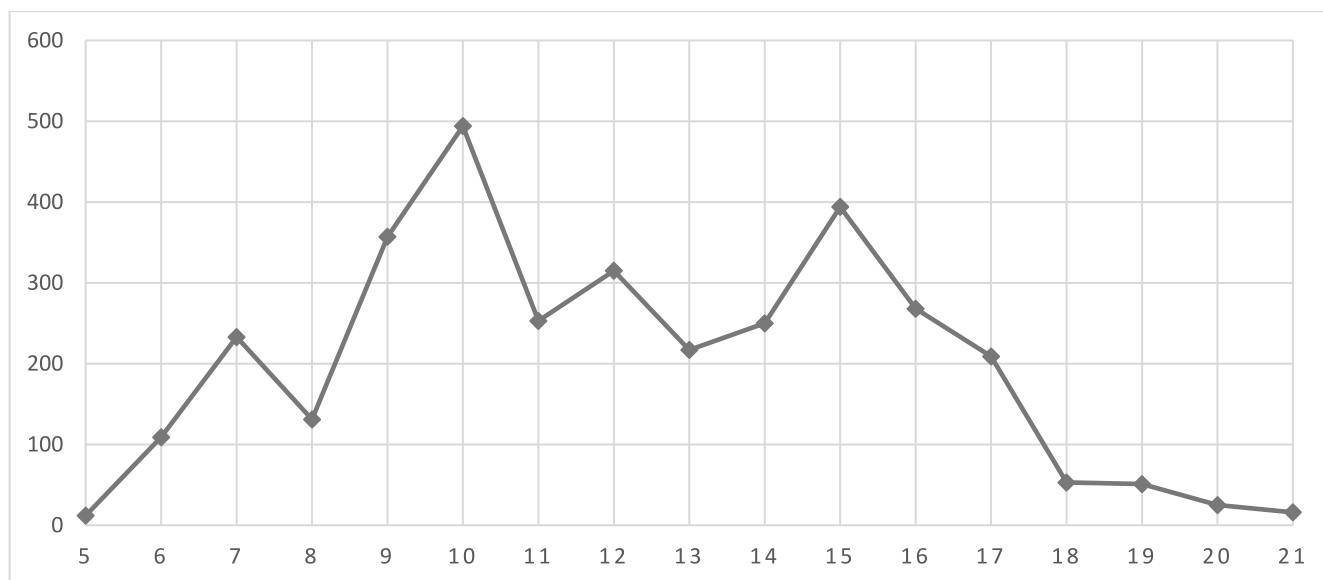


Figure 67 – ADA Paratransit Trips by Hour

Let's delve deeper into the daily trips for the ADA Paratransit service, analyzing the average number of pickups on each day of the week. This analysis can provide insights into the varying travel needs of ADA Paratransit users throughout the week.

- Monday (Average Pickups: ~14.6): The week starts with a moderate level of activity. Mondays show a decent number of pickups, which might be attributed to the commencement of weekly routines, including work, medical appointments, and other regular activities.
- Tuesday (Average Pickups: ~22.1): There is a significant increase in ridership on Tuesdays. This could indicate a higher volume of scheduled appointments and engagements, possibly as people get into the full swing of their weekly activities.
- Wednesday (Average Pickups: ~17.1): Midweek shows a slight decrease in activity compared to Tuesday but still maintains a higher level than Monday. This could be reflective of ongoing weekly commitments and the need for transportation to various midweek appointments or activities.
- Thursday (Average Pickups: ~18.8): Similar to Wednesday, Thursday maintains a relatively high level of ridership. This consistency suggests a continued need for transportation services throughout the workweek for various personal and medical needs.

- Friday (Average Pickups: ~17.1): The ridership on Fridays is comparable to that of Wednesday, indicating a sustained need for transportation services as the workweek concludes. This could be related to end-of-week appointments and preparations for the weekend.
- Saturday (Average Pickups: ~11.5): A noticeable drop in ridership is observed on Saturdays. This decrease might be due to the weekend, when there could be fewer scheduled activities and appointments, reflecting a lower demand for transportation services.
- Sunday (Average Pickups: ~8.1): Sundays show the lowest ridership in the week, which is typical for many service industries. The reduced demand could be due to the generally slower pace of Sunday activities and the closure of many facilities and services that ADA Paratransit users might visit during the week.

This daily pattern demonstrates that the ADA Paratransit service is heavily utilized during the weekdays, with a peak on Tuesdays. The service experiences a gradual decrease in demand as the week progresses towards the weekend, highlighting its important role in facilitating essential weekday activities for its users. This pattern underscores the necessity for reliable and efficient transportation for ADA Paratransit users, especially during busy weekdays.

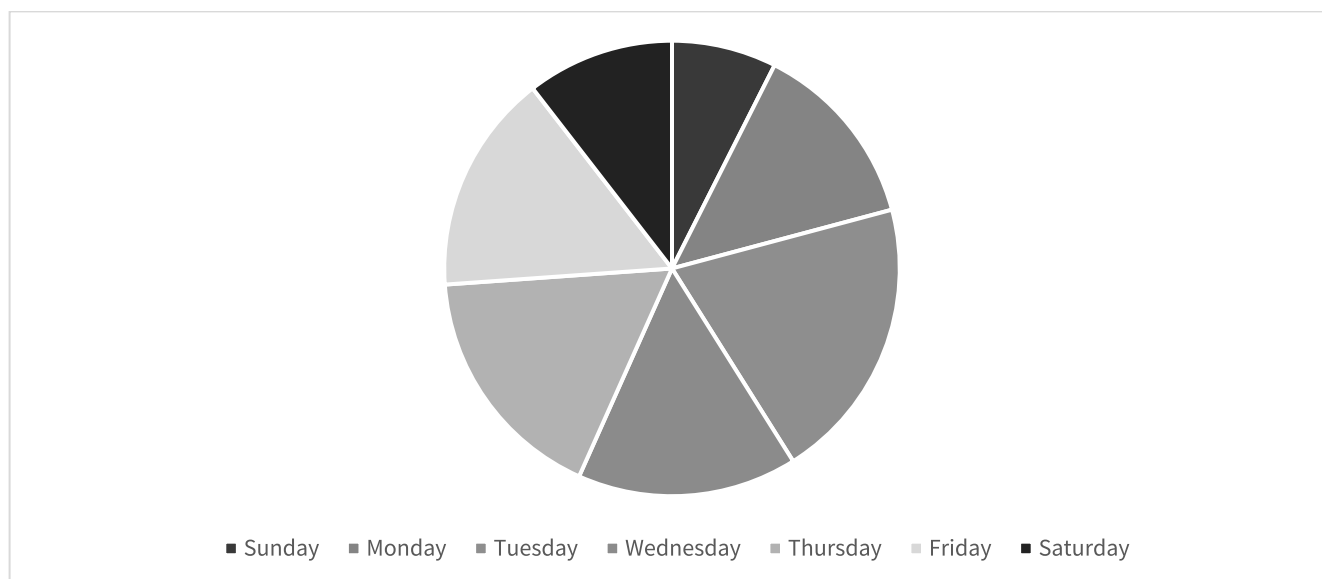


Figure 68 - ADA Paratransit Trips by Day of Week

TRAVEL DEMAND

Similar to the Arrow, we are able to review travel demand on ADA Paratransit utilizing data from the Spare platform. The data shows demand intensity in eastern Roseville closer to population centers in the city.

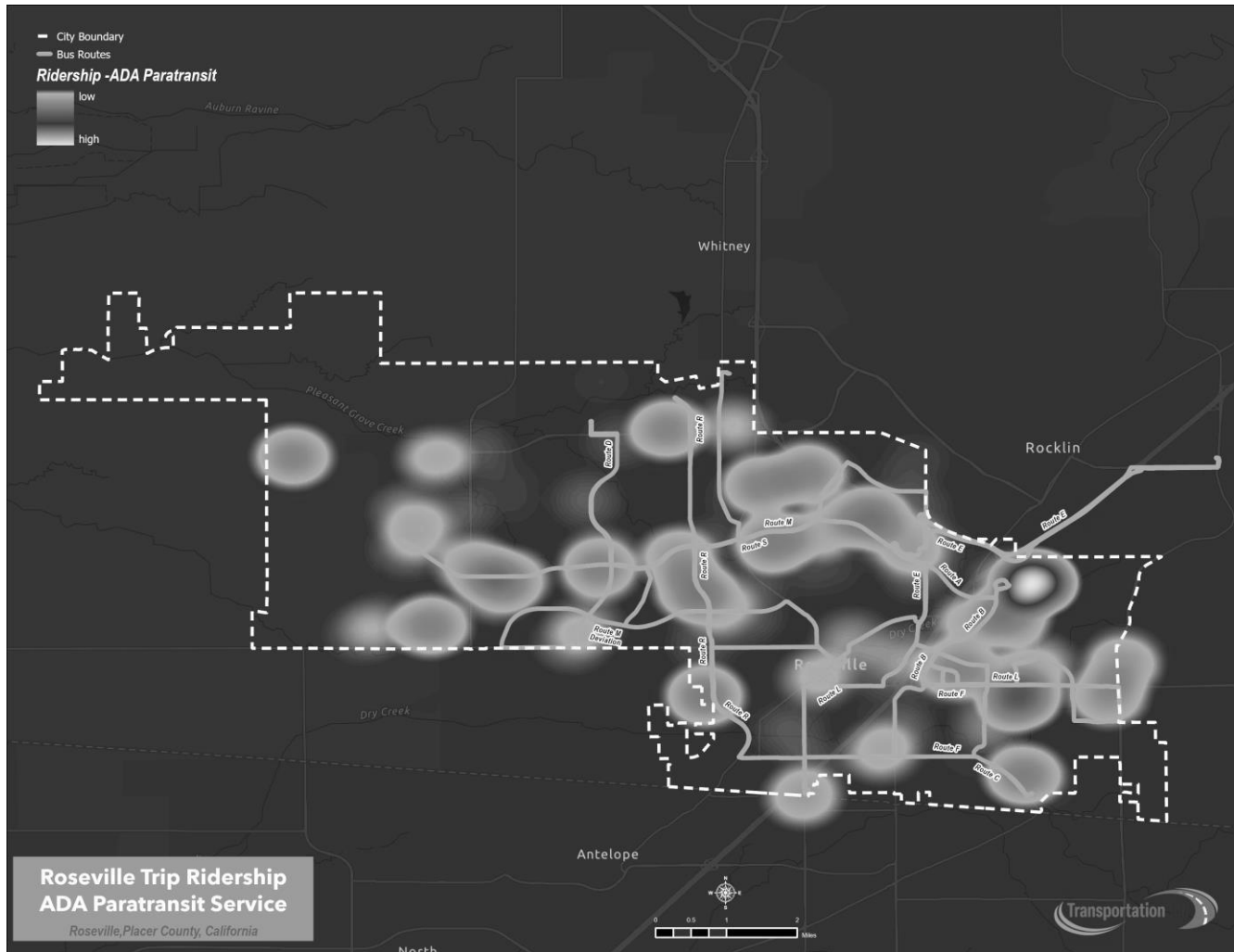


Figure 69 - ADA Paratransit Travel Demand

CORRELATION BETWEEN ARROW AND ADA RIDERSHIP

The correlation analysis between the month-to-month percentage change in ridership for DAR (Dial-a-Ride) and ADA (Americans with Disabilities Act) paratransit services in 2023 compared to 2021 and 2022 shows the following:

- The correlation between the percentage change in DAR and ADA ridership in 2023 compared to 2021 is 0.111, which indicates a very weak positive relationship.
- The correlation between the percentage change in DAR and ADA ridership in 2023 compared to 2022 is 0.352, which indicates a weak to moderate positive relationship.

These results show no strong correlation between increases in DAR ridership and decreases in ADA ridership. In other words, the increase in ridership for DAR services does not strongly relate to a decrease in ridership for ADA services across the months. This could mean that different factors are affecting the ridership of these two services, and they are not directly substituting for one another significantly.

Table 4 - Correlation between Arrow and ADA Ridership

Month	% Change DAR 2023 vs 2021	% Change DAR 2023 vs 2022	% Change ADA 2023 vs 2021	% Change ADA 2023 vs 2022
Jan	15.22%	15.22%	104.23%	52.57%
Feb	5.93%	5.93%	61.79%	37.24%
Mar	-2.65%	-2.65%	35.99%	15.93%
Apr	3.52%	3.52%	17.30%	4.31%
May	24.12%	24.12%	27.24%	13.54%
Jun	37.66%	37.66%	41.92%	40.24%
Jul	5.98%	32.66%	23.34%	28.10%
Aug	17.94%	13.73%	89.78%	28.71%
Sep	2.11%	4.30%	11.59%	23.40%
Oct	27.05%	16.33%	20.56%	16.62%
Nov	46.84%	58.34%	42.81%	33.43%

These correlations suggest that while there may be some relationship between the ridership of the two services, it is not strong enough to imply that the changes in one directly cause the changes in the other.

COMMUTER SERVICES

In this section, we delve into an insightful examination of the commuter services provided by Roseville Transit, focusing particularly on the routes leading into Downtown Sacramento. Our analysis spans from 2020 to 2023, a transformative era marked by unprecedented changes in commuting patterns largely due to the global pandemic and the subsequent shift towards remote working. By meticulously parsing ridership data segmented into morning and evening commute times, this report aims to uncover underlying trends, seasonal fluctuations, and the overall trajectory of ridership growth or decline. Our objective is to comprehensively understand how external factors such as public health crises, policy shifts, and evolving workplace norms have influenced commuter behavior and transit usage over these four critical years.

The data reflects monthly ridership figures, including morning (AM) and evening (PM) commute times. The analysis identifies month-to-month and year-over-year trends to understand patterns, seasonal variations, and overall ridership growth or decline over the four years.

DATA OVERVIEW

The dataset comprises monthly ridership numbers segmented into AM and PM slots for each year from 2020 to 2023. This format allows for a comprehensive analysis of temporal trends within and across years.

MONTH-TO-MONTH TRENDS

A key observation from the month-to-month analysis is the presence of distinct seasonal patterns in ridership. Specific months consistently show higher or lower ridership figures, suggesting influences such as weather conditions, public holidays, or academic calendars. Overall, there is a noticeable fluctuation in monthly ridership numbers each year, highlighting the impact of short-term factors on commuter behavior.

ANALYSIS

- **July:** Starting with July, there's a steady increase in ridership over the years. The growth from 2020 to 2021 is modest at 5.73%, but it surges significantly by 39.12% from 2021 to 2022, followed by an 8.42% increase into 2023.
- **August:** August shows a remarkable 43.77% increase from 2020 to 2021, accelerating further with a 58.13% increase into 2022. However, the growth moderates substantially to just 1.43% into 2023.

- **September and October:** Both months exhibit similar patterns. September sees a 55.13% increase from 2020 to 2021 and a 17.96% increase in 2022, with a further 19.66% rise in 2023. October follows with a significant 61.76% increase from 2020 to 2021, a 21.83% increase into 2022, and a more modest 5.70% increase into 2023.
- **November:** There is a sharp 63.03% increase in ridership from 2020 to 2021, followed by a substantial 39.86% rise in 2022 and a slight increase of 5.84% in 2023.
- **Standout Months**
- **August and October of 2021:** Both months stand out for their substantial year-over-year increases in ridership, indicating a strong recovery or change in commuter habits post-2020.
- **Moderation in Growth:** Despite the upward trends, there's a noticeable moderation in growth rates from 2022 to 2023, especially in months like August and October.

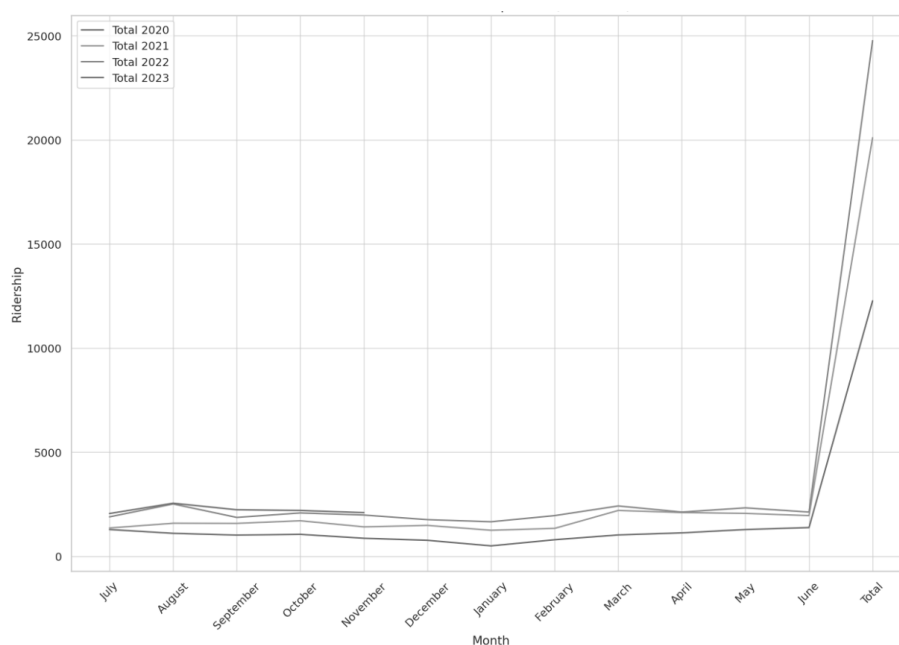


Figure 70 - Commuter Service Month-to-Month Ridership Trends

Key Points:

- Seasonal variations are evident, with certain months like August and October generally showing higher ridership.
- November often experiences a dip in ridership, potentially due to holiday-related factors.

YEAR-OVER-YEAR TRENDS

The year-over-year analysis reveals significant insights into the evolving nature of ridership over the four years.

- **Growth Post-2020:** A general upward trend in ridership is observed, particularly from 2020 to 2021. This could be attributed to factors such as a post-pandemic recovery, changes in commuting patterns, or enhancements in transit services.
- **Significant increase in 2021-2022:** The period between 2021 and 2022 experienced a substantial increase in ridership. This period's growth rate was notably higher than in other years, possibly due to economic revival or changes in public perception of transit safety.
- **Moderation in 2022-2023:** While the overall trend continues to be upward, the growth rate in 2022-2023 shows signs of moderation, suggesting a possible stabilization after a phase of rapid growth.
- **Notable Growth:** The largest increases are in January (147.73% from FY 2021 to FY 2022) and December (92.38% from FY 2021 to FY 2022).

Key Trends:

- Consistent growth in ridership year-over-year, with varying degrees of change across different months.
- A marked increase in 2021-2022, followed by a more moderate growth in 2022-2023.
- COVID-19 Recovery – at its peak in 2017, Roseville Transit carried over 139,000 riders annually into Sacramento. Since the pandemic, that number has dropped precipitously. While the department used to provide services to over 530 riders per day, as of the most current data set, Roseville Transit averages approximately 100 riders per day.

IMPACT OF WORK-FROM-HOME POLICIES

Both the State of California, the largest employer in Sacramento, and the city itself have enacted work-from-home guidelines that have resulted in far fewer riders needing to travel into Sacramento.

NOTABLE TELEWORK POLICIES

The State of California has a telework policy that allows eligible employees to request to work remotely, subject to the approval of their supervisors and departments. The policy aims to provide benefits such as reduced commute costs, improved air quality, increased productivity, and flexibility for employees and departments. The policy covers the following aspects:

- **Eligibility criteria:** Employees must have satisfactory performance ratings, no disciplinary actions, and no telework-related conflicts with their job duties, work schedules, or co-workers.
- **Application process:** Employees must submit a telework agreement form and a telework self-certification checklist to their supervisors for review and approval.
- **Telework schedule:** Employees and supervisors must agree on a regular telework schedule that specifies the days and hours of telework, the location of the telework site, and the method of communication.
- **Equipment and expenses:** Employees are responsible for providing and maintaining their own equipment and internet service unless otherwise authorized by their departments. With prior approval and proper documentation, employees may be reimbursed for work-related expenses, such as phone calls, postage, and printing.
- **Performance and evaluation:** Employees must maintain the same level of performance, accountability, and communication as they were working in the office. Supervisors must monitor and evaluate the employees' telework performance and provide feedback and coaching as needed.

The City of Sacramento also has a remote work policy that is a voluntary and cooperative arrangement between employees and the city. The policy states that remote work is not an entitlement or a vested right, and not all city employees perform work that qualifies for remote work¹. The policy covers the following aspects:

- **Eligibility criteria:** Employees must have a satisfactory or better performance rating, no disciplinary actions within the last 12 months, and a suitable remote work site that meets safety and security standards.
- **Application process:** Employees must submit a remote work agreement form and a remote work site self-inspection form to their supervisors for review and approval.

- Remote work schedule: Employees and supervisors must agree on a regular remote work schedule that specifies the days and hours of remote work, the location of the remote work site, and the method of communication.
- Equipment and expenses: The city may provide employees with equipment and supplies necessary for remote work, such as computers, phones, and software. Employees may be reimbursed for work-related expenses, such as phone calls, internet service, and printing, with prior approval and proper documentation.
- Performance and evaluation: Employees must maintain the same level of performance, accountability, and communication as if they were working in the office. Supervisors must monitor and evaluate the employees' remote work performance and provide feedback and coaching as needed.

OFFICE OCCUPANCY

Office occupancy is the percentage of office space that is occupied by tenants or owners. Office occupancy in Sacramento has declined due to the pandemic and the shift to remote work. The regional vacancy rate rose to 20.3% in Q4 2023, nearing the record high of 21.7% in 2011. Some office buildings are being converted to residential units to meet the housing demand. The office occupancy trends in Sacramento are as follows:

- Downtown Sacramento: The vacancy rate increased to 18.9% in Q4 2023, up from 15.7% in Q4 2022. The average asking rent decreased to \$2.88 per square foot per month, down from \$2.94 in Q4 2022. The net absorption was negative 215,000 square feet, meaning more space was vacated than leased.
- Suburban Sacramento: The vacancy rate increased to 21.1% in Q4 2023, up from 18.5% in Q4 2022. The average asking rent decreased to \$2.01 per square foot per month, down from \$2.04 in Q4 2022. The net absorption was negative 375,000 square feet, meaning more space was vacated than leased.

IMPACTS TO TRANSIT

Public transit agencies have faced challenges such as reduced ridership, revenue loss, and service cuts due to the pandemic and the rise of remote work. Some of the impacts and responses of public transit agencies are:

- **SacRT:** SacRT experienced a 70% drop in ridership and a 25% drop in revenue in 2020 due to the pandemic. SacRT received \$112 million in federal relief funds to maintain its operations and avoid layoffs. SacRT also implemented safety and sanitation measures, such as requiring face masks, installing hand sanitizer dispensers, and disinfecting vehicles and stations. SacRT also launched new services, such as Smart Ride on-demand microtransit, Airport Express bus, and SmartPass mobile app.
- **Folsom Stage Line:** Folsom Stage Line experienced a 90% drop in ridership and a 50% drop in revenue in 2020 due to the pandemic. Folsom Stage Line received \$1.6 million in federal relief funds to maintain its operations and avoid layoffs. Folsom Stage Line also implemented safety and sanitation measures, such as requiring face masks, installing plastic barriers, and disinfecting vehicles. Folsom Stage Line also reduced its service frequency and hours and suspended some routes.
- **Causeway Connection:** Causeway Connection is a new electric bus service that connects UC Davis and UC Davis Health campuses, launched in April 2020. Causeway Connection experienced low ridership due to the pandemic and the shift to remote work. Causeway Connection received \$3.6 million in state and federal grants to fund its operations and purchase its vehicles. Causeway Connection also implemented safety and sanitation measures, such as requiring face masks, limiting capacity, and disinfecting vehicles. Causeway Connection also adjusted its service frequency and hours and offered free rides for UC Davis affiliates.

SUMMARY

The data, broken down into monthly ridership figures for morning and evening commutes, reveals distinct month-to-month seasonal patterns, such as increased ridership in August and October and a decrease in November. This suggests influences like weather conditions and public holidays. A year-over-year analysis shows a general upward trend in ridership, especially significant between 2021 and 2022, likely due to post-pandemic recovery and changes in commuting patterns. However, there's a moderation in growth during 2022-2023, indicating a possible stabilization after a phase of rapid growth.

The impact of work-from-home policies implemented by the State of California and the City of Sacramento is notable, with these guidelines contributing to a decrease in commuters traveling to Sacramento. Both entities have comprehensive telework policies that outline criteria for eligibility, application processes, telework schedules, equipment responsibilities, and performance evaluation methods.

Office occupancy trends in Sacramento have shifted significantly due to the pandemic and the move towards remote work, leading to increased vacancy rates in both downtown and suburban areas. This shift has prompted some office buildings to convert to residential units.

Public transit agencies like SacRT, Folsom Stage Line, and Causeway Connection have been heavily impacted by reduced ridership and revenue. They have received federal relief funds to maintain operations and avoid layoffs and have adapted by implementing safety measures, reducing service frequency, and introducing new services like on-demand microtransit and electric bus services. These changes reflect the agencies' efforts to adapt to commuters' evolving needs and behaviors in the post-pandemic landscape.

Peer Review

PEER AGENCY OVERVIEW

The "Peer Review" report for Roseville Transit presents a comprehensive comparative analysis of Roseville's transit services against similar agencies in California, focusing on key operational metrics.

Roseville Transit was compared with peer agencies based on factors like population density, educational attainment, financial budgets, and service demand. The agencies included cities like Fairfield, Santa Rosa, and Tulare, in the counties of Placer and Sonoma. The report assessed key metrics such as cost per revenue hour, total passenger trips, and farebox recovery ratios, revealing Roseville's position in relation to its peers.

A notable trend was the variation in costs per revenue hour among different agencies. While most exhibited an increase over the years, Roseville showed a slight decrease in 2021, suggesting efficient cost management. However, a significant decline in total passenger trips from 2019 to 2021 was observed across all agencies, largely due to the COVID-19 pandemic's impact on public transportation.

The report also delves into fixed-route, commuter, and demand-response services, assessing metrics like ridership, service efficiency, and financial performance. Roseville's fixed-route service saw a decline in ridership over the years, mirroring broader regional trends. In terms of commuter services, while Roseville experienced a decrease in passenger trips, its farebox recovery percentage remained strong, indicating effective fare revenue management. The demand-response service analysis revealed Roseville's moderate performance, with some fluctuations in ridership and efficiency metrics.

COVID-19's impact on transit services is a critical focus, with the pandemic significantly affecting ridership, fare collections, and operating expenses across all agencies. The report noted the adoption of safety protocols and digital solutions as key responses to these challenges.

Overall, the "Peer Review" report for Roseville Transit provides valuable insights into the agency's performance relative to its peers, highlighting areas of strength and opportunities for improvement. It serves as a crucial tool for benchmarking and strategizing future enhancements to Roseville's transit services.

The following presents a comparative analysis of various transit agencies in California, examining factors like population density, educational attainment, financial budgets, and service demand response.

Innovate Mobility utilizes a "likeness score" that compares agencies that provide data to the National Transit Database. This likeness score is an index of multiple factors, including those listed above. Those factors are combined to create the index determining Roseville Transit's peers. The peers chosen are as follows (all systems are in California):

Agency Name	Location
City of Fairfield, California	Fairfield
City of Roseville	Roseville
City of Santa Rosa	Santa Rosa
City of Tulare	Tulare
City of Union City	Union City
County of Placer	Auburn
County of Sonoma	Santa Rosa
El Dorado County Transit Authority	Diamond Springs
Livermore / Amador Valley Transit Authority	Livermore
Solano County Transit	Vallejo
Stanislaus County	Modesto
Transit Joint Powers Authority for Merced County	Merced
Ventura County Transportation Commission	Camarillo
Western Contra Costa Transit Authority	Pinole
Yolo County Transportation District	Woodland
Yuba-Sutter Transit Authority	Marysville

Table 5 - Peer List

The following key metrics were utilized to determine the peers:

Agency Name	Urban Area Population	Total Revenue Miles Operated	Total Operating Budget	Population Density	Percent Population with College Degree	Population Growth Rate	Percent Poverty	Percent Service Demand Response	Percent Service Purchased
City of Fairfield, California	145,918	1,274,643	\$11,941,036	3,698	26.9	29.92	11.1	13%	100%
City of Roseville	1,919,826	580,081	\$5,367,025	4,076	35.5	28.3	12	25%	100%
City of Santa Rosa	311,132	732,337	\$10,335,831	3,176	35.1	2.72	10.2	28%	32%
City of Tulare	249,462	592,716	\$3,535,851	3,934	20.3	84.02	16	30%	100%
City of Union City	3,440,874	495,751	\$5,354,201	6,569	52.5	3.42	9.7	29%	100%
County of Placer	1,919,826	1,436,535	\$13,679,681	4,076	35.5	28.3	12	32%	53%
County of Sonoma	311,132	1,339,826	\$14,499,614	3,176	35.1	2.72	10.2	39%	100%
El Dorado County Transit Authority	1,919,826	663,275	\$6,929,863	4,076	35.5	28.3	12	31%	0%
Livermore / Amador Valley Transit Authority	674,633	1,148,750	\$13,996,467	3,309	60.6	18.81	5.9	18%	100%
Solano County Transit	177,202	1,224,928	\$12,918,855	4,218	32.5	11.5	10.6	17%	100%
Stanislaus County	384,668	988,618	\$5,459,784	4,187	18.8	16.29	15.2	39%	100%
Transit Joint Powers Authority for Merced County	154,835	1,617,469	\$11,834,285	3,261	18.4	28.43	23.1	33%	100%
Ventura County Transportation Commission	374,827	1,411,750	\$8,551,151	4,442	28.4	0.49	10.2	22%	100%
Western Contra Costa Transit Authority	3,440,874	1,164,097	\$11,036,724	6,569	52.5	3.42	9.7	21%	100%
Yolo County Transportation District	1,919,826	1,761,259	\$13,040,433	4,076	35.5	28.3	12	22%	100%
Yuba-Sutter Transit Authority	129,384	983,276	\$7,542,655	3,347	16.7	12.99	19.6	32%	100%

Table 6 - Peer List Key Metric

SUMMARY OF KEY METRICS

Roseville Transit serves an urban population of 1,919,826 and operates 580,081 revenue miles on a budget of \$5,367,025. About 35.5% of its population have a college degree, and it has a rate of 28.3%. In comparison, the City of Santa Rosa has a larger operating budget of \$10,335,831 despite catering to a much smaller population of 311,132, and it also sees a higher service demand response at 28%. The City of Tulare is smaller in most metrics but stands out with a notably high population growth rate of 84.02% and a higher poverty rate of 16%. In contrast, the City of Union City boasts a significantly larger population but operates fewer revenue miles. It also has a commendable 52.5% of its population with college degrees.

The County of Placer shares striking similarities in urban population and density with Roseville, yet it operates more than double the revenue miles. The County of Sonoma mirrors Santa Rosa in many aspects but outdoes it with a larger operating budget and a higher service demand response. El Dorado County Transit Authority aligns with Roseville's population figures but maintains a more substantial operating budget. Impressively, the Livermore/Amador Valley Transit Authority, with its smaller population, oversees more revenue miles and a larger budget. Furthermore, it leads to educational attainment, with 60.6% of its population holding college degrees.

Solano County Transit may be smaller than Roseville in several categories, but it operates on a disproportionately large budget. Stanislaus County serves a mid-sized population and has a noticeable dip in the percentage of residents with a college degree. Despite its smaller population, the Transit Joint Powers Authority for Merced County manages more significant revenue miles and a significantly increased budget. The Ventura County Transportation Commission, although smaller in various metrics, still commands a more substantial operating budget than Roseville.

Finally, the Western Contra Costa Transit Authority parallels Union City with a vast population but fewer service miles. The Yolo County Transportation District is on par with Roseville and the County of Placer in numerous metrics. On the smaller end, the Yuba-Sutter Transit Authority operates in an area with the least population among the listed entities and a lower percentage of college graduates. Still, it is noteworthy that it runs close to a million revenue miles. While many transit systems operate in regions with populations comparable to Roseville, their budgets, service miles, and other characteristics vary, signifying each area's unique needs and priorities.

COST PER REVENUE HOUR

In general, most transit authorities exhibited an increase in costs over the three years. The **City of Fairfield, California**, saw a pronounced escalation, beginning at \$117.67 in 2019, increasing to \$140.75 in 2020, and surging to \$209.41 by 2021. The **County of Placer** also experienced a substantial uptick, reaching the highest cost in 2021 at \$272.92, up from \$156.92 in 2019.

However, not all areas showed consistent upward trends. The **City of Roseville**, for instance, witnessed costs rise from \$122.65 in 2019 to \$132.91 in 2020, only to decrease slightly to \$131.25 in 2021. Similarly, the **Ventura County Transportation Commission** saw a reduction in 2021, with costs dropping to \$98.63 from \$106.72 in 2020.

The **Transit Joint Powers Authority for Merced County** maintained the lowest costs over the years, but these did show a slight increase from \$75.99 in 2019 to \$107.61 in 2021.

In summary, while most transit authorities in the list saw rising costs per revenue hour over the three years, there were a few exceptions. The reasons for these variances would require a deeper exploration into each region's operational, economic, and infrastructural factors.

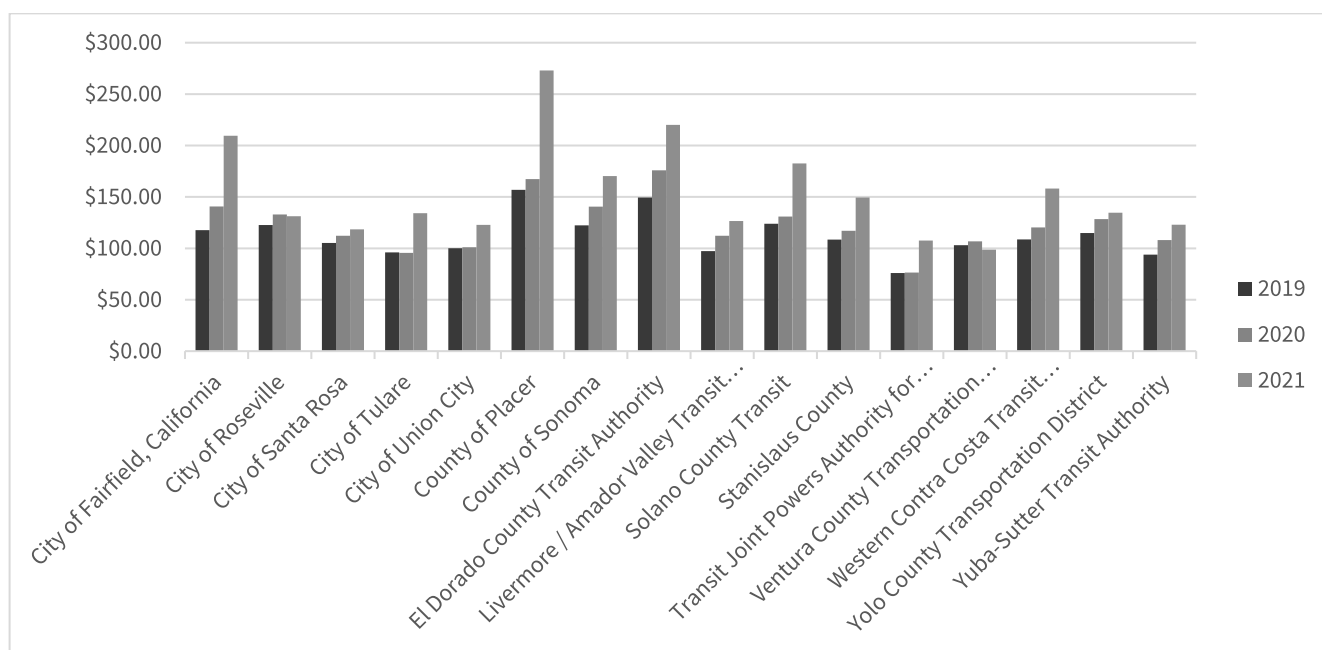


Figure 71 – Cost per Revenue Hour

TOTAL PASSENGER TRIPS

Across the board, there's a noticeable decline in passenger trips from 2019 to 2021 for all listed authorities. This drop is particularly pronounced from 2020 to 2021. For instance, the **City of Fairfield, California**, witnessed passenger trips drop significantly from 2,693,170 in 2019 to 310,441 by 2021. Similarly, the **City of Roseville** saw trips reduce from 996,884 in 2019 to 125,058 in 2021.

The **City of Santa Rosa**, which had one of the highest passenger trip counts in 2019 at 5,521,046, also experienced a sharp decrease to 788,625 by 2021. **Livermore / Amador Valley Transit Authority** and **Solano County Transit** showed similar high figures in 2019 with 5,073,545 and 4,303,518 passenger trips, respectively, dropping to 435,186 and 422,380 in 2021.

Even authorities with more modest initial figures, like the **El Dorado County Transit Authority**, which started with 1,156,043 trips in 2019, witnessed their figures plummet to 109,251 by 2021.

In summary, all transit authorities listed experienced a significant reduction in passenger trips over three years, with the most drastic declines occurring from 2020 to 2021. These declines were almost entirely due to the COVID-19 pandemic that affected public transportation ridership worldwide.

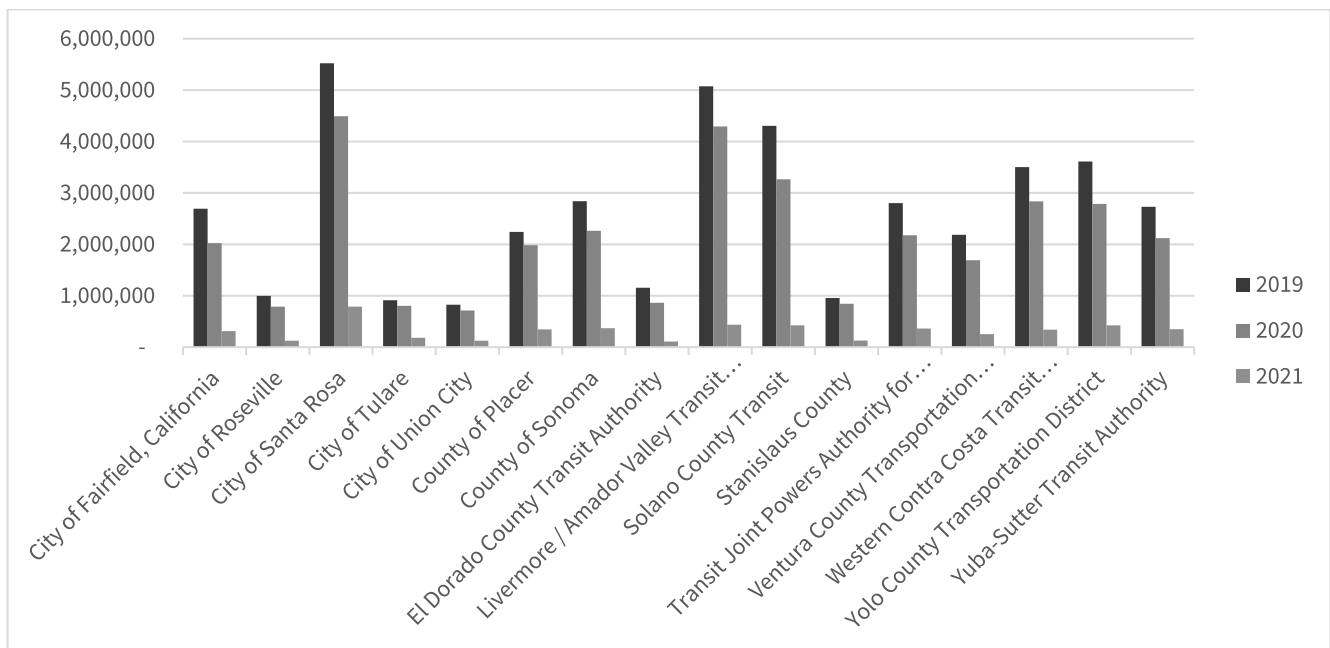


Figure 72 - Passenger Trips

FIXED ROUTE PEER REVIEW

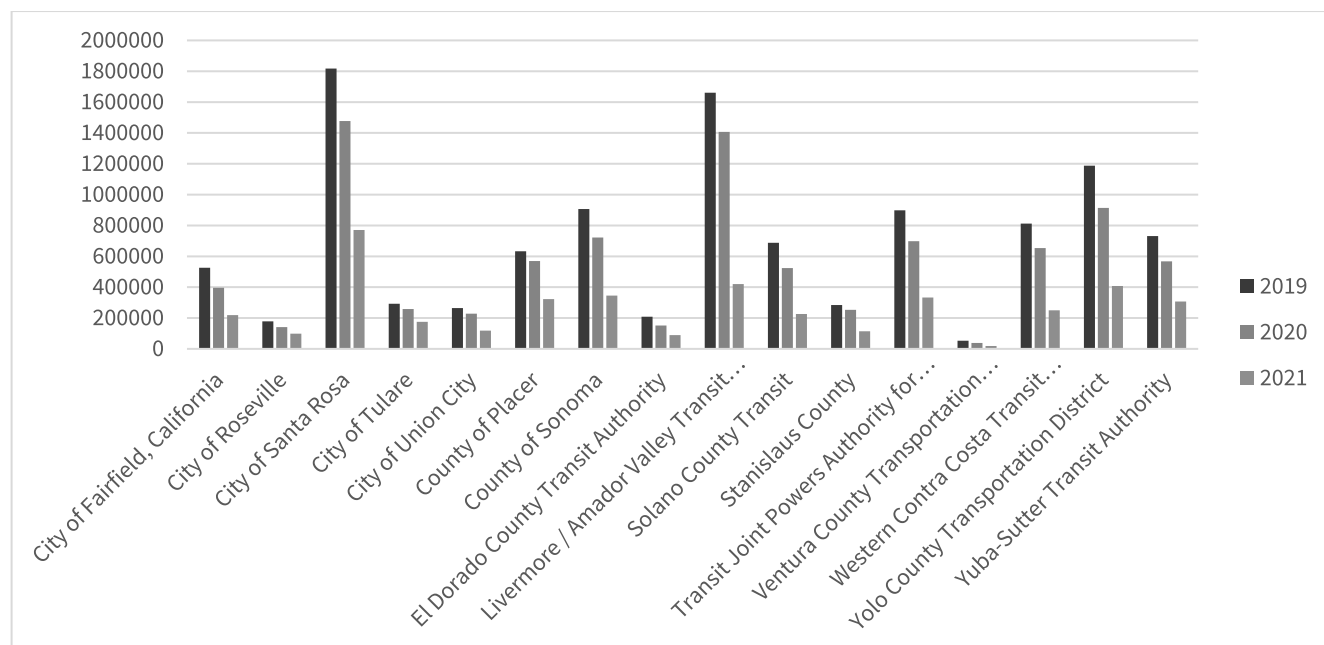


Figure 73 –Fixed Route Passenger Trips

The City of Roseville saw a decline in ridership over the three years: 178,277 trips in 2019, 140,605 in 2020, and 98,290 in 2021.

T City of Roseville, all listed transit authorities experienced a drop in ridership across the three years.

In 2019, the **City of Santa Rosa** and **Livermore / Amador Valley Transit Authority** had significantly higher ridership figures than Roseville, with 1,817,112 and 1,660,443 passenger trips, respectively. By 2021, their figures reduced to 771,112 and 420,226 respectively. Although they remained higher than Roseville's figures, the decline in percentage is noteworthy.

Ventura County Transportation Commission had the lowest ridership in all three years among all authorities listed. By 2021, they had just 18,885 passenger trips.

Relative to Roseville: In 2019, 10 authorities had higher ridership, while five had lower. By 2021, 8 authorities had higher ridership than Roseville, with 7 having lower ridership. This indicates that while Roseville did experience a decline in ridership, it was not as severely impacted percentage-wise as some other regions.

The City of Roseville experienced a decline in fixed route ridership over the three years, with the numbers dropping from 178,277 to 98,290. This pattern of decline is consistent with all listed transit authorities, suggesting overarching factors influencing this trend. Compared to other authorities, Roseville was positioned in the mid-range for ridership, with several authorities above and below its figures.

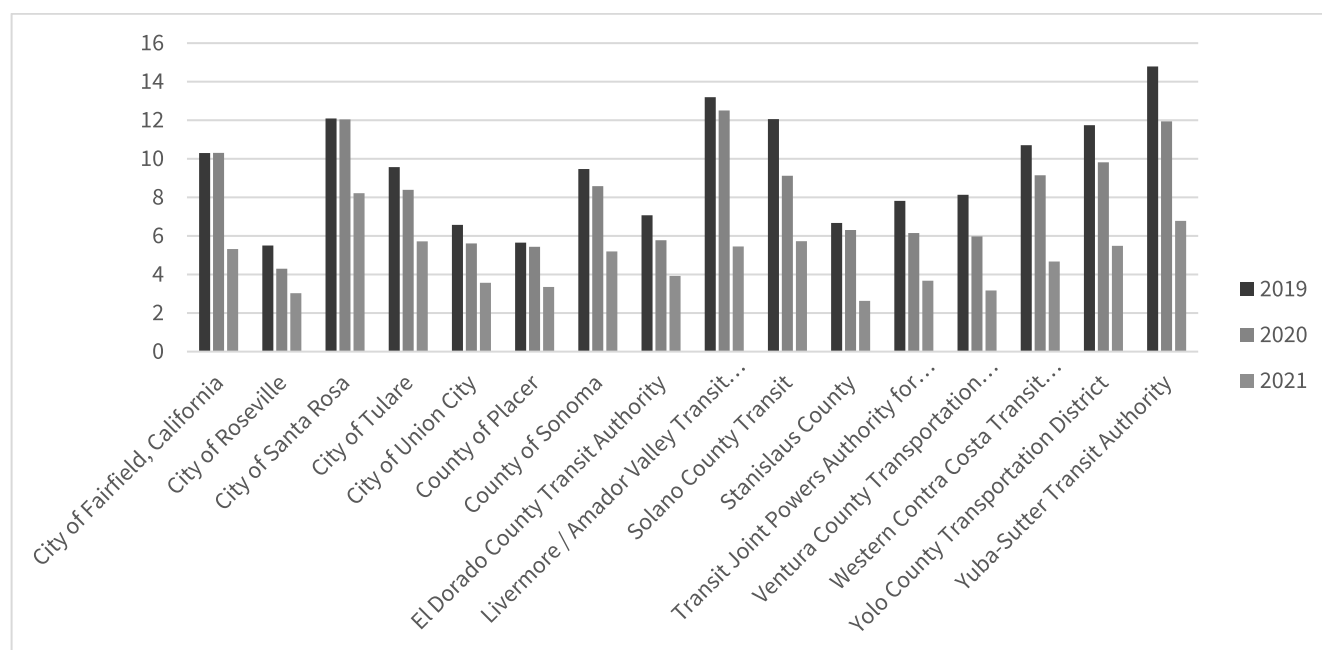


Figure 74 –Fixed Route Passenger Trips per Revenue Hour

The **City of Roseville** saw a continuous decline over the three years: from 5.5 in 2019 to 4.3 in 2020 and further down to 3.0 in 2021.

All listed entities experienced a decrease in their values from 2019 to 2021. This consistent decrease across the board suggests a broader, possibly external factor affecting these metrics for all regions.

In 2019, the **highest value** was observed for the **Yuba-Sutter Transit Authority** with 14.8, and the **lowest** was for the **City of Roseville** with 5.5. By 2021, while Yuba-Sutter still had a higher value of 6.8, Stanislaus County saw the lowest figure of 2.6.

Relative to Roseville:

- In 2019, 14 entities had higher values, and only 1 had a lower value.

- In 2020, 13 entities had higher values, and 2 had a lower value.
- In 2021, 14 entities had higher values, and only 1 had a lower value.

This comparison reveals that Roseville was consistently in the lower range throughout these years.

Livermore / Amador Valley Transit Authority experienced a significant drop from 13.2 in 2019 to 5.5 in 2021. City of Santa Rosa and Solano County Transit began with 12.1 in 2019 and dropped to 8.2 and 5.7 in 2021, respectively.

The City of Roseville saw a consistent decline in its metrics from 2019 to 2021, starting from 5.5 and reducing to 3.0. This decline mirrors the broader trend observed across all entities. Roseville's numbers were consistently among the lower values compared to other regions, suggesting it may face specific challenges or conditions that keep its metrics lower. Entities like Livermore/Amador Valley and the City of Santa Rosa witnessed significant decreases over this period, suggesting notable shifts or challenges in those areas.

REVENUE OPERATING HOURS

The **City of Roseville** remained relatively stable over the three years. Its revenue hours were 32,402 in 2019, slightly increased to 32,718 in 2020, and then almost returned to its 2019 figure of 32,408 in 2021.

Most entities saw a **decrease** in their revenue hours from 2019 to 2021. This pattern suggests broader, potentially external factors impacting revenue hours for all these regions.

Significant Decreases:

- **Livermore / Amador Valley Transit Authority** witnessed the most significant drop from 125,799 in 2019 to 77,053 in 2021.
- **The City of Santa Rosa** decreased from 86,386 in 2019 to 55,813 in 2021.
- **Transit Joint Powers Authority for Merced County** went from 114,903 in 2019 to 90,438 in 2021.

Relative to Roseville:

- Several entities had higher revenue hours in all three years than Roseville, indicating more extensive operations or longer operational hours. For instance, Livermore / Amador, Yolo County Transportation District, and the City of Santa Rosa consistently showed higher values than Roseville.
- Few entities like the City of Tulare, El Dorado County Transit Authority, and Ventura County Transportation Commission consistently reported lower revenue hours than Roseville.

Stability: While most entities witnessed fluctuations, the City of Tulare remained notably stable, with revenue hours hovering around 30,500 across the three years.

Summary:

The City of Roseville's revenue hours remained notably stable over the three years, showcasing minor fluctuations. In contrast, most other entities witnessed drops in their revenue hours during the same period, with some seeing significant decreases. Roseville's stability sets it apart in this data set, as most other regions faced challenges or factors that reduced their operational or revenue hours. Livermore / Amador Valley and the City of Santa Rosa were among the entities with the most significant drops, indicating considerable shifts in their operations or conditions.

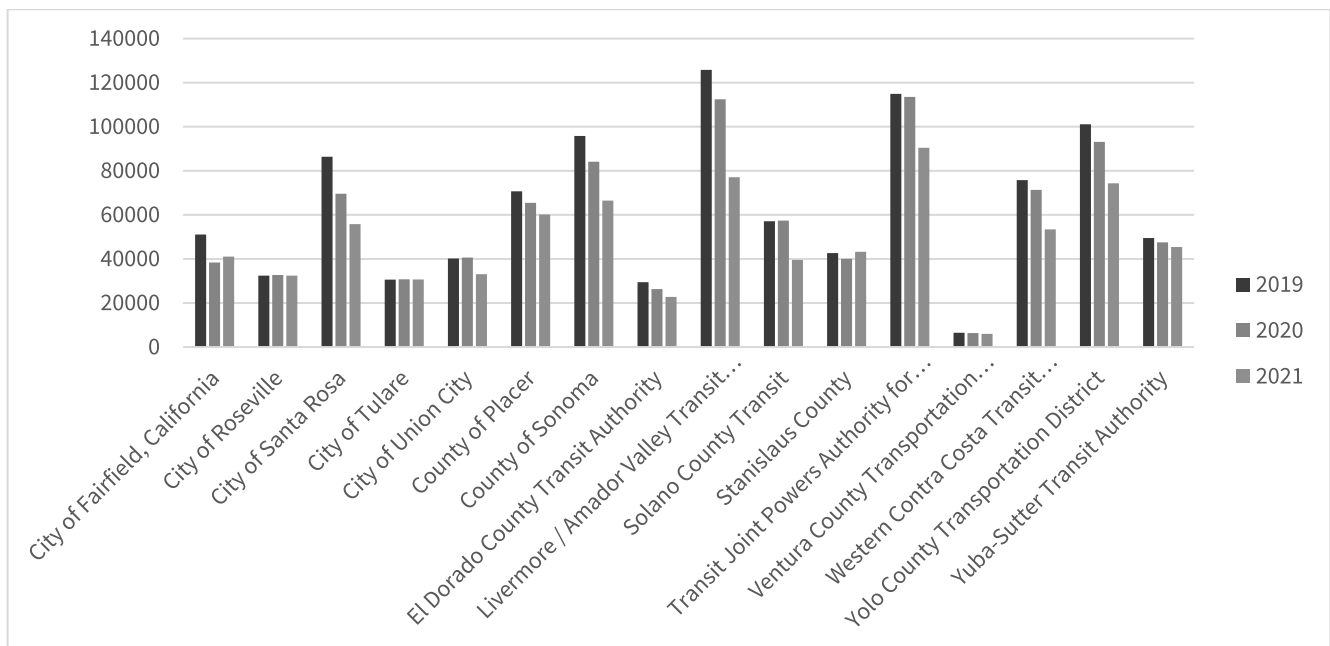


Figure 75 – Fixed Route Revenue Hours

REVENUE OPERATING SPEED

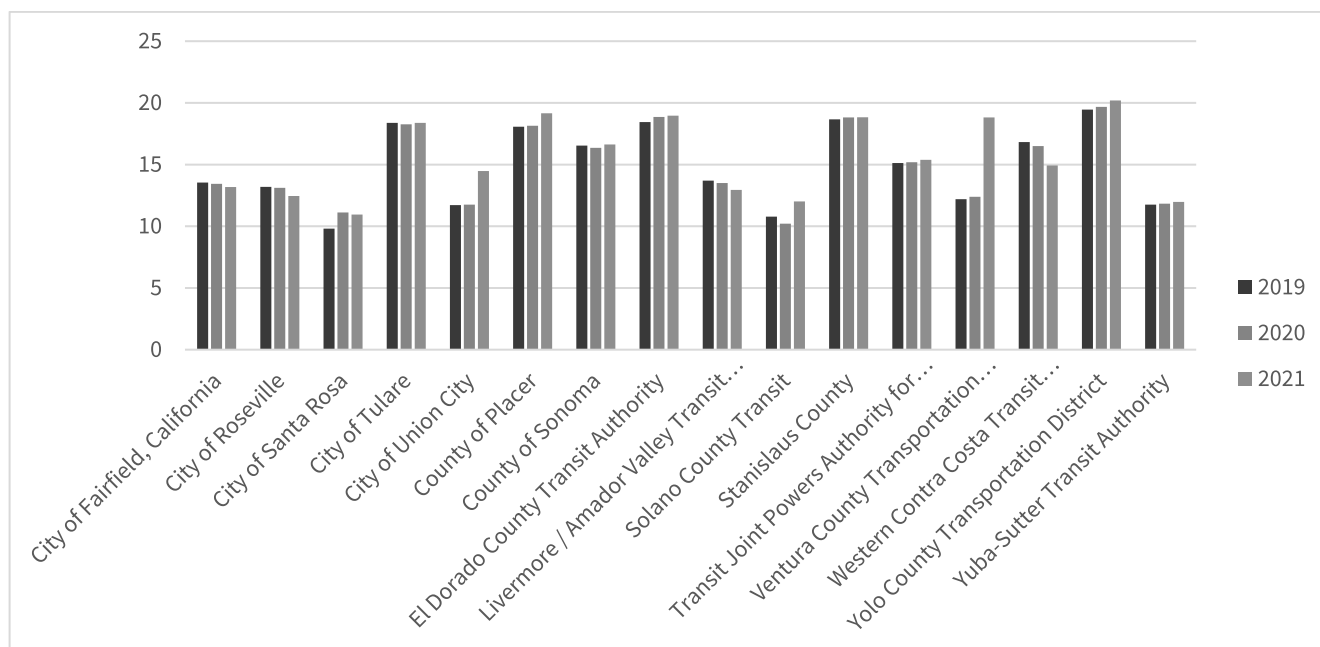


Figure 76 – Fixed Route Revenue Speed

The **City of Roseville** witnessed a slight decrease in average speed over the years, from 13.2 in 2019 to 12.5 in 2021. Most entities have varied average speeds across the years, with some showing increases and others showing decreases.

Significant Increases:

- The **City of Union City** increased from 11.7 in 2019 to 14.5 in 2021.
- **Ventura County Transportation Commission** showed a dramatic rise from 12.2 in 2019 to 18.8 in 2021.

Significant Decreases:

- While Roseville saw a reduction, its rate of decline was less pronounced than some entities like Solano County Transit, which went from 10.8 in 2019 to 10.2 in 2020, though it increased again to 12.0 in 2021.

Relative to Roseville:

- Several entities like the City of Tulare, County of Placer, El Dorado County Transit Authority, and Stanislaus County consistently maintained higher average speeds than Roseville across the three years.
- Entities like the City of Santa Rosa, City of Union City (for 2019 and 2020), Solano County Transit, and Yuba-Sutter Transit Authority consistently had lower average speeds than Roseville.

Yolo County Transportation District recorded the highest average speed, rising to 20.2 in 2021.

Summary:

The City of Roseville experienced a minor reduction in average speed from 2019 to 2021. Compared to other entities, Roseville's speed was mid-tier, with several regions operating at faster and slower average speeds. While some cities or districts, like Ventura County Transportation Commission, saw significant improvements, others remained relatively stable. The Yolo County Transportation District stood out as the fastest, progressively increasing speed.

OPERATING COSTS PER REVENUE HOUR

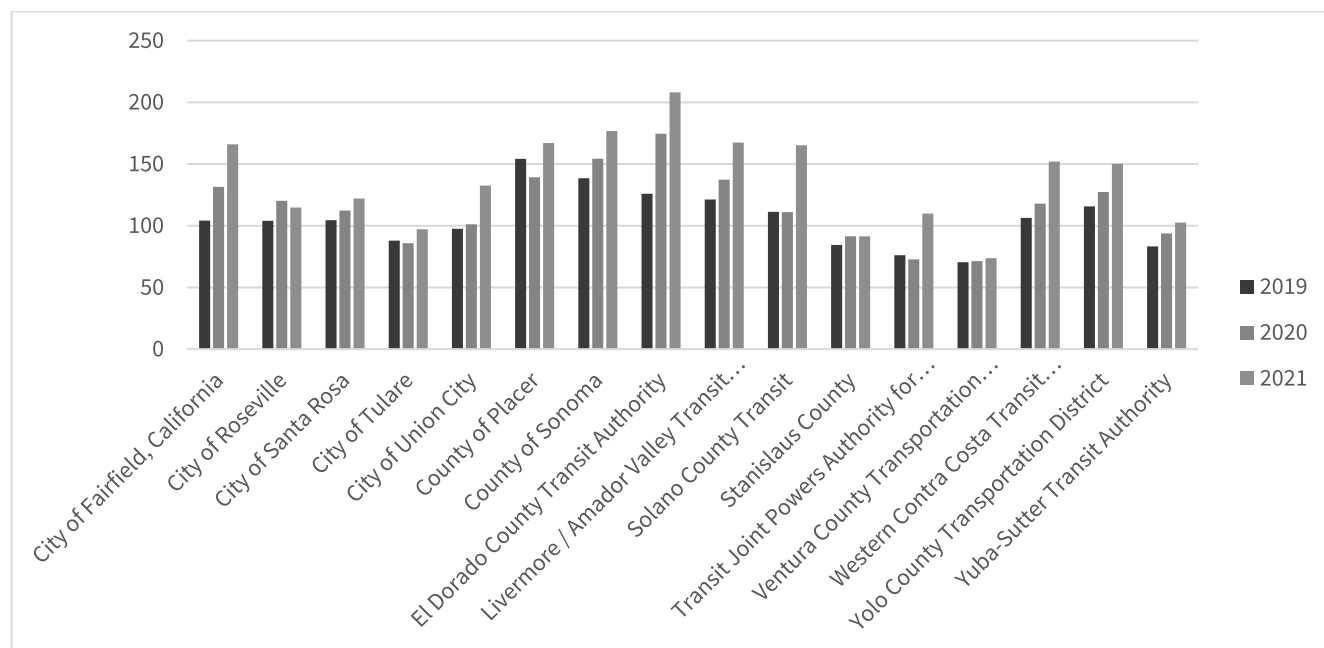


Figure 77 – Fixed Route Operating Costs per Revenue Hour

In 2019, the City of Roseville's average cost per revenue hour was competitive, with costs slightly below those of several peer entities, including the City of Fairfield and the City of Santa Rosa. Roseville's costs were significantly lower than those incurred by the County of Placer, County of Sonoma, and El Dorado County Transit Authority.

In 2020, Roseville experienced a moderate increase in its average cost per revenue hour but remained competitive. It had lower costs than the County of Placer, County of Sonoma, and El Dorado County Transit Authority. However, Roseville's cost was slightly higher than other entities, such as the City of Santa Rosa and the City of Tulare.

In 2021, Roseville's cost per revenue hour decreased, demonstrating its cost-effective approach. It remained competitive with several peer entities and notably had lower costs than the County of Sonoma and El Dorado County Transit Authority.

Overall, the City of Roseville's transit service showed cost competitiveness with other regional entities over the three years. The fluctuations observed in cost can be attributed to various factors, including service levels, operational efficiencies, and external economic conditions.

FAREBOX RECOVERY

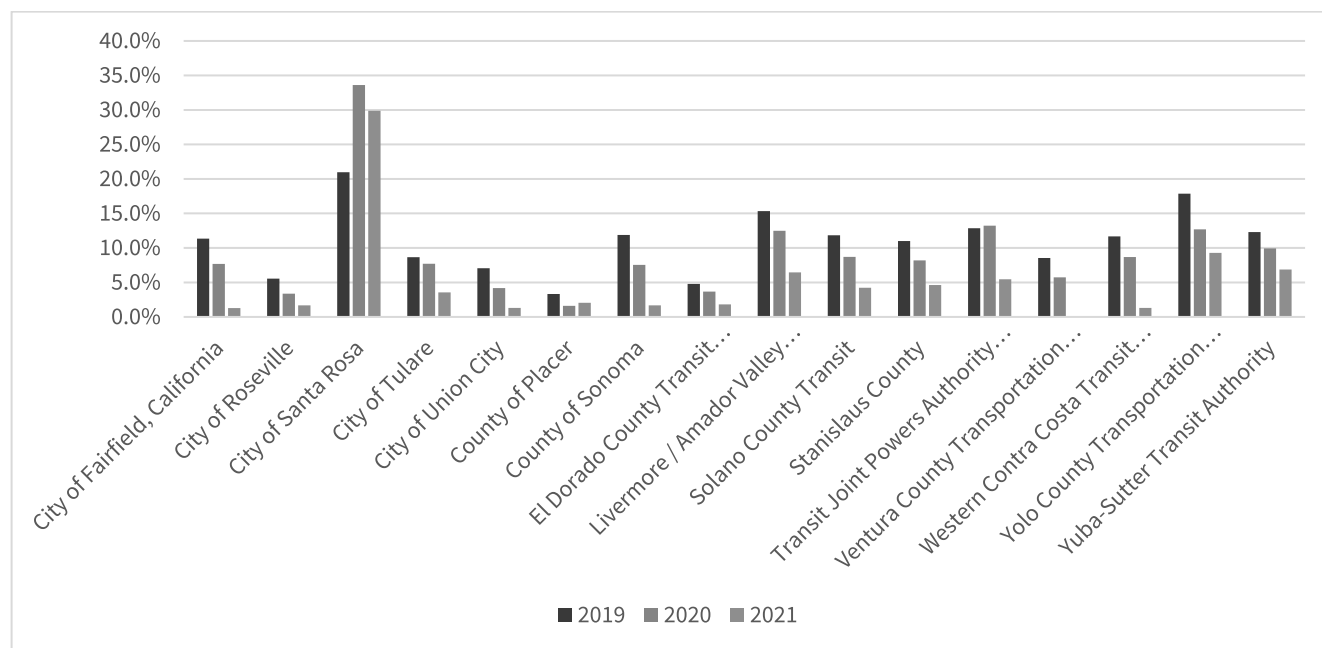


Figure 78 – Fixed Route Farebox Recovery Ratio

Farebox recovery percentage signifies the proportion of operating expenses covered by fare revenue. Several observations can be made compared to the City of Roseville's farebox recovery percentages.

The City of Roseville exhibited a consistently lower farebox recovery percentage than most other entities in the dataset over the three years. This suggests that Roseville relied heavily on subsidies and alternative revenue sources to sustain its public transit services. Conversely, entities like Fairfield, Santa Rosa, Tulare, Union City, El Dorado County Transit Authority, Livermore/Amador Valley Transit Authority, Solano County Transit, Stanislaus County, Transit Joint Powers Authority for Merced County, Yolo County Transportation District, and Yuba-Sutter Transit Authority generally reported higher farebox recovery percentages, indicating a greater ability to cover their operating expenses through fare revenue alone.

In particular, Santa Rosa consistently had significantly higher farebox recovery percentages than Roseville throughout the three years, indicating a higher degree of self-sufficiency in funding their transit operations. On the other hand, Ventura County Transportation Commission and Western Contra Costa Transit Authority reported varying farebox recovery percentages, with 2021 displaying substantial drops in these figures compared to the previous years.

COST PER TRIP

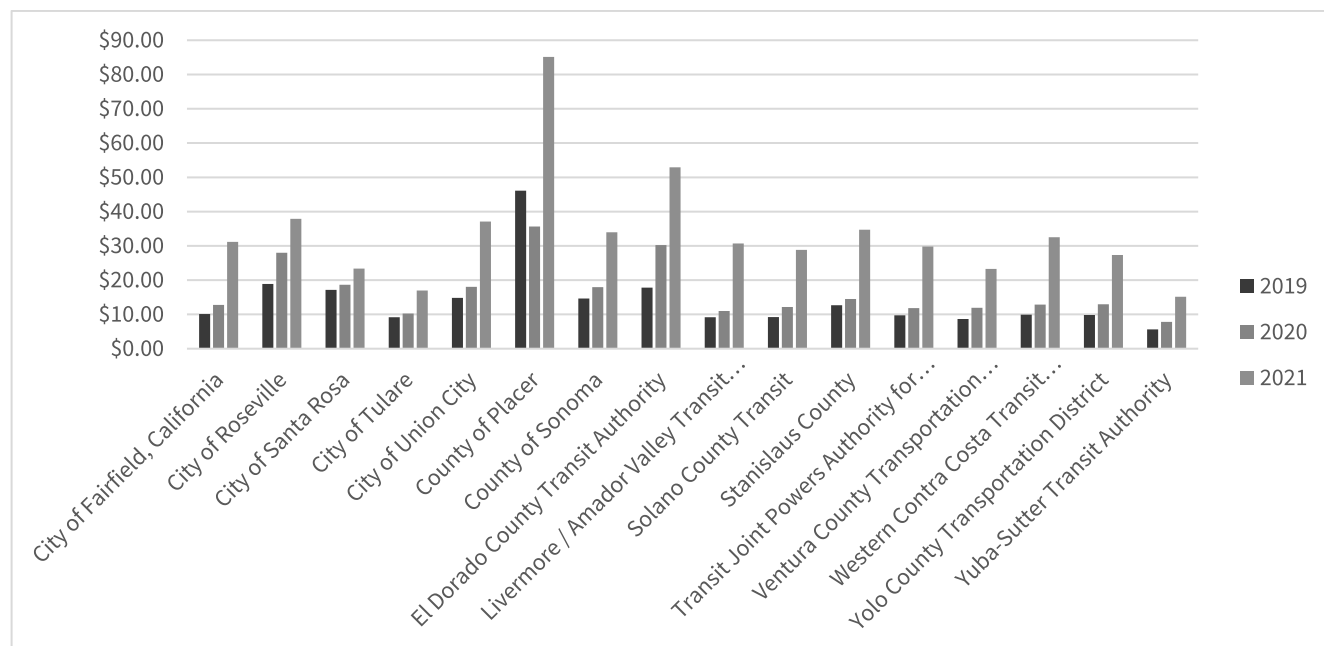


Figure 79 – Fixed Route Cost Per Revenue Passenger Trip

This metric measures the cost incurred for each passenger trip carried by the transit system. Here is an analysis and comparison of this data with the City of Roseville:

The City of Roseville consistently reported higher average operating expenses per passenger trip than most other entities in the dataset across all three years. In 2019, Roseville's operating expense per passenger trip was \$18.90, indicating that the city incurred a relatively high cost to provide transit services to each passenger. This trend continued in 2020 and 2021, with Roseville's operating expenses per passenger trip rising to \$27.99 and \$37.87, respectively.

In contrast, several other entities, such as Tulare, Yuba-Sutter Transit Authority, Ventura County Transportation Commission, and Solano County Transit, consistently reported lower operating expenses per passenger trip. For instance, Tulare's operating expense per passenger trip in 2019 was only \$9.18, which suggests a more cost-effective approach to providing transit services.

Additionally, the County of Placer and the El Dorado County Transit Authority reported notably high operating expenses per passenger trip, particularly in 2021, exceeding \$85 and \$52, respectively. This could be attributed to various factors, including service levels, route efficiency, and local economic conditions.

The data indicates that the City of Roseville faced challenges in containing operating expenses per passenger trip, and it may be beneficial for Roseville's transit management to explore cost optimization strategies to align its costs more closely with those of its peer entities and ensure cost-effective transit services for its residents.

FIXED ROUTE PEER REVIEW SUMMARY

AVERAGE COST PER REVENUE HOUR:

- The City of Roseville generally had competitive average costs per revenue hour compared to most other entities, remaining within a reasonable range from 2019 to 2021. It was often on par with or slightly below the average costs of several peer entities, such as the City of Fairfield, the City of Santa Rosa, and the City of Union City. In various years, Roseville's costs were notably lower than those of the County of Placer, County of Sonoma, and El Dorado County Transit Authority.

AVERAGE FAREBOX RECOVERY PERCENTAGE:

- Roseville consistently reported lower farebox recovery percentages than most other cities and transit authorities. Roseville relied heavily on subsidies and other revenue sources to cover its transit operating expenses. Several other entities, including Fairfield, Tulare, El Dorado County Transit Authority, and Yolo County Transportation District, reported higher farebox recovery percentages, suggesting a greater ability to cover costs through fare revenue alone. Santa Rosa stood out with significantly higher farebox recovery percentages throughout the years.

AVERAGE OPERATING EXPENSE PER PASSENGER TRIP:

Roseville consistently had higher average operating expenses per passenger trip than most other entities in the dataset. This indicates that Roseville incurred relatively higher costs for each passenger trip within its transit system. In contrast, several entities, such as Tulare, Yuba-Sutter Transit Authority, Ventura County Transportation Commission, and Solano County Transit, consistently reported lower operating expenses per passenger trip, indicating a more cost-effective approach. Some entities, like the County of Placer and El Dorado County Transit Authority, reported notably high operating expenses per passenger trip in specific years.

The City of Roseville generally exhibited competitive cost per revenue hour but had lower farebox recovery percentages and higher operating expenses per passenger trip than many other cities and transit authorities.

COMMUTER SERVICE PEER REVIEW

TOTAL RIDERSHIP

Commuter service is very important to Roseville Transit's operation. Not only is it a major contributor to fare revenue, but it also meets a significant need for city residents. With downtown Sacramento being a major draw, at least pre-COVID, Roseville Transit has invested heavily in vehicles to provide residents of the sister counties as high a level of service as possible. In examining the data, several trends emerge. Firstly, the City of Fairfield, California, experienced a substantial decrease in passenger trips in 2021, potentially attributed to the COVID-19 pandemic's influence on travel. Roseville, similarly, saw a decline in passenger trips throughout the three years, with a pronounced drop in 2021. The County of Placer also witnessed a significant decrease in passenger trips, particularly in 2021.

On the other hand, El Dorado County Transit Authority's decline was less severe. Solano County Transit experienced a significant drop in 2020 but displayed signs of recovery in 2021. Stanislaus County experienced a consistent decrease in passenger trips over the three years. Ventura County Transportation Commission saw a decline in passenger trips in 2020 but rebounded notably in 2021. Western Contra Costa Transit Authority experienced a decrease, especially in 2020, with a moderate recovery in 2021. Yuba-Sutter Transit Authority observed a decline in passenger trips but displayed a noticeable recovery in 2021. Most entities faced a decrease in passenger trips in 2020, attributable primarily to the pandemic's impact on commuter trips. In 2021, some entities began to recover, while others continued showing lower passenger trip numbers than previous years.

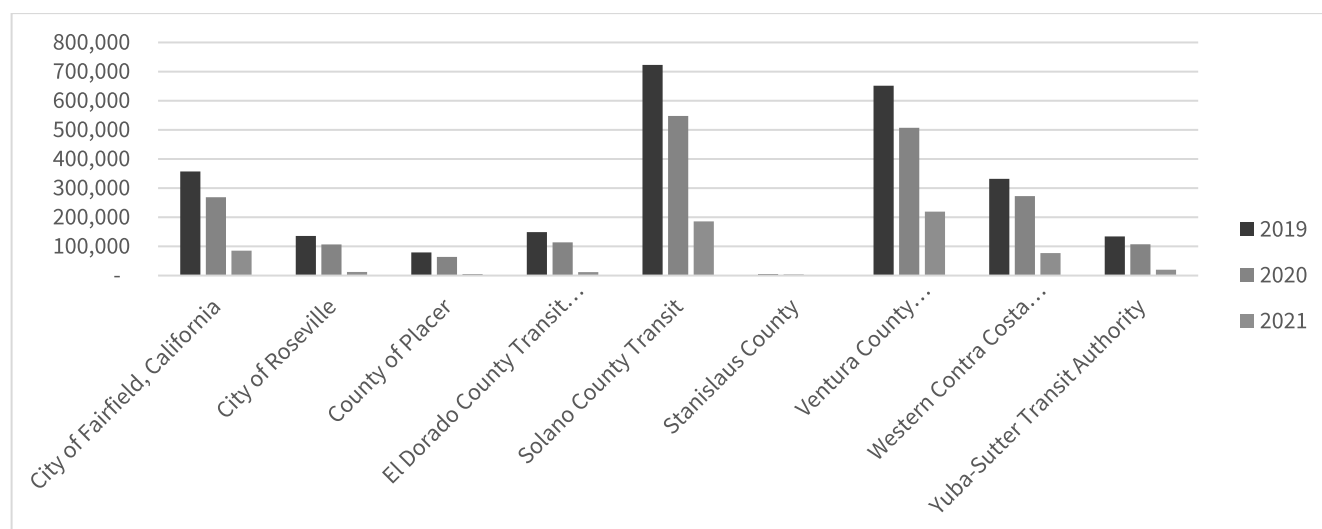


Figure 80 – Commuter Service Unlinked Passenger Trips

PASSENGER TRIPS PER REVENUE HOUR

Service effectiveness is not as critical of a metric for commuter services as most of these trips are homogenous. In other words, commuter services will never be as productive as fixed route services, as the riders are usually collected from central points like park and rides and then carried closed door to a central business district. Without the benefit of seat turnover (shorter rides that result in more passengers in the same seat), commuter route service effectiveness will almost always be lower than fixed route. That is not to say that there is not a need for commuter services; it is more to say that there is less opportunity for improvement. In 2019, Roseville had a notably higher average of 21 passenger trips per revenue hour, which reflects a relatively efficient and well-utilized transit system compared to other entities. In 2020, Roseville's average dropped to 17, likely due to the pandemic's impact on public transportation. However, this decrease was less severe than in many other places.

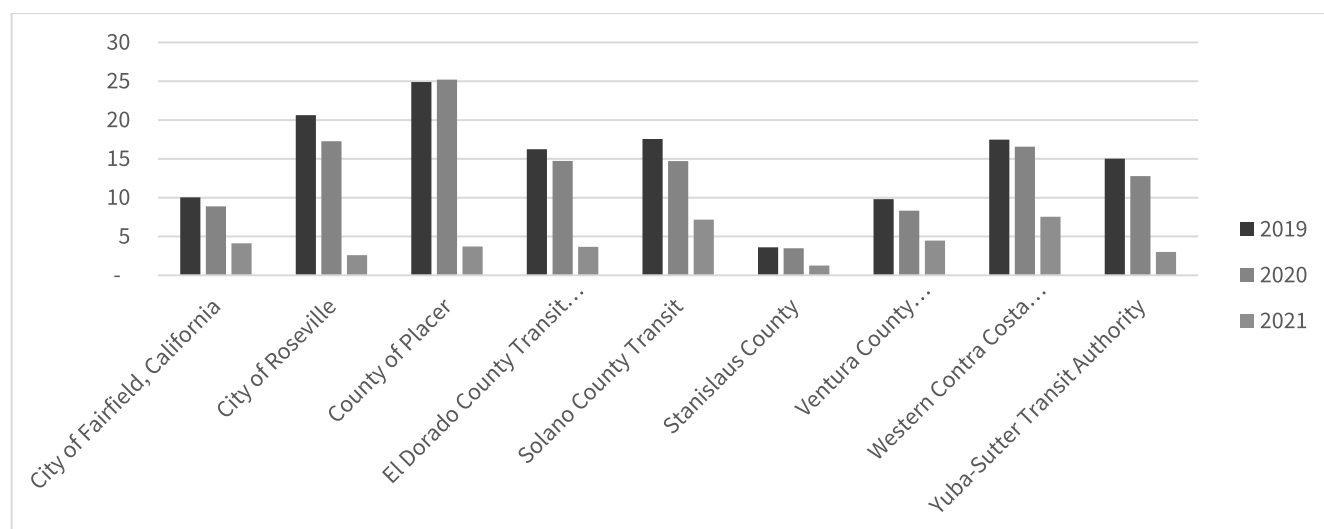


Figure 81 - Commuter Service Passengers per Revenue Hour

In contrast, in 2021, Roseville's average passenger trips per revenue hour decreased significantly to 3, substantially lower than previous years. This sharp drop may indicate ongoing challenges or disruptions in the transit system, potentially related to lingering pandemic effects or other factors unique to Roseville.

Comparatively, other entities like the County of Placer, El Dorado County Transit Authority, and Solano County Transit maintained relatively stable averages over the three years, with slight fluctuations but generally higher numbers than Roseville in 2021. Stanislaus County consistently had the lowest average passenger trips per revenue hour across all three years, indicating less efficient utilization of resources for public transit in that region. On the other hand, Western Contra Costa Transit Authority saw an increase in its average from 2019 to 2021, suggesting improved efficiency in passenger trips per revenue hour.

REVENUE HOURS

In 2019, Roseville operated an average of 6,583 revenue hours, which was significantly lower than entities like Solano County Transit and Ventura County Transportation Commission—despite the challenges posed by the COVID-19 pandemic in 2020, Roseville's average revenue hours remained relatively stable at 6,189, which may indicate effective management and resource allocation to maintain service levels. However, other entities, such as Solano County Transit and Ventura County Transportation Commission, reduced revenue hours due to the pandemic's impact.

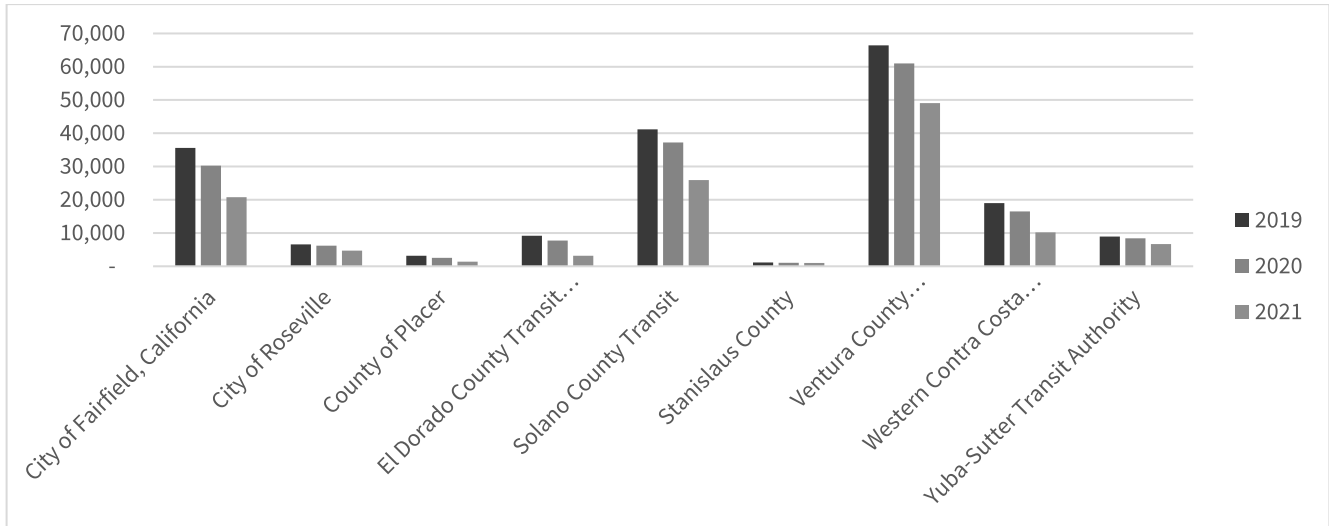


Figure 82 - Commuter Service Revenue Hours

In 2021, Roseville's average revenue hours decreased further to 4,723. This could be attributed to ongoing pandemic-related disruptions or changes in transit service demand. Nevertheless, Roseville's transit system still maintained a high-efficiency level compared to other entities with larger reductions in revenue hours.

Entities like Solano County Transit and Ventura County Transportation Commission continued to have higher average revenue hours, indicating more extensive transit services. On the other hand, some entities, like El Dorado County Transit Authority and Western Contra Costa Transit Authority, experienced substantial reductions in revenue hours from 2019 to 2021, possibly due to cost-saving measures.

COST PER REVENUE HOUR

In 2019, Roseville's average cost per revenue hour was \$166.3, slightly higher than the averages for some other entities like Solano County Transit and Ventura County Transportation Commission, indicating that Roseville's transit system incurred a moderate cost to provide its services.

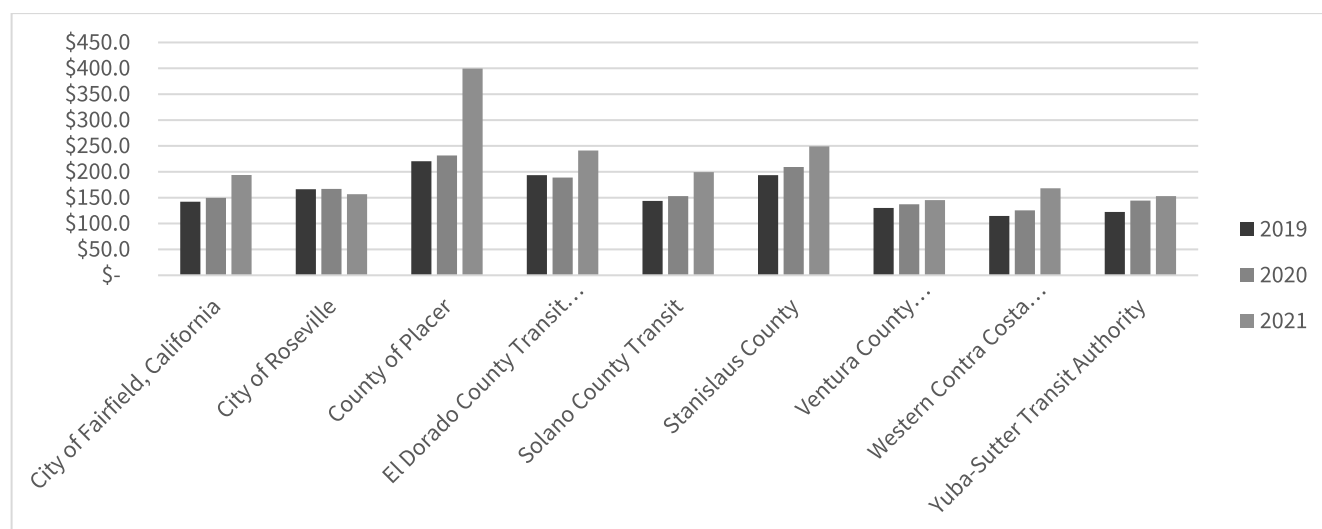


Figure 83 - Commuter Service Cost per Revenue Hour

In 2020, Roseville's average cost per revenue hour remained relatively stable at \$167.0, indicating effective cost management despite the challenges brought about by the COVID-19 pandemic. This stability may suggest efficient resource allocation within the transit system.

In 2021, Roseville's average cost per revenue hour decreased to \$156.8, lower than the previous two years. This could be attributed to various factors, including cost-saving measures or changes in service provision.

Comparatively, some entities like Ventura County Transportation Commission and Western Contra Costa Transit Authority consistently had lower average costs per revenue hour over the three years, possibly indicating efficient cost management practices.

On the other hand, the County of Placer consistently had one of the highest average costs per revenue hour, indicating that it may have faced challenges in cost efficiency within its transit system.

In summary, Roseville's transit system generally operated with a moderate cost per revenue hour, and it managed to maintain cost stability during the pandemic year 2020.

COST PER TRIP

In 2019, Roseville had an average operating expense per passenger trip of \$8.1, notably lower than most other entities, indicating efficient cost management in providing public transit services.

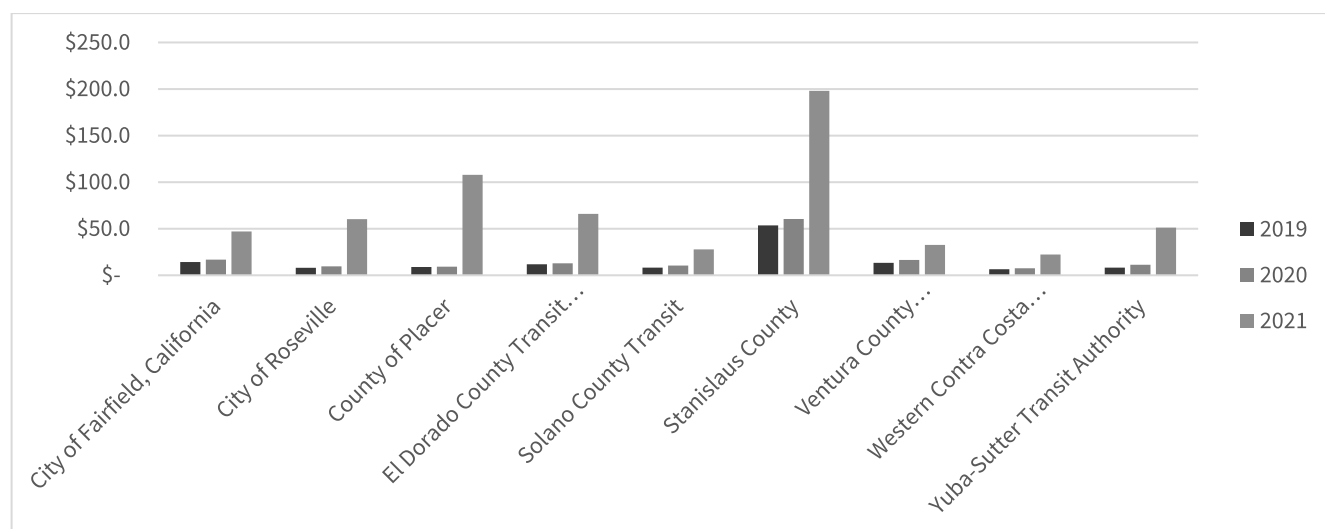


Figure 84 - Commuter Service Cost per Passenger Trip

In 2020, Roseville's operating expenses per passenger trip remained relatively low at \$9.7, showing that the city managed its expenses efficiently despite the challenges posed by the COVID-19 pandemic.

However, in 2021, Roseville's operating expenses per passenger trip increased significantly to \$60.4, marking a substantial rise compared to previous years. This is entirely due to a similar number of hours operated while passenger trips dramatically decreased.

In contrast, other entities like Western Contra Costa Transit Authority and Solano County Transit consistently maintained lower operating expenses per passenger trip over the three years, suggesting they lowered operating hours during the pandemic.

The county of Placer consistently had one of the highest operating expenses per passenger trip, indicating potential challenges in cost management within its transit system.

Stanislaus County had high operating expenses per passenger trip in all three years, substantially increasing in 2021, highlighting the need for cost-saving measures and efficiency improvements.

FAREBOX RECOVERY AND AVERAGE FARES

The average fare and farebox recovery ratio are two areas specific to commuter routes that are not compared in detail in the fixed route and demand response sections. As stated earlier, fare revenue from commuter service is essential to ensure the service is efficient and critical in helping to subsidize local routes. In 2019, Roseville's farebox recovery percentage was 54.1%, which was relatively high compared to other entities. This suggests that Roseville's commuter system effectively generated revenue from passenger fares to offset operating expenses.

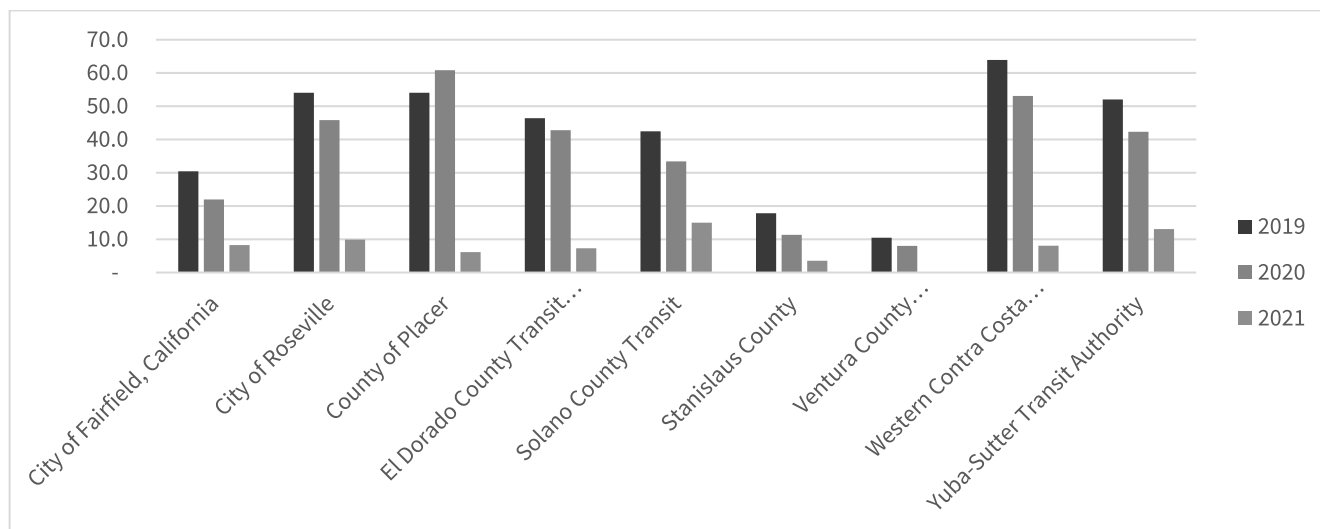


Figure 85 – Commuter Service Farebox Recovery Ratio

In 2020, despite the challenges posed by the COVID-19 pandemic, Roseville's farebox recovery percentage remained relatively strong at 45.8%, reflecting the resilience and adaptability of the city's transit system to maintain a healthy farebox recovery rate.

In 2021, Roseville's farebox recovery percentage decreased to 9.9%, marking a substantial drop compared to previous years. This sharp drop is attributed to ongoing pandemic-related disruptions or other factors unique to Roseville.

In contrast, other entities like the County of Placer, El Dorado County Transit Authority, and Western Contra Costa Transit Authority maintained relatively high farebox recovery percentages over the years, suggesting effective fare revenue management. Solano County Transit and Yuba-Sutter Transit Authority showed fluctuations in farebox recovery percentages, with noticeable decreases in 2020, likely due to the pandemic, and some recovery in 2021. Stanislaus County consistently had one

of the lowest farebox recovery percentages, indicating a greater reliance on subsidies to cover operating costs.

The average fare is another area specific to commuter services. Generally, the peer agencies received an average fare of 2-3x the local base fare. Yuba-Sutter, for example, does not give discounts on its commuter services.

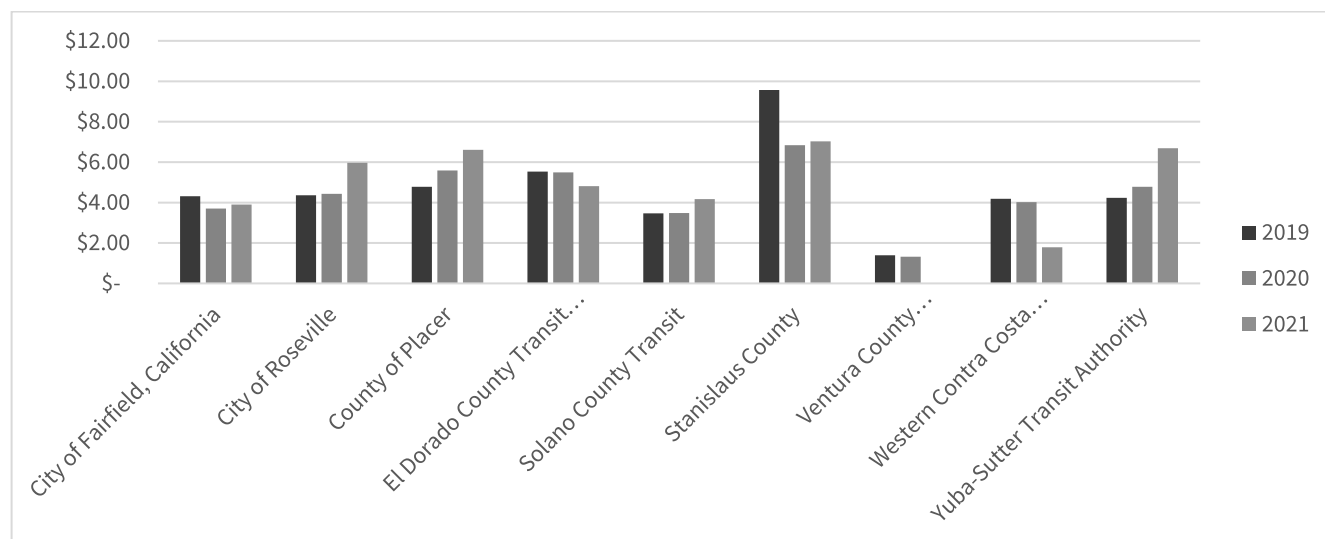


Figure 86 – Commuter Service Average Fare per Passenger

In 2019, Roseville's average fare per trip was \$4.36, slightly higher than most entities' average fare. This suggests that Roseville's transit system charged a moderate fare for its services. In 2020, Roseville's average fare increased to \$4.43, indicating a slight rise per passenger trip. In 2021, Roseville's average fare per trip increased significantly to \$5.97, marking a substantial jump compared to previous years.

In contrast, other entities like Ventura County Transportation Commission and Western Contra Costa Transit Authority had consistently lower average fares over the three years, suggesting more affordable transit options for passengers. The county of Placer had one of the higher average fares, which increased steadily over the three years, indicating a trend of increasing fares for their services. Stanislaus County initially had the highest average fare in 2019 but saw a decrease in subsequent years, possibly reflecting a strategic shift towards more competitive pricing. El Dorado County Transit Authority had relatively higher average fares but saw a decrease in 2021, indicating a potential effort to make their services more affordable. Solano County Transit and Yuba-Sutter Transit Authority showed fluctuations in average fares, with some increases in 2021, possibly related to adjustments in fare policies.

DEMAND RESPONSE PEER REVIEW

PEER SELECTION AND TOTAL RIDERSHIP

As of 2019, Roseville recorded an average of 27,202 passenger trips for the year, which is in the middle of the range compared to other entities. This suggests a reasonably well-utilized transit system serving its community.

There was a decrease in Roseville's passenger trips in 2020, which likely reflects the impact of the COVID-19 pandemic on public transportation ridership, which made Roseville's passenger trips go from 27,202 to 22,213. However, the decrease was less severe than in some other regions, indicating resilience in maintaining ridership levels.

In 2021, Roseville's average passenger trips further decreased to 14,497, potentially due to ongoing pandemic-related disruptions or other factors unique to Roseville.

Comparatively, other entities like Yuba-Sutter Transit Authority and the County of Sonoma consistently had higher average passenger trips over the three years, indicating larger transit systems with higher ridership levels.

Transit Joint Powers Authority for Merced County experienced substantial fluctuations in passenger trips, with a significant increase in 2021, possibly reflecting changes in service provision or demand.

The City of Fairfield, California, the City of Tulare, and the County of Placer had relatively more minor transit systems, with a decreasing trend in passenger trips.

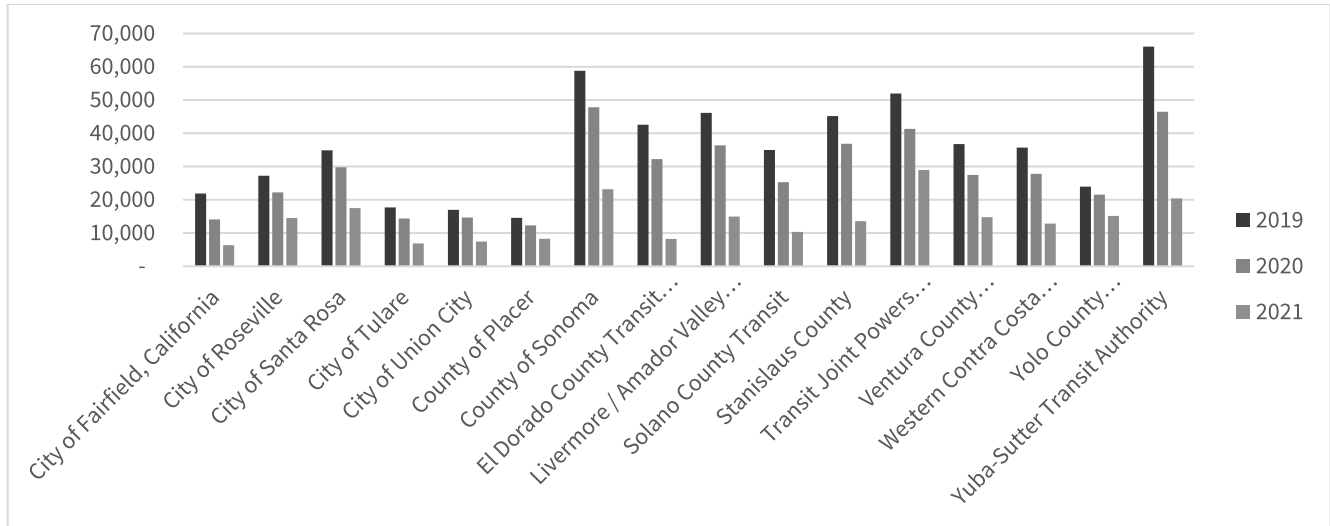


Figure 87 – Annual Demand-Response Passenger Trips

PASSENGER TRIPS PER REVENUE HOUR

In 2019, Roseville operated at an average of 2.32 passenger trips per revenue hour, higher than many other entities. In 2020, despite the challenges posed by the COVID-19 pandemic, Roseville's average passenger trips per revenue hour remained relatively strong at 2.17, reflecting the adaptability and resilience of the city's transit system to maintain ridership levels. As a result of the ongoing pandemic-related disruptions and other factors unique to Roseville, Roseville's sum of passenger trips per revenue hour decreased from 2.17 in 2021 to 1.96 in 2022.

Comparatively, other entities, such as the County of Placer, consistently operated at higher passenger trips per revenue hour over the past three years. Union City and Yolo County Transportation District always had lower passenger trips per revenue hour, possibly indicating difficulties in optimizing resource allocation and ridership. In 2021, the Transit Joint Powers Authority for Merced County experienced a significant increase in passenger trips per revenue hour, suggesting that service provision or demand may have changed.

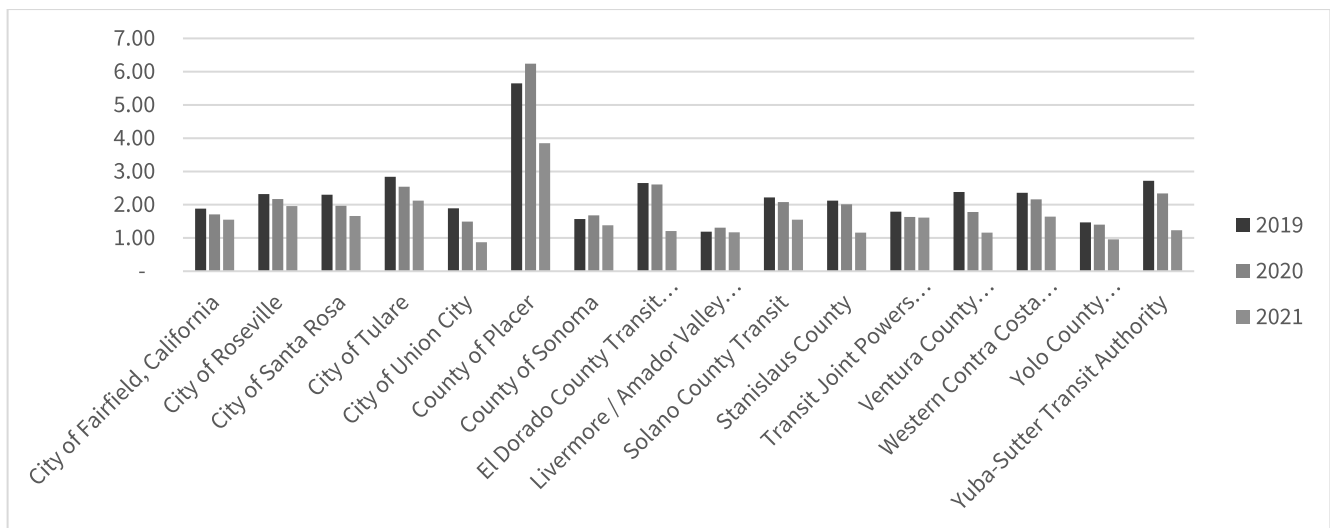


Figure 88 – Annual Demand-Response Passenger Trips per Hour (Mode Productivity)

DEMAND RESPONSE SERVICE OPERATIONS

REVENUE HOURS

Compared with other entities, Roseville recorded an average of 11,724 revenue hours in 2019. In 2020, Roseville's average revenue hours decreased to 10,258 due to effects resulting from the COVID-19 pandemic. In 2021, Roseville's average revenue hours were further reduced to 7,407 due to falling demand.

The City of Santa Rosa and the Livermore/Amador Valley Transit Authority, on the other hand, had significantly higher average revenue hours. The City of Tulare and the City of Union City consistently experienced lower average revenue hours, possibly due to more compact transit systems or less extensive service coverage. An increase in average revenue hours for the Transit Joint Powers Authority for Merced County was evident in 2021, suggesting an expansion or change in service provision.

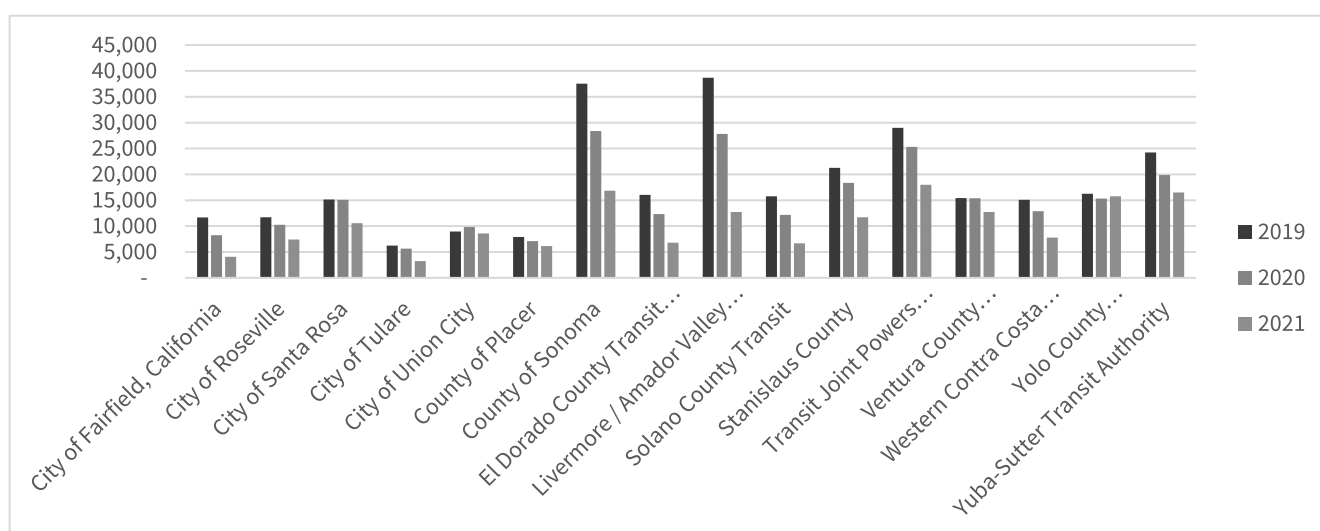


Figure 89 – Annual Demand-Response Revenue Hours

SPEED

Throughout 2019 to 2021, the City of Roseville experienced a marginal decline in its average speed, from 11.5 RM/RH in 2019 to 11.0 RM/RH in 2021. When compared to other entities, Roseville's speed was in the mid-range. For instance, the City of Fairfield and Santa Rosa consistently maintained average speeds above Roseville throughout the three years. On the other hand, the City of Union City exhibited a notable decrease, with speeds dropping to as low as 2.0 RM/RH in 2021, making it one of the slowest compared to all other sources. Contrarily, the County of Placer consistently outpaced all entities, including Roseville, with its speed peaking at 33.6 RM/RH in 2020. Most authorities, like Roseville, showed a general trend of reduced speeds over the three years.

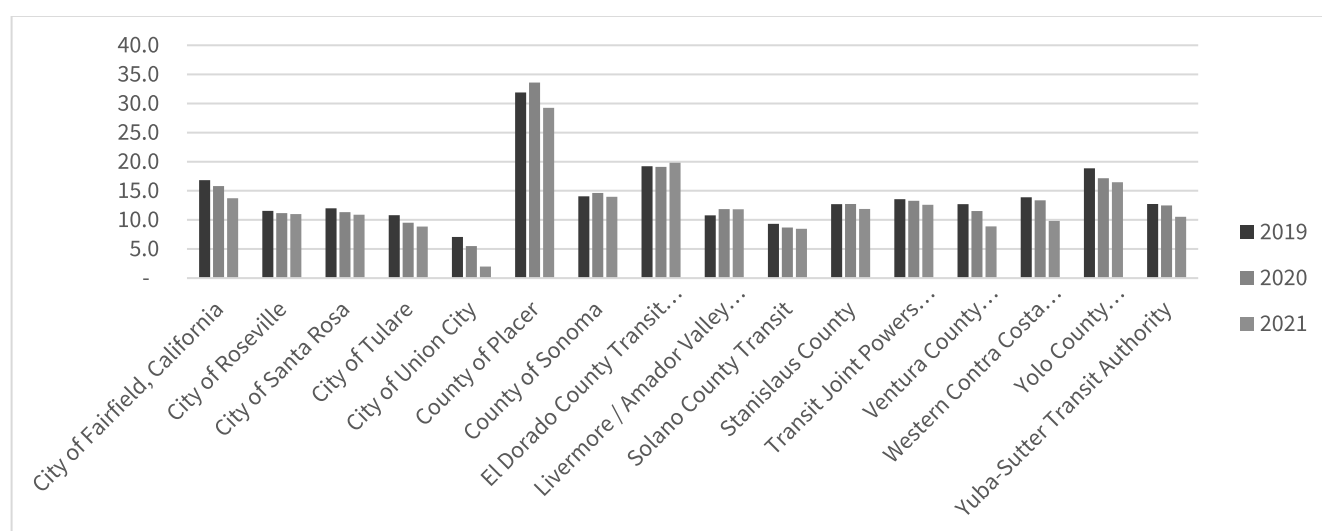


Figure 90 – Annual Demand-Response Revenue Miles

When measuring how efficient a transit operation is, we generally look at outcomes compared to cost. These outcomes include ridership, operating capacity, etc. Between 2019 and 2021, the City of Roseville saw a steady increase in its average operating expense per passenger trip, starting at \$49.15 in 2019, rising to \$56.73 in 2020, and reaching \$62.39 in 2021. In comparison to other entities:

The City of Fairfield and the El Dorado County Transit Authority recorded significantly higher expenses, with Fairfield reaching a notable \$173.06 by 2021, while El Dorado's expenditures peaked at \$174.13 in the same year.

The City of Santa Rosa and the City of Tulare had expenses starting lower than Roseville in 2019 but saw increases over the years. By 2021, Santa Rosa's expenditures stood at \$67.30, and Tulare's at \$80.73.

The City of Union City and the County of Placer began with expenses around Roseville's range in 2019 but experienced substantial hikes, especially in 2021, with Union City reaching \$130.27 and the County of Placer soaring to \$147.76.

Livermore/Amador Valley Transit Authority and the Ventura County Transportation Commission consistently remained below Roseville's expenses throughout the three years, with the latter having one of the lowest expenses at \$66.27 in 2021.

The Yolo County Transportation District consistently recorded higher expenses than Roseville, peaking at \$123.86 in 2021.

Most other entities, including the County of Sonoma, Solano County Transit, and Stanislaus County, started around or slightly above Roseville's 2019 figure but exhibited varied growth rates, with some surpassing Roseville's 2021 expense and others remaining below.

In general, while Roseville experienced a gradual increase in its operating expenses, several other entities observed sharper hikes, especially in 2021.

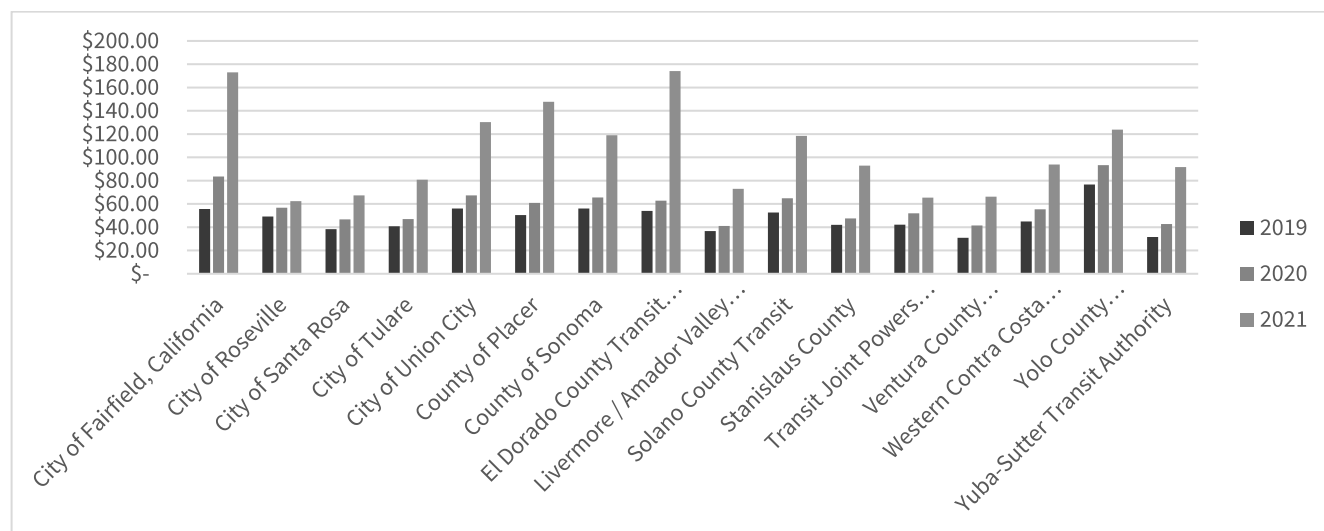


Figure 91 – Annual Demand-Response Cost per Passenger Trip

COVID-19 IMPACTS ON TRANSIT SERVICES

COVID-19 and the following stay-at-home orders heavily impacted Placer and surrounding counties. While much of the riding public can now telecommute, we are beginning to understand how COVID-19 has shifted demographics and the pandemic's overall effect on travel patterns.

When looking at overall mobility trends in the counties, retail visits are at or above pre-COVID levels. This is in line with the rest of California and the U.S.

Nationwide, transit ridership remains significantly below pre-pandemic levels and has been trending downwards for the past few months.

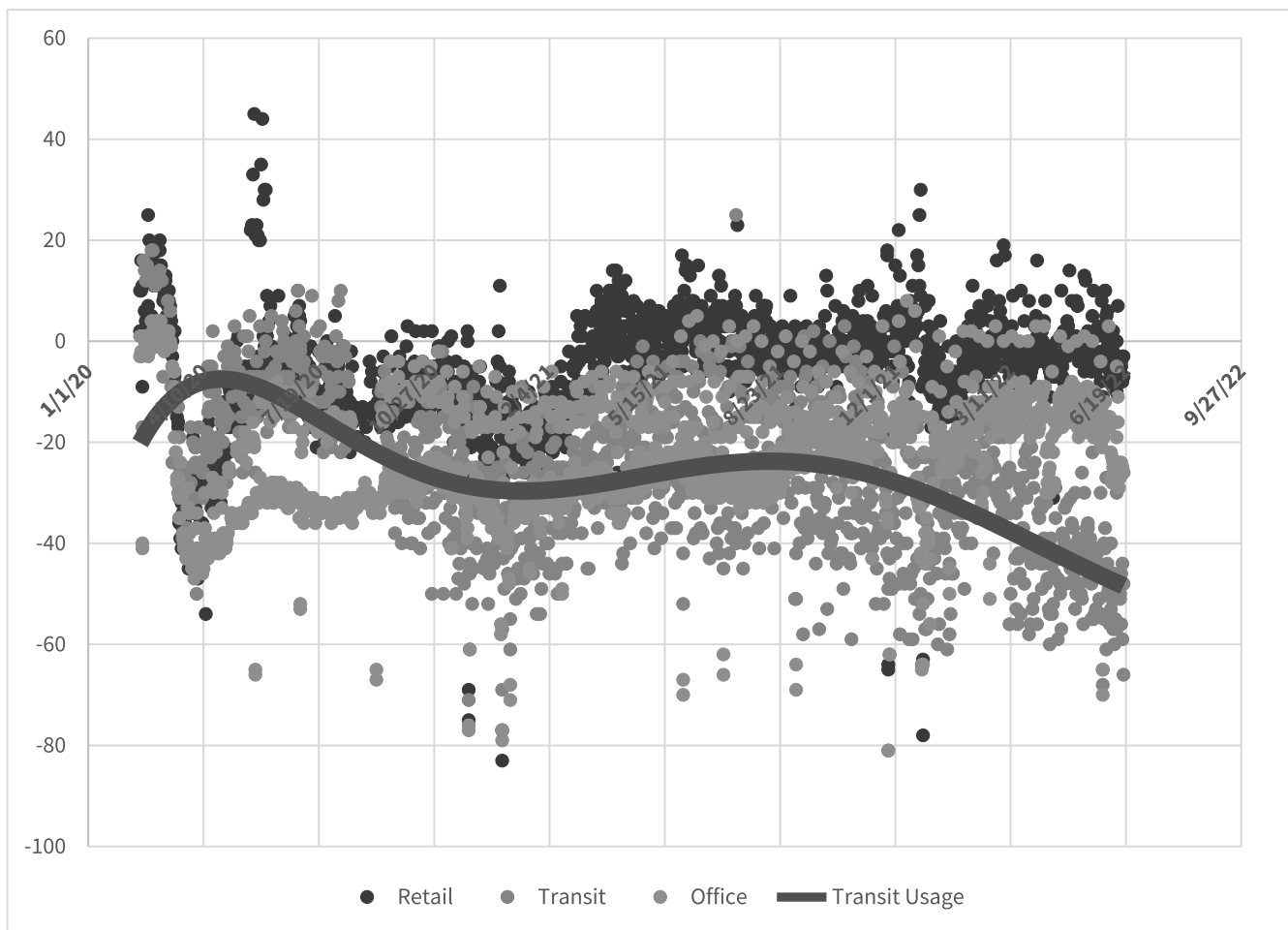


Figure 92 - Pandemic Mobility Trends (Google data)

Ridership Decline: The immediate impact of the pandemic in 2020 was a significant drop in daily ridership, attributed to lockdown measures, work-from-home policies, and general public hesitation.

Financial Impact: Fare collections took a direct hit, but operating expenses didn't see an equivalent reduction due to the constant costs associated with vehicle maintenance, staff salaries, etc.

Service Adjustments: Transit authorities likely reduced service frequency and operated fewer routes, especially in low-demand areas or regions with strict lockdown measures.

Safety Protocols: Sanitation and safety became paramount. Measures might include mask mandates, providing sanitizers, limiting passenger numbers, and frequent vehicle disinfections.

Digital Shift: A significant trend was the rapid adoption of digital solutions. Passengers shifted towards online ticketing, digital payment platforms, and using apps to track bus/train timings to minimize waiting times and contact.

The following analysis is for typical transit systems averaging 10,000 riders a day and not for Roseville Transit specifically.

Metric	Pre-pandemic (2019)	Pandemic Onset (2020)	Recovery Phase (2021)	Analysis
Average Ridership	10,000 daily	4,000 daily	6,500 daily	A sharp decline of 60% in ridership during the onset, with a partial recovery of 65% in 2021.
Fare Collection	\$50,000 daily	\$18,000 daily	\$30,000 daily	Fare collection dramatically dropped due to reduced ridership and fare relief initiatives.
Operating Expenses	\$40,000 daily	\$35,000 daily	\$38,000 daily	Despite the drop in ridership, operating expenses remained high due to fixed costs.
Service Frequency	Every 10 minutes	Every 30 minutes	Every 20 minutes	Service frequency was reduced during the pandemic to match the lower demand.
Safety & Sanitation	Basic	High	Enhanced	Increased emphasis on cleanliness and safety measures, with regular disinfection introduced.
Digital Adoption	20%	50%	65%	More riders adopted digital payment and tracking methods to reduce contact.

Financial Review and Cost Allocation Model

OVERVIEW

The City of Roseville's COA aims to provide Roseville Transit with a set of service changes, administrative and operational improvements, and an overall roadmap for modernization for the next ten years. To properly understand the revenue plan, this section describes the current funding sources utilized by the Department compared with operating expenses and how they have changed over time. A fully loaded cost allocation plan has been created as part of the COA. This plan includes the ability to conduct scenario planning and can help forecast revenue needs and provide the impact of lost revenue.

OPERATING COSTS

Roseville Transit experienced notable changes in operating costs, revenue hours, revenue miles, and passenger trips across its three modes - Fixed Route, Commuter, and Dial-a-Ride - over the years, with significant impacts due to the COVID-19 pandemic starting in 2020.

Fixed Route:

Operating Costs: These costs generally increased yearly, with a peak in 2020 followed by a decline in 2021.

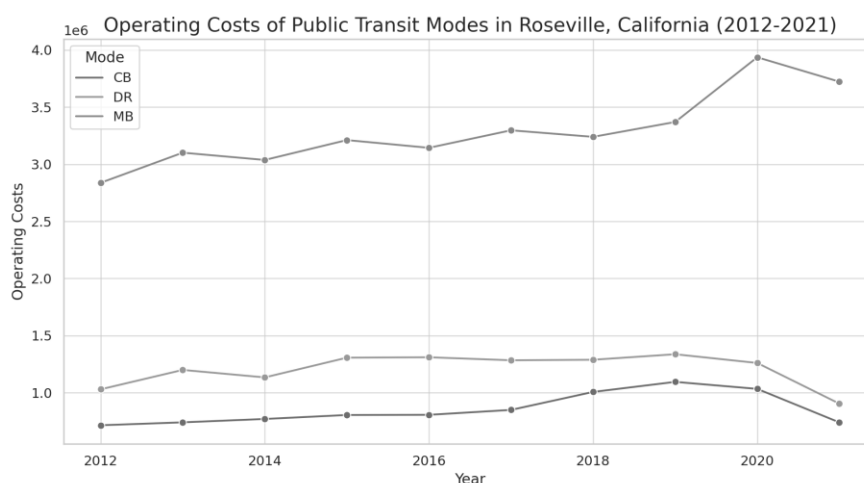


Figure 93 - Operating Costs by Year by Mode

Revenue Hours and Miles: Both showed a trend of gradual increase until 2020, with a slight drop in 2021, likely due to pandemic-related service reductions.

Passenger Trips: The data shows fluctuations, with the numbers generally following revenue hours and miles trends.

Commuter:

Operating Costs: Costs rose steadily until 2019, followed by a decrease in 2020 and 2021, coinciding with the pandemic.

Revenue Hours and Miles: These also decreased significantly in 2020 and 2021, reflecting reduced service levels due to the pandemic.

Passenger Trips: Similar to the other factors, ridership dropped, especially in 2020 and 2021.

Dial-a-Ride:

Operating Costs: Costs fluctuated, with the highest in 2019, followed by declines in 2020 and 2021.

Revenue Hours and Miles: Both experienced reductions in 2020 and 2021, in line with the overall decrease in service.

Passenger Trips: Ridership trends mirrored these changes, with a noticeable decrease during the pandemic years.

Overall, Roseville Transit experienced a steady, upward trend in operating costs, revenue hours, revenue miles, and passenger trips across all its modes until approximately 2019. This growth, characterized by incremental year-over-year increases, was abruptly disrupted by the COVID-19 pandemic in 2020. The pandemic precipitated significant reductions in service, as evidenced by the marked decrease in revenue hours and miles. This contraction in service provision is directly correlated with a substantial decline in ridership across all transit modes. The pandemic's effects extended to operating costs, which also saw a notable decrease during the same period. This trend reversal, from consistent growth to a sudden downturn, underscores the profound impact of the pandemic on public transit operations in Roseville and across the nation.

OPERATING REVENUES

Roseville Transit's most recent 10-year capital and operations plan anticipates modest increases for FY 22/23, followed by no further increases in this funding for the plan's duration. Much of Roseville Transit's operating revenue comes from Federal Transit Administration (FTA) sources. Like many transit systems across the United States, Roseville Transit received one-time funding through the CARES Act during the pandemic to help mitigate losses from reduced ridership, extraordinary pandemic-related costs, and the suspension of fares on certain services. As a smaller operator, Roseville Transit also benefits from Small Urban and Rural operating funding from the FTA, categorized under two formula sections, 5307 and 5311.

The remainder of Roseville Transit's revenue is sourced through a formula from the California Transit Development Act (TDA). This includes State Transit Assistance (STA) and the Local Transportation Fund (LTF). Unlike FTA funding, STA funding is projected to increase by an average of 15% per year over the next decade. The LTF portion is derived from a quarter-cent of the general sales tax collected statewide, while State Transit Assistance comes from a portion of the gasoline and diesel fuel sales tax. Consequently, TDA funds are susceptible to economic downturns, which might occur in 2024. For instance, STA funds experienced an average drop of 12% annually from FY 20 onwards. Modeling scenarios developed for the COA will consider potential state and federal funding levels reductions.

Table 7 - Revenue Sources

Revenue Source	2022 Funding	2021 Funding
Federal Transit Administration Operating Grants	\$2,090	\$1,990
Local Transportation Fund	\$2,496	\$2,377
State Transit Assistance Fund (operating)	\$1,314	\$1,252
Advertising	\$125	\$119
Other Revenues	\$55	\$52
Fares	\$402	\$1,071
Total	\$6,483	\$6,174

COST ALLOCATION MODELING

It is critical to properly forecast costs and revenues, as well as ridership, as part of the COA. To do so, the project team has built a cost allocation model. The cost allocation model divides Roseville Transit's annual operating costs into fixed and variable criteria. Fixed costs are those that the department will incur regardless of the level of service it operates. These are what we call "keeping the lights on" expenses. Variable costs are broken into per hour costs and per mile costs and ebb and flow based on service levels. This separation of expenses will be useful when costing out recommendations and building scenarios. As Roseville Transit contracts its operations out to MV, contracted expenses are recorded as variable, per-hour costs. As is the case in the majority of these contracting situations, MV is reimbursed on a per hour rate with a smaller fixed monthly fee, and thusly if Roseville were to reduce its operating hours, MV's rate would decrease. There are contractual guidelines preventing a large reduction in hours, however, this project is not considering these types of reductions and as such the expenses are listed as purely variable.

FIXED COSTS

Using Roseville Transit's general ledger expenses combined with the audited financials for the prior three years, the following items are included in the Department's fixed costs.

Table 8 - Fixed Expenses

Expense Category
SALARIES/WAGES/BENEFITS

In FY 21/22 these expenses account for approximately \$764,550 of Roseville Transit's annual operating budget.

VARIABLE COSTS

The remainder of the operating expenses are considered variable. The largest portion of these expenses are resulting from MV's operations contract. As stated above, variable costs are broken into a per hour cost and a per mile cost in order to correctly capture the variable most likely to generate costs. For example, maintenance and fuel are per mile expenses.

Table 9 - Variable Expenses

Expense	Variable Per Hour	Variable Per Mile
Maintenance		X
Fuel		X
Other Maintenance		X

For FY 21/22, Roseville Transit is estimating \$3.4 million expenses that are considered variable per hour expenses and \$2 million per mile variable expenses.

SCENARIO PLANNING

As part of the COA, Roseville Transit is considering three financial scenarios.

- **A marginal (5-10%) increase in inflation-adjusted operating costs**
- **An unconstrained financial plan**
- **A cost neutral plan**

The cost allocation model allows for incorporating all of these scenarios and has built sensitivities into the model to determine the impact on ridership from each scenario. For example, what would the resulting service hours be if revenue levels were to drop? And how much could ridership drop due to reduced service hours? The model also includes additional sub-scenarios based on non-transit market factors that will influence Roseville Transit's decision-making over the next decade. These sub-scenarios include:

- Service Increases and Decreases
- Fare Changes
- Population Changes
- Employment Changes
- Gas Price Increase or Decrease
- Work From Home Changes
- Quality of Service Improvements
- Income Changes

Each of these variables has been shown to have an impact on transit riders

Base			
Assumptions			
	Per Hour	Per Mile	
Fixed Route	\$ 76.02	\$ 3.53	
Dial-A-Ride	\$ 69.11	\$ 3.22	
Commuter	\$ 105.44	\$ 2.90	
Variables	Hours	Miles	Passengers
Fixed Route	32,630	413,308	111,970
Dial-A-Ride	8,723	109,916	17,250
Commuter	4,681	100,049	24,244
Total	46,033	623,273	153,464
Expenses			
Administrative	\$ 802,778	\$ 20.84	
Operations	\$ 3,576,884		
Maintenance	\$ 2,102,948		
Total	\$ 6,482,610		
Revenue			
Federal	\$ 2,089,959		
State & Local (TDA)	\$ 3,810,396		
Miscellaneous	\$ 179,442		
Fares	\$ 402,812		
Total	\$ 6,482,610		
Service Level +/-			
	-	0%	
Cost per Hour			
	\$ 140.83	0.0%	
Productivity			
	3.33	0.0%	

Figure 94 - Scenario Planning Example

APPENDIX

HISTORY & OVERVIEW OF THE CALIFORNIA TRANSPORTATION DEVELOPMENT ACT

In 1971, Governor Ronald Reagan and the California Legislature passed the Transportation Development Act (TDA) to provide a stable, long-term source of funding to counties for transit and non-transit related purposes. The bill, known as SB-325 or the Mills-Alquist-Deddah Act, improves existing public transportation services through a regional transportation plan.

The TDA has two major funding sources, the Local Transportation Fund (LTF), created in 1972 and the State Transit Assistance fund (STA), established in 1980. The LTF is derived from a 1/4-cent general sales tax and the STA is derived from sales tax on diesel fuel. Some counties can use LTF for local streets and roads projects if all transit needs are met. The STA Fund may not be used to fund administration, streets, or roads projects. The TDA marked the first instance in which the state used the sales tax, rather than an excise tax, to fund transportation.ⁱ To date, SB 325 generates annual revenues of \$1.8 billion for public transportation in California.

Four entities are responsible for implementing the TDA: The state government, Regional Transportation Agencies/local government, Transportation operators and Public Works departments.

TRANSPORTATION DEVELOPMENT ACT FUNDING: LTF & STA

Through the LTF and STAF, the Transportation Development Act (TDA) provides two major sources of funding for public transportation: The Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance. Some counties have the option of using LTF for local streets and roads projects, if they can show there are no unmet transit needs. The Transit Programs Branch provides oversight of the public hearing process used to identify unmet transit needs. It provides interpretation of and initiates changes or additions to legislation and regulations concerning all aspects of the TDA. It also provides training and documentation regarding TDA statutes and regulations. The branch ensures local planning agencies complete performance audits required for participation in the TDA.ⁱⁱ

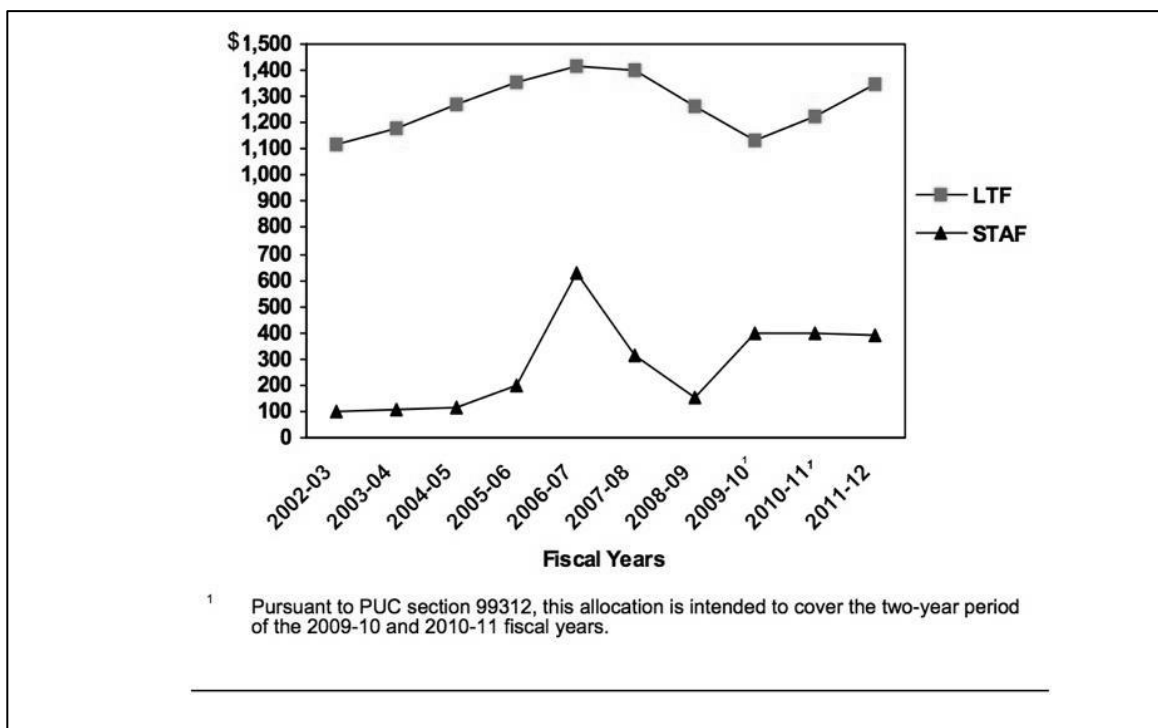


Figure 95 - LTA and STA Funding Comparisons

LOCAL TRANSPORTATION FUND (LTF)

LTF revenues are derived from 1/4 cent of the base 7.25% retail sales tax collected statewide. The State Board of Equalization returns the 1/4-cent to each county according to the amount of tax collected in that county.

LTF funds are distributed through a three-step process: (1) apportionment, (2) allocation, and (3) payment. One step does not always imply or require the next. Annually, the Transportation Planning Agencies (TPAs) determine each area's share of the anticipated LTF. This share is the area apportionment. Once funds are apportioned to a given area, they are available only for allocation to claimants in that area. Allocation is the discretionary action by the TPA, which designates funds for a specific claimant for a specific purpose. Payment is authorized by allocation instructions issued by the TPA, which may call for payment in a lump sum, in installments, or as funds become available.

STATE TRANSIT ASSISTANCE FUND (STA)

The State Transit Assistance (STA) program was created in 1979 and provides a second source of TDA funding for transportation planning, public transportation, and community transit purposes. Unlike LTF, STAF funds may not be allocated to fund administration, streets, roads, or pedestrian/bicycle facility purposes.

Planning and Development account. The money is appropriated to the State Controller for allocation by formula to each regional planning entity.

The formula is split into two equal funding areas: 50% of the funds for a Population-Based STA, calculated from the ratio of the population versus the entire state, and the remaining 50% is allocated according to the prior-year proportion of regional transit operator revenues compared with statewide transit operator revenues. STA allocations are deposited in each regional entity's STA fund. The process for allocation and payment of funds from the STA fund is similar to that for LTF.

REGIONAL TRANSPORTATION PLANNING AGENCIES & GOVERNING STRUCTURE

Every county in California is served by a regional transportation planning agency according to California law. RTPAs are known locally by several titles: local transportation commissions, county transportation commissions, councils of government, and associations of government. Counties with urbanized areas over 50,000 people also have Metropolitan Planning Organization (MPOs) to guide regional transportation planning. By law, both MPOs and RTPAs are required to develop an Overall Work Program (OWP) and regional transportation plan (RTP). Examples of these RTPAs are the Sacramento Area Council of Governments (for Yuba and Sutter Counties), as well as the Fresno Council of Governments and the Southern California Association of Governments.

Both the LTF and STA funding are administered by these RTPAs, which are better equipped to identify and address local transportation needs, conduct planning, assist local governments, and support the statewide transportation planning process in non-metro regions of California. States are provided the opportunity to designate RTPAs as a method for formalizing the engagement of officials from areas with a population size less than 50,000 as they incorporate rural transportation needs in the statewide transportation planning process.ⁱⁱⁱ



In California, there are currently 44 RTPA, 18 of which are MPOs (with 50,000 people or more) or exist within MPO boundaries. The other 26 designated RTPAs have populations of less than 50,000 people. These regional agencies are responsible for planning, coordinating, and administering federal, state, and local funds that enhance their region's multimodal transportation network.

As of 2013, California has 482 incorporated cities and 58 counties; each local government has Department over their roads, streets, and land-uses within their jurisdictional boundary. Local governments and transit operators nominate transportation projects for funding to their regional transportation planning organizations. County transportation authorities are responsible for developing expenditure plans for self-imposed, voter-approved, local sales tax measures.

REQUIREMENTS FOR LTF AND STA FUNDING

Funding from the LTF is a three-step process: (1) apportionment, (2) allocation, and (3) payment. Apportionment is the required division of available funds by population to jurisdictions within each county (cities and unincorporated portions of the counties). Once funds are apportioned to a given jurisdiction, they are available only for allocation to claimants for that jurisdiction.

Allocation is at the discretionary responsibility of the respective RTPA, who designates funds for a specific claimant for a specific purpose. Payment is authorized by the allocation instructions, which may call for payment in a lump sum, in installments, or as funds become available. Interest earned by SACOG on the moneys allocated to a claimant does not accrue to the project, but only accrues to the local transportation fund to be apportioned to future projects.

PERFORMANCE MEASUREMENTS

To ensure program compliance among TDA funding recipients, fiscal and performance audits are conducted on different schedules. Fiscal audits are conducted on an annual basis. They include transit operator's expense-to-revenue ratio, known as farebox recovery. These are to ensure the fairness and accuracy of the financial statements retrospectively.

Performance audits are conducted every three years and analyze performance measures that verify the efficiency and effectiveness of California's planning agencies and transit operators. Both fiscal and performance audits are conducted by entities designated by the transportation planning agency (other than itself), a county transportation commission, or an operator.^{iv}

The California Department of Transportation receives copies of the performance audits of all RTPAs. Additionally, the Department receives certification from each Regional Transportation Planning Entity that required performance audits have been completed for all transit operators under the Entity's jurisdiction. According to state law, all RTPAs should receive and present to their governing boards, not only their own performance audit, but also the performance audits of all transit operators under their jurisdiction. The audit report should also be presented to the officials of each audited entity and be made available to the public.^v

While operators that receive funding under Article 4 of the TDA are required to have a performance audit, those claimants that receive funding under Article 4.5 or Article 8 are not statutorily required to have a performance audit, although it is encouraged that they do so.

The performance audit evaluates the efficiency, effectiveness and economy of the entity's according to the Comptroller General's "Standards for Audit of Governmental Organizations, Programs, Activities and Functions Programs." The performance audits must be conducted on a triennial (every three years) basis according to the schedule established by respective RTPA having jurisdiction over an operator.

Performance audits of an operator providing public transportation services includes the following performance indicators:

- Operating cost per passenger
- Operating cost per vehicle service hour
- Passengers per vehicle service hour
- Passengers per vehicle service mile
- Vehicle service hours per employee

CONSEQUENCES OF FAILING REQUIREMENTS

The State Controller's Office will not authorize any payment to a regional entity that is delinquent in its submission of a state transit assistance fund fiscal audit report.

The TDA orders that in the case of an operator or transit service claimant failing to maintain, for a fiscal year, the ratio of fare revenues to operating cost required (for Roseville Transit this figure is 14.6%), and if it is not the first year for which the claimant has failed to maintain that ratio which is considered the one-time grace year, the claimant's eligibility to receive Transportation Development Act funds would be determined as follows:

1. In the fiscal year that the claimant fails to maintain the required ratio, known as the “noncompliance year”, there is no change in eligibility.
2. In the subsequent fiscal year or determination year there is no change in eligibility, however the audited amount of the difference between the required and actual fare revenue to operating cost ratio as reported in the claimant's fiscal and compliance audit for the fiscal year for which the required ratio was not met must be determined.
3. In the third or penalty year, the operator's or transit service claimant's eligibility to receive monies from the local transportation and state transit assistance funds shall be reduced, for one year only, by the amount of the difference between the required fare revenues and the actual fare revenues for the fiscal year that the required ratio was not maintained.
4. A claimant subject to the penalty in this section shall demonstrate to the transportation planning agency, the county transportation commission.

i

A short history of transportation funding

http://stran.senate.ca.gov/sites/stran.senate.ca.gov/files/trans_funding_fact_sheet_oct_2016.pdf

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[*http://www.dot.ca.gov/hq/MassTrans/State-TDA.html*](http://www.dot.ca.gov/hq/MassTrans/State-TDA.html)

Transit Wiki

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[*http://www.dot.ca.gov/paffairs/timeline.html*](http://www.dot.ca.gov/paffairs/timeline.html)

What is a Regional Transportation Planning Agency?

[*https://www.planning.dot.gov/documents/RTPO_factsheet_master.pdf*](https://www.planning.dot.gov/documents/RTPO_factsheet_master.pdf)

Regional Transportation Planning Agencies

[*http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Jarc-NF/Cycle%206/mportparevisedlist011312.pdf*](http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Jarc-NF/Cycle%206/mportparevisedlist011312.pdf)

[*http://stran.senate.ca.gov/sites/stran.senate.ca.gov/files/trans_funding_fact_sheet_oct_2016.pdf*](http://stran.senate.ca.gov/sites/stran.senate.ca.gov/files/trans_funding_fact_sheet_oct_2016.pdf)

Part 2

System Analysis

EXECUTIVE SUMMARY

This comprehensive analysis of travel patterns in Roseville, encompassing all-day travel and segmented by specific time periods (AM peak, midday, and PM peak), provides a multifaceted view of the city's mobility landscape. By dissecting travel patterns both spatially across different quadrants and temporally throughout the day, we've gained valuable insights into the rhythms of urban movement that define Roseville's character and inform its transportation needs.

ALL-DAY TRAVEL PATTERNS

The all-day analysis revealed a balanced distribution of travel within and between the city's quadrants, with notable corridors of movement highlighting the interconnectedness of Roseville's urban fabric. Key travel routes, particularly between the North East and South East quadrants, were identified as critical arteries supporting the city's daily mobility.

AM PEAK PERIOD

The morning rush (8 am to 10 am) showed concentrated travel patterns, with significant movement along the Northeast to South East corridor, reflecting the commute to work and school. This period underscored the need for efficient transportation solutions to manage the influx of morning traffic and ensure timely commutes.

MIDDAY PERIOD

The midday analysis (10 am to 3 pm) illustrated a more distributed mobility pattern, indicative of a variety of activities, including errands, leisure, and business engagements. The diversity in travel purposes during this period highlighted the versatility of Roseville's transportation network in accommodating a wide range of midday movements.

PM PEAK PERIOD

The evening peak (3 pm to 7 pm) mirrored the morning's concentrated travel corridors but with an increase in intra-quadrant travel within the North East. This shift towards evening commutes and return journeys home emphasized the importance of managing traffic flows and ensuring the availability of efficient public transit options to ease congestion during this busy period.

KEY FINDINGS

- **Dynamic Mobility Landscape:** Roseville's urban mobility is characterized by dynamic shifts in travel patterns, with concentrated commutes during peak periods and more varied movements during the midday.
- **Critical Corridors:** The North East to South East travel corridor emerged as a vital route across all time periods, necessitating focused attention to infrastructure improvements and traffic management.
- **Intra-Quadrant Variability:** Intra-quadrant travel, especially within the Northeast, highlighted the quadrant's role as a significant hub for both residential and commercial activities, underscoring the need for localized transportation planning.

IMPLICATIONS FOR URBAN PLANNING

The insights garnered from this analysis underscore the necessity for a holistic approach to urban and transportation planning in Roseville. Tailoring infrastructure and services to the nuanced patterns of daily travel can enhance the efficiency, sustainability, and resilience of the city's transportation network. Addressing the challenges identified in key travel corridors, optimizing routes and transit schedules to match peak demand, and ensuring the accessibility and convenience of intra-quadrant travel are crucial steps toward fostering a more connected and mobile Roseville.

INTRODUCTION

This analysis is conducted for the City of Roseville to enhance the understanding of public transit patterns within its urban area. Focusing on Roseville Transit, the city's primary transit system, the study aims to uncover critical insights into the flow of people through various transit nodes. Utilizing data collected between March and September 2023, the analysis encompasses different travel behaviors, providing an in-depth understanding of the transit dynamics specific to Roseville.

The primary data source is GPS and location-based data obtained from cell phone users within Roseville. This dataset offers a comprehensive view of movement patterns in the city, allowing for a detailed analysis of travel behaviors and usage of Roseville Transit. The precision of GPS data is invaluable in urban planning, offering accurate insights into the locations and movements of commuters and residents within Roseville.

METHODOLOGY

Custom algorithms were developed to match user locations accurately within Roseville's urban landscape. These algorithms form the backbone of our analysis, enabling us to detail where individuals are within Roseville and how they move, particularly concerning Roseville Transit. The study identifies significant points of interest and transit nodes, which are crucial for Roseville Transit planning and optimization by examining travel patterns by time of day and the duration spent at critical locations.

EMPHASIS ON PRIVACY AND DATA HANDLING

In line with the City of Roseville's commitment to privacy and ethical data practices, all collected data was rigorously disaggregated and anonymized. The analysis ensures individual privacy by removing personal identifiers and adhering to modern standards for data privacy and ethical data use. This approach ensures that the analysis respects individual privacy while providing valuable insights into the mobility patterns within Roseville.

INSIGHTS INTO URBAN MOBILITY IN ROSEVILLE

Integrating GPS data and our bespoke algorithms provides a unique perspective on urban mobility in Roseville. The analysis tracks individuals' time at various locations, shedding light on key points of interest and their interrelation with Roseville Transit.

This information is vital to understanding the demand for Roseville Transit and identifies potential areas for service enhancement, thereby improving urban mobility for the residents of Roseville.

CENTROID ANALYSIS

In our comprehensive study of Roseville's urban mobility, a pivotal element is the analysis of travel intensity through a 'centroid' lens. In this context, a centroid represents a focal point or hub within the city, typically a location of high travel activity or strategic importance. This section of the report delves into the nuances of patterns relating to these centroids, shedding light on the most intense travel locations in Roseville.

Understanding the dynamics of travel at these centroids is essential for multiple reasons. Firstly, it provides Roseville Transit with a clear picture of high-traffic areas, enabling targeted improvements in service where it's needed most. Secondly, it offers insights into the efficiency of current transit routes and stops, highlighting potential service gaps or optimization opportunities. Finally, this analysis serves as a foundation for future urban planning initiatives, guiding decisions that can enhance overall mobility and accessibility in Roseville.

APPROACH

Our approach to centroid analysis combines sophisticated data analytics with real-world insights. By analyzing aggregated and anonymized data from various sources, including GPS and cell phone location data, we identify critical patterns in how residents and visitors navigate the city. This analysis not only considers the volume of trips to and from each centroid but also looks at the intensity of these trips during different times of the day, thus offering a multi-dimensional view of transit patterns.

IDENTIFY HIGH-TRAFFIC CENTROIDS

This section of our analysis focuses on identifying and understanding the centroids in Roseville with the highest traffic volumes. This distinction is critical for Roseville Transit in optimizing service delivery and planning future expansions or improvements.

Methodology: Our analysis utilizes weighted trip intensity and the number of observations from the centroid intensity dataset. These metrics provide a clear perspective on which centroids are most and least frequented, thus indicating areas of high and low activity. In the analysis of public transit systems like Roseville Transit, weighted trip intensity is a crucial metric for understanding and assessing traffic distribution. Unlike simple trip counts, this metric provides a nuanced view of transit usage by accounting for the frequency and importance of trips, thereby offering a more accurate representation of demand. It's instrumental in identifying high-demand areas, which is essential for effective resource allocation and operational planning. By focusing on weighted trip intensity, transit authorities can optimize route efficiency, adjust service frequency to match actual usage patterns, and make data-driven decisions for urban development and infrastructure expansion.

Furthermore, weighted trip intensity plays a vital role in enhancing user experience. It allows transit services to be tailored to meet the real needs of commuters, improving satisfaction and potentially increasing ridership. This approach also helps identify overcrowding issues, ensuring that adjustments are made for a more comfortable and efficient commuting experience. Overall, the use of weighted trip intensity in transit analysis is key to developing a responsive, efficient, and user-centered public transit system.

GEOSPATIAL ANALYSIS

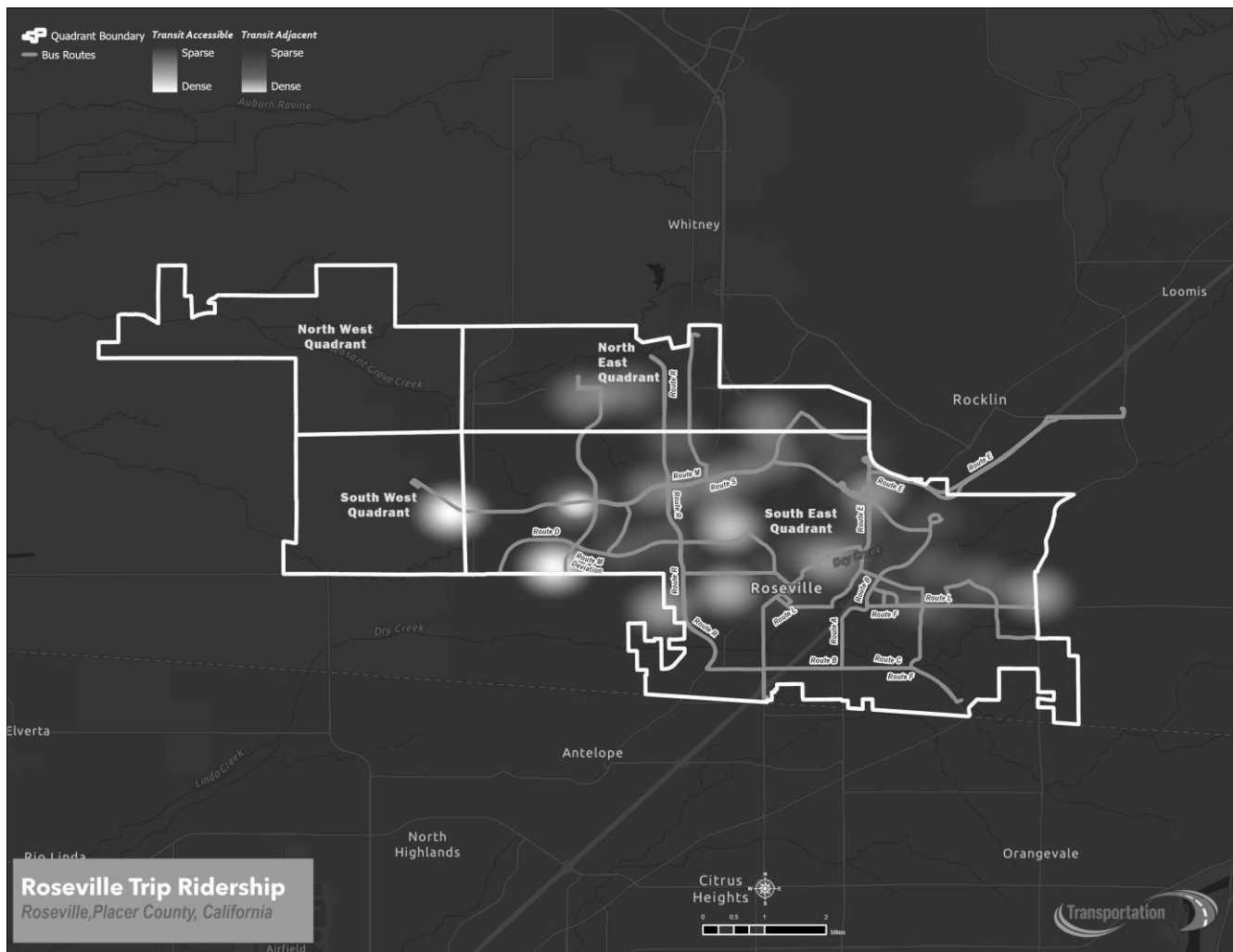
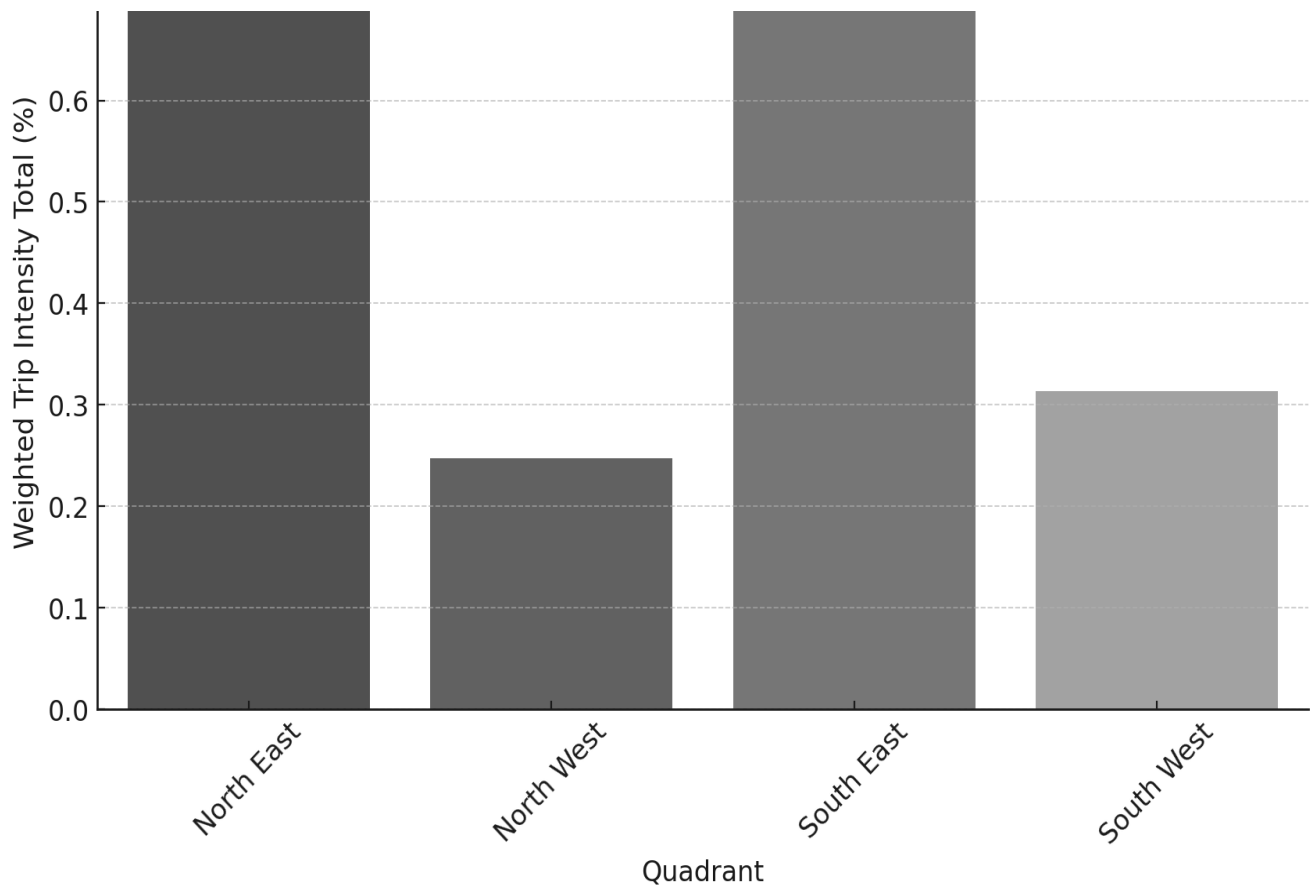


Figure 1 - Trip Activities Across Quadrants

The analysis shows a marked difference in the percentage of trip activities among the quadrants. For instance, if the "North East" quadrant accounts for 40% of the weighted trip intensity total, it underscores this quadrant's role as a primary destination or origin for trips within the analyzed area.

Certain quadrants have emerged as significant contributors to the overall trip activity. Identifying the exact percentages helps quantify the extent of their contribution. For example, a 35% trip intensity in the "South West" quadrant indicates a substantial volume of travel, necessitating targeted infrastructural and service interventions.



- North East: 35.60% of the weighted trip intensity total, indicating this quadrant remains a significant hub for travel activity.
- North West: 12.35% of the weighted trip intensity total, showing an increase in activity compared to the previous center point.
- South East: 36.40% of the weighted trip intensity total, making it the quadrant with the highest trip activity, similar to the previous analysis but slightly adjusted due to the new center.
- South West: 15.65% of the weighted trip intensity total, reflecting a notable share of travel activity and an increase from the previous analysis.

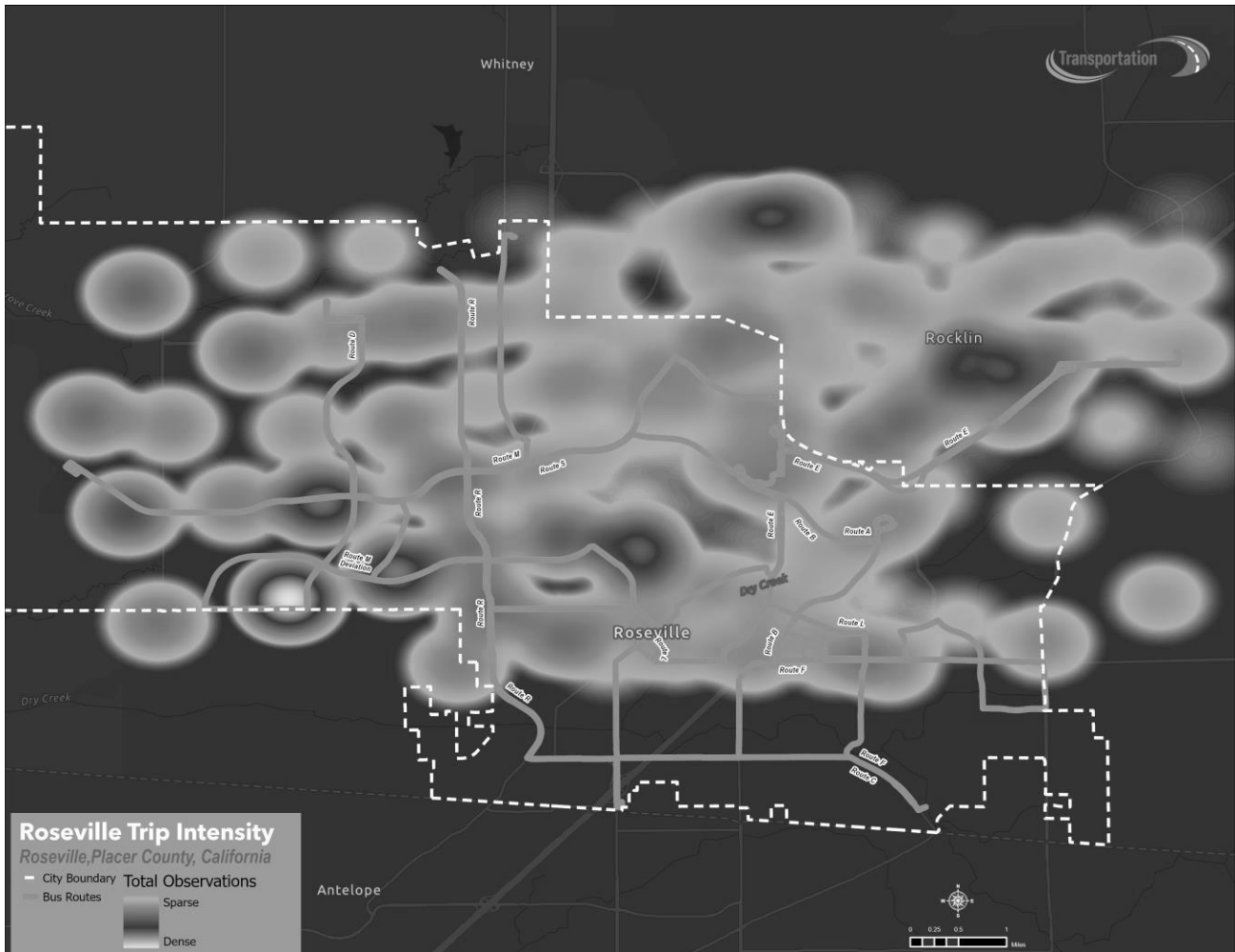


Figure 2 - Centroid Intensity

HIGHT TRAFFIC CENTROIDS

The top 25 centroids collectively account for a significant portion of the city's travel activity, representing approximately 95% of all trips. This high percentage underscores the strategic importance of these locations as focal points of travel and activity within Roseville. Each centroid exhibits unique characteristics in terms of travel intensity, distances, and durations, highlighting the diverse nature of these hubs.

The examination of the top 25 busiest centroids revealed a notable concentration in specific quadrants, reflecting key areas of travel activity within Roseville:

- The South East quadrant emerged as the most prominent, with 11 centroids ranking among the top 25. This suggests a high level of transit and travel demand in this area, potentially driven by commercial, residential, or cultural hubs.
- The South West quadrant accounted for 6 of the top centroids, indicating another significant area for travel within the city.
- The North East and North West quadrants contained 5 and 3 of the top centroids, respectively, highlighting these areas as lesser but still notable centers of travel activity.

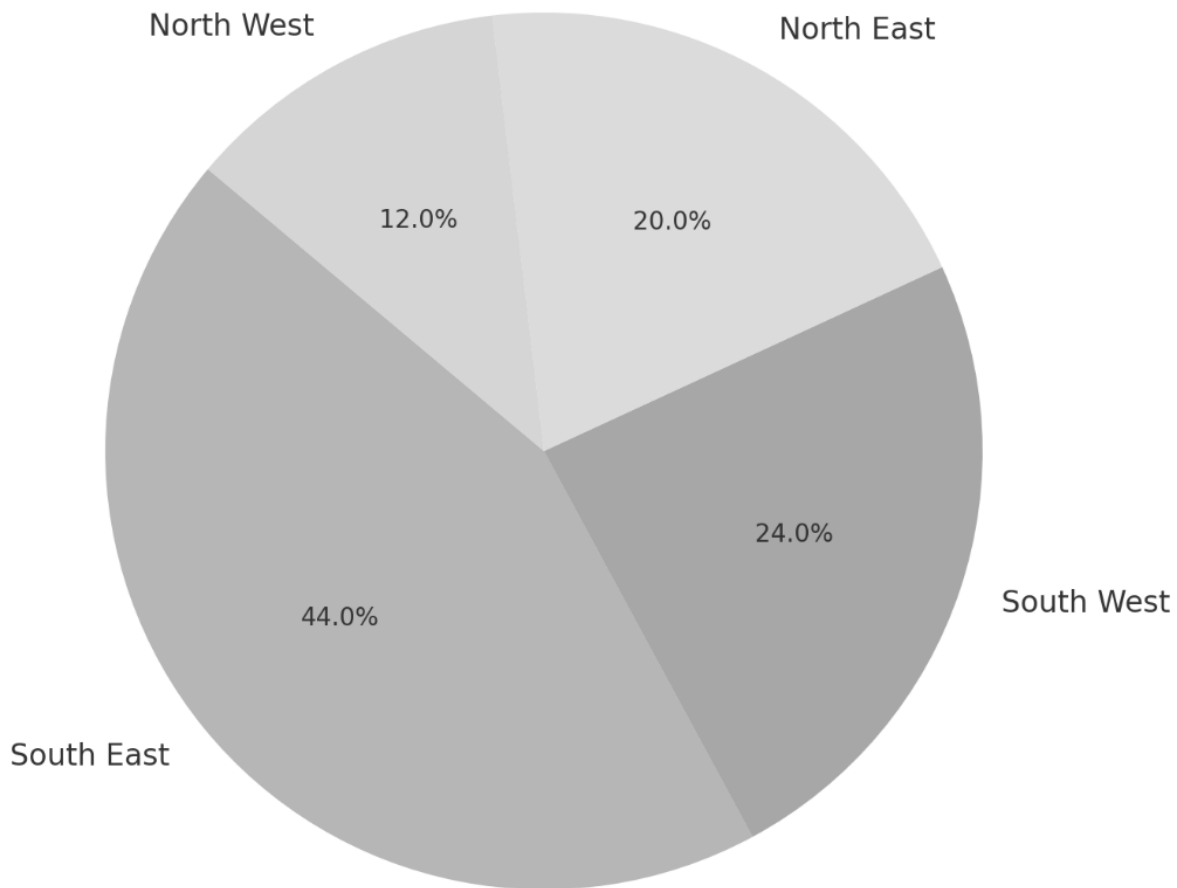


Figure 3 - Geographic Analysis of High-Traffic Centroids

The analysis of travel patterns to these key centroids provided insights into the typical distances and durations associated with trips in Roseville:

- The average mean distance traveled to reach these top 25 centroids was found to be approximately 4.57 miles. This metric reflects the spatial reach of Roseville's travel network and suggests that significant portions of the city are within moderate travel distance to these busy locations.
- The average mean duration of trips to these centroids stood at around 11.11 minutes, indicating a relatively efficient travel time within the urban landscape. This duration is a critical factor for public transit planning, as it impacts user convenience and the attractiveness of public transportation options.

The quadrant-based distribution and travel pattern analysis of Roseville's top 25 busiest centroids offers valuable insights for enhancing the city's public transit system. The concentration of travel activity in the South East and South West quadrants suggests these areas could be focal points for transit route optimization and service enhancements. Moreover, the moderate mean distances and durations to these centroids highlight the potential for making public transit a competitive and appealing choice for city residents.

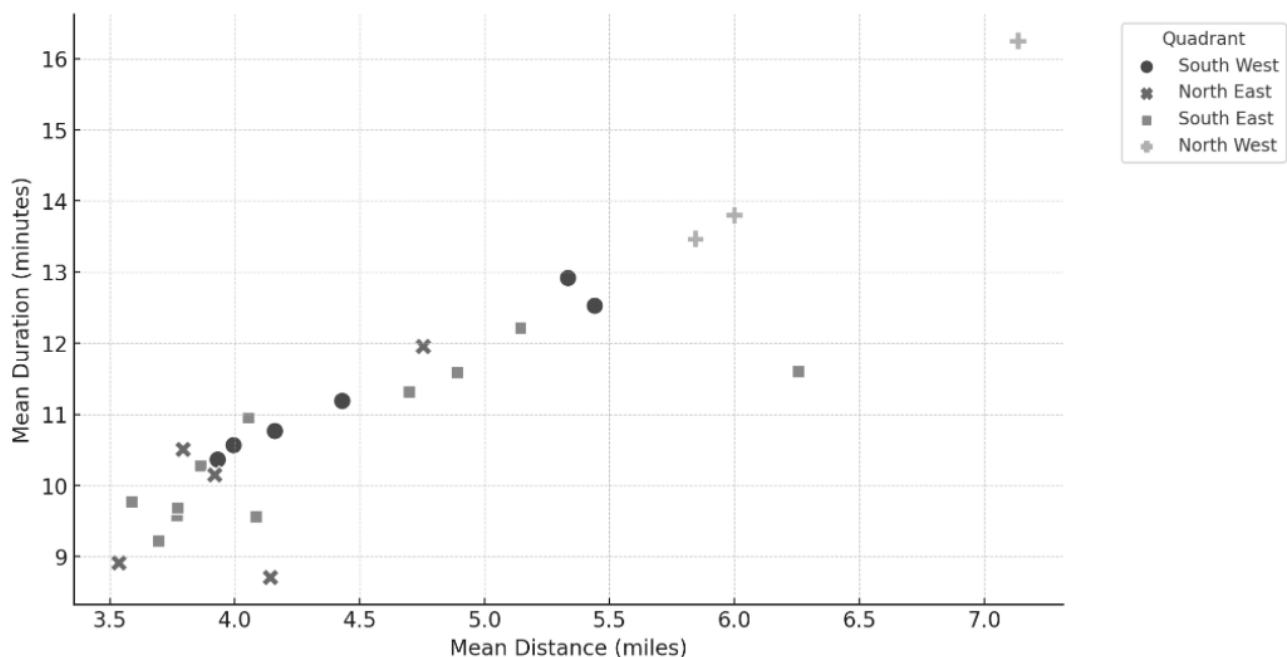


Figure 4 – Distance vs Duration by Centroid

TRAVEL DURATION ANALYSIS

The analysis of mean travel duration by quadrant in Roseville reveals distinct patterns of travel efficiency across the city, shedding light on the dynamics of urban mobility within its geographic confines. The bar chart visualization underscores the average travel times associated with each quadrant, offering a nuanced perspective on the spatial distribution of travel durations.

In the North East quadrant, the average travel duration portrays a scenario of moderate travel times, potentially indicative of a well-connected transit network and a balanced distribution of destinations that facilitate relatively swift movement. This area might exhibit a harmonious blend of residential, commercial, and recreational spaces, contributing to its moderate travel durations.

Conversely, the South East quadrant stands out with a higher average travel duration. This could suggest larger distances between key destinations within the quadrant or possible congestion points that extend travel times. The area might encompass expansive residential zones or major commercial hubs that attract significant traffic, thereby impacting overall travel efficiency.

The North West quadrant presents a different picture, with shorter average travel durations that hint at an efficient travel framework. This efficiency could stem from a compact urban design, strategic placement of transit routes, or fewer traffic impediments, facilitating quicker commutes and smoother transit flows.

Similarly, the South West quadrant exhibits relatively lower travel durations, akin to the North West. This efficiency could be attributed to effective public transportation options, well-maintained infrastructure, or the strategic location of amenities and services that minimize the need for extended travel.

Through this quadrant-based analysis of travel durations, a comprehensive understanding of Roseville's transit dynamics emerges. The variations in travel times across quadrants highlight the diverse urban fabric of the city, where each quadrant presents unique mobility characteristics. This analysis not only reflects the current state of travel within Roseville but also underscores the intrinsic link between urban planning, infrastructure development, and transit efficiency in shaping the city's overall mobility landscape.

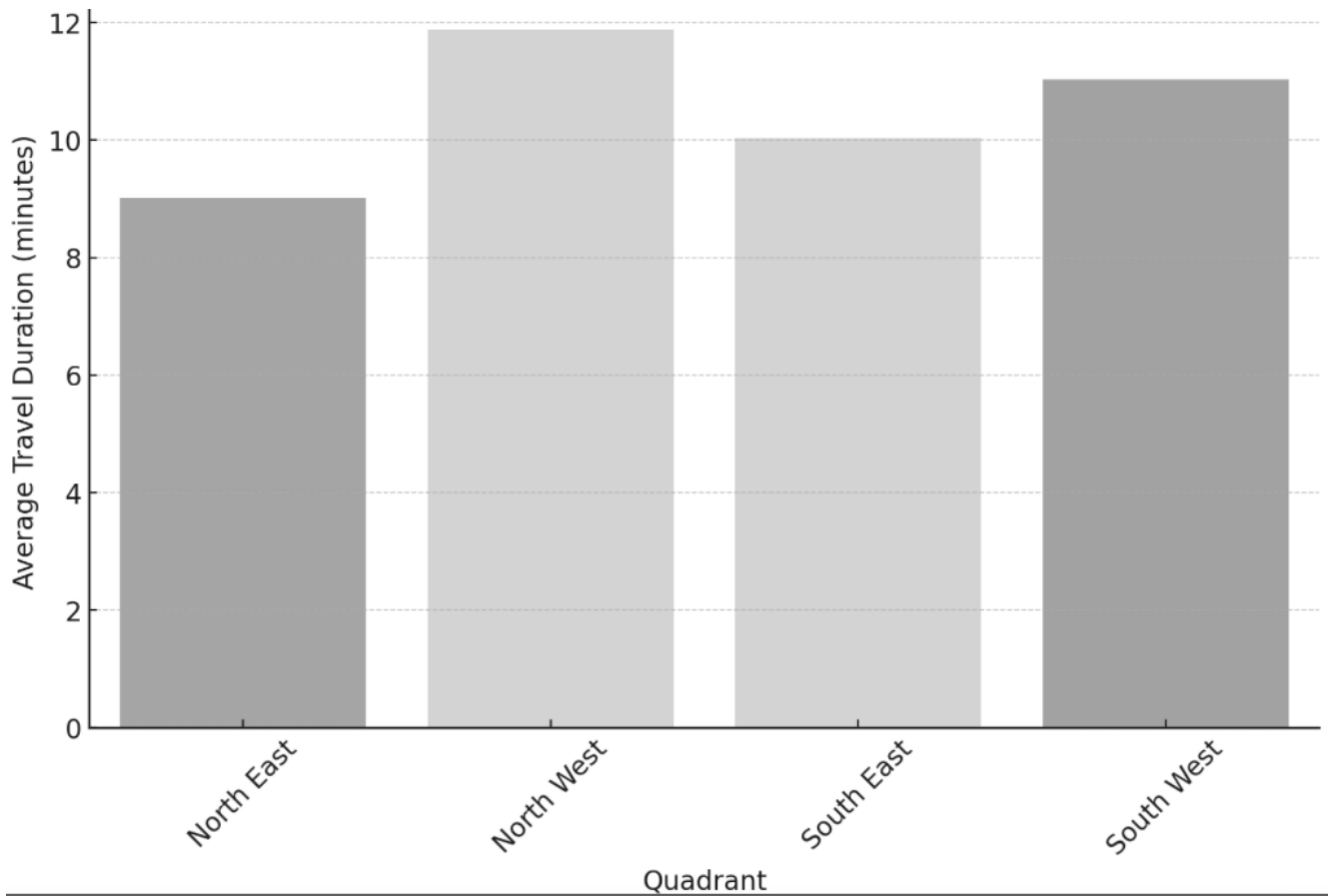


Figure 5 - Average Travel Duration by Quadrant

POINT OF INTEREST ANALYSIS

In a comprehensive analysis of the Points of Interest (POIs) surrounding the busiest locations in Roseville, a diverse range of POIs was categorized into distinct groups: medical, school, retail, residential, employment, and others. This categorization offers insights into the nature of areas that contribute to the busyness of these centroids.

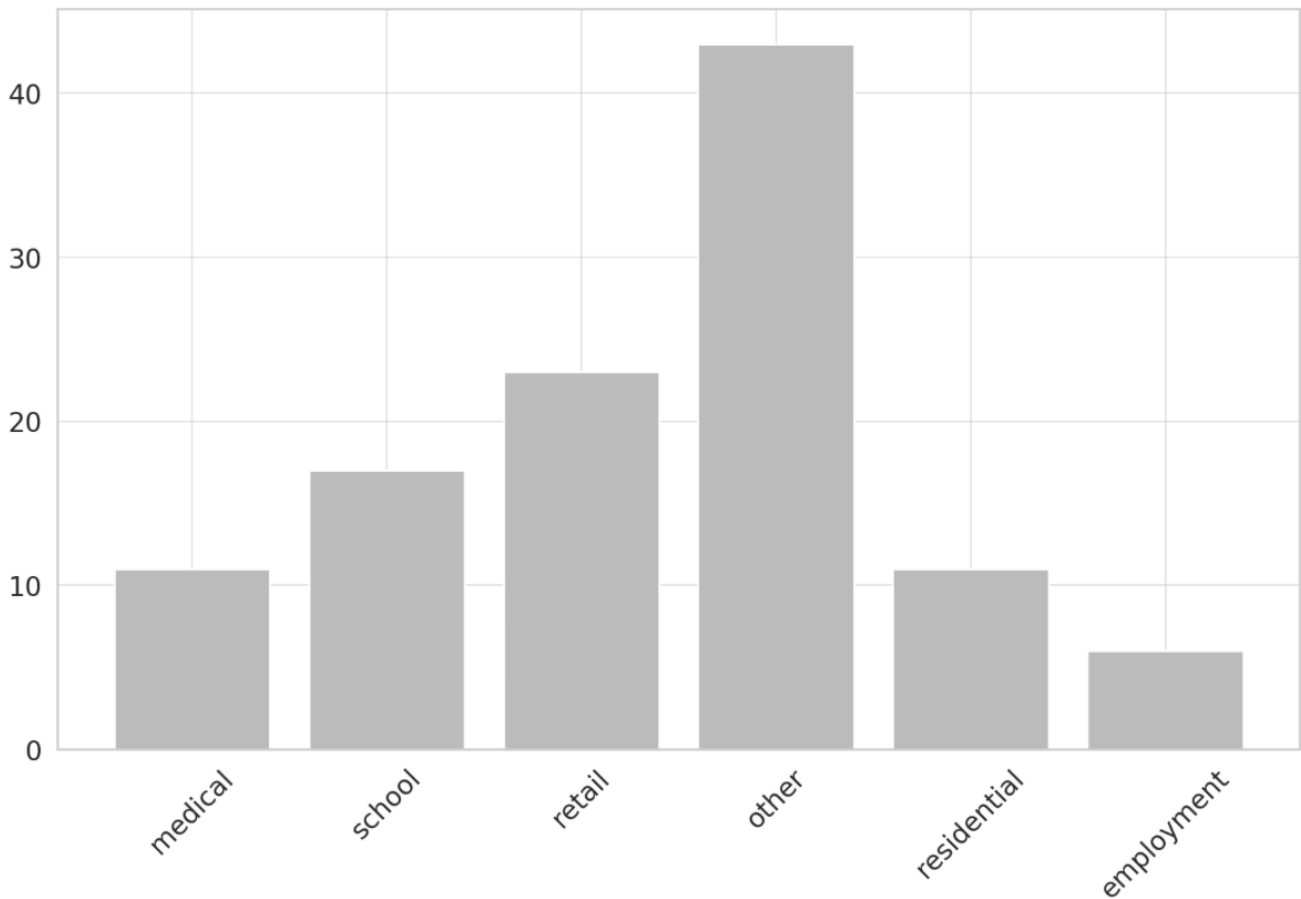


Figure 6 - Pols by Centroid

- **Medical Facilities:** The presence of medical-related POIs, such as clinics or hospitals, reflects the healthcare accessibility in certain areas. For example, centroids with POIs like "Waikiki Dentist" indicate local access to specialized medical services.
- **Educational Institutions:** School-related POIs, including schools, colleges, and universities, highlight the educational infrastructure. Centroids near institutions like "Sierra Vista Preschool" suggest areas frequented by students and faculty, contributing to traffic density.
- **Retail Establishments:** Retail POIs, encompassing stores, markets, and shopping centers, signify bustling commercial hubs. For instance, "Nugget Market" and "Panda Express" are indicative of shopping areas that attract significant footfall.
- **Residential Areas:** The categorization of residential POIs, including apartments and housing complexes, underlines residential sectors within the city. Centroids near residential complexes suggest areas with high living density, impacting local traffic patterns.

- **Employment Centers:** Employment-related POIs, such as business offices and companies, signal economic activity centers. The presence of company names among POIs points to business districts that likely experience regular employee commuting.
- **Other Categories:** This diverse category includes a range of POIs that do not fit into the aforementioned types, providing a glimpse into the unique and varied landscape of Roseville's busiest areas.

The distribution of these categories across different centroids paints a multifaceted picture of Roseville's urban landscape. For example, the concentration of retail POIs in certain quadrants suggests active commercial districts, whereas areas with a higher number of residential POIs might be predominantly living quarters with associated traffic during peak hours. Similarly, the clustering of employment-related POIs could indicate business districts with significant daily commuter traffic.

In summary, this analysis illustrates the varied nature of destinations surrounding Roseville's busiest locations and offers valuable insights for urban planning and traffic management. Understanding the types of POIs in these areas can aid in developing targeted strategies to manage congestion, improve public transportation routes, and enhance overall city infrastructure.

TRAVEL PATTERNS

The analysis of connecting centroids to trips in Roseville, CA, involves leveraging GPS and location-based data to understand travel patterns. This approach is mode-agnostic, meaning it considers travel regardless of the mode of transportation (such as driving, walking, biking, or public transit). Here's a summary of how this analysis works:

Each movement from one centroid to another is tracked and recorded using GPS and location-based data. This data provides a wealth of information about how people move around the city, capturing each trip's starting point and destination, the time taken, and the distance traveled. By analyzing these movements, we can identify common travel patterns, such as the most frequented routes, peak travel times, and popular destinations.

This mode-agnostic approach offers a comprehensive view of travel behaviors in Roseville. For instance, if a significant number of trips occur between "Northwestern 1" and "Northeastern 1", it suggests a strong connection between these areas, possibly due to various factors like work commutes, shopping, or other activities.

Grouping centroids into trips allows a deeper understanding of the city's travel dynamics. For example, certain centroids might predominantly be starting points, while others are primarily destinations. This information is invaluable for urban planning, transportation network design, and making data-driven decisions to improve traffic flow, enhance public transit systems, and facilitate efficient travel throughout Roseville.

SPATIAL MOBILITY ANALYSIS

The comprehensive analysis of travel patterns in Roseville, through the lens of intra- and inter-quadrant mobility, offers profound insights into the city's transportation dynamics. By meticulously linking centroids and analyzing trips based on their originating and destination quadrants, we've unveiled the fabric of urban travel that underpins daily life in Roseville.

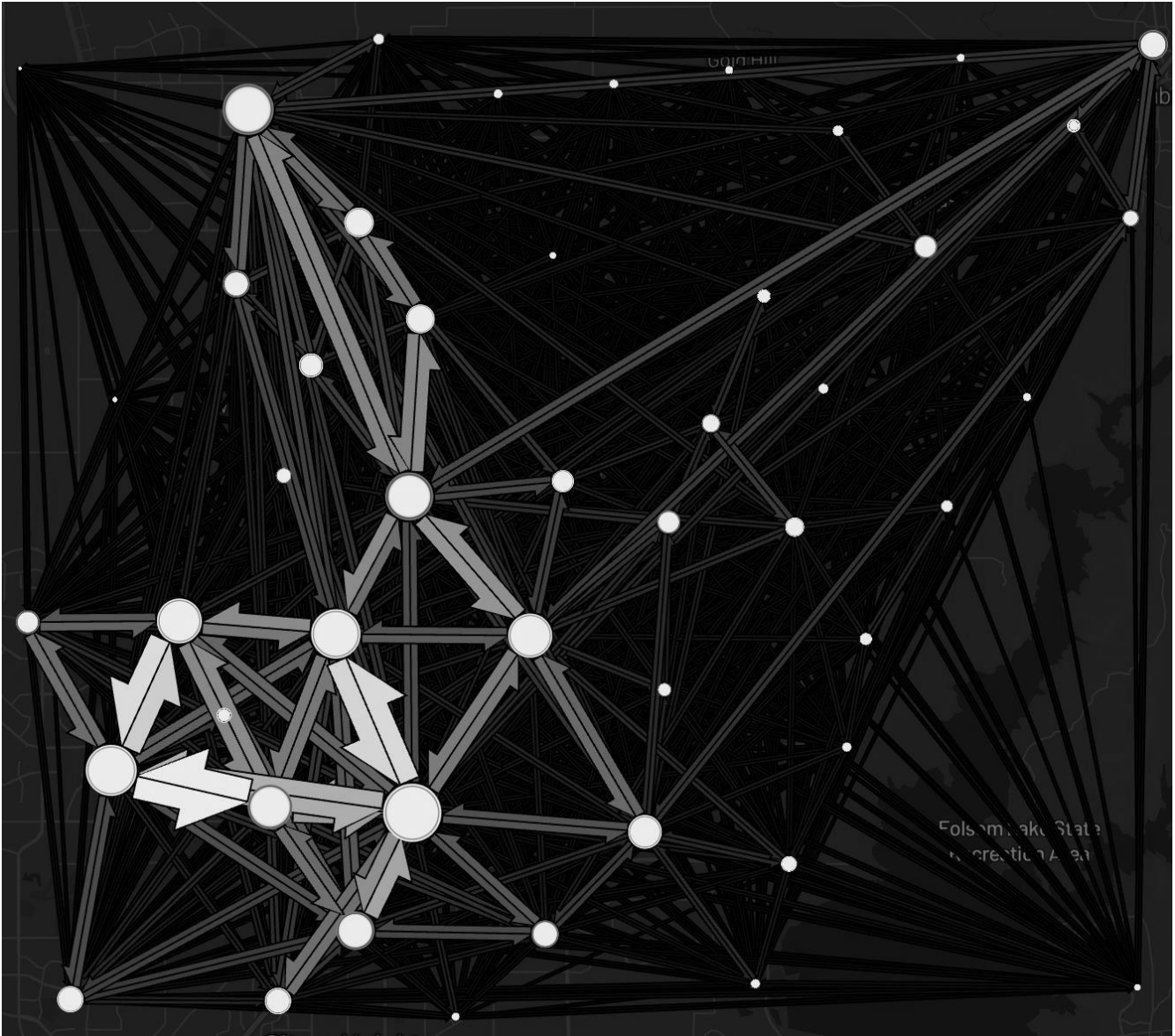


Figure 7 - All-Day Travel Patterns

INTRA-QUADRANT MOBILITY

- The North East quadrant sees a notable amount of self-contained travel, accounting for approximately 4.93% of total trips, with these trips averaging 7.44 miles in distance and 14.42 minutes in duration.
- The southeast quadrant also exhibits significant intra-quadrant movement, representing around 2.73% of trips, featuring an average travel distance of 6.58 miles and a duration of 13.51 minutes.

INTER-QUADRANT TRAVEL

- A key movement corridor is identified from the North East to the South East quadrant, comprising 3.82% of total trips, with an average distance of 6.85 miles and a duration of 13.73 minutes.
- Conversely, travel from the South East back to the North East accounts for 3.78% of trips, with these routes averaging 6.91 miles in distance and 13.92 minutes in duration.
- Movement between the North East and North West quadrants is also prevalent, with trips from North East to North West and vice versa making up 1.21% and 1.20% of total trips, respectively, and featuring similar average distances (around 6 miles) and durations (approximately 13 minutes).
- Trips from the South West to the North East constitute 1.15% of the overall travel, with an average distance of 7.32 miles and a duration of 14.13 minutes.

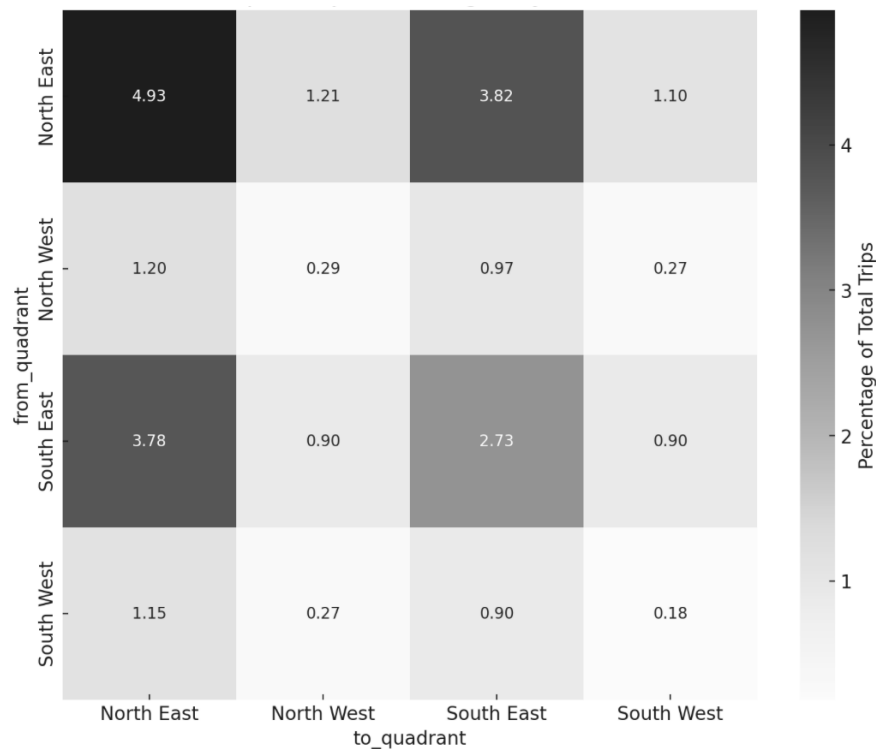


Figure 8 - Heatmap of Trip Percentages by Quadrant

This heatmap illustrates the percentage of total trips within and between each quadrant. The color intensity indicates higher percentages, highlighting the most traveled corridors, particularly between the North East and South East quadrants.

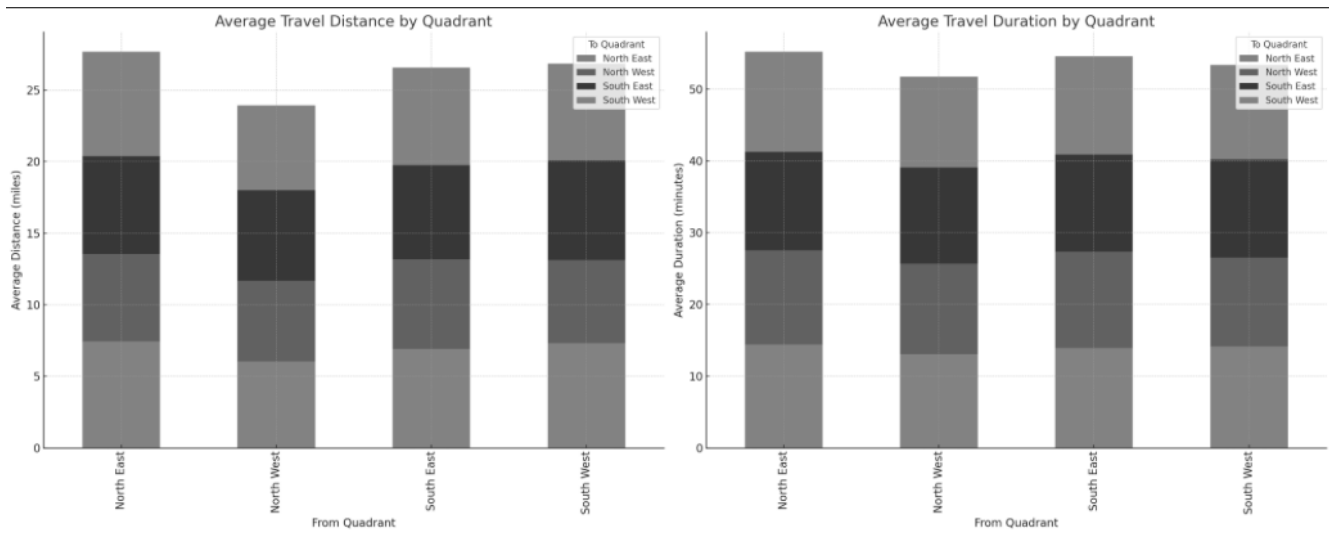


Figure 9 - Average Travel Distance and Duration by Quadrant

The chart for average travel distances showcases the comparative lengths of trips originating from each quadrant to others. It underscores the relatively longer distances associated with trips from the southwest to other quadrants, reflecting the geographical spread and the nature of travel patterns in Roseville. Consistent with the distances, the durations also highlight the prominence of travel between the Northeast and South East quadrants, with durations aligning closely with the distances traveled.

SPATIAL MOBILITY BY TIME OF DAY

To gain a comprehensive understanding of urban mobility in Roseville, it's essential to dissect travel patterns not only spatially but also temporally. This analysis delves into the intricate web of mobility by examining travel patterns during distinct time periods of the day: the AM peak (8 am to 10 am), midday (10 am to 3 pm), and the PM peak (3 pm to 7 pm). Each period offers unique insights into the rhythms of city life, influenced by the daily routines of its residents, the timing of business and school activities, and the ebb and flow of traffic congestion.

The dynamism of Roseville's urban travel landscape is vividly captured through a temporal lens, highlighting the shifting patterns of movement that characterize different parts of the day:

- **AM Peak:** This period captures the morning rush as residents embark on their commutes to work, school, or other early-day engagements. The analysis of this timeframe reveals concentrated travel corridors and preferences, shedding light on the most heavily utilized routes and the efficiency of the transportation network during morning high-demand hours.
- **Midday:** Spanning the late morning to early afternoon, the midday period encompasses a variety of travel behaviors, from errands and business meetings to leisure activities. This timeframe often sees a more distributed pattern of movement across the city, reflecting a diverse array of trip purposes beyond the typical commute.
- **PM Peak:** The evening peak encapsulates the return commute and the flurry of activities marking the end of the conventional workday. Analyzing travel during this period uncovers key insights into the routes that facilitate the homeward journey and the adjustments in urban mobility to accommodate the surge in evening traffic.

COMPARATIVE PERSPECTIVE

By juxtaposing travel patterns across these distinct time periods, we gain a nuanced understanding of how Roseville's mobility landscape evolves throughout the day. This comparison illuminates:

- **Concentrated vs. Distributed Travel Patterns:** The transition from focused travel corridors during the AM peak to a more evenly spread mobility landscape in the midday and back to concentrated routes in the PM peak reflects the city's adaptive travel dynamics in response to the daily routines of its inhabitants.
- **Temporal Shifts in Travel Dynamics:** The analysis highlights how average travel distances and durations vary from morning to midday to evening, offering clues to the changing nature of trips, from the purpose-driven morning commutes to the more leisurely midday excursions and the return commutes of the evening.
- **Quadrant-Specific Variations:** The temporal dissection of travel patterns also reveals how different quadrants of the city serve as origins, destinations, or transit points at various times of the day, informing targeted urban planning and transportation strategies.

This temporal analysis, enriched by the comparison of AM peak, midday, and PM peak periods, provides a holistic view of urban mobility in Roseville, CA. It underscores the importance of tailoring transportation planning and infrastructure development to meet the city's dynamic mobility needs, ensuring efficient, sustainable, and responsive urban travel.

AM PEAK

The AM peak period analysis underscores a shift in travel dynamics, with a noticeable concentration of trips along specific corridors, particularly from the North East to the South East quadrant. This pattern likely reflects the directional flow of commuters heading to work or school in the morning.

Both the travel distances and durations are optimized during the AM peak, highlighting the efficiency of morning commutes and possibly the impact of traffic management measures that facilitate smoother travel during high-demand hours.

- During the AM peak, travel patterns become more focused, with a slight shift toward the predominant North East to-South East corridor.
- Average travel distances and durations during the AM peak tend to be shorter, indicating more direct commutes.
- Intra-quadrant mobility, especially within the Northeast quadrant, decreases slightly during the AM peak, reflecting the outward flow of morning commutes.

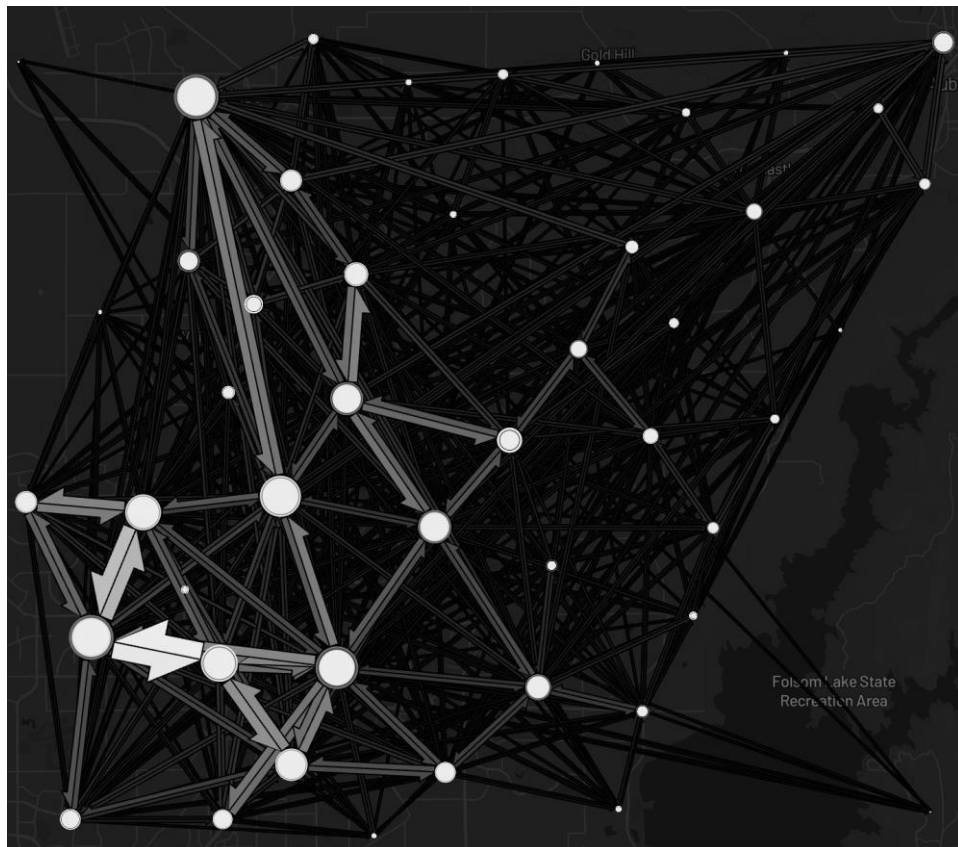


Figure 10 - AM Peak Travel Patterns

During the AM peak, the average distances and durations slightly decrease across most routes compared to the all-day data. For instance, the average distance for North East to South East travel is 5.60 miles with a duration of 11.85 minutes, showing a more condensed travel pattern likely due to the concentrated nature of morning commutes.

INTRA-QUADRANT TRAVEL

- The North East quadrant continues to exhibit a high level of self-contained mobility, with the percentage of intra-quadrant trips slightly decreasing compared to all-day data, reflecting the morning outward commute.

INTER-QUADRANT TRAVEL

- The predominant flow from the Northeast to the Southeast quadrant remains significant during the AM peak, constituting 3.99% of total trips, a slight increase in concentration reflecting the directional bias of morning commutes.

COMPARISON TO ALL-DAY DATA

The AM peak period shows a more concentrated pattern of travel, particularly in the direction of the Northeast to South East quadrant, which aligns with typical morning commute patterns to business or commercial districts located in these quadrants.

The distances and durations during the AM peak are generally shorter and quicker than the all-day averages, suggesting that morning commutes are more direct and potentially less impacted by midday or evening traffic variations.

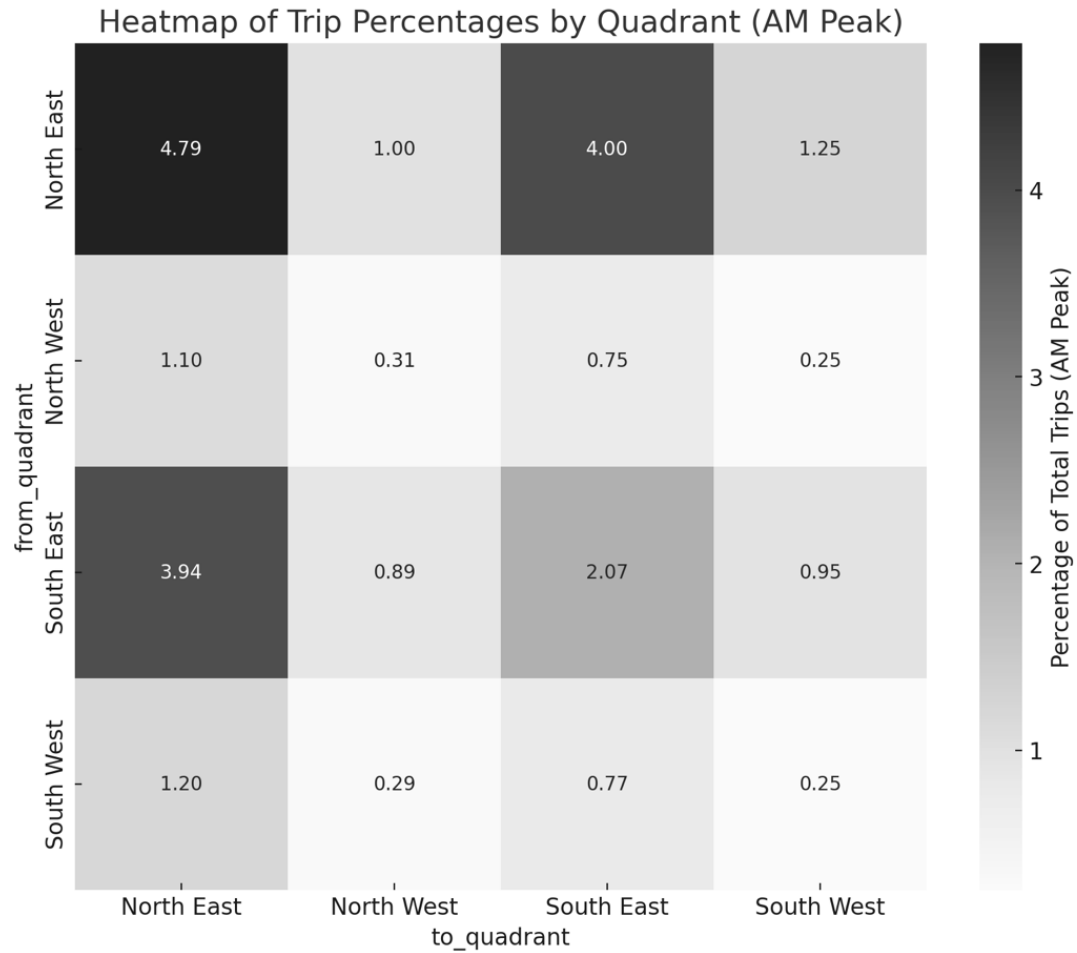


Figure 11 - Heatmap of Trip Percentages by Quadrant (AM Peak)

This heatmap presents the distribution of trip percentages during the AM peak period, with color intensity indicating higher percentages. It highlights the concentrated travel patterns during the morning commute, especially between the North East and South East quadrants.

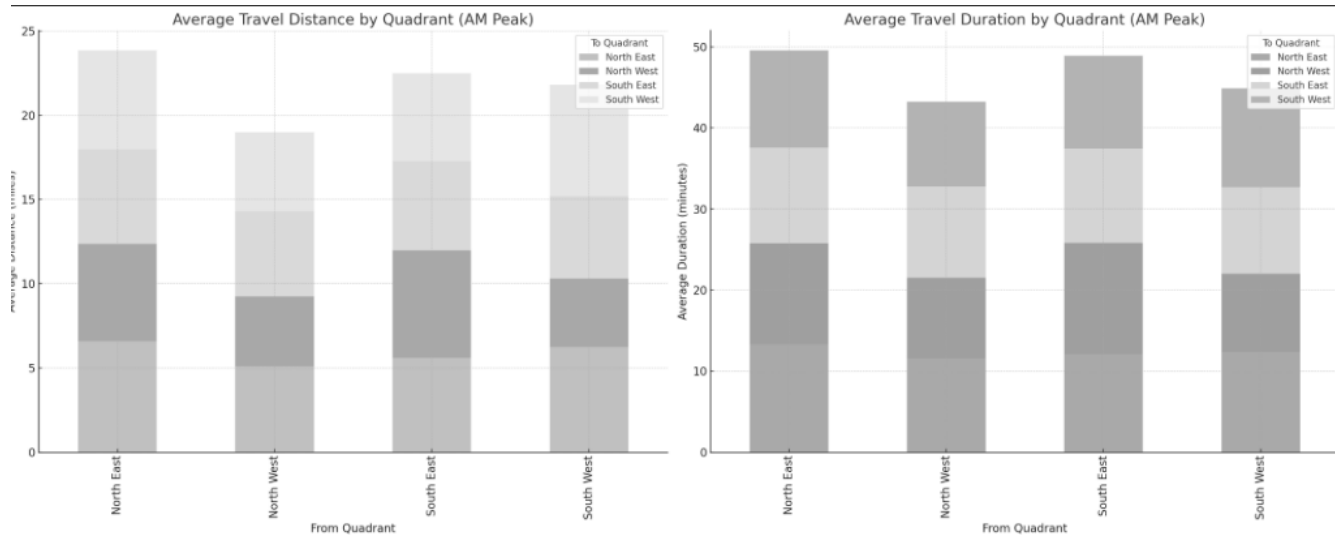


Figure 12 - Average Travel Distance and Duration by Quadrant (AM Peak)

The chart shows the average travel distances during the AM peak period, with different colors representing destination quadrants. It reveals that the travel distances are generally shorter during the AM peak compared to the all-day averages, indicating more direct routes taken during morning commutes. The durations are slightly shorter during the AM peak, suggesting quicker commutes, possibly due to less congested routes or more efficient travel choices in the morning.

MIDDAY

The midday analysis underscores a transition from the concentrated travel patterns of the AM peak to a more distributed and varied mobility landscape. This shift reflects the diverse nature of midday travel, which encompasses a wide range of activities beyond the typical work or school commutes.

The North East to-South East travel corridor remains significant but is complemented by a more uniform spread of intra- and inter-quadrant travel, highlighting the multifaceted nature of urban mobility in Roseville during the midday period.

- The midday period features a balance between intra- and inter-quadrant travel, with a slight emphasis on the North East to-South East corridor.
- Average travel distances and durations during midday are indicative of a broader range of trip purposes and destinations, not as tightly concentrated as the AM peak.
- The percentage of intra-quadrant travel in the North East quadrant increases slightly during the midday, reflecting a diversification in travel patterns as the day progresses.

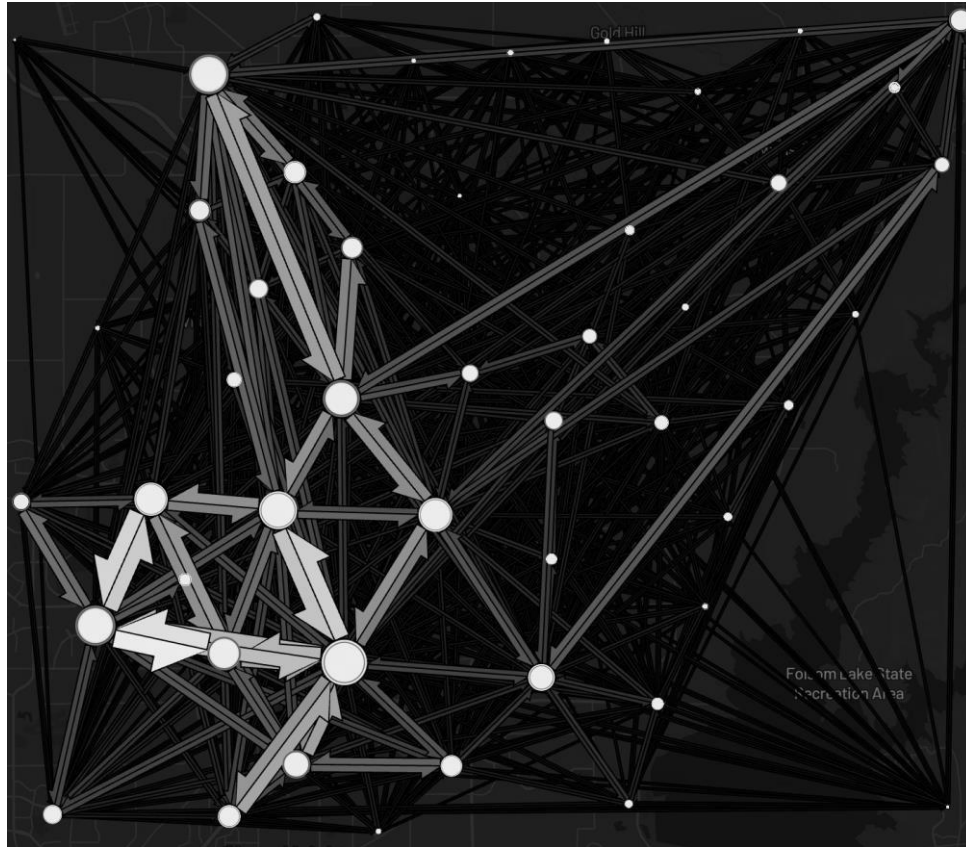


Figure 13 - Midday Travel Patterns

The average distances and durations during the midday period are similar to the all-day data but show slight variations when compared to the AM peak. For example, the North East to South East travel has an average distance of 6.46 miles and a duration of 13.15 minutes, indicating a spread in travel patterns post-morning rush.

INTRA-QUADRANT TRAVEL

The level of intra-quadrant travel in the Northeast slightly increases in percentage compared to the AM peak, suggesting a return to more distributed travel patterns within quadrants as the day progresses.

INTER-QUADRANT TRAVEL

The travel between the North East and South East quadrants remains a significant corridor, accounting for 3.90% of total trips during the midday period, slightly less concentrated than during the AM peak but still notable.

COMPARISON TO ALL-DAY AND AM PEAK DATA

The midday period shows a distribution of travel patterns that align more closely with the all-day data, indicating a return to a more balanced spread of mobility across the city after the morning peak.

Compared to the AM peak, the midday period sees a slight increase in both travel distances and durations, possibly due to a more relaxed pace of travel and less time-sensitive commutes.

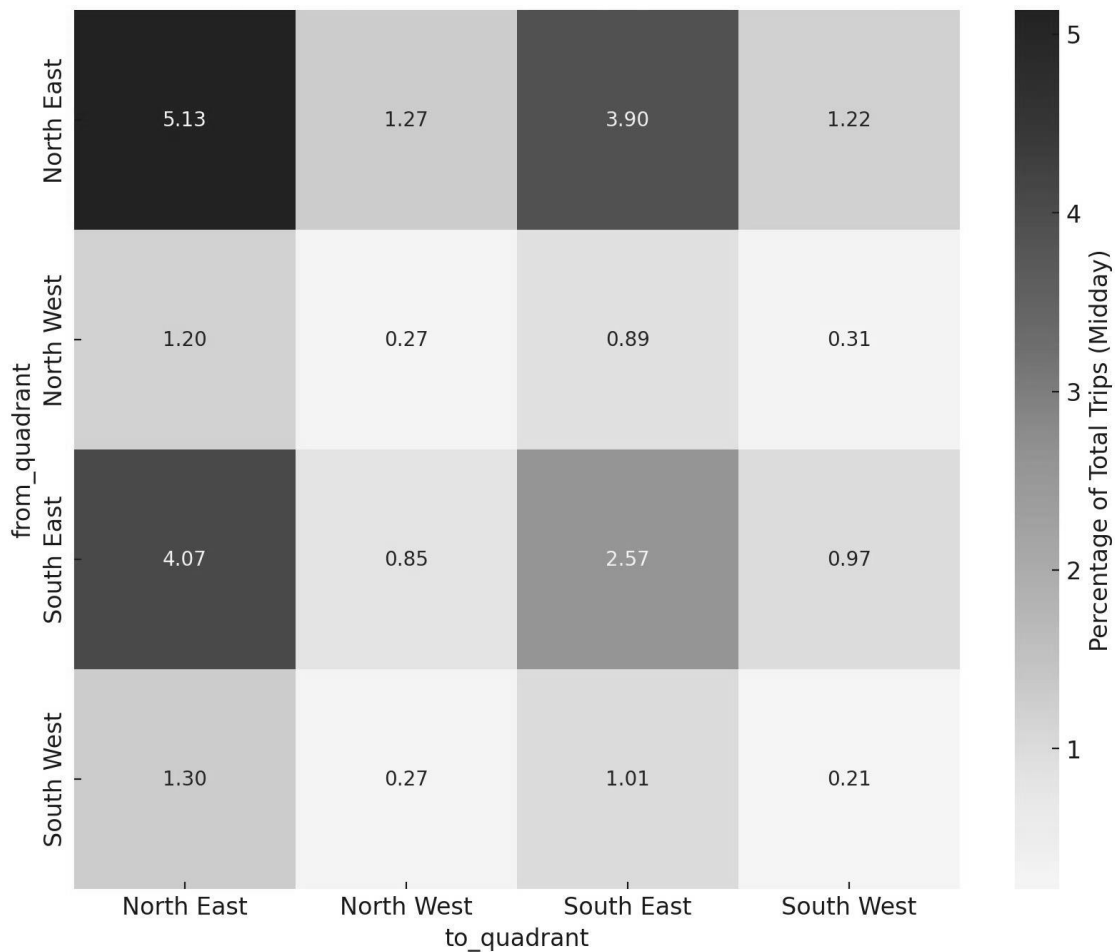


Figure 14 - Heatmap of Travel by Quadrant (Midday)

This heatmap illustrates the distribution of trip percentages during the midday period, with color intensity indicating higher percentages. It reveals a balanced distribution of travel across the quadrants, with continued emphasis on the Northeast to South East corridor, albeit less pronounced than during the AM peak.

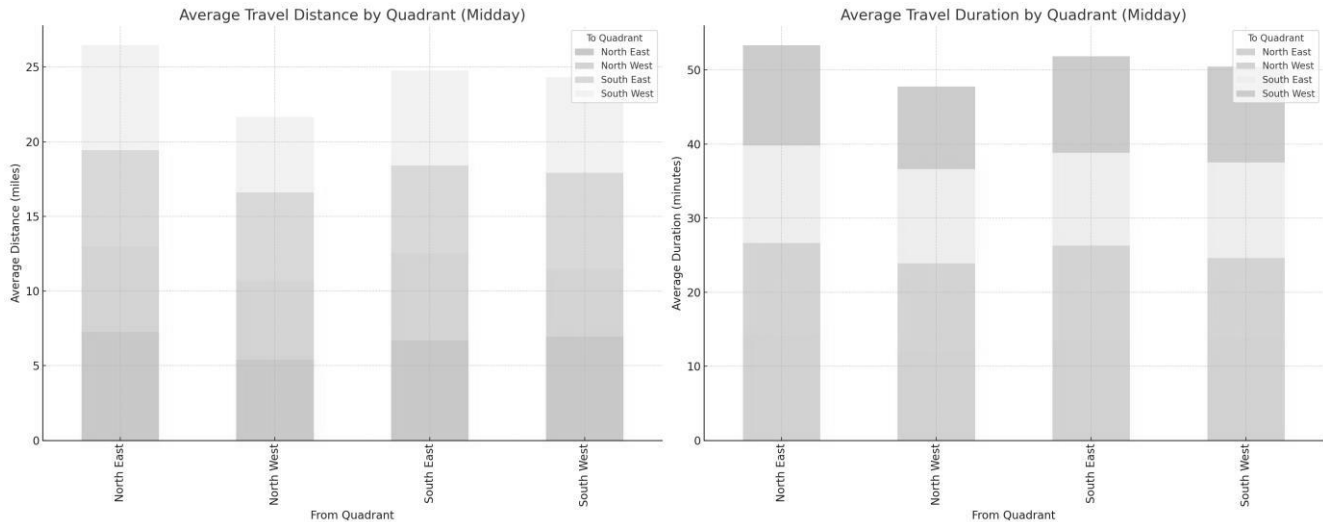


Figure 15 - Average Travel Distance and Duration by Quadrant (Midday)

The chart for average travel distances and durations during the midday period shows a slight increase compared to the AM peak, suggesting a broader range of destinations and trip purposes typical of midday activities, such as errands, leisure, or business meetings. Similarly, the chart for average travel durations indicates a moderate increase during the midday period, possibly reflecting a less hurried pace of travel and the impact of midday traffic patterns on travel times.

PM PEAK

The analysis of PM peak travel patterns in Roseville, CA (3 pm to 7 pm) offers insights into the dynamics of urban mobility as the day transitions from afternoon activities to the evening commute. This period is characterized by an increase in travel as residents return home from work or school and engage in evening activities.

- The PM peak period shows an emphasis on the North East to South East travel corridor, alongside a notable amount of intra-quadrant travel within the North East.
- Average travel distances and durations during the PM peak are indicative of the return commute and end-of-day travel patterns, with slight increases compared to the AM peak.

The percentage of intra-quadrant travel within the North East quadrant slightly rises during the PM peak, reflecting a pattern of residents returning to or consolidating travel within this area.

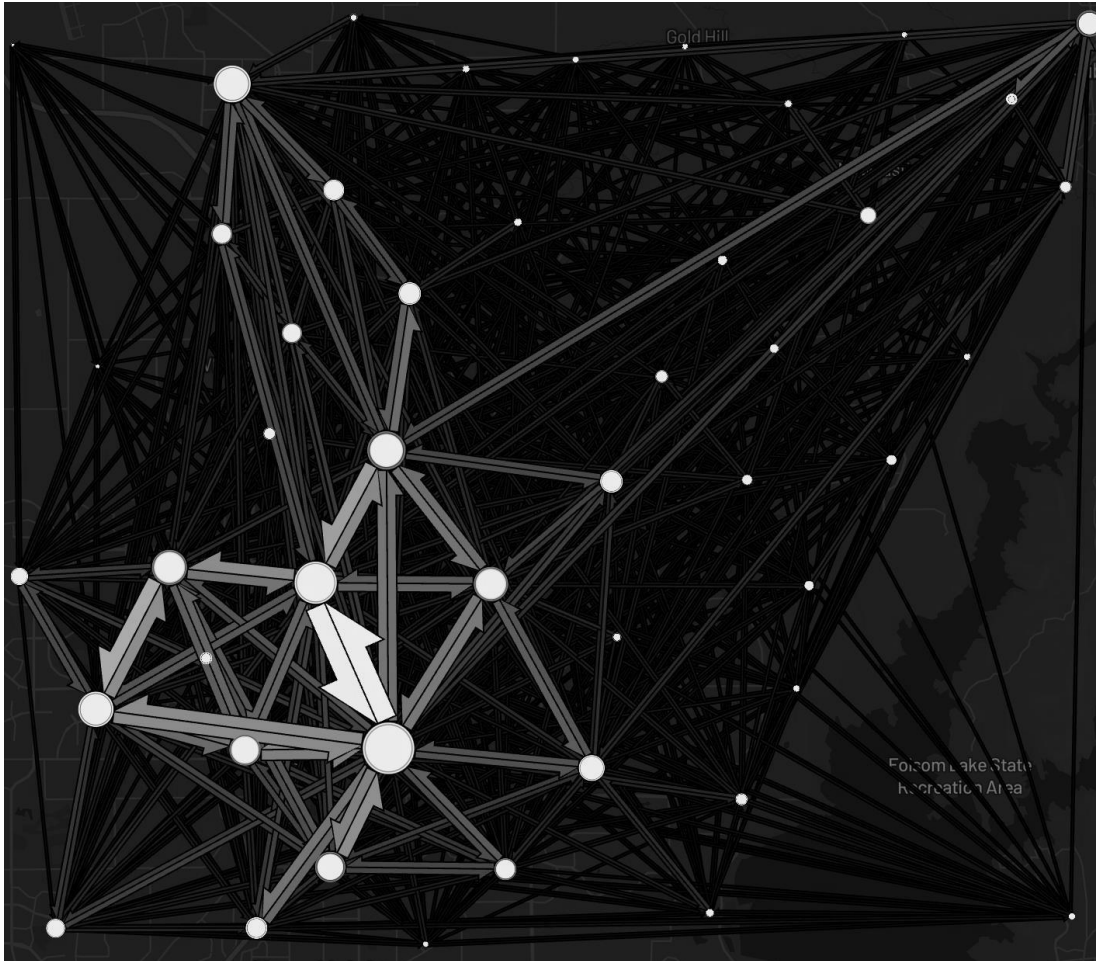


Figure 16 - PM Peak Travel Patterns

Similar to the midday period, the average distances and durations during the PM peak show a slight increase compared to the AM peak, with the North East to South East travel having an average distance of 6.14 miles and a duration of 12.72 minutes. This could reflect the return commute and other end-of-day activities.

INTRA-QUADRANT TRAVEL

The percentage of intra-quadrant travel within the North East quadrant slightly increases during the PM peak compared to the midday period, suggesting a consolidation of travel back into residential or central areas at day's end.

INTER-QUADRANT TRAVEL

The North East to South East corridor remains a significant travel route, accounting for 4.10% of total trips during the PM peak, slightly more pronounced than during the midday but less so than the AM peak.

COMPARISON TO OTHER TIME PERIODS

The PM peak analysis reflects a shift in travel patterns towards the evening commute, with an increase in travel from work and commercial areas back to residential zones or towards evening activities.

The distances and durations during the PM peak are comparable to the midday period, indicating a similar spread of trip purposes, including return commutes and other activities.

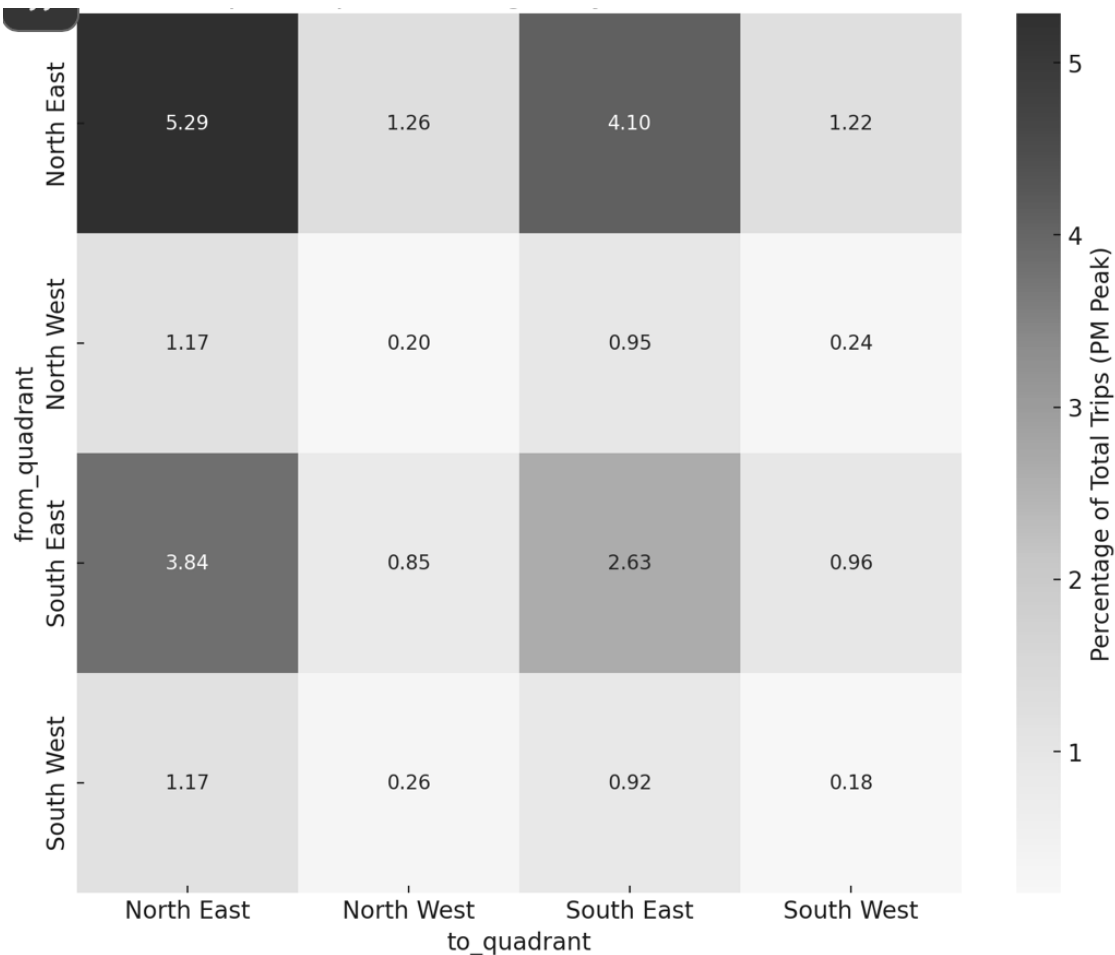


Figure 17 - Heatmap of Travel by Quadrant (PM Peak)

This heatmap showcases the distribution of trip percentages during the PM peak period, with color intensity indicating higher percentages. The emphasis on the North East to South East corridor is evident, alongside a general increase in intra-quadrant travel within the North East, reflecting the evening commute and return patterns.

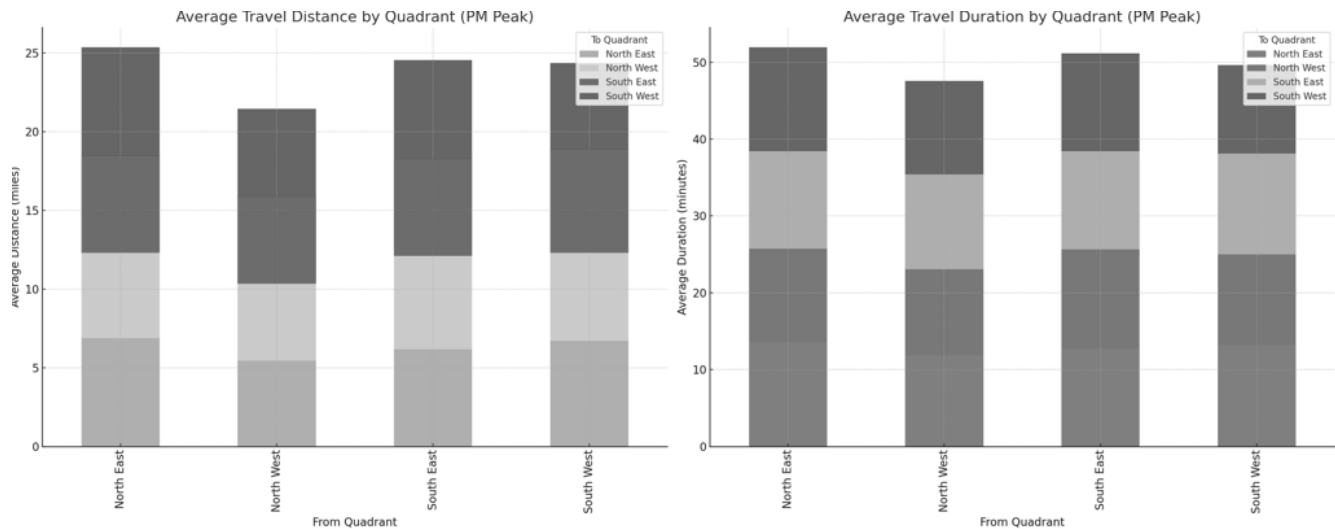


Figure 18 - Average Travel Distance and Duration by Quadrant (PM Peak)

The average travel distances and durations during the PM peak are slightly longer than those observed during the midday period, indicating the widespread nature of evening commutes and potentially increased traffic congestion as people head home.

TRAVEL PATTERNS BEYOND CENTRAL ROSEVILLE

This comprehensive analysis of travel patterns into and out of the center point of Roseville from Auburn, Lincoln, and Rocklin, including surrounding areas within a two-mile radius, has provided valuable insights into the region's mobility dynamics.

INBOUND TRAVEL TO ROSEVILLE

Auburn, Lincoln, and Rocklin show substantial inbound travel activity to the center of Roseville, with Auburn leading in travel intensity. This indicates a significant daily influx of commuters and travelers from these areas into Roseville, likely for employment, education, or access to city amenities.

The AM peak period is particularly busy, as expected, with a noticeable spike in travel from these outlying areas into the city. This highlights the importance of these timeframes in transportation planning and the potential need for targeted traffic management strategies during these hours.

OUTBOUND TRAVEL FROM ROSEVILLE

The outbound travel from the center of Roseville to Auburn, Lincoln, and Rocklin also reflects a notable level of activity. The travel intensity suggests that Roseville serves as a hub from which travel to these areas is significant, possibly for returning residents or for those accessing services and attractions in these locations.

The mobility patterns between Roseville and the surrounding areas of Auburn, Lincoln, and Rocklin underscore the interconnectedness of these communities. Auburn emerges as a focal point of travel, both to and from the city, indicating its prominence in the region's transportation network. Similarly, Lincoln and Rocklin are integral to the flow of travel, with each showing distinct patterns of movement that reflect their unique roles within the broader urban landscape.

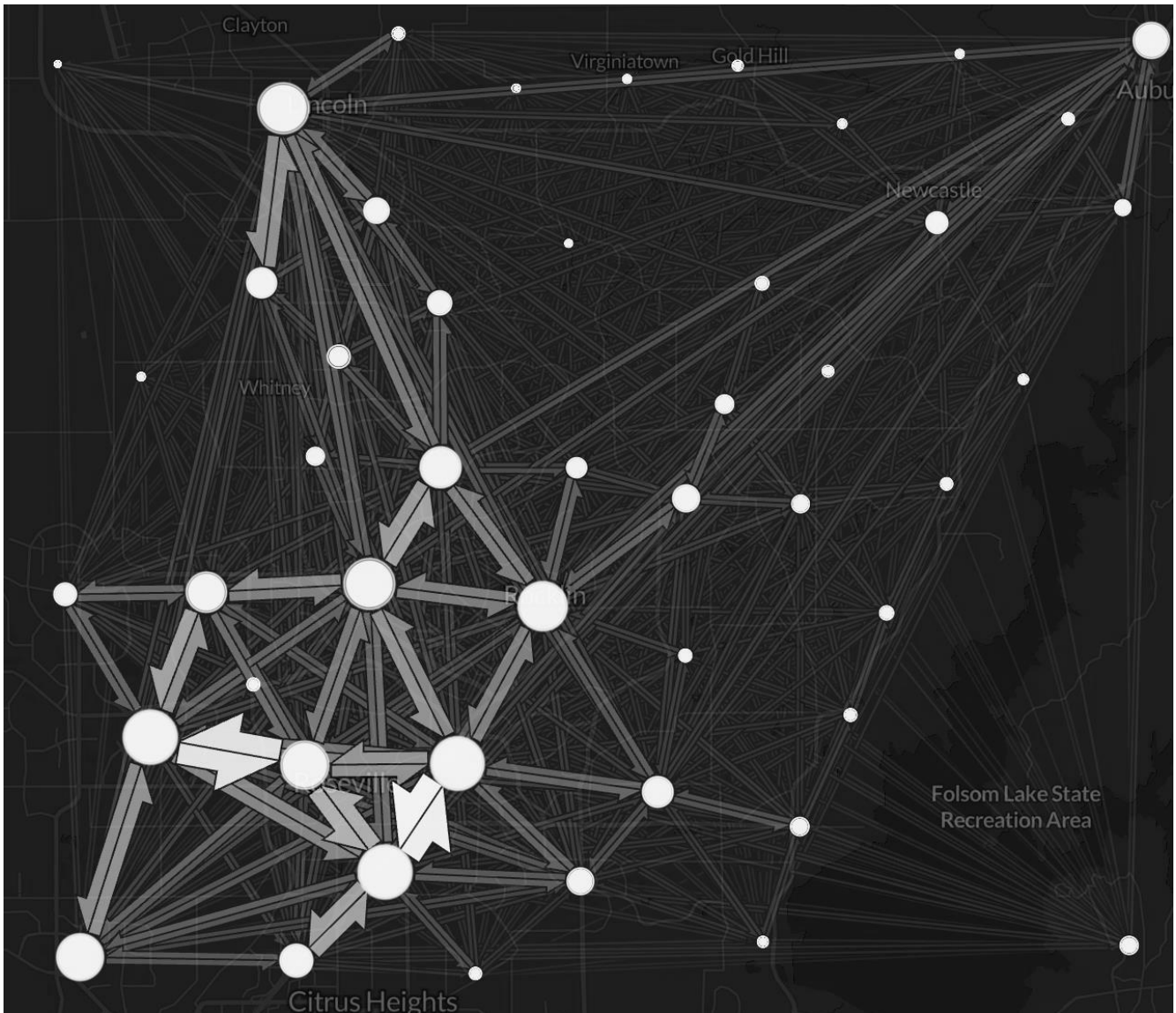


Figure 19 - Travel to and from Roseville from Extended Regions

AUBURN

- **Average Distance:** The average travel distance for trips originating from Auburn is approximately 13.88 miles, indicating longer journeys to reach various destinations within Roseville.
- **Average Duration:** Trips from Auburn to Roseville have an average duration of about 20.04 minutes, reflecting the extended distances covered.
- **Average Travel Intensity:** Approximately 8% of all trips into Roseville originate from Auburn.

LINCOLN

- **Average Distance:** Trips originating from Lincoln have an average travel distance of around 8.22 miles, suggesting moderately long trips that might include both urban and peri-urban travel.
- **Average Duration:** The average duration for trips from Lincoln is approximately 14.69 minutes, which is less than Auburn, consistent with the shorter average distances.
- **Average Travel Intensity:** Approximately 17% of all trips entering Roseville do so from Lincoln.

ROCKLIN

- **Average Distance:** Trips from Rocklin present the shortest average travel distance among the three, at about 6.09 miles.
- **Average Duration:** The average travel duration from Rocklin is approximately 12.26 minutes, the shortest among the three, highlighting efficient travel routes or less congested paths.
- **Average Travel Intensity:** 24% of all trips entering Roseville originate from Rocklin.

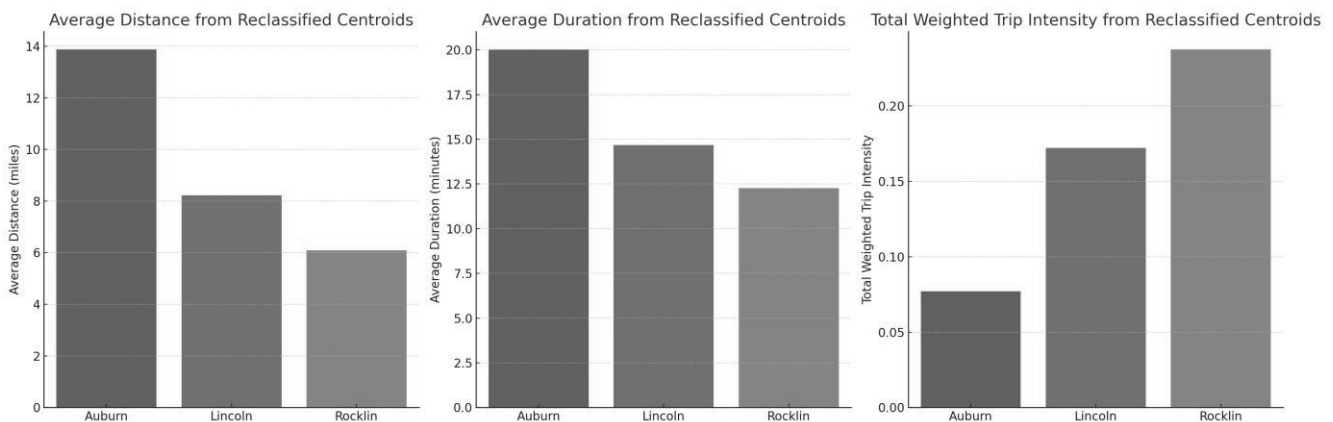


Figure 20 - Average Distance, Time, and Intensity of Trips Entering Roseville

- **Average Distance from Auburn, Lincoln, and Rocklin:** Auburn shows the longest average distance for trips, followed by Lincoln and then Rocklin, which has the shortest average distance. This reflects the relative locations of these areas and the distances required to reach key destinations or the center of Roseville.
- **Average Duration from Auburn, Lincoln, Rocklin:** Consistent with the distance findings, Auburn has the longest average travel duration, indicative of the greater distances involved. Lincoln and Rocklin have shorter durations, with "Rocklin" being the most efficient in terms of travel time.

- **Average Travel Intensity:** The majority of trips into Roseville originate from Rocklin, followed by Lincoln and then Auburn.

TRAVEL INTO ROSEVILLE BY THE TIME OF THE DAY

AUBURN

- AM Peak: Auburn accounts for 6% of the travel into Roseville during the morning rush hour, indicating a significant movement of commuters as the day begins.
- Midday: This level of activity sustains through the midday at 6%, suggesting a consistent flow of trips into Roseville, possibly for business, leisure, or personal errands that extend beyond the morning hours.
- PM Peak: In the evening, the travel intensity from Auburn into Roseville increases to 7%. This uptick may reflect a combination of return commutes and individuals traveling for evening activities within the city.

LINCOLN

- AM Peak: Lincoln contributes 4% to Roseville's inbound travel in the morning, signifying a solid but lesser degree of commuter inflow compared to Auburn.
- Midday: The intensity slightly rises to 5% during the midday, which could indicate that travel from Lincoln is more evenly distributed throughout the day.
- PM Peak: The most substantial increase is seen in the evening, where Lincoln represents 8% of Roseville's inbound travel, suggesting that Lincoln residents may prefer evening activities or that there is a significant return commute population.

ROCKLIN

- AM Peak: Travel from Rocklin into Roseville makes up 3% during the AM Peak, denoting a steady but moderate stream of travelers in the morning.
- Midday: The trip intensity remains consistent at 3% through midday, indicating that travel from Rocklin to Roseville is relatively stable across these hours.
- PM Peak: The evening period maintains the 3% intensity, suggesting that the travel patterns for Rocklin do not fluctuate as much as the other areas and remain constant throughout the day.

The travel patterns into Roseville from Auburn, Lincoln, and Rocklin reveal that while Auburn and Lincoln experience noticeable fluctuations in travel intensity throughout the day, Rocklin's travel demand remains constant. Auburn's travel intensity suggests a robust connection with Roseville throughout the day, with a slight increase in the evening. Lincoln's pattern is particularly noteworthy in the PM Peak, hinting at the potential for significant evening travel needs or a large commuter population returning from Roseville. In contrast, Rocklin's consistent travel intensity could reflect a balanced, steady relationship with the city, possibly due to proximity or the nature of daily activities between these locations.

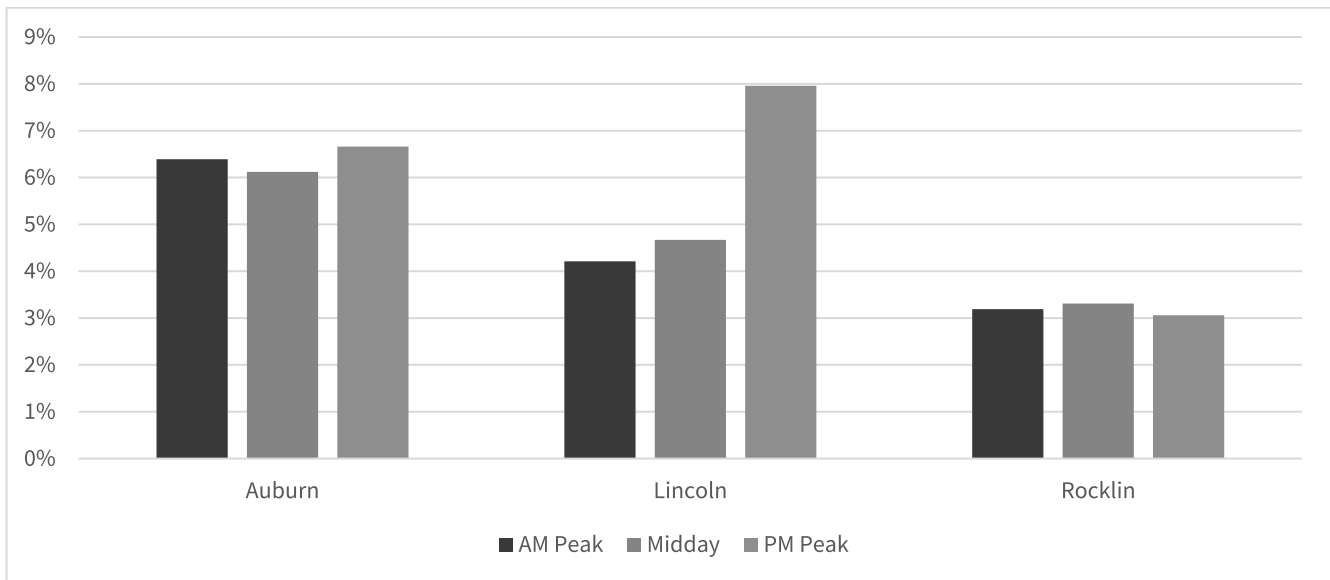


Figure 21 - Travel to Roseville by Time of Day

CONCLUSION

This comprehensive analysis of travel patterns in Roseville provides valuable insights into the city's mobility landscape. The analysis reveals a dynamic mobility landscape characterized by shifts in travel patterns, with concentrated commutes during peak periods and more varied movements during the midday.

The North East to South East travel corridor emerged as a vital route across all time periods, necessitating focused attention to infrastructure improvements and traffic management. Intra-quadrant travel, especially within the Northeast, highlighted the quadrant's role as a significant hub for both residential and commercial activities, underscoring the need for localized transportation planning.

These insights underscore the necessity for a holistic approach to urban and transportation planning in Roseville. Tailoring infrastructure and services to the nuanced patterns of daily travel can enhance the efficiency, sustainability, and resilience of the city's transportation network. Additionally, the analysis of travel patterns into and out of the center point of Roseville from Auburn, Lincoln, and Rocklin, including surrounding areas within a two-mile radius, has provided valuable insights into the region's mobility dynamics. Auburn, Lincoln, and Rocklin show substantial inbound travel activity to the center of Roseville, with Auburn leading in travel intensity.

This indicates a significant daily influx of commuters and travelers from these areas into Roseville, likely for employment, education, or access to city amenities. The outbound travel from the center of Roseville to Auburn, Lincoln, and Rocklin also reflects a notable level of activity. The travel intensity suggests that Roseville serves as a hub from which travel to these areas is significant, possibly for returning residents or for those accessing services and attractions in these locations.

Travel Patterns

OVERVIEW

Transit planning has not evolved much in the past 20 years. Transit authorities and the firms they hire still mostly use operational data (vehicle performance, fares collected, automated passenger counters (APCs) to estimate ridership. There are a few issues with this method in understanding ridership:

1. Fares collected do not provide a complete picture of a user. We can only count the frequency of a trip, or the estimated patronage at a certain stop. It is very difficult, even with account-based payment systems to fully understand origins and destinations of a transit user-base.
2. APCs give a more accurate count of load, and ons and offs at specific stops, but cannot determine that by user.
3. All current methods do not address the changing travel profile that began even before the COVID-19 pandemic and cannot be used to forecast travel patterns in the future.
4. And we cannot solve for equity and access issues by counting existing riders.

As a result, we need new ways to understand travel patterns. As part of the Roseville Transit COA the department is utilizing a next generation way of understanding travel patterns. Using cellular and GPS data, that has been anonymized and disaggregated, and complex machine learning algorithms, the Department is able to better understand true travel patterns. Then comparing these travel patterns across past and current years, Roseville Transit is able to forecast future travel patterns.

This section provides information on current and past travel patterns, and an early glimpse as to how well travel needs are met with existing Roseville Transit services. The focus of these analyses is only on trips that begin or end within Roseville Transit's existing service area. A deeper dive into trips that begin or end in the service area and extend beyond the boundaries of existing service will be provided in the System Analysis section.

PANDEMIC TRAVEL PATTERNS

For the purposes of this plan, Roseville Transit considers the “pandemic” to occur from March 2020 through May 2021. This roughly 15-month period encompasses the March 2020 shutdown through the Delta and start of Omicron waves. At the time of the drafting of this report in November 2023, the pandemic has subsided in most regions in the country, and there are signs that travel patterns and habits are returning to pre-pandemic levels. The goal of reviewing this era is to show how travel patterns changed. We cannot extrapolate much from these travel patterns as they represented a heightened, once in a generation state that will more than likely not occur again. However, these data sets when compared to current data can provide intelligence on the long-term impacts to travel patterns and mobility to help shape the recommendations of the COA.

PANDEMIC TRIP DISTRIBUTION BY TIME OF DAY

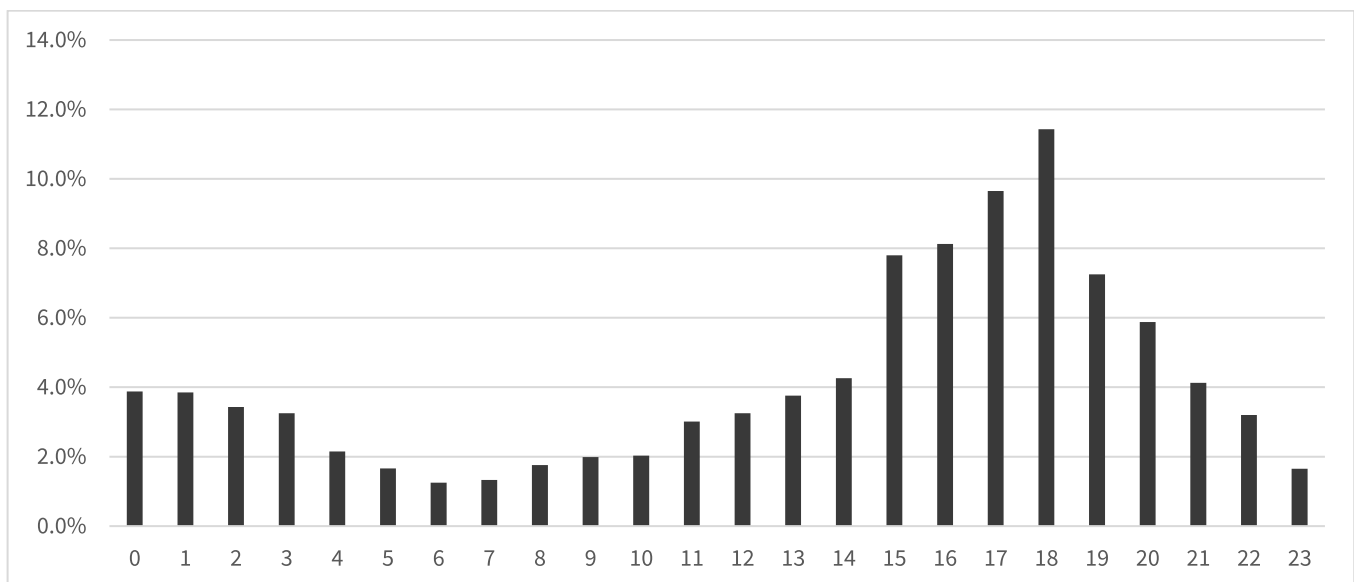


Figure 22 - Pandemic Average Proportion of Trips by Hour

The quietest hours for travel are in the early morning, from 5 AM to 7 AM, where we see the lowest percentage of trips, ranging from 1.3% to 1.7%, with the number of trips increasing gradually from 1,574 to 2,217.

The percentage of trips starts to increase significantly from 3 PM onwards, peaking during the evening rush hour. At 5 PM, there is a notable spike where the percentage of trips reaches 7.8%, and the number of trips is 9,825.

The busiest hour is 6 PM, accounting for 11.4% of the daily trips, with a total of 14,397 trips. This is likely due to the combination of evening rush hour and other activities such as shopping or dining out.

After 7 PM, there is a downward trend in the number of trips, with percentages decreasing steadily from 7.3% at 7 PM to 1.7% by 11 PM.

The number of trips during the midnight hours (from 0 to 4 AM) is relatively stable, hovering around 3.9% to 3.3%, before dropping to 2.2% at 4 AM.

Overall, the data exhibits a typical urban travel pattern with lower trip numbers in the early morning, a gradual increase during the day, a significant spike in the late afternoon to early evening associated with the end of the typical workday, and then a steady decline through the late evening into the night.

POST-PANDEMIC TRAVEL PATTERNS

For the COA, periods after May 2022 through the present are considered “post-pandemic.” While the COVID-19 situation continues to be significant, it appears that most of the general public in the U.S. has become accustomed to it. Most regulations that hindered mobility have also been lifted. Finally, we are seeing more return-to-work requirements from businesses. These combined factors present a reality in stark contrast with pandemic-era mobility. Additionally, as inflation and gas prices continue to rise, public transit becomes an even more critical component of community social infrastructure to help residents get to work, healthcare, and school. While market variables such as inflation have not been included in the data analysis below, the full impact is unknown.

POST-PANDEMIC TRIP DISTRIBUTION BY HOUR

Morning Commute: The post-pandemic data suggests a resurgence in the traditional morning commute, with increased travel percentages from 7 AM to 9 AM. This could indicate more people returning to in-person work and school.

Evening Rush: The evening peak remains significant in both datasets, but the post-pandemic era may show a slight shift towards earlier hours, potentially reflecting changes in work patterns or an increase in evening activities.

Late-Night Travel: The late-night hours show a slight decrease in the number of trips post-pandemic, which may be due to changes in social activities or work-from-home arrangements continuing to some extent.

Overall Volume: The total volume of trips likely increased post-pandemic, suggesting a return towards pre-pandemic levels of activity.

When compared to pandemic era travel, we noticed:

- Notably higher travel activity during the late evening, with a peak at 6 PM (11.4%).
- Morning hours are quieter, with a gradual increase in travel activity throughout the day.
- The lowest percentages of trips occur in the early morning (1.3% at 6 AM and 7 AM).

Since 2022, the following data was evident:

- There is still a peak in travel at 6 PM (11.4%), showing consistency in travel behavior in terms of peak evening rush hour.

- The morning rush hour (7-9 AM) shows a higher percentage of trips compared to the pandemic era, indicating a return to more typical commuting patterns.
- The number of trips in the very early morning hours (0-5 AM) appears slightly reduced in the post-pandemic data.

COMPARATIVE INSIGHTS

Morning Commute: The post-pandemic data suggests a resurgence in the traditional morning commute, with increased travel percentages from 7 AM to 9 AM. This could indicate more people returning to in-person work and school.

Evening Rush: The evening peak remains significant in both datasets, but the post-pandemic era may show a slight shift towards earlier hours, potentially reflecting changes in work patterns or an increase in evening activities.

Late-Night Travel: The late-night hours show a slight decrease in the number of trips post-pandemic, which may be due to changes in social activities or work-from-home arrangements continuing to some extent.

Overall Volume: The total volume of trips likely increased post-pandemic, suggesting a return towards pre-pandemic levels of activity.

The increase in travel during traditional rush hours post-pandemic suggests a move back to pre-pandemic routines. However, the sustained evening peak and the changes in late-night travel also indicate that some pandemic-era patterns may have continued or evolved into new trends.

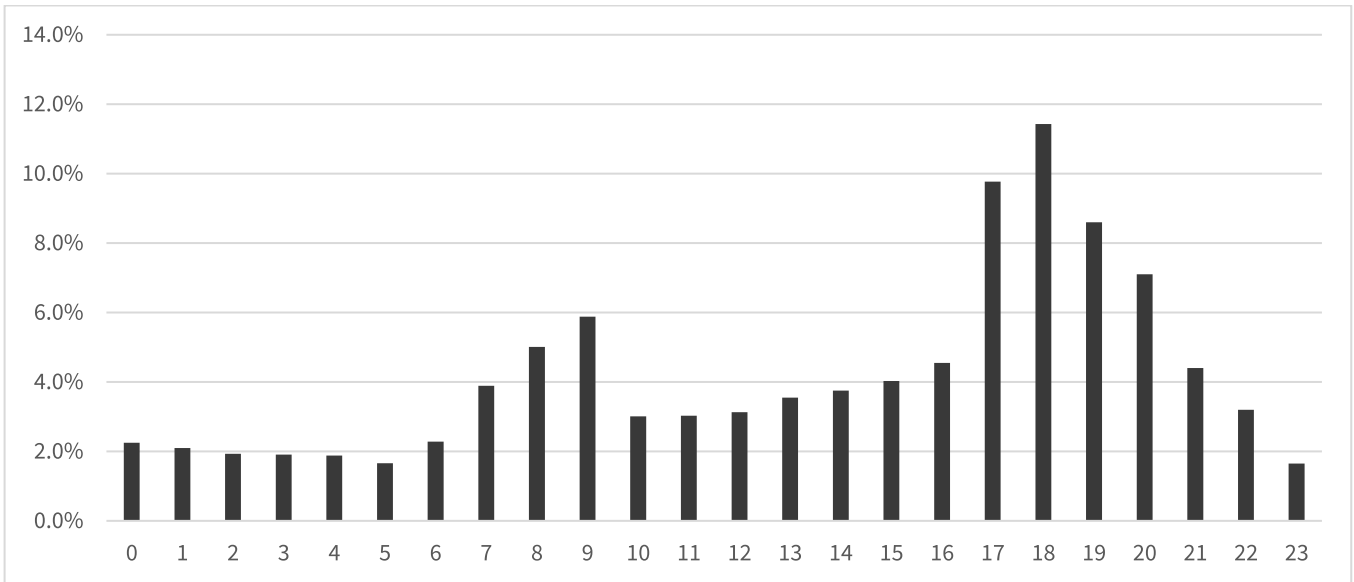


Figure 23 – Post-Pandemic Proportion of Trips by Hour

When comparing trip patterns between pre, mid, and post-pandemic time periods, it is clear that more trips are being taken on a daily basis than prior to the pandemic and more of these new trips are taking place earlier in the day.

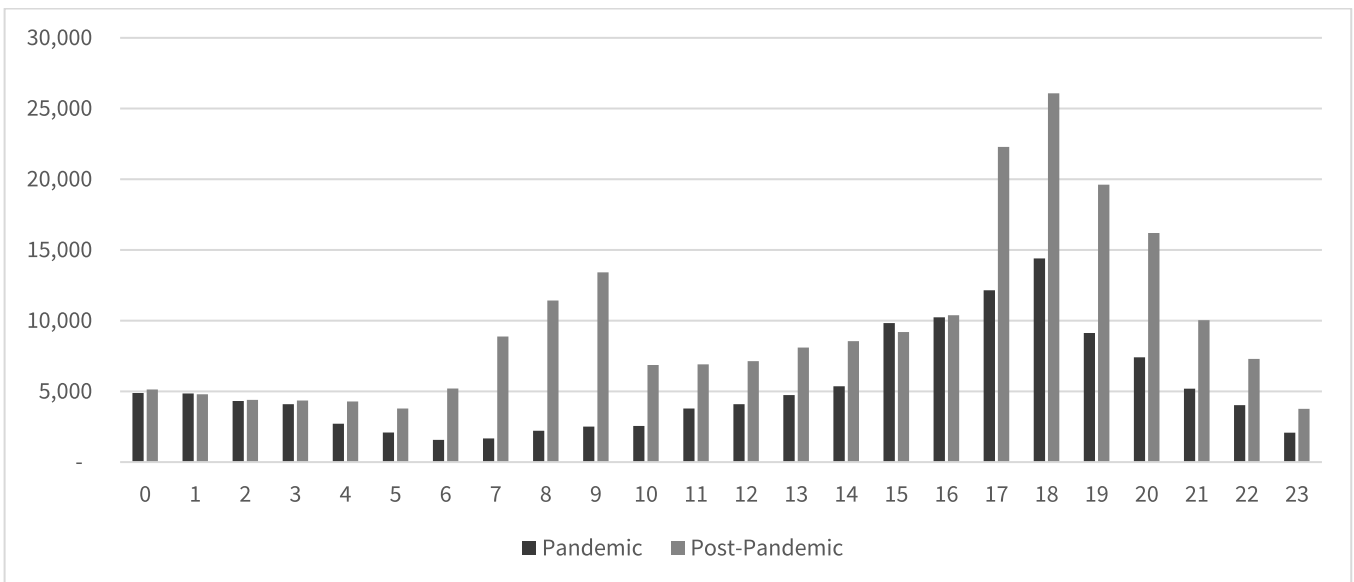


Figure 24 – Trip Comparison by Time Period

POST-PANDEMIC TRIP GENERATORS

The analysis of trip generators and travel intensity within an urban area is crucial for a multitude of urban planning and traffic management applications. The data represented in the heatmap highlights the areas within the City of Roseville that have the highest concentration of trips originating from or ending at certain points, known as centroids. These centroids are indicative of significant locations or facilities that attract or generate a high volume of traffic, such as commercial districts, transportation hubs, schools, or medical centers. Understanding the distribution and intensity of travel can inform infrastructure development, traffic optimization, public transit planning, and the strategic placement of services and amenities. It aids city planners and policymakers in making data-driven decisions to improve congestion, enhance public safety, and ensure the efficient movement of people and goods. Moreover, this analysis can also be used to predict future travel patterns and to support economic development by identifying potential areas for investment and growth.

- **Central Roseville:** There's a notable concentration of high-intensity areas in what seems to be central Roseville. This suggests that the city center might be a major trip generator, likely due to a combination of commercial, cultural, or administrative activities.
- **Intersections and Roadways:** The heatmap shows increased intensity along certain lines, which could indicate major roads or intersections that naturally attract more trips due to traffic flow and accessibility to various services and amenities.
- **Northwest and Southeast Areas:** There are pockets of higher intensity in both the northwest and southeast parts of the map. These could represent shopping centers, industrial areas, or other significant commercial or residential developments.
- **Outer Areas:** Although less intense than the center, there are still visible spots on the outskirts that indicate the presence of trip generators, possibly suburban shopping areas, large department stores, or community centers.



Figure 25 – Trip Generators

Based on the centroids' data and using a simple approximation of the city center (within one standard deviation of the median latitude and longitude), about 42.21% of trip generators are located in what can be generally described as central Roseville. This indicates that a significant portion of travel activity is concentrated in the central area of the city, reflecting the common urban pattern where central areas are often hubs for business, commerce, and social activities.

TRAVEL TIME

For most trip generators, the average travel time for trips originating from or going to them is around 12 minutes, with some variation.

- The average travel time from trip generators ranges from about 8.85 to 19.38 minutes and to them ranges from 9.32 minutes to 18.11 minutes.
- The average travel time is approximately 12.23 minutes.



Figure 26 - Travel Time to and from Major Trip Generators

DISTANCE TO TRANSIT

The analysis reveals that, on average, the trip generators in the City of Roseville are approximately 0.73 miles away from the nearest public transit stop. This distance suggests a moderate level of accessibility to public transit. While it is not an extremely close proximity, it is still within a reasonable walking distance for many people. Typically, a distance of about 0.5 miles is considered a comfortable walking distance in urban planning contexts. The fact that the average distance is slightly more than this threshold indicates that while many centroids are reasonably well-served by public transit, there may be room for improvement in terms of increasing accessibility.

TRAVEL TIME ON TRANSIT

To provide a visual representation of the spread and concentration of travel times under transit conditions, we utilize average travel speed in a car versus on transit. The average speed for travel in Roseville is approximately 24 miles an hour, and on fixed route, the travel speed is 11.75 miles per hour. Using this data, the following charts represent the average travel time from major trip generators in Roseville using transit.



Figure 27 - Travel Time to and from Major Trip Generators using Transit

Compared to non-transit users, the average travel time is approximately 24.5 minutes.

While the pandemic brought significant alterations in travel behaviors, with a notable reduction in overall travel and different trip distribution times, the post-pandemic period is showing signs of returning to pre-pandemic norms in many aspects. However, some changes, particularly in late-night travel, appear to be persisting, indicating evolving trends.

This report underscores the importance of analyzing trip generators and travel intensity within Roseville for urban planning and traffic management. It identifies key trip generators such as central Roseville, major roads, intersections, and specific neighborhoods, with most trips averaging around 12 minutes and originating within a reasonable distance from public transit stops. This analysis is crucial for making data-driven decisions to improve congestion, enhance public safety, and ensure efficient movement of people and goods.

Overall, the increase in travel during traditional rush hours post-pandemic suggests a move back to pre-pandemic routines. However, the sustained evening peak and the changes in late-night travel also indicate that some pandemic-era patterns may have continued or evolved into new trends. This comprehensive understanding of travel patterns is vital for city planners and policymakers, as it aids in forecasting future travel patterns and supporting economic development by identifying potential areas for investment and growth.

Transit Effectiveness Review

EXECUTIVE SUMMARY

This report presents a comprehensive analysis of the transit system in Roseville, aimed at evaluating its effectiveness, accessibility, and overall user experience. Utilizing various data sources, including GPS tracking, travel time comparisons, and user feedback, the report introduces the innovative Transit Effectiveness Index (TEI) as a holistic measure of transit service quality. The TEI encompasses several critical components, including accessibility, efficiency, service quality, and sustainability, providing a multifaceted view of the transit system's performance.

KEY FINDINGS

Accessibility Analysis: Roseville transit stops are generally well-distributed across central residential and commercial areas. However, there are opportunities to expand coverage in outlying regions to enhance overall accessibility.

Efficiency Comparison: The analysis revealed a significant efficiency gap between car and transit travel. On average, transit trips take 50% longer than car trips, indicating a need for service optimization to improve transit competitiveness.

Service Quality Assessment: While average in terms of frequency and coverage, the transit system in Roseville shows potential for enhancements in reliability, user amenities, and overall customer satisfaction.

Sustainability Considerations: The report recognizes the role of transit in promoting sustainable urban mobility. Improving transit effectiveness can reduce reliance on personal vehicles, decreasing traffic congestion and emissions.

Transit Effectiveness Index (TEI): The TEI calculated for Roseville is approximately 5.17/10, suggesting moderate effectiveness of the current transit system with substantial room for improvement, especially regarding travel time efficiency.

PROJECT GOALS

To foster a holistic improvement in public transit and overall mobility in Roseville, it is crucial to establish clear and actionable goals encompassing a broad spectrum of considerations, from enhancing user experience to promoting sustainability. Based on the insights derived from the Transit Effectiveness Report and the Transit Effectiveness Index (TEI), the following goals are proposed:

1. ELEVATE THE TRANSIT EXPERIENCE TO ACHIEVE A HIGHER TEI

Objective: Increase Roseville's TEI score to above 7.5/10 within the next five years by implementing targeted improvements in accessibility, efficiency, and service quality.

Strategies:

- Deploy real-time information systems to reduce uncertainty around wait times and improve user satisfaction.
- Enhance transit stop amenities, including shelters, seating, and lighting, to improve comfort and safety.
- Optimize transit routes and schedules to minimize travel times and improve reliability.

2. ACHIEVE A MODAL SHIFT TOWARDS PUBLIC TRANSIT

Objective: Increase public transit ridership by 25% over the next five years, reducing reliance on personal vehicles and decreasing traffic congestion and emissions.

Strategies:

- Introduce incentive programs, such as fare discounts and integrated ticketing systems, to make transit more appealing.
- Implement targeted marketing campaigns to raise awareness of the benefits and convenience of using public transit.
- Enhance connectivity between different modes of transportation, making it easier for residents to combine transit with walking, cycling, or ride-sharing.

3. FOSTER SUSTAINABLE URBAN MOBILITY

Objective: Position Roseville as a leader in sustainable urban mobility by integrating environmentally friendly practices into the transit system and encouraging green transportation choices.

Strategies:

- Transition to a fleet of low-emission or zero-emission vehicles, including electric buses, to reduce the transit system's carbon footprint.
- Develop and expand dedicated infrastructure for bicycles and pedestrians, promoting active transportation as a viable and attractive option.
- Collaborate with local businesses and institutions to support and advocate for sustainable commuting options for employees and students.

4. ENHANCE DATA-DRIVEN DECISION-MAKING IN TRANSIT PLANNING

Objective: Utilize advanced analytics and data collection methods to inform transit planning and service adjustments, ensuring that resources are allocated efficiently to meet the community's needs.

Strategies:

- Implement a comprehensive data collection framework that captures detailed information on transit usage patterns, passenger demographics, and customer feedback.
- Leverage data analytics tools to perform regular assessments of transit service performance, identifying areas for improvement and adjusting services proactively.
- Foster partnerships with technology companies and academic institutions to explore innovative solutions and approaches to data-driven transit planning.

5. REEVALUATE AND INNOVATE COMMUTER SERVICES TO ENHANCE VIABILITY AND RELEVANCE

Objective: Leverage the findings from the comprehensive analysis of commuter services in Sacramento to implement strategic enhancements within the following year. The goal is to increase the service's viability and relevance, adapting to the evolving commuter needs in the post-COVID landscape where traditional work patterns have shifted significantly.

Strategies:

- **Market and Needs Assessment:** Conduct surveys and focus groups with current and potential commuter service users to understand their changing needs, preferences, and commuting patterns in the wake of increased work-from-home arrangements. Analyze demographic and employment trends to anticipate future commuting behaviors and identify underserved markets or opportunities for service expansion.
- **Service Model Innovation:** Explore flexible service models such as on-demand transit, shuttle services, or partnerships with ride-sharing platforms to offer more adaptable commuting solutions that can better serve fluctuating demand and diverse commuter schedules. Consider implementing express services, limited-stop routes, or dedicated lanes during peak hours to enhance the speed and attractiveness of commuter transit.
- **Collaboration and Stakeholder Engagement:** Engage with employers in both Roseville and Sacramento, including major corporations and government agencies, to understand their operational plans and explore opportunities for collaboration on tailored commuter solutions. Partner with regional transportation authorities, metropolitan planning organizations, and other municipalities to align commuter services with broader regional transportation initiatives and funding opportunities.
- **Communication and Promotion:** Develop targeted marketing campaigns to communicate the benefits and conveniences of revamped commuter services, emphasizing flexibility, reliability, and sustainability. Utilize digital platforms, social media, and employer networks to reach potential users and inform them about service options, schedules, and updates.

By pursuing these goals, Roseville can enhance the overall transit experience and contribute to the development of a more sustainable, efficient, and integrated urban mobility landscape. These efforts will collectively support the city's broader objectives of improving quality of life, reducing environmental impact, and fostering a vibrant, connected community.

METHODOLOGY

This section outlines the methodologies employed to analyze the effectiveness of public transit in Roseville, particularly regarding the proximity of key centroids representing high travel intensity to transit stops. The study leverages spatial analysis techniques to quantify and categorize the accessibility of public transit from various locations within the city.

DATA SOURCES AND ACQUISITION

- **Roseville Stop List:** An Excel file containing detailed information about public transit stops in Roseville, including stop names, geographic coordinates (latitude and longitude), and unique identifiers.
- **Centroid Intensity Data:** A CSV file listing the centroids within Roseville represents the center points of areas generating significant travel. Key columns include centroid identifiers, geographic coordinates, travel intensity, distance, and duration metrics.

DATA PREPARATION

Data preparation involved several vital steps to ensure the accuracy and usability of the datasets:

- **Validation and Cleaning:** Both datasets were examined for missing values, duplicates, and inconsistencies. Necessary corrections were made to ensure data quality.
- **Data Integration:** The datasets were prepared for spatial analysis by converting them into GeoDataFrames, a data structure suitable for geographic operations in Python. This involved embedding latitude and longitude coordinates into a geometry column.

SPATIAL ANALYSIS

The core of the methodology revolves around spatial analysis, performed through the following steps:

- **Distance Calculation:** For each centroid, the distance to the nearest transit stop was computed using the shortest path geometric distance.
- **Proximity Categorization:** Centroids were categorized based on their proximity to the nearest transit stop into four categories: Transit Adjacent (within 0.25 miles), Transit Accessible (between 0.25 and 0.5 miles), Inaccessible (greater than 0.5 and 1 mile).

- Travel Intensity Analysis: Centroids were ranked based on their "travel intensity," a measure derived from the weighted trip intensity total. The top 25 centroids, representing the highest travel intensity locations, were identified for further analysis. These top 25 centroids account for over 95% of all trips taken within Roseville.

STATE OF PUBLIC TRANSIT IN ROSEVILLE

Roseville's transit system is undergoing transformation and adaptation, influenced by changing travel patterns and technological advancements. The comprehensive review of Roseville Transit's services, including local fixed-route services, demand response programs, and commuter services, reveals both challenges and opportunities for enhancement.

KEY HIGHLIGHTS:

- **Ridership Trends:** A decline of 12.5% in local fixed-route services was observed in the fiscal year 2021-22, primarily due to the COVID-19 pandemic. However, routes like A and B showed resilience with consistent increases in ridership, indicating strong demand in specific corridors.
- **Service Efficiency:** The adoption of microtransit technology and collaboration with the GO South Placer network has begun to improve service efficiency and passenger convenience.
- **Demand Response Programs:** Transition to Arrow microtransit from Dial-A-Ride has seen a positive uptick in ridership, showing a preference for flexible, on-demand transit solutions. ADA Paratransit services continue to meet the critical needs of passengers with disabilities.
- **Commuter Services:** The pandemic and the rise of remote work policies have significantly impacted commuter service ridership, necessitating a reevaluation of services to align with new work norms.

ORIGIN-DESTINATION ANALYSIS:

- **Travel Patterns:** Analysis of all-day travel patterns revealed balanced distribution across the city's quadrants, with key routes indicating the interconnectedness of Roseville's urban fabric. Peak periods show concentrated commutes necessitating efficient transportation solutions.
- **Intra and Inter-Quadrant Mobility:** Significant movement within and between the Northeast and South East quadrants suggests these critical corridors require focused attention for infrastructure improvements and traffic management.

The insights emphasize the need for a holistic approach to urban and transportation planning in Roseville. Tailoring services to nuanced daily travel patterns can enhance the efficiency, sustainability, and resilience of the city's transportation network.

Roseville's transit system is at a crossroads, facing the dual challenge of adapting to post-pandemic realities while seizing opportunities for innovation and improvement. Strategic planning, community engagement, and data-driven decision-making will be pivotal in shaping a more connected, efficient, and user-centered mobility ecosystem in Roseville.

CENTROID PROXIMITY ANALYSIS

USING CENTROIDS TO DETERMINE TRAVEL INTENSITY

In the context of this report, "centroids" refer to specific, predefined points within the city of Roseville that are used to represent areas of interest or significant locations for the analysis of travel patterns and transit service effectiveness. These centroids can be based on various criteria, such as population density, commercial activity centers, key public facilities, or other significant land uses that generate or attract trips.

Each centroid is assigned geographic coordinates (latitude and longitude) to precisely locate it within the urban fabric of Roseville. The selection and definition of these centroids are crucial for conducting spatial analyses, such as measuring the proximity to transit stops, evaluating travel intensity, and assessing the overall accessibility of public transit services.

The travel intensity associated with each centroid is a measure of the volume or density of trips originating from or destined for that point, reflecting the level of transit demand or activity in the vicinity. By analyzing these centroids, the report aims to identify patterns of high demand, assess the adequacy of current transit services, and pinpoint areas where improvements could enhance transit effectiveness and accessibility.

CENTROID PROXIMITY TO TRANSIT

In the context of this report on public transit effectiveness in Roseville, the terms "transit accessible," "transit adjacent," and "inaccessible" are used to categorize locations based on their proximity to public transit stops. These categories help to evaluate how well different areas of the city are served by public transit and identify potential areas for service improvement. Here's a detailed definition of each term:

TRANSIT ADJACENT

Definition: Locations classified as "transit adjacent" are those within a very short walking distance of a transit stop, typically defined as within 0.25 miles (or approximately 400 meters). This category represents the highest level of transit accessibility, implying that residents or businesses in these areas can easily walk to a transit stop in a matter of minutes.

Implication: Being "transit adjacent" suggests that the area is highly conducive to transit use, potentially leading to higher ridership and more efficient use of transit services due to the convenience and ease of access.

TRANSIT ACCESSIBLE

Definition: "Transit accessible" locations are within a moderate walking distance from a transit stop, usually defined as being more than 0.25 miles but within 0.5 miles (approximately 400 to 800 meters). This category indicates good accessibility, with transit stops still within a reasonable walking distance for most individuals.

Implication: Areas deemed "transit accessible" are considered well-served by public transit, though not as optimally located as "transit adjacent" areas. Residents and businesses in these areas can still conveniently use transit services, albeit with a slightly longer walk.

INACCESSIBLE

Definition: Locations categorized as "inaccessible" are those more than 0.5 miles from the nearest transit stop, making the distance potentially too far for a comfortable walking commute for most people.

Implication: Being "inaccessible" highlights areas where public transit services may be insufficient or inadequately distributed, leading to lower transit use and potentially higher reliance on personal vehicles. These areas might be considered transit deserts, where the demand for public transit is not met by current services.

By categorizing locations into these three tiers, the report aims to systematically assess the spatial distribution of transit accessibility in Roseville and identify strategic opportunities for enhancing public transit connectivity and coverage.

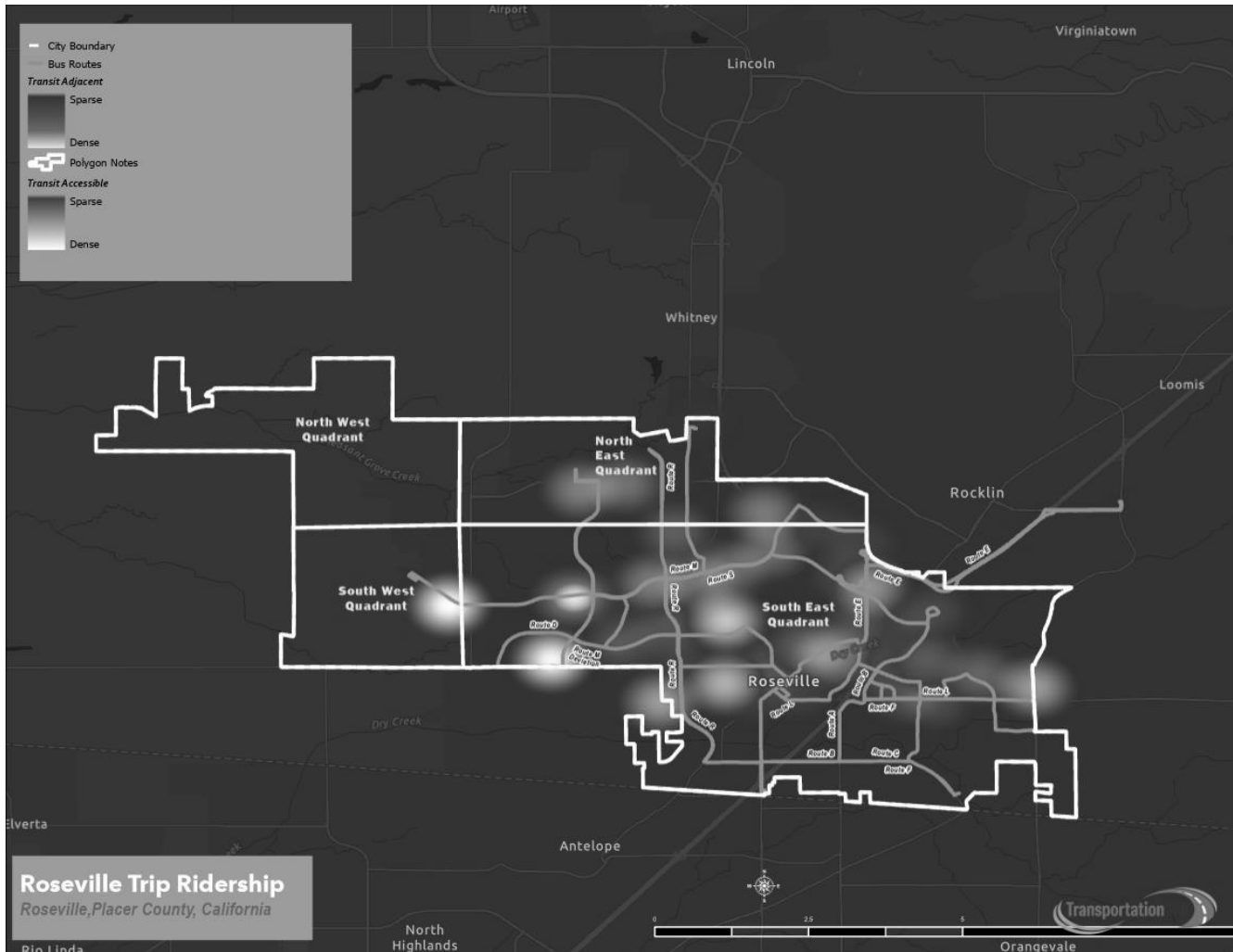


Figure 28 - Adjacent or Accessible Centroids

This heat map visualizes the distribution of centroids within Roseville that are well-served by the current public transit network, categorized as either "transit adjacent" (within 0.25 miles of a transit stop) or "transit accessible" (within 0.25 to 0.5 miles). These centroids are represented on the map with varying intensities of color, indicating the level of travel intensity and, thus, potential transit usage in these areas.

The map reveals clusters of high travel intensity in areas with good transit proximity, suggesting that these locations are key hubs of activity, possibly including residential neighborhoods, commercial districts, or other significant community areas. The proximity to transit stops in these areas likely enhances the attractiveness and utility of public transit for residents and visitors, potentially leading to higher ridership and more sustainable travel patterns.



Figure 29 - Centroid Proximity to Transit

The analysis of centroids in Roseville, categorized based on their proximity to transit stops, reveals insightful trends regarding travel intensity as a function of accessibility to public transit. This analysis divides centroids into three categories: "Transit Adjacent" (within 0.25 miles of a transit stop), "Transit Accessible" (within 0.25 to 0.5 miles), and "Inaccessible" (greater than 0.5 miles from a transit stop). Travel intensity for each centroid has been recalculated as a percentage of the maximum intensity observed across all centroids, providing a normalized measure to compare across different areas.

In the "Transit Adjacent" category, which includes 11 centroids, the average travel intensity percentage is approximately 54.4%, with a variation range reflecting the diverse nature of these locations. The minimum and maximum travel intensity percentages in this group are 37.4% and 100%, respectively, indicating a significant spread in the intensity of travel, potentially due to varying degrees of development, land use, and population density near these transit stops.

The "Transit Accessible" category comprises five centroids, showcasing a slightly lower average travel intensity percentage of around 49.7%. This category's travel intensity percentages range from 35.1% to 87.5%, suggesting a broad spectrum of travel demand within moderate walking distances to transit stops. The relatively wider standard deviation in this category highlights the variability in how moderately proximate locations relate to their usage of nearby transit services.

Centroids classified as "Inaccessible," numbering 9, exhibit an average travel intensity percentage similar to the "Transit Adjacent" category, at approximately 54.2%. The range of intensity percentages (36.3% to 88.4%) in this category underscores the presence of significant travel demand even in areas not immediately near transit stops, possibly indicating unmet transit needs or the influence of other factors, such as the availability of alternative transportation modes.

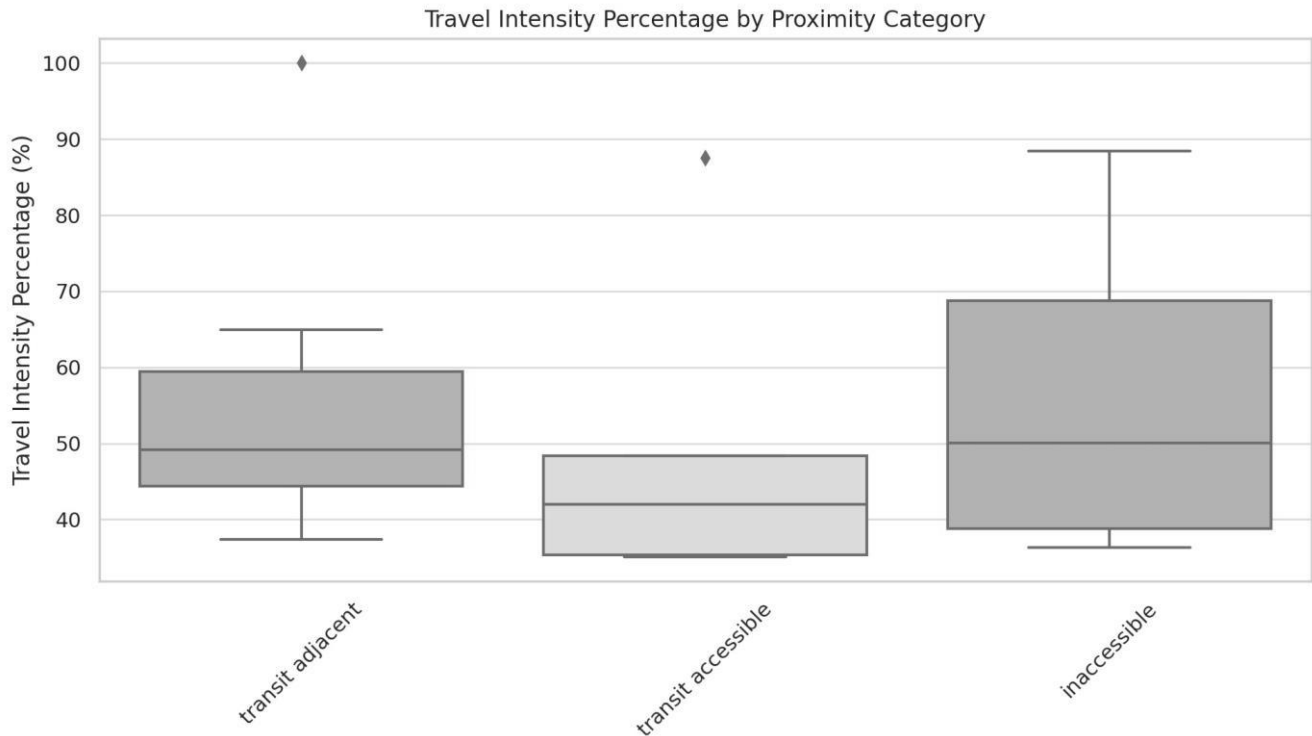


Figure 30 - Statistical analysis of proximity distribution

A boxplot visualization further elucidates these findings, presenting a clear comparative view of travel intensity distributions across the different proximity categories. This visual representation confirms the broad range of travel intensities within each category and underscores the existence of outliers, particularly in the "Inaccessible" category, which might be areas with high travel demand yet insufficient transit services.

This nuanced analysis offers valuable insights for urban planners and transit authorities in Roseville, highlighting areas with high travel intensity that may benefit from enhanced transit accessibility. Identifying such areas can guide efforts to optimize transit service layouts, improve accessibility, and ultimately increase transit ridership by better-aligning services with the travel patterns and needs of the community.

HIGH TRAVEL INTENSITY CENTROIDS INACCESSIBLE BY TRANSIT

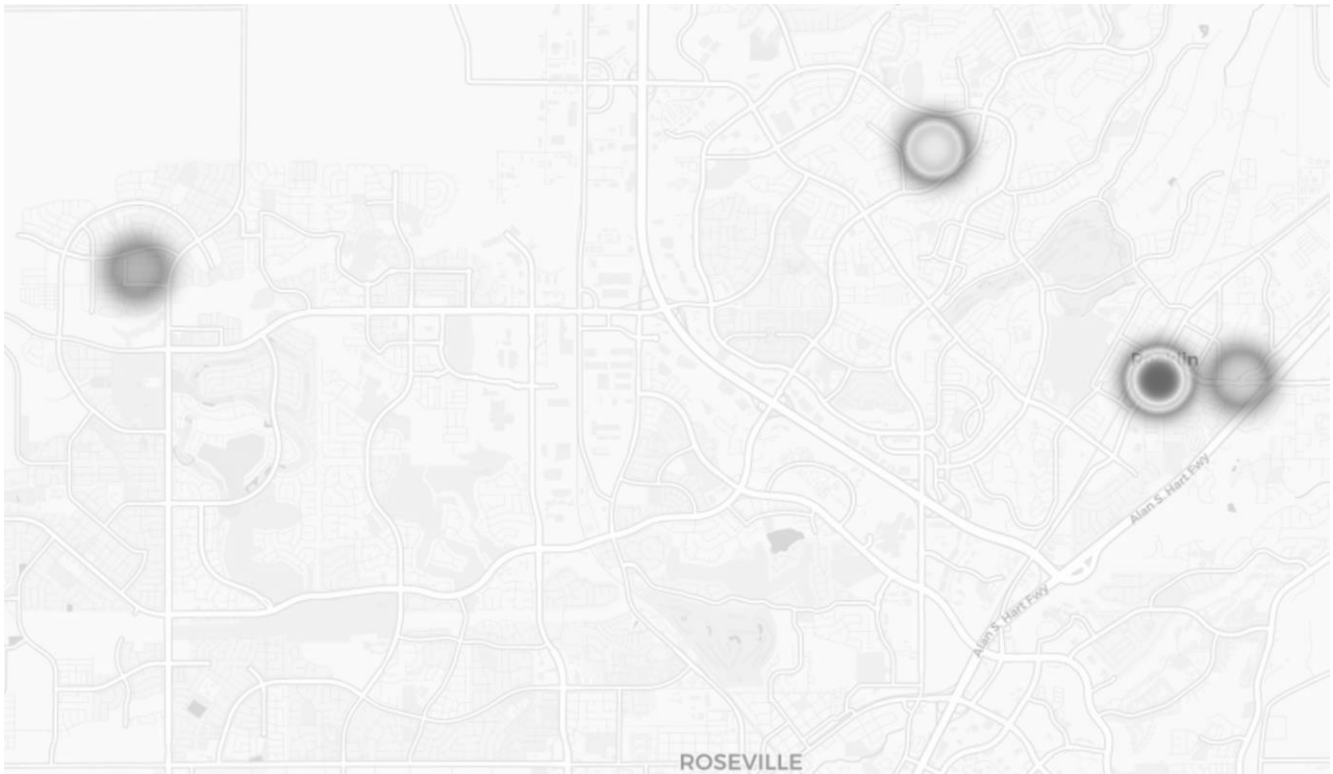


Figure 31 - Centroids with the highest intensity and furthest from transit

The heat map of Roseville provides a compelling visualization of the spatial distribution of centroids characterized by high travel intensity yet positioned furthest from existing public transit stops. These centroids, highlighted through warmer colors on the map, signify areas with significant transit demand that may not be adequately served by the current public transit infrastructure.

Centroids with high travel intensity reflect areas with substantial movement, possibly due to dense residential populations, commercial hubs, or key community facilities that generate a high number of trips. The fact that these areas are also among the furthest from transit stops underscores a potential gap in transit service coverage, indicating that residents and businesses in these areas might face challenges in accessing convenient public transportation options.

The areas highlighted on the heat map could be critical focal points for city planners and transit authorities in Roseville. Addressing the transit needs in these locations could involve a variety of strategies, such as introducing new transit routes, increasing the frequency of existing services, or implementing alternative transit solutions like demand-responsive transport or micro-mobility hubs to bridge the first-mile/last-mile gap.

Moreover, this analysis could inform broader urban and transportation planning efforts, guiding decisions on land use, zoning, and infrastructure investments to foster transit-oriented development. Enhancing transit accessibility in these high-demand areas not only serves immediate mobility needs but also supports longer-term goals of sustainable urban growth, reduced reliance on personal vehicles, and improved quality of life for the residents of Roseville.

In conclusion, the heat map analysis serves as a crucial tool in identifying underserved areas within the urban fabric of Roseville, offering a visual and data-driven foundation for targeted improvements in transit service planning and urban development strategies.

TRANSIT EXPERIENCE ASSESSMENT

The exploration of transit experience within Roseville transcends the conventional metrics of accessibility, extending beyond the mere proximity of key locations to transit stops. In this section, we delve into a holistic analysis that emphasizes the intrinsic value of the transit journey itself, underscoring the significance of the user experience in public transportation. This approach recognizes that true accessibility is multifaceted, encompassing not only the spatial and physical aspects of transit but also the qualitative dimensions that influence an individual's choice to utilize public transportation.

The attractiveness of transit as a viable travel option is paramount in fostering a sustainable and efficient urban mobility framework. It is essential to acknowledge that the decision to opt for transit over personal vehicles is not solely dictated by the distance one must travel to access a transit stop. Instead, the overall experience—encompassing factors such as travel time reliability, convenience, comfort, and the comparative advantage of transit over other modes of travel—plays a crucial role in shaping public perception and usage of transit services.

In assessing the transit experience, we aim to redefine accessibility to encapsulate the experiential elements that contribute to transit's appeal. By evaluating the most common trips within Roseville and comparing travel times between transit and driving, we gain insights into the competitive position of transit in the city's transportation landscape. This analysis not only highlights areas where transit effectively meets or exceeds the efficiency of personal vehicles but also identifies opportunities for enhancing the transit experience, making it a more attractive and viable choice for residents and visitors alike.

Understanding the broader context of transit accessibility, including the qualitative aspects of the transit experience, is crucial in developing strategies that encourage higher transit ridership. By focusing on improving the overall quality of the transit journey, Roseville can advance towards a more connected, sustainable, and user-centric transportation network, where public transit stands as a preferred mode of travel for a diverse array of trip purposes and user groups.

DEFINING TRANSIT EXPERIENCE

Within the context of evaluating and enhancing public transportation systems, "transit experience" encompasses the entirety of a user's interaction with the transit service, from the initial access to a stop or station to the completion of a journey. This concept extends beyond the traditional measures of accessibility and frequency, delving into the qualitative aspects that influence a user's perception and satisfaction with the transit service. Key components of the transit experience include:

CONVENIENCE

- **Ease of Access:** The simplicity with which users can reach transit stops or stations, including the availability of pedestrian infrastructure, signage, and real-time information.
- **Service Frequency:** The regularity of transit services, minimizing wait times, and ensuring reliability.
- **Network Connectivity:** The efficiency of the transit network in facilitating direct or seamless transfers across different routes and modes.

COMFORT AND SAFETY

- **Vehicle Conditions:** The physical state and cleanliness of transit vehicles, as well as the availability of amenities such as seating, air conditioning, and lighting.
- **Station and Stop Amenities:** The presence of shelters, seating, lighting, and real-time information displays at transit stops and stations to enhance user comfort and security.
- **Personal Safety:** The perception and reality of safety within transit vehicles, stops, and stations, particularly during night-time or off-peak hours.

EFFICIENCY AND RELIABILITY

- **Travel Time:** The duration of transit trips compared to alternative modes of transportation, emphasizing speed and directness.
- **Punctuality:** The adherence of transit services to scheduled times, reducing unpredictability and enhancing user trust.
- **Crowding:** The management of vehicle capacity to prevent overcrowding, ensuring a more pleasant and comfortable journey.

USER EXPERIENCE

- **Customer Service:** The quality of interaction and service provided by transit staff, including drivers and customer support personnel.

- **Information Accessibility:** The availability and clarity of information regarding routes, schedules, fares, and real-time updates, both digitally and within the transit environment.
- **Integration with Other Modes:** The coordination between transit and other forms of transportation, such as biking, walking, and ride-sharing, to facilitate comprehensive door-to-door mobility solutions.

In essence, the transit experience is a holistic measure that captures the physical, emotional, and practical aspects of using public transportation. It reflects the degree to which the transit system meets the needs and expectations of its users, ultimately influencing the choice to utilize public transit over other modes of travel. Enhancing the transit experience is pivotal in promoting higher ridership, fostering sustainable urban mobility, and achieving broader transportation and environmental goals.

METHODOLOGY

The methodology for evaluating travel time and distance, comparing transit to driving within Roseville, leverages an innovative approach that combines GPS data with custom-developed algorithms. This approach provides a nuanced understanding of urban mobility patterns, especially in relation to Roseville Transit. Here's an overview of the methodology used:

CREATION OF CENTROIDS

- **Identification of Points of Interest:** The first step involved analyzing Roseville's urban landscape to identify significant points of interest (POIs) and transit nodes. These include areas with high pedestrian traffic, commercial districts, residential areas, and key transit stops.
- **Development of Custom Algorithms:** To accurately match user locations to these POIs, custom algorithms were developed. These algorithms are designed to interpret GPS data, enabling precise mapping of individuals' movements within the city.
- **Formation of Centroids:** Centroids were established based on the identified POIs and the refined GPS data. These centroids serve as representative points that aggregate the travel behaviors and patterns associated with each POI, facilitating a structured analysis of urban mobility.

ANALYSIS OF TRAVEL PATTERNS

- **Tracking Time and Movement:** The methodology involves tracking the amount of time individuals spend at various locations, as well as their movements between these points. This data is crucial for understanding the flow of people within Roseville and their interaction with the transit system.
- **Evaluation of Transit Nodes:** By examining travel patterns by time of day and the duration spent at critical locations, the study highlights the role of transit nodes in the city's transportation network. This analysis helps identify peak usage times and areas with potential bottlenecks or high demand.

COMPARISON OF TRANSIT VS. DRIVING

In the comparative analysis of transit versus driving within Roseville, an advanced methodology was employed to ensure a comprehensive and accurate assessment of travel times for each mode of transportation. This methodology incorporated several key components to enhance the precision of the analysis:

UTILIZATION OF GOOGLE MAPS API

- **Route and Travel Time Data:** The Google Maps API was leveraged to obtain detailed route information and travel time estimates for both car and transit trips between each pair of centroids. This integration provided access to real-time and historical traffic data, allowing for a nuanced comparison of travel times under varying conditions.
- **Transit and Driving Comparisons:** By utilizing the Google Maps API, the analysis could directly compare the efficiency of driving routes with available transit routes, including information on transit schedules, route options, and estimated travel times.

INCORPORATION OF TRANSIT-SPECIFIC TIMES

- **Wait Times:** Recognizing the impact of wait times on the overall transit experience, the analysis factored in the headways for each transit route at each stop. This approach allowed for a realistic estimation of the time passengers would spend waiting for transit services based on the scheduled frequency of service.
- **Dwell Times:** Additionally, dwell times at each stop were incorporated into the transit travel time calculations. Dwell times represent the duration a transit vehicle spends at a stop for passenger boarding and alighting, which can significantly influence total travel time on transit routes.

ANALYSIS ACROSS MULTIPLE TIMES

- **Average Weekday Analysis:** To account for variability in travel conditions throughout a typical day, the analysis was conducted for multiple time points on an average weekday. This approach captured the range of travel times that commuters might experience due to fluctuations in traffic patterns and transit service levels.
- **Mean Transit Travel Time:** The results from these multiple analyses were aggregated to produce mean transit travel times. This metric offers a representative estimate of transit travel times, smoothing over the peaks and troughs to present an average scenario that users might encounter.

By employing this rigorous methodology, incorporating real-time data from the Google Maps API, and considering the unique aspects of transit travel, such as wait and dwell times, the analysis provides a holistic view of the travel experience in Roseville. This comparative assessment of transit versus driving not only highlights areas where transit is competitive but also identifies opportunities for enhancing the attractiveness and efficiency of Roseville's public transportation system, thereby promoting a shift towards more sustainable and user-friendly urban mobility.

TRAVEL TIME AND DISTANCE ANALYSIS

The comparative analysis of travel times between transit and driving in Roseville provides critical insights into the current state of urban mobility within the city. On average, car trips are significantly quicker, with an average travel time of approximately 14.66 minutes, compared to transit trips, which average around 32.47 minutes. This substantial difference highlights the efficiency gap between the two modes of transportation, indicating that for the majority of trips, driving is the faster option.

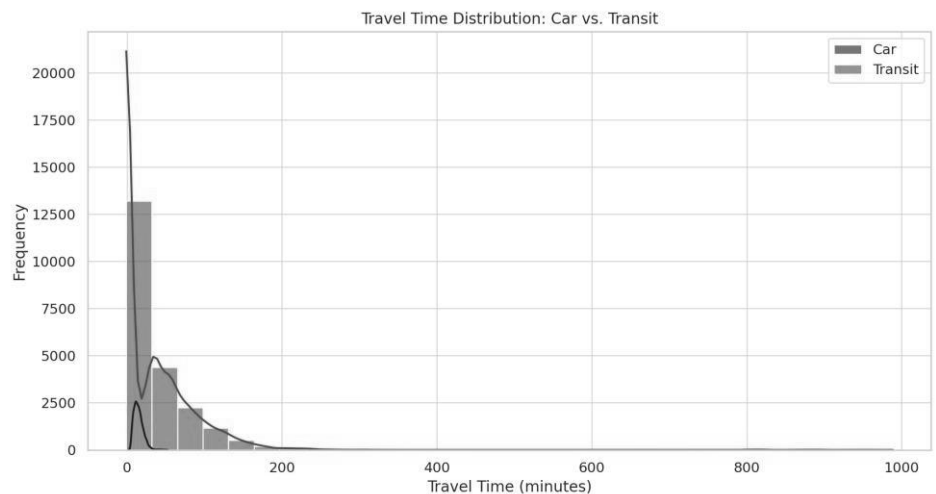


Figure 32 – Travel Time Comparison

The distribution of travel times, as visualized in the histograms, reveals a tighter clustering of car travel times, suggesting a relatively consistent and predictable travel experience for drivers. In contrast, transit travel times exhibit a broader spread, with a notable extension towards higher durations. This variability in transit times could be attributed to factors such as route indirectness, waiting times for services, and the necessity for transfers, all of which can contribute to longer overall journey times.

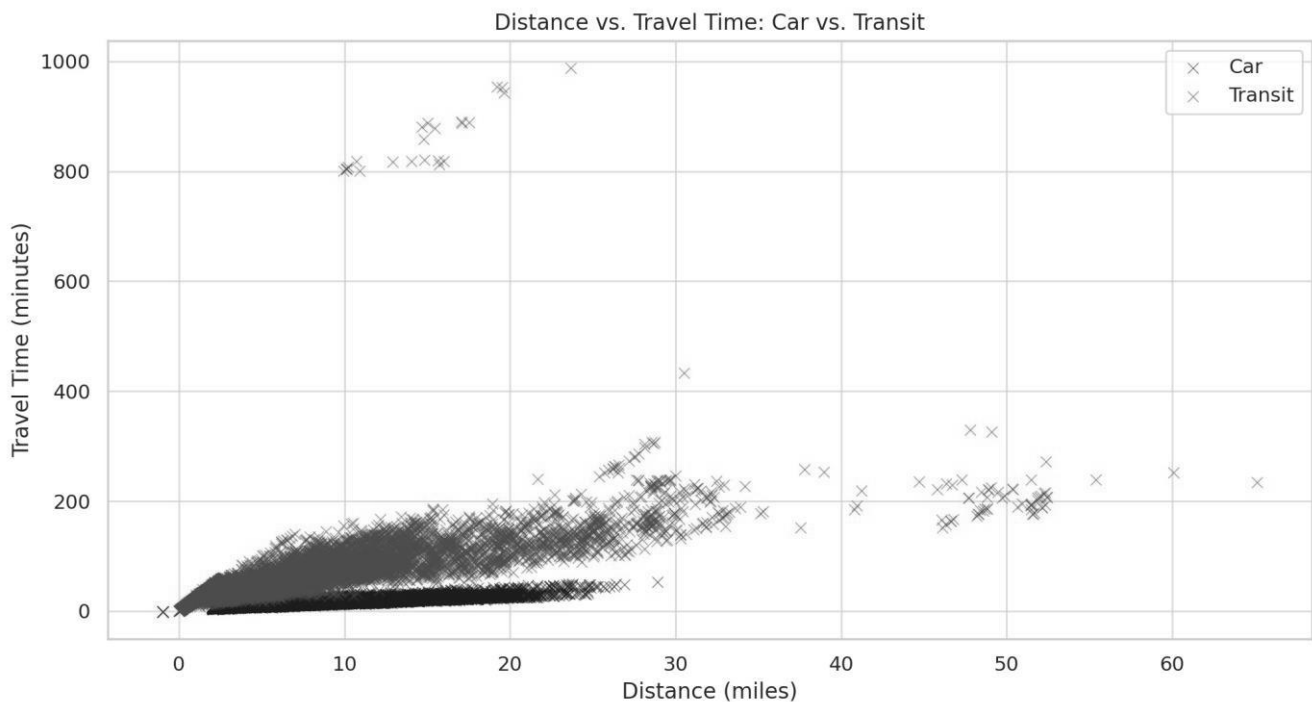


Figure 33 - Time vs Distance Histogram

Further analysis through a scatterplot examining the relationship between trip distance and travel time for both modes of transportation illustrates a more linear relationship for car trips, where travel time increases relatively steadily with distance. However, the same analysis for transit trips shows a less predictable pattern, reflecting the complexities and inefficiencies that can arise in public transit routing, including potentially less direct paths and variations in service frequency.

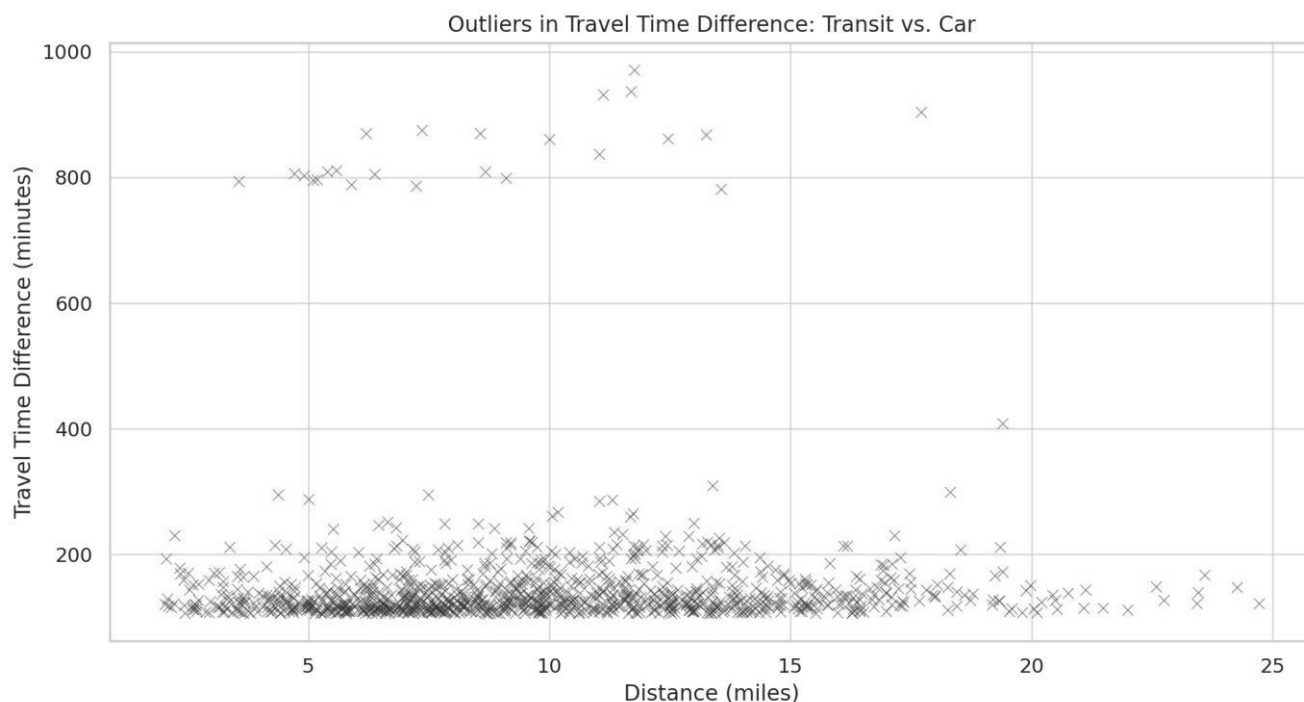


Figure 34 - Outlier Analysis

The investigation into outliers and extremes, focusing on trips where the difference in travel time between transit and driving is exceptionally high, uncovers specific instances—particularly at greater distances—where the inefficiency of transit is most pronounced. These cases, marked by significant discrepancies in travel time, underscore areas where improvements to the transit system could yield substantial enhancements in service competitiveness and attractiveness.

This analysis underscores the need for targeted initiatives to improve the transit experience in Roseville. By addressing the identified inefficiencies, particularly for those trips where transit lags significantly behind driving in terms of travel time, there is a substantial opportunity to enhance the appeal of public transportation. Optimizing routes, increasing service frequency, and reducing wait and transfer times could narrow the efficiency gap between transit and driving, encouraging higher ridership and contributing to the development of more sustainable and accessible urban transportation network solutions.

TRANSIT EFFECTIVENESS INDEX

INTRODUCTION

In the quest to enhance urban mobility and promote sustainable transportation options, the Transit Effectiveness Index (TEI) emerges as a pivotal tool designed to encapsulate and quantify the multifaceted nature of public transit services. The creation of the TEI is motivated by the recognition that traditional metrics of transit accessibility, such as proximity to transit stops and service frequency, while important, do not fully capture the comprehensive experience of transit users. The TEI aims to bridge this gap by integrating a broader spectrum of factors that influence transit use, including efficiency, convenience, service quality, and overall user satisfaction.

The primary purpose of the TEI is to provide urban planners, transit authorities, and policymakers with a nuanced and actionable metric that reflects the true quality of the transit experience from the perspective of the user. By moving beyond conventional measures of accessibility, the TEI seeks to highlight areas where transit services excel as well as identify opportunities for targeted improvements. Ultimately, the TEI serves as a guide for enhancing the attractiveness and competitiveness of public transit, encouraging a shift away from personal vehicle reliance and fostering a more connected, sustainable, and livable urban environment.

METHODOLOGY

The methodology for developing the Transit Effectiveness Index (TEI) involves a systematic approach to collecting, analyzing, and integrating diverse data sources that reflect the key components of the transit experience. The process can be outlined in the following steps:

- **Data Collection:** Gather comprehensive data sets covering various aspects of the transit system and user experience, including geospatial data, transit schedules, travel time comparisons, user feedback, and environmental impact assessments.
- **Component Scoring:** Define specific criteria for each component of the TEI, such as accessibility, efficiency, service quality, and sustainability. Assign scores to each component based on the collected data, using a consistent scale (e.g., 1 to 10) to facilitate comparison and aggregation.
- **Weighting and Integration:** Determine the relative importance of each component in contributing to the overall transit experience. Apply appropriate weights to each component score, reflecting their impact on user decisions and satisfaction.

- Calculation of the TEI: Aggregate the weighted scores for all components to derive the overall TEI for the transit system or specific areas within the city. The TEI should provide a clear and concise metric that can be used to compare different areas or evaluate changes over time.
- Analysis and Interpretation: Analyze the TEI results to identify strengths and weaknesses in the transit system. Use the insights gained to inform strategic planning, resource allocation, and targeted interventions to improve the transit experience.

ROSEVILLE'S TRANSIT EFFECTIVENESS INDEX

To calculate Roseville's Transit Effectiveness Index (TEI), we assume the following data:

- Average Car Travel Time: 15 minutes for the most common routes within Roseville.
- Average Transit Travel Time: 22.5 minutes for the same routes, representing a 50% longer travel time than by car.
- Accessibility Score: Remains at 7/10, assuming good coverage but room for expansion.
- Revised Efficiency Score: 2.5/10, reflecting the 50% longer average travel time on transit compared to driving.
- Service Quality Score: Remains at 6/10, assuming average frequency and coverage with potential for enhancements.

OVERALL TEI FOR ROSEVILLE:

The combined scores, including the revised Efficiency Score, yield an overall TEI. The calculation is as follows:

This TEI of approximately 5.17/10 suggests that while there are aspects of the transit system in Roseville that are functioning reasonably well (such as accessibility and certain elements of service quality), there is a significant opportunity for improvement, particularly in making transit travel times more competitive with car travel. This refined TEI can serve as a valuable tool for urban planners and transit authorities in Roseville to identify targeted strategies for enhancing the efficiency and overall attractiveness of the city's public transit system, ultimately aiming to provide a more compelling and sustainable alternative to personal vehicle use.

CONCLUSION

The Transit Effectiveness Report for Roseville offers a thorough examination of the city's public transportation system, leveraging a wealth of data and insights to assess its current state and identify pathways for improvement. Through detailed analyses encompassing accessibility, efficiency, service quality, and the innovative Transit Effectiveness Index (TEI), this report has illuminated both the strengths and areas for development within Roseville's transit network.

The introduction of the TEI has provided a novel framework for evaluating transit services, extending beyond traditional metrics to consider the holistic user experience. This approach has underscored the importance of not only physical access to transit but also the efficiency, reliability, and overall attractiveness of transit as a viable alternative to personal vehicle use.

Key findings from the report reveal a moderate level of transit effectiveness in Roseville, with significant opportunities to enhance service efficiency, expand coverage, and elevate the quality of the transit experience. The analysis of commuter services in Sacramento, in particular, has highlighted the need for innovative solutions to adapt to changing work patterns and ensure the continued relevance of these services.

In conclusion, the report sets forth several strategic goals aimed at advancing Roseville's transit system. These include elevating the overall transit experience, achieving a modal shift towards public transportation, fostering sustainable urban mobility, enhancing data-driven decision-making, and reimagining commuter services to Sacramento. By pursuing these goals, Roseville can make substantial strides toward creating a more connected, sustainable, and user-friendly urban transportation landscape.

The path forward will require collaborative effort, strategic investment, and a commitment to innovation. With the insights and recommendations provided in this report, Roseville is well-equipped to embark on a transformative journey towards enhancing its transit system, ultimately contributing to the city's broader objectives of improving quality of life, reducing environmental impact, and fostering a vibrant, accessible community for all residents and visitors.

Evaluating Effectiveness

INTRODUCTION

The purpose of this report is to provide a comprehensive evaluation and analysis of the Roseville Transit system using the Transit Effectiveness Index (TEI). This report aims to achieve several key objectives.

First, it evaluates the current performance of the transit system. By utilizing the TEI, the report measures the effectiveness of Roseville's transit services in terms of coverage and user experience. It analyzes key data points to understand the strengths and weaknesses of the current transit system, providing a clear picture of how well the system serves the community.

Second, the report informs strategic recommendations. The insights gained from the TEI analysis are used to develop strategic recommendations for enhancing transit services. The report identifies specific areas where improvements can be made to increase the efficiency, reliability, and overall user satisfaction of the transit system. These recommendations are designed to help transit authorities make data-driven decisions that will lead to meaningful improvements in service quality.

Third, the report supports data-driven decision-making. It provides a detailed, data-driven basis for decision-making by city planners, transit authorities, and stakeholders. By leveraging data, the report highlights the importance of making informed choices about resource allocation, service enhancements, and policy changes. This approach ensures that decisions are grounded in a thorough understanding of the transit system's performance and user needs.

Fourth, the report aims to enhance service delivery and user satisfaction. It focuses on improving the transit experience for users by addressing key issues identified through the TEI analysis. The goal is to make the transit system a more attractive and competitive option compared to driving, thereby increasing ridership and reducing traffic congestion. By enhancing the user experience, the report aims to build a more loyal and satisfied ridership base.

Finally, the report promotes sustainable and equitable transit solutions. It emphasizes the need for sustainable transit solutions that reduce environmental impact and promote long-term urban growth. The report also ensures that transit services are equitable and accessible to all community members, including underserved and vulnerable populations. By addressing these issues, the report aims to create a transit system that supports the city's overall sustainability goals and provides equitable access to transit for all residents.

By fulfilling these objectives, this report seeks to provide a clear and actionable roadmap for enhancing the Roseville Transit system. The ultimate goal is to contribute to the city's overall mobility, sustainability, and quality of life, ensuring that the transit system meets the needs of the community now and in the future.

ANALYSIS OF KEY DATA POINTS AND FINDINGS

This section provides a detailed analysis of the key data points and findings from the evaluation of the Roseville Transit system using the Transit Effectiveness Index (TEI). The analysis draws on a combination of anonymized cellular data and operational data from Roseville Transit to offer a comprehensive view of transit system performance.

The total daily trips taken in Roseville are approximately 85,000. Of these trips, existing transit services cover approximately 52%. This indicates a significant proportion of daily travel is accommodated by the current transit network, demonstrating the system's broad reach within the city. However, there is still a considerable percentage of trips not covered by transit, highlighting opportunities for service expansion and improvement.

For non-transit trips, the average trip distance is 4.67 miles, with an average travel time of 11 minutes and an average speed of 24 mph. These data points provide a benchmark for understanding the efficiency of non-transit travel within Roseville. In contrast, transit trips have an average duration of 56 minutes and an average speed of 7.3 mph.

The significant difference in travel times and speeds between transit and non-transit trips indicates a critical area for improvement in the transit system's performance. The analysis also reveals predominant north/south travel patterns within the city, suggesting a need for localized, self-contained transit zones that can efficiently cater to these directional travel demands.

This insight can guide the optimization of existing routes and the development of new ones to better serve the community's travel needs. Detailed data from two primary datasets were utilized in this analysis. The first dataset comprises anonymized cellular data, which captures a wide array of travel behaviors across different transportation modes. This data is processed using proprietary algorithms to determine travel intensity, origins, and destinations within a quarter-mile accuracy, and to detail the frequency, time of day, and day of the week of trips.

Collected over a full year, this dataset ensures a representative view of travel behaviors across varied seasons and times. The foundational insights provided by this dataset are crucial for assessing the broad coverage and utilization aspects of the TEI. The second dataset comes directly from Roseville Transit and includes detailed operational data.

This dataset tracks the origins and destinations of the system's on-demand service and provides data on boardings and alightings within the fixed route bus system. Like the cellular data, it covers over a year of operations, ensuring comprehensive temporal alignment for analysis. This operational data is key to assessing the 'experience' component of the TEI, offering insights into the actual performance of transit services against user needs and expectations.

The integration of these datasets allows for a comprehensive analysis that combines broad behavioral insights with specific transit operational metrics. This dual approach ensures that the TEI reflects both theoretical coverage and practical on-ground service effectiveness. It helps pinpoint where transit services are meeting user needs and where they are falling short, guiding informed decisions about resource allocation and strategy implementation.

The policy and planning implications of this analysis support data-driven strategies to improve the appeal and functionality of the transit system. In summary, the detailed analysis of key data points and findings highlights the strengths and weaknesses of the Roseville Transit system. It provides a clear basis for making strategic recommendations aimed at enhancing service delivery, improving user satisfaction, and promoting sustainable and equitable transit solutions.

OVERVIEW OF TEI AND IMPORTANCE OF ANALYSIS

OVERVIEW OF TEI

The Transit Effectiveness Index (TEI) is a comprehensive metric designed to evaluate the performance of transit systems. It measures transit effectiveness based on two primary components: coverage and user experience. Coverage refers to the extent to which the transit system serves the geographical area and population of a city, ensuring that a majority of residents have access to transit services. User experience, on the other hand, assesses the quality of the transit service from the perspective of the user, considering factors such as travel time, convenience, and reliability. By combining these components, the TEI provides a comprehensive view of how well the transit system serves the community.

IMPORTANCE OF ANALYSIS

This analysis is crucial for understanding where the transit system excels and where it falls short. By evaluating both coverage and user experience, the TEI highlights specific areas of strength and weakness within the transit system. This detailed understanding is essential for informing targeted improvements that can enhance service delivery and user satisfaction. Identifying gaps in coverage helps to pinpoint areas where transit services need to be expanded or optimized, ensuring that all community members have equitable access to public transportation. Assessing user experience provides insights into how the transit system can be made more efficient, reliable, and user-friendly. Ultimately, this analysis supports data-driven decision-making by city planners, transit authorities, and stakeholders, enabling them to allocate resources effectively and implement strategic changes that improve the overall functionality and appeal of the transit system.

KEY DATA POINTS SUMMARY

This section provides a detailed analysis of the key data points related to the Roseville Transit system, utilizing the Transit Effectiveness Index (TEI). The analysis is based on data collected from anonymized cellular sources and operational data from Roseville Transit. The key data points include total daily trips, transit coverage, average trip distance and speed for both transit and non-transit trips, and predominant travel patterns within the city.

TOTAL DAILY TRIPS

Approximately 85,000 trips are taken each day in Roseville. Of these trips, existing transit services cover approximately 52%. This indicates that a significant proportion of daily travel is accommodated by the current transit network, demonstrating the system's broad reach within the city. However, there is still a considerable percentage of trips not covered by transit, highlighting opportunities for service expansion and improvement.

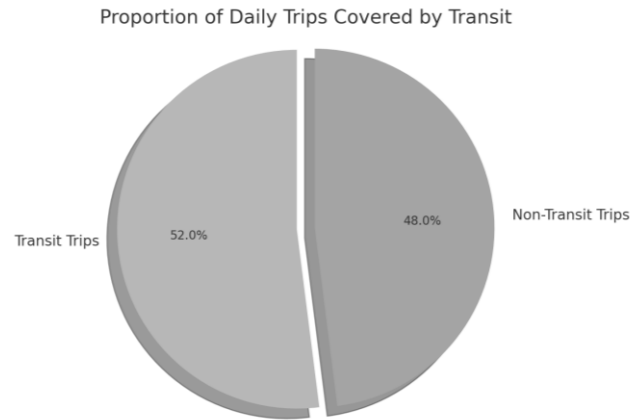


Figure 35 - Trips Covered by Existing Transit

AVERAGE TRIP DISTANCE AND SPEED

For non-transit trips, the average trip distance is 4.67 miles, with an average travel time of 11 minutes and an average speed of 24 mph. These data points provide a benchmark for understanding the efficiency of non-transit travel within Roseville. In contrast, transit trips have an average duration of 56 minutes and an average speed of 7.3 mph. The significant difference in travel times and speeds between transit and non-transit trips indicates a critical area for improvement in the transit system's performance.

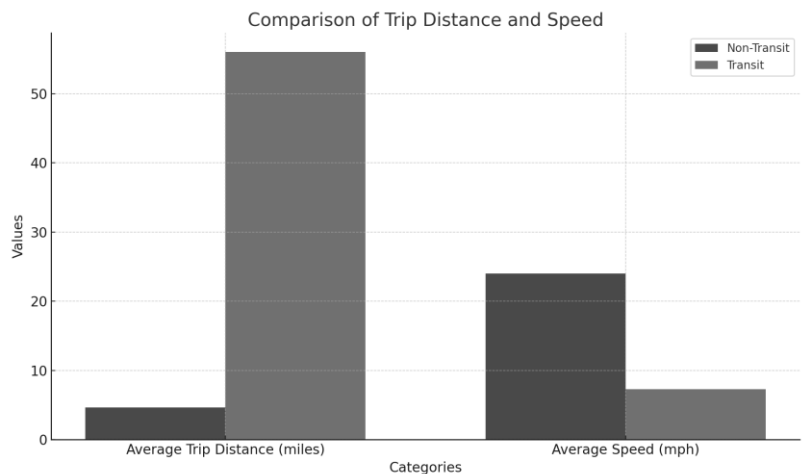


Figure 36 - Transit Time Compared to Driving

TRAVEL PATTERNS

The analysis also reveals predominant north/south travel patterns within the city. This suggests a need for localized, self-contained transit zones that can efficiently cater to these directional travel demands. Understanding these travel patterns is essential for optimizing existing routes and developing new ones to better serve the community's travel needs.

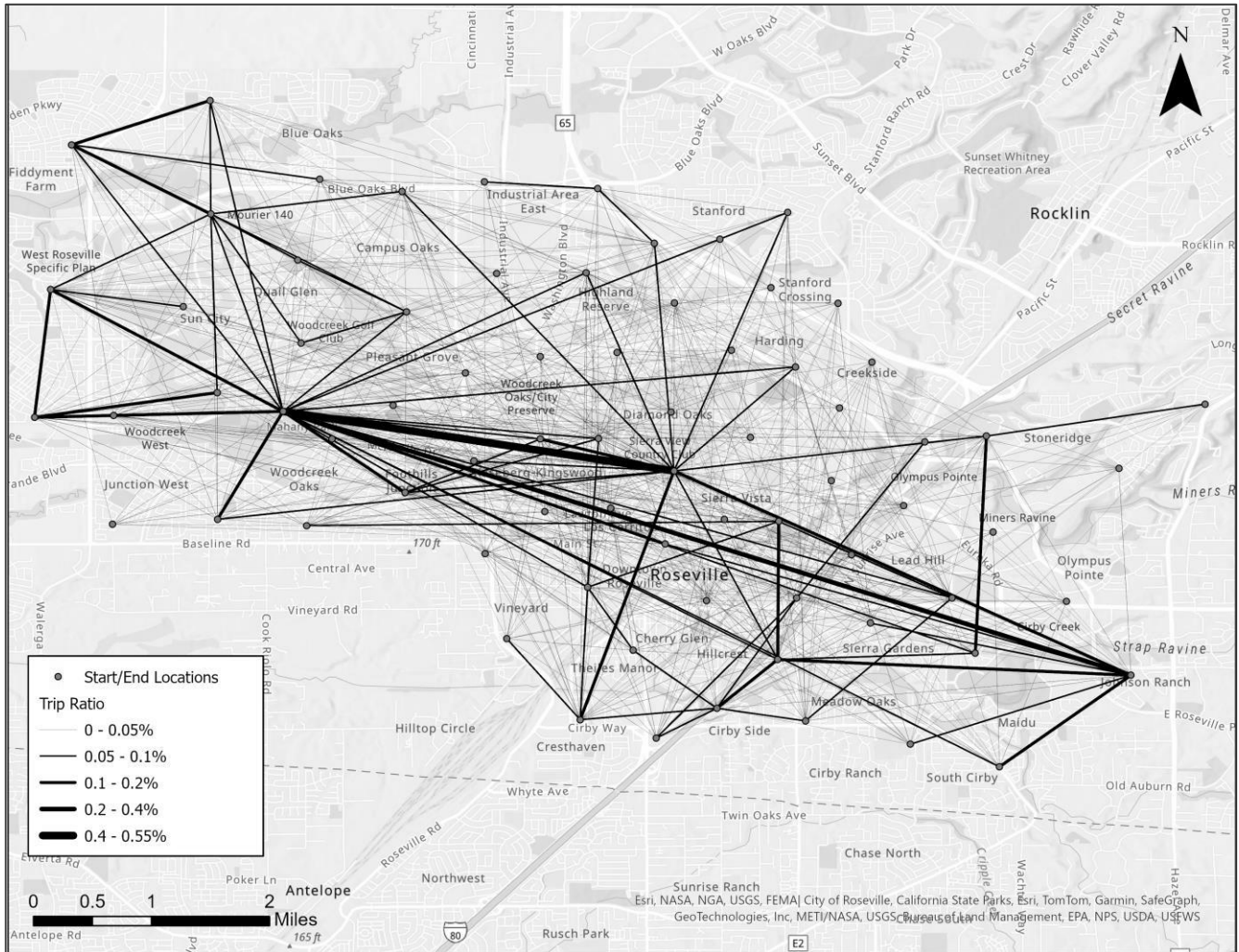


Figure 37 - Current Travel Patterns

METHODOLOGY FOR DEVELOPING THE TEI

The methodology for developing the TEI involves integrating data from two primary sources: anonymized cellular data and operational data from Roseville Transit.

1. Anonymized Cellular Data:

- **Source and Nature:** This dataset comprises anonymized travel data from cellular signals, capturing a wide array of travel behaviors across different transportation modes.
- **Data Processing:** Proprietary algorithms analyze this data to determine travel intensity, origins, and destinations within a quarter-mile accuracy, and detail the frequency, time of day, and day of the week of trips.
- **Temporal Scope:** Collected over a full year at periodic intervals, ensuring the data is representative of varied seasonal and temporal travel patterns.
- **Role in TEI:** This dataset provides foundational insights into general travel behaviors and major travel corridors, essential for assessing the broad coverage and utilization aspects of the TEI.

2. Roseville Transit Operational Data:

- **Source:** Directly sourced from Roseville Transit, this dataset includes detailed operational data from the transit system in the City of Roseville.
- **Data Details: On-Demand Service:** Tracks the origins and destinations of the system's on-demand service, crucial for evaluating the flexibility and responsiveness of transit options.
- **Fixed Route Bus System:** Contains data on boardings and alightings within the fixed route bus system, providing granular insights into route popularity, passenger volumes, and service efficiency.
- **Temporal Scope:** Like the cellular data, it covers over a year of operations, aligning with the cellular data for comprehensive temporal analysis.
- **Role in TEI:** This operational data is key to assessing the 'experience' component of the TEI, offering direct insights into the actual performance of transit services against user needs and expectations.

The integration of these datasets allows for a comprehensive analysis that combines broad behavioral insights with specific transit operational metrics. This dual approach ensures that the TEI reflects both theoretical coverage and practical on-ground service effectiveness. It helps pinpoint where transit services are meeting user needs and where they are falling short, guiding informed decisions about resource allocation and strategy implementation.

The policy and planning implications of this analysis are significant, as they provide a clear basis for making strategic recommendations aimed at enhancing service delivery, improving user satisfaction, and promoting sustainable and equitable transit solutions.

SUMMARY OF TEI CALCULATION OUTCOMES

Transit Effectiveness Index (TEI) analysis reveals several key findings and data points that are critical for understanding the current performance of the Roseville Transit system.

- **Coverage:** The analysis indicates that 90.7% of trips are covered by transit services. This high coverage rate suggests that the transit network has a broad reach, providing access to a significant portion of daily trips within the city.

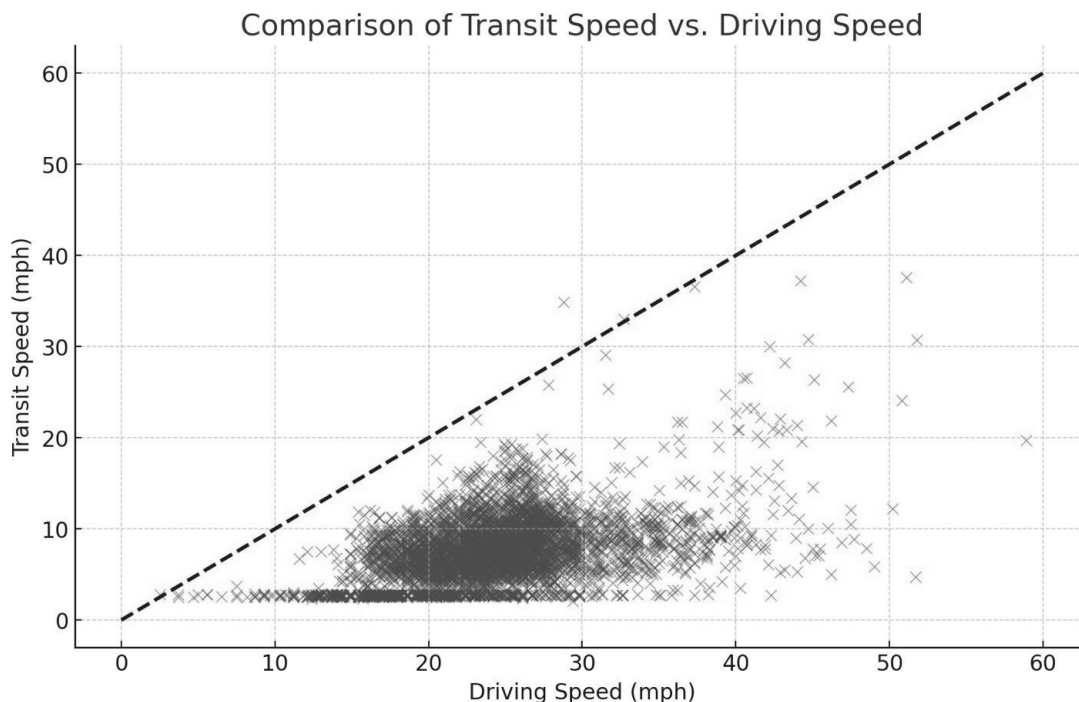


Figure 38 - Driving Speed vs Transit Speed

- Experience: Despite the high coverage, the TEI scores are predominantly negative, with an average score of -1.07. This indicates that while many trips are covered, the quality of the transit experience is lacking. Factors such as travel time, convenience, and reliability are contributing to these negative scores, highlighting areas that need improvement.

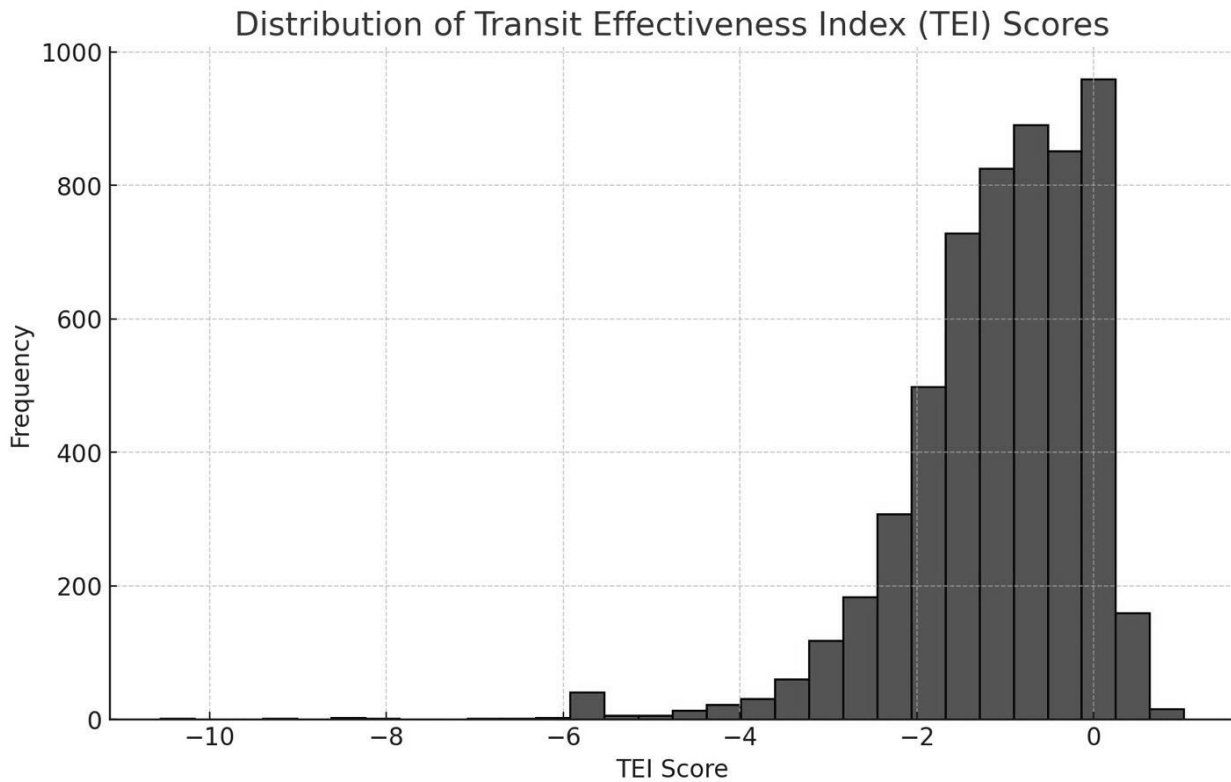


Figure 39 - Transit Effectiveness Index

BEST PRACTICES AND STRATEGIC FOCUS

The city of Roseville, California, is dealing with a complex and multifaceted traffic situation characterized by high traffic volumes, significant commuter patterns, and ongoing infrastructure projects. These factors contribute to the challenges of improving transit speed and frequency. The issue is not solely operational; it is deeply intertwined with the broader traffic dynamics and demographic patterns of the city.

Roseville's busiest roads, such as Galleria Boulevard & Roseville Parkway, Interstate 80 (I-80), and Roseville Parkway, are critical to the city's transportation network. Galleria Boulevard & Roseville Parkway serve as central intersections near major shopping centers, resulting in high traffic volumes. I-80, a major freeway running through Roseville, experiences significant



traffic flow, particularly near Douglas Boulevard, Riverside Drive, and Atlantic Street. The Roseville Parkway is undergoing widening projects to accommodate increasing traffic demand, underscoring its importance in local and through traffic.

Traffic data and analysis from sources like ReplicaHQ and the California State Geoportal highlight the extensive traffic volumes and patterns within the city. Recent traffic news, such as the implementation of special traffic cameras and incidents on I-80, further illustrate the city's ongoing efforts to monitor and manage traffic effectively. Real-time traffic updates from ViaMichelin and KCRA 3 News provide a snapshot of current conditions, including traffic jams, accidents, and roadworks, emphasizing the dynamic nature of traffic management in Roseville.

The demographic profile of Roseville, with a population of approximately 149,000 people, a median household income of \$112,265, and a significant majority of workers driving alone to work with an average commute time of 27.7 minutes, adds another layer to the complexity. The homeownership rate is 68.1%, with a median property value of \$596,700, reflecting the city's suburban characteristics and commuting patterns.

Given this context, the challenge of improving transit speed and frequency in Roseville is not merely an operational issue. It requires a comprehensive approach that addresses the intricate interplay between traffic management, infrastructure development, and demographic trends.

Enhancing transit services involves not only optimizing routes and implementing queue jumpers but also considering the broader traffic and commuter patterns that impact the efficiency and reliability of transit systems.

This section will explore strategies such as the implementation of queue jumpers and the optimization of transit routes to improve transit speed and frequency. By understanding the broader traffic situation and demographic factors, we can develop targeted solutions that enhance the overall transit experience for Roseville's residents.

IMPROVING TRANSIT SPEED AND FREQUENCY

Efficient and reliable transit services are critical to enhancing the overall user experience and encouraging more people to use public transportation. In order to achieve this, it is essential to focus on strategies that can significantly reduce travel times and improve the frequency of transit services. Two key approaches to achieving these goals are the implementation of queue jumpers and the optimization of transit routes. Queue jumpers provide buses with the ability to bypass traffic at intersections, thereby reducing delays and improving reliability. Optimizing transit routes ensures that services are direct, efficient, and aligned with the travel patterns and demands of the community. This section explores these strategies in detail, highlighting their benefits, challenges, and examples of successful implementation.

QUEUE JUMPERS: IMPLEMENTATION OF QUEUE JUMPERS TO REDUCE TRAVEL TIME AND IMPROVE RELIABILITY

A queue jumper is a specialized traffic signal or lane designed to give buses priority at intersections, allowing them to 'jump' ahead of other vehicles waiting at a red light.

This system typically includes a short dedicated lane for buses approaching the intersection, along with a separate traffic signal that gives buses a head start before other vehicles.

- A short segment of a dedicated bus lane is created approaching the intersection. This lane allows buses to bypass queued traffic and position themselves at the front of the line.
- A special traffic signal is installed that provides an early green light for buses, typically a few seconds before the regular green light for all other vehicles. This signal allows the bus to move through the intersection ahead of other traffic.
- Sensors or transponders detect the presence of a bus in the queue jumper lane, triggering the priority signal.



PROS OF QUEUE JUMPERS

- **Reduced Delay:** By allowing buses to bypass traffic queues and move through intersections more quickly, queue jumpers can significantly reduce delays, especially during peak traffic hours.
- **Improved Reliability:** Consistent travel times and reduced delays contribute to more reliable transit service, making public transit a more attractive option for commuters.
- **Cost-Effective:** Implementing queue jumpers is often more cost-effective than constructing extensive dedicated bus lanes, as it involves modifications to existing infrastructure rather than creating entirely new lanes.
- **Flexibility:** Queue jumpers can be implemented at strategic locations where delays are most significant, providing targeted improvements to transit speed and efficiency.

CONS OF QUEUE JUMPERS

- **Limited Impact:** Queue jumpers are effective at reducing delays at intersections but may not address delays caused by traffic congestion between intersections.

- **Infrastructure Modifications:** Implementing queue jumpers requires modifications to existing road infrastructure, including the installation of new traffic signals and potentially reconfiguring lanes, which can be disruptive and costly.
- **Driver Compliance:** Ensuring that other vehicle drivers comply with the dedicated bus lane and do not block the queue jumper can be challenging, requiring enforcement measures.

EXAMPLES OF SUCCESSFUL IMPLEMENTATION

- **West Valley City, UT:** Implemented queue jumps with Transit Signal Priority (TSP) at 13 locations, resulting in a 13–22% reduction in travel times and a 22% increase in bus speed.
- **Portland, OR:** Successfully incorporated queue jump lanes into their transit system, improving bus reliability and reducing delays at key intersections.
- **Toronto, Canada:** Utilized queue jump lanes as part of their Bus Rapid Transit (BRT) strategy, enhancing the efficiency of their transit services.

IMPLEMENTING ON-DEMAND TRANSIT ZONES

WHAT ARE ON-DEMAND TRANSIT ZONES?

On-demand transit zones are areas within a city where transit services operate based on real-time passenger demand rather than fixed schedules and routes. These services typically utilize smaller vehicles, such as shuttles or vans, which can be requested by passengers through mobile apps or other digital platforms. This flexible approach allows transit agencies to provide more responsive and efficient transportation options, particularly in areas with lower demand that may not be well-served by traditional fixed-route services.



HOW DO THEY WORK?

On-demand transit zones function by using technology to match supply with demand in real-time. Passengers can request rides through an app, which then assigns the nearest available vehicle to pick them up. The system optimizes routes and schedules dynamically, ensuring that vehicles are utilized efficiently and passengers experience minimal wait times. Key features of on-demand transit zones include:

MOBILE APPS: PASSENGERS USE APPS TO BOOK RIDES, TRACK VEHICLES, AND RECEIVE REAL-TIME UPDATES.

- **Dynamic Routing:** Routes are continuously optimized based on current demand, reducing unnecessary travel and improving efficiency.
- **Small Vehicles:** Utilization of smaller, more maneuverable vehicles that can navigate narrow streets and pick up passengers closer to their origins and destinations.
- **Integration with Fixed Routes:** On-demand zones can be integrated with traditional fixed-route services, providing first-mile/last-mile connections and enhancing overall transit accessibility.

THE IMPORTANCE OF PROPER PLANNING

Proper planning is crucial for the successful implementation of on-demand transit zones. Key planning considerations include:

- **Identifying Underserved Areas:** Conducting thorough analyses to identify areas with low transit demand or gaps in existing service coverage.
- **Stakeholder Engagement:** Involving community members, local businesses, and other stakeholders in the planning process to ensure the service meets local needs.
- **Technology Infrastructure:** Investing in robust technology platforms to handle ride requests, vehicle dispatching, and real-time tracking.
- **Pilot Programs:** Launching pilot programs to test and refine the service before full-scale deployment, allowing agencies to gather data, address challenges, and make necessary adjustments.

CHALLENGES OF SHIFTING FROM A SUPPLY MODEL TO A DEMAND MODEL

Transitioning from traditional fixed-route services to on-demand transit zones presents several challenges:

- **Operational Complexity:** On-demand services require sophisticated technology and coordination to manage dynamic routing and real-time passenger requests.

- **Resource Allocation:** Allocating resources and managing the fleet efficiently can be challenging, particularly during peak demand periods.
- **Cultural Shift:** Transit agencies and passengers must adapt to a new model of service delivery, which can involve changes in habits and expectations.
- **Cost Considerations:** Initial investments in technology and infrastructure can be significant, although they may be offset by long-term operational savings and increased ridership.

BENEFITS OF PROPERLY IMPLEMENTED ON-DEMAND TRANSIT ZONES

When implemented effectively, on-demand transit zones offer numerous benefits:

- **Increased Accessibility:** Providing flexible and responsive transportation options in areas with low demand or limited fixed-route coverage.
- **Improved Efficiency:** Optimizing routes and schedules in real-time reduces travel times and operational costs.
- **Enhanced Passenger Experience:** Reducing wait times and offering door-to-door service improves overall passenger satisfaction.
- **First-Mile/Last-Mile Solutions:** Complementing fixed-route services by providing connections to major transit hubs, increasing the utility of the broader transit network.

EXAMPLES OF SUCCESSFUL DEPLOYMENTS

- **Arlington, Texas:** Arlington's Via Rideshare program replaced the city's fixed-route bus service with an on-demand transit system. This service uses vans that passengers can book through a mobile app, providing flexible and efficient transportation across the city.
- **West Sacramento, California:** The West Sacramento On-Demand service offers rides within city limits, providing a convenient option for residents to travel without relying on fixed-route services. The service is bookable through a smartphone app and integrates with regional transit options.
- **Jersey City, New Jersey:** Jersey City launched an on-demand transit service in partnership with Via. The service operates within designated zones, allowing residents to book rides through an app and offering connections to key transit hubs.

INVESTING IN USER EXPERIENCE

The user experience in public transit is a critical factor that influences ridership and overall satisfaction. To create a more appealing and efficient transit system, it is essential to focus on two main areas: enhancements in service and technological advancements. By addressing these areas, transit agencies can offer a more reliable, convenient, and pleasant experience for passengers. This section will explore strategies for making trips more direct, reducing wait times, and integrating fixed-route and on-demand services, as well as introducing technology to improve service reliability and information accessibility. Furthermore, leveraging data to create a cycle of continuous improvement will be discussed.

ENHANCEMENTS IN SERVICE

- **Direct Routes and Shorter Travel Times:** One of the key strategies to improve the user experience in public transit is to make trips more direct. By optimizing routes to minimize detours and unnecessary stops, transit agencies can significantly reduce travel times for passengers. This approach ensures that passengers can reach their destinations more quickly and with fewer delays. Implementing direct routes also enhances the reliability of the service, as buses are less likely to encounter disruptions along a streamlined path.
- **Shorter Wait Times:** Reducing wait times is another critical aspect of enhancing the user experience. This can be achieved by increasing the frequency of buses on high-demand routes and implementing on-demand transit services in lower-demand areas. On-demand services allow passengers to request rides in real-time, ensuring that they do not have to wait long periods for the next available bus. By aligning service frequency with passenger demand, transit agencies can provide a more efficient and satisfying experience.
- **Integration of Fixed Routes and On-Demand Services:** Combining fixed-route services with on-demand transit zones creates a comprehensive transit network that caters to varying passenger needs. Fixed routes can serve high-demand corridors, while on-demand zones can cover areas with lower demand or those that are not well-served by traditional routes. This integration ensures that passengers have access to reliable and flexible transportation options, regardless of their location.

TECHNOLOGICAL ADVANCEMENTS

- **Real-Time Information and Reliability:** Introducing technology to improve the reliability of transit services and the availability of information is crucial. Real-time passenger information systems, such as those provided by apps like Transit, CityMapper, and Moovit, offer real-time updates on bus locations, arrival times, and service disruptions. These apps allow passengers to plan their trips more efficiently, avoid delays, and have a more predictable travel experience. Furthermore, real-time information systems enable transit agencies to communicate directly with passengers, providing updates on service changes and other important information.
- **Data-Driven Improvements:** Using data to create a virtuous cycle of improvements is another significant benefit of technological advancements in transit. Data gathered from passenger usage, vehicle locations, and service performance can be analyzed to identify areas for improvement. This continuous feedback loop allows transit agencies to make data-driven decisions that enhance service quality. For example, predictive maintenance systems can use data to anticipate and address vehicle issues before they lead to breakdowns, reducing downtime and ensuring that buses are available when needed.

EXAMPLES OF SUCCESSFUL DEPLOYMENTS

Several cities have successfully implemented technologies to improve the user experience through real-time information and data-driven improvements:

- **San Francisco, California:** The San Francisco Municipal Transportation Agency (SFMTA) uses real-time passenger information systems across its transit network. The NextBus system provides real-time bus arrival predictions, which passengers can access via digital displays at stops, online, or through mobile apps. This technology has significantly improved the reliability and predictability of transit services in the city.
- **Chicago, Illinois:** The Chicago Transit Authority (CTA) has integrated predictive maintenance systems using data analytics to enhance the reliability of its fleet. By analyzing data from vehicle sensors, the CTA can predict and address maintenance issues before they cause service disruptions. This proactive approach has reduced vehicle downtime and improved overall service reliability.

- **London, United Kingdom:** Transport for London (TfL) has implemented the iBus system, which uses GPS technology to provide real-time information on bus locations and estimated arrival times. This data is available to passengers via electronic signs at bus stops, the TfL website, and various mobile apps. Additionally, TfL uses this data to optimize bus routes and schedules, improving service efficiency and passenger satisfaction.
- **Los Angeles, California:** The Los Angeles County Metropolitan Transportation Authority (Metro) utilizes a comprehensive data analytics platform to monitor and enhance its transit services. The Metro's Performance Data Repository collects and analyzes data from various sources, including fare collection systems, vehicle tracking, and passenger feedback. This data-driven approach helps Metro make informed decisions about service improvements and resource allocation.
- **Singapore:** The Land Transport Authority (LTA) in Singapore uses a sophisticated data analytics platform called the Smart Mobility 2030 initiative. This platform integrates data from various sources, including GPS, fare systems, and passenger surveys, to optimize transit operations and improve service quality. Real-time information is provided to passengers through the MyTransport.SG app, which offers real-time bus arrival times, route planning, and service alerts.

CONCLUSION

The analysis of the Roseville transit system highlights a significant disparity between coverage and user experience. With 90.7% of transit routes covering the city, the system provides extensive accessibility. However, the Transit Effectiveness Index (TEI) scores reveal a predominantly negative user experience, indicating that the current service does not meet passenger expectations. The minimum TEI score of -10.56 underscores the dissatisfaction among users, primarily due to lower transit speeds compared to driving.

KEY DATA INSIGHTS

- **Transit Speeds vs. Driving Speeds:** Detailed data analysis shows that transit speeds are generally lower than driving speeds, contributing to the negative TEI scores. This factor is a critical point of concern as it directly impacts the overall attractiveness and competitiveness of public transit.
- **User Dissatisfaction:** The minimum TEI score highlights the significant dissatisfaction among transit users, emphasizing the need for substantial improvements to enhance the user experience.

POLICY CHANGES FOR SUSTAINABLE GROWTH

To address these challenges and foster sustainable growth, several policy changes are essential:

- **Integration of Transit Planning with Urban Development:** Promoting policies that integrate transit planning with urban development can ensure that future growth supports and enhances the transit system. This approach can lead to more transit-oriented development, reducing reliance on personal vehicles and increasing transit ridership.
- **Public-Private Partnerships:** Fostering public-private partnerships is crucial for expanding and improving transit infrastructure. Collaborations with private entities can provide additional resources, innovative solutions, and shared expertise, enhancing the overall transit system's effectiveness.

CALL TO ACTION

Immediate action is necessary to capitalize on the existing coverage and improve the transit experience. Key steps include:

- **Stakeholder Engagement:** Encouraging active engagement with stakeholders, including community members, local businesses, and government entities, ensures that recommendations align with the needs and preferences of the community. Stakeholder input is vital for developing and implementing effective transit improvements.
- **Implementation of Recommendations:** Emphasizing the need for prompt implementation of recommended strategies to enhance transit speed, reliability, and overall user experience. By addressing the identified issues, Roseville can transform its transit system into a more efficient, attractive, and sustainable mode of transportation.

Transit Technology Discussion

INTRODUCTION

The need for advancements in transit technology has become increasingly important in recent years due to several factors. One of the main challenges facing traditional transportation systems is increasing demand. As cities continue to grow and populations become more urbanized, the demand for transportation services has risen significantly. To meet this demand, transit agencies must find ways to improve the efficiency and capacity of their services, while still maintaining high levels of service quality.

Another challenge facing traditional transportation systems is aging infrastructure. Many transit systems were built decades ago and are in need of significant upgrades and modernization. This requires significant investment in new technology and infrastructure to ensure that transit systems can meet the needs of modern society.

Environmental concerns are also driving the need for advancements in transit technology. The transportation sector is a significant contributor to greenhouse gas emissions, which contribute to climate change. To address this, transit agencies are looking for ways to reduce emissions and promote sustainability through the use of clean energy technologies such as electric and hydrogen fuel cell buses.

To address these challenges, transit agencies and transportation providers are turning to technology to improve the efficiency, effectiveness, and sustainability of their services. Advancements in operations, passenger information, fares, and other areas have enabled transit agencies to offer more efficient, personalized, and sustainable transportation options to their customers.

For example, computer-aided dispatch and vehicle location technology allows transit agencies to optimize routing and scheduling in real-time based on demand and traffic conditions. Passenger information technologies such as TransitApp, CityMapper, and Moovit provide real-time transit information to passengers, including arrival times, route planning, and service disruptions. Contactless payment systems and other fare technology advancements provide a more convenient and secure way for passengers to pay for transit services.

On-demand technology advancements such as on-demand routing and scheduling, real-time vehicle tracking, and mobile booking and payment provide more efficient and personalized transportation options. Clean energy advancements such as electric buses, hydrogen fuel cell buses, and alternative fuels help to reduce emissions and promote sustainability.

Despite these advancements, there are also challenges and pitfalls that transit agencies may encounter when deploying new technology. These can include technical challenges, cost overruns, and resistance from customers and employees. However, with careful planning and implementation, transit agencies can successfully deploy new technology and improve the efficiency, effectiveness, and sustainability of their services.

OPERATIONAL ADVANCEMENTS

COMPUTER-AIDED DISPATCH (CAD)

Computer-aided dispatch (CAD) and vehicle location technology have become essential tools for transit agencies to improve operational efficiency and provide a better passenger experience. This report will focus on the most recent advancements in CAD and vehicle location technology.

CAD systems use real-time data to optimize transit operations, including scheduling, dispatching, and vehicle routing. The latest CAD systems are now integrating machine learning algorithms to improve decision-making processes. For example, a system called Transit Signal Priority (TSP) uses machine learning algorithms to predict the optimal time for a transit vehicle to arrive at a traffic signal, improving transit speed and reducing delays. Another example is the integration of CAD systems with passenger information systems, allowing real-time information to be communicated to passengers through digital displays and mobile apps.

VEHICLE LOCATION TECHNOLOGY

Vehicle location technology uses GPS and other sensors to track the location and movement of transit vehicles. The latest advancements in vehicle location technology include the use of real-time location data to optimize vehicle routing and reduce transit travel times. Transit agencies are also using vehicle location data to improve passenger safety, with systems that can automatically detect when a transit vehicle is involved in an accident or is in a potentially hazardous situation. Additionally, transit agencies are implementing predictive maintenance systems that use vehicle location data to identify maintenance issues before they occur, reducing downtime and improving operational efficiency.

Roseville Transit uses GMV (formerly Syncromatics) for its vehicle location technology. This system also provides a small measure of CAD. Modern CAD and vehicle location technologies have become essential tools for transit agencies to improve operational efficiency and provide a better passenger experience. The latest advancements in CAD systems are integrating machine learning algorithms to optimize transit operations, and the latest advancements in vehicle location technology are using real-time data to optimize vehicle routing and improve passenger safety.

The industry's focus on enhancing operational efficiency, improving passenger safety, and reducing travel times is driving innovation and leading to a more sustainable and connected transit system. A more modern system to dispatch and locate Roseville Transit's vehicles could improve operational performance and customer information. However, with the recommendations to deploy on-demand technology, a traditional CAD system is not necessary. Roseville Transit could deploy a technology such as Swiftly to monitor vehicle location.

Swiftly is a transportation technology company that provides real-time transit data, analytics, and communication tools to transit agencies. The company's platform is designed to help transit agencies improve operational efficiency, reduce costs, and enhance the customer experience.



Swiftly's platform includes several features, including real-time vehicle tracking, predictive arrival times, and passenger information displays. These features help transit agencies to optimize their services, reduce wait times, and provide better information to passengers. The platform also includes data analytics tools that allow transit agencies to track ridership, service performance, and other key metrics. This data can be used to optimize transit operations and improve service quality.

One of the key benefits of Swiftly's platform is its ease of integration with existing transit systems. The platform is designed to work with a wide range of transit technologies, including automatic vehicle location systems, fare collection systems, and scheduling systems. This makes it easy for transit agencies to implement the platform and start realizing the benefits of real-time data and analytics.

Swiftly's platform also includes communication tools that allow transit agencies to send real-time service alerts and other information to passengers via text message, email, or push notifications. This helps to improve the customer experience by providing passengers with up-to-date information about their trips.

Overall, Swiftly is a leading provider of real-time transit data, analytics, and communication tools. Its platform helps transit agencies to improve operational efficiency, reduce costs, and enhance the customer experience by providing real-time data and analytics that can be used to optimize transit operations and improve service quality.

ON-DEMAND/MICROTRANSIT TECHNOLOGY

The most recent trend in technology in public transit has been the growth of the on-demand/microtransit space. This technology has significant benefits including:

- **Improved Service Quality:** Microtransit technology can help transit agencies to provide better service to their customers by offering on-demand, flexible, and personalized transportation options. This can help to attract new riders and retain existing ones, leading to increased ridership and revenue.
- **Increased Efficiency:** Microtransit technology can help transit agencies to optimize their services by routing vehicles based on demand, reducing empty miles, and providing more efficient transportation options for passengers. This can help to reduce costs and improve the overall efficiency of the transit network.
- **Expanded Service Coverage:** Microtransit technology can help transit agencies to expand their service coverage to areas that are not currently served by traditional fixed-route transit. This can help to improve access to transportation for underserved populations and reduce congestion on the roadways.
- **Better Data and Analytics:** Microtransit technology can provide transit agencies with better data and analytics on ridership, demand, and service performance. This information can be used to optimize transit operations, improve service quality, and make data-driven decisions about future investments in transit infrastructure.
- **Improved Sustainability:** Microtransit technology can help transit agencies to reduce their environmental impact by offering more efficient transportation options and reducing the number of single-occupancy vehicles on the roadways. This can help to improve air quality, reduce greenhouse gas emissions, and promote sustainable transportation options.

There is no doubt that the deployment of microtransit technology can help transit agencies to improve service quality, increase efficiency, expand service coverage, obtain better data and analytics, and promote sustainability. By leveraging these benefits, transit agencies can improve the overall transit experience for their customers and better serve their communities. These are some of the reasons why the plan recommends a large deployment of microtransit throughout the service area.

The microtransit industry has seen several advancements over the past five years in terms of technology, which have improved the efficiency and effectiveness of these services significantly. Here are some of the key advancements:

- **Real-time Vehicle Tracking:** Real-time vehicle tracking technology has improved significantly over the past 5 years, allowing microtransit providers to track the location of their vehicles in real-time and make more informed decisions about route optimization and scheduling.
- **Mobile Booking and Payment:** Mobile booking and payment technology has become more advanced, allowing passengers to book and pay for rides using their smartphones. This technology has made it easier for passengers to access microtransit services and has streamlined the booking and payment process for providers.
- **Integration with Transit Networks:** Microtransit providers have become more integrated with existing transit networks, allowing passengers to access these services in conjunction with traditional public transit options. This integration has made it easier for passengers to access microtransit services and has improved the overall efficiency of the transit network.
- **On-Demand Routing and Scheduling:** On-demand routing and scheduling technology has become more advanced, allowing microtransit providers to optimize routes in real-time based on demand and traffic conditions. This technology has improved the efficiency of microtransit services and has reduced wait times for passengers.
- **Data Analytics and Machine Learning:** Data analytics and machine learning technology have become more advanced, allowing microtransit providers to analyze data on ridership, traffic, and other factors to optimize their services. This technology has improved the efficiency and effectiveness of microtransit services and has allowed providers to make data-driven decisions about their operations.

Microtransit technologies have improved over the past five years, making these services more efficient, effective, and accessible. By leveraging real-time vehicle tracking, mobile booking and payment, integration with transit networks, on-demand routing and scheduling, and data analytics and machine learning, microtransit providers have been able to improve the customer experience, reduce costs, and increase ridership.

Several companies are currently providing their technology to public transportation agencies in the on-demand/microtransit market. These include:

Via: Via is a transportation technology company that provides on-demand shared ride services for public transit agencies, corporations, and private organizations. Via's platform uses algorithms to optimize routes and reduce wait times, and it offers a range of services, including microtransit, shuttle services, and paratransit.



Here are some of the key features and benefits of Via:

On-Demand Transportation: Via provides on-demand transportation services that allow passengers to book rides in real-time using a mobile app or web-based platform. This allows transit agencies to offer flexible transportation options that can be tailored to the needs of individual riders and can help to reduce wait times and improve the overall customer experience.

Efficient Routing and Scheduling: Via uses advanced algorithms and machine learning to optimize vehicle routing and scheduling in real-time based on demand, traffic conditions, and other factors. This allows transit agencies to offer more efficient transportation options that can reduce costs and improve the overall efficiency of the transit network.

Multi-Modal Integration: Via integrates with other modes of transportation, such as traditional public transit, bike-share, and car-share services, to provide passengers with seamless transportation options. This can help to reduce congestion on the roadways and promote more sustainable transportation options.

Advanced Data Analytics: Via provides transit agencies with advanced data analytics and reporting tools that allow them to analyze ridership, demand, and service performance in real-time. This information can be used to optimize transit operations, improve service quality, and make data-driven decisions about future investments in transit infrastructure.

Customizable Branding and Marketing: Via allows transit agencies to customize the branding and marketing of their microtransit services, including the design of the mobile app, vehicle branding, and marketing materials. This can help to promote the microtransit services to potential riders and increase awareness of the transit agency's brand.

With Via, transit agencies, businesses, and communities have access to on-demand, flexible, and efficient transportation options. By leveraging advanced algorithms and machine learning, multi-modal integration, and advanced data analytics, Via can help transit agencies to improve service quality, increase efficiency, and promote sustainable transportation options.

RideCo is a transportation technology company that provides on-demand, shared ride services for public transit agencies, universities, and corporations. RideCo's platform uses algorithms to optimize routes and reduce wait times, and it offers a range of services, including microtransit, shuttle services, and paratransit.



RideCo's microtransit service is designed to complement existing fixed-route services by providing on-demand transit options in areas with low demand or where fixed-route services are not cost-effective. The service uses a fleet of vehicles, such as vans or minibuses, and allows passengers to book rides through a mobile app. Passengers can pay for rides using their credit or debit cards, and the app displays real-time information about ride availability and estimated pick-up and drop-off times.

RideCo's platform also includes advanced analytics and reporting features that allow transit agencies to track ridership, trip patterns, and service performance. This data can be used to optimize transit operations, improve the customer experience, and reduce costs.

As a leader in the microtransit market, RideCo offers advanced technology solutions that help transit agencies provide more efficient and cost-effective transit services.

Ecolane is a software company that provides demand-response transit scheduling and dispatch software solutions. The company's platform is designed to help transit agencies optimize their operations by improving route efficiency, reducing costs, and enhancing customer service.



Ecolane's software is used by transit agencies of all sizes, from small, rural systems to large, urban systems. The platform offers a range of features, including automated scheduling, dispatching, and real-time tracking of vehicles. The software is also designed to be user-friendly, with a simple, intuitive interface that makes it easy for dispatchers to manage transit operations.

Ecolane's platform is customizable, allowing transit agencies to tailor the software to their specific needs. The platform also includes advanced reporting and analytics features that allow transit agencies to track ridership, service performance, and other key metrics.

Ecolane offers a wide range of features and capabilities that can help transit agencies improve their operations and provide better service to their customers.

Spare Labs is a Canadian-based technology company that offers a range of transportation services, including on-demand transit, paratransit, and microtransit. The company's platform uses machine learning algorithms to optimize transit operations and reduce costs.



Spare Labs has very similar technology to Via and RideCo but also provides flexible contract structures. Spare Labs offers flexible contract structures that can be tailored to the needs and budget of each transit agency. This allows transit agencies to pay for the services they need, when they need them, and adjust their service levels as demand changes.

Other microtransit software technology providers include:

QRyde – Qryde Transportation Software is a transportation management software that helps transit agencies and other transportation providers to manage their operations more efficiently.

The Routing Company (TRC) – Based in Boston, MA, TRC is a growing microtransit software technology provider. TRC differentiates itself by being the only technology provider currently incorporating fixed route connections within its app. This provides seamless mobility throughout the system between modes.

TransLoc – TransLoc is a technology company that provides transit solutions for universities, municipalities, and private organizations. The company offers a range of services, including real-time transit tracking, demand-responsive transit, and microtransit.

DEPLOYING ON-DEMAND/MICROTRANSIT TECHNOLOGY

Assess Transit System Needs: The first step in deploying microtransit technology is to assess the transit system's needs. This involves identifying areas of the transit network where there is low demand or where fixed-route services are not cost-effective. It is also important to identify any gaps in service that can be filled with microtransit. The NextGen Transit Plan has completed this as part of the Existing Conditions report and System Analysis.

Choose a Microtransit Provider: Once the transit system's needs are identified, the next step is to choose a microtransit provider. The provider should have a proven track record in delivering on-demand transit services and should be able to customize their services to meet the transit system's specific needs. The RFP process should not be evaluated only on price, but rather the entire solution including training, marketing support and deployment.

Develop a Service Plan: The transit system and microtransit provider should work together to develop a service plan that outlines the areas of the transit network that will be served by microtransit, the hours of operation, and the fare structure. The service plan should also include a marketing and communication strategy to inform passengers about the new microtransit service.

Launch the Microtransit Service: Once the service plan is developed, the microtransit service can be launched. The transit system and microtransit provider should work together to ensure that the service is reliable and meets the needs of passengers.

Monitor and Evaluate the Service: After the microtransit service is launched, it is important to monitor and evaluate its performance. The transit system should collect data on ridership, trip patterns, and customer satisfaction to ensure that the service is meeting its goals. Based on the data collected, the transit system and microtransit provider can make adjustments to the service to improve its performance.

Expand the Microtransit Service: If the microtransit service is successful, the transit system may consider expanding the service to other areas of the transit network. This could involve adding more vehicles or increasing the hours of operation.

PASSENGER INFORMATION ADVANCEMENTS

In order to provide seamless transit experiences, advancements in passenger information have become increasingly important. Real-time passenger information is becoming more widely available, allowing passengers to track the location of their transit vehicle and estimate arrival times. In addition, transit agencies are implementing mobile ticketing systems, making it easier for passengers to purchase and store tickets on their mobile devices. The use of contactless payment methods has also become more prevalent, reducing the need for physical tickets and cash transactions. Currently Roseville Transit utilizes GMV bus tracking for passenger information, although this is scheduled and not real-time information. There are a variety of new providers who have made advancements in the space including the following:

Transit, previously known as TransitApp, is a mobile app that provides real-time transit data, trip planning, and multimodal options for public transit users. The app offers real-time vehicle tracking, arrival predictions, and service alerts, as well as a user-friendly interface for planning and booking trips. Transit also offers features like bike-share integration, multimodal trip planning, and user-generated feedback. Some of Transit's features include:



Real-time Transit Data: Transit provides real-time transit data, including vehicle locations, arrival predictions, and service alerts. This information is updated in real-time and allows transit users to plan their trips more efficiently and avoid delays.

Multimodal Trip Planning: Transit offers multimodal trip planning, which allows users to plan trips that involve multiple modes of transportation, such as bus, train, bike, and walking. The app provides detailed directions, including walking directions to transit stops and bike-share locations.

User-Friendly Interface: Transit has a user-friendly interface that makes it easy for users to plan and book trips. The app has a clean design and intuitive navigation, which helps users find the information they need quickly and easily.

Integration with Other Transit Technologies: Transit can be integrated with other transit technologies, such as on-demand technologies, to provide a comprehensive view of the transit network. This integration allows transit agencies to provide real-time data and information to passengers, which improves the customer experience and increases ridership.

Bike-Share Integration: Transit also integrates with bike-share programs in some cities, allowing users to find and reserve bikes through the app. This feature promotes multimodal transportation and provides users with additional transportation options.

In general, Transit provides real-time transit data, trip planning, and multimodal options to public transit users. By using Transit, transit users can plan their trips more efficiently, avoid delays, and access multiple modes of transportation. Transit agencies can use Transit to improve the customer experience, increase ridership, and provide better information to passengers.

CityMapper is a mobile app that offers real-time transit data, trip planning, and multimodal options for public transit users in major cities around the world. The app provides real-time vehicle tracking, arrival predictions, and service alerts, as well as a user-friendly interface for planning and booking trips. CityMapper also offers features like bike-share integration, multimodal trip planning, and user-generated feedback. CityMapper provides the same features as Transit, with the addition of:



Citymapper

Real-time Crowdsourced Information: Citymapper also incorporates crowdsourced information from users to provide real-time information about the transit network. This includes information about delays, crowds, and other potential disruptions, which helps users plan their trips more efficiently and avoid delays.

With Citymapper, public transit users have access to real-time transit data, trip planning options, and multimodal options. By using Citymapper, transit users can plan their trips more efficiently, avoid delays, and access multiple modes of transportation. Transit agencies can use Citymapper to improve the customer experience, increase ridership, and provide better information to passengers. CityMapper was recently acquired by Via.

Moovit is a popular mobile app that provides real-time transit data, trip planning, and multimodal options for public transit users in over 3,000 cities around the world. In addition to the benefits of Transit and CityMapper, here are some of the key features and benefits of Moovit:



Accessible Transit Directions: Moovit offers accessible transit directions, which help users with disabilities plan trips that are suitable for their needs. The app provides information about accessible transit options, including wheelchair-accessible routes and facilities.

With Moovit, public transit users have access to real-time transit information, trip planning, and multimodal options. By using Moovit, transit users can plan their trips more efficiently, avoid delays, and access multiple modes of transportation. Transit agencies can use Moovit to improve the customer experience, increase ridership, and provide better information to passengers.

FARE TECHNOLOGY ADVANCEMENTS

Transit fare technology has come a long way in recent years, with advancements in payment methods, fare collection systems, and ticketing technology. These advancements include:

Mobile Ticketing: Mobile ticketing has become increasingly popular among transit riders. It allows passengers to purchase and store transit tickets on their smartphones, eliminating the need for physical tickets or cash transactions. Mobile ticketing systems can also provide real-time passenger information and trip planning features. Transit agencies are now partnering with mobile payment providers to offer mobile ticketing options, such as Apple Pay and Google Wallet.



Contactless Payment: Contactless payment systems, such as Near Field Communication (NFC) and Radio Frequency Identification (RFID), have also become more prevalent in the transit industry. Contactless payment systems allow passengers to tap their payment cards or smartphones on a reader to pay for their fares. Transit agencies are partnering with payment providers to implement contactless payment systems, such as Visa and Mastercard, allowing riders to use their credit or debit cards to pay for transit fares. The next Connect card technology deployment will include contactless payment.

Fare Collection Systems: Fare collection systems have become more efficient and reliable with the implementation of smart card technology. Smart cards use microchips to store value and can be reloaded with funds for future trips. Transit agencies are also implementing open payment systems that allow passengers to pay for fares with contactless payment methods or mobile devices.

Ticketing Technology: Ticketing technology has also advanced, with the implementation of self-service kiosks and ticket vending machines that can print out tickets and reload smart cards. Transit agencies are also testing facial recognition technology for fare payment, which would eliminate the need for physical tickets or payment cards.

CASHLESS FARE COLLECTION

Transit systems around the world are considering doing away with accepting cash on vehicles as major airlines have. There are benefits to this transition including:

1. **Convenience:** Contactless payment methods such as NFC and RFID are quick and easy to use, allowing passengers to simply tap their payment card or smartphone on a reader to pay for their fares. This eliminates the need to carry cash or physically purchase tickets, making the transit experience more convenient for passengers.
2. **Efficiency:** Contactless payment reduces transaction times and speeds up the boarding process, allowing transit vehicles to move more efficiently and reducing delays. This is particularly beneficial during peak travel times when there is a high volume of passengers.
3. **Reduced costs:** Contactless payment systems are less expensive to operate than cash-based systems. The cost of handling and processing cash, including counting, sorting, and transporting, can be significant. Moving towards contactless payment reduces these costs and allows transit agencies to allocate resources more efficiently.
4. **Improved safety:** Cash handling can be a safety issue for transit employees, especially when dealing with large amounts of cash. Moving towards contactless payment reduces the need for cash handling and improves safety for both passengers and employees.
5. **Better data tracking:** Contactless payment systems can provide valuable data for transit agencies, including information on passenger travel patterns and trends. This data can be used to optimize transit routes, schedules, and fare structures, improving operational efficiency and providing a better transit experience for passengers.

Due to the large potential of cash transactions, there are also things transit systems should consider including:

1. **Exclusion of Unbanked Populations:** Moving towards contactless payment systems may exclude individuals who do not have access to bank accounts or credit cards. These individuals may rely on cash to pay for their fares and may be left behind in a cashless system.
2. **Additional Costs:** While contactless payment systems are less expensive to operate in the long run, the initial implementation costs can be significant. This can be a barrier for smaller transit agencies that may not have the resources to make the transition to contactless payment.

3. **Technical Issues:** Contactless payment systems rely on technology, which can be prone to technical issues and outages. If the system experiences a technical failure, passengers may be unable to pay for their fares, causing delays and inconvenience.
4. **Privacy Concerns:** Contactless payment systems may raise privacy concerns for some passengers. Some individuals may be uncomfortable with the idea of their payment and travel data being tracked and stored by transit agencies or payment providers.
5. **Education and Awareness:** Moving towards contactless payment requires education and awareness campaigns to inform passengers about the new payment methods and how to use them. This may be a challenge for transit agencies, particularly if they serve diverse communities with different levels of technological literacy.

Fare technology advancements have made transit payment more convenient and efficient for passengers. The implementation of mobile ticketing, contactless payment, smart cards, and self-service kiosks has improved the transit experience and reduced transaction times. As the transit industry continues to evolve, the focus on improving fare technology will remain a priority, with the goal of providing a seamless, hassle-free payment experience for transit riders.

OTHER TECHNOLOGIES

Autonomous Vehicles: One of the most significant operational advancements in transit technology is the implementation of autonomous vehicles. Autonomous vehicles have the potential to improve efficiency, reduce operational costs, and enhance safety. In 2021, Waymo launched its fully autonomous ride-hailing service in Phoenix, Arizona, making it the first company to offer a commercial service with fully autonomous vehicles. Additionally, transit agencies are implementing predictive maintenance systems to identify maintenance issues before they occur, reducing downtime and improving operational efficiency. While autonomous vehicles are definitely being rolled out, they are not doing so in any meaningful fashion in the U.S. At a certain point, as the technology allows for higher speeds, safer operations, and larger vehicles, Roseville Transit could look into electric autonomous vehicles.



Clean Energy Advancements: The transit industry is moving towards cleaner and more sustainable energy sources. Many transit agencies are investing in electric buses, reducing greenhouse gas emissions and noise pollution. In addition, some transit agencies are testing hydrogen fuel cell technology, which has the potential to provide long-range, zero-emission transit. Solar panels are also being installed on transit stations and rooftops to generate renewable energy.

Social Media Advancements: Social media has become an essential tool for transit agencies to communicate with passengers. Transit agencies are using social media platforms such as Twitter and Facebook to provide real-time service updates, respond to passenger inquiries, and receive feedback. Some transit agencies are also implementing chatbots to provide automated responses to common passenger questions.

Advancements in transit technology are rapidly changing the transit industry. Autonomous vehicles, real-time passenger information, clean energy sources, and social media communication are all playing a significant role in shaping the future of transit. The industry's focus on enhancing operational efficiency, improving the passenger experience, and reducing environmental impacts is driving innovation and leading to a more sustainable and connected transit system.

Fleet Assessment

EXECUTIVE SUMMARY

This report presents a comprehensive fleet assessment for Roseville Transit, evaluating the current fleet's ability to meet future service demands, identifying opportunities for introducing sustainable and efficient transit solutions, and assessing the need for fleet expansion or modernization to improve rider experience. The report delves into the intricacies of the Roseville Transit fleet, scrutinizing various aspects such as vehicle types, operational usage, age, projected mileage, and the urgency of replacements. The analysis is anchored in the latest data, ensuring an accurate representation of the fleet's current state and its alignment with the service demands of the Roseville community.

Key Findings:

- The fleet assessment revealed a broad spectrum of vehicle ages, with some vehicles identified as overdue for replacement.
- The maintenance analysis revealed a moderate positive correlation between high odometer readings and maintenance costs.
- The environmental impact analysis showed that battery electric buses have noticeable environmental benefits over diesel and natural gas buses in the form of fewer greenhouse gas emissions.
- The transition to zero-emission buses in Roseville involves comprehensive planning and significant investment in vehicles and infrastructure. While the initial capital and infrastructure costs are considerable, the long-term benefits of reduced operating costs, alongside the environmental and health benefits, make this transition a pivotal move towards sustainable public transit.

Recommendations:

- Prioritize the replacement of aged vehicles based on age, projected mileage, and operational demands to enhance service reliability, passenger satisfaction, and overall fleet efficiency.
- Make strategic investments in newer, more environmentally friendly vehicles to align with broader environmental goals and community expectations.
- Implement cost-saving measures for maintenance without compromising the quality of service, particularly for high-mileage commuter vehicles.

- Regularly assess the fleet composition to ensure an optimal mix of models that balance service needs and operational efficiency.
- Continuously monitor vehicle usage patterns to make informed decisions about vehicle allocation, potentially redistributing vehicles to balance mileage accumulation and extend the overall lifespan of the fleet.

INTRODUCTION

In alignment with the "Transportation 360" initiative, this fleet assessment for Roseville Transit is not merely an evaluation of our current resources but a strategic step towards realizing our ambitious project goals. These objectives encompass enhancing the overall transit experience, adapting to the dynamic travel patterns of our community, and fostering a more sustainable, efficient, and user-centric transit system. By scrutinizing our fleet against these benchmarks, we aim to ascertain its readiness to support a future-proof, redesigned network that resonates with the evolving needs of both current riders and potential users. This assessment is pivotal in ensuring our fleet's alignment with the envisioned service enhancements, sustainability commitments, and the holistic improvement of urban mobility in Roseville, paving the way for a transit system that is not only responsive to today's demands but also adaptable to tomorrow's opportunities.

Roseville Transit operates a diverse transit fleet, including 16 mid-sized coaches for local routes, 13 larger commuter buses, and 12 buses dedicated to paratransit services, reflecting a recent expansion. The fleet's operations are supported by nine light-duty vehicles. Maintenance, fueling, and washing facilities are centralized at the City Corporation Yard, where all city vehicles are serviced. The transit operations office is located within a city-owned building in the Corporate Yard, while administrative offices are situated at a recently constructed facility on Vernon Street. Additionally, the city oversees a covered bus facility in Lincoln, funded by FTA grants, for which Roseville provides regular oversight.

The objectives for the fleet assessment of Roseville Transit are:

- Evaluate the current fleet's ability to meet future service demands.
- Identify opportunities for introducing sustainable and efficient transit solutions.
- Assess the need for fleet expansion or modernization to improve rider experience.
- Ensure the cost-effectiveness of fleet operations.
- Align the fleet with Roseville's strategic goals for enhanced mobility and environmental sustainability.

CURRENT FLEET ANALYSIS

This report delves into the intricacies of the Roseville Transit fleet, scrutinizing various aspects such as vehicle types, operational usage, age, projected mileage, and the urgency of replacements. The analysis is anchored in the latest data, ensuring an accurate representation of the fleet's current state and its alignment with the service demands of the Roseville community.

FLEET COMPOSITION AND OPERATIONAL USAGE

Roseville Transit operates a diverse fleet comprising Local, Commuter, and Demand Response vehicles, each catering to specific transit needs within the community. The Local segment includes buses designed for intra-city routes, facilitating short to medium-distance travel. Commuter vehicles serve longer routes, connecting Roseville with adjacent regions, while Demand Response services offer flexible routing to accommodate passengers with special requirements.

The fleet's operational usage is closely monitored through daily mileage projections, which are derived from historical odometer readings adjusted for weekdays of service. This metric offers insights into each vehicle's workload, highlighting patterns that influence maintenance schedules and replacement planning.

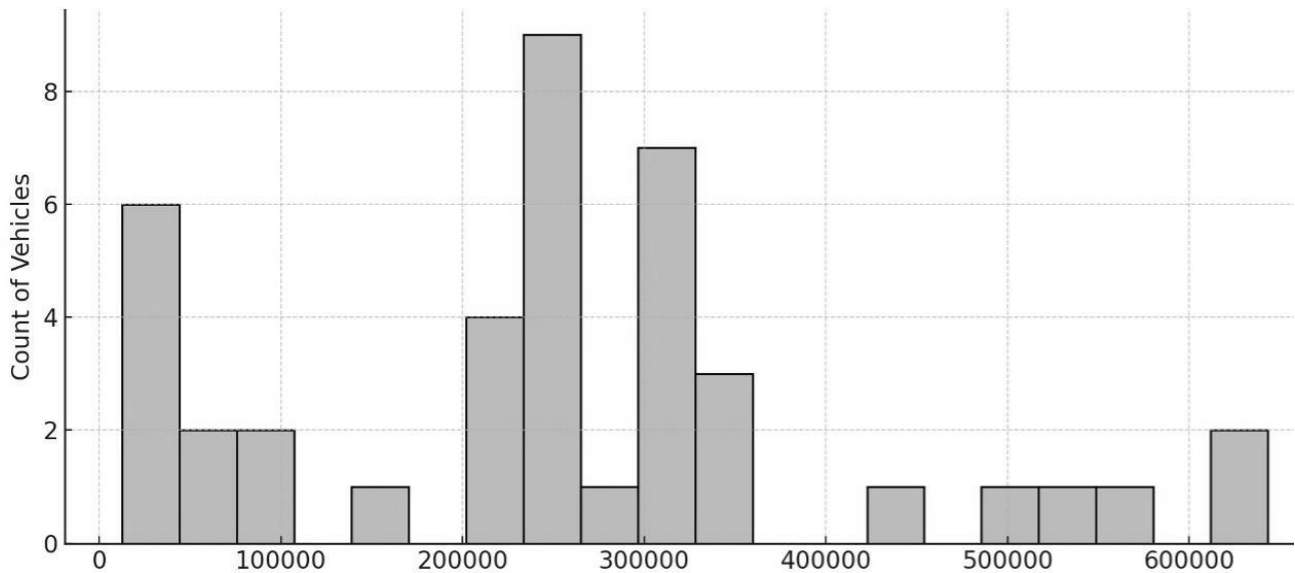


Figure 40 - Distribution of Projected Odometer Readings

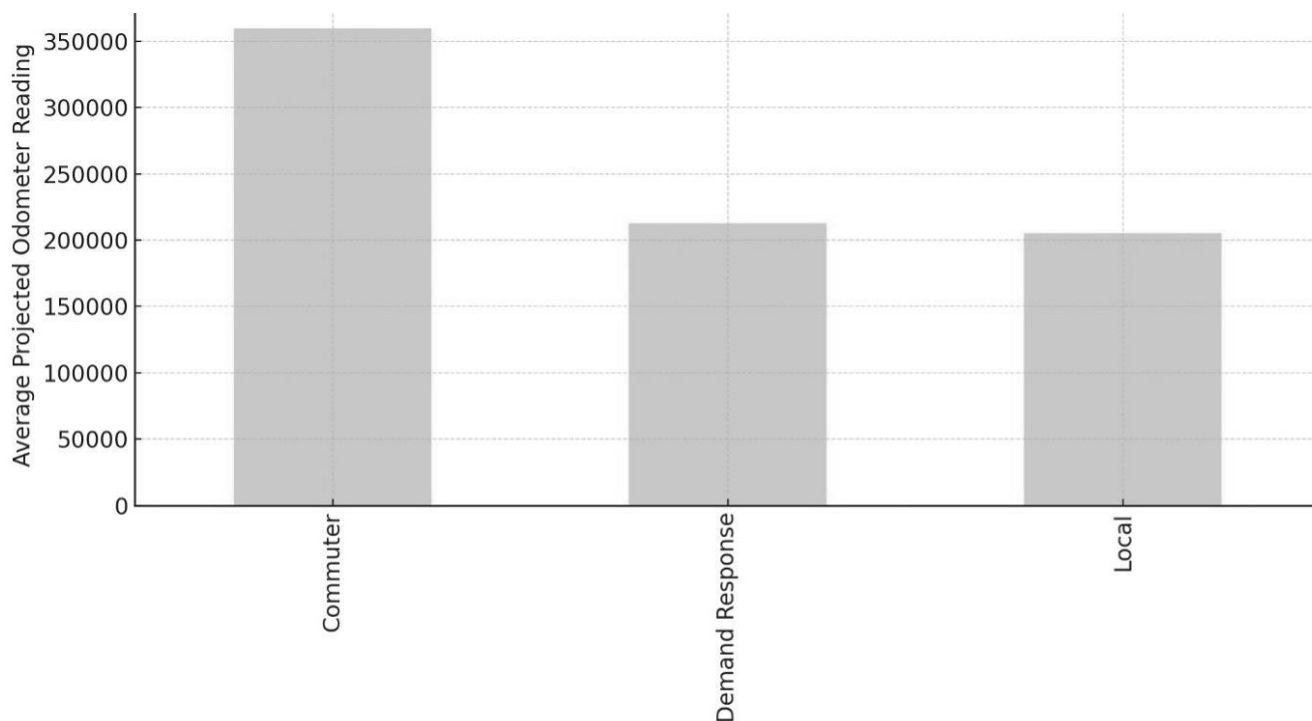


Figure 41 - Average Projected Odometer Reading by Mode/Type

VEHICLE AGE AND REPLACEMENT ANALYSIS

A critical aspect of the fleet assessment is the evaluation of vehicle ages, which reveals a broad spectrum across the fleet. The analysis identifies vehicles that have surpassed their expected service life, marking them as overdue for replacement. This designation is pivotal for prioritizing fleet renewal efforts, ensuring that older, less reliable vehicles are systematically phased out in favor of newer, more efficient models.

The histogram reveals a wide spread in the projected odometer readings across the fleet, indicating a varied degree of usage among vehicles. The presence of vehicles on the higher end of the mileage spectrum highlights those that have been in service for an extended period or have been subject to heavy use. These vehicles may be approaching or have exceeded their useful life expectancy, signaling a need for closer inspection, increased maintenance, or prioritization for replacement.

- The histogram and average odometer readings indicate that the local fleet continues to exhibit a broad range of usage, with certain vehicles showing higher odometer readings, suggesting intensive use on specific routes.

- The commuter fleet, as shown in the chart, maintains higher average odometer readings due to the nature of commuter services, which involve longer route distances.
- The 12 demand response vehicles display a variation in usage patterns, within the data confirming that some vehicles have lower odometer readings due to their age, reflecting the ad-hoc nature of demand response services.

PROJECTED MILEAGE AND REPLACEMENT URGENCY

Projected mileage calculations extend the analysis by estimating the current odometer readings for each vehicle, based on their historical usage patterns. This forward-looking metric serves as a barometer for assessing vehicle wear and tear, informing decisions on whether a vehicle's operational life can be extended or if replacement is imminent.

The urgency of replacements is encapsulated in the "Overdue for Replacement" status, which directly impacts fleet reliability and service quality. Vehicles marked as "Yes" in this category are prime candidates for immediate replacement, aligning fleet composition with operational demands and safety standards.

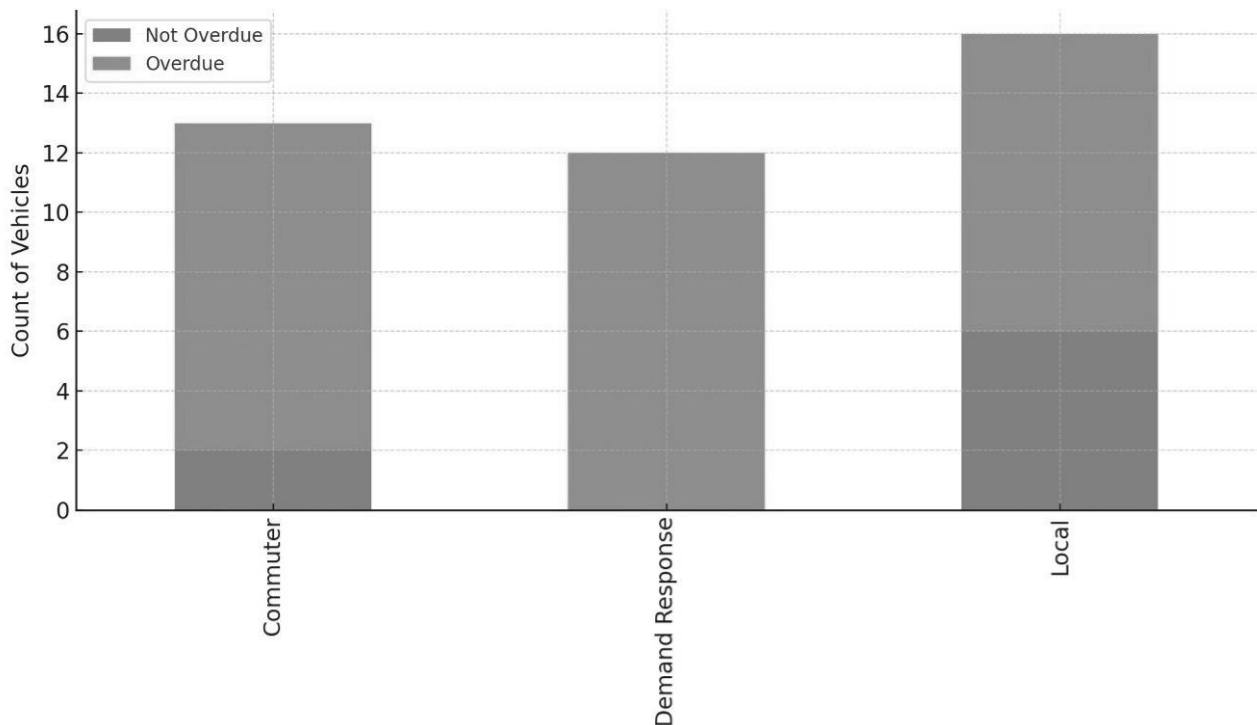


Figure 42 - Count of Vehicles Overdue for Replacement by Mode/Type

The stacked bar chart shows the number of vehicles overdue for replacement, categorized by mode/type. It's evident that a large portion of the vehicles in each category is overdue for replacement, with the Local and Commuter categories having a notable number of overdue vehicles and all Demand Response vehicles due for replacement. This indicates the need for immediate attention to fleet renewal efforts, particularly in these two categories, to maintain service reliability and efficiency.

- **Local:** A significant portion of the local fleet is identified as overdue for replacement. The chart illustrates that out of the total local vehicles, a specific number are marked overdue, indicating a pressing need for fleet renewal in this segment to maintain service standards and reliability.
- **Commuter:** The commuter service shows a smaller proportion of vehicles overdue for replacement compared to the local segment. This suggests that the commuter fleet might be newer or has been more recently updated, but still, a certain number of commuter vehicles are overdue, highlighting areas where targeted investments are needed.
- **Demand Response:** The demand response category also exhibits a notable number of vehicles overdue for replacement. This underscores the importance of updating this segment of the fleet to ensure that vehicles meet the unique operational requirements of demand response services, such as high levels of accessibility and adaptability.

CONCLUSION AND STRATEGIC RECOMMENDATIONS

The comprehensive fleet analysis underscores the necessity for a strategic approach to fleet management, emphasizing the replacement of aged vehicles and the adoption of advanced vehicle technologies. By prioritizing replacements based on age, projected mileage, and operational demands, Roseville Transit can enhance service reliability, passenger satisfaction, and overall fleet efficiency.

Strategic investments in newer, more environmentally friendly vehicles can also propel Roseville Transit towards a sustainable future, aligning with broader environmental goals and community expectations.

MAINTENANCE

In this section, we delve into an in-depth analysis of the annual maintenance activities for the Roseville Transit fleet, focusing on individual vehicles identified by their Unit IDs. Our objective is to uncover key metrics that shed light on the health and operational efficiency of the fleet, including the average odometer reading at the time of repair, the average cost associated with maintenance activities, and the frequency of repair instances for each vehicle within a given year.

By examining these parameters, we aim to understand the patterns and trends in vehicle maintenance, which are pivotal in ensuring the reliability and performance of the transit service. This analysis not only helps in identifying potential areas for improvement but also aids in strategic planning for future maintenance schedules, budget allocations, and fleet management decisions.

Through a detailed examination of the maintenance records, we seek to enhance operational efficiency, reduce downtime, and ensure a high level of service quality and safety for Roseville Transit's fleet. This section will provide fleet managers, maintenance teams, and stakeholders with valuable insights necessary for informed decision-making and long-term fleet sustainability.

OVERALL MAINTENANCE TRENDS

The initial analysis of the fleet's maintenance data revealed a broad range of average odometer readings at the time of repair, indicating varied levels of wear and tear across different vehicles. A moderate positive correlation (approximately 0.328) was observed between high odometer readings and maintenance costs, suggesting that vehicles with higher mileage tend to incur higher maintenance expenses. This relationship underscores the importance of monitoring vehicle usage and implementing proactive maintenance strategies to manage costs effectively.

A more granular examination of the data by vehicle model highlighted significant differences in average odometer readings and maintenance costs across various models. High-mileage models such as the Commuter fleet demonstrated the fleet's extensive utilization, with those vehicles also incurring notably higher average maintenance costs.

MODEL-SPECIFIC ANALYSIS

- 'Champion' and 'ARBOC' models used for demand-response show moderate average odometer readings and maintenance costs, indicating efficient usage and maintenance practices.
- Gillig Local models remain a high-mileage model with moderate maintenance costs, suggesting it is a durable and cost-effective option for local transit services.

- Gillig Commuter vehicles exhibits the highest average odometer readings, underlining the intensive use of these models for commuter services. The maintenance costs for this combined category are slightly higher, reflecting the extensive wear and tear from high mileage and potentially more complex repair needs.

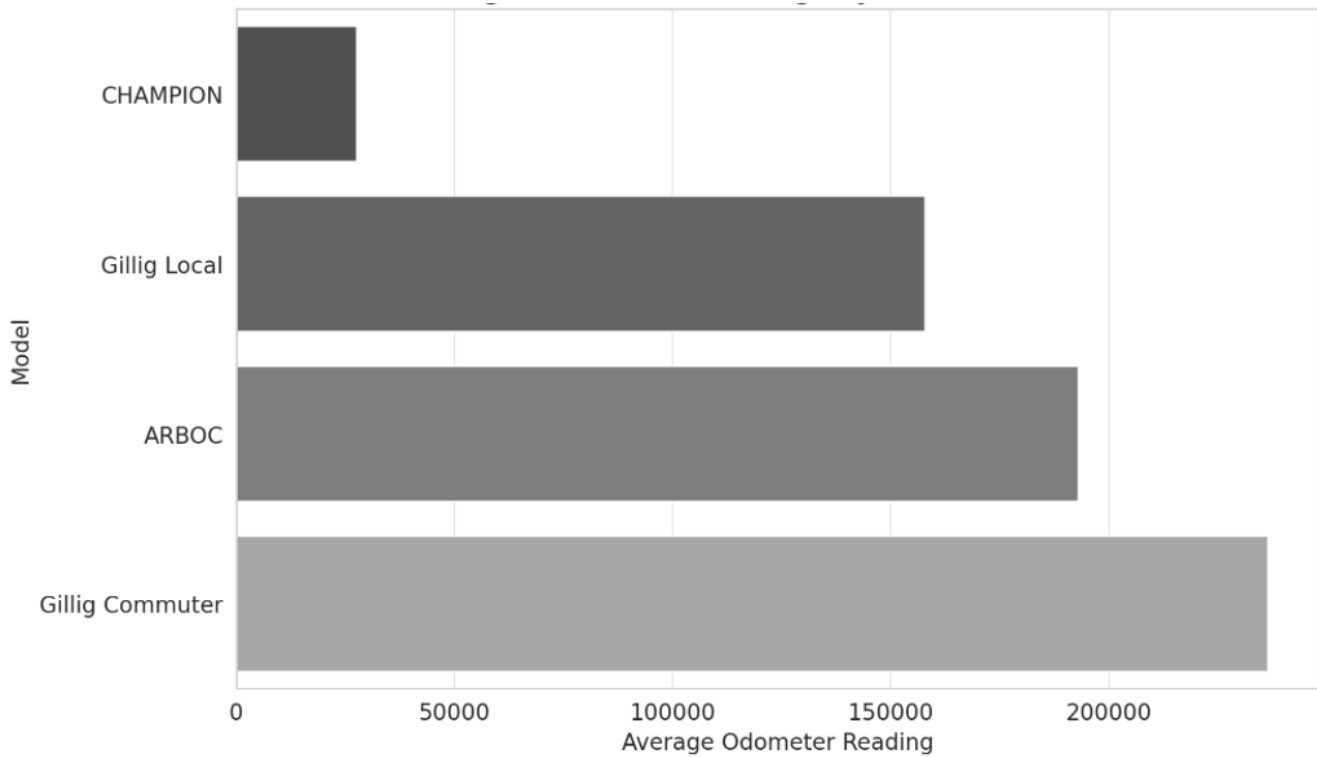


Figure 43 - Odometer Reading by Fleet Type

The maintenance costs for Commuter vehicles are among the highest, likely due to the intensive use and the nature of commuter services, which may require more frequent or extensive maintenance. This underscores the importance of proactive and efficient maintenance strategies for these high-usage vehicles.

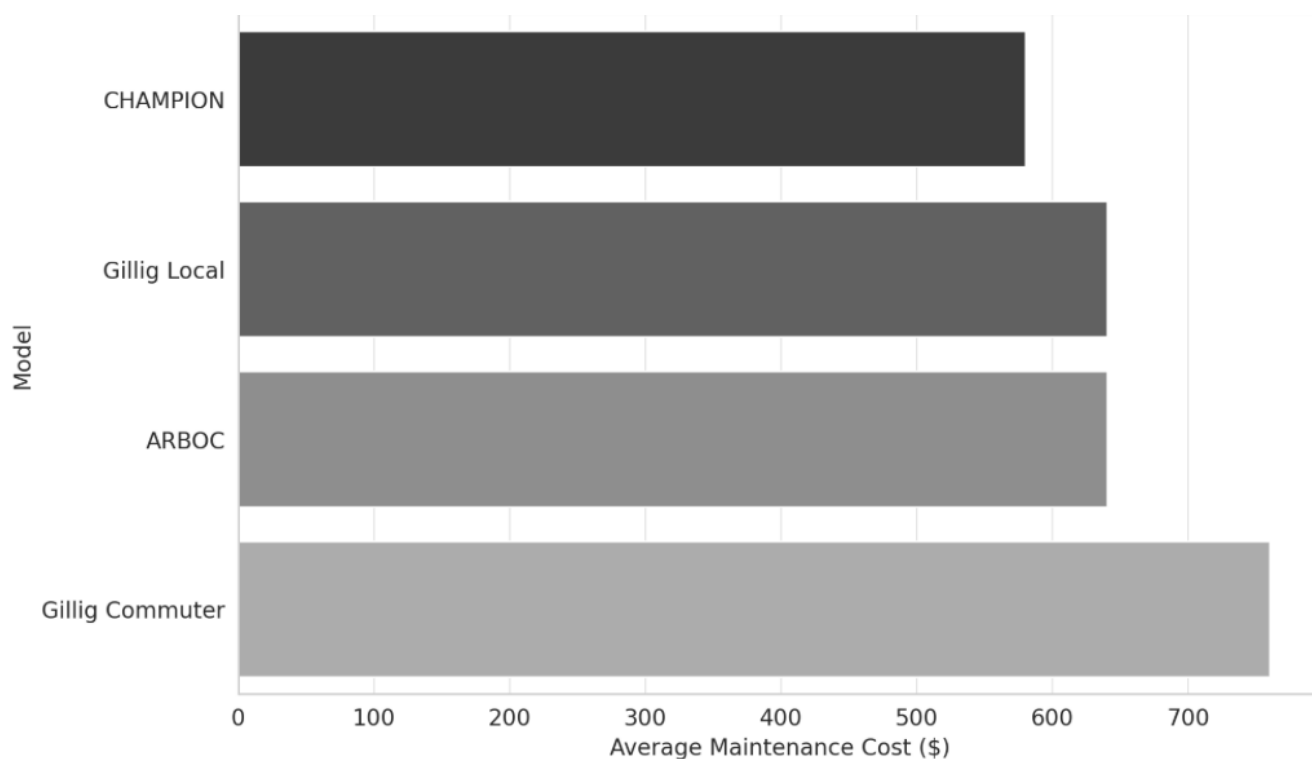


Figure 44 - Average Maintenance Cost by Model

MAINTENANCE RECOMMENDATIONS

- **Enhanced Maintenance for the Commuter fleet:** Prioritize preventive and predictive maintenance for the fleet to address the high wear and tear and maintain service reliability.
- **Cost Management Strategies:** Implement cost-saving measures for maintenance without compromising the quality of service, particularly for high-mileage commuter vehicles.
- **Fleet Optimization:** Regularly assess the fleet composition, considering the high usage and maintenance costs of commuter vehicles, to ensure an optimal mix of models that balance service needs and operational efficiency.
- **Usage Analysis:** Continuously monitor vehicle usage patterns to make informed decisions about vehicle allocation, potentially redistributing vehicles to balance mileage accumulation and extend the overall lifespan of the fleet.

MAINTENANCE COSTS

The maintenance of a public transit fleet represents a significant operational expense, influenced by various factors including vehicle usage, service mode, and fleet age. This report delves into the Roseville Transit fleet's maintenance costs, aiming to elucidate the relationship between operational mileage and maintenance expenses across different service modes. Understanding these dynamics is crucial for optimizing maintenance strategies and ensuring the fleet's cost-effective and reliable operation.

METHODOLOGY

Our analysis utilized comprehensive maintenance and operational data from the Roseville Transit fleet, encompassing detailed records of maintenance activities, associated costs, and vehicle mileage. The methodology involved several key analytical steps:

- **Aggregation:** Maintenance costs and operational mileage were aggregated by year and by service mode (Commuter, Demand Response, Local) to facilitate mode-specific analyses.
- **Cost Efficiency Assessment:** The maintenance cost per mile was calculated to evaluate the cost efficiency of maintenance activities across the fleet.
- **Operational Volume Analysis:** Total miles operated by the fleet, segmented by service mode and year, were analyzed to understand operational trends.
- **Cost Escalation Analysis:** The increase in maintenance costs per 10,000 miles operated was calculated for each service mode to assess how maintenance expenses scale with mileage.

This structured approach enabled a comprehensive examination of maintenance costs in relation to operational patterns and service modes.

MILES OPERATED BY MODE PER YEAR

Operational volumes varied significantly across service modes and over the years. The analysis highlighted a marked reduction in miles operated in 2021, attributable to the pandemic's impact on transit services. A subsequent recovery in operational volume was observed in the following years.

- **2021:** A total of approximately 221,700 miles were operated, reflecting reduced transit services due to pandemic-related restrictions.
- **2022:** Operational volume increased to 758,222 miles, indicating a return to more regular transit operations.
- **2023:** The fleet operated 768,749 miles, maintaining the previous year's elevated level of service.

The chart below visually represents these trends, illustrating the fluctuation in miles operated by the Roseville Transit fleet over the analyzed period.

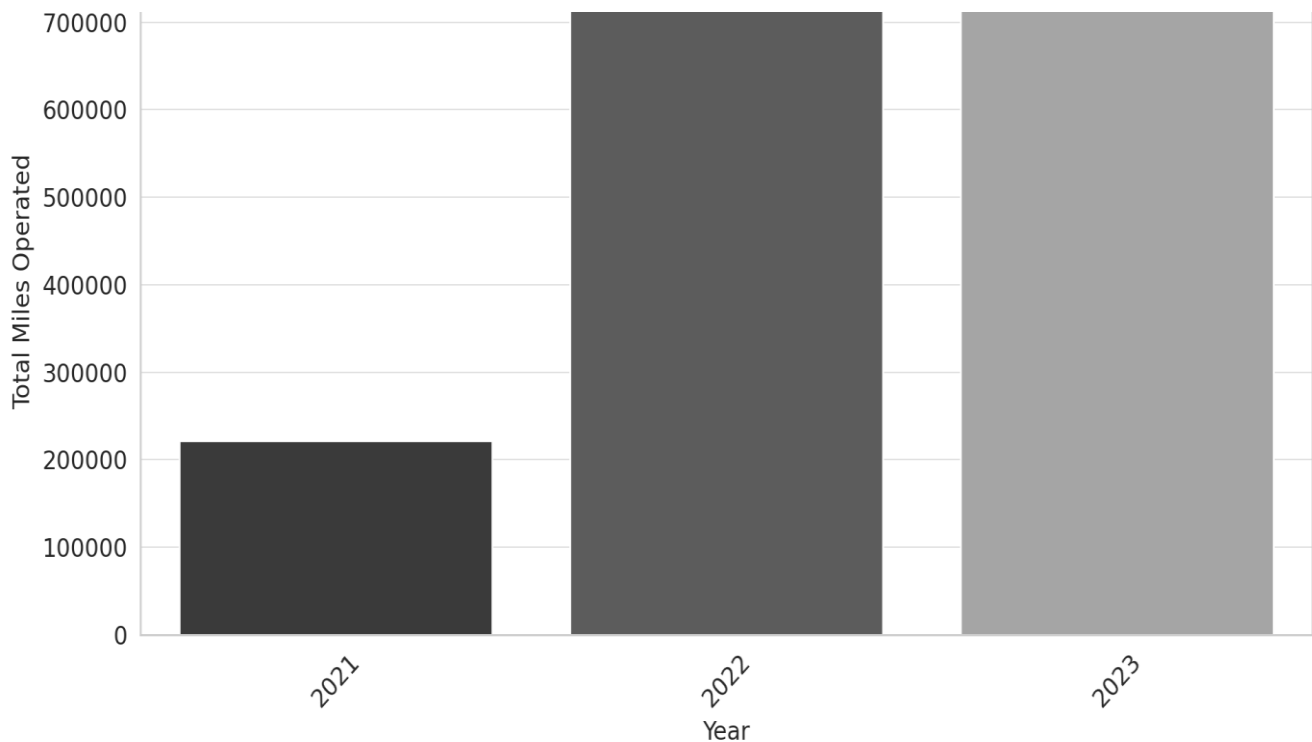


Figure 45 - Miles Operated by Mode and Year

MAINTENANCE COST PER YEAR BY MODE

The analysis of maintenance costs by year and service mode revealed distinct expenditure patterns, reflecting the diverse operational demands and maintenance requirements of the fleet. Key findings include:

- **Yearly Trends:** Maintenance costs increased significantly from 2021 to 2023, with a notable peak in 2022. This trend may be associated with the increased operational volume and potentially deferred maintenance activities during the pandemic.
- **Mode-Specific Costs:** Variations in maintenance costs across service modes were observed, with Local services generally incurring higher maintenance expenses, likely due to the intensive operational demands of urban transit.

The following chart provides an overview of these annual maintenance costs, offering insights into the financial implications of fleet operations and maintenance strategies.

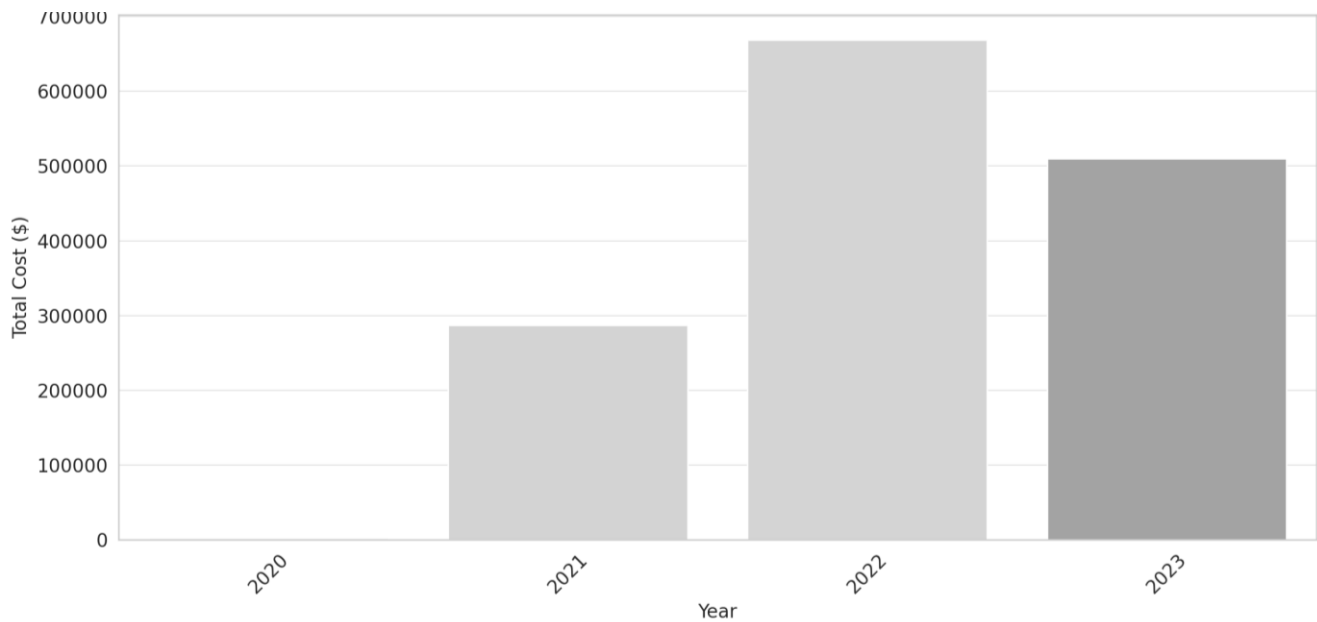


Figure 46 - Total Maintenance Cost by Year

MAINTENANCE COST INCREASE FOR EVERY 10,000 MILES BY MODE

A critical aspect of the analysis was understanding how maintenance costs escalate with additional operational mileage, particularly in the context of different service modes. The chart below depicts the increase in maintenance costs for every 10,000 miles operated, segmented by service mode, underscoring the varying cost efficiencies across Commuter, Demand Response, and Local services.

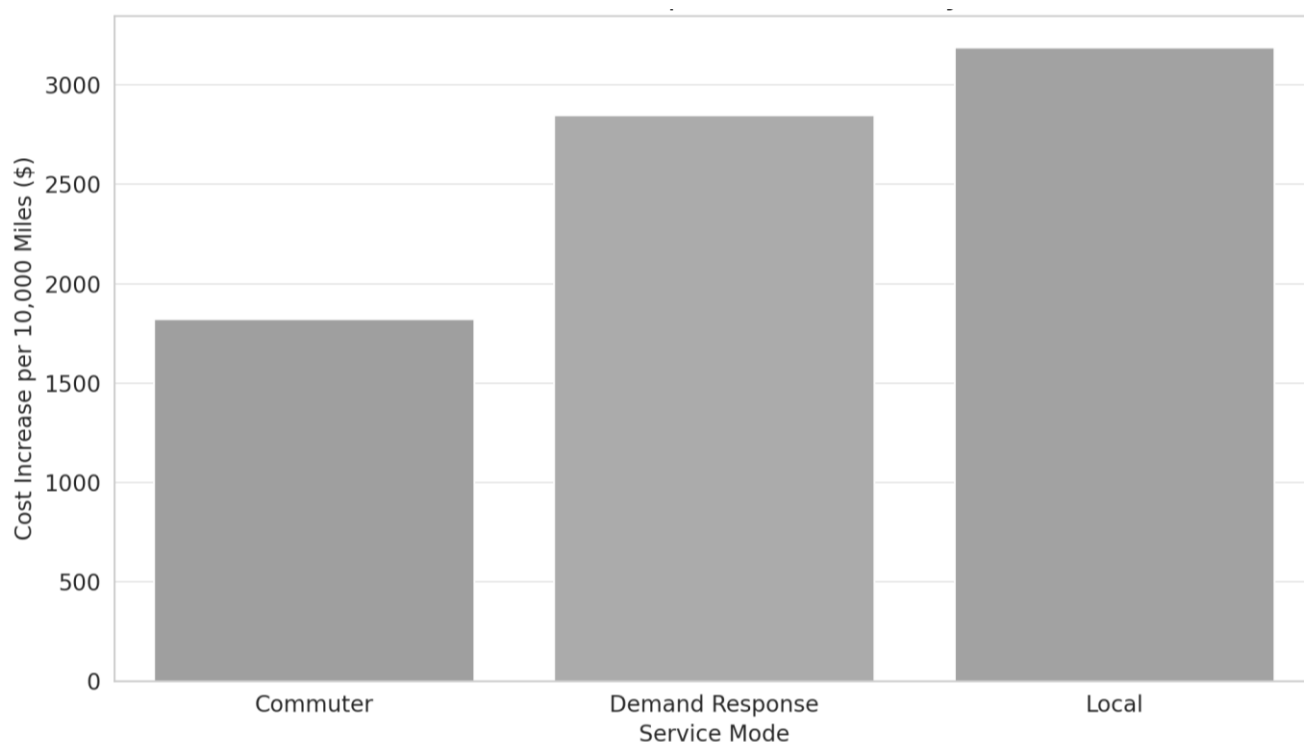


Figure 47 - Maintenance Cost Increase per 10,000 Miles by Service Mode

As transit fleets age and accumulate operational mileage, maintenance costs tend to increase. This analysis delves into the relationship between the miles operated and the corresponding maintenance costs across different fleet types (Modes), namely Commuter, Demand Response, and Local services, to understand the cost implications of fleet aging.

Our analysis indicates that maintenance costs do not increase uniformly across different service modes as vehicles accumulate mileage. Specifically:

- Commuter Services:** Maintenance costs for commuter services increase by approximately \$1,823 for every 10,000 miles operated. This suggests a relatively moderate rate of cost increase, potentially due to the consistent, long-distance nature of commuter routes that might lead to more predictable and manageable wear and tear.
- Demand Response Services:** These services exhibit a higher rate of maintenance cost increase, at \$2,850 per 10,000 miles. The variable nature of demand response services, which often entail door-to-door transportation in diverse operational environments, may contribute to this steeper cost curve, indicating a more substantial impact of mileage accumulation on maintenance costs.

- **Local Services:** Local services face the highest increase in maintenance costs, with \$3,190 added for every 10,000 miles operated. The stop-and-go nature of local transit, combined with frequent passenger loading and unloading, likely exacerbates vehicle wear and tear, leading to a more pronounced increase in maintenance costs as mileage accumulates.

IMPLICATIONS OF FLEET AGING

The analysis underscores the financial implications of operating an aging transit fleet, particularly for Local and Demand Response services. As vehicles accumulate operational mileage, the maintenance costs escalate, potentially in an exponential manner, underscoring the importance of strategic fleet management and maintenance practices.

COST INCREASE TREND ANALYSIS

The cost increase per 10,000 miles does not appear to be linear across the different modes. Instead, the rate of increase suggests a more complex relationship, potentially exponential, especially for Demand Response and Local services, where the operational demands and varied environments might lead to escalating maintenance needs as vehicles age and accumulate mileage.

CONCLUSION

The comprehensive analysis of the Roseville Transit fleet's maintenance costs in relation to operational mileage and service modes revealed several key insights:

- **Operational Volume Impact:** The significant fluctuation in miles operated, particularly the reduction in 2021 due to the pandemic and the subsequent recovery, underscores the impact of external factors on transit operations.
- **Maintenance Cost Trends:** The overall increase in maintenance costs from 2021 to 2023, with variations across service modes, highlights the financial challenges associated with maintaining an active and diverse transit fleet.
- **Cost Escalation by Service Mode:** The differential increase in maintenance costs per 10,000 miles operated across service modes illustrates the nuanced relationship between operational practices and maintenance expenses. Local services, in particular, face the steepest increase in maintenance costs with additional mileage, indicating the high wear and tear associated with urban transit operations.

FLEET AND FUEL ALTERNATIVES

CLEAN ENERGY FLEET REQUIREMENTS

California has adopted several policies and regulations to support the transition of public transit vehicles to zero-emission and low-emission technologies. These policies and regulations aim to reduce greenhouse gas emissions, improve air quality and public health, and create economic opportunities and benefits for the state. Some of the key policies and regulations are:

- The Innovative Clean Transit Regulation, which requires public transit agencies to gradually transition to 100 percent zero-emission bus fleets by 2040. The regulation applies to all transit buses, including cutaways, over-the-road coaches, and articulated buses. Transit agencies must submit a rollout plan demonstrating how they plan to purchase clean buses, build out necessary infrastructure, and train the required workforce. The regulation also provides incentives and funding opportunities for transit agencies to adopt zero-emission buses and charging infrastructure.
- The Advanced Clean Trucks Program, which requires manufacturers producing Class 2b–8 vehicles in California to sell zero-emission trucks as an increasing percentage of their sales from 2024 to 2035. The program also requires large entities, such as retailers, manufacturers, and government agencies, to report information about their fleet operations and to purchase zero-emission trucks for their fleets. The program covers transit buses and shuttle buses that are not subject to the Innovative Clean Transit Regulation.
- The Executive Order N-79-20, which sets a goal of 100 percent of in-state sales of new passenger cars and trucks to be zero-emission by 2035, 100 percent of medium- and heavy-duty vehicles to be zero-emission by 2045, and 100 percent of off-road vehicles and equipment to be zero-emission by 2035 where feasible. The order also directs state agencies to develop and implement strategies to achieve these goals, as well as to support the expansion of zero-emission vehicle infrastructure, increase access and affordability of zero-emission vehicles, and protect public health and environmental justice communities.

- The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), which provides vouchers to help offset the incremental cost of purchasing hybrid and zero-emission trucks and buses. The vouchers range from \$10,000 to \$220,000, depending on the vehicle type, weight class, and location. The project also offers additional incentives for fleets operating in disadvantaged communities, as well as for replacing older diesel vehicles.

These policies and regulations demonstrate California's commitment to advancing clean transportation and addressing climate change. By supporting the adoption of alternative vehicles and fuels, the state aims to reduce its dependence on fossil fuels, improve air quality and public health, and create economic opportunities and benefits for its residents.

EXAMPLES OF SACRAMENTO-AREA AGENCY EFFORTS

- Sacramento Regional Transit District (SacRT) has submitted a Zero-Emission Bus Rollout Plan to the California Air Resources Board (CARB), showing how it plans to achieve a full transition to zero-emission buses (ZEBs) by 2040. SacRT has also applied for grants and incentives to support the acquisition of ZEBs and charging infrastructure. SacRT currently operates 12 battery electric buses and plans to purchase 20 more by 2023.
- Yolo County Transportation District (YCTD) has partnered with the University of California, Davis to launch the Causeway Connection, a zero-emission bus service that connects the two communities using 12 electric buses. The service aims to reduce traffic congestion and greenhouse gas emissions, as well as to provide a convenient and affordable transportation option for students, faculty, staff, and residents.
- El Dorado Transit has received a \$2.5 million grant from the Federal Transit Administration to purchase two electric buses and four charging stations. The grant will help the agency reduce its fuel and maintenance costs, as well as its environmental impact. El Dorado Transit expects to receive the electric buses by late 2023 or early 2024.

EVALUATION OF ALTERNATIVE FUEL TYPES

BATTERY ELECTRIC BUSES (BEBs)

These buses use batteries to store electricity and power an electric motor. They have no tailpipe emissions and can reduce greenhouse gas emissions by 60% to 90% compared to diesel buses, depending on the electricity source. They also have lower operating and maintenance costs than diesel buses. However, they require charging infrastructure and may have limited range and payload capacity. Some examples of cities and countries that have deployed or plan to deploy BEBs are:

- China, which has the largest BEB fleet in the world, with more than 400,000 buses as of 2019. The city of Shenzhen has achieved a 100% electrification of its bus fleet, with over 16,000 BEBs.
- Chile, which has the largest BEB fleet in Latin America, with more than 800 buses as of 2020. The buses operate in the capital city of Santiago and are part of the country's plan to electrify its entire public transport system by 2040.
- The United States, which had about 650 BEBs in operation as of 2019, and more than 2,000 on order or planned. The cities of Los Angeles, New York, and Seattle have committed to transition to 100% zero-emission buses by 2030.

HYDROGEN FUEL CELL ELECTRIC BUSES (FCEBs)

These buses use hydrogen as a fuel to generate electricity and power an electric motor. They have no tailpipe emissions except water vapor and can reduce greenhouse gas emissions by 50% to 80% compared to diesel buses, depending on the hydrogen source. They also have longer range and faster refueling time than BEBs. However, they require hydrogen production, distribution, and refueling infrastructure, and have higher purchase and fuel costs than BEBs. Some examples of cities and countries that have deployed or plan to deploy FCEBs are:

- Germany, which has the largest FCEB fleet in Europe, with more than 80 buses as of 2020. The country aims to have 1,000 FCEBs on the road by 2025 and 5,000 by 2030.
- South Korea, which has the largest FCEB fleet in Asia, with more than 50 buses as of 2020. The country plans to increase the number of FCEBs to 2,000 by 2022 and 40,000 by 2040.
- Canada, which has the largest FCEB fleet in North America, with more than 20 buses as of 2020. The buses operate in the cities of Vancouver and Whistler and are part of the country's strategy to decarbonize its transportation sector.

OTHER ALTERNATIVE FUELS AND VEHICLES

These include biodiesel, renewable diesel, ethanol, liquefied petroleum gas (LPG), compressed natural gas (CNG), and liquefied natural gas (LNG) buses, as well as hybrid electric buses (HEBs) and diesel hydraulic hybrid vehicles (HHVs). These options can offer some environmental and economic benefits compared to conventional diesel buses, depending on the feedstock, production process, and vehicle technology. However, they may not be able to achieve deep decarbonization of the transport sector, as they still produce tailpipe emissions and require fossil fuel or biomass inputs. Some examples of cities and countries that have deployed or plan to deploy these options are:

- Brazil, which has the largest ethanol bus fleet in the world, with more than 500 buses as of 2019. The buses run on hydrous ethanol, which is produced from sugarcane and has lower greenhouse gas emissions than diesel.
- India, which has the largest CNG bus fleet in the world, with more than 50,000 buses as of 2019. The buses operate in several cities, such as Delhi, Mumbai, and Ahmedabad, and are part of the country's efforts to reduce air pollution and oil imports.
- Sweden, which has the largest biogas bus fleet in Europe, with more than 2,000 buses as of 2019. The buses run on biogas, which is produced from organic waste and has lower greenhouse gas emissions than diesel.

Table 1 - Pros and Cons of Fuel Types

Fuel Type	Pros	Cons
Battery electric	High energy efficiency (85-90%)	High upfront cost of vehicles and infrastructure
	Low operating and maintenance costs	Limited range and payload capacity
	Zero tailpipe emissions	Charging time and availability
	Reduced noise and vibration	Temperature sensitivity
Hydrogen fuel cell	Long range and fast refueling time	High upfront cost of vehicles and infrastructure
	Zero tailpipe emissions	High fuel cost and low availability
	Reduced noise and vibration	Low energy efficiency (60-70%)
	Potential for renewable hydrogen production	Hydrogen production and distribution challenges
Other alternative fuels (biodiesel, renewable diesel, ethanol, LPG, CNG, LNG)	Lower emissions than diesel (depending on the fuel source and process)	Still produce tailpipe emissions and require fossil fuel or biomass inputs
	Potential for renewable or low-carbon fuel production	May require additional infrastructure and vehicle modifications
	May offer some cost savings compared to diesel	May not achieve deep decarbonization of the transport sector
Hybrid electric and diesel hydraulic hybrid	Lower fuel consumption and emissions than diesel	Still produce tailpipe emissions and require fossil fuel inputs
	Reduced noise and vibration	Higher upfront cost than diesel
	No additional infrastructure required	Higher maintenance cost than diesel

INFRASTRUCTURE CONSIDERATIONS

The deployment of alternative vehicles, especially battery electric buses (BEBs) and hydrogen fuel cell electric buses (FCEBs), requires adequate and accessible charging or refueling infrastructure. The type, location, and capacity of the infrastructure depend on various factors, such as the vehicle size, range, battery capacity, duty cycle, route structure, fleet size, utility rate, and local climate. The U.S. Department of Energy provides several resources and tools to help communities plan and implement EV charging infrastructure, such as the EV Charging Infrastructure Blueprint, the EVI-Pro Lite tool, and the HDVEC calculator. The U.S. Department of Transportation also offers guidance and case studies on planning for electric buses. Some of the key aspects to consider for infrastructure development include: site assessment, permitting and codes, installation and maintenance, grid integration and demand management, funding and financing, stakeholder engagement, and environmental justice and equity.

BATTERY ELECTRIC BUSES (BEBs)

These buses require charging stations that can provide sufficient power and energy to meet the operational needs of the buses. There are different types of charging stations, such as depot charging, opportunity charging, and inductive charging, that vary in terms of power level, charging time, and location. Depot charging stations are located at the bus depot or garage, where buses can be charged overnight or during off-peak hours. Opportunity charging stations are located along the bus route or at the end of the line, where buses can be charged quickly during breaks or layovers. Inductive charging stations use wireless technology to transfer power to the bus without physical contact, which can reduce maintenance and safety issues. The choice of charging station type depends on the bus characteristics, route design, and operational constraints.

Some of the implications of installing charging stations for BEBs are:

- The need to upgrade the electrical service and distribution system at the bus depot or along the bus route, which may incur additional costs and require coordination with the utility company and the local authorities.
- The need to ensure the reliability and availability of the charging stations, which may require backup power sources, redundancy, and monitoring systems.

- The need to manage the electricity demand and load profile of the charging stations, which may affect the utility rate and grid stability. This may require smart charging strategies, such as scheduling, prioritizing, and optimizing the charging sessions, as well as integrating renewable energy sources and energy storage systems.
- The need to train the bus drivers and maintenance staff on how to use and maintain the charging stations, as well as to educate the public and the riders about the benefits and challenges of electric buses.

Some of the pros and cons of charging stations for BEBs are:

- Pros: Charging stations can provide clean and efficient power to the buses, reducing greenhouse gas emissions and fuel costs. Charging stations can also extend the range and lifespan of the batteries, as well as improve the performance and comfort of the buses.
- Cons: Charging stations can be expensive and complex to install and operate, requiring significant capital investment and technical expertise. Charging stations can also pose safety and environmental risks, such as fire, electrocution, and battery disposal.

HYDROGEN FUEL CELL ELECTRIC BUSES (FCEBS)

These buses require hydrogen refueling stations that can provide sufficient pressure and purity of hydrogen to meet the operational needs of the buses. There are different types of hydrogen refueling stations, such as on-site production, off-site production, and mobile refueling, that vary in terms of hydrogen source, production method, and delivery mode. On-site production stations produce hydrogen at the bus depot or along the bus route, using electrolysis, reforming, or other processes. Off-site production stations produce hydrogen at a central facility, using renewable or fossil energy sources, and deliver it to the bus depot or along the bus route, using pipelines, trucks, or trailers. Mobile refueling stations are portable units that can be moved to different locations, using modular components and containers. The choice of refueling station type depends on the bus characteristics, route design, and operational constraints. Some of the implications of installing refueling stations for FCEBs are:

- The need to comply with the safety and environmental regulations and standards for hydrogen production, storage, and dispensing, which may require permits, inspections, and certifications from the relevant authorities.
- The need to ensure the reliability and availability of the refueling stations, which may require backup power sources, redundancy, and monitoring systems.

- The need to manage the hydrogen supply and demand of the refueling stations, which may affect the hydrogen cost and availability. This may require smart refueling strategies, such as scheduling, prioritizing, and optimizing the refueling sessions, as well as integrating renewable energy sources and hydrogen storage systems.
- The need to train the bus drivers and maintenance staff on how to use and maintain the refueling stations, as well as to educate the public and the riders about the benefits and challenges of hydrogen buses.

Some of the pros and cons of refueling stations for FCEBs are:

- Pros: Refueling stations can provide clean and renewable power to the buses, reducing greenhouse gas emissions and fuel dependency. Refueling stations can also enable long range and fast refueling time for the buses, as well as improve the performance and comfort of the buses.
- Cons: Refueling stations can be expensive and complex to install and operate, requiring significant capital investment and technical expertise. Refueling stations can also pose safety and environmental risks, such as explosion, leakage, and hydrogen production emissions.

OTHER ALTERNATIVE FUELS AND VEHICLES (BIODIESEL, RENEWABLE DIESEL, ETHANOL, LPG, CNG, LNG, HEBS, HHVS)

These options may require additional or modified infrastructure to support the production, distribution, and dispensing of the alternative fuels, as well as the operation and maintenance of the alternative vehicles. The infrastructure needs, implications, and pros and cons of these options depend on the specific fuel and vehicle technology, as well as the local context and conditions. Some general considerations are:

- The need to assess the availability and suitability of the alternative fuel source and process, which may vary depending on the feedstock, location, and season. For example, biodiesel and ethanol can be produced from various biomass sources, such as vegetable oils, animal fats, corn, sugarcane, and waste materials, but their availability and quality may depend on the agricultural and climatic conditions. Renewable diesel can be produced from similar biomass sources, but using a different process that results in a higher quality and lower emission fuel. LPG, CNG, and LNG can be produced from natural gas or biogas, but their production and distribution may require additional processing and compression or liquefaction equipment.

- The need to comply with the fuel quality and compatibility standards and regulations, which may require testing, certification, and labeling of the alternative fuels and vehicles. For example, biodiesel and ethanol may have different blending ratios and specifications than diesel and gasoline, and may require additives or stabilizers to prevent corrosion, oxidation, or separation. LPG, CNG, and LNG may have different pressure and purity requirements than diesel and gasoline, and may require special valves, fittings, and hoses to prevent leakage or contamination.
- The need to ensure the reliability and availability of the alternative fuel infrastructure, which may require backup power sources, redundancy, and monitoring systems. For example, LPG, CNG, and LNG may require storage tanks, dispensers, and meters that can withstand high pressure and low temperature, and that can prevent venting or flaring of the fuel. HEBs and HHVs may require hybrid drivetrain components, such as batteries, electric motors, generators, and hydraulic pumps, that can optimize the fuel efficiency and performance of the vehicles.
- The need to train the bus drivers and maintenance staff on how to use and maintain the alternative fuel infrastructure, as well as to educate the public and the riders about the benefits and challenges of the alternative fuels and vehicles.

Some of the pros and cons of the alternative fuel infrastructure are:

- Pros: The alternative fuel infrastructure can provide lower emission and more efficient power to the buses, reducing greenhouse gas emissions and fuel costs. The alternative fuel infrastructure can also leverage existing or modified diesel or gasoline infrastructure, reducing capital investment and technical complexity.
- Cons: The alternative fuel infrastructure can be costly and challenging to install and operate, requiring additional or modified equipment and expertise. The alternative fuel infrastructure can also pose safety and environmental risks, such as fire, leakage, and fuel production emissions.

ENVIRONMENTAL IMPACT ANALYSIS OF ALTERNATIVE FUELS AND VEHICLES

The environmental benefits/impacts of alternative fuels and vehicles for public transit can be assessed using a life cycle analysis (LCA) approach, which considers the emissions and energy use from the production, distribution, and use of the fuels and vehicles. The Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) tool, developed by Argonne National Laboratory for the U.S. Department of Energy, is a free tool that simplifies the task of estimating the environmental and economic impacts of both conventional and alternative fuel vehicles. The tool allows users to compare different fuel and vehicle technology combinations for petroleum use, greenhouse gas emissions, air pollutant emissions, and cost of ownership.

BATTERY ELECTRIC BUSES (BEBs)

These buses have noticeable environmental benefits over diesel and natural gas buses in the form of fewer greenhouse gas emissions, even when taking into consideration the electricity generated to operate and charge the buses¹. According to a study by the Union of Concerned Scientists, BEBs have lower life cycle greenhouse gas emissions than diesel and natural gas buses everywhere in the country, ranging from 1.4 to 7.7 times better than a diesel bus². The study also found that BEBs have lower life cycle emissions of nitrogen oxides (NOx) and particulate matter (PM) than diesel and natural gas buses in most regions, except for those with very high coal electricity generation². The emissions reductions from BEBs can improve air quality and public health, especially in urban areas and environmental justice communities that are disproportionately exposed to transportation pollution.

HYDROGEN FUEL CELL ELECTRIC BUSES (FCEBs)

These buses have zero tailpipe emissions except water vapor and can reduce greenhouse gas emissions by 50% to 80% compared to diesel buses, depending on the hydrogen source⁴. The quantity of emissions associated with producing hydrogen fuels depends on the source of feedstock and method of production. Currently, almost all hydrogen in the U.S. is derived from natural gas by stripping and recombining hydrogen molecules from methane and water in a process called steam methane reforming.

This process is well established but also energy intensive and results in carbon dioxide (CO₂) emissions to the atmosphere if they are not captured and sequestered, and methane (CH₄) emissions due to leakage throughout the natural gas supply chain⁵. However, hydrogen can also be produced from renewable or low-carbon sources, such as water electrolysis using wind or solar power, biomass gasification, or nuclear energy. These methods can significantly reduce or eliminate the greenhouse gas emissions from hydrogen production, making FCEBs more environmentally friendly. FCEBs can also reduce the emissions of NO_x and PM compared to diesel buses, improving air quality and public health.

OTHER ALTERNATIVE FUELS AND VEHICLES (BIODIESEL, RENEWABLE DIESEL, ETHANOL, LPG, CNG, LNG, HEBs, HHVs)

These options can offer some environmental and economic benefits compared to conventional diesel buses, depending on the feedstock, production process, and vehicle technology. However, they may not be able to achieve deep decarbonization of the transport sector, as they still produce tailpipe emissions and require fossil fuel or biomass inputs. According to the AFLEET tool, biodiesel, renewable diesel, ethanol, LPG, CNG, and LNG buses can reduce the life cycle greenhouse gas emissions by 11% to 76% compared to diesel buses, depending on the fuel blend and source. However, some of these fuels may increase the life cycle emissions of NO_x and PM compared to diesel buses, depending on the engine technology and emission control system. HEBs and HHVs can reduce the fuel consumption and emissions by 20% to 40% compared to diesel buses, depending on the hybrid configuration and duty cycle. However, they still rely on diesel or gasoline as the primary fuel source, limiting their potential for greenhouse gas emissions reduction.

COSTING IMPLICATIONS

Roseville's transit fleet transition to zero emissions is a significant move towards sustainability, driven by environmental concerns and mandated by the California Air Resources Board. The board requires public transit agencies to transition to 100% zero-emission bus fleets by 2040, a policy aimed at reducing greenhouse gas emissions and improving air quality, particularly in urban and low-income communities. This transition involves evaluating various zero-emission technologies, each with distinct capital, operating, and infrastructure cost implications.

CAPITAL COSTS

- Battery Electric Buses (BEBs): Estimated between \$700,000 to \$900,000 per bus, higher than diesel buses due to advanced battery technology. Costs are expected to decrease with advancements and economies of scale.
- Hydrogen Fuel Cell Buses: Exceeding \$1 million per vehicle, reflecting advanced fuel cell technology and hydrogen refueling infrastructure requirements.
- Hybrid Buses: Priced between \$600,000 to \$700,000, offering a balance between improved efficiency and lower emissions, serving as an interim solution towards full electrification.

OPERATING COSTS

- According to a report by the National Renewable Energy Laboratory, the operating costs for BEBs and FCEBs in the United States ranged from \$0.58/mile to \$1.08/mile and from \$0.84/mile to \$1.32/mile, respectively, based on the average fuel prices of \$0.11 per kWh for electricity and \$5.60 per kg for hydrogen in 2019.
- According to a report by the U.S. Department of Transportation, the operating costs for HEBs in the United States ranged from \$0.72/mile to \$0.89/mile, based on the average fuel price of \$2.50 per gallon for diesel in 2017.

INFRASTRUCTURE COSTS AND REQUIREMENTS

Transitioning to zero-emission buses requires significant infrastructure investment, including charging stations for BEBs and hydrogen refueling stations for hydrogen fuel cell buses. The costs can vary widely based on the scale of deployment and local factors such as electricity rates and availability of space for infrastructure.

- For BEBs: Infrastructure includes charging stations, which can range from simple plug-in overnight chargers to advanced fast-charging systems. The cost for installing a charging station can vary from \$50,000 to \$100,000 per unit, depending on the technology and capacity.
- For Hydrogen Buses: Hydrogen refueling infrastructure is more costly and complex, with stations typically costing \$1 million to \$2 million each, depending on capacity and location.

Agencies must also consider the cost of upgrading electrical service to support charging infrastructure, training for maintenance and operations staff, and potential upgrades to maintenance facilities to accommodate new technologies.

CONCLUSION

The transition to zero-emission buses in Roseville involves comprehensive planning and significant investment in vehicles and infrastructure. While the initial capital and infrastructure costs are considerable, the long-term benefits of reduced operating costs, alongside the environmental and health benefits, make this transition a pivotal move towards sustainable public transit. Successful implementation will require careful consideration of the specific needs and constraints of Roseville's transit system, including route characteristics, bus depot capabilities, and local energy infrastructure. The commitment to zero emissions, mandated by California's progressive policies, sets a clear path forward, with the promise of cleaner air, reduced greenhouse gas emissions, and a sustainable transit future for Roseville and beyond.

CONCLUSION

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Key Findings:

- The fleet assessment revealed a broad spectrum of vehicle ages, with some vehicles identified as overdue for replacement.
- The maintenance analysis revealed a moderate positive correlation between high odometer readings and maintenance costs.
- The environmental impact analysis showed that battery electric buses have noticeable environmental benefits over diesel and natural gas buses in the form of fewer greenhouse gas emissions.
- The transition to zero-emission buses in Roseville involves comprehensive planning and significant investment in vehicles and infrastructure. While the initial capital and infrastructure costs are considerable, the long-term benefits of reduced operating costs, alongside the environmental and health benefits, make this transition a pivotal move towards sustainable public transit.



Transportation 360
Comprehensive Operational Analysis (COA) for Roseville Transit
PUBLIC ENGAGEMENT SUMMARY
October 3, 2024

What is Transportation 360?

In the fall of 2023, the City of Roseville Public Works embarked on two important projects: (1) a Comprehensive Operational Analysis (COA) for Roseville Transit, and (2) an Active Transportation Plan (ATP). Together, these projects culminated in the City's **Transportation 360** effort.

The COA encompassed an assessment of the COVID-19 impacts on Roseville Transit's ridership and recommendations for how transit can better serve residents going forward. The City's COA also coincides with the comprehensive operational analysis being developed by Placer County Transportation Planning Agency (PCTPA), with Placer County Transit (PCT) and Auburn Transit, along with a subsequent short-range transit plan that will be produced by PCTPA for all three transit systems.

Concurrently, the City is updating its Bicycle and Pedestrian Master Plans and combining them into one consolidated ATP, which will provide a vision and action plan for improving safe and convenient active transportation travel in the City for all ages and abilities. The ATP is examining and documenting the current walking and biking experience in Roseville, reasons and needs for improvements, and strategies for making Roseville a top-tier walking and bicycling-friendly community.

Goals and Objectives of Community Engagement

- **Gain community perspectives** on transportation issues in the City of Roseville, particularly related to transit needs and active transportation use.
- **Educate residents and stakeholders** about the development of the COA and ATP, and how these projects benefit the city and its residents and visitors.
- **Inform residents** about the anticipated schedule for the project development process.
- **Provide mechanisms for two-way dialogue** between the City and community members, to share information about the project, obtain input, and address questions and concerns.
- **Centralize communication** regarding the projects via the City's website.

Audiences

Transportation 360 is relevant to everyone that lives, works, or spends time in the City of Roseville. This includes, but is not limited to:

- City of Roseville residents
- Under-represented groups and Disadvantaged Communities (e.g., people with disabilities, zero-vehicle households, low income, etc.)
- Local business owners, including large employers

- Local schools/school districts, including higher education
- Resident services organizations/agencies
- Community advocacy organizations
- Medical offices/facilities
- Local elected officials
- Key neighborhoods identified through the California Healthy Places Index
- Other government partners (e.g., PCTPA, SACOG, Health Education Council, Placer County Public Health, etc.)

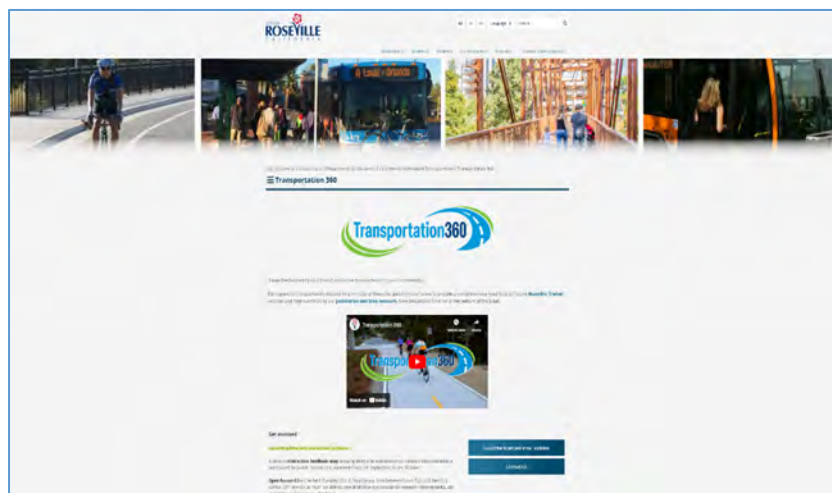
Opportunities for Community Participation

The City has been coordinating various activities and events to inform, consult, involve, and collaborate with the public, to offer opportunities to participate and provide input on Transportation 360:

INFORM	CONSULT	INVOLVE	COLLABORATE
<i>Provide information to understand the issue(s) at hand.</i>	<i>Obtain feedback to help guide plan development.</i>	<i>Consider and use input gathered to develop plans.</i>	<i>Include partners in developing solutions.</i>

Website

The City is hosting a page on its website that is dedicated to the Transportation 360 project: roseville.ca.us/transportation360. This page serves as the central hub for project information and has been promoted through all project materials, presentations, and social media posts. Page content includes background information on the project, an estimated schedule, information on public meetings and community events, links to online surveys (while available), outreach summaries, and a “contact us” button for the submission of questions, concerns, or other input regarding the project.



Project Webpage

Informational Materials

Informational materials developed for Transportation 360 have included a project overview sheet that provides an overview of how the public's feedback will assist the City in its development of these plans, as well as a QR code that links to the Transportation 360 web page for more information and opportunities to participate/provide feedback (e.g., upcoming public meetings, any active surveys, etc.). The fact sheet has been distributed at community events, public open houses, and City facilities.

Video

A short video overview of Transportation 360 was shared to illustrate the goals of the project and opportunities to shape the future of transportation. Content was designed to be accessible to a wide audience with visuals, voiceover, and closed captions. The video was another way to promote public participation, including on the website, social media, email newsletters, and YouTube.



Project Overview Sheet

Social Media

The City has posted Transportation 360 information and updates on social media throughout the project development process, promoting opportunities for the community to provide input at upcoming public open houses or via the online survey tools. Information has been posted multiple times on the City's various social media channels, including the @CityofRoseville and @RosevilleTransit pages on Facebook, @CityofRoseville, @RSVLPublicWorks, and @RSVL_Transit pages on X (Twitter), Nextdoor, Instagram, and LinkedIn.

Newsletter Content

Updates about the Transportation 360 project were included in numerous issues of the City's email newsletters throughout the development of the COA, reaching tens of thousands of people. Article content featured details about upcoming public open houses, as well as opportunities to provide feedback by participating in each of the surveys when available.

Transportation Commission Meetings

Updates about Transportation 360 and the COA were shared with the public at Transportation Commission meetings (dates are listed below). Videos of the presentations are available on the Transportation 360 project webpage and the City's YouTube channel.

- May 16, 2023
- September 19, 2023

-
- February 20, 2024
 - May 21, 2024
 - July 16, 2024
 - September 17, 2024

Public Open Houses

During the development of the COA, the City hosted two public open houses to share information about the project and collect input from community members.

Public Open House #1

The first public open house was held on Thursday, April 11, 2024, from 5-7 p.m. The purpose of the meeting was to provide preliminary information to the public regarding the discovery phase for both Transportation 360 projects (COA and ATP), gather input from the community, and highlight next steps. The in-person meeting was hosted at the Martha Riley Community Library, located in Mahany Park, and more than more than 40 community members attended.

Following is a summary of feedback provided by attendees regarding Roseville Transit:

- Attendees understood the need for a study and were supportive of the efforts. Existing bus riders were happy with the service but found it to be slow.
- A lot of the discussion about where people wanted service centered around the West Park region. Outside of Roseville, most riders wanted a more direct connection to Rocklin and Antelope. There were no requests from riders to go to places like Granite Bay.
- A group of 5-6 attendees worked together on designing routes, with their discussion including a potentially new service along Blue Oaks, less transfers, and more direct connections.
- Attendees who commented about the buses being too slow were asked if they would be willing to transfer if the service was split up – all current bus riders said they would. They were also supportive of expanding on-demand services, such as Arrow.
- Commuter bus passengers were generally happy with the service and understood that fewer people are currently riding. Current riders said they do not ride daily, as most are still working hybrid shifts and only go in 1-2 times a week. They also mentioned that increasing State in-office workdays are currently in transition.
- Current Commuter bus passengers were interested in later trips into Sacramento, and earlier trips back. All riders were excited about the new service to Watt/I-80 on Rapid Link.

Public Open House #2

The second public open house was held on Tuesday, August 6, 2024, from 5-7 p.m. The purpose of this meeting was to provide additional information to the public about the COA component of Transportation 360. The meeting focused on sharing conceptual Roseville Transit service improvements, providing an opportunity for community members to share feedback and ask questions, and highlighting

next steps. The in-person meeting was hosted at the Civic Center, and more than 20 community members in attendance.

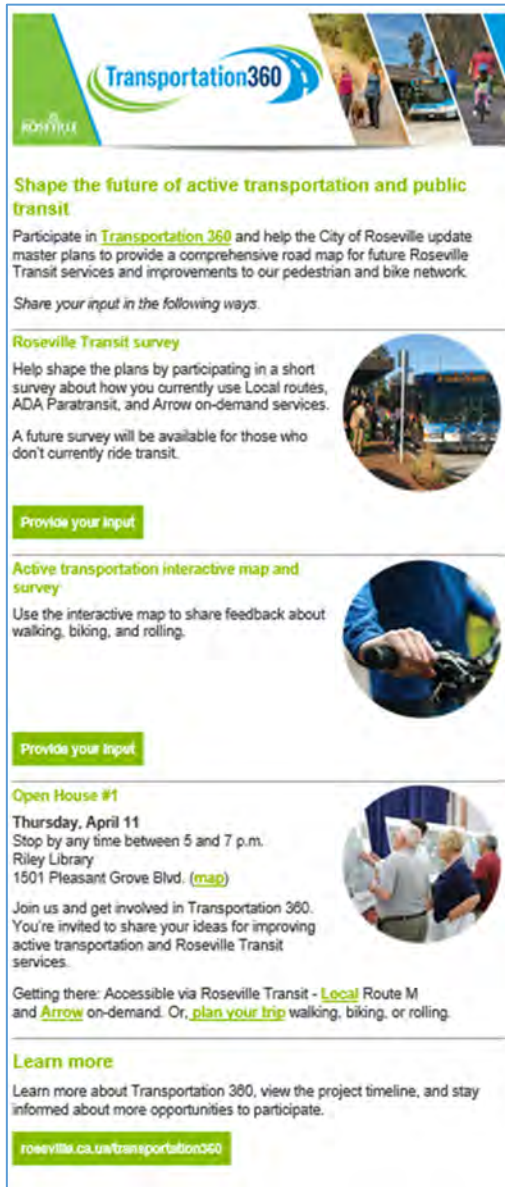
Following is a summary of the comments and feedback shared by attendees:

- A few attendees inquired about ADA accessibility on Roseville Transit vehicles, including any requirements/limitations related to the size and weight of different mobility devices (wheelchairs, scooters, etc.).
- Attendees asked several questions related to the route improvements and access to essential destinations throughout the city, such as grocery stores and other major shopping areas/centers (e.g., Costco).
- Some attendees inquired about whether any of the proposed routes include new/additional stops in areas they feel currently have limited transit access, such as Blue Oaks and Granite Bay.
- Attendees asked about how the system changes will help reduce travel times as well as transfers.
- Some attendees asked about the different types of transit system vehicles that are planned (e.g., electric buses), as well as on-board services, such as Wi-Fi.
- One current Arrow rider expressed a need for extended service hours and mentioned having difficulties with the Arrow app.

Both of the public open houses were promoted through the following communications channels:

- City newsletters/email blasts
- City's social media platforms
- City of Roseville website and Transportation 360 project page
- Outreach calls to more than 40 local stakeholders/community-based organizations
- Pop-up events in the community
- Materials/signage posted inside transit vehicles and at transit facilities
- Transportation Commission meetings

Meeting Promotion



Shape the future of active transportation and public transit

Participate in [Transportation 360](#) and help the City of Roseville update master plans to provide a comprehensive road map for future Roseville Transit services and improvements to our pedestrian and bike network.

Share your input in the following ways:

Roseville Transit survey

Help shape the plans by participating in a short survey about how you currently use Local routes, ADA Paratransit, and Arrow on-demand services.

A future survey will be available for those who don't currently ride transit.

Provide your input

Active transportation interactive map and survey

Use the interactive map to share feedback about walking, biking, and rolling.

Provide your input

Open House #1

Thursday, April 11
Stop by any time between 5 and 7 p.m.
Riley Library
1501 Pleasant Grove Blvd. ([map](#))

Join us and get involved in Transportation 360. You're invited to share your ideas for improving active transportation and Roseville Transit services.

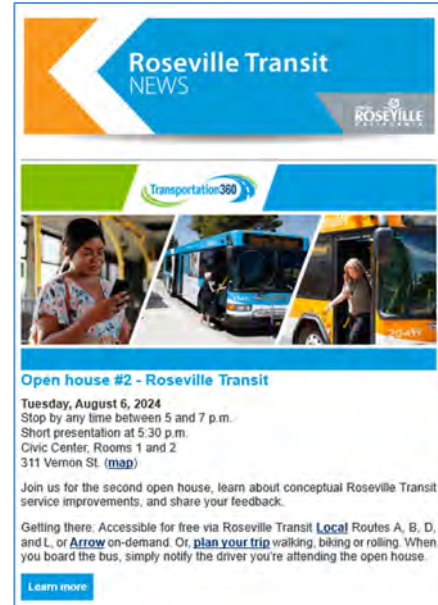
Getting there: Accessible via Roseville Transit - [Local](#) Route M and [Arrow](#) on-demand. Or, [plan your trip](#) walking, biking, or rolling.

Learn more

Learn more about Transportation 360, view the project timeline, and stay informed about more opportunities to participate.

roseville.ca.us/transportation360

Transportation 360 E-Newsletter



Roseville Transit NEWS

Open house #2 - Roseville Transit

Tuesday, August 6, 2024
Stop by any time between 5 and 7 p.m.
Short presentation at 5:30 p.m.
Civic Center, Rooms 1 and 2
311 Vernon St. ([map](#))

Join us for the second open house, learn about conceptual Roseville Transit service improvements, and share your feedback.

Getting there: Accessible for free via Roseville Transit [Local](#) Routes A, B, D, and L, or [Arrow](#) on-demand. Or, [plan your trip](#) walking, biking or rolling. When you board the bus, simply notify the driver you're attending the open house.

Learn more

Roseville Transit E-Newsletter



Roseville Public Works
@RSVLPublicWorks

Join us tomorrow, August 6 for the second Transportation 360 open house. Learn about conceptual [@RSVL_Transit](#) service improvements, and share your feedback. Stop by any time between 5 and 7 p.m., at the Civic Center.

More details: roseville.ca.us/Transportation...

8:06 AM · Aug 5, 2024 · 76 Views

X Post

Meeting Photos



COA Online Surveys

The City hosted four online surveys during the development of the COA, to gather information from community members and local stakeholders about their use of Roseville Transit:

Survey #1 – Current Roseville Transit Users

The first survey was for current users of Roseville Transit, including Local routes, ADA Paratransit, and Arrow on-demand. The survey was open from March 5 – April 19, 2024, and responses were received from approximately 35 percent of riders. Following is a summary of the key findings based on survey responses:

- **Demographics:** Majority of respondents were aged 65+, with a significant portion identifying as male. Income levels and the presence of disabilities varied among respondents.
- **Transit Usage:** Primary purposes included travel for entertainment, work, and education. Key routes used are Route B, Route D, and Route M.
- **Boarding Locations:** Common boarding points included major stops like Civic Center, as well as various intersections and residential areas.
- **Transfers:** Only a small percentage of respondents noted that they frequently make transfers, primarily to Placer County Transit and Sacramento Regional Transit.
- **Overall Experience:** Satisfaction levels were mixed, with a notable portion of respondents extremely satisfied, but some expressing dissatisfaction.
- **Barriers:** Key barriers included schedules/routes, convenience of personal vehicles, and timeliness.
- **Additional Feedback:** Suggestions for service improvements, infrastructure enhancements, and various other comments were provided by respondents.
- **Income:** The significant representation of higher-income individuals may influence service planning to include amenities and features that cater to a broad economic demographic.
- **Disability:** With 20% of riders having disabilities, it underscores the importance of maintaining and enhancing accessibility features across all transit services.

Survey #2 – Current Commuter Users

The second survey was for current Commuter route passengers. The survey was open from May 8 – June 15, 2024, and responses were received from approximately 50 percent of riders. Following is a summary of the key findings based on survey responses:

- **Demographics:** The largest group of respondents were ages 35-44 (32), followed by ages 55-64 and 45-54 (26), and seniors/ages 65 and older (22), with fewer respondents who are younger adults/ages 25-34 (8) and ages 18-24 (5).
- **Transit Usage:** A significant portion of respondents are regular users, with 35.8% indicating they use the service several times a week and 11% using it daily. Additionally, 7.3% of respondents use the service several times a month, and smaller percentages reported using it less frequently.

- Rider Satisfaction: Overall satisfaction with the Commuter bus service shows that 27.7% of respondents are very satisfied and 26.3% are somewhat satisfied, while 9.5% of respondents are somewhat dissatisfied, and 3.6% are very dissatisfied.
- Areas for Improvement: Respondents noted the timeliness of buses, seating comfort, and parking availability as areas where improvements could significantly enhance the rider experience.
- Employer Policies: Approximately 36.5% of respondents indicated their employers have implemented hybrid or work-from-home policies, while 53.3% reported no such policies. Despite many employers planning return-to-office policies, less than 50% of respondents expect these changes to significantly alter their commuting habits.

Survey #3 – FlashVote for General Public

The third survey was for the general public and was conducted via FlashVote in late July 2024. Nearly 900 members of the public provided input, including those who don't currently ride public transportation. The FlashVote platform provides statistically valid results with a margin of error of $\pm 3\%$. Following is a summary of the key findings based on survey responses:

- Awareness: A majority of respondents (approximately 65%) knew about Roseville Transit but had not used it, while about 15% had used it, and 19% indicated they were not aware of Roseville Transit.
- Transit Usage: A significant portion of respondents indicated they had not used any of the Roseville Transit services (including Local bus routes, on-demand services, commuter services to downtown Sacramento, and ADA Paratransit), indicating they preferred other modes of transportation such as personal vehicles.
- Service Requests: Many respondents indicated they would like to see airport-related services, including shuttles and direct bus connections to Sacramento International Airport (SMF); expanded service hours, particularly on weekends and Sundays; faster and more direct routes to popular destinations; and the expansion of light rail services and improved accessibility for seniors.
- Areas for Improvement: Respondents noted the cleanliness of buses and trains, as well as the need for increased security on transit.

Survey #3 – Draft Concepts for Service Updates

The fourth survey featured the draft Roseville Transit service updates for Local, Arrow, and Commuter services. The survey was open from August 26 – September 17, 2024, and more than 50 responses were received. A comprehensive listing of the comments received from survey participants can be found in Appendix A. Following is a summary of the feedback provided:

- Overall Feedback: A large segment of respondents expressed enthusiasm about the new service routes, focusing on the benefits they anticipate in terms of faster commutes, expanded service coverage, and direct access to important locations. A smaller group of respondents expressed

neutrality toward the changes, indicating the new routes would not significantly affect their current transit usage.

- Streamlined Routes/Transfers: Respondents who regularly commute to Roseville Galleria, Downtown Roseville, and Sierra College welcomed the improvements, particularly the streamlined transfers and increased service coverage. Many believe that the new routes will significantly reduce their morning commute time.
- Increased Coverage: Wider coverage of some service areas, such as Mahany Park, Louis Orlando Transit Center, and the Foothills Industrial Area, were singled out by respondents as places where transit coverage has significantly improved. Residents in these areas are optimistic that these changes will enhance their daily routines.
- Areas of Concern: The most common concern was the elimination of direct service to important locations like Kaiser Riverside and Fairway Drive, which are areas that many rely on for medical appointments and work. This change would necessitate transfers, leading to longer travel times and more complicated routes for many users.

The input provided in each of the surveys was used to help guide the team during the process of developing and refining the concepts, as well as finalizing the recommendations for Roseville Transit service updates.

All four of the COA surveys were promoted through multiple City communication channels:

- City website and Transportation 360 project page
- Email newsletters
- Social media platforms
- Pop-up events in the community, as applicable to survey release timing
- Materials posted inside transit vehicles and at transit facilities
- Materials at City facilities and public counters
- Transportation Commission meetings

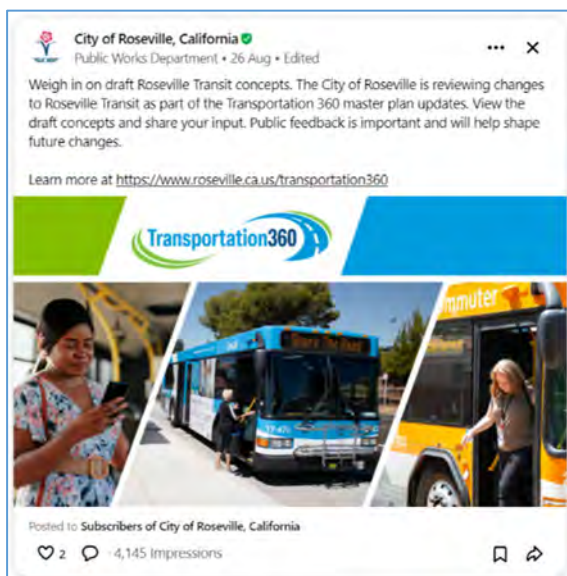
Survey Promotion



X (Twitter) Post



Instagram Post



Nextdoor Post

Technical Advisory Committee

Throughout the development of the COA, the City met with leadership from the Placer County Transportation Planning Agency (PCTPA) – which represents South Placer transit agencies (Placer County Transit and Auburn Transit), local cities, and other regional interests – to discuss various technical elements of the plan and gather their input. The City also provided updates on the COA during monthly meetings of PCTPA’s Comprehensive Operational Analysis/Short Range Transit Plan Technical Advisory Committee (TAC), as well as follow-up information based on feedback or questions received from the committee.

Community & Pop-Up Events

The City hosted a booth/table at several local community events during the COA development. These events provided an opportunity to distribute information and gather input about the COA, and the overall Transportation 360 project, as well as promote the opportunity to provide feedback via the online surveys (if available at the time). To date, the City has participated in the following events:

- Wine Down Wednesday, Vernon Street Town Square – April 17, 2024
- BikeFest, Downtown Roseville – Saturday, April 27, 2024
- Maidu Community Center – Tuesday, April 30, 2024
- Mike Shellito Indoor Pool – Wednesday, May 1, 2024
- Louis Orlando Transit Center – Friday, May 3, 2024
- Good Festival, Galleria Mall – Saturday, May 4, 2024
- Bike and Roll to School Day – Wednesday, May 8, 2024
- Bike and Roll to School Day – Thursday, May 9, 2024
- Food Truck Mania, Downtown Roseville, Thursday, May 9, 2024
- Energizer Station (May is Bike Month), Miner’s Ravine Trail – Monday, May 13, 2024
- Spin your wheels at storytime, Riley Library – Wednesday, May 22, 2024
- Energizer Station (May is Bike Month), Pleasant Grove Creek Trail – Tuesday, May 28, 2024
- Family Fest, Downtown Roseville – Saturday, September 28, 2024





Earned Media

The City of Roseville worked with news media to share information on Transportation 360 to magnify the message and share opportunities to weigh in on the development of transportation plans. The COA was featured in a story on KCRA/Channel 3 News that aired Monday, September 9, 2024, and included an interview with the Public Information Officer, and promotion of the fourth COA survey that was available for the public.



The story can is available for viewing at www.youtube.com/watch?v=dtgRYDoxlZg&t=135s.

APPENDIX A

Comments on Survey #4

The following comments were received through the online survey featuring the draft Roseville Transit service updates for Local, Arrow, and Commuter services. The survey was available from August 26 - September 17, 2024.

- o *"I'm glad the new routes will get me directly to Sutter Roseville Medical Center. As someone with mobility issues, I need reliable transportation to my appointments."*
- o *"I'm a daily commuter to the Roseville Galleria, and I think these new routes will make my morning travel much smoother—especially with transfers at the Galleria."*
- o *"I really hope the new routes mean faster service to Downtown Roseville. It takes me over an hour just to get to my job at a café on Vernon Street!"*
- o *"Finally, a route that goes to the Kaiser Riverside facility. It was always such a hassle getting there for my check-ups."*
- o *"As a visually impaired rider, I rely heavily on public transit. The new routes will make it easier for me to access the Roseville Medical Center, which I visit regularly."*
- o *"I work at Pride Industries, and the current service doesn't always line up with my shifts. I'm optimistic the new Route 6 will improve that."*
- o *"I'm not sure these new routes will make much of a difference for me. I only use the bus to get to the movie theater near the Galleria once a month."*
- o *"I'm so relieved to see service extended to Mahany Park. My kids have soccer practice there, and now we'll have more reliable transit options."*
- o *"As a commuter to Sacramento, I appreciate the Roseville Galleria being a transfer hub. It should help streamline my trip."*
- o *"I'm disabled and rely on transit to get to Downtown Roseville for errands. I hope the new service will make my trips faster and more predictable."*
- o *"It's about time you added more direct routes to the Foothills Industrial area. My commute will be so much easier!"*
- o *"I live near Blue Oaks Blvd, and it looks like I'll have better access to the Westfield Galleria. Can't wait to see how much faster my trip will be!"*
- o *"Not sure how this affects me. I don't go to Downtown Roseville often, and I usually just need a ride to Taylor Road."*
- o *"I've had difficulty getting to the Roseville Medical Center for physical therapy, but these new routes seem like a huge improvement."*
- o *"As a student, I'm glad there will be better service to Sierra College. The extension of Route 4 will make it easier for me to get to class."*
- o *"I use the service to get to Maidu Regional Park. Any chance that'll get faster with the new routes?"*

-
- o *"My son uses a wheelchair, and the current system is unreliable when we need to get to Kaiser Riverside. The new routes seem promising for more direct access."*
 - o *"Honestly, I'm indifferent. I'm a retiree who occasionally uses the bus to visit Downtown Roseville, but I'm happy others will benefit."*
 - o *"The new Route 5 sounds like it'll make my commute to the Santucci Justice Center much easier. No more long detours!"*
 - o *"I need to get to the library downtown, but I'm hoping the transfers won't be too confusing with all these changes."*
 - o *"I've been waiting for more frequent service to the Roseville Medical Center. This is exactly what I needed!"*
 - o *"What about service to the Roseville Auto Mall? I didn't see it listed in the new routes, and I work there."*
 - o *"As someone who's blind, I rely on clear routes to familiar places like Downtown Roseville. I hope the new routes make navigation simpler."*
 - o *"I appreciate that service is expanding to Taylor Road, but I really wish there was more frequent service to Roseville High School."*
 - o *"My daughter works at the Galleria, and the current transit times are a bit inconvenient. These new routes look like they'll make her commute shorter."*
 - o *"I'm neutral on the changes. I mainly use transit to go to Cresthaven Park, and I don't think the new routes affect me much."*
 - o *"I work at the South Placer Jail, and it's tough getting reliable transit to this part of Roseville. I'm hoping this helps."*
 - o *"I don't care for these changes. My main destination is the Maidu Museum, and it doesn't seem like that's addressed directly."*
 - o *"As a student, I'm thrilled about the better access to Sierra College. It's been a hassle trying to find reliable transportation!"*
 - o *"I use a mobility scooter, and it's been a challenge getting to the Galleria. I'm hoping this new service means fewer delays."*
 - o *"These changes seem like they'll speed up my trips to the Diamond Oaks Golf Course. Fingers crossed!"*
 - o *"I live near Johnson Ranch and need regular access to Sutter Roseville Medical Center. This looks like a step in the right direction."*
 - o *"I don't see much improvement for service to the Roseville Sports Center, which I visit often."*
 - o *"I work at the Kaiser Riverside, and I'm optimistic the new routes will make my commute smoother—fewer transfers!"*
 - o *"The new zones don't seem to change much for me. I mainly travel to Royer Park with my kids, but I'm glad others will benefit."*
 - o *"Finally, reliable service to the Louis Orlando Transit Center! This should cut my travel time in half."*

-
- o *"I've had issues getting to events at the Roseville Utility Exploration Center. I'm excited to see if the new service helps."*
 - o *"The bus schedule to Sun City is always delayed. I hope this redesign includes more reliable routes."*
 - o *"It's hard getting to Downtown Roseville for my job at the post office. I'm hoping these changes mean fewer delays and faster commutes."*
 - o *"As a senior citizen, I find it difficult navigating transit. I'm hoping these new routes to the Roseville Galleria will make things more straightforward."*
 - o *"I can't believe they're cutting direct service to Kaiser Riverside. I need regular appointments there, and now I'll have to deal with transfers and longer travel times. This is a huge setback for people who rely on medical services."*
 - o *"Why is service to Fairway being reduced? I work at one of the stores there, and the new routes don't seem to prioritize this area. It feels like the people who need access to Fairway have been completely overlooked."*
 - o *"Removing direct service to Kaiser Riverside is unacceptable. I use a wheelchair and it's already difficult enough to get there. Now I'll have to transfer and add even more time to my trip. This change feels like a step backward for accessibility."*
 - o *"I shop at Fairway Dr regularly, and now there's no direct route! It's incredibly frustrating that they're cutting service to such a busy commercial area. How do they expect people without cars to get there now?"*
 - o *"These changes completely ignore the importance of access to Kaiser Riverside. As someone with chronic health issues, I depend on public transit to get to my appointments. Adding transfers is going to make an already challenging trip even worse."*
 - o *"What were they thinking by cutting back service to Fairway? It's one of the busiest commercial strips in Roseville, and now I have to go out of my way just to get there. This makes no sense."*
 - o *"For a city that talks about improving transit, taking away direct service to Kaiser Riverside is a huge mistake. Many of us rely on that stop for our healthcare needs, and this change is just going to make it harder for patients like me."*
 - o *"The fact that Fairway is getting less service is ridiculous. I work in retail, and this is going to make it so much harder for employees like me who depend on public transit to get to work."*
 - o *"Kaiser Riverside is a major medical center, and reducing service to it shows a complete lack of understanding of the needs of Roseville residents. This change will make it harder for those of us who can't drive to get the care we need."*
 - o *"I'm really disappointed with the new plan. Fairway is a major shopping area, and now there's hardly any service. It feels like they're prioritizing other areas at the expense of the people who actually rely on public transit to get around."*

Survey Results: Transportation

 Survey Info - This survey was sent on behalf of City of Roseville to the FlashVote community for Roseville, CA.

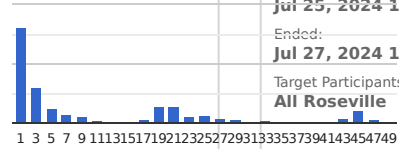
These FlashVote results are shared with local officials

858
Total
Participants

832 of 2513 initially invited (33%)
26 others
Margin of error: $\pm 3\%$

Applied Filter:
Locals only
Participants for
filter:
753

Response Time (hours)

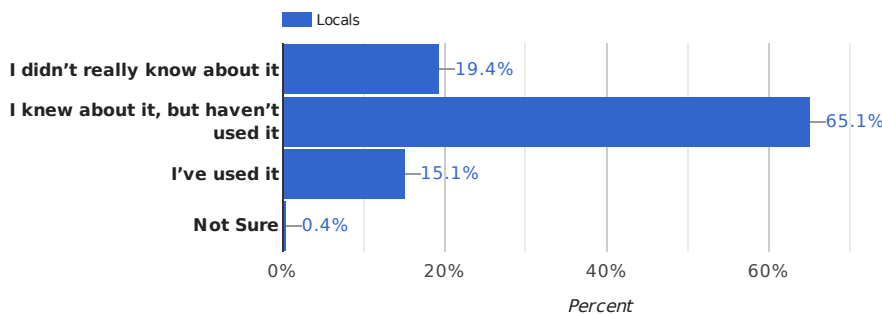


Started:
Jul 25, 2024 1:33pm PDT
Ended:
Jul 27, 2024 1:36pm PDT
Target Participants:
All Roseville

Q1 The City of Roseville operates Roseville Transit, which currently provides local bus routes throughout Roseville, direct Commuter service to downtown Sacramento, Game Day Express to Kings games, ADA Paratransit, and Arrow on-demand rides.

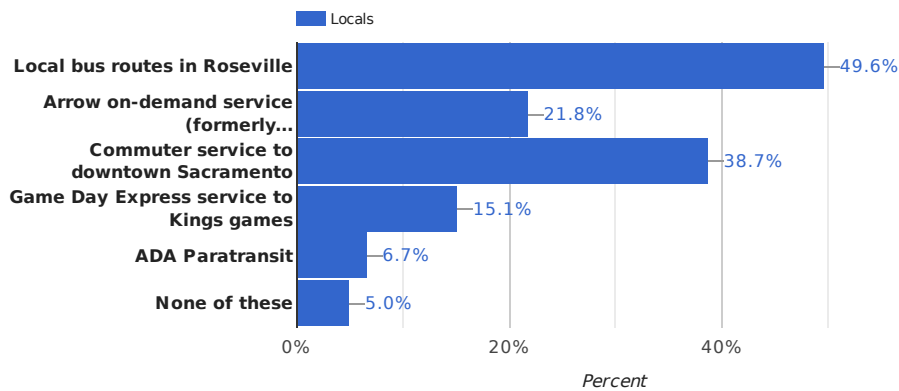
Prior to reading this question, which best describes your experience with Roseville Transit?
(753 responses by)

Options	Locals (753)
I didn't really know about it	19.4% (146)
I knew about it, but haven't used it	65.1% (490)
I've used it	15.1% (114)
Not Sure	0.4% (3)



Q2 Which of the following Roseville Transit services have you used? (Choose all that apply)
(119 responses by)

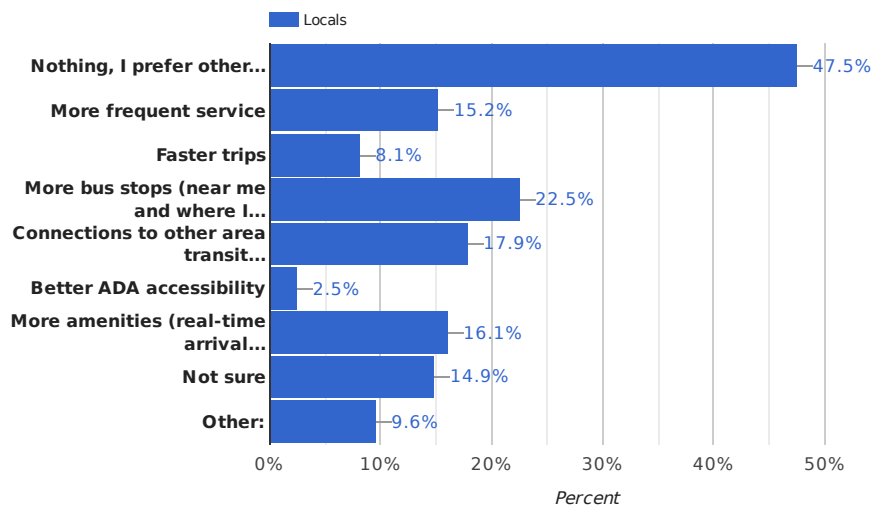
Options	Locals (119)
Local bus routes in Roseville	49.6% (59)
Arrow on-demand service (formerly Dial-A-Ride)	21.8% (26)
Commuter service to downtown Sacramento	38.7% (46)
Game Day Express service to Kings games	15.1% (18)
ADA Paratransit	6.7% (8)
None of these	5.0% (6)



Q3 What, if anything, would make you consider riding Roseville Transit more or at all? (Choose all that apply)

(716 responses by)

Options	Locals (716)
Nothing, I prefer other transportation (personal vehicle, rides, etc.)	47.5% (340)
More frequent service	15.2% (109)
Faster trips	8.1% (58)
More bus stops (near me and where I want to go)	22.5% (161)
Connections to other area transit services (e.g. Sacramento Regional Transit, Placer County, Transit, etc.)	17.9% (128)
Better ADA accessibility	2.5% (18)
More amenities (real-time arrival signs, shade/benches, WiFi, etc.)	16.1% (115)
Not sure	14.9% (107)
Other:	9.6% (69)



take better rail transport work
 bike sacramento go use transit
 walk try drive senior event like train arrow car ride
 stop bus need travel
 sac available drivers
 home trips service airport route
 game downtown roseville city

Expand light rail to roseville

Sac Metro Airport or sac train depot

Special event express service to G1 Center

My 17 minute car ride to work in Roseville would take me between 113 -174 Mins by Roseville transit

Sunday service

Cleaner buses, better bus drivers, more comfortable seats, better air conditioning

service to River Catsgames.

Updated Commuter buses.

Higher security

I do anticipate using the system in the future when I surrender my drivers license

In electric scooter, bus does not go where I need to go when I need to go.

Airport shuttle

Tried the arrow transit a few times but there were no rides available

Cleaner, not worried about having drugs and people having sex on the bus- don't feel safe

Airport service

I don't travel far from home.

Transportation to Rivercats games

I need to get out to Mather and home. A route to that would be lovely.

Add bus line to Sacramento Airport.

Airport bus, better marketing

With the Arrow On-Demand service it has negatively impacted ADA riders. Late for p/u and appts

More transportation features for seniors and bus stops close to senior care centers

Better publicity about fast direct routes to Sac

if I could no longer drive my own car

Transportation to Sac Republic soccer games

Hours of operation when I'd want to use. Eg. downtown for wine down so I don't have to drive

Direct Service to destination

Ability to transport bicycle or scooter

I want to go home not ride around for an hour before going home.

More knowledge on my end!

We travel a good bit. So if Roseville transit offered Sacramento airport and Sacramento train stati

Gas prices get ridiculous

I work remotely and don't travel much. Carpool with others on some trips.

Research, might be useful to Sierra College

Safer Bus Stop/Less Unfrequent Homelessness Camping

Clean trains

Better Senior Rates

A city rail system would make a big difference. The city geographic size justifies looking into it

Sunday service

Transport that picks up from my house. Nobody is walking to a bus stop at 110 degrees

I know it would be impossible to satisfy everyone's wants and needs.. many don't know how it work...i

If I knew the routes and times and marquee locations where it went, I might do it.

If I was unable to drive

Would love to be able to take it downtown for other events: music circus, Broadway shows, concert,

I am a dedicated bus rider.

To downtown theatre events like Music Circus and Broadway Sacramento. Also River Cats games.

I have a very economical older car that I run around in. I also try to walk to many venues.

I'm now retired and use my bike and car to get around

currently I don't use it, but I like the ADA accessibility which might be more important for me in

reminders about the different transportation options?

Trips to downtown Sacramento

Arrow to Sacramento Airport

Faster routes to Sierra College

Inability to drive

If my commuting needs change and I have to travel more for work.

Needing many transfers to get across town, frequency and lack of knowledge of routes.

I got a new job that is off Stockton Blvd near Broadway. The connection needed b

Weekend service to Sacramento; service to evening events such as Downtown Tuesday Nights

If it was near me and went to places like San Francisco

Run a fast train with more stops in downtown Sacramento

I'd like info on it. Stops, etc

Stop at UC Davis Sacramento

Tried to take game day buss once but sold out

Airport trips

My trips are typically short/spontaneous, so my car is most convenient. If I could secure my bike,

I am a lucky resident living close to every amenities, I can even go biking or either walking.

Having the schedule readily available and ads on social media platforms

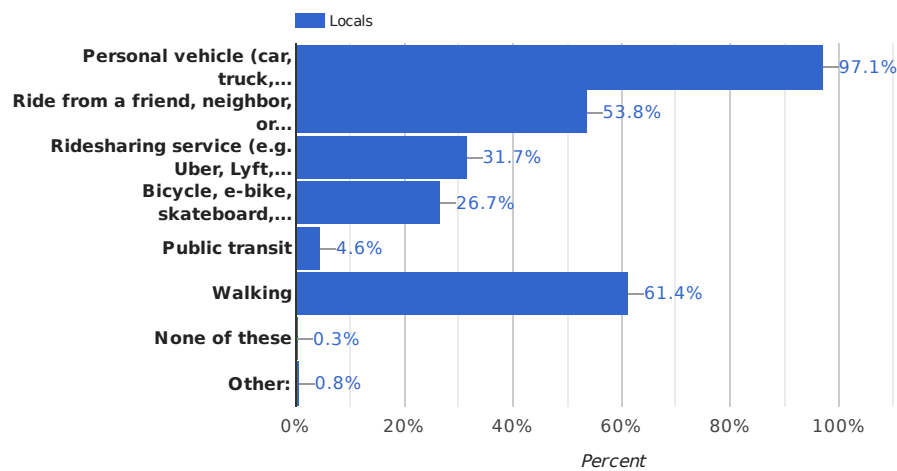
To SMF

Better understanding of what is available

Q4 In the last 12 months, which of the following have you used to travel within Roseville?
(Choose all that apply)

(720 responses by)

Options	Locals (720)
Personal vehicle (car, truck, motorcycle, etc.)	97.1% (699)
Ride from a friend, neighbor, or relative	53.8% (387)
Ridesharing service (e.g. Uber, Lyft, etc.)	31.7% (228)
Bicycle, e-bike, skateboard, e-scooter, etc.	26.7% (192)
Public transit	4.6% (33)
Walking	61.4% (442)
None of these	0.3% (2)
Other:	0.8% (6)



commuter ctrs member sacramento bicycle
strip cart ada transit secure roseville
golf family vespa arrow go consider
please uses didn delayed downtown running

Golf cart

My family member uses the roseville commuter to downtown sacramento.

Vespa

Arrow - ADA transit

running

Please consider secure bicycle areas at grocery/strip ctrs.

Q5 Any other comments or suggestions about public transportation in Roseville?

(186 responses by)



It would be awesome to have a service that picked up the elderly and drove them where they needed to go.

I don't really see that many people on Roseville Transit so I think it's a waste of taxpayer funds.

Roseville should cancel public transportation.

The summer youth bus pass is such a great deal. I wish there were a comparable offer for adults during these awfully hot months.

Need more east-west lines. Going down to Sac is easy, going to Folsom is absurdly long

My son, who is on the Autism Spectrum, may start using the transportation services.

Connect to Sac Light Rail

Add more public stops in west Roseville/Fiddymont Farm area.

Light rail can be extended up 80 all the way to auburn.

The buses are clean and comfortable. It would be nice to have additional buses on the busier routes to increase the frequency and availability of the buses.

It would be great to have a light rail system that connects to other light rail systems

Fully integrate within the region.

Increasing the speed of travel would be huge. Right now it takes 2-3x longer than biking or driving. If the speed could be faster more people may be inclined to try it

Just because I haven't used it in the last 12 months, doesn't mean I think poorly of it.

Bus routes historically bring crime , we need more police to combat the bad people that come to roseville to cause harm

I think this is a tough challenge due to the land use in the city. I personally think there is immense demand for transportation networks other than single occupancy vehicles, but the city is so spread out that is challenging. I think that high frequency corridors with dedicated ROW would be the best use of limited funding, with micro transit filling in the gaps. For example, Foothills Blvd has a massive ROW that could be better served than the current configuration, leading to decreased bus travel times.

You may already do this, but if there were express busses to special events at Golden 1 Center, I think That would be a big plus.

A video online of the process of looking up routes and finding the one you need and traveling on the bus

Expand the shuttle territory for Downtown Roseville!

Comprehensive service on weekends

The commuter service needs huge upgrades

eBikes would be a great addition

I would like to know more about using the bus to travel within Roseville and visible bus stops with directions on how to call for a bus or use an app on my phone

A tram would be great!

Every bus I see is empty. Seems like a big waste of money.

The closest local Roseville bus stop to my house is a 1.1 miles away. I'd have to transfer through 3 buses and then walk the last leg of the trip 1.7 miles to my final work destination in Roseville. I live and work in Roseville. You should install a trolley line that goes up and down Douglas Bl.

The volunteer program to teach people with disabilities to ride your buses is amazing!

Roseville should be connected more to Sacramento through Transit, like Folsom is. If you are going to keep expanding and expanding there needs to be way better public transit and way less roads.

I love Roseville and you always provide excellent services to the public! Thank you!

None

Under no circumstances should you strive to connect to other area transit services. The last thing we need is more unsafe people with easy access to Roseville. I would never ride or let my teen kids ride public transit if that happens. It would be completely off limits.

As a weekly user of Commuter buses, I find the buses consistently lacking mechanically, inadequate staffing, routes, buses, timeliness and constant no-show buses. In addition, outdated offerings of signage, communication and no WiFi.

Not at this time

People in Roseville don't often understand the excellent value transit service offers this community. I wish people had a better impression of public transportation and understood how essential it is for the people who need it and how convenient it is for those who choose to use it. One thing that would help would be to keep vagrants from occupying and fouling bus shelters. It makes people feel unsafe. Buses and bus stops should only be used for their intended purpose. Not as cooling centers, party pads or sleeping huts.

buses are empty most of the time. a complete waste of tax dollars. money could be better spent offering ride vouchers to left and uber. the only thing the Roseville mass transit does is get homeless from place to place around Roseville.

User friendly for seniors

As a senior citizen I believe we would be targeted in any public transportation environment.

It is necessary for individuals that do not have other transportation or frequent a location with limited parking.

Please offer a commuter route that leaves Roseville AFTER elementary schools start! I need to drop my kids off then head to work downtown!!! Thank you! Also... the arrival times for pickup is pretty bad. I've missed the bus twice returning because the times were waaaaay off.

I rode arrow and found the ramp not that easy. Also, I wish there were some higher seats because I can't get out of the regular seat height without finding some way to push myself up.

As the population ages, pickups and returns from home to medical facilities, making it more affordable and practical than using Lyft or Uber or depending on someone else (family, relative, friend.)

The on demand local service is a wonderful service and I'd use it when there are ridea/drivers available

I don't know where the bus stops are or the schedules.

More of the city needs to be connected. Hardly any bus benches.

If I could use public transit to get to West Sacramento, where my office is, I would. (Or at least, if I could do it without switching buses, etc. several times.)

Better advertising about travel to Kings' games and other events in Sacramento.

Limit funding toward public transportation

We need MANY more stops in West Roseville! West of fiddymment! Let's gooooo!

Personal safety is very important as well

Public transport in Roseville seems like an afterthought, not something intended to actually be used. Linking bike trails, PT, and Amtrak would make sense, especially as we face increasing traffic congestion.

I live in Roseville and work in North Highlands. It would take me so much longer to commute via public transit, that it is better for me to drive.

My sister loves the arrow. She uses it all the time

Amsterdam public transportation is efficient and should be followed in California. Too many cars. Retail is not in walking distance. Too many homes which are too far from retail so all residents drive.

A dedicated Polar Express bus like the Game Day express so families can travel to Old Town Sacramento for the Polar Express excursion.

Need more safe bike lanes. People text and it's not safe to ride other than in neighborhoods- and no safe place to lock up your bike to ride to store, etc- too much crime! Rode trains, bikes and walked all over Denmark- they are amazing! Pls review for ideas

Need stops in the Fiddymment Farm area.

Improved Arrow response might entice us to use it.

You need a hub, like the Galeria Mall, from which you can get to hospitals, work, restaurants and shopping

I love it.

Interconnect all the bike trails so they lead to American River bike trail and/or to other long trails in the area.

Better awareness. I'd take bus to mall but don't know how. Critical to remove all homeless bums from covered bus stops, especially the ones in front of the USPS on Santa Clara.

Would like more info

West Roseville needs it badly . You may want to consider services out here

If it was convenient like Bay Area transit I would definitely use it but the entire public transportation system in the entire Sacramento valley lacks convenience so it would be nice if Roseville changed the game and actually made it usable or convenient. I was without a car for years in the Bay Area because the PT was usable when I moved here I had to get a car right away because it just wasn't feasible to travel without my own car.

Please consider personal car use in your plans. It is and always will be the primary choice for transportation.

Convenient airport service with parking. Better marketing of the routes and schedules. Connections to Amtrak downtown Roseville.

The on-demand services has negatively impacted ADA riders. No availability, late for p/u and appointments w/doctor

Easy ride Roseville Transit app

Focus ride feature toward the needs of users who really need it

More dedicated bike trails.

I think public transit is a valuable and important amenity for a city like Roseville. As I remote worker, I don't currently need it, but I might when I'm retired and elderly.

Probably a waste of tax money

As I get older the Roseville transit will likely become more important.

It doesn't operate during needed hours to places that would benefit from service. Entertainment, restaurants, bars, etc.

With increased development traffic through out the city has increased dramatically in just the past decade. Planning with Placer County should look at long term alternative routes, effects new added housing, new developments of large projects bringing more traffic to the area on a daily basis, and the quality of life impact heavier traffic throughout the community has on accessing all parts of the city.

The description of ADA services isn't really clear. Do you pick up people in wheelchairs at their house?

It is nice when I need it.

As more people move to Roseville, more public transportation will be necessary to help alleviate the traffic

As I get older and as the boomer population does too, it will behoove us seniors to have a reliable transportation service that we can get information about easily.

Public transit works well in many communities with high population density and where it is woven into the daily lives of many people. But in a suburban community like Roseville, it is a tough sell.

I don't know if Dial-a-Ride is still an option, but it was helpful for our senior population to get to the Doctor, Shopping, etc.

I have heard from others that the public transit services are quite good in Roseville.

There's not much public transportation out in Westpark

From the little I have observed - any buses I have seen in Roseville are empty. Is any public transportation economically feasible (cost v. benefit)??

Widen Hwy 65. Widen Baseline between Fiddymment and Hwy99. Roseville has so much new home construction the property taxes should be able to pay the expense.

I use a wheelchair. For dial a ride it wouldn't go straight home. We would go all over the city dropping off and picking up even driving near my house but not stopping. It should be point to point for each rider first come first served. I don't use it anymore.

in the interest of cost savings and efficiency, I trust and hope the city has evaluated perhaps to having a city run transit agency and contracting directly with Placer county and other agencies?

Lack of knowledge on my part!!

I haven't used it but I think it's nice. If I ever had a need I will use it. Thank you for providing a nice service for those who need it

More dedicated, protected bike lanes. Vehicles drive too fast and recklessly in Roseville which makes bike riding dangerous

The lack of mass transportation to Sacramento airport is a shame for a city our size.

I work with students and families who are involved in the foster system or experiencing homelessness, and transportation is a HUGE barrier in our county, particularly when it comes to school. I so wish we had more frequent bussing that went to more places where kids and families needed to go.

Continue to maintain and expand it. Public transportation is a win for most people once they give it a chance and get used to the schedules and pickup/drop off locations.

n/a

One of the reasons I chose to live in Roseville is because of their great transit system

I live in the Westpark /Fiddymment Farms area and I don't recall seeing any bus lines.

Living in the Roseville Heights neighborhood, the nearest bus stops to me are a mile in either direction, would love to see one within this neighborhood. Until then I will only use Arrow.

Need more busses on Blue Oaks heading to Mall

As people age in Sun City Roseville some should no longer be driving. There are no bus stops within the community to get seniors to shopping or Dr offices etc.

Retirees don't really drive that much.

The public transportation in Roseville is of excellent quality.

Need to connect the existing multi use trails to have more continuous safe routes for bicycles and walking

Need closer stops and map times

More bike rack friendly areas near shopping areas. The green cross walks are great! It would be great if we could add a color to all bike lanes running along roads. It may make riders more visible. It would be great to have like a few holiday buses that could run between the mall, the shopping center across the street where Barnes and Nobles is and then another drop off in shopping center with Whole Foods and perhaps Costco. It could be used as a donation of 2 canned food items instead of a charge for riding. This could take place between day after Thanksgiving until Christmas Eve. It would be a great promotion for the bus system and donation of canned foods as we head into winter. Just a thought.

Public transportation is difficult to navigate and requires a lot of planning. Maybe an app that will map the route so I can know which transportation method would work for me including where to catch the bus, when it will be there, how long the ride will be, any transfers, etc. I shouldn't have to use schedules and know every route just to get from A to B.

The train noise and pollution are exhausting and terrible for our health. I know it is some public transportation, but it could be more enjoyable to live near and see. Many bus stops are in the sun or filled with homeless.

Mail out fliers to homes showing available routes and times to encourage usage

I'll continue to use my car for as long as I'm able to safely do so.

I experience hazardous driving with people trying to navigate through roundabouts.

Safer bike lanes and connecting trails would increase my travel by bike.

The Game Day Express is a great service and very affordable. It would be nice to add a similar service to other events in Sacramento which would give residents a better alternative than driving or Uber/Lyft.

More frequent service, later evening and early morning service, Sunday service please, direct service to the airport

Add a route to light rail

Keep improving bike trails, connecting bike trails, safe bike trails, more bike trails and most of all. And please add more BikeLink™ eLockers at grocery stores, downtown Roseville & shopping centers

As a European.... the bus service is just not convenient to use as a regular service, I was just in the UK where I used the bus regularly to get where I needed. example, I live near Petes restaurant, and used to work on Washington (opposite ends of roseville parkway). to get there I had to take 3 buses, with connections that didn't hit, taking a few hours, and walking nearly a mile, I can walk it in just over an hour. get rid of the multiple transit stations, that you have to transit between put routes where people need to go, make it easier to ride.....

Californians are wedded to their cars, so you have to help any bus trip hit a quotient of cool. For example, advertise to a neighborhood an event in old Roseville on a certain day and time as a way to alert them they can do it at ANY point in time and to familiarize them with routes and stop locations.

I have a 16 year old son that will never be able to drive. The public transportation is lacking in our area.

Please extend the free e-shuttle that services Old Town farther into Roseville heights. It misses my street by a couple of blocks

Affordable access

More frequent trips and bus stops may make it more accessible tor those who don't drive yet to move around in the city

When I had a need to use the M line years ago, it worked perfectly because I got on at Pleasant Grove and Kennerleigh and got off at Stanford Ranch Home Depot. I found the round trip excursion flawless. With cost of transportation going up, it makes sense to market public transportation to certain demographics that may find value and safety in public transit. The challenge of course is to first educate potential riders then have them experience it. Maybe come with a way to get folks to try it once to see how efficient and safe it can be.

I realize it's a challenge to provide transportation in a region that wasn't designed to have high-density population areas. With everyone spread out, it's difficult to create high-use routes. This means that transportation options have to go hand-in-hand with zoning and development decisions that create high-density pockets. Otherwise, we'll all just continue to use our cars because we're so spread out and work in so many different places.

Transit is a major upgrade, especially for youth and the senior communities.

I'm glad that it is available in case I might need to use it.

The drivers are valued individuals who provide a great service. What is the city doing to promote public transit? Would the city ever consider making dedicated "bus only" lanes during highly congested traffic times for the buses that experience traffic congestion? That could be a possibility of raising more funds for public transit by issuing fines for car drivers who use the lanes during rush hour traffic. Thank you.

We should focus on repairing roads and more bike lanes.

I would consider it more but many of my trips are for shopping-not sure how carrying packages on public transit would work. I live in sun city and volunteer at placer spca on Tahoe Ave. I would consider public transit if I could get there relatively quick - not a lot of stops enroute.

Looking forward to the dry creek east trail. I will do more errands on my bike if I don't have to share the road with distracted drivers.

I think it's imperative to offer transportation to people who don't have or can't afford it. I LOVE that trails are being built and connected and will ride my bike on and use them more when complete.

Dedicated bike paths separate from the roadways would be great. Something to consider as E-bikes are very commuter friendly

I have been impressed with seeing the number of disabled people that I know using the services for pick up and drop to appointments, activities, etc. This is a something I am happy to see is important to our community.

Does the Roseville have an app like Sacramento RT does? For real-time tracking, routes and planning. If not, it should.

Seek more public input that may help develop updated plans to increase ridership & system efficiency

more info about the small vans/ buses would be great for my mother

Widen the roads!!

My son goes to Sierra College. The bus route is so circuitous that it would take him over 90 mins to go what takes him 15 mins to drive. He would take the bus if it were closer to 30 or 40 mins.

Make it safer for bikes.!! bike lanes with physical barriers between bike and cars. bike lanes next to car lanes on 6 lane roads is not safe ie galleria & ROSEVILLE PARKWAY intersection

I put my trust in the people who plan and develop the transportation system for our city. Whatever they suggest, I think will benefit us all.

If there was an airport shuttle I might consider using it, but not sure if that would make sense for a city offering.

more routes

As a lifelong resident of Roseville, it's absolutely sad to see a once great city become the new bay area 2.0. Everyday tasks such as grocery shopping have turned into a half day event due to the heavy traffic. The reckless driving and lack of traffic enforcement has made it even worse. Baseline Road is now a speedway and cars/motorcycles with their modified exhaust systems can be heard resonating throughout the neighborhoods at all hours of the night. For the safety and quality of life of the residents, I implore the city to do something.

Thanks for providing the service to those in need.

Would use the bus if a stop was closer to where I live.

I am impressed by new call for transit service but have not used it.

There should be multiple stops along Washinton, E. Rsvl Pkwy, Pleasant Grove. There's no stops within 1-1/2 miles of my home near 2 major cross streets!

We need safer bike routes?

Airport service needed including early and late flights

I'm happy to know there are good options for me when I can't drive many more

It seems like a great service for people unable to drive or walk to get where they need to go. I'm a senior with knee issues and just can't stand outside in the heat waiting for a bus!

Waste of \$\$\$\$

Try partnering with large businesses in Sacramento to expand service reach

Won't consider when it is over two hours to go from fairgrounds to the mall. About three miles.

Don't waste our tax payer dollars upgrading to the "flavor of the month". First diesel next natural gas and now ev. What's next...STOP IT ALREADY!

I would use it for work but it doesn't come early enough or run late enough in my neighborhood. I live off east rsvl parkway and pleasant grove.

Would love an alternative to commute to Davis that is faster and more direct than Amtrak! Plan to work there and not move (love Roseville!!) for 4-5 more years.

Took Capital Corridor Amtrak train from Roseville station to Bay Area last month!

I suspect more convenient stops, comfortable benches/shade, and shorter rides might encourage people who lack personal transportation to ride.

I don't know about the transit system. I am planning on taking my son to things like concerts in San Francisco and am uncomfortable driving there. Ride services for events or to major locations would be great.

Would love to see more hype around the charging station going in at the Galleria. It's so cool and not many people know about it!

I live off of Washington and Blue oaks which is completely cut off from transit despite being close to both the Fairway shopping areas, The Galleria Shopping areas AND down town/Old town. At a minimum it makes no sense for the S route to run all the way down Industrial skipping the neighborhoods across Washington. Have the bus move over to freedom way, and then either still continue down to Pleasant grove. OR turn on to Roseville Parkway at Washington. The L route could also be extended Up Washington to Blue Oaks for example. Further, with the eminent opening of the bridge over the railroad at Roseville Parkway, it would make sense to have a bus that ran from blue oaks and Fiddymont(or even west park) to Roseville parkway and blue oaks. Then down Roseville parkway and on to Galleria or even all the way to Douglas. This would help reduce traffic and could induce public transportation to and from employers at the HP campus sight.

Wish you we're connected to BART

I have encouraged students to use it to get around town.

I think public transportation is important for the indigent population, even though I don't use it.

Roseville has become a nightmare to drive in anymore.

I think the system is great for our city. Extended weekend hours to westpark would allow my teenagers to bus to work.

You don't come out far enough into Westpark. And I'd like to do everything online like order a connect card and fill it.

I have lived in Roseville for 13 years and don't know much about the public transportation options.

It's nice to have busses for people that need them

I come from the island of Oahu, which has the best bus system. One transfer or less to anywhere on the island. I work in transit funding, so I get the issues with more frequent bus service, but it's a doom loop. I bought my kids (teens) bus passes for the summer, but they've never used it because it is so inconvenient and long just to go from west park to the mall. I don't know what the answers are, but roseville transit is not useful for the young adults. It seems to be ok for commuters, but anyone else must plan for at least an hour or more even for a short bus trip.

Safety is important. Physical and cleaning of the bus itself.

More frequent service to downtown Sacramento would be greatly appreciated, specifically from the Saugstad station. My work now has me in office 2x/week and I need this service please!

We don't need any more tax payers money invested or promoting the use of public transit. Please leave it as it is and just maintain it's cleanliness and prevent users from littering.

Doesn't go anywhere near the stores I frequent.

More dedicated walking/biking trails.

As long as I can drive I will. Prefer not to stand in the heat or the cold and the rain for however long it takes for a bus to show up.

I would love to see Roseville residents able to rely more heavily upon public and alternative transportation. Drivers are not cautious about bicyclists, especially in downtown and Main St. Maybe someday we could close off some streets to allow bicycles and pedestrians and non-car public-centered spaces. Bring back Covid dining downtown, only bigger! Cars have their place, but maybe not everywhere. Thank you for your forward thinking considerations. We're getting closer!

Teach Seniors how to use Roseville's transportation including bus,dial a ride, and any other services you provide.

Instead of buses, would it be cheaper just to give current riders an Uber gift card each month?

I haven't had to use it yet but my parents did when they couldn't drive anymore and loved it and it's getting to point where I might have to use it because of medical reasons.

Light rail to down town?

I don't use public transportation because 1) I am unfamiliar with the bus routes, 2) I don't know where to easily access the bus routes and the schedule 3) I am fearful of getting on the wrong bus and ending up somewhere I don't want to be and being stranded and unsure how to get back to my destination 4) I have no idea what it costs to ride the bus. I would be more likely to use public transportation if I received something in the mail about the bus transportation. Instead of the city spending money on a quarterly update of how much more electricity I use than all of my neighbors (which angers me instead of making me want to conserve) I would prefer more detailed information about the bus routes and schedules.

It would be helpful if transportation better coordinated with neighboring cities in the county. We have a family friend who finds it very difficult to travel from Rocklin to Roseville with some public transportation services.

It rarely takes me where I need to go in a timely manner. I've been driving a coworker to work since Uber or Lyft were how she had to go if no one could take her. It cost a large portion of her salary. I don't know if the demand would justify the expense but am in favor of a more robust public transit system. I prefer it when I go to San Francisco and sometimes use it to get into Sacramento.

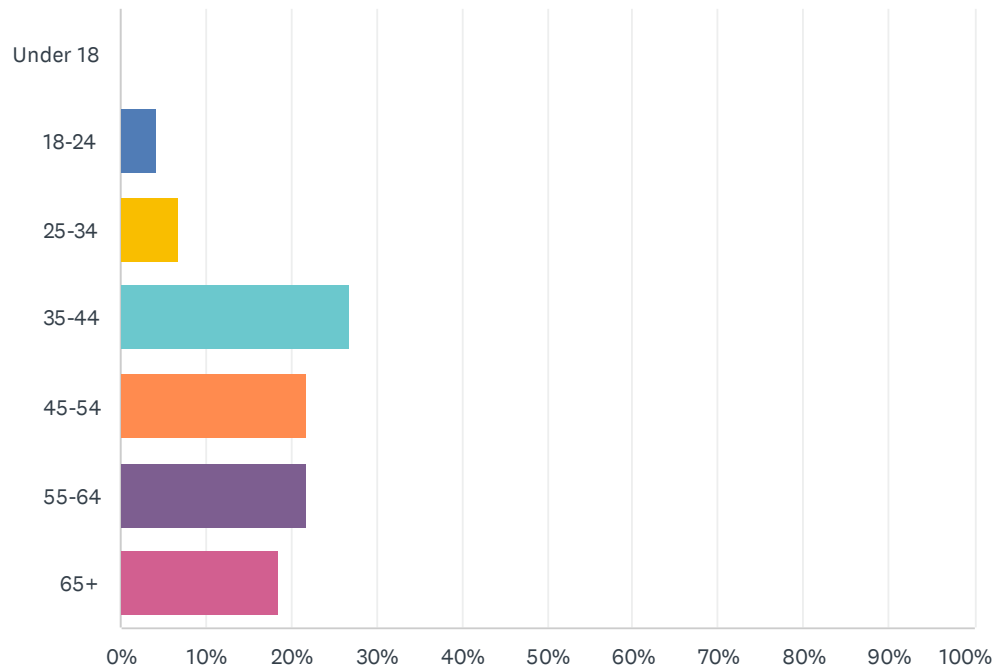
I really don't know much about the public transit so making it more known for to the general public would be a good thing

Please improve the bike paths and bike lanes- especially since e-bike is popular now.

Would love to have the buses be every 30 min like the A and B routes. Once an hour is hard for me because if I miss one I have to wait another hour. Also,the D bus going towards Foothills and Junction maybe make it 6:15 from the downtown. I depend on the bus since I don't drive am a Senior as well.

Q1 Please select your age group

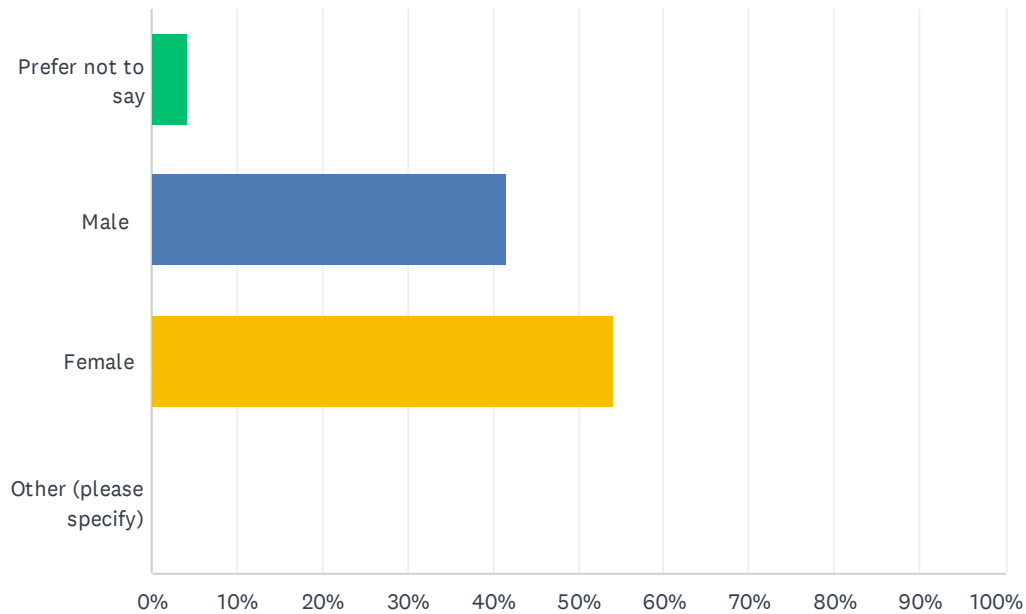
Answered: 119 Skipped: 1



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	4.20%	5
25-34	6.72%	8
35-44	26.89%	32
45-54	21.85%	26
55-64	21.85%	26
65+	18.49%	22
TOTAL		119

Q2 What is your gender identity?

Answered: 120 Skipped: 0

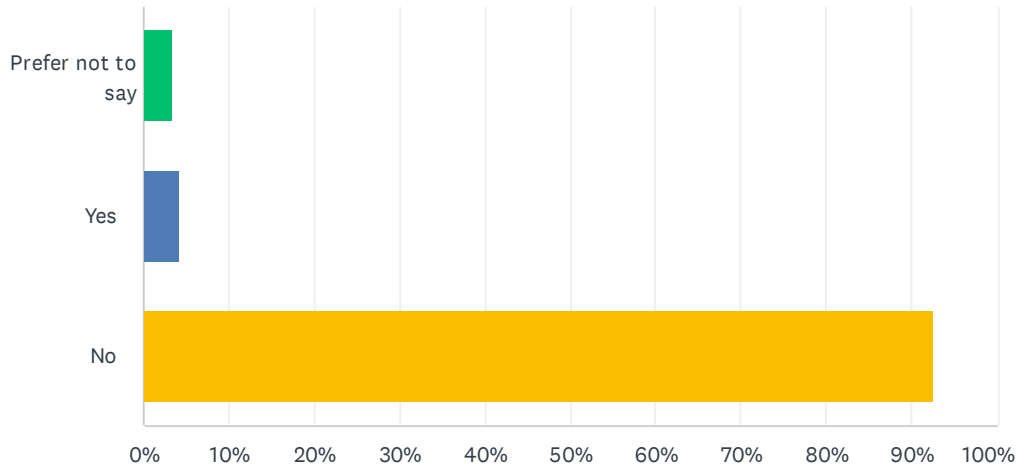


ANSWER CHOICES	RESPONSES	
Prefer not to say	4.17%	5
Male	41.67%	50
Female	54.17%	65
Other (please specify)	0.00%	0
TOTAL		120

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q3 Do you have any disability or health condition that affects your ability to use public transit?

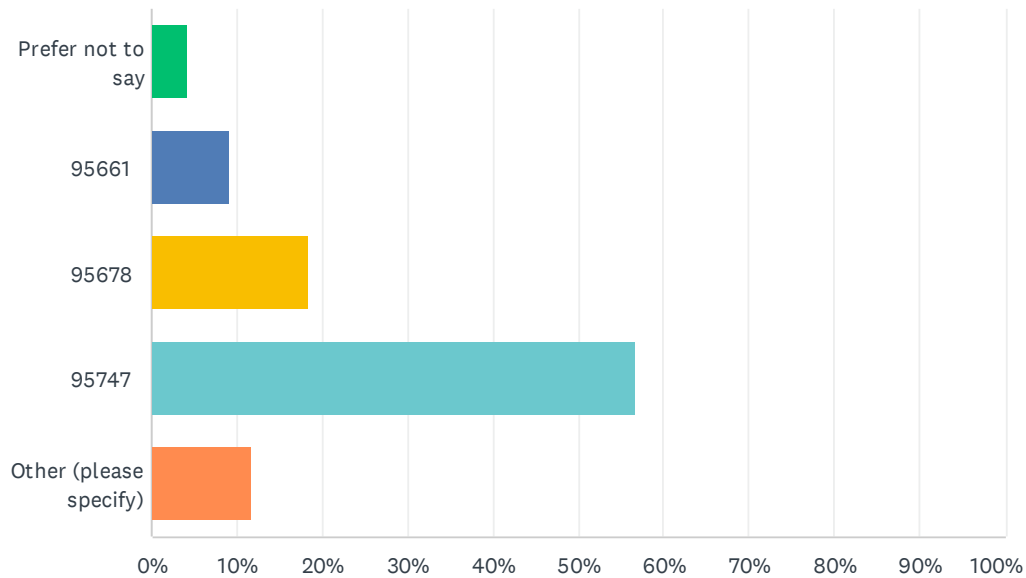
Answered: 119 Skipped: 1



ANSWER CHOICES		RESPONSES	
Prefer not to say		3.36%	4
Yes		4.20%	5
No		92.44%	110
TOTAL			119

Q4 What is the five-digit zip code of your primary residence?

Answered: 120 Skipped: 0



ANSWER CHOICES	RESPONSES	
Prefer not to say	4.17%	5
95661	9.17%	11
95678	18.33%	22
95747	56.67%	68
Other (please specify)	11.67%	14
TOTAL		120

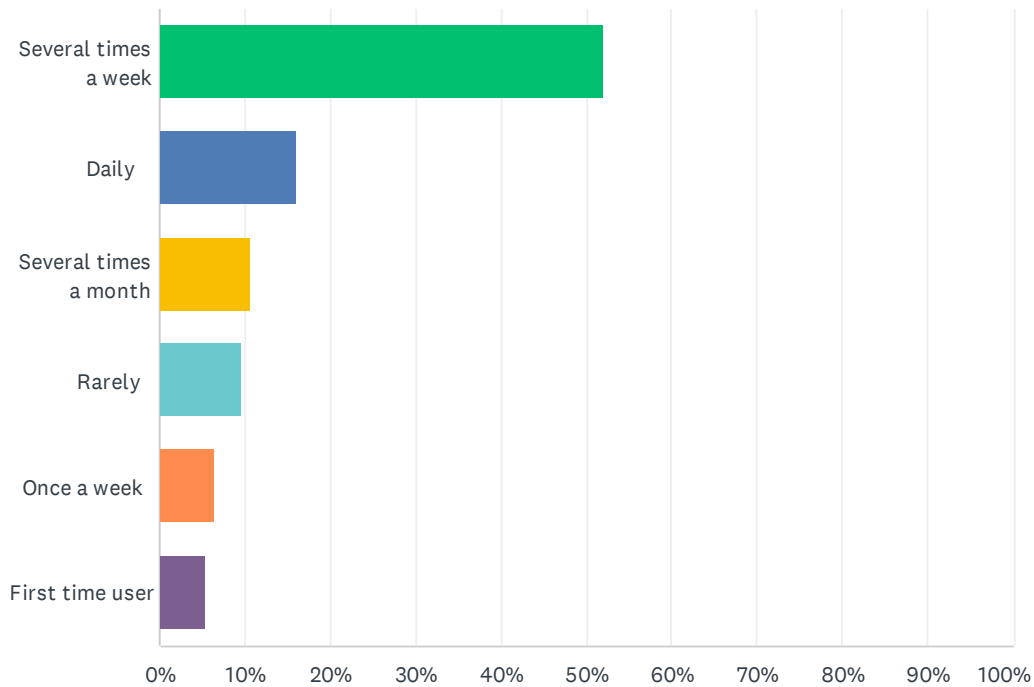
#	OTHER (PLEASE SPECIFY)	DATE
1	95621	5/24/2024 8:51 PM
2	95765	5/24/2024 6:20 PM
3	95746	5/21/2024 1:43 PM
4	95842	5/20/2024 7:50 PM
5	95765	5/15/2024 11:52 PM
6	95746	5/15/2024 7:15 AM
7	95648	5/14/2024 7:31 PM
8	95842	5/10/2024 10:21 AM
9	95765	5/10/2024 5:34 AM
10	95610	5/9/2024 5:19 PM
11	95746	5/9/2024 3:04 PM

Roseville Transit survey for current Commuter passengers

12	95678	5/9/2024 2:55 PM
13	95746	5/9/2024 12:40 PM
14	95843	5/9/2024 12:34 PM

Q5 How often do you use the Roseville Transit Commuter bus service?

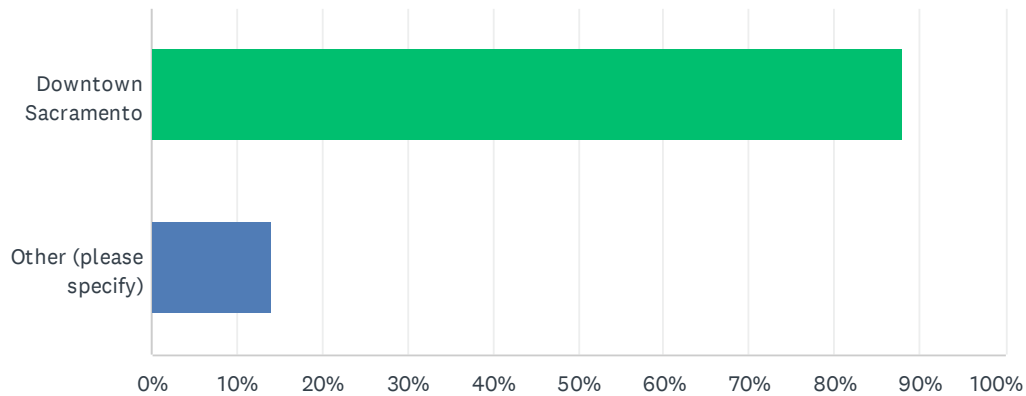
Answered: 94 Skipped: 26



ANSWER CHOICES	RESPONSES	
Several times a week	52.13%	49
Daily	15.96%	15
Several times a month	10.64%	10
Rarely	9.57%	9
Once a week	6.38%	6
First time user	5.32%	5
TOTAL		94

Q6 What is your usual destination when using the Commuter service?

Answered: 92 Skipped: 28

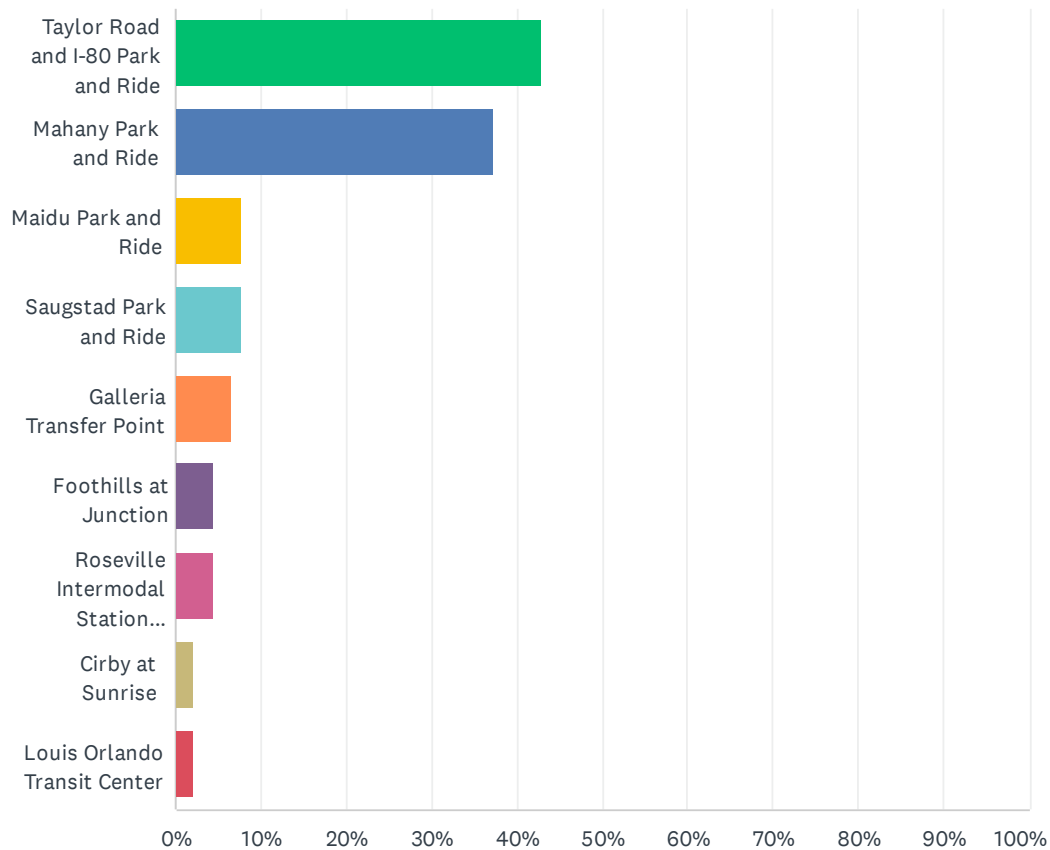


ANSWER CHOICES	RESPONSES	
Downtown Sacramento	88.04%	81
Other (please specify)	14.13%	13
Total Respondents: 92		

#	OTHER (PLEASE SPECIFY)	DATE
1	Richards Blvd	6/8/2024 12:49 AM
2	Only once	5/30/2024 7:47 PM
3	Auburn, CA	5/28/2024 6:53 AM
4	651 Bannon Street, Sacramento, CA	5/24/2024 12:49 PM
5	Amtrak	5/15/2024 7:17 AM
6	Grocery stores and malls	5/15/2024 7:16 AM
7	Richards Blvd	5/14/2024 1:56 PM
8	Work - Rocklin	5/13/2024 11:41 AM
9	7th Street and Richards Blvd	5/10/2024 6:10 AM
10	I never use the service and have no desire to use it.	5/9/2024 6:14 PM
11	City of Roseville. Kaiser.	5/9/2024 5:32 PM
12	I use to use it to travel to Sacramento. Would like to use it locally from the WestBrook Blvd area.	5/9/2024 1:45 PM
13	Roseville localities	5/9/2024 12:41 PM

Q7 From which location do you typically board the Commuter service?

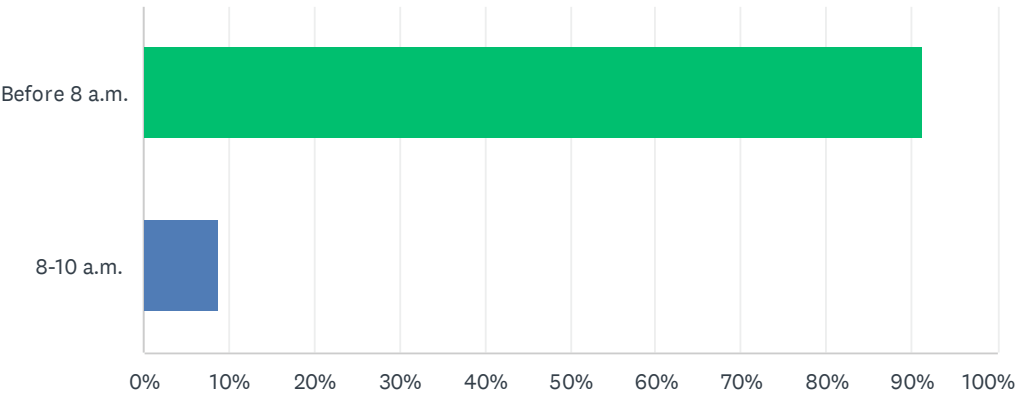
Answered: 91 Skipped: 29



ANSWER CHOICES	RESPONSES	
Taylor Road and I-80 Park and Ride	42.86%	39
Mahany Park and Ride	37.36%	34
Maidu Park and Ride	7.69%	7
Saugstad Park and Ride	7.69%	7
Galleria Transfer Point	6.59%	6
Foothills at Junction	4.40%	4
Roseville Intermodal Station (Amtrak)	4.40%	4
Cirby at Sunrise	2.20%	2
Louis Orlando Transit Center	2.20%	2
Total Respondents: 91		

Q8 What time do you usually board the bus in Roseville?

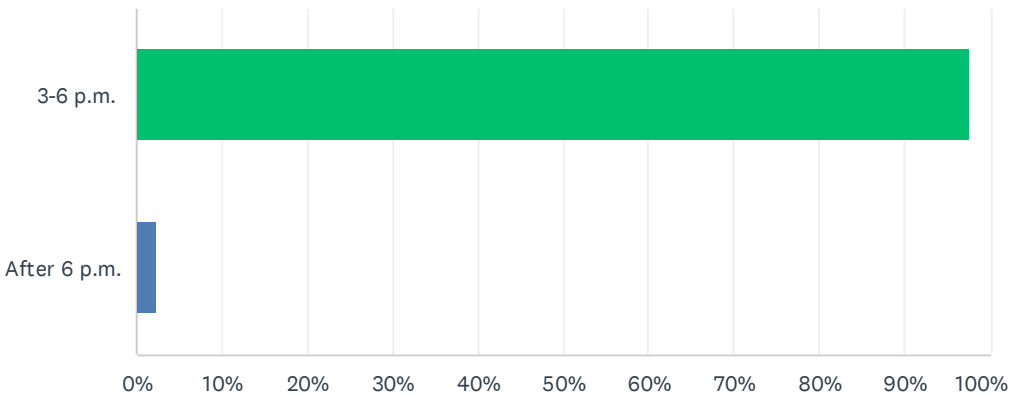
Answered: 91 Skipped: 29



ANSWER CHOICES	RESPONSES	
Before 8 a.m.	91.21%	83
8-10 a.m.	8.79%	8
TOTAL		91

Q9 What time do you usually depart from Sacramento?

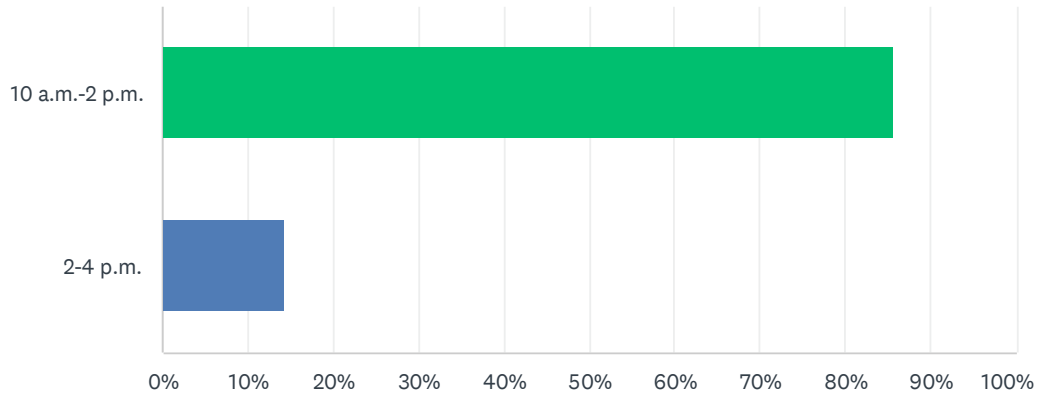
Answered: 88 Skipped: 32



ANSWER CHOICES		RESPONSES	
3-6 p.m.		97.73%	86
After 6 p.m.		2.27%	2
TOTAL			88

Q10 If additional departure times were added what time would you like to leave Roseville?

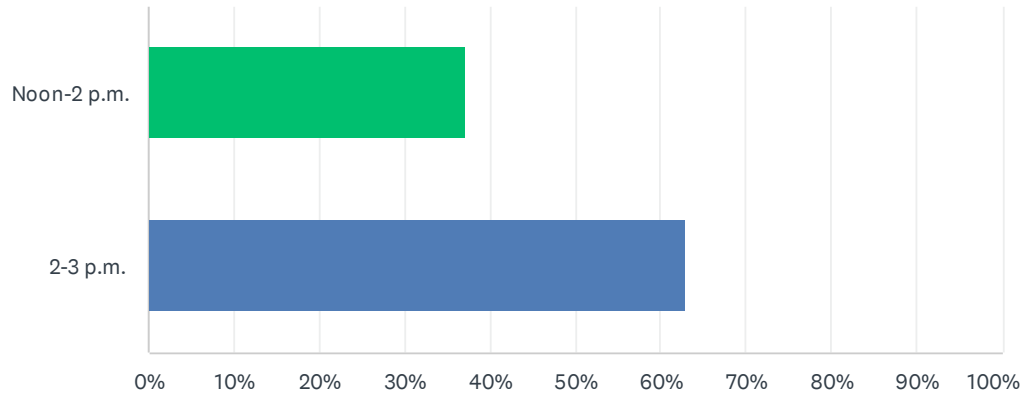
Answered: 49 Skipped: 71



ANSWER CHOICES	RESPONSES	
10 a.m.-2 p.m.	85.71%	42
2-4 p.m.	14.29%	7
TOTAL		49

Q11 If additional departure times from Sacramento were added, what time would like to leave Downtown Sacramento?

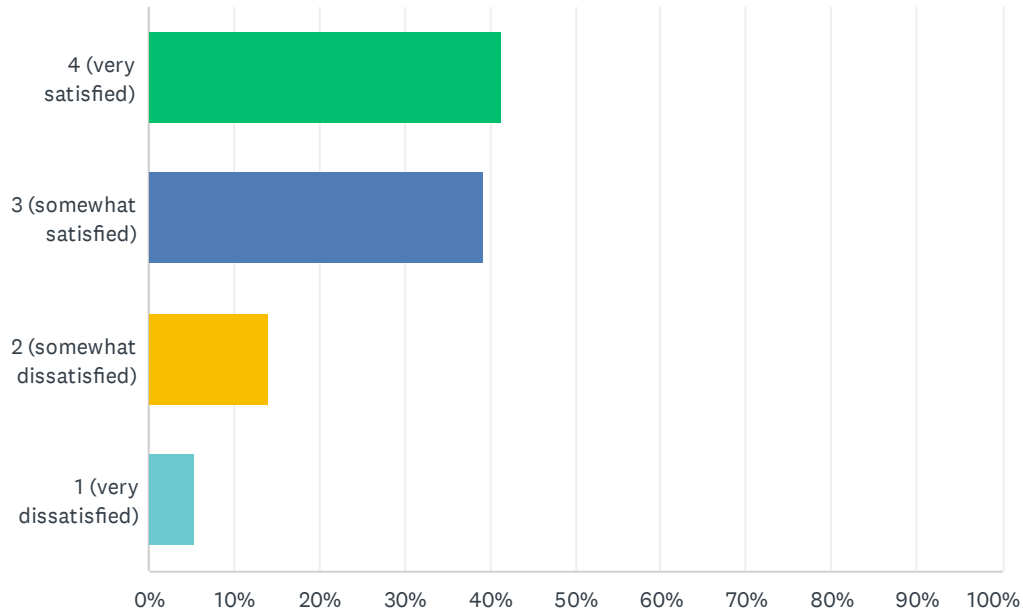
Answered: 62 Skipped: 58



ANSWER CHOICES	RESPONSES	
Noon-2 p.m.	37.10%	23
2-3 p.m.	62.90%	39
TOTAL		62

Q12 Overall, how satisfied are you with the Roseville Transit Commuter bus service?

Answered: 92 Skipped: 28



ANSWER CHOICES	RESPONSES	
4 (very satisfied)	41.30%	38
3 (somewhat satisfied)	39.13%	36
2 (somewhat dissatisfied)	14.13%	13
1 (very dissatisfied)	5.43%	5
TOTAL		92

#	PLEASE EXPLAIN YOUR RATING.	DATE
1	Bus no-shows, AC not working, lack of timely communications, uncomfortable seats, no free Wi-Fi.	6/14/2024 4:23 PM
2	Lack of drivers calling out stops, lack of notifications when buses are late or not showing. Yes, I'm signed up for notifications.	6/13/2024 9:41 PM
3	The combining of commuter PM 5 and 6 makes for a very long and crowded ride home	6/13/2024 8:04 PM
4	Drivers sometimes forget to stop at less popular bus stops. But if it's listed on the route they should always check for riders.	6/4/2024 8:49 PM
5	I don't commute enough to give my opinion	5/30/2024 7:47 PM
6	They are not on time. I have stopped taking them now and started using my old car. California being one of the largest economy in the world, highest taxes, and Public Transportation is a joke. Only people who don't have to be anywhere use it. No walkability in any city except San Francisco, no subways, no trains so you don't need to take your car everyday like in all other developed cities in the world. Why?? Who is stopping this? Big car dealerships or car mafia?	5/28/2024 6:53 AM

Roseville Transit survey for current Commuter passengers

7	Great service, clean. Much better than Sac lite rail	5/24/2024 8:54 PM
8	The morning route 1 was discontinued	5/24/2024 12:49 PM
9	I'm a new rider in the last couple of weeks. I'm required to work in the office on Thursday and Friday. Leaving Roseville one-time has been very consistent. Leaving downtown Sacramento on Thursday has been horrible. I know accidents happen on the road. Im hoping the transit alert can help. I just learned about it.	5/24/2024 12:37 PM
10	Expecting to have a bus from Santucci & Westbrook ave which starts around 7:30/ 8 am	5/24/2024 11:16 AM
11	Combining routes 5 and 6 has been difficult, buy overall I'm happy	5/22/2024 4:09 PM
12	It's getting too crowded on buses	5/22/2024 3:52 PM
13	It sure beats driving to Sacramento.	5/21/2024 1:46 PM
14	Route 5 and 6 combined too often	5/20/2024 9:58 PM
15	Bus leave Roseville late sometimes and does not pick up on time from Downtown Sac combining routes not good	5/20/2024 7:53 PM
16	I haven't used the commuter bus service in a few years but am preparing to do so again in the near future. My answers to this survey are based on my past experience.	5/20/2024 8:04 AM
17	drivers are great while we just sit and get to work on time!!!	5/16/2024 8:45 AM
18	very limited schedule	5/15/2024 7:17 AM
19	Need regular bus service locally around Roseville—not just for work but for leisure activities and shopping	5/15/2024 7:16 AM
20	Buses just don't show a LOT; Lack of more routes	5/14/2024 10:03 PM
21	Better communicate on bus changes, not showing at schedule time	5/14/2024 7:36 PM
22	I expect it to get busier given the 2 days back in office for State workers. I hope more busses will be added to better accommodate this eventual change.	5/14/2024 2:23 PM
23	I always get to work on time	5/14/2024 1:56 PM
24	More times are needed not only for the commuter but also for the local. For instance, Bus R leaves foothills at 5pm but most of the people that work in the are don't get off of work until 5 so they constantly miss the bus.	5/14/2024 1:14 PM
25	Previous Covid there was a commuter bus that arrived 9th & Capitol at 7:50 am. Can that be reinstated	5/14/2024 12:03 PM
26	Busses don't run late enough. Need to run until 7 pm, people work and need to get home.	5/13/2024 11:41 AM
27	it's frustrating to go to so many stops within Roseville before finally reaching Mahany. Basically, it takes as long to go thru all the roseville stops as it does to travel from Sac to Roseville	5/10/2024 12:01 PM
28	Lately the bus has been full to standing room capacity and have been late both morning and afternoon.	5/10/2024 10:32 AM
29	One time the pm route took almost 2 hours to get to Taylor Rd stop because the driver decided to to tour Roseville. Another several times the 6:55am route did not arrive and several times the 4:06pm route from Downtown also did not arrive	5/10/2024 10:26 AM
30	I loved riding the commuter bus when I worked at 8th and K, but now I'm at a state building off of Richards and am driving in unfortunately since there are no stops near my building.	5/10/2024 6:10 AM
31	We need to have a commuter service from Westbrook avenue soon (around 7:30 am bus)	5/9/2024 10:14 PM
32	Saves me time and parking fees and hassles	5/9/2024 9:47 PM
33	The morning bus at 6:40 (route 5) leaving Taylor is extremely unreliable.	5/9/2024 9:02 PM
34	Overall, it is a great service and the drivers are awesome, they're friendly and get to know the people that ride their buses. On occasion, there are buses that don't show up or show up late which gets me to work late or gets me home late in the evening. The missing buses also leads	5/9/2024 7:38 PM

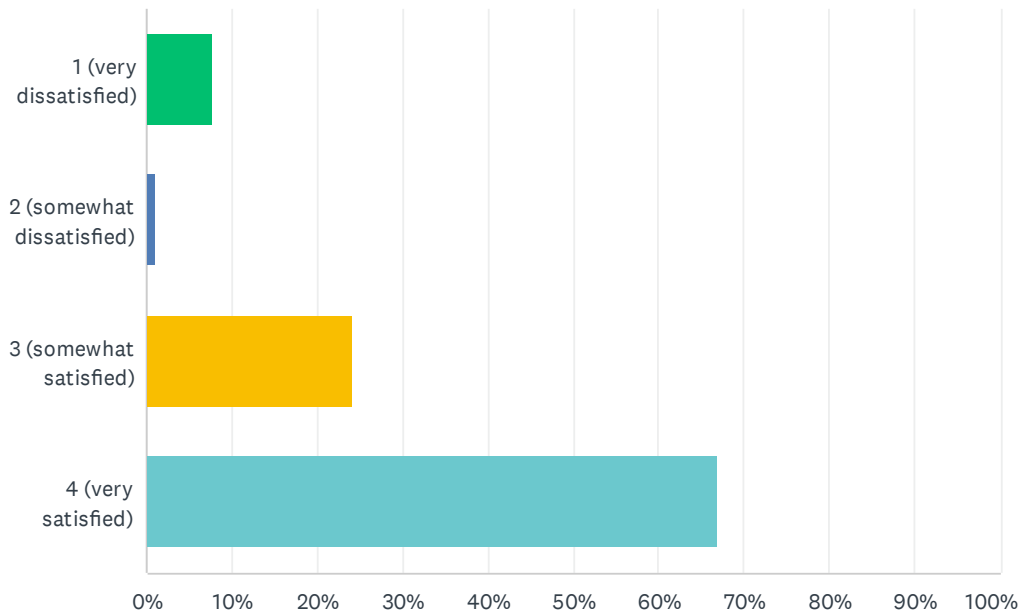
Roseville Transit survey for current Commuter passengers

to overcrowding in the bus, a problem which I think is going to increase as more state workers are sent back to the office. I'm afraid people will get frustrated with the late times or crowding and will stop taking the bus altogether which would lead to less bus availability.

35	It is not a cost justifiable service that tax payers should fund.	5/9/2024 6:14 PM
36	buses are too cold and smell of exhaust fumes. I	5/9/2024 5:24 PM
37	The bus tracker rarely works and busses are not showing up lately.	5/9/2024 3:46 PM
38	Bus tracker often doesn't work. Older busses are loud and windows let in cold air. AC on new busses either blow warm or blizzard. B you have to wear a freaking coat when the AC is on.	5/9/2024 3:12 PM
39	Clean and quiet	5/9/2024 3:06 PM
40	It's great service, which is really comfortable. It's convenient, fast and let me spend less on my transportation.	5/9/2024 2:58 PM
41	Busses are insanely inconsistent. Busses don't show up when expected, creating large cues, confusion, and tension among riders. There is rarely communication from the city on when busses arent showing up, or if they do make a post on twitter, its usually an hour or two after the bus was supposed to arrive. This needs to be addressed ASAP because its unacceptable to be 25-40 minutes late to work with no other options.	5/9/2024 2:41 PM
42	Communication can be improved on when bus is late or cancelled.	5/9/2024 2:25 PM
43	Less stress of driving and parking downtown	5/9/2024 1:48 PM
44	Buses just don't show; Lack of more routes	5/9/2024 1:47 PM
45	Bring back 6:00am route	5/9/2024 1:35 PM
46	The steta employees are returning to work and the busses seem to be very full	5/9/2024 1:32 PM
47	Considering the mass expansion in West Roseville, the frequency of service at Mahany park and ride should be increased.	5/9/2024 1:30 PM
48	The last bus I take out of Downtown Sacramento is 5:30pm. It would be great if there's a later bus, 6pm and 6:30pm.	5/9/2024 12:58 PM
49	When the bus is late, it's kind of actually terrifying with the homeless situ	5/9/2024 12:56 PM
50	It is so convenient to ride the commuter bus when i have to travel downtown for work.	5/9/2024 12:52 PM
51	Need stop on blue oaks	5/9/2024 12:52 PM
52	It is late lately. We waited for 6:40 am bus in the windy morning. Bus came at 7:00am.Sometimes came at 6:55am. We need to be at work 7:30am. Late for work.	5/9/2024 12:41 PM
53	I would like to see more buses stop at Louis/Orlando intermodal stop, which is a transit hub for other buses.	5/9/2024 12:41 PM
54	More frequency and availability is needed.	5/9/2024 12:37 PM
55	The buses themselves are very comfortable, it's not a 4 due to a rather limited schedule	5/9/2024 1:45 AM

Q13 How satisfied are you with the cleanliness of the bus?

Answered: 91 Skipped: 29



ANSWER CHOICES	RESPONSES
1 (very dissatisfied)	7.69% 7
2 (somewhat dissatisfied)	1.10% 1
3 (somewhat satisfied)	24.18% 22
4 (very satisfied)	67.03% 61
TOTAL	91

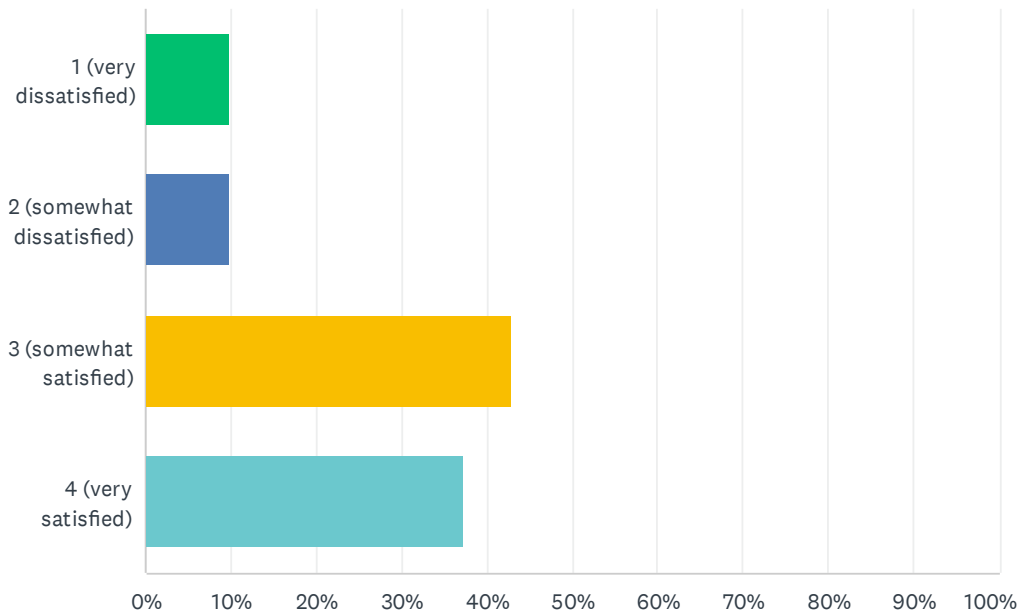
#	PLEASE EXPLAIN YOUR RATING.	DATE
1	How are we assured the seats are devoid of lice?	6/14/2024 4:23 PM
2	smells clean, looks clean	6/4/2024 8:49 PM
3	I am too new to say	5/30/2024 7:47 PM
4	Doubt seats have been cleaned much less cleared of bugs (lice) prior to seating?	5/14/2024 10:03 PM
5	I never have issues	5/14/2024 1:56 PM
6	ALWAYS EXCELLENT	5/10/2024 12:01 PM
7	The bus was always very clean.	5/10/2024 6:10 AM
8	Pretty good on a very regular basis	5/9/2024 9:47 PM
9	The bus appears clean.	5/9/2024 9:02 PM
10	Always spotless!	5/9/2024 7:38 PM
11	The exterior of the buses are filthy and disgusting.	5/9/2024 3:01 PM

Roseville Transit survey for current Commuter passengers

12	It's was never any issues with that	5/9/2024 2:58 PM
13	Busses are always clean.	5/9/2024 2:41 PM
14	I have not experienced anything negative on cleanliness	5/9/2024 2:25 PM
15	They are usually very clean. No smell, no bad stains on seats	5/9/2024 1:48 PM
16	Doubt seats have been cleaned much less cleared of bugs (lice) prior to seating?	5/9/2024 1:47 PM
17	the bus is usually very clean	5/9/2024 1:32 PM
18	The drivers and the buses are always tidy	5/9/2024 12:56 PM
19	Need to clean the windows	5/9/2024 12:52 PM
20	It's clean.	5/9/2024 12:37 PM

Q14 How satisfied are you with the timeliness of bus arrivals?

Answered: 91 Skipped: 29



ANSWER CHOICES	RESPONSES
1 (very dissatisfied)	9.89% 9
2 (somewhat dissatisfied)	9.89% 9
3 (somewhat satisfied)	42.86% 39
4 (very satisfied)	37.36% 34
TOTAL	91

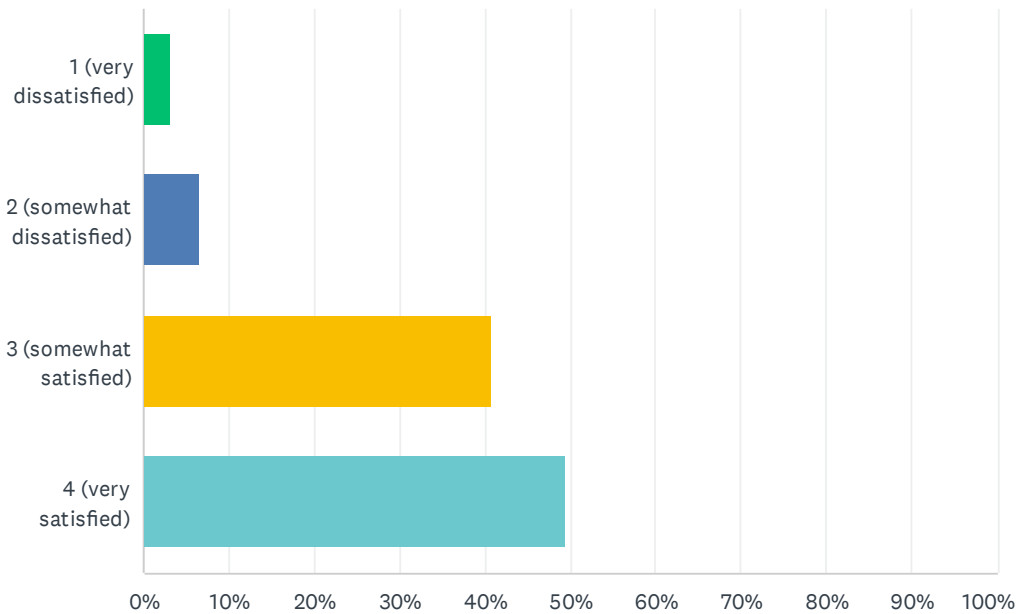
#	PLEASE EXPLAIN YOUR RATING.	DATE
1	No shows, untimely arrivals	6/14/2024 4:23 PM
2	Lack of notifications when a bus is going to be late or are not showing. Also the current app bus tracker isn't accurate like the older app.	6/13/2024 9:41 PM
3	Afternoon buses are frequently late getting into Sacramento, they should depart earlier from Roseville.	6/4/2024 8:49 PM
4	No comment	5/30/2024 7:47 PM
5	See #12	5/24/2024 12:37 PM
6	See above	5/20/2024 7:53 PM
7	PM bus #5 does not arrive????	5/16/2024 8:45 AM
8	No shows and late busses	5/14/2024 10:03 PM
9	Combined routes lead to full buses. Some have to stand	5/14/2024 7:36 PM
10	Always on time	5/14/2024 1:56 PM

Roseville Transit survey for current Commuter passengers

11	Sometimes they come early and they drive off immediately without waiting if anyone is arriving	5/14/2024 1:14 PM
12	Occasional bus break down.	5/13/2024 11:41 AM
13	morning are always on time but afternoons vary. Also, it is frustrating how FREQUENTLY the Route 5 and 6 buses are combined, resulting in crowded buses and extra stops.	5/10/2024 12:01 PM
14	Frequently late	5/10/2024 10:32 AM
15	Refer above	5/10/2024 10:26 AM
16	Sometimes the bus is cancelled but the tracker shows it's moving which needs correction	5/9/2024 10:14 PM
17	Always within a reasonable amount of time	5/9/2024 9:47 PM
18	The morning buses are often delayed. Afternoon buses are usually on time.	5/9/2024 9:02 PM
19	See earlier comment, buses are sometimes late or don't show up at all which can make getting places on time more difficult. Most of the time they are on time though.	5/9/2024 7:38 PM
20	Busses are often late or do not show up at all	5/9/2024 3:46 PM
21	#2 AM is hit and miss. Without a reliable Bus Tracker, have to leave work early to avoid missing #2 PM	5/9/2024 3:12 PM
22	Hugely inconsistent and rarely on the scheduled time. Almost always late if it shows up at all.	5/9/2024 2:41 PM
23	Commuter bus AM Route 8 was late several times and PM Route 5 was a no show. The PM route delays my arrival for another 25-30 mins as I have to catch PM Route 6, which has more stops.	5/9/2024 2:25 PM
24	Sometimes	5/9/2024 1:48 PM
25	No shows and late busses	5/9/2024 1:47 PM
26	Commuter 5 and 6 should run separately instead of being combined please.	5/9/2024 1:32 PM
27	Route 8AM is inconsistent.	5/9/2024 1:30 PM
28	It's not your fault, but the departure from Sacramento. Delays.	5/9/2024 12:56 PM
29	Late 20 mins	5/9/2024 12:41 PM
30	Sometimes drivers leave before the timed stop downtown. The timed stops exist so you know when to be at the next stop. If they come early, they leave people behind.	5/9/2024 12:41 PM
31	Leaving Roseville is OK in my experience, it's pickup in Downtown that seems more unreliable. The tracker app seems to be a must.	5/9/2024 1:45 AM

Q15 How satisfied are you with the comfort of seating?

Answered: 91 Skipped: 29



ANSWER CHOICES	RESPONSES	
1 (very dissatisfied)	3.30%	3
2 (somewhat dissatisfied)	6.59%	6
3 (somewhat satisfied)	40.66%	37
4 (very satisfied)	49.45%	45
TOTAL		91

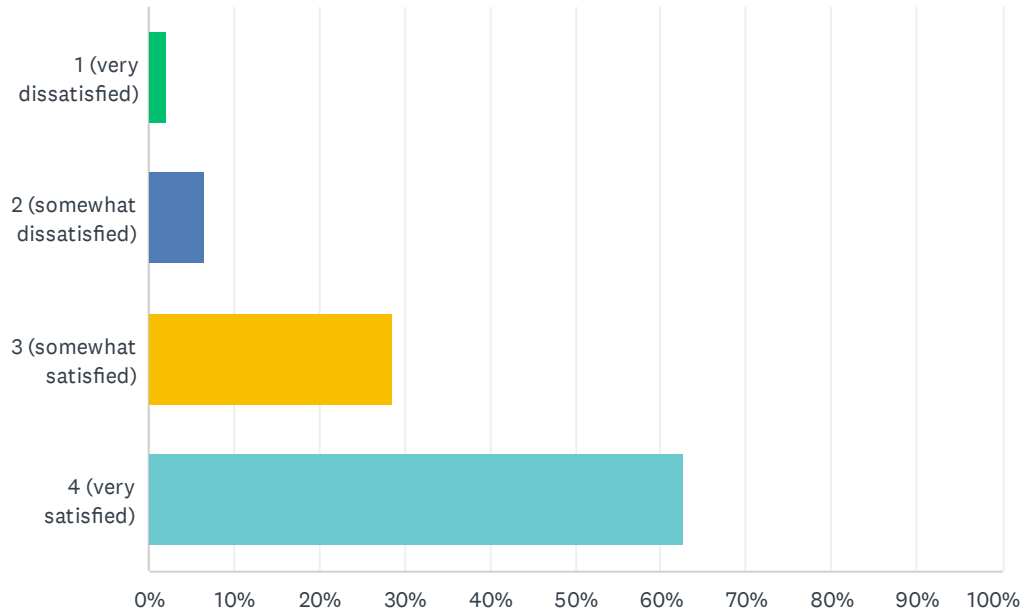
#	PLEASE EXPLAIN YOUR RATING.	DATE
1	Seats are too deep for anyone shorter than 5'10", thereby lacking back support	6/14/2024 4:23 PM
2	No comment	5/30/2024 7:47 PM
3	Older busses are more comfy	5/22/2024 4:09 PM
4	too crowded	5/22/2024 3:52 PM
5	Some buses are getting old	5/21/2024 1:46 PM
6	Seat pans are too deep big for people shorter than 5'10", ie; lower back pain is inevitable	5/14/2024 10:03 PM
7	Sometimes the seating is cramped when I have my large bag	5/14/2024 1:57 PM
8	Good	5/14/2024 1:14 PM
9	Been better since Covid but coming home was a nightmare previously... if you got on the last four stops it was standing room only	5/9/2024 9:47 PM
10	I get to the bus stop early so I am able to find seats.	5/9/2024 9:02 PM
11	Older buses seem to have more comfy seats but overall they're pretty good on the new buses	5/9/2024 7:38 PM

Roseville Transit survey for current Commuter passengers

	too.	
12	Busses can be freezing in Summer. Older busses have worn out seats. Newer busses have seats that are stiff.	5/9/2024 3:12 PM
13	It's pretty comfortable but a little bit stiff	5/9/2024 2:58 PM
14	Seats are narrow, and Im not overweight, yet feel cramped.	5/9/2024 2:41 PM
15	Seats that have ability to sanitize would be better than cushion seats.	5/9/2024 2:25 PM
16	Seats are wide enough and cushiony	5/9/2024 1:48 PM
17	Seat pans are too deep big for people shorter than 5'10", ie; lower back pain is inevitable	5/9/2024 1:47 PM
18	the bus is comfortable	5/9/2024 1:32 PM
19	some of the arm rest doesn't work	5/9/2024 12:45 PM
20	The seating in the older buses are much more comfortable than the new buses.	5/9/2024 12:41 PM
21	I hate the seats on the new buses	5/9/2024 12:39 PM

Q16 How satisfied are you with availability of parking at Park and Ride locations?

Answered: 91 Skipped: 29



ANSWER CHOICES	RESPONSES	
1 (very dissatisfied)	2.20%	2
2 (somewhat dissatisfied)	6.59%	6
3 (somewhat satisfied)	28.57%	26
4 (very satisfied)	62.64%	57
TOTAL		91

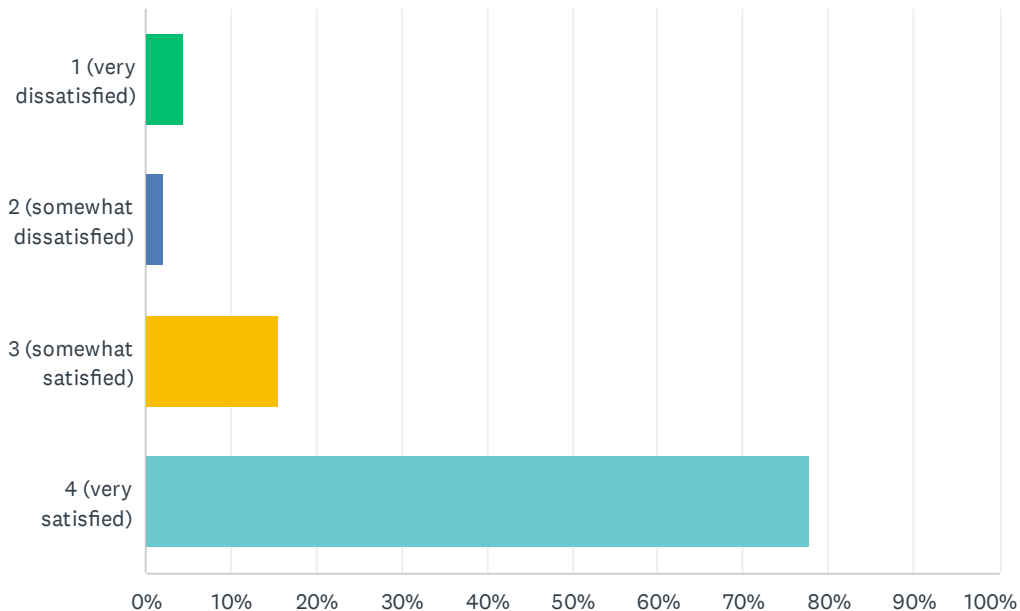
#	PLEASE EXPLAIN YOUR RATING.	DATE
1	Would be nice to have a stop at/near Plsnt Grove Blvd & Rsvl Prkwy.	6/14/2024 4:23 PM
2	During the summer at Taylor and i-80 at the sunsplash parking lot there is almost no parking and getting out is troublesome.	6/13/2024 9:41 PM
3	Need more in west Roseville	5/28/2024 10:33 PM
4	Plenty of parking at Taylor Road in the morning	5/21/2024 1:46 PM
5	Love the sunsplash parking lot	5/16/2024 8:45 AM
6	No issues	5/14/2024 1:57 PM
7	Good	5/14/2024 1:14 PM
8	Easy. And close to my kids school so I can get them easily and on time.	5/9/2024 9:47 PM
9	Summer months at the Taylor park and ride are problematic with trying to leave the lot in the afternoon. Sunsplash closes at 5:00 pm. which is when commuters are also arriving. So people are leaving the park along with commuters. It's a mess!	5/9/2024 9:02 PM

Roseville Transit survey for current Commuter passengers

10	Two shelters at Taylor /80 confuses people and is has wasted space in the rain. Should be one long shelter with partial wall on the bus side.	5/9/2024 3:12 PM
11	Its fine.	5/9/2024 2:41 PM
12	Always spaces available.	5/9/2024 2:25 PM
13	There seem to be enough spaces	5/9/2024 1:48 PM
14	No shade. Why aren't the trees growing?	5/9/2024 1:47 PM
15	Taylor has plenty of parking except in the summer when kids are at Sunsplash	5/9/2024 1:32 PM
16	I've had my truck broken into and things stolen 2x.	5/9/2024 12:56 PM
17	Need stop on blue oaks near to wood creek	5/9/2024 12:52 PM
18	There is always plenty of nice shady parking at Saugsted Park.	5/9/2024 12:41 PM
19	More parking is needed	5/9/2024 12:37 PM
20	I don't use the parking lot, I walk to my stop	5/9/2024 1:45 AM

Q17 How satisfied are you with the ease of payment and fare options?

Answered: 90 Skipped: 30



ANSWER CHOICES	RESPONSES
1 (very dissatisfied)	4.44% 4
2 (somewhat dissatisfied)	2.22% 2
3 (somewhat satisfied)	15.56% 14
4 (very satisfied)	77.78% 70
TOTAL	90

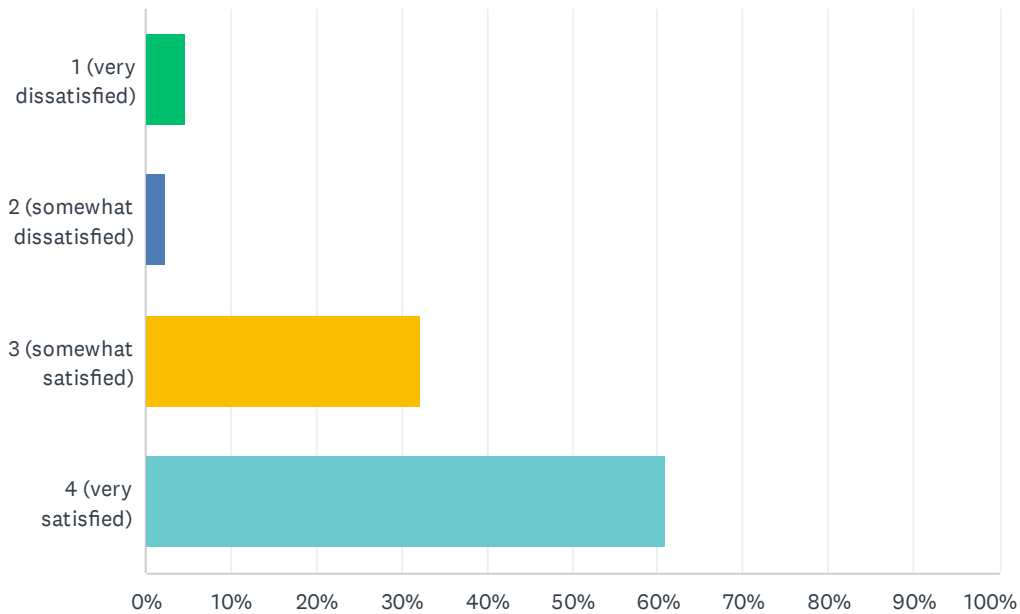
#	PLEASE EXPLAIN YOUR RATING.	DATE
1	I wish the Resident Commuter Monthly pass was available to load on the Connect Card.	6/4/2024 8:49 PM
2	No comment	5/30/2024 7:47 PM
3	Provide more digital payment options	5/16/2024 12:10 AM
4	Connect Card	5/14/2024 1:57 PM
5	An e-pay would be very much appreciated for people who want to use their debit card/phone to pay	5/14/2024 1:14 PM
6	Easy.	5/9/2024 9:47 PM
7	I use connect and it works great. People who still use the paper cards often have problems. Not sure why they don't get discontinued.	5/9/2024 9:02 PM
8	Only because of connect card	5/9/2024 3:12 PM
9	State employees ride for free.	5/9/2024 2:41 PM
10	Card reader always works.	5/9/2024 2:25 PM

Roseville Transit survey for current Commuter passengers

11	The connect card is great	5/9/2024 1:48 PM
12	I purchase my bus pass online through Connect Card and it's very easy	5/9/2024 1:32 PM
13	Like the Connect card.	5/9/2024 12:56 PM
14	I just buy a 30-day pass and swipe it.	5/9/2024 12:41 PM

Q18 How satisfied are you with the customer service?

Answered: 87 Skipped: 33



ANSWER CHOICES	RESPONSES
1 (very dissatisfied)	4.60% 4
2 (somewhat dissatisfied)	2.30% 2
3 (somewhat satisfied)	32.18% 28
4 (very satisfied)	60.92% 53
TOTAL	87

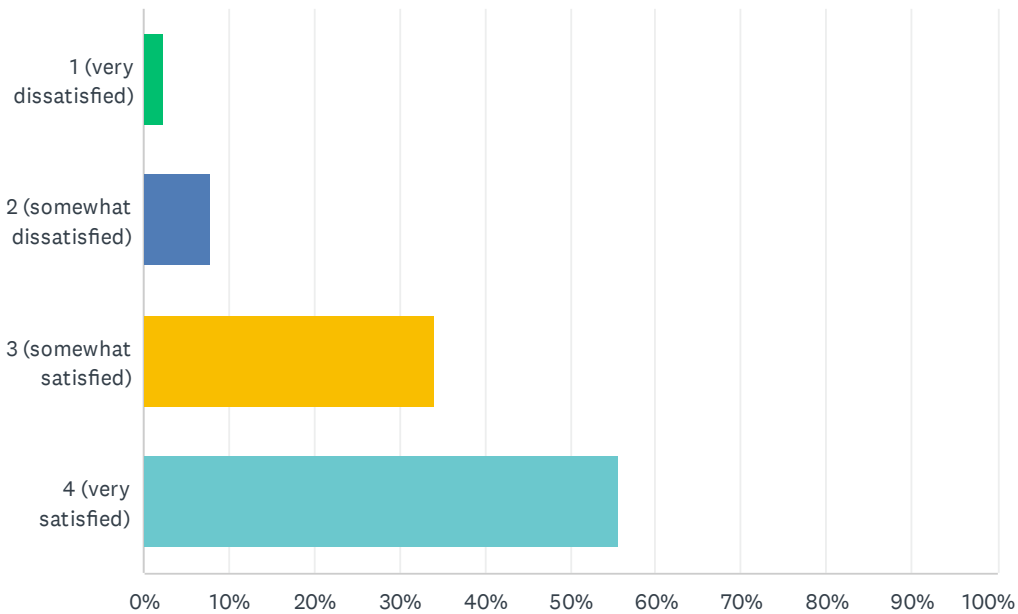
#	PLEASE EXPLAIN YOUR RATING.	DATE
1	No comment	5/30/2024 7:47 PM
2	Online info cam be spotty	5/22/2024 4:09 PM
3	Always friendly and professional	5/14/2024 1:57 PM
4	Good	5/14/2024 1:14 PM
5	Any time I've needed help I've gotten it in a timely manner.	5/9/2024 9:47 PM
6	Most drivers are polite and friendly	5/9/2024 9:02 PM
7	When I've tried to call dispatch to check on a bus running late it was outside of their business hours so I wasn't able to get ahold of anyone.	5/9/2024 7:38 PM
8	You can't get them on the phone and city staff don't return or acknowledge email.	5/9/2024 3:12 PM
9	Bus drivers are always friendly. Communication from the city is bad/doesn't exist.	5/9/2024 2:41 PM
10	The bus drivers are always friendly.	5/9/2024 2:25 PM
11	No complaints	5/9/2024 1:48 PM

Roseville Transit survey for current Commuter passengers

12	Whenever I have contacted customer service, it's been good	5/9/2024 1:32 PM
13	I call whenever we think a bus might have missed stopping at Saugsted, and the dispatcher always checks. If so, they send another bus or a minivan.	5/9/2024 12:41 PM

Q19 How satisfied are you with the safety measures in place?

Answered: 88 Skipped: 32



ANSWER CHOICES	RESPONSES	
1 (very dissatisfied)	2.27%	2
2 (somewhat dissatisfied)	7.95%	7
3 (somewhat satisfied)	34.09%	30
4 (very satisfied)	55.68%	49
TOTAL		88

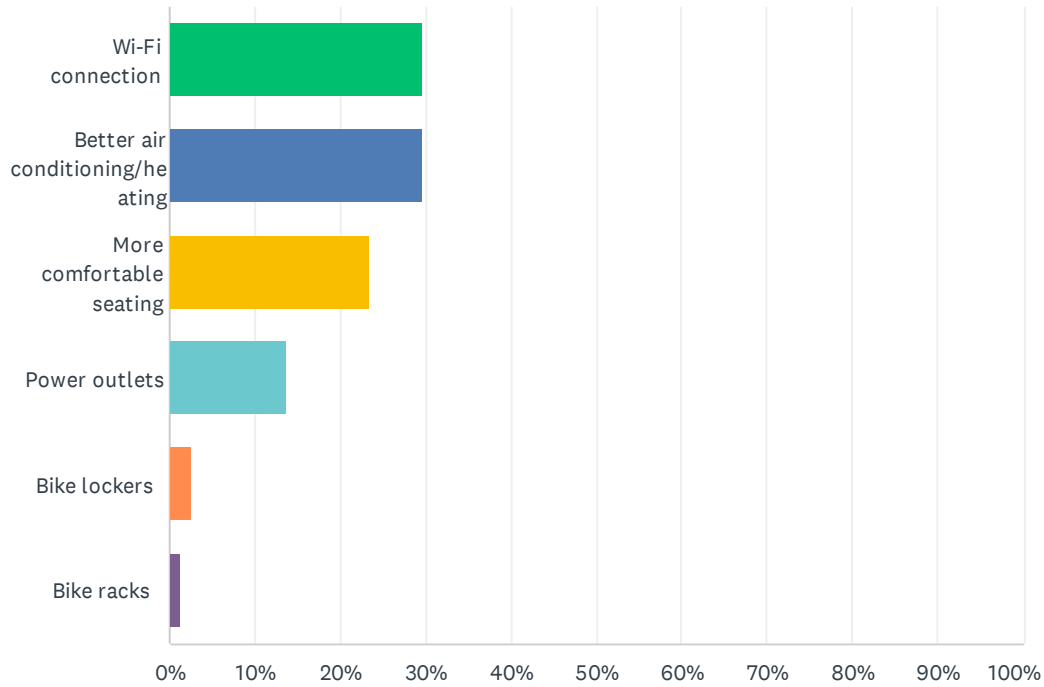
#	PLEASE EXPLAIN YOUR RATING.	DATE
1	No comment.	5/30/2024 7:47 PM
2	What safety measures?	5/14/2024 10:03 PM
3	No Issues	5/14/2024 1:57 PM
4	Good	5/14/2024 1:14 PM
5	Always feel safe riding these buses.	5/9/2024 7:38 PM
6	I don't like the homeless living/hanging out at the stop benches.	5/9/2024 6:14 PM
7	I dont know.	5/9/2024 2:41 PM
8	Drivers wait till riders are seated before moving.	5/9/2024 2:25 PM
9	No complaints	5/9/2024 1:48 PM
10	What safety measures?	5/9/2024 1:47 PM
11	I am not aware of many safety measures but I feel fairly safe on the bus	5/9/2024 1:32 PM

Roseville Transit survey for current Commuter passengers

12	I am not familiar with existing safety measures.	5/9/2024 1:30 PM
13	Seriously. The homeless in Sacramento and the vehicle break ins keep me from wanting to commute by bus.	5/9/2024 12:56 PM
14	I have no idea what they are, but I'm sure they are fine.	5/9/2024 12:41 PM
15	The other day a man got onto the bust when we were headed back to Roseville. And right before we got to Roosevelt, he rushed up to the front vomited on one of the bench seats. Pete on the floor then took off his shoes and laid down to sleep on the bench seat. I wish there was some way that the drivers could deny access to someone who does not appear to be in their right mind, or appears to be dangerous.	5/9/2024 12:38 PM
16	I never noticed there was any apart from cameras... but since I never felt unsafe on a commuter bus I suppose it's okay?	5/9/2024 1:45 AM

Q20 Which amenities would you like to see improved or added on the Commuter service?

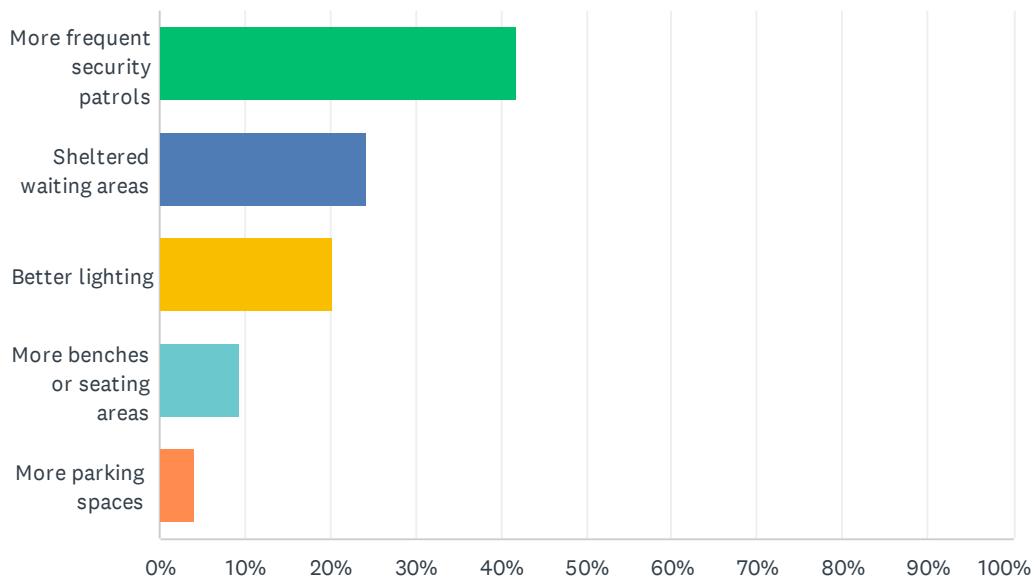
Answered: 81 Skipped: 39



ANSWER CHOICES	RESPONSES	
Wi-Fi connection	29.63%	24
Better air conditioning/heating	29.63%	24
More comfortable seating	23.46%	19
Power outlets	13.58%	11
Bike lockers	2.47%	2
Bike racks	1.23%	1
TOTAL		81

Q21 What additional amenities or services would you like at the Park and Ride locations?

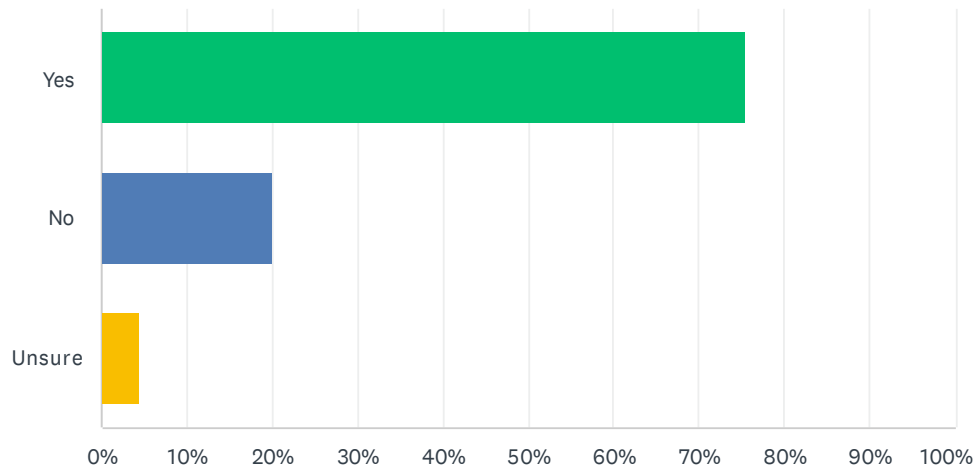
Answered: 74 Skipped: 46



ANSWER CHOICES	RESPONSES	
More frequent security patrols	41.89%	31
Sheltered waiting areas	24.32%	18
Better lighting	20.27%	15
More benches or seating areas	9.46%	7
More parking spaces	4.05%	3
TOTAL		74

Q22 Has your employer implemented a hybrid or work-from-home policy?

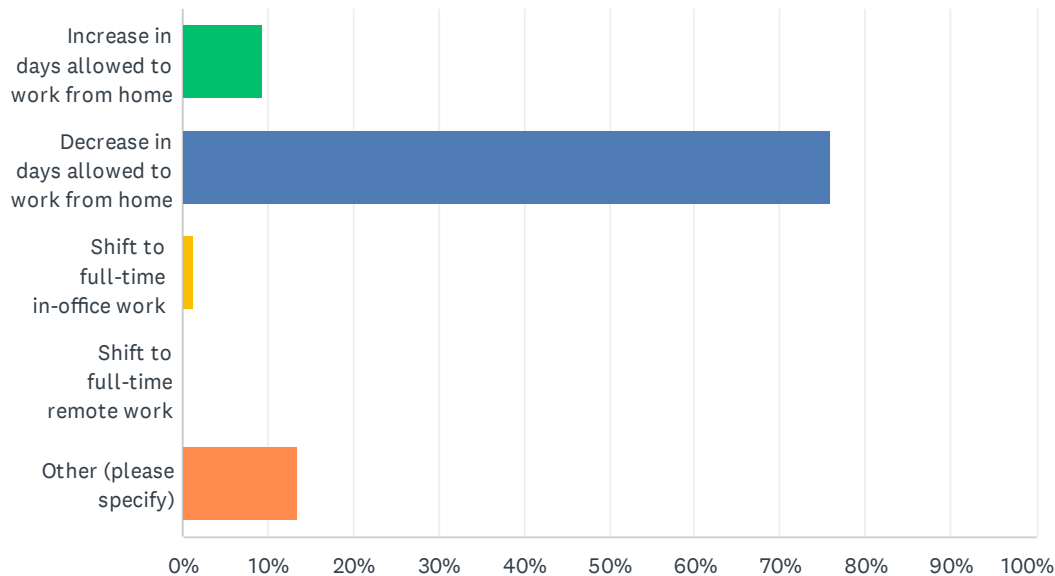
Answered: 90 Skipped: 30



ANSWER CHOICES	RESPONSES	
Yes	75.56%	68
No	20.00%	18
Unsure	4.44%	4
TOTAL		90

Q23 If yes, what changes have been made to the policy recently?

Answered: 75 Skipped: 45

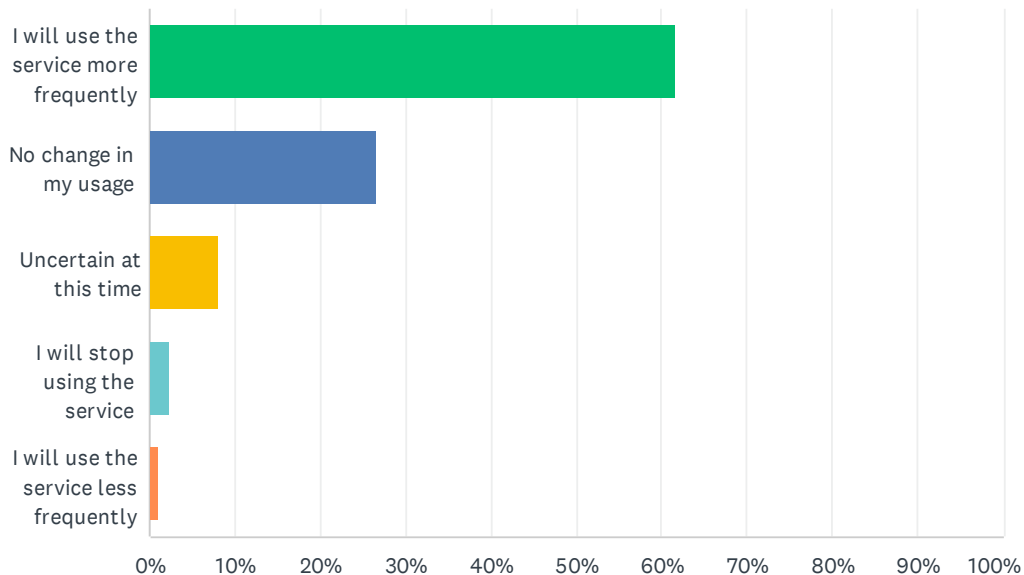


ANSWER CHOICES	RESPONSES	
Increase in days allowed to work from home	9.33%	7
Decrease in days allowed to work from home	76.00%	57
Shift to full-time in-office work	1.33%	1
Shift to full-time remote work	0.00%	0
Other (please specify)	13.33%	10
TOTAL		75

#	OTHER (PLEASE SPECIFY)	DATE
1	Moving to a new location that the Roseville commuter bus doesn't stop at.	5/24/2024 12:50 PM
2	From full time at home to 2 days in the office	5/24/2024 12:37 PM
3	Two days a week in the office	5/21/2024 1:46 PM
4	no changes to hybrid schedule	5/20/2024 11:45 AM
5	None	5/14/2024 1:14 PM
6	June 17 most state agencies are required to return at least two days back to the office. I'll be back in a regular commute schedule.	5/9/2024 9:48 PM
7	No changes. We have always been in office three days and continue to do so.	5/9/2024 9:02 PM
8	No WFH offered from our employer	5/9/2024 1:47 PM
9	Move to Richard's Blvd	5/9/2024 1:25 PM
10	We were mandated back into the office full time a year and a half ago.	5/9/2024 12:41 PM

Q24 How do you anticipate these changes affecting your use of the Commuter bus service?

Answered: 86 Skipped: 34



ANSWER CHOICES	RESPONSES	
I will use the service more frequently	61.63%	53
No change in my usage	26.74%	23
Uncertain at this time	8.14%	7
I will stop using the service	2.33%	2
I will use the service less frequently	1.16%	1
TOTAL		86

Q25 Any additional comments or suggestions for improving the Roseville Transit Commuter bus service?

Answered: 56 Skipped: 64

#	RESPONSES	DATE
1	Add new stop for Richards blvd/Township 9 area for new state building.	6/15/2024 11:11 PM
2	Shade for cars at park lots would be very nice. Newer buses, responding to emails.	6/14/2024 4:25 PM
3	Later hours for customer service or dispatch for when the last bus leaves downtown Sacramento.	6/13/2024 9:44 PM
4	With more RTO workers it would be nice to have previously retired routes return to reduce bus crowding and provide more options to get to/from downtown.	6/13/2024 8:06 PM
5	Add a stop on Richards Blvd	6/8/2024 12:50 AM
6	It would be nice to have a mobile app so we can receive real time updates regarding the bus for example delays and arrivals	6/6/2024 11:06 PM
7	Please provide service to New state office at Richard's blvd.	6/4/2024 8:39 AM
8	Might need to add more buses. MANY state workers will be going back on June 17 for at least 2 days	5/24/2024 8:56 PM
9	Add the earlier pick up route back that leaves from Roseville. Add a drop off/pick up route to downtown Sacramento near 651 Bannon Street	5/24/2024 12:54 PM
10	The Mahaney bus terminal is very dirty and full cobwebs. You can't sit. Recommend regular cleaning.	5/24/2024 12:38 PM
11	We need a commuter bus from Westbrook ave/Santucci Blvd starting 7:30 am /8 am	5/24/2024 11:17 AM
12	I'm overall happy. I really appreciate the professionalism of the drivers and I'm so happy to have this service available	5/22/2024 4:13 PM
13	Thank you for doing this	5/21/2024 1:46 PM
14	Add more bus and routes	5/20/2024 7:54 PM
15	M line should stop at the actual Manahey commuter bus stop. In addition, once Amtrak increases services in the next few years, better connections from West Roseville (Westpark) would be very beneficial.	5/20/2024 8:00 AM
16	More frequency of busses to Sacramento downtown	5/19/2024 12:22 AM
17	California state department is going to move several state agencies to new state government building at Richards Blvd (May Lee Building). It's expected that 8 Government agencies will be moved to this new building from June this year which includes my state department office as well. It will be greatly appreciated and helpful for state employees if new stop is added to Richards Blvd , N 7th street location.	5/16/2024 11:36 AM
18	Please have bus #1 pm go to Sunsplash parking lot!!!	5/16/2024 8:46 AM
19	none	5/16/2024 12:11 AM
20	Please keep the Game Day Express for Kings games. We love it!	5/15/2024 12:06 PM
21	Adding a stop in on Bannon street by Richard's my work will be moving there in a month and with more days required in office a stop there would benefit many people not just my department but several since four other departments from downtown will also be moving there.	5/15/2024 8:33 AM
22	Need local buses available for shopping and leisure activities around town because I'm developmentally disabled and don't drive	5/15/2024 7:18 AM

Roseville Transit survey for current Commuter passengers

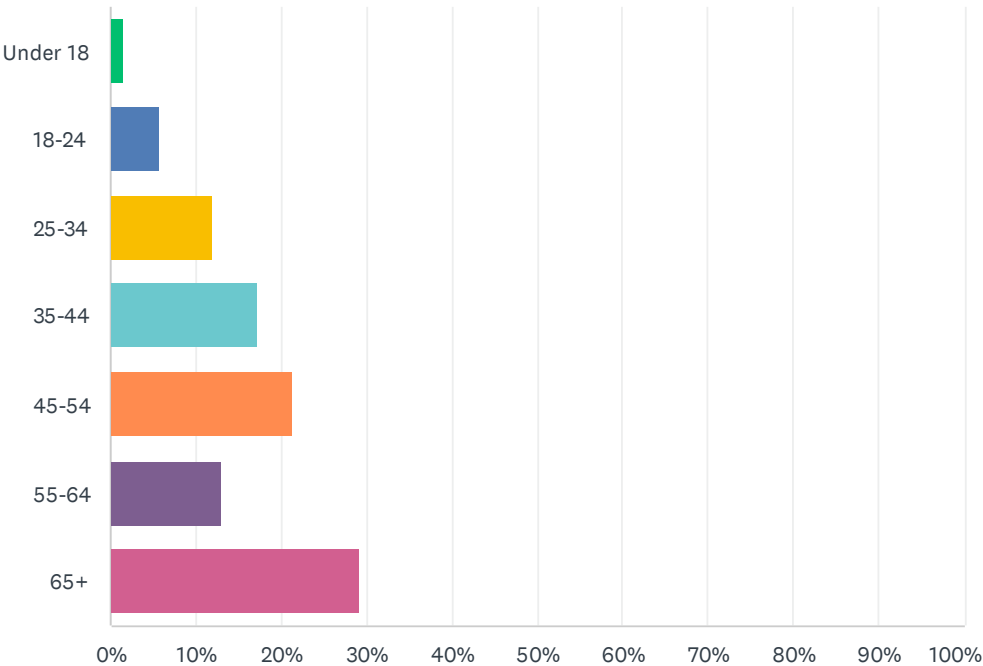
23	The lack of concern for the hundreds of commuters arriving at their destination timely is concerning. The lack of "Transportation Management" actually knowing the pulse of the needs of the City, knowing their job or satisfying the peoples' must be remedied.	5/14/2024 10:07 PM
24	More state workers in office two days a week. Middle of week Tuesday, Wednesday and Thursday need more commuter buses running	5/14/2024 7:38 PM
25	Nothing at this time.	5/14/2024 2:24 PM
26	I would like a bus to go to the May Lee State Office Complex	5/14/2024 1:58 PM
27	None	5/14/2024 1:14 PM
28	I catch the Route 9 bus in the morning. Since there are less commuters at Saugstad Park, is it possible to rearrange the stops? First Mahany Park Second Saugstad Park Third depart Taylor and I 80 at 7:23. This will hopefully allow us to reach the Sacramento downtown area before 8.00 am Thank you	5/14/2024 12:10 PM
29	Hopefully more bus schedules can be accommodated so departures from downtown to Roseville can be made between 12-2pm and more routes to Mahaney park	5/10/2024 10:33 AM
30	Add more bus and driver especially afternoon going home routes	5/10/2024 10:27 AM
31	Please add a stop at the new Richards Blvd state building complex (7th or 8th and Richards Blvd) so that I can ride the commuter bus again.	5/10/2024 6:12 AM
32	Please add another stop at Blue Oaks and Woodcreek Oaks, near the new Nugget	5/9/2024 11:33 PM
33	We need more commuter bus from west Roseville ... specially from Westbrook Ave . The last commuter bus can be starting around 7:45-8am. When commuter PM bus no 5 and 6 are combined many people have to travel standing. So, we definitely need a new bus route from upcoming new soccer park on Westbrook Ave to downtown Sac soon.	5/9/2024 10:21 PM
34	It's difficult to drop off kids at elementary school and be able to take the bus. Would be nice to see another option time wise to be able to drop them off at 7:30 and still get in a bus.	5/9/2024 9:50 PM
35	The tracker doesn't appear to track morning buses so we can't tell if a bus is delayed or not coming. I wish we could sign up for text messages when a bus will be combined with another route ahead of time in the morning. Better communication please.	5/9/2024 9:05 PM
36	Love the drivers	5/9/2024 8:41 PM
37	Would love for there to be buses that leave Sacramento later so I can get dinner or drinks with my coworkers before heading home. Even if it was only on Fridays or something. It would be awesome if the commuter buses Ran on weekends to get to downtown too, if I were to try and get downtown on the weekend on public transit it would literally take at least 2 hours.	5/9/2024 7:39 PM
38	If it does not pay for itself, it should be discontinued.	5/9/2024 6:16 PM
39	Provide a phone number to dispatch center that is not Placet Co transit. Fix Bus Tracker. Fix AC on new busses so the choices are not Sahara or Arctic.	5/9/2024 3:14 PM
40	Happy to have it	5/9/2024 3:06 PM
41	I would love if you add an additional route for example anything at 7:40 AM, 7:50AM or 8:00 AM from Mahany to Downtown Sacramento. Since I got to work pretty early, and It would be more convenient for me if I could get there around 9 am	5/9/2024 3:01 PM
42	An app? Something that clearly explains to riders what is going on? Stop using shitty twitter or facebook to communicate? Not everyone has social media.	5/9/2024 2:43 PM
43	Post on a webpage of actual real time bus schedule as bus gets cancelled or merged with another route.	5/9/2024 2:27 PM
44	Please add a stop near the new May S. Lee State Office Complex at Richards Boulevard and North 7th Street. There will be 7 state departments and more than 5,000 staff working at this facility, starting in 2024.	5/9/2024 1:57 PM
45	State employees are returning to work! We're already suffering Standing Room Only. Reinstate your original Routes and keep them running. INSTALL WiFi!	5/9/2024 1:49 PM
46	Please increase service to Westbrook Blvd, between Pleasant Grove and Blue Oaks. This	5/9/2024 1:47 PM

Roseville Transit survey for current Commuter passengers

	service needs to take users all the way to the Sun Splash parking lot.	
47	Any stops near 651 Bannon Street Sacramento. It's a new state Building.	5/9/2024 1:36 PM
48	Considering expanding service to Mahany location as west Roseville is greatly expanded in population.	5/9/2024 1:31 PM
49	It's a great service, but the homeless sleeping or ranting around the bus stops, the vehicle break ins, and the departure times from Sacramento really keep me driving, not on the bus. Your drivers are usually amazing and awesome, so thanks for that!	5/9/2024 12:57 PM
50	Need more stops	5/9/2024 12:52 PM
51	for drivers to ask if it's too cold or too hot	5/9/2024 12:46 PM
52	The buses are starting to get pretty crowded, especially the 5/6. Hoping they add the 8 route back in and wondering if it could stop at St Louis/Orlando before going out to Sunsplash. That is a transit hub but only the first bus stops there. The 7 route is perfect but sometimes one person will want to go to Maidu, which adds 40 minutes easily to going there and then to Saugsted. Not sure the ridership for Maidu justifies the time it takes for the bus to go out there and then head back to Saugsted and the shed. A few people live near Saugsted in Old Roseville and can walk to the bus but most have taken to driving all the way out to Sunsplash to avoid the trip out to Maidu and back up Douglas at rush hour.	5/9/2024 12:44 PM
53	Please on time	5/9/2024 12:41 PM
54	Tge air conditioning is freezing when it's on, and it seems like the drivers just either have it completely off, or blowing freezing air. Can't it be temperature controlled at all?	5/9/2024 12:40 PM
55	Always great service!!	5/9/2024 12:38 PM
56	One of the commuter lines serving Foothills/Junction in the evening is usually subject to combining with another route. Usually the agency is good about communicating this change, but a handful of times they didn't and only knew of the arrangement when the bus operator said it at the stop.	5/9/2024 1:47 AM

Q1 Please select your age group

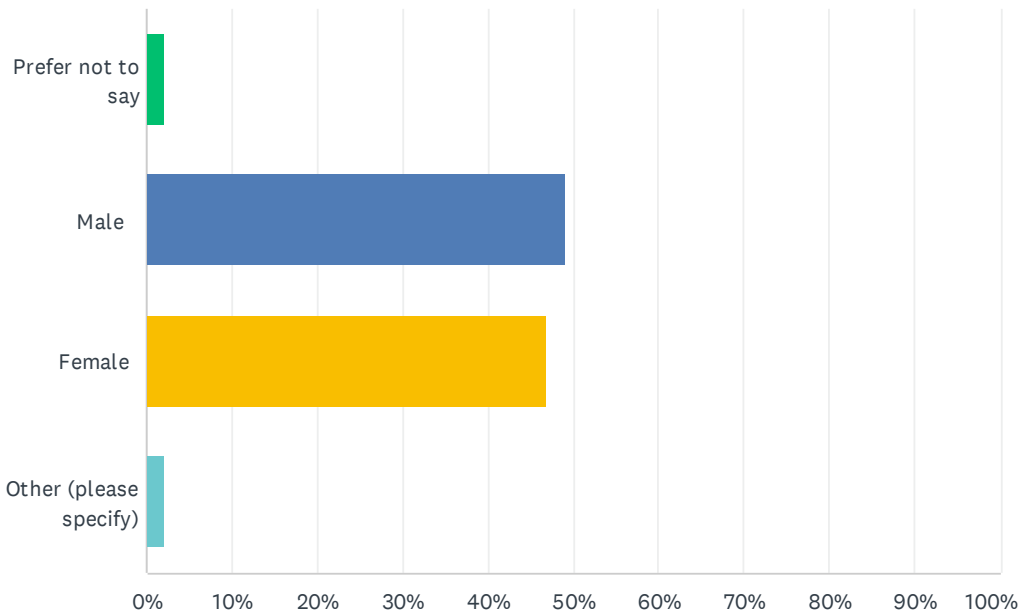
Answered: 192 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	1.56%	3
18-24	5.73%	11
25-34	11.98%	23
35-44	17.19%	33
45-54	21.35%	41
55-64	13.02%	25
65+	29.17%	56
TOTAL		192

Q2 What is your gender identity?

Answered: 192 Skipped: 0

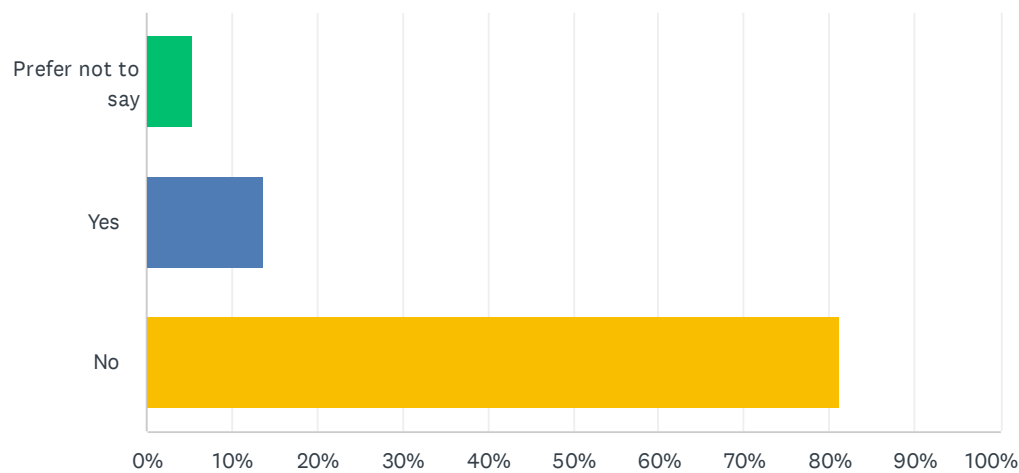


ANSWER CHOICES	RESPONSES	
Prefer not to say	2.08%	4
Male	48.96%	94
Female	46.88%	90
Other (please specify)	2.08%	4
TOTAL		192

#	OTHER (PLEASE SPECIFY)	DATE
1	Transwoman	3/23/2024 8:50 PM
2	Non-binary	3/18/2024 1:56 PM
3	There are only two genders	3/18/2024 12:05 PM
4	I'm a male. The only other one is female. Come on guys.	3/18/2024 9:15 AM

Q3 Do you have any disability or health condition that affects your ability to use public transit?

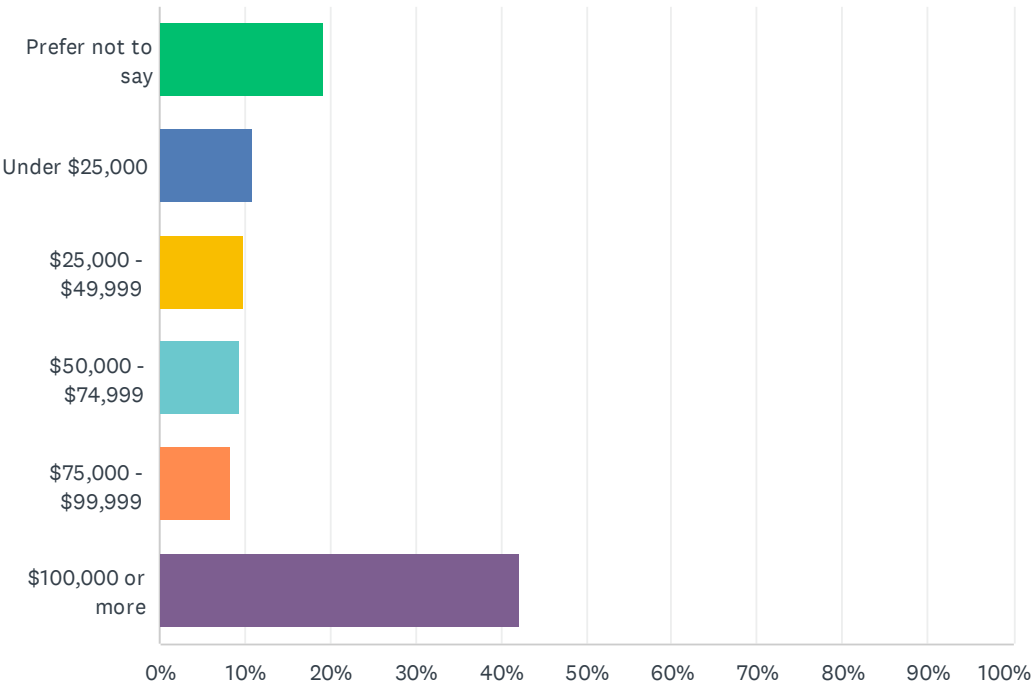
Answered: 191 Skipped: 1



ANSWER CHOICES		RESPONSES	
Prefer not to say		5.24%	10
Yes		13.61%	26
No		81.15%	155
TOTAL			191

Q4 What is your annual household income?

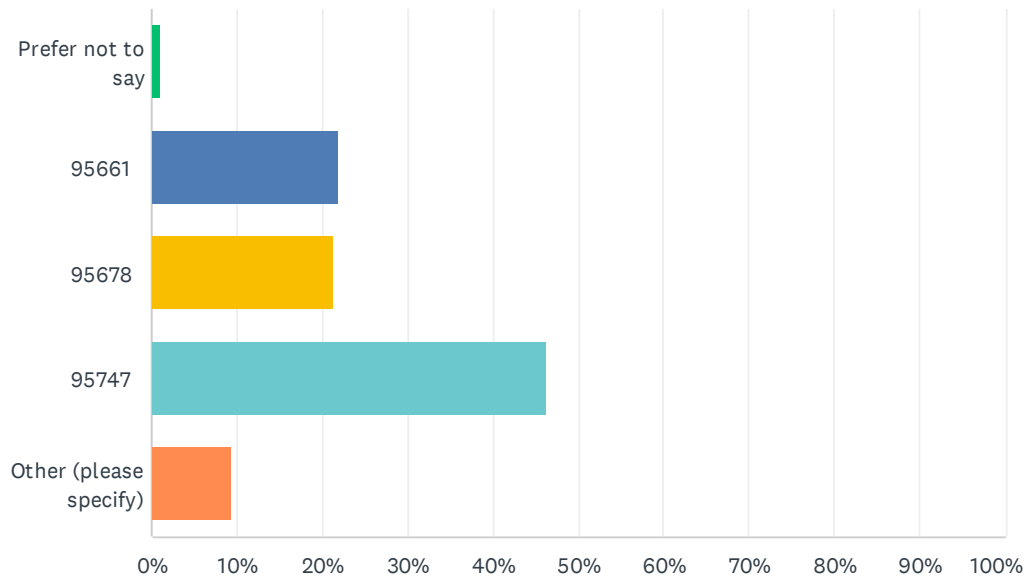
Answered: 192 Skipped: 0



ANSWER CHOICES	RESPONSES	
Prefer not to say	19.27%	37
Under \$25,000	10.94%	21
\$25,000 - \$49,999	9.90%	19
\$50,000 - \$74,999	9.38%	18
\$75,000 - \$99,999	8.33%	16
\$100,000 or more	42.19%	81
TOTAL		192

Q5 What is the five-digit zip code of your primary residence?

Answered: 192 Skipped: 0



ANSWER CHOICES	RESPONSES	
Prefer not to say	1.04%	2
95661	21.88%	42
95678	21.35%	41
95747	46.35%	89
Other (please specify)	9.38%	18
TOTAL		192

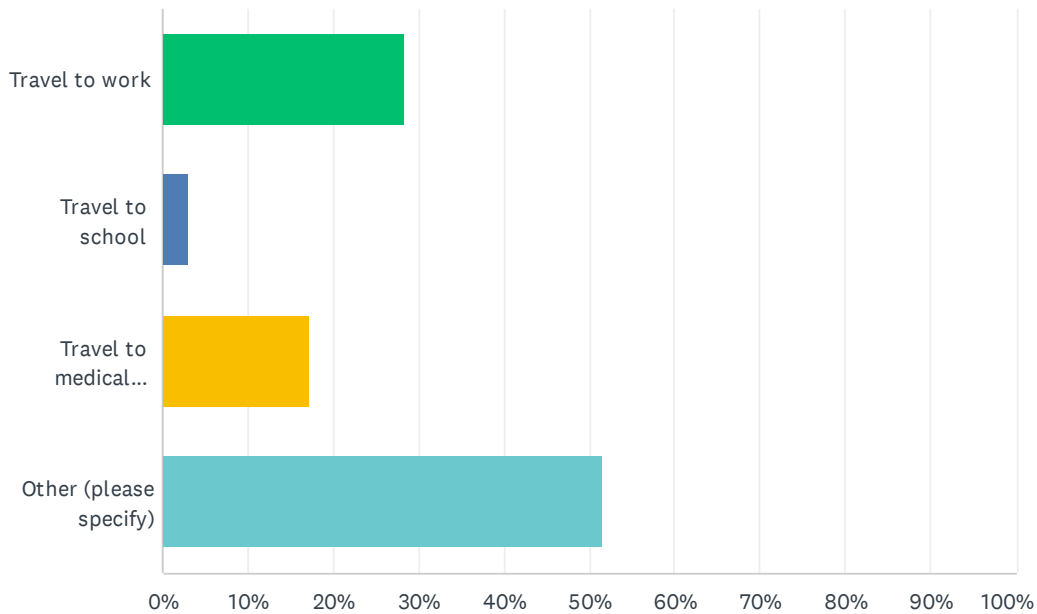
#	OTHER (PLEASE SPECIFY)	DATE
1	95765	4/11/2024 10:31 PM
2	95610	4/11/2024 5:44 PM
3	95746	4/11/2024 2:53 PM
4	95648	4/11/2024 1:40 PM
5	95713	4/5/2024 2:06 PM
6	95677	4/5/2024 11:29 AM
7	95603	4/5/2024 7:19 AM
8	55113	4/4/2024 8:19 PM
9	95628	3/27/2024 7:19 AM
10	29681 (I moved out of Roseville in 2021)	3/26/2024 1:46 PM
11	95677	3/20/2024 5:07 PM

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12	95765	3/18/2024 8:15 PM
13	95842	3/18/2024 4:19 PM
14	95969	3/18/2024 11:16 AM
15	95765	3/18/2024 9:39 AM
16	95746	3/18/2024 9:23 AM
17	95616	3/15/2024 2:09 PM
18	95765	3/6/2024 10:20 PM

Q6 What is the main purpose of your trip on Roseville Transit?

Answered: 99 Skipped: 93



ANSWER CHOICES	RESPONSES	
Travel to work	28.28%	28
Travel to school	3.03%	3
Travel to medical appointments	17.17%	17
Other (please specify)	51.52%	51
TOTAL		99

#	OTHER (PLEASE SPECIFY)	DATE
1	Post Office, Downtown, Library	4/19/2024 4:29 PM
2	Recreation	4/16/2024 12:43 PM
3	occasional	4/14/2024 1:41 PM
4	Travel for work, school, and personal enjoyment	4/11/2024 10:35 PM
5	play, e.g., restaurants, hiking trails	4/11/2024 5:47 PM
6	Travel around town shopping, school, etc.	4/11/2024 5:24 PM
7	Travel to shopping centers	4/11/2024 12:49 PM
8	Run errands and social events	4/11/2024 12:25 PM
9	Stores	4/11/2024 11:03 AM
10	None	4/11/2024 7:56 AM
11	Work, medical appointments, shopping	4/11/2024 12:30 AM

Roseville Transit survey for current Local, ADA Paratransit, and Arrow passengers

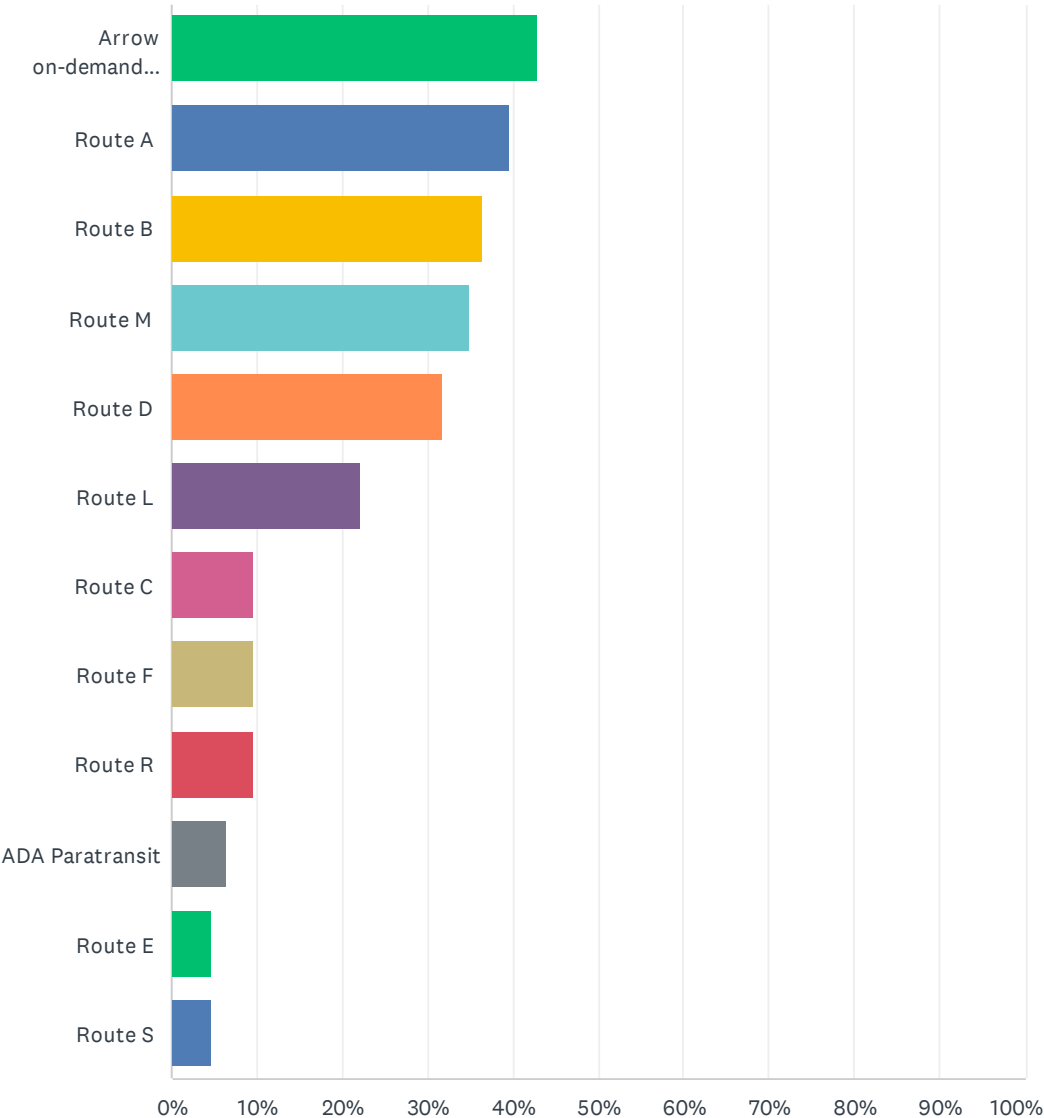
12	Work and recreation.	4/5/2024 9:40 PM
13	Travel from/to auto mechanic	4/5/2024 2:09 PM
14	Legally blind and can't drive, need to go all over town, etc	4/5/2024 8:52 AM
15	Church activities	4/4/2024 10:54 PM
16	Shopping and visiting friends	4/4/2024 5:49 PM
17	Travel for leisure/errands	3/31/2024 8:17 AM
18	To do something different	3/26/2024 1:50 PM
19	To get to wherever I need to go	3/23/2024 8:54 PM
20	None	3/21/2024 2:14 PM
21	Travel to mall	3/21/2024 4:52 AM
22	have never used	3/20/2024 8:28 PM
23	Travel to post office. Vernon street	3/20/2024 7:31 PM
24	Pleasure	3/20/2024 9:39 AM
25	Pleasure/places	3/19/2024 7:23 PM
26	Travel to grocery store, library, school	3/19/2024 2:32 PM
27	shopping and needs in the community	3/19/2024 1:09 PM
28	Home from Sacramento Amtrak station	3/19/2024 10:34 AM
29	Recreational, dining, shopping	3/19/2024 2:55 AM
30	Shop, eat out, medical	3/18/2024 9:43 PM
31	When my car needs rwpair	3/18/2024 9:13 PM
32	I don't use Roseville transit right now.	3/18/2024 3:04 PM
33	visiting friends and family	3/18/2024 2:54 PM
34	personal transport and shopping	3/18/2024 2:16 PM
35	avoid using a car when i'm just having a fun day out to reduce emissions. like casually going to a cafe or shopping	3/18/2024 1:59 PM
36	Shopping. Medical. Education	3/18/2024 1:38 PM
37	Kings game	3/18/2024 12:05 PM
38	get around town to shop and Dr. Appointments	3/18/2024 11:54 AM
39	Mall	3/18/2024 11:23 AM
40	PO and Civic Center	3/18/2024 11:20 AM
41	Restaurants and shopping	3/18/2024 11:03 AM
42	shopping, go to store.	3/18/2024 10:17 AM
43	Have not ysed public transportation yet.	3/18/2024 10:10 AM
44	leisure, shopping	3/18/2024 9:43 AM
45	I have not used Roseville Transit since I retired from State	3/18/2024 9:34 AM
46	bike routes	3/18/2024 9:25 AM
47	I do not ever take public transit. Inconvenient and unsafe and not clean.	3/18/2024 9:18 AM
48	Church	3/18/2024 9:08 AM
49	Travel for fun	3/15/2024 2:11 PM

Roseville Transit survey for current Local, ADA Paratransit, and Arrow passengers

50	recreational activities	3/11/2024 8:46 AM
51	I am writing in behalf of others	3/8/2024 3:42 PM

Q7 Which Roseville Transit routes do you use regularly? (Check all that apply)

Answered: 63 Skipped: 129



Roseville Transit survey for current Local, ADA Paratransit, and Arrow passengers

ANSWER CHOICES	RESPONSES	
Arrow on-demand (formerly named Dial-A-Ride)	42.86%	27
Route A	39.68%	25
Route B	36.51%	23
Route M	34.92%	22
Route D	31.75%	20
Route L	22.22%	14
Route C	9.52%	6
Route F	9.52%	6
Route R	9.52%	6
ADA Paratransit	6.35%	4
Route E	4.76%	3
Route S	4.76%	3
Total Respondents: 63		

Q8 Where do you usually board the Roseville Transit bus(es)? (Please provide specific locations or landmarks)

Answered: 75 Skipped: 117

#	RESPONSES	DATE
1	El Profenonce	4/19/2024 4:29 PM
2	Civic Center	4/18/2024 9:10 AM
3	Galleria	4/16/2024 12:43 PM
4	Mahany park	4/15/2024 10:57 AM
5	At my apartment Arrow, M at the galleria bus stop.	4/12/2024 9:21 AM
6	Either the bus stop at Foothills and Main for Route D or the bus stop at Pleasant Grove and Foothills for Route M	4/12/2024 6:41 AM
7	Roseville Galleria	4/11/2024 10:35 PM
8	Louis & Orlando	4/11/2024 5:47 PM
9	It is nor close to my area.	4/11/2024 5:24 PM
10	Sunrise & Lead Hill, Center, Vernon Civic Center, Macario Ct	4/11/2024 12:25 PM
11	Civic center	4/11/2024 11:03 AM
12	Mahany park (take the commuter bus to downtown)	4/11/2024 9:42 AM
13	Woodcreek and Pleasant Grove (Starbucks)	4/11/2024 12:30 AM
14	Junction and woodcreek	4/10/2024 6:02 PM
15	Downtown Roseville at the underpass.	4/10/2024 9:48 AM
16	CIRBY	4/8/2024 6:53 PM
17	The Sierra College and Douglas stop (L), the Civic Center transfer station (A and B), the Galleria transfer point (A and B), and the Sierra Gardens Transfer Point (A, and E/C)	4/5/2024 9:40 PM
18	Stanford Ranch/Five Star and then Civic Center for return trip	4/5/2024 2:09 PM
19	Orlando	4/5/2024 10:09 AM
20	Douglas Blvd or Maidu Park	4/5/2024 8:52 AM
21	Galleria	4/5/2024 7:21 AM
22	My apt- Sutter Terrace	4/4/2024 10:54 PM
23	677 young way	4/4/2024 8:44 PM
24	Orlando station and old Roseville	4/4/2024 2:01 PM
25	Board commuter bus at Saugsted Park	4/4/2024 11:39 AM
26	Sun Splash	3/31/2024 10:38 PM
27	At the Foothills/Junction area	3/31/2024 8:17 AM
28	Louis and orlando	3/27/2024 7:21 AM
29	Rothbury and Market in Westpark	3/26/2024 1:50 PM
30	At the intersection at Coloma and Sunrise	3/23/2024 8:54 PM

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31	Taylor Road I-80 the water slide area for commuter.	3/23/2024 4:58 AM
32	CIVIC	3/21/2024 3:29 PM
33	None	3/21/2024 2:14 PM
34	St Johns	3/21/2024 4:52 AM
35	Pleasant Grove at Woodcreek	3/20/2024 11:29 PM
36	pleasant grove & fiddymont	3/20/2024 7:45 PM
37	Civic center	3/20/2024 9:39 AM
38	not able to board until after taking a arrow or ride share due to no local buses in the west park area for the up coming resident off fiddymont or blue oaks	3/19/2024 3:10 PM
39	Sutter Roseville	3/19/2024 2:32 PM
40	Route D, stop #20, Diamond Creek before Blue Oaks	3/19/2024 1:09 PM
41	Depends on which commuter route I end up taking.	3/19/2024 10:34 AM
42	Foothill and pleasant grove	3/19/2024 2:55 AM
43	Sierra College blvd and Eureka	3/19/2024 12:56 AM
44	Sutter Terrace	3/18/2024 9:43 PM
45	Rothbury	3/18/2024 9:13 PM
46	Taylor commuter	3/18/2024 8:17 PM
47	Sun splash	3/18/2024 4:21 PM
48	Woodcreek Oaks and Pleasant Grove	3/18/2024 3:04 PM
49	Galleria Transfer Point, Civic Center Transfer Point	3/18/2024 2:54 PM
50	504 Twain Court	3/18/2024 2:35 PM
51	Louis/Orlando	3/18/2024 2:16 PM
52	Junction and Foothills	3/18/2024 1:59 PM
53	my residence and do's offices for return trips	3/18/2024 1:59 PM
54	Cirby	3/18/2024 1:38 PM
55	Commuter 8 at Mahaney	3/18/2024 12:56 PM
56	S Cirby and Rocky Ridge	3/18/2024 12:33 PM
57	home	3/18/2024 11:54 AM
58	On junction	3/18/2024 11:23 AM
59	Blue Oaks near Coolege School	3/18/2024 11:20 AM
60	Louis Orlando	3/18/2024 11:03 AM
61	Na	3/18/2024 10:33 AM
62	Mahany park	3/18/2024 10:29 AM
63	I dont at the present, but time is coming when I will not be able to drive because Im losing my sight for that venture	3/18/2024 10:17 AM
64	Civic center, Galleria, Louis and Orlando, Sierra Gardens, Galleria blvd South of East Roseville Parkway (fountains), Lead Hill @walmart	3/18/2024 10:12 AM
65	N/A	3/18/2024 10:10 AM
66	Juckion and wood creek	3/18/2024 9:47 AM
67	sunrise near cirby	3/18/2024 9:26 AM

Roseville Transit survey for current Local, ADA Paratransit, and Arrow passengers

68	don't	3/18/2024 9:25 AM
69	No transit buses near Sun City Roseville	3/18/2024 9:22 AM
70	Roseville commuter. Sunsplash or Galleria Mall	3/18/2024 9:20 AM
71	Never use it.	3/18/2024 9:18 AM
72	Home	3/18/2024 9:08 AM
73	Woodcreek Oaks & Pleasant Grove	3/15/2024 2:11 PM
74	Mahany Park	3/11/2024 8:46 AM
75	Junction and Baseline	3/7/2024 2:52 PM

Q9 Where do you typically de-board the Roseville Transit bus(es)? (Please provide specific locations or landmarks)

Answered: 71 Skipped: 121

#	RESPONSES	DATE
1	Civic Center	4/19/2024 4:29 PM
2	Cirby Hills Dr And wherever my work sends me	4/18/2024 9:10 AM
3	Woodcreek Oaks	4/16/2024 12:43 PM
4	Mahany park	4/15/2024 10:57 AM
5	At my apartment Arrow, Siena M at the galleria bus stop.	4/12/2024 9:21 AM
6	The Galleria Mall on Route M or the Bus Stop at Foothills and Junction on Route D	4/12/2024 6:41 AM
7	Roseville Galleria	4/11/2024 10:35 PM
8	Galleria	4/11/2024 5:47 PM
9	There is no bus in west Roseville area	4/11/2024 5:24 PM
10	Galleria, Civic Center, Blue Oaks & Woodcreek	4/11/2024 12:25 PM
11	Civic center	4/11/2024 11:03 AM
12	Downtown Sacramento, Mahany Park	4/11/2024 9:42 AM
13	Galleria, Kaiser Roseville eureka, Kaiser riverside, Rocklin- sunset and pacific at Walmart. Pleasant grove at Eskaton Roseville manor , mahany park , foothills transfer point , across from Walmart on pleasant grove by highland creek , winco , Safeway on pleasant grove.	4/11/2024 12:30 AM
14	Doorhills	4/10/2024 6:02 PM
15	Douglas Blvd near Hobby Lobby and Galleria Mall.	4/10/2024 9:48 AM
16	MALL	4/8/2024 6:53 PM
17	Same stations but also N Sunrise by the medical center.	4/5/2024 9:40 PM
18	Civic Center and the Stanford Ranch/Five Star for return trip	4/5/2024 2:09 PM
19	Lite rail, Auburn	4/5/2024 10:09 AM
20	Douglas Blvd or Maidu park	4/5/2024 8:52 AM
21	Galleria	4/5/2024 7:21 AM
22	My apt- Sutter Terrace	4/4/2024 10:54 PM
23	Kaiser, Riverside blvd	4/4/2024 8:44 PM
24	Baseline and junction Pleasant grove and fiddymment	4/4/2024 2:01 PM
25	Saugsted Park	4/4/2024 11:39 AM
26	P and 5th Downtown Sacramento but several state agencies will be transferring to our new building on Richard's Blvd in May/June.	3/31/2024 10:38 PM
27	Woodcreek Oaks at Blue Oaks, Galleria Transfer Point, Lewis/Orlando Transfer Point, Civic Center	3/31/2024 8:17 AM
28	Pride industries	3/27/2024 7:21 AM
29	Galleria	3/26/2024 1:50 PM

Roseville Transit survey for current Local, ADA Paratransit, and Arrow passengers

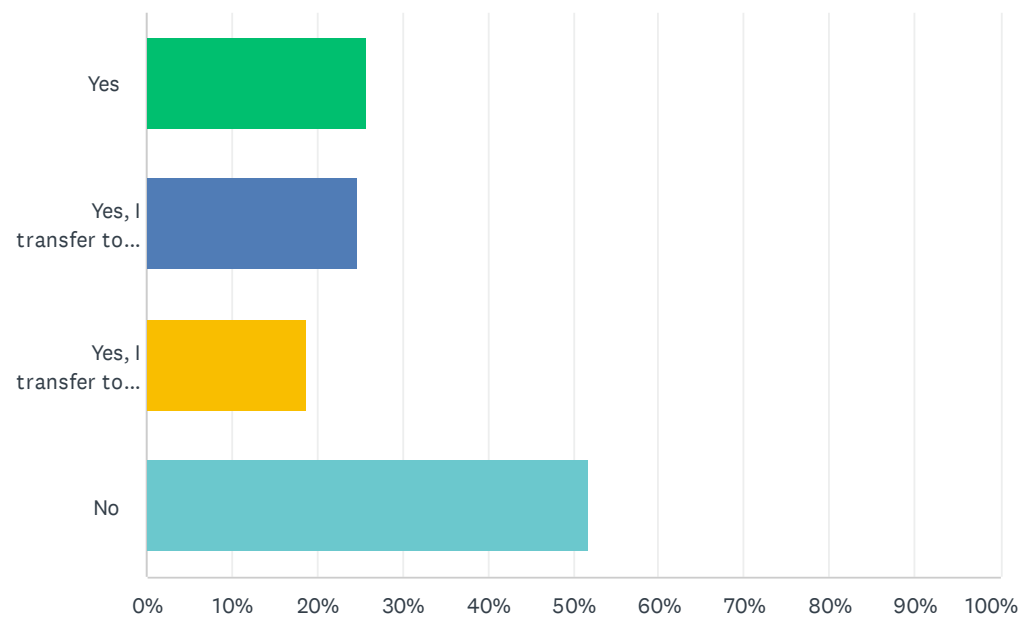
30	Roseville Galleria	3/23/2024 8:54 PM
31	Sacramento Capital mall area	3/23/2024 4:58 AM
32	GALLERIA	3/21/2024 3:29 PM
33	None	3/21/2024 2:14 PM
34	Galleria	3/21/2024 4:52 AM
35	Sierra College	3/20/2024 11:29 PM
36	riverside	3/20/2024 7:45 PM
37	All over roseville	3/20/2024 9:39 AM
38	deboard at the fiddermert and pleasant grove CVS then take a ride share to get home.	3/19/2024 3:10 PM
39	Galleria, Sierra Gardens	3/19/2024 2:32 PM
40	Galleria Mall, Target near Douglas Blvd, Walmart on Lead Hill, downtown Roseville on Vernon street, Pleasant Grove near Woodcreek Route D, stop #20, Diamond Creek before Blue Oaks	3/19/2024 1:09 PM
41	I just take it one way.	3/19/2024 10:34 AM
42	Galleria, civic center, multiple places on Blue Oak	3/19/2024 2:55 AM
43	Orlando	3/19/2024 12:56 AM
44	Where I schedule drop off.	3/18/2024 9:43 PM
45	Galleria	3/18/2024 9:13 PM
46	Taylor	3/18/2024 8:17 PM
47	Capitol	3/18/2024 4:21 PM
48	Galleria, The Fountains, Village Center, and Downtown/Old Town	3/18/2024 3:04 PM
49	Galleria Transfer Point, Civic Center Transfer Point	3/18/2024 2:54 PM
50	Kaiser Riverside, or Rocky Ridge at the hospital bldg C or D.	3/18/2024 2:35 PM
51	Civic Center or Galleria Mall depending on where I am going.	3/18/2024 2:16 PM
52	the stop on Vernon st.	3/18/2024 1:59 PM
53	my residence	3/18/2024 1:59 PM
54	Sunrise Galleria Sierra college	3/18/2024 1:38 PM
55	9th and K	3/18/2024 12:56 PM
56	Galleria	3/18/2024 12:33 PM
57	At my location	3/18/2024 11:54 AM
58	Sierra College	3/18/2024 11:20 AM
59	Galleria	3/18/2024 11:03 AM
60	Na	3/18/2024 10:33 AM
61	Mahany park	3/18/2024 10:29 AM
62	Probably Garden ParkDr. and Roseville PKWY	3/18/2024 10:17 AM
63	Civic Center, Galleria, Louis and Orlando, Sierra Gardens, East Roseville Parkway and Galleria (in front of Bj's Restaurant), Rocky Ridge and Lead Hill	3/18/2024 10:12 AM
64	N/A	3/18/2024 10:10 AM
65	Louis and Orlando	3/18/2024 9:47 AM
66	don;t	3/18/2024 9:25 AM

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67	9th & N	3/18/2024 9:20 AM
68	Don't use it.	3/18/2024 9:18 AM
69	St John's Episcopal Church	3/18/2024 9:08 AM
70	Galleria, Civic Center	3/15/2024 2:11 PM
71	Civic Center	3/7/2024 2:52 PM

Q10 Do you frequently make transfers between different Roseville Transit routes?

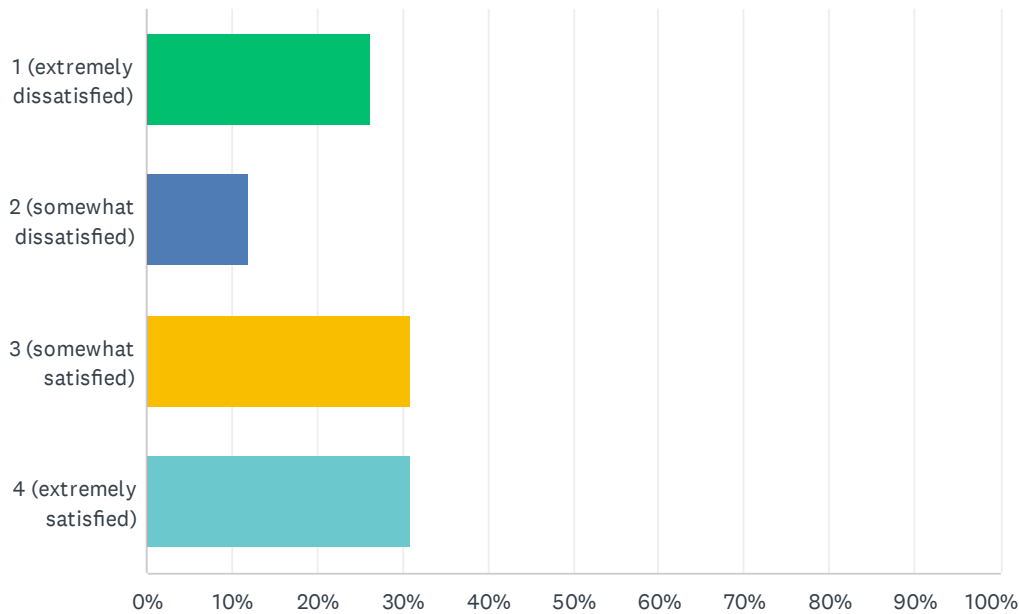
Answered: 85 Skipped: 107



ANSWER CHOICES	RESPONSES	
Yes	25.88%	22
Yes, I transfer to Placer County Transit	24.71%	21
Yes, I transfer to Sacramento Regional Transit	18.82%	16
No	51.76%	44
Total Respondents: 85		

Q11 How would you rate your overall experience with Roseville Transit?

Answered: 84 Skipped: 108



ANSWER CHOICES	RESPONSES	
1 (extremely dissatisfied)	26.19%	22
2 (somewhat dissatisfied)	11.90%	10
3 (somewhat satisfied)	30.95%	26
4 (extremely satisfied)	30.95%	26
TOTAL		84

Q12 Please share any comments or suggestions on how we can improve your experience with Roseville Transit.

Answered: 65 Skipped: 127

#	RESPONSES	DATE
1	Need service in West Roseville. How is a high school as large as West Park HS without service!	4/19/2024 4:29 PM
2	They could add and expand routes to cover over of Roseville.	4/18/2024 9:10 AM
3	More frequent bus service and extended station service	4/16/2024 12:43 PM
4	Can we have an active bus stop for buses going to Sacramento downtown on / near Westbrook Ave and Solaire drive.	4/15/2024 10:57 AM
5	Need to have Roseville transportation in the west Roseville area. No buses at all	4/12/2024 9:21 AM
6	More bus stops and if we have to transfer, have buses arrive every 15-20 minutes than 30 minutes. Have more buses that go until the evening, I could never ride the bus home from work because there would be no buses to ride so I would be forced to drive.	4/12/2024 6:41 AM
7	Overall need more buses, more active schedules, and more station locations.	4/11/2024 10:35 PM
8	I wish you had Sunday service	4/11/2024 5:47 PM
9	We need to get buses in the west Roseville area by West Park High School, and North Hayden/ Hayden Parkway.	4/11/2024 5:24 PM
10	I want to ride public transportation to work, but the 3.4 mile drive is turned into an hour plus minimum commute via Roseville and Placer bus systems compared to a 9 minute drive. There needs to be comparable alternatives if you want to increase the share of ridership. Expanding the Sacramento light rail into Roseville and Placer would be incredible for social and environmental reasons as well as an economic boom due to increased accessibility. Would very much like to see some of these large roads transformed into more sustainable and equitable forms of transportation.	4/11/2024 12:49 PM
11	Expand the schedule to at least two routes going one way every hour. Better connection between DT Roseville and on the west of Woodcreek Oaks - currently takes 1+ hour. Faster connection to Sacramento. The Game Day Express would be helpful outside of game days (events, concerts, etc.) Overall would like trips to take less than an hour and increased frequency	4/11/2024 12:25 PM
12	I love the commuter bus, it is a great way to get to work. I wish local buses ran more frequently- every 60 minutes is not practical to be a replacement for personal car use - and I wish the buses to downtown ran later into the evening- it would be nice to get dinner downtown or go shopping before heading home but the limited timing of the buses makes it so I have to leave immediately after work or risk having it take me 3 hours to get home on a combination of SacRT, and/or Amtrak and Roseville Transit. The only way to get people to use transit more often and more regularly is to make it as convenient and quick (or more convenient and quick) than personal car use. Please add more buses with more regularity to make this a reality!	4/11/2024 9:42 AM
13	Add route on Blue Oaks	4/11/2024 7:56 AM
14	Dial a ride is getting better , but the app is still not great when it can't give you a ride time or it keeps changing ride times . With the increased traffic volume on Pleasant grove , there is a need for two busses an hour. I know there is talk of changing the route . But for all the seniors who use the route to get to winco and shopping why are you going to make them transfer to another but just to get to the grocery store? If A and B haven't buses each hour why can't M route have two an hour? And Sunday service? Don't you think if Sunday service was added that people would use it to go shopping or to church? My biggest frustration is that Foothills transfer point has no bus shelter. It's very difficult to stand out there in the rain and 100 degree heat in the summer and wait for a bus with no coverage from the weather. And this is the only	4/11/2024 12:30 AM

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transfer point that has no bus shelter? Why ? I really hope something is done about this when the road work is done.

15	I was told that my scooter would fit in the bus and it's too large. Had a difficult time getting onto the bus. Doing better with Dial a Ride with the lift. Transportation services are difficult for me due to health issues and can't drive a car anymore.	4/10/2024 9:48 AM
16	There are quite a few things that can be improved upon. Signage: It's almost impossible to tell when a bus will arrive at any given stop. None of the stops have keys to determine when each route will arrive. I'd like to see something along these lines: L route-45 minute mark. The stop where I frequently board the L comes on the 45 minute mark of each hour, but I didn't know that because nothing on the stop says so. It also does not show the hours of operations for each stop, or the fact that you don't run on Sundays at all! (Made that mistake a few times before learning my lesson.) If each stop could say when the first and last stop of the day would be that'd be great. EX: First stop: 6:45am, last stop 5:45pm. Finally, it's impossible to tell the difference between major and minor routes. Major routes being ones that come every 30 minutes instead of 60 or 120. This could be denoted simply with dashed lines and solid lines. The stops themselves: Many stops are uncovered with no seating and no lighting. So at night the stops look sketchy and can seem dangerous. Half the battle of getting people to use public transit is to get them to LIKE public transit. These ones tend to also be unpaved (just a sign stuck in the dirt). I understand the budget of the Roseville Department of Transportation may be tight, but hearing you're rolling out electric busses in November, but I still have to stand in the rain in the dark to wait for my bus is a little disheartening. I'm excited for the new busses don't get me wrong, but we should solidify the issues (as minimal as they are) now before working on evolving. This is less an issue with the signage in each stop and more so something I think needs resolving. Calling into the office does not guarantee a correct answer for a question. A few weeks ago I called to make sure a bus would stop at a certain stop, was told yes, only for the bus to fly right by. This was especially frustrating because I was assured by an employee the bus would stop at said stop. (I don't know this employee's name and wish no retaliation on any employees.) Thank you for your time and hearing feedback.	4/5/2024 9:40 PM
17	Arrow had long wait times. But I have not ridden in the last 6 months.	4/5/2024 2:09 PM
18	More services for handicapped	4/5/2024 10:09 AM
19	Need more easy/quicker method to connect to light rail to Sacramento and back home.	4/5/2024 8:52 AM
20	I live in Auburn but have occasional work or medical appointments in Roseville. I usually get a Lyft/Uber to get to Roseville, and there are times I need to get to another place in the city. I tried using the OnDemand when it first came out, but the response times on the app did not work for me. I'd like to try it again.	4/5/2024 7:21 AM
21	The Ada Paratransit/ Arrow needs to run on weekends until 9pm.	4/4/2024 10:54 PM
22	Have more arrow drivers so their can be more pick up times for me in afternoons. many times I can't get a return ride home from Dr appointment	4/4/2024 8:44 PM
23	Operate on Sundays and holidays	4/4/2024 2:01 PM
24	I wish more routes stopped at Louis Orlando. It's a hub for other buses such as RT. Instead, it's only the first route that leaves downtown at 3:30. All the other routes go out to Taylor/I-80 without stopping in central Roseville first.	4/4/2024 11:39 AM
25	I hope you will evaluate and add a stop on Richard's blvd river district	3/31/2024 10:38 PM
26	Being limited to hourly buses in my area (D and M) isn't great for my needs (and the two buses run at nearly the same time, instead of say the D running 30 minutes ahead of the M). I tried Arrow once previously but the wait times are a huge obstacle for me being a repeat customer of this service. Some places are just too far by transit (e.g the TopGolf/Living Spaces shopping center)	3/31/2024 8:17 AM
27	I take roseville transit every day and they tell me they call my sacrr bus in the afternoon and roseville says they will call but I get on Sacramento regional transit bus and they tell me all the time roseville never calls	3/27/2024 7:21 AM
28	Increase frequency, make more direct routes, add higher speed rapid transit throughout the city.	3/26/2024 1:50 PM
29	I would like the buses to also function on Sundays as well since I do not drive, and this	3/23/2024 8:54 PM

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basically leave me without any mobility on that day. I would also like to see the buses become electric to cut down on carbon emissions. Lastly, I would like it if the bus drivers would report or handle passengers that act disruptive to other passengers on the buses.

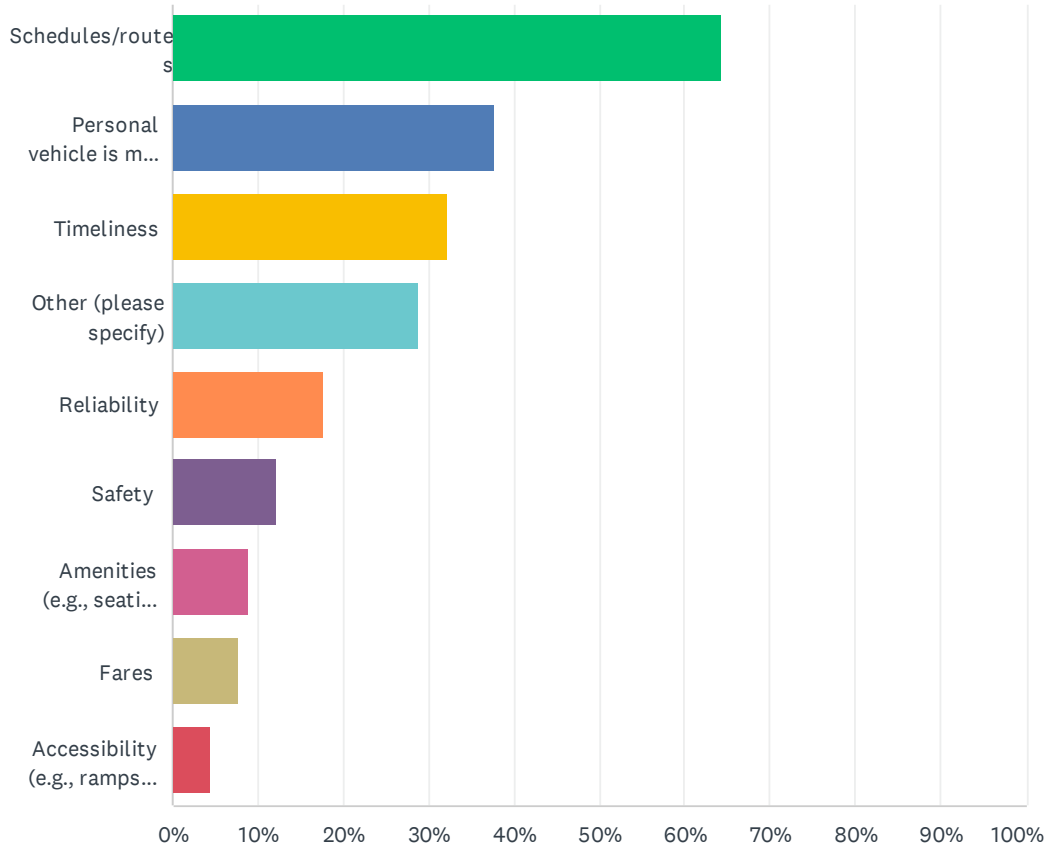
30	I work Sundays and there is no transportation after 5:20PM last I knew in 2021. I had to share a car with a family member in order to get to work. This is ridiculous in any town in California. Even teens need to be able to get to and from work which could end at 9PM sometimes 10PM. Transit should run at least 5:30AM to 10PM. I can't believe everyone in Roseville is a multiple car family. The only potential problem is it could also cause an increase in homeless presence since drivers can't discriminate on passengers.	3/23/2024 4:58 AM
31	ADJUST OPERATING HOURS AND WEEKEND HOURS	3/21/2024 3:29 PM
32	I don't use because it would take hours just to get to work.	3/21/2024 8:06 AM
33	.make a onboard by the beazer home where pleasant grove blvd rnds, solarie community	3/21/2024 4:52 AM
34	One child used, another child hasnt started using yet (will this fall)... but a direct route to Sierra College from Pleasanton/Woodcreek/Mahany Library would be great. We're really growing out here on the west end.	3/20/2024 11:29 PM
35	Would love to have shelter from sunand rain, also place to sit down.	3/20/2024 7:45 PM
36	Finish bike trails. Connect tbe hub	3/20/2024 7:31 PM
37	Drivers are great some routes need improvement	3/20/2024 9:39 AM
38	I would like to see them running local busses longer on Saturdays and then running on Sundays and running all day Saturday and Sunday.	3/19/2024 9:00 PM
39	Improved bus service throughout all route and bus service on sundays	3/19/2024 5:57 PM
40	by adding move route to the area for the new updated areas.	3/19/2024 3:10 PM
41	Pay drivers more, for retention	3/19/2024 2:55 AM
42	Impossible to get to work in less than 2.5 hours.	3/19/2024 12:56 AM
43	Get better ada buses. Terrible shocks. Painful to ride!!	3/18/2024 9:43 PM
44	Wi fi comfortable seats on commuter	3/18/2024 8:17 PM
45	Frequency is abysmal. I've looked into using the bus in the city but I can't base a trip around 1 or 2 hour frequencies. Even 30 minutes is way too long time to sit or stand for a bus. For me to choose to use transit, I'd have to basically use it for the sake of using it.	3/18/2024 3:04 PM
46	A working, live bus tracker would help substantially. Also, more secure bike parking for inter-modal trips.	3/18/2024 2:54 PM
47	I'm a college student, and I would love to use transit to get to Sierra college, but it takes quite awhile from my stop. It would be lovely to have a more convenient trip there where I don't have to connect, and it doesn't take more than 1 hour!	3/18/2024 1:59 PM
48	always nervous about being picked up to return home. either dr. appts run over and the time spent with a long wait for ride or not being able to get a ride back at all. have bladder incontinence which is painful as well.	3/18/2024 1:59 PM
49	I am not using public transportation at this time. I have raised two daughters in Roseville, and it was very difficult for them because all of the buses shut down after seven and no transportation on Sunday. Every job for a teenager usually includes evenings and weekends. My daughter lives in Auburn now, and she is disabled. It is too complicated for her to take the bus here.	3/18/2024 1:32 PM
50	Extend the hours/frequency of routes "C" and "F" so it's easier to make transfers.	3/18/2024 12:33 PM
51	You don't stop at enough places for boarding. When you and your spouse are in the 70's it is hard to go so far to catch a bus and Arrow is not always convenient. Lot of older people live in Roseville and the routes are to sparse	3/18/2024 11:54 AM
52	Not having transit options for West Park High School and surrounding area is unacceptable for the city to express it's offerings.	3/18/2024 11:20 AM

Roseville Transit survey for current Local, ADA Paratransit, and Arrow passengers

53	We need Roseville Transit from West Roseville. Near Westbrook Blvd, near Westbrook elementary school	3/18/2024 11:16 AM
54	Real time information screens needed to see when bus is coming. Better bus shelters	3/18/2024 11:03 AM
55	It would be really nice if there was route to downtown sacramento that leaves from west roseville using riego road. This would get people from west roseville goto sac downtown much faster. Currently, we have to board at mahany park and sit through all the stops in east roseville. This doesn't seem fair to west roseville population. Or the east roseville stops should be first for some routes and west roseville last to avoid waste of time. Additionally, there should be another route between 8-9AM for people starting work in downtown at 9 AM	3/18/2024 10:29 AM
56	it is hard for me to say as I am not sure of where I could access the transit, that I would not have to walk over a mile	3/18/2024 10:17 AM
57	Earlier and later Saturday service, better time alignment with some Regional Transit Routes, and if not already, inclusion of Arrow with the Connect Card payment system. An app-based payment system similar to Regional Transit's Zip Pass	3/18/2024 10:12 AM
58	I may have to start using Roseville Transit in the future since I am disabled and over 90 years of age.	3/18/2024 10:10 AM
59	Please add a bus from Downtown capitol to Roseville sunsplash at 3:00.	3/18/2024 9:41 AM
60	I have only used it one several years ago, but as I go into retirement with the stuff so close to board or Deboard, I'm giving it more and more consideration	3/18/2024 9:26 AM
61	It would be helpful to have more than 1 commuter choice to Galleria Mall in the afternoon.	3/18/2024 9:20 AM
62	Public transportation is never worked. It's never made a dollar. Government can't run anything efficient like this. Look at Amtrak. Look at Caltrain. Look at Bart. Look at AC Transit. They invest too much in equipment and retirements for transit staff. It never works. It's a thing of the past and we are wasting our time and money on it. Look at the load factors. All agency should be ashamed to have that investment and staff and equipment and never generate a dollar. You couldn't do that in the private sector for one day, why do we do it with our tax dollars? Appear waste	3/18/2024 9:18 AM
63	Go to the end of woodcreek. The closest bus stop is generally inaccessible at Safeway and Eskaton. Also no route that takes near Target in Fairway.	3/18/2024 9:14 AM
64	I wish there were more routes that went more places and that the buses came more frequently. The routes are too long, particularly the M, so it doesn't have time to drop me close to where I'm going and I have to walk across massive parking lots. But once I'm on the bus, it's a very pleasant experience.	3/15/2024 2:11 PM
65	More frequent service	3/7/2024 2:52 PM

Q13 What factors prevent you from using Roseville Transit more often. (Check all that apply)

Answered: 90 Skipped: 102



ANSWER CHOICES	RESPONSES	
Schedules/routes	64.44%	58
Personal vehicle is more convenient	37.78%	34
Timeliness	32.22%	29
Other (please specify)	28.89%	26
Reliability	17.78%	16
Safety	12.22%	11
Amenities (e.g., seating, shelters, lighting)	8.89%	8
Fares	7.78%	7
Accessibility (e.g., ramps, elevators)	4.44%	4
Total Respondents: 90		

#	OTHER (PLEASE SPECIFY)	DATE
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Roseville Transit survey for current Local, ADA Paratransit, and Arrow passengers

1	No local buses in the area, and arrow system is not always available	4/12/2024 9:23 AM
2	I wish you had transfers between buses as an incentive to ride more and save.	4/11/2024 5:48 PM
3	There is no bus services	4/11/2024 5:24 PM
4	Vision issues	4/5/2024 8:53 AM
5	Does not go past 4pm on weekends	4/4/2024 10:56 PM
6	None	4/4/2024 5:50 PM
7	I love taking the bus if new route is not added, I won't be able to take the bus anymore.	3/31/2024 10:39 PM
8	Too long with transfers	3/20/2024 11:30 PM
9	Doesn't take it where I want too and frequency	3/19/2024 5:59 PM
10	no routes in the area	3/19/2024 3:12 PM
11	I don't think of it enough.	3/19/2024 10:34 AM
12	None	3/19/2024 2:56 AM
13	Light rail to Sacramento please	3/19/2024 12:58 AM
14	Safety at park and ride	3/18/2024 8:17 PM
15	poor weekend hours	3/18/2024 2:55 PM
16	Timing my return	3/18/2024 2:36 PM
17	None	3/18/2024 2:16 PM
18	Occasionally the PM 5 & 6 routes are combined without any update and the bus is full and can add up to 45 extra minutes to my commute	3/18/2024 12:58 PM
19	Having the ability to purchase merchandise at various stores and transporting on the bus is not practical.	3/18/2024 11:21 AM
20	no easy accessibility for Roseville Transit	3/18/2024 11:17 AM
21	No route to downtown sac from west roseville.	3/18/2024 10:30 AM
22	I use personal vehicle or bike	3/18/2024 9:35 AM
23	I really appreciate the Commuter bus.	3/18/2024 9:20 AM
24	It's not efficient and it never seems to go where the public needs to create commerce	3/18/2024 9:18 AM
25	No connectivity to surprised airport	3/18/2024 9:14 AM
26	Availability	3/18/2024 9:09 AM

Q14 Is there anything else you would like to share about your experience with Roseville Transit or any other feedback you have?

Answered: 50 Skipped: 142

#	RESPONSES	DATE
1	It needs to service additional parts of Roseville and surrounding communities.	4/19/2024 4:32 PM
2	Just they need more routes to cover areas not covered currently	4/18/2024 9:11 AM
3	Need to have some kind of bus system going down Blue oaks and fiddymment with all the new upcoming apartments and homes need some type of transportation	4/12/2024 9:30 AM
4	Have a waiting period when arriving at schools so kids won't miss the bus and have to wait for up to an hour for the next bus.	4/12/2024 6:48 AM
5	Just that we need to get busses in West Roseville	4/11/2024 5:25 PM
6	We need more bike trails	4/11/2024 1:45 PM
7	There are many sidewalks that end abruptly and result in non ADA compliant routes. Bus stops are unprotected from the environment. Community's are made first and transit seems to be an afterthought which hinders the city's capacity to build effective modes of public transportation and an inefficient use of land.	4/11/2024 12:54 PM
8	I've always had great experience with Roseville Transit, it is very safe, in comparison to others like AC Transit. I would use it a lot more if there was higher frequency and easier ways to get around the city so it wouldn't take over an hour to make what would be a 20-minute drive. Additionally, later routes would be helpful for socializing after work. I think we should have late routes connecting to downtown and Old Town Roseville so we don't have to rely on rideshares or driving, and will ensure safety.	4/11/2024 12:27 PM
9	I love seeing how many people use the commuter buses to get downtown! Some of the buses end up pretty crowded which, with more state workers being brought back to the office, may create a tipping point where people don't want to take the buses because they are too crowded, double edged sword of success. It's great to see that Roseville Transit is soliciting feedback to make the system better so thank you for doing this.	4/11/2024 9:45 AM
10	I would love to see a new bus route down blue oaks maybe something that leaves galleria comes down blue oaks to fyddament to pleasant grove and back to the galleria.	4/11/2024 12:39 AM
11	I wish that the bus stop was not so far from my house as it's difficult for me to make it over to the stop on the otherside of the overpass with my scooter.	4/10/2024 9:49 AM
12	NONE	4/8/2024 6:53 PM
13	I would like to see more emphasis put into Rosevilles transit. While we aren't trying to radically change the scope of transit, the number one benefit to transit is putting it before car based transportation.	4/5/2024 9:42 PM
14	Buses are well maintained	4/5/2024 2:10 PM
15	I would use it over Uber (which is expensive) and have more independence. There is also need for a shuttle of sorts fir our Veterans to travel back and forth to the Sacramento VA medical complex in Mather.	4/5/2024 8:56 AM
16	Sometimes when I call and gave to leave a message it takes 2 8 hour shifts to get back to me.	4/4/2024 10:59 PM
17	Great drivers	4/4/2024 11:40 AM
18	I usually use the Bus Tracker service online to track my buses, it's sometimes disappointing to see buses leave earlier than expected (and in the case of Route D, the line has no official	3/31/2024 8:20 AM

Roseville Transit survey for current Local, ADA Paratransit, and Arrow passengers

time points outside of Civic Center, meaning a wide variability in perceived on-time performance).

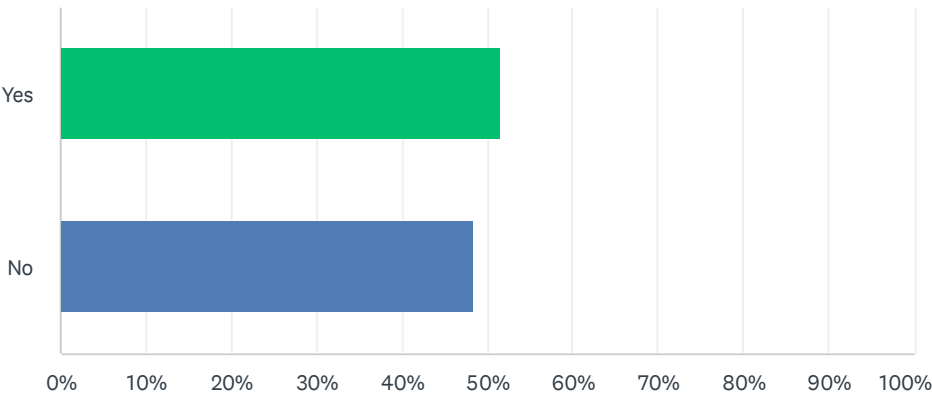
19	The routes don't need to all go to a central transit point but should be focused on connecting neighborhoods to grocery stores and restaurants instead.	3/26/2024 1:55 PM
20	Sometimes I am not able to wait at the bus stop that I usually wait for because the homeless harass me or are congregated at the bus stops.	3/23/2024 8:56 PM
21	No	3/23/2024 4:59 AM
22	I have never looked at the schedule, stops, or feasibility of using it.	3/21/2024 2:15 PM
23	Some type of direct service to Kaiser Hospital. This would help patients and staff and traffic and parking. 90 minutes to go ten miles to get to and from work is unacceptable. I haven't bothered looking past that to see if there is even a bus that could get me to work by 06:30. Last I looked there wasn't. I'm lucky enough to work days. Support for multiple shifts is needed, it's a 24 hour operation.	3/21/2024 8:15 AM
24	No	3/21/2024 4:53 AM
25	courteous drivers, bus is clean and timely	3/20/2024 7:48 PM
26	Keep kings bus going	3/20/2024 7:33 PM
27	Make the buses more frequent and places where we can go	3/19/2024 6:01 PM
28	I am commenting on behalf of my daughter who has special needs. Riding the city bus has allowed her to maintain some independence in getting around Roseville. We are concerned that there are not many stops that extend into west Roseville, particularly in the Blue Oaks/Fiddymont areas and beyond. Are there plans to expand services to these areas?	3/19/2024 1:13 PM
29	No	3/19/2024 2:56 AM
30	Light rail to Sac please.	3/19/2024 12:58 AM
31	Roseville Transit or ADA buses. UNCLEAR what vehicle you want info on. Should be separate questionnaires!!! A van is different than a bus! Which one or both do you want info about???	3/18/2024 9:49 PM
32	I'm glad it's available.	3/18/2024 9:14 PM
33	I never use transit, but I think if you focused your efforts on servicing far fewer routes, but made those routes very frequent (15 minutes), you'd actually get people to use them. Then you could build off of there. First you need make the routes convenient enough for people to choose to use a bus. I know that's a tall order, but that's what would need to happen. As of right now the city is servicing a large area extremely poorly, and essentially only those forced into transit use it. But if you made a few routes really useful and convenient, people would use it.	3/18/2024 3:07 PM
34	None	3/18/2024 2:17 PM
35	grateful for the service, even if its not perfect. most of the drivers are wonderful.	3/18/2024 2:01 PM
36	nope :)	3/18/2024 2:00 PM
37	The bus tracker is hit and miss when the bus number is not given, it leads to some confusion on if/when the bus is actually coming.	3/18/2024 1:00 PM
38	The service for West Roseville is unbelievable. With the growth and schools, the transit bus stops should not be miles from the communities points of interest.	3/18/2024 11:23 AM
39	Need a Roseville Transit stop at west Roseville. From Westbrook elementary school to Downtown Sacramento	3/18/2024 11:19 AM
40	Maybe a bus tracking app	3/18/2024 11:04 AM
41	It seems like it is only for east roseville. West roseville seems to be really neglected. there are no stops for population near fiddymont and blue oaks for downtown sac routes.	3/18/2024 10:31 AM
42	No	3/18/2024 10:11 AM
43	Good service good people to talk to	3/18/2024 9:53 AM

Roseville Transit survey for current Local, ADA Paratransit, and Arrow passengers

44	Before retirement I used express service to downtown Sacramento	3/18/2024 9:36 AM
45	There are some gaps to significant areas that need to be addressed	3/18/2024 9:28 AM
46	Besides medical, i.e. Kaiser, I'd be interested in various shopping locations such as Walmart on Leadhill and the Galleria	3/18/2024 9:27 AM
47	Buses are filling as return to work increases and it would be nice to have a protocol in place For ridership.	3/18/2024 9:22 AM
48	I look at the buses and they are never 50% full. Sometimes 47 passenger buses have nobody on them. It pure waste!	3/18/2024 9:19 AM
49	I work in transit planning for Unitrans in Davis so I know a fair amount about transit service. Nonetheless I am oddly satisfied with Roseville Transit. I think coverage needs to improve quite a bit for it to be usable.	3/15/2024 2:12 PM
50	I am new to Roseville but am surprised that with all of the great planning there is no light rail to connect to Sacramento and Folsom	3/8/2024 8:30 PM

Q15 Would you be willing to participate in a follow-up interview or focus group to provide more in-depth insights on your experience with Roseville Transit?

Answered: 89 Skipped: 103



ANSWER CHOICES		RESPONSES	
Yes		51.69%	46
No		48.31%	43
TOTAL			89



**CITY OF ROSEVILLE PUBLIC WORKS
TRANSPORTATION 360
PUBLIC OPEN HOUSE #1
APRIL 11, 2024**

Introduction

The first Public Open House for the City of Roseville Public Works' Transportation 360 project was held on Thursday, April 11, 2024, from 5-7 p.m. The in-person meeting was hosted at the Martha Riley Community Library, located in Mahany Park. More than 40 community members attended the meeting, as well as City staff and project team members.

Project Overview

Transportation 360 is the culmination of two important City projects:

- Roseville Transit's **Comprehensive Operational Analysis** will explore the City's continued growth and changing needs and provide recommendations for how the transit system can better serve residents going forward.
- The **Active Transportation Plan** comprises an update and consolidation of the City's Bicycle and Pedestrian Master Plans and will provide a vision and action plan for improving safe and convenient active transportation travel in the city.

Purpose and Format

The purpose of this first public open house was to provide preliminary information to the public regarding the discovery phase for both projects, gather input from the community, and highlight next steps.

The event followed an open house format, with attendees able to come and go anytime between 5-7 p.m. There were two separate stations set up in the room, one for Roseville Transit and one for active transportation, with various exhibits and interactive maps on display for each. City and technical consultant team members staffed each of the stations.

During the event, attendees were invited to participate in the following:

- Roseville Transit station – Talk with project team members, learn more about the transit system analysis, and provide input on system improvements.
- Roseville Transit survey (computer) – Share feedback about how they currently use transit through the online survey.
- Active Transportation station – Talk with project team members, learn more about the City's active transportation system, and provide input on future plans/improvements.



- Interactive map (computer) – Share feedback about walking, biking, and rolling in Roseville through the online/interactive map.

The project team hosted a welcome table at the entrance that included a sign-in sheet; information on Roseville Transit routes and the upcoming BikeFest event; computer stations for the survey and interactive map; and comment cards for attendees to share additional input. The City also provided refreshments for attendees.

Notification

The meeting was promoted through the following platforms:

- City Newsletters/E-Blasts
 - Transportation 360
 - Walk, Bike & Roll
 - Traffic Alert newsletter
 - Transit news
 - We Are Roseville newsletter
- Social Media
 - Facebook – City of Roseville, California Government; Roseville Transit
 - X/Twitter – @CityofRoseville; @Roseville Public Works; @RSVL_Transit
 - Instagram – City of Roseville
 - Nextdoor
 - Post shares on local Facebook groups
- City of Roseville Website
- Outreach calls to more than 40 local stakeholders/community-based organizations

Community Feedback

The following is a summary of the comments and feedback shared by community members.

Roseville Transit

- Attendees understood the need for a study and were supportive of the efforts. Existing bus riders were happy with the service but found it to be slow.
- A lot of the discussion about where people wanted service centered around the West Park region. Outside of Roseville, most riders wanted a more direct connection to Rocklin and Antelope. There were no requests from riders to go to places like Granite Bay.
- A group of 5-6 attendees worked together on designing routes, with their discussion including a potentially new service along Blue Oaks, less transfers, and more direct connections.



- Attendees who commented about the buses being too slow were asked if they would be willing to transfer if the service was split up – all current bus riders said they would. They were also supportive of expanding on-demand services, such as Arrow.
- Current Commuter bus passengers were generally happy with the service and understood that fewer people are currently riding. Current riders said they do not ride daily, as most are still working hybrid shifts and only go in 1-2 times a week. They also mentioned that increasing State in-office workdays are currently in transition.
- Current Commuter bus passengers were interested in later trips into Sacramento, and earlier trips back. All riders were excited about the new service to Watt/I-80 on RapidLink.

Active Transportation

- Attendees mentioned the need for more separated facilities that connect with each other, e.g., separated bike lanes/trails.
- Attendees indicated they really enjoy using the trails throughout the city, but are concerned the trails are not well connected, and expressed the need to provide easy connections between them.
- Attendees mentioned that it's difficult to maneuver through large intersections, especially those that include "free right turn movements" for motorists. This was highlighted as a big obstacle for people walking *and* biking.
- The general sentiment was that the central portions of the city are better connected than the newer (west) and older (Downtown) areas, and that it's hard to connect between these areas.
- Attendees indicated that more comfortable connections over I-80 and CA-65 are needed. The current connections have very fast traffic, making it uncomfortable to use, particularly for inexperienced riders.
- Attendees would like to have better connections to the Roseville Amtrak station, and from the western side of the city to the portions east of I-80.
- Attendees would like to see better end-of-trip accommodations for e-bike users, e.g., lockers and charging stations.
- Attendees would like to have better/more comfortable connections to neighboring jurisdictions, including Rocklin, Citrus Heights, and even Sacramento. There is particular interest in having a trail that connects Roseville to Sacramento.

Next Steps

The current Local transit user survey closed on April 19. In May, another survey will be available for those who *do not* currently use transit. A separate survey will also be released for current Commuter passengers.



Pop-up outreach is being conducted over the next few months at community events, along trails, and at transit stops to connect with the public and gather additional input.

The online active transportation map will be open for feedback until May 31.

This summer, the City will host a second open house event, focused on final updates and input for the Comprehensive Operational Analysis.

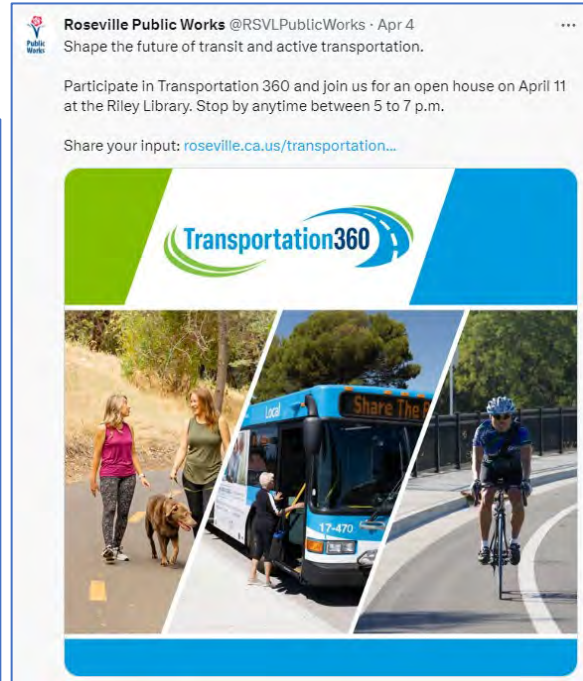
In the fall, the City will host the third and final open house event for the project, focused on final updates and input for the Active Transportation Plan.



Meeting Promotion



Facebook Post



X (Twitter) Post



Instagram Post





Shape the future of active transportation and public transit

Participate in [Transportation 360](#) and help the City of Roseville update master plans to provide a comprehensive road map for future Roseville Transit services and improvements to our pedestrian and bike network.

Share your input in the following ways.

Roseville Transit survey

Help shape the plans by participating in a short survey about how you currently use Local routes, ADA Paratransit, and Arrow on-demand services.

A future survey will be available for those who don't currently ride transit.



Provide your input

Active transportation interactive map and survey

Use the interactive map to share feedback about walking, biking, and rolling.



Provide your input

Open House #1

Thursday, April 11
Stop by any time between 5 and 7 p.m.
Riley Library
1501 Pleasant Grove Blvd. ([map](#))

Join us and get involved in Transportation 360. You're invited to share your ideas for improving active transportation and Roseville Transit services.

Getting there: Accessible via Roseville Transit - [Local](#) Route M and [Arrow](#) on-demand. Or, [plan your trip](#) walking, biking, or rolling.



Learn more

Learn more about Transportation 360, view the project timeline, and stay informed about more opportunities to participate.

roseville.ca.us/transportation360

Transportation 360 Newsletter/E-Blast



Shape the future of public transit and active transportation

Participate in Transportation 360 and help the City of Roseville update master plans to provide a comprehensive road map for future Roseville Transit services and improvements to our pedestrian and bike network.

[Learn more](#)

Walk, Bike & Roll Newsletter/E-Blast

TRANSPORTATION 360: OPEN HOUSE #1		EXPORT EVENT
Date and Time	April 11 2024 5:00 PM to 7:00 PM	
Location	Riley Library	
		
Stop by any time between 5 and 7 p.m.		
Description	Shape the future of public transit and active transportation in your community. Participate in the first open house for Transportation 360 and help the City of Roseville update master plans to provide a comprehensive road map for future Roseville Transit services and improving our pedestrian and bike network.	
Riley Library is accessible via Roseville Transit - Local Route M and Arrow on-demand.		
Learn more about the project: roseville.ca.us/transportation360		

City Website/Calendar

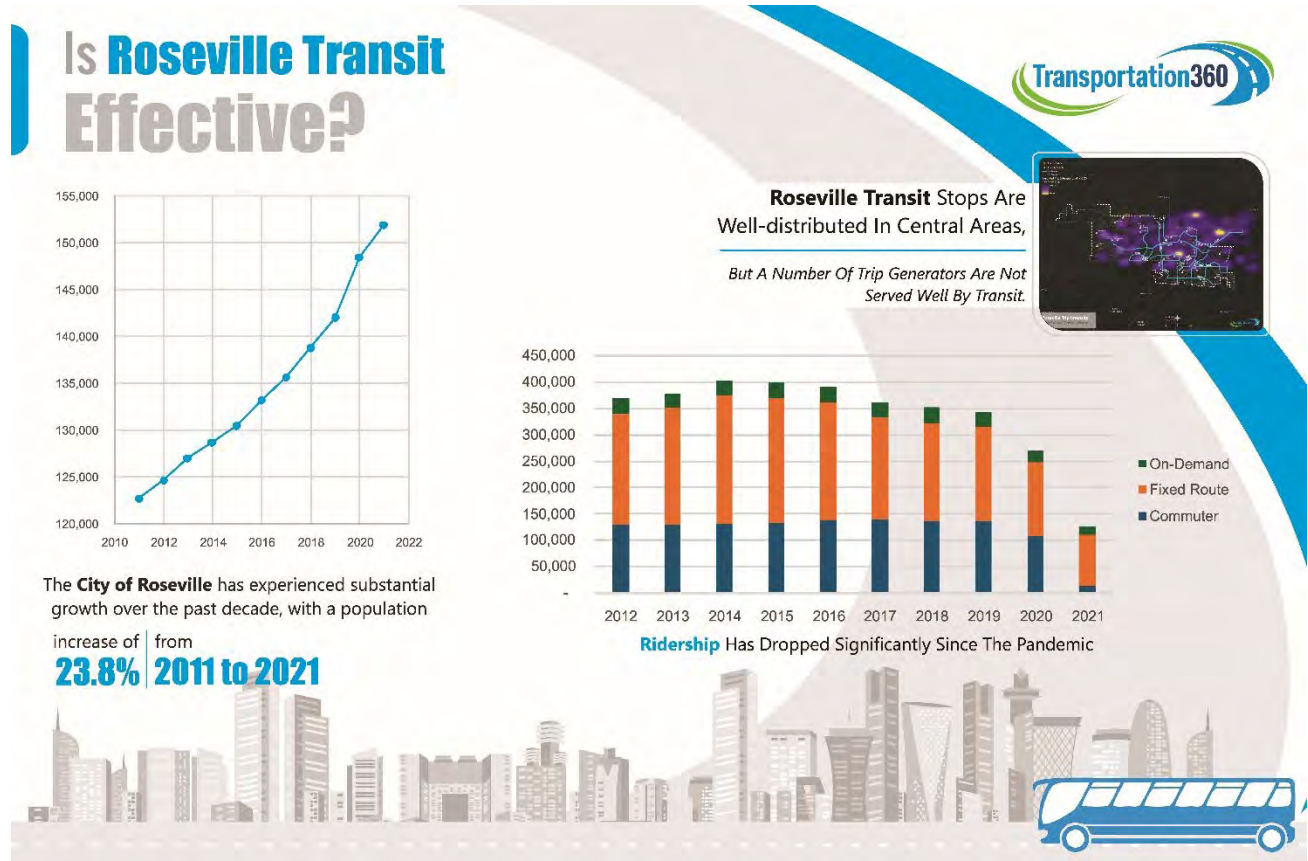


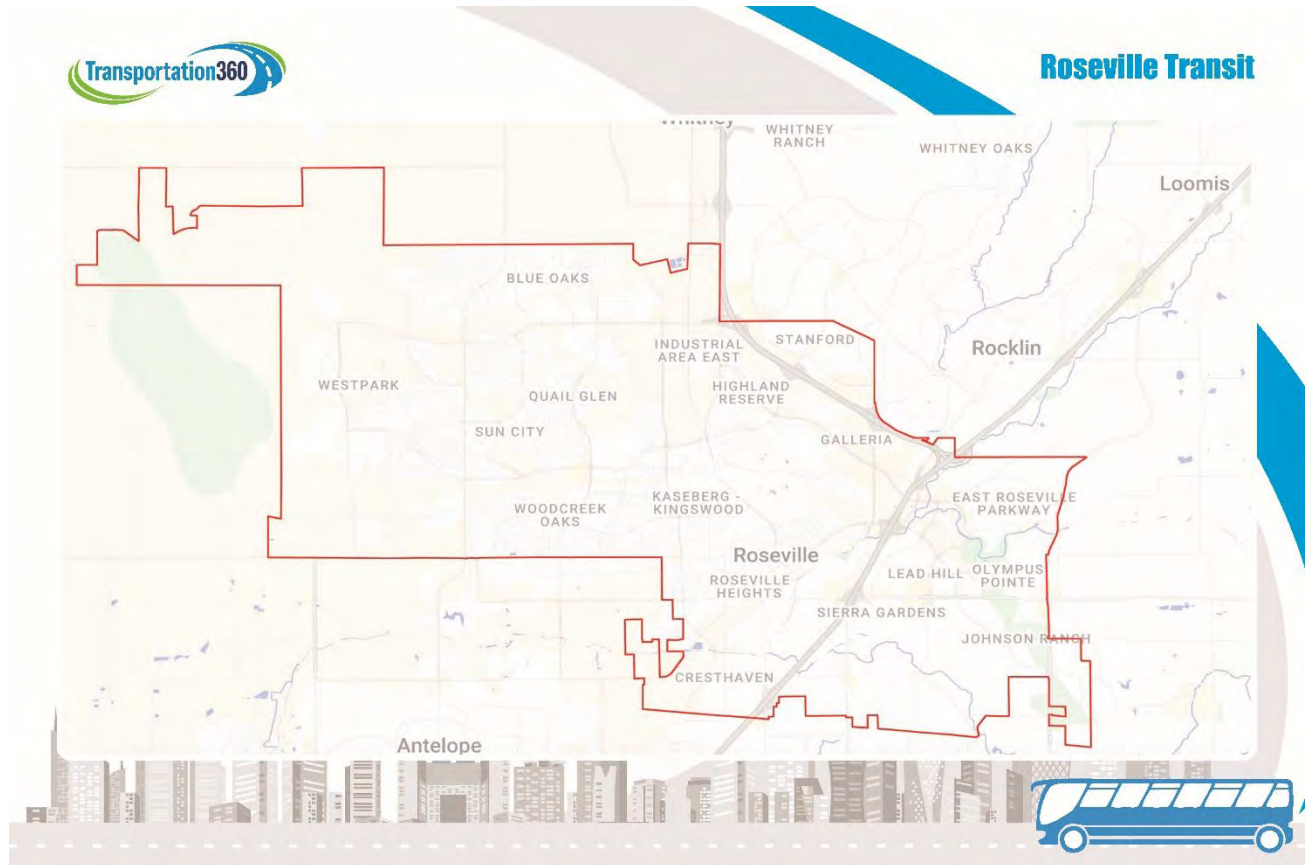
Meeting Photos





Exhibits/Display Boards – Roseville Transit







Commuter Choices



Into Sacramento	Early Morning 6am-8am	Mid Morning 8am-10am	Late Morning 10am-12pm	Midday 12pm-2pm
From Sacramento	Midday 12pm-2pm	Early Afternoon 2pm-4pm	End of Day 4pm-6pm	Late 6pm-8pm

ORIGINS

- ☐ Sunsplash
- ☐ Mahany PnR
- ☐ Other

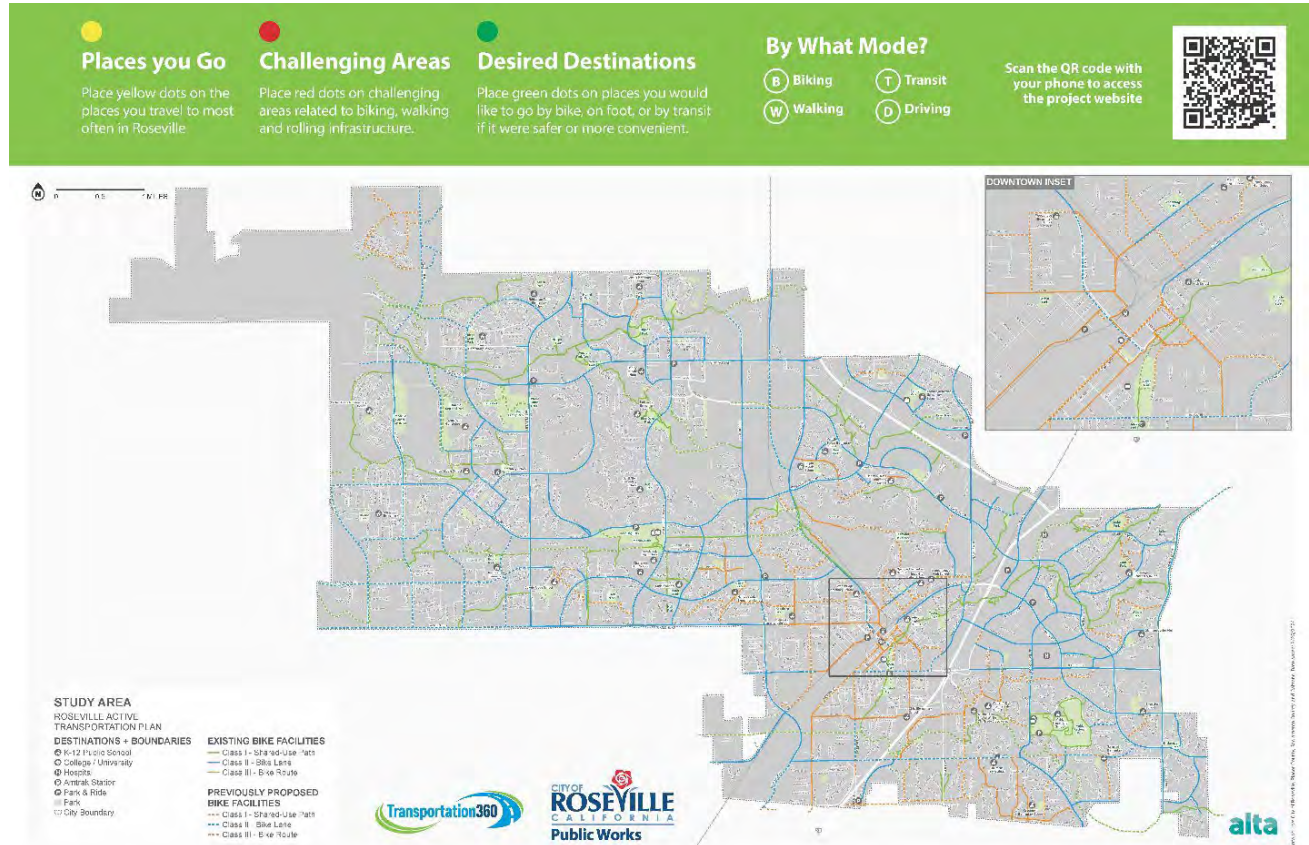
DESTINATIONS

- ☐ Richards Development
- ☐ Watt/I-80
- ☐ Downtown Sacramento





Exhibits/Display Boards – Active Transportation





Places you Go

Place yellow dots on the places you travel to most often in Roseville

Challenging Areas

Place red dots on challenging areas related to biking, walking and rolling infrastructure.

Desired Destinations

Place green dots on places you would like to go by bike, on foot, or by transit if it were safer or more convenient.

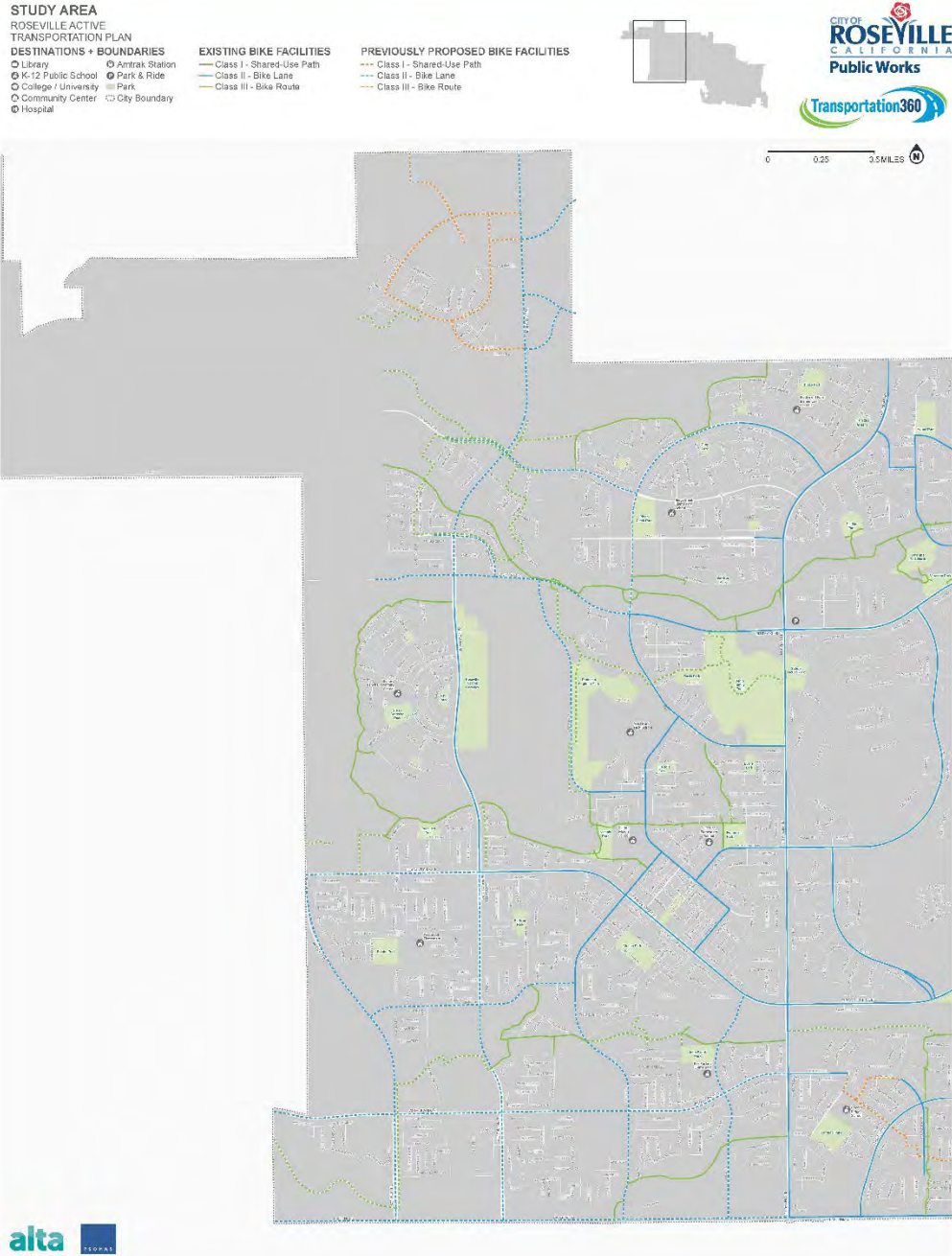
By What Mode?

B Biking

W Walking

T Transit

D Driving





Places you Go

Place yellow dots on the places you travel to most often in Roseville

Challenging Areas

Place red dots on challenging areas related to biking, walking and rolling infrastructure.

Desired Destinations

Place green dots on places you would like to go by bike, on foot, or by transit if it were safer or more convenient.

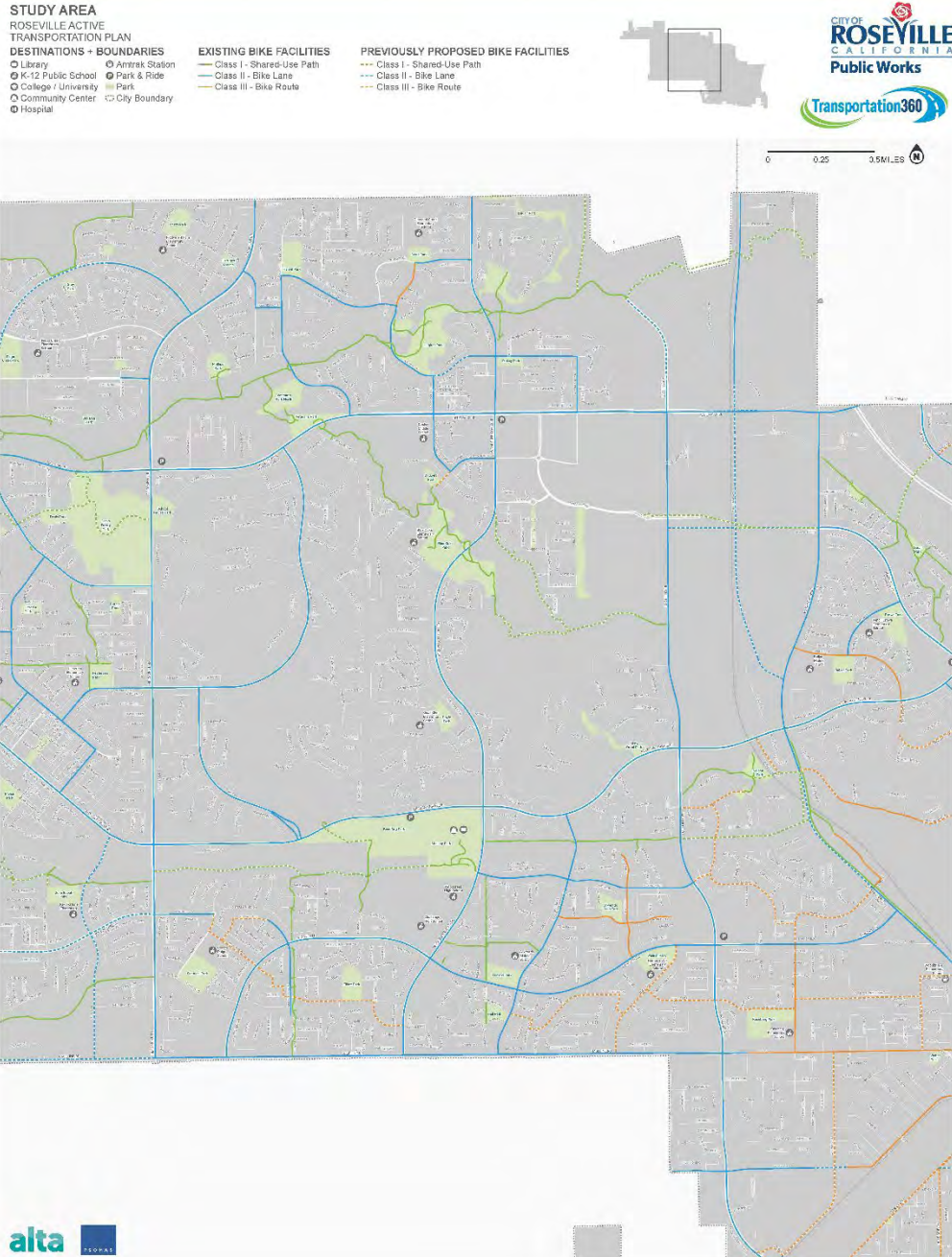
By What Mode?

B Biking

T Transit

W Walking

D Driving





Places you Go

Place yellow dots on the places you travel to most often in Roseville

Challenging Areas

Place red dots on challenging areas related to biking, walking and rolling infrastructure.

Desired Destinations

Place green dots on places you would like to go by bike, on foot, or by transit if it were safer or more convenient.

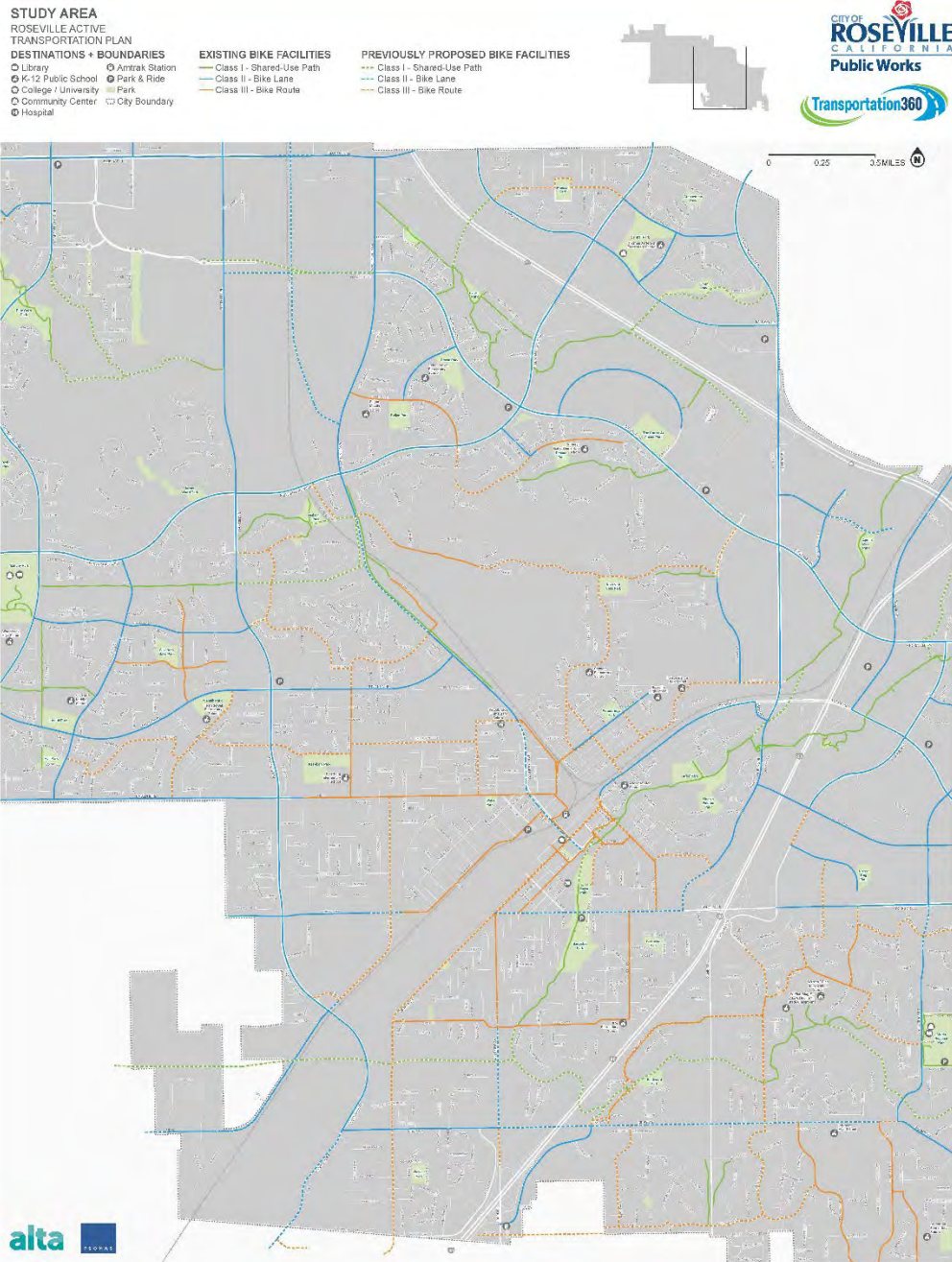
By What Mode?

B Biking

W Walking

T Transit

D Driving





Places you Go

Place yellow dots on the places you travel to most often in Roseville

Challenging Areas

Place red dots on challenging areas related to biking, walking and rolling infrastructure.

Desired Destinations

Place green dots on places you would like to go by bike, on foot, or by transit if it were safer or more convenient.

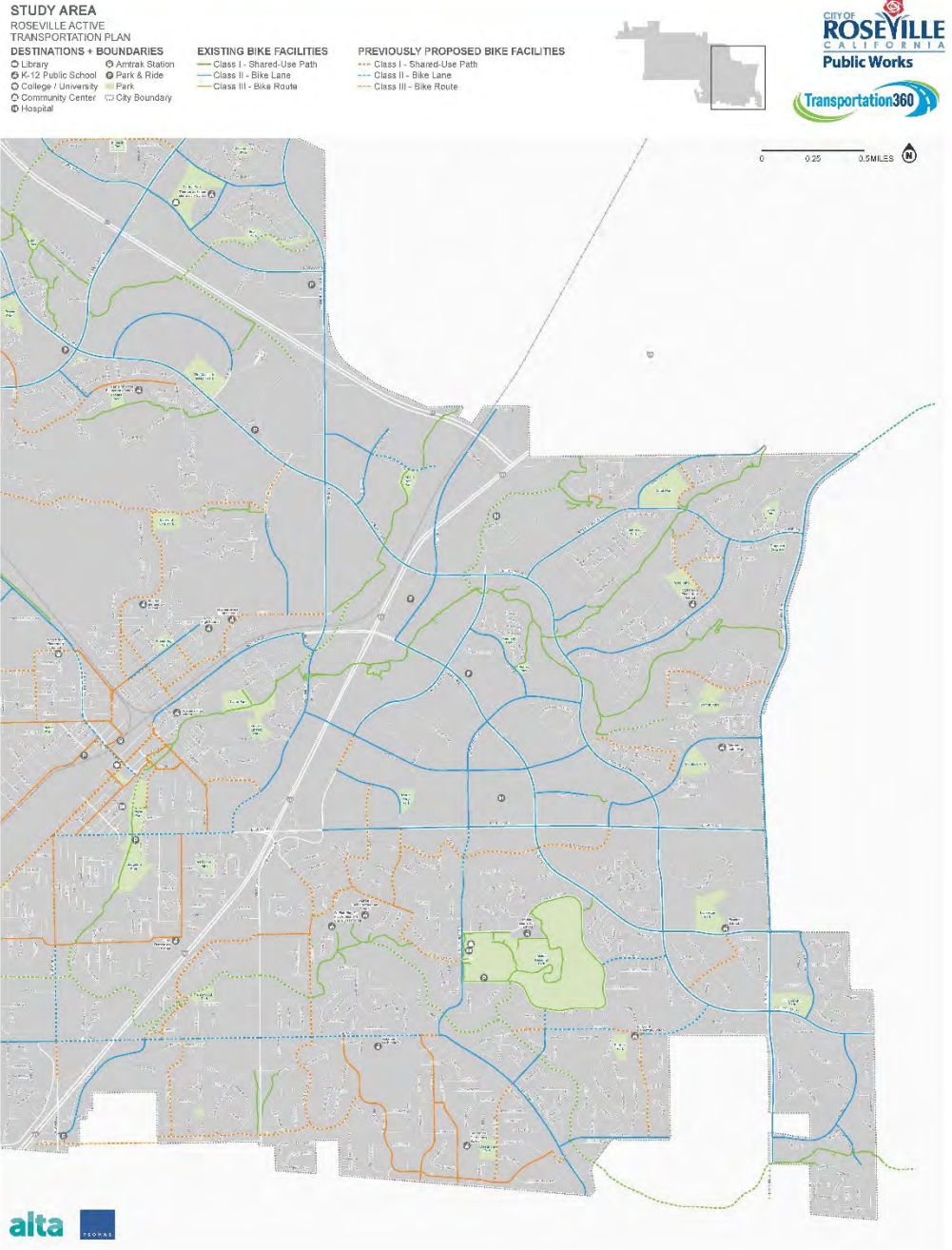
By What Mode?

B Biking

W Walking

T Transit

D Driving



What are the different types of bicycle-friendly facilities?

Scan the QR code with your phone to access the project website



Learn about the different types of bicycle facilities!

MOST SEPARATION

Multi-use Trail



Paved trails shared by people walking and biking completely separated from motor vehicle traffic. Comfortable for people of all ages and abilities.

Separated Bikeway



An on-street bike lane that is separated from motor vehicle traffic by a vertical barrier, such as curb, median, or bollards.

Buffered Bike Lane



A conventional bike lane paired with a buffer space that separates the bike lane from adjacent motor vehicle travel lane and/or parking lane.

Bike Lane



Dedicated lane for bicycle travel adjacent to traffic. Separated from motor vehicle traffic or parking by painted lane line or buffer.

Bicycle Boulevard



Signed bike route, sharing the roadway with motor vehicles on quiet neighborhood streets. Includes shared roadway road markings on pavement and additional traffic calming measures.

LEAST SEPARATION

Bike Route



Signed bike route, sharing the roadway with motor vehicles. Can include pavement markings.

What are the different types of pedestrian-friendly facilities?

Scan the QR code with your phone to access the project website



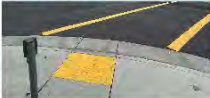
Learn about the different types of pedestrian facilities!

Sidewalks



Provide an area for people walking to travel separated from motor vehicle traffic. Typically constructed out of concrete and separated from the roadway by a curb or gutter and sometimes a landscaped buffer.

Curb Ramps



Provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, hand carts, bicycles, and for people who have trouble stepping up and down high curbs.

High-Visibility Crosswalk



High-visibility crosswalks are marked with thick bars, drawing additional attention and awareness to the crossing. In school zones, these crossings are yellow instead of the standard white color.

Curb Extensions



Minimize exposure for people crossing the street by shortening crossing distance and giving them a better chance to see and be seen before committing to crossing.

Median Refuge Islands



Help improve access for people walking by increasing visibility and allowing pedestrians to cross one direction of traffic at a time.

High-Intensity Activated Crosswalks (HAWK)



Beacons that are used to improve unsignalized intersections or midblock crossings of major streets. They are only activated when pedestrians or bicyclists are present, resulting in minimal delays for users. Examples include Mendocino Avenue at the Santa Rosa Junior College and on Fulton Road at Piner High School.

Rectangular Rapid Flashing Beacon



Rectangular Rapid Flash Beacons (RRFB) are a type of active warning beacon used at unsignalized crossings. They are designed to increase motor vehicle yielding compliance on multi-lane or high-volume roadways.

Bicycle Facilities

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Public Works

Transportation360

MOST SEPARATION

Multi-use Trail



Paved trails shared by people walking and biking completely separated from motor vehicle traffic. Comfortable for people of all ages and abilities.

Separated Bikeway



An on-street bike lane that is separated from motor vehicle traffic by a vertical barrier, such as curb, median, or bollards.

Buffered Bike Lane



A conventional bike lane paired with a buffer space that separates the bike lane from adjacent motor vehicle travel lane and/or parking lane.

Bike Lane



Dedicated lane for bicycle travel adjacent to traffic. Separated from motor vehicle traffic or parking by painted lane line or buffer.

Bicycle Boulevard



Signed bike route, sharing the roadway with motor vehicles on quiet neighborhood streets. Includes shared roadway road markings on pavement and additional traffic calming measures.

Bike Route



Signed bike route, sharing the roadway with motor vehicles. Can include pavement markings.

LEAST SEPARATION

Pedestrian Related Improvements

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Public Works

Transportation360

Sidewalks



Provide an area for people walking to travel separated from motor vehicle traffic. Typically constructed out of concrete and separated from the roadway by a curb or gutter and sometimes a landscaped buffer.

Curb Ramps



Provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, hand carts, bicycles, and for people who have trouble stepping up and down high curbs.

High-Visibility Crosswalk



High-visibility crosswalks are marked with thick bars, drawing additional attention and awareness to the crossing. In school zones, these crossings are yellow instead of the standard white color.

Curb Extensions



Minimize exposure for people crossing the street by shortening crossing distance and giving them a better chance to see and be seen before committing to crossing.

Median Refuge Islands



Help improve access for people walking by increasing visibility and allowing pedestrians to cross one direction of traffic at a time.

Pedestrian Hybrid Beacon



Beacons that are used to improve unsignalized intersections or midblock crossings of major streets. They are only activated when pedestrians or bicyclists are present, resulting in minimal delays for users.

Rectangular Rapid Flashing Beacon



Rectangular Rapid Flash Beacons (RRFB) are a type of active warning beacon used at unsignalized crossings. They are designed to increase motor vehicle yielding compliance on multi-lane or high-volume roadways.



**CITY OF ROSEVILLE PUBLIC WORKS
TRANSPORTATION 360
PUBLIC OPEN HOUSE #2
AUGUST 6, 2024**

Introduction

The second Public Open House for the City of Roseville Public Works' Transportation 360 project was held on Tuesday, August 6, 2024, from 5–7 p.m. The in-person meeting was hosted at the Civic Center, in Meeting Rooms 1 and 2. More than 20 community members attended the meeting, as well as a member of the City's Transportation Commission, Public Works staff, and project team members.

Project Overview

Transportation 360 is the culmination of two important City projects:

- Roseville Transit's ***Comprehensive Operational Analysis (COA)*** will explore the City's continued growth and changing needs and provide recommendations for how the transit system can better serve residents going forward.
- The ***Active Transportation Plan*** comprises an update and consolidation of the City's Bicycle and Pedestrian Master Plans and will provide a vision and action plan for improving safe and convenient active transportation travel in the city.

Purpose and Format

The purpose of this second public open house was to provide additional information to the public about the **Comprehensive Operational Analysis (COA)** component of Transportation 360. The meeting focused on sharing conceptual Roseville Transit service improvements, providing an opportunity for community members to share feedback and ask questions, and highlighting next steps.

The event followed a hybrid open house format, including a short project overview presentation and question and answer session with project team members: Rahul Kumar, president of Innovate Mobility; Ed Scofield, Alternative Transportation Manager for Roseville Public Works; and Rich Frost, Transit Operations Supervisor for Roseville Public Works. Prior to and following the presentation, attendees were invited to visit the draft concept maps/exhibit boards around the room, talk with project team members, and ask additional or more detailed questions.

The following concept maps and exhibit boards were available for attendees to view during the event:

- Local routes
- Arrow on-demand
- Commuter routes
- Forthcoming Rapid Link service



The project team hosted a welcome table at the entrance that included a sign-in sheet, general information about the Transportation 360 project, and comment cards for attendees to share additional input. The City also provided refreshments for attendees.

Notification

The meeting was promoted through the following platforms:

- City email newsletters
 - Transportation 360 project updates
 - Roseville Transit News
 - Traffic Alert
 - We Are Roseville (main weekly City newsletter)
- Social Media
 - Facebook [@ Roseville Transit and City of Roseville](#)
 - X (formerly Twitter) [@RSVLPublicWorks](#), [@RSVL_Transit](#), and [@CityofRoseville](#)
 - Instagram [@ City of Roseville](#)
 - Nextdoor
- City of Roseville website
- Signage and posters
- On-board bus kiosks
- Outreach calls to more than 40 local stakeholders/community-based organizations

Community Feedback

The following is a summary of the comments and feedback shared by community members.

- A few attendees inquired about ADA accessibility on Roseville Transit vehicles, including any requirements/limitations related to the size and weight of different mobility devices (wheelchairs, scooters, etc.).
- Attendees asked several questions related to the route improvements and access to essential destinations throughout the city, such as grocery stores and other major shopping areas/centers (e.g., Costco).
- Some attendees inquired about whether any of the proposed routes include new/additional stops in areas they feel currently have limited transit access, such as Blue Oaks and Granite Bay.
- Attendees asked about how the system changes will help reduce travel times as well as transfers.
- Some attendees asked about the different types of transit system vehicles that are planned (e.g., electric buses), as well as on-board services, such as Wi-Fi.



- One current Arrow rider expressed a need for extended service hours and mentioned having difficulties with the Arrow app.

Next Steps

Starting in late August, an interactive online map will be available for the public to provide additional input on the draft Roseville Transit System Concepts. The map will remain available for feedback until mid-September.

In the fall, an interactive online active transportation map will also be open for feedback. This map will feature initial recommendations for improving safe and convenient bike and pedestrian travel in the city, incorporating initial input received from the public.

Also this fall, the City will host a third open house event, focused on final updates and input for the Active Transportation Plan component of Transportation 360.

The project website, roseville.ca.us/transportation360, continues to serve as a central resource for more information and is being updated throughout the project development process. The site offers background information about the project, an overall project timeline and copies of project materials, as well as links to active surveys or interactive tools.



Meeting Promotion



Facebook Post



X (Twitter) Post



Instagram Post





Roseville Transit NEWS





Open house #2 - Roseville Transit

Tuesday, August 6, 2024
Stop by any time between 5 and 7 p.m.
Short presentation at 5:30 p.m.
Civic Center, Rooms 1 and 2
311 Vernon St. ([map](#))

Join us for the second open house, learn about conceptual Roseville Transit service improvements, and share your feedback.

Getting there: Accessible for free via Roseville Transit [Local](#) Routes A, B, D, and L, or [Arrow](#) on-demand. Or [plan your trip](#) walking, biking or rolling. When you board the bus, simply notify the driver you're attending the open house.

[Learn more](#)

Roseville Transit News (E-Newsletter)



Government Residents Business Online Services How Do I... Current Council Agenda

City of Roseville / News / What's happening in Roseville / Transportation 360 open house #2: Roseville Transit

Transportation 360 open house #2: Roseville Transit

Updated August 01, 2024



Join us for the second Transportation 360 open house on **Tuesday, Aug. 6** at the Civic Center in meeting rooms 1 and 2.

Drop in between 5 and 7 p.m. and learn about conceptual Roseville Transit service improvements and share your feedback. There will be a short presentation at 5:30 p.m.

Learn more about efforts to update master plans for public transit and Roseville's bike and pedestrian network:
roseville.ca.us/transportation360

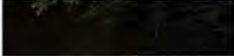
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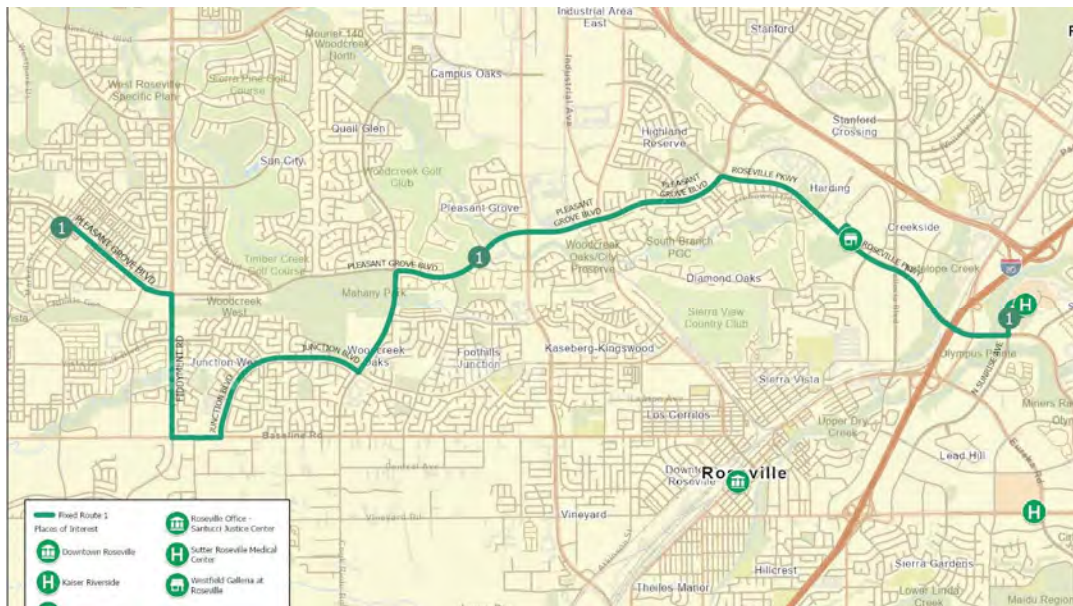
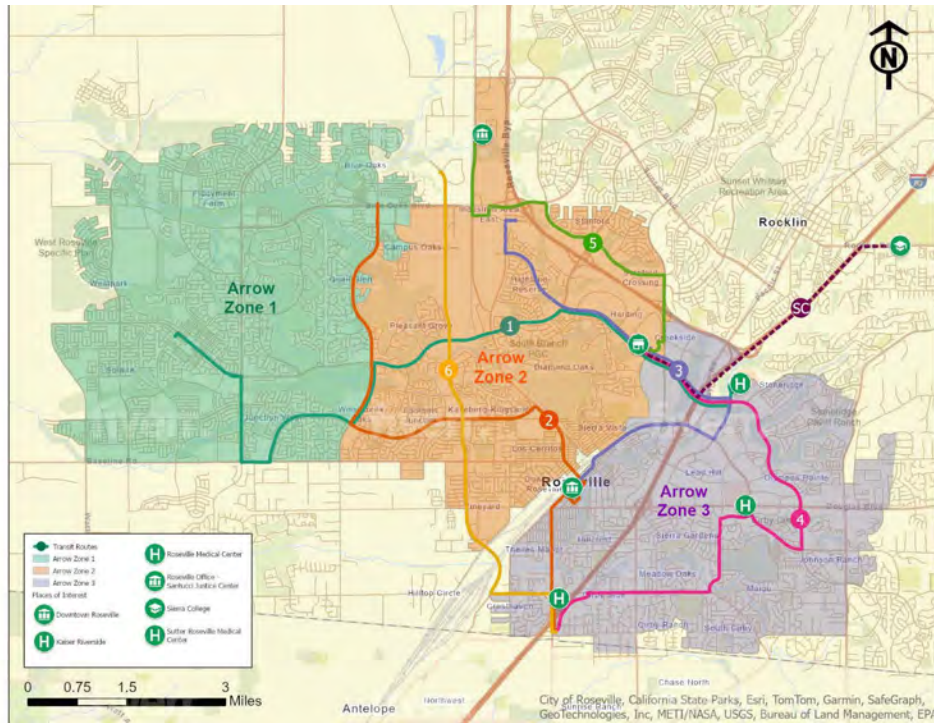


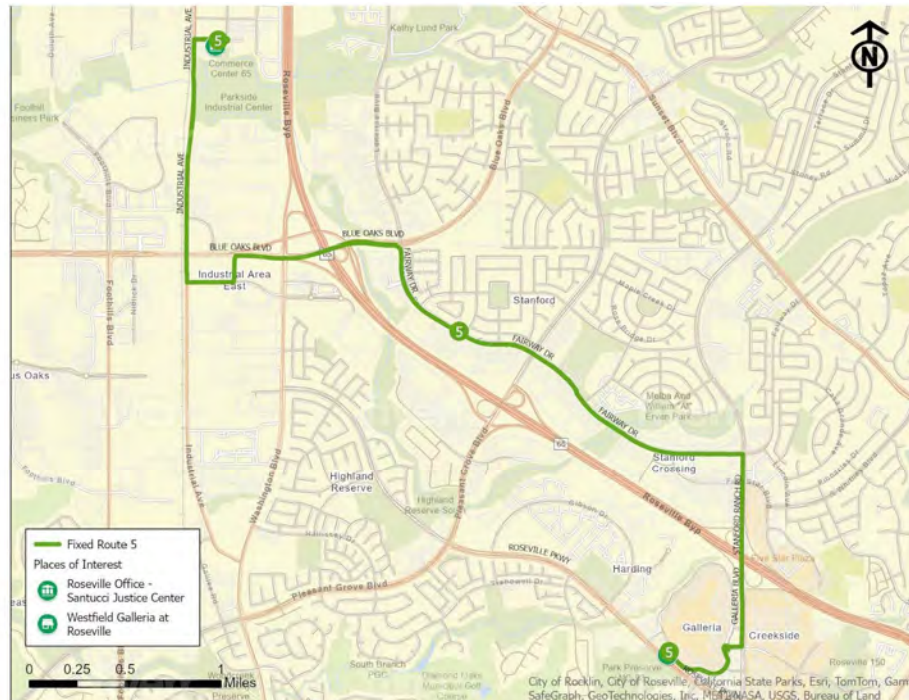
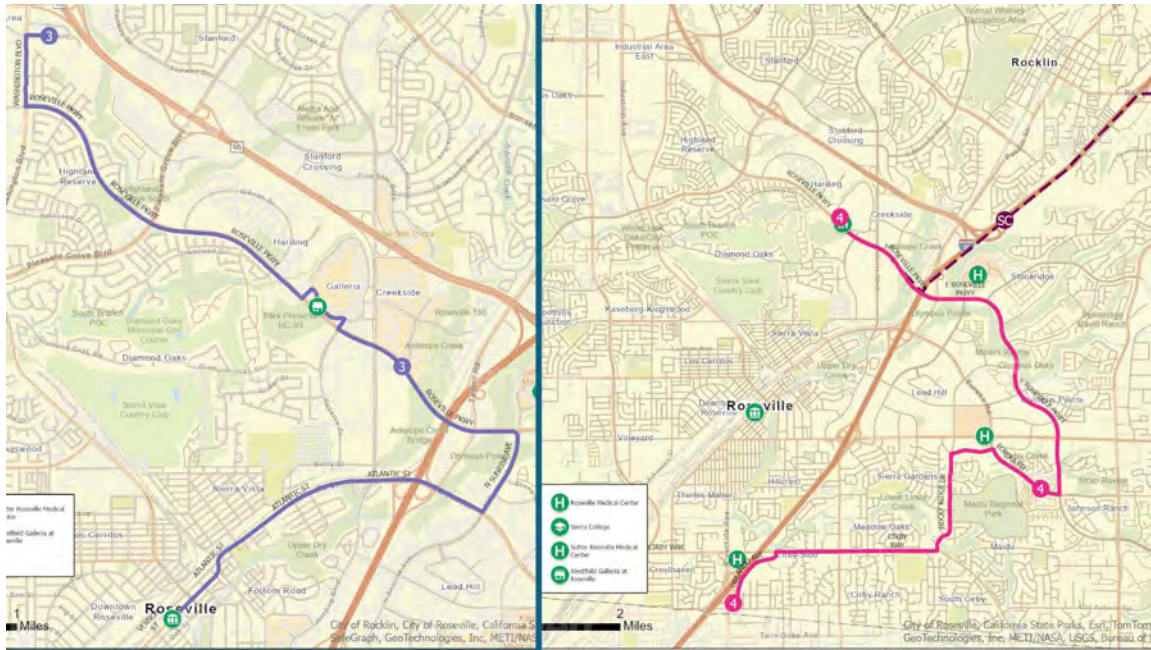
Meeting Photos

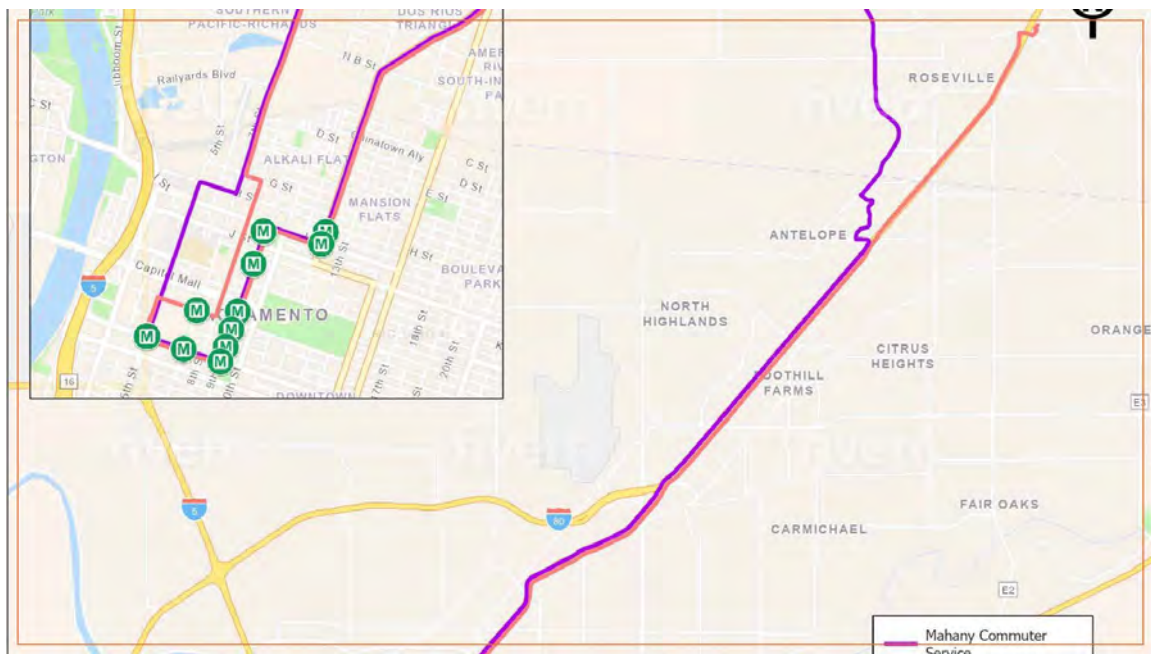
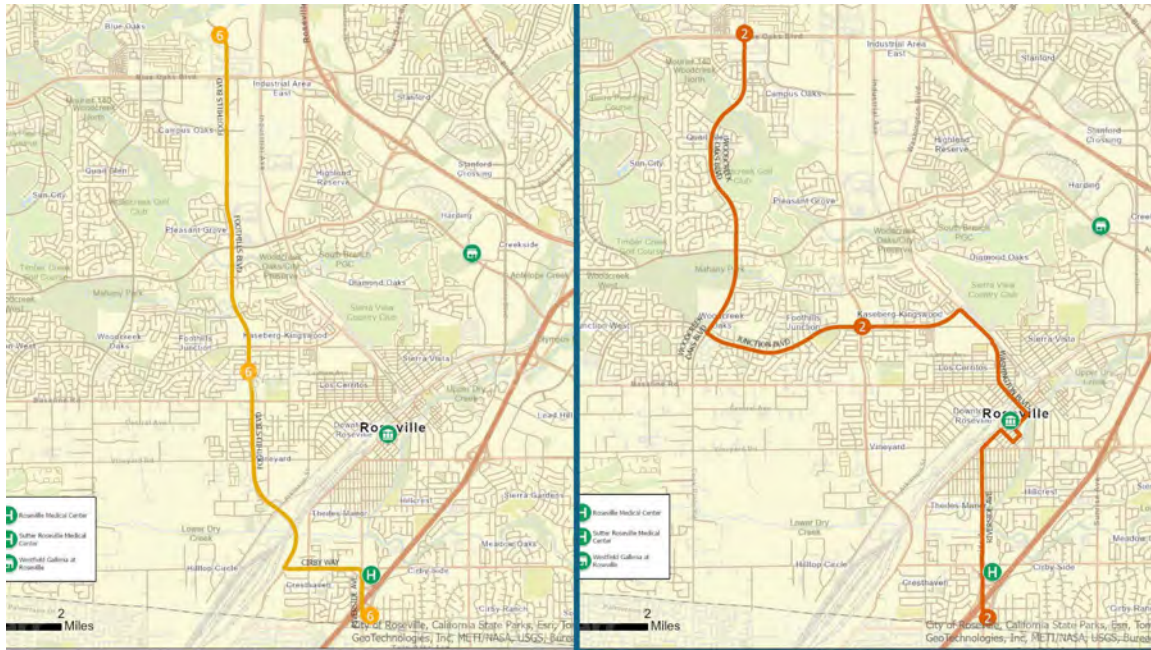




Exhibits/Display Boards









Draft Recommendations

EXECUTIVE SUMMARY

INTRODUCTION TO THE CHANGING LANDSCAPE OF ROSEVILLE

Roseville is experiencing rapid growth and transformation, driven by population expansion, suburban development, and increasing economic opportunities. As new residential areas emerge and more people move to the city, there is an escalating demand for public transit to support this growth while maintaining sustainable urban mobility. The current transit system must evolve to meet the needs of a growing population and provide reliable, efficient transportation options that reduce congestion, improve connectivity, and contribute to the city's environmental goals.

Public transit plays a pivotal role in shaping the future of Roseville, helping to balance the needs of a larger, more mobile population while addressing the city's sustainability objectives. As Roseville continues to grow, the transit system must offer enhanced coverage, increased frequency, and more flexible services to keep pace with rising demand.

The **Transportation 360** project recognizes this challenge and outlines a comprehensive set of recommendations to transform Roseville Transit into a system equipped to serve the city's future needs. The project aims to develop a transit system that is accessible, efficient, and aligned with Roseville's growth trajectory. This report provides the framework for implementing the necessary changes, starting with enhancing the rider experience and extending through to detailed service expansions and financial planning.

TRANSIT EXPERIENCE

A key element in transforming Roseville Transit is focusing on the **rider experience**. Public engagement played a crucial role in shaping our understanding of how the current transit system performs and what changes are needed to better serve the community. Feedback gathered from residents highlighted several factors that influence transit usage, including service reliability, convenience, and the overall quality of the transit experience.

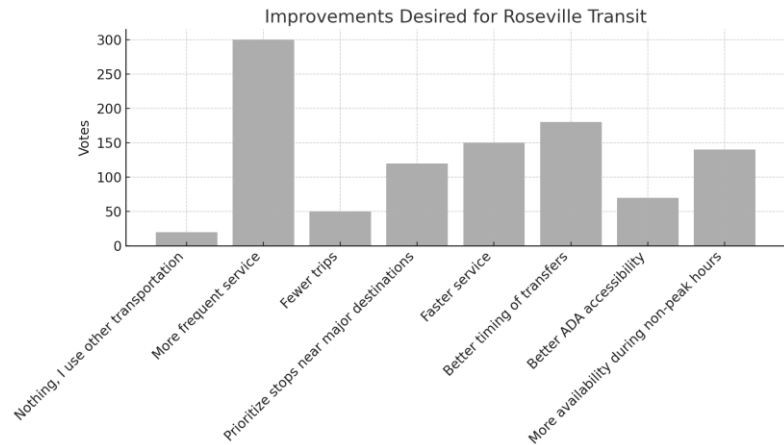


Figure 19 - Desired Improvements to Roseville Transit

While many residents expressed satisfaction with aspects like cleanliness and ease of payment, others pointed out areas for improvement, such as schedule consistency, seating comfort, and the availability of parking at key transit hubs. Common barriers preventing more frequent transit use include long wait times, service delays, and a lack of transit options in certain neighborhoods.

Focusing on rider experience will enable Roseville Transit to address these concerns head-on. By improving timeliness, enhancing stop amenities, and optimizing service frequency, the transit system can become a more attractive option for both regular and occasional riders. Ensuring that transit services are reliable, comfortable, and easy to use is essential for boosting ridership and building long-term loyalty.

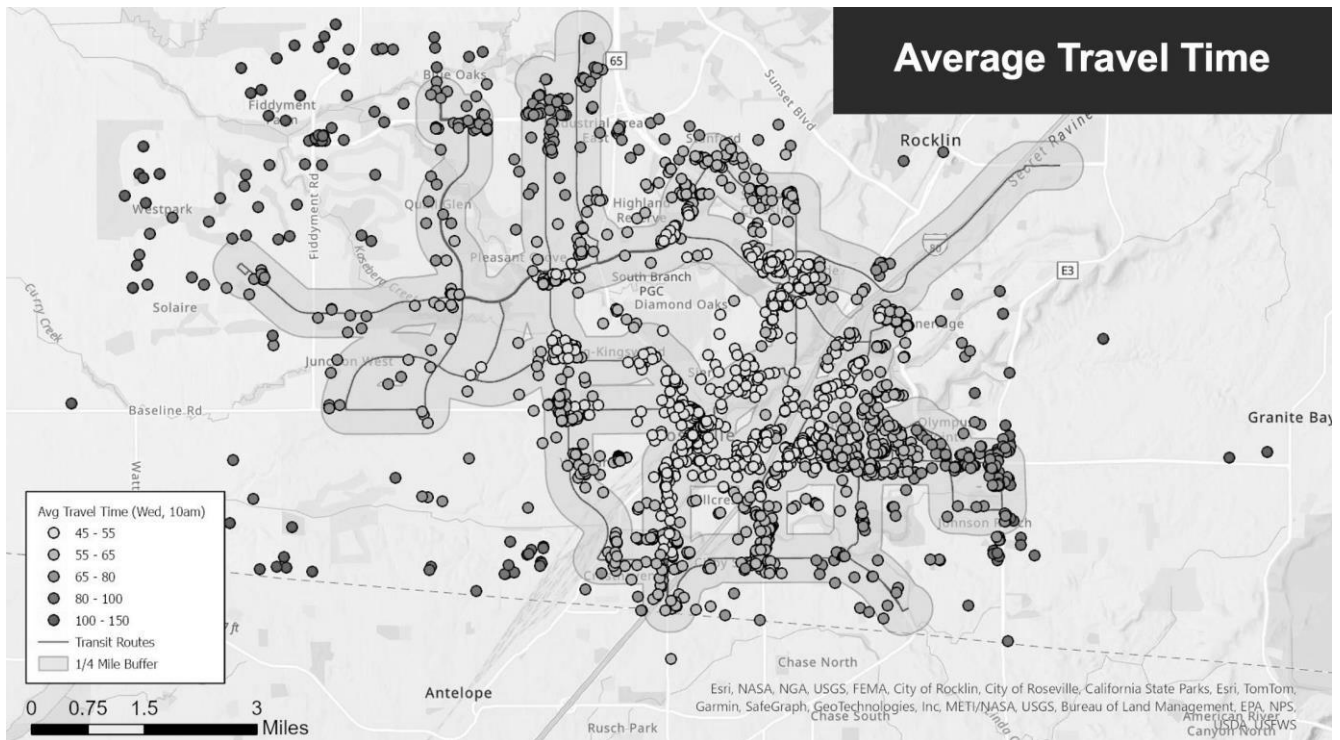


Figure 20 - Average Travel Time Using Roseville Transit

Enhancing the transit experience not only benefits riders but also aligns with Roseville's broader goals of increasing public transit adoption and reducing reliance on personal vehicles. With targeted improvements based on public feedback, Roseville Transit can become a more integral part of residents' daily lives, contributing to a more connected and sustainable city.

PROJECT GOALS AND OBJECTIVES

Elevate the Transit Experience



Achieve a Modal Shift Towards Public Transit

Foster Sustainable Urban Mobility

Enhance Data-Driven Decision-Making in Transit Planning

Transportation 360 was developed with a clear set of goals and objectives, informed by detailed ridership analysis, public feedback, and the changing landscape of Roseville. The primary aim of these goals is to transform Roseville Transit into a system that is more accessible, efficient, and aligned with the city's long-term sustainability and growth objectives.

KEY OBJECTIVES

1. Enhancing Coverage

- One of the main goals is to improve transit coverage across Roseville, particularly in newly developed or underserved areas. The introduction of new services like the **Arrow Service** and **Rapid Link** will increase the system's reach, ensuring that more residents have access to reliable transit options.

2. Increasing Frequency and Reducing Wait Times

- Another core objective is to increase service frequency across all transit modes, reducing the average wait time for riders. This is particularly important for **Local Service**, where a minimum of **10 passengers per hour** will be targeted, and buses will run every 30 minutes to improve service reliability.

3. Improving Rider Experience

- Public engagement revealed a need to improve the overall rider experience, with a focus on service reliability, seating comfort, and ease of transfers between different transit modes. Addressing these concerns will make transit more attractive to new and existing riders.



- Key actions include improving the timeliness of service and upgrading amenities at key stops to enhance rider satisfaction.

4. Sustainability and Environmental Goals

- Reducing Roseville’s carbon footprint is a key part of the city’s transit transformation. By encouraging residents to shift from personal vehicles to public transit, the system will help reduce traffic congestion and emissions.
- The projected ridership increase, from 241,681 total riders in FY 2026 to 324,243 by FY 2035, supports this goal, with the adoption of Rapid Link and Arrow Service contributing to a more sustainable transit system.
- Rapid Link will use an entirely electric fleet, with other services transitioning to electric vehicles in the coming years.



BENEFITS TO TRANSIT AND NON-TRANSIT USERS

The goals outlined in this project benefit not only transit riders but also the wider Roseville community. Expanded coverage and more frequent services will reduce congestion on major roads, improve air quality, and make the city more accessible for all residents. These objectives also support the city’s broader **mobility and sustainability goals**, contributing to a higher quality of life for everyone, whether they use public transit regularly or not.

SERVICE FRAMEWORK

A well-structured service framework has been designed to accommodate Roseville’s growing population and evolving transit needs. This framework focuses on providing different service types to meet the city’s diverse transportation demands, improving connectivity, and ensuring the efficient use of resources. The Service Framework encompasses three core types of transit services: **Local Service**, **Arrow Service (On-Demand)**, and **Commuter Service**. Each service is tailored to meet the unique requirements of different rider segments and travel patterns.

1. Local Service



- **Purpose:** Local Service is designed to serve high-density roadways with fixed routes, offering frequent and reliable transportation between neighborhoods and key destinations like shopping centers, medical facilities, and downtown Roseville.
- **Service Standards:** Buses will run every 30 minutes on **interzonal routes**, ensuring that residents across the city have access to convenient transit options. A key goal is to achieve a minimum of **7-10 passengers per hour** on new routes, ensuring efficient use of transit resources.

2. Arrow Service (On-Demand Zones)

- **Purpose:** New zonal Arrow Service replaces the existing city-wide dial-a-ride system with specific on-demand service zones. This service offers riders flexibility, allowing them to travel within a designated zone without the need for transfers. For cross-zonal trips, riders can connect to fixed Local routes.
- **Service Standards:** Arrow Service provides **customized transit** for residents in less densely populated areas, offering trips when and where they are needed. This service model addresses the needs of residents who may not be well-served by fixed routes.



3. Commuter Service

- **Purpose:** Commuter Service is designed for residents who need efficient, direct transportation to employment centers during peak hours. This express service reduces travel times and improves connectivity to major job hubs, such as Sacramento.
- **Service Standards:** Commuter routes will prioritize **express trips** during peak commute hours (5–9 am and 3:30–6:30 pm), minimizing stops to provide faster travel times for commuters.

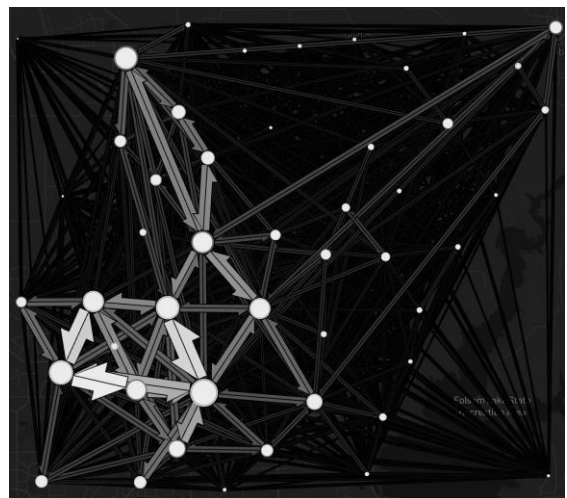


4. Rapid Link Service

- **Purpose: Rapid Link** is a new service designed to offer high-frequency, limited-stop express routes along key corridors between Lincoln and light rail stations in Sacramento. It will provide a faster alternative for commutes, connecting major residential areas to employment hubs and commercial centers.
- **Service Standards:** Rapid Link will offer **frequent service during peak hours**, with a limited number of stops, to reduce travel time for riders traveling longer distances.

TRAVEL PATTERNS

A key element of the **Transportation 360 Project** is understanding the travel patterns of Roseville residents. By conducting a comprehensive **Origin-Destination Analysis**, we were able to identify high-demand travel corridors, underserved areas, and the most common travel behaviors of the city's population. This data-driven approach ensures that transit service expansions are strategically aligned with actual travel needs, optimizing coverage and improving overall system efficiency.



KEY FINDINGS FROM THE ORIGIN-DESTINATION ANALYSIS

1. High-Demand Corridors

- The analysis revealed several high-demand travel corridors where residents frequently commute between residential areas and key destinations like employment centers, schools, shopping areas, and healthcare facilities.
- These corridors include routes between West Roseville and the downtown area, as well as connections to major job hubs in Sacramento. Peak-hour demand was particularly high along these routes, indicating a need for expanded Commuter Service and more frequent Local Service during critical times.

2. Underserved Areas

- The analysis also highlighted areas of the city where transit coverage is currently lacking, particularly in newly developed neighborhoods on the city's outskirts. Many residents in these areas rely on personal vehicles due to limited access to public transit.
- By expanding the **Arrow Service (On-Demand)** into these areas, Roseville Transit will be able to address the needs of these residents, offering more flexible and accessible transportation options without the need for fixed routes in low-density zones.



Figure 21 - Underserved Trip Generators

3. Peak and Off-Peak Travel Patterns

- The analysis showed distinct differences between peak and off-peak travel times. During peak hours, there was significant demand for direct, fast connections between residential areas and employment hubs. Off-peak hours saw more localized trips within neighborhoods or to nearby shopping centers and medical facilities.
- This data supports the introduction of the **Rapid Link Service**, designed to meet the needs of peak-hour commuters while maintaining a strong network of Local and Arrow services during off-peak times.

METHODOLOGY

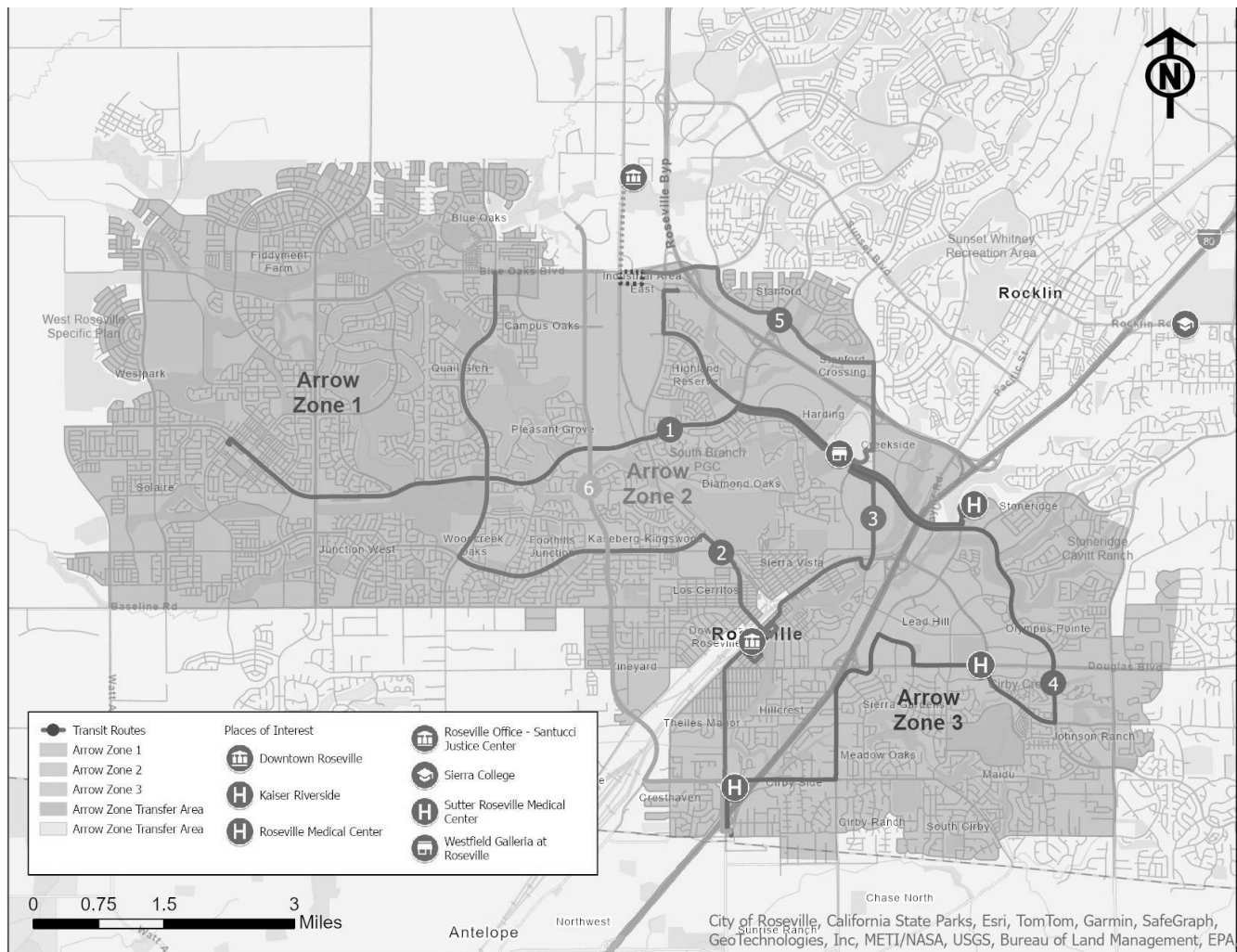
- The **Origin-Destination Analysis** used a combination of rider survey data, historical ridership patterns, and traffic flow modeling. This information was further supported by **cellular data tracking** to capture real-time travel patterns across different areas of the city.
- The analysis provided insights into travel demand based on time of day, day of the week, and trip purpose (work, leisure, shopping, medical). By aligning transit services with these patterns, Roseville Transit can better serve both regular commuters and occasional riders.

IMPACT ON SERVICE PLANNING

- The insights gained from the travel pattern analysis directly informed the decisions on where and how to expand Roseville Transit's services. For example, high-demand corridors identified in the analysis are being prioritized for **Rapid Link** and **Commuter Service** expansions, ensuring that these routes can accommodate increasing ridership during peak hours.
- Additionally, the flexibility of the **Arrow Service** is being tailored to underserved areas where demand fluctuates, providing personalized, on-demand transit to residents in low-density regions without the inefficiencies of fixed-route systems.

By using detailed travel pattern data, Roseville Transit will be able to optimize its resources, expand service where it is most needed, and improve overall rider satisfaction.

IMPLEMENTATION PLAN



The **Transportation 360 Implementation Plan** provides a phased approach to transforming Roseville Transit into a system that meets the growing demands of the city's population. The plan ensures a smooth, strategic transition by expanding services in stages, allowing time for adjustments, and ensuring service reliability during the transformation. This phased implementation focuses on increasing service capacity, introducing new services like **Rapid Link**, and optimizing existing routes.

The **Preferred Service Plan** for Roseville Transit represents a comprehensive and forward-looking strategy to meet the city's growing transit needs while managing rising operational costs due to the upcoming contract increase and inflation.

This plan focuses on expanding service coverage, increasing service frequency, and improving connectivity, all while ensuring cost-effectiveness and sustainability for long-term growth.

Implementation Plan Overview

The Preferred Service Plan will be rolled out in **four phases**, each building upon the previous to ensure a smooth transition, minimal service disruptions, and efficient resource allocation:

Phase 0 (February/March 2025): Preparation and Initial Setup

- Data collection on current ridership, travel patterns, and system performance.
- Integration of new technologies for on-demand services and real-time transit information.
- Public engagement to inform the community of upcoming changes and gather feedback.
- Staff training for new systems, routes, and service models.

Phase 1 (April 2025): Commuter Services and Rapid Link Introduction

- Redesigned commuter services focusing on direct and frequent routes to Downtown Sacramento.
- Launch of the Rapid Link Service, providing high-frequency, limited-stop service along key corridors to reduce travel times and improve efficiency.

Phase 2 (July 2025): Initial Service Changes

- Introduction of new Local routes, Arrow zones, and elimination of underperforming routes.
- Arrow service will be divided into zones to reduce travel and wait times, focusing on high-demand areas.

Phase 3 (January 2026): Expansion and Enhancement

- Expansion of Local services with increased frequency, particularly during peak hours.
- Further development of Arrow on-demand zones to cover more areas, enhancing accessibility.
- Enhancements to commuter routes, reducing travel times and increasing direct service to employment centers.

Ridership and Hourly Projections for the Preferred Service Plan

Under the **Preferred Service Plan**, ridership is projected to increase significantly across all service types by FY 2035, with particularly notable growth in the **Arrow** and **Commuter** services.

- **Local Service:** Currently serving 133,564 passengers annually, Local service is expected to grow by 22% to 163,683 passengers by FY 2035. This increase is driven by improved frequency and optimized route coverage, making the system more accessible and convenient for residents.
- **Arrow Service:** The most dramatic growth is projected for the on-demand Arrow service, which is expected to grow from 24,116 passengers currently to 41,607 passengers, a **73% increase**. This reflects the enhanced flexibility and efficiency of the on-demand model, particularly as the Arrow zones expand to serve new areas.
- **Rapid Link Service:** Introduced in Phase 1, the Rapid Link service will start with an estimated 85,934 riders in FY 2026, growing to 88,567 by FY 2035. This limited-stop, high-frequency service is designed to meet the needs of longer-distance commuters, making transit a more attractive option for those traveling to major employment hubs.
- **Commuter Service:** Commuter service is also expected to see significant growth, from 29,039 to 67,534 passengers, a **133% increase**. This growth is largely due to improved direct routes to Downtown Sacramento and other employment centers, as well as better connections with regional transit systems.

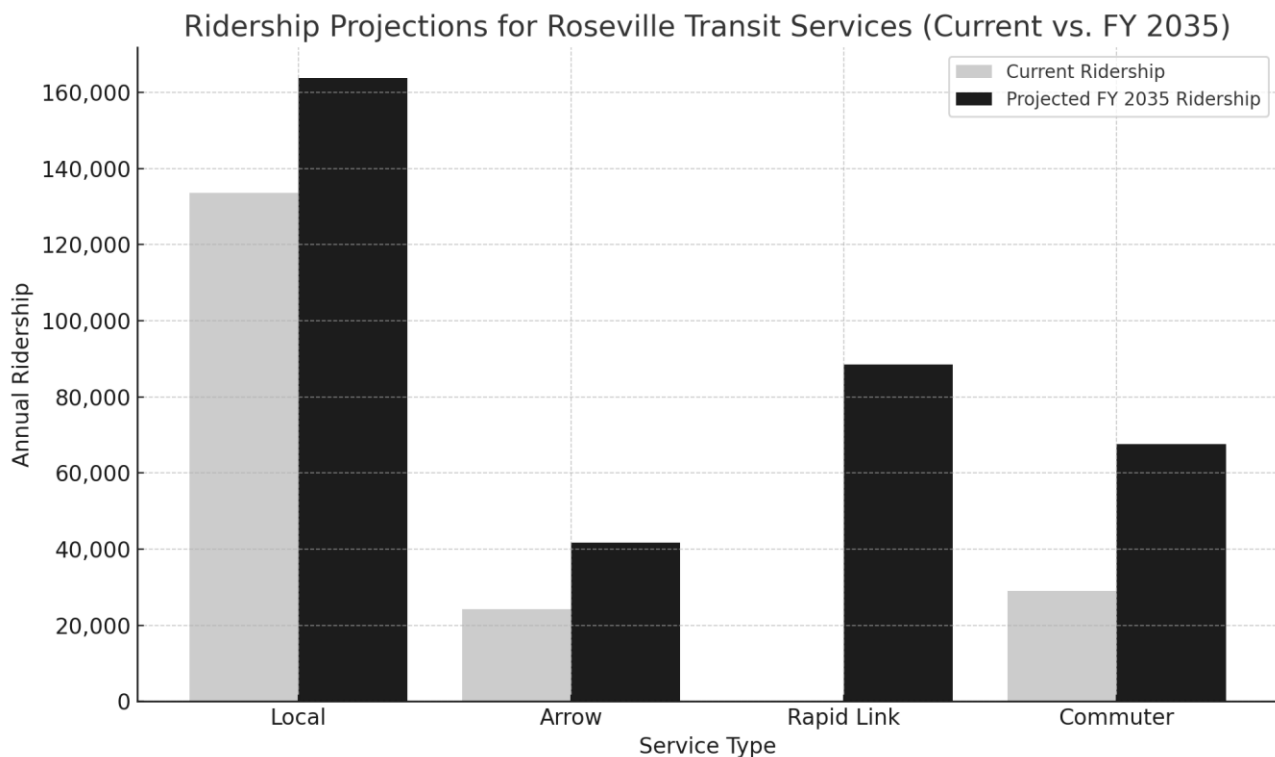


Figure 22 - Ridership Comparison

The projected ridership increases reflect the enhanced reliability, frequency, and coverage provided by the Preferred Service Plan. By improving connectivity and reducing wait times, Roseville Transit will not only attract new riders but also retain current users, ensuring that the system remains a valuable public resource.

Current Service Hours: At present, Roseville Transit operates **46,559 annual service hours**. This level of service, while adequate for current ridership levels, will not be sufficient to meet future demand as the city grows and the transit system expands under the Preferred Service Plan.

Preferred Service Plan Projections: Service hours are projected to grow from **46,559** hours in 2024 to **79,519** hours by FY 2035. This represents a **70% increase** over the current service level, reflecting the need for expanded coverage, more frequent services, and enhanced connectivity.

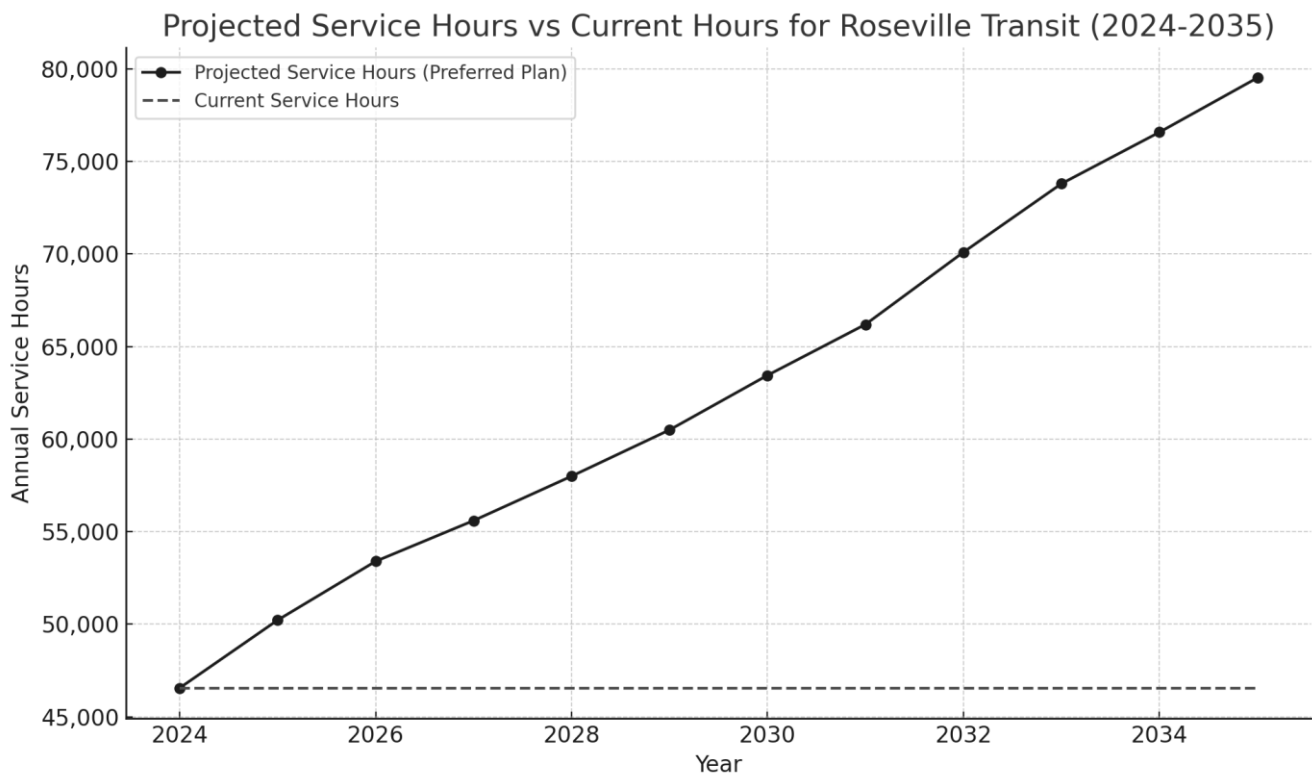


Figure 23 - Service Hour Projection Comparison

The gradual increase in service hours is a key feature of the phased implementation plan. In Phase 1, the introduction of **Rapid Link** and enhancements to the **Commuter services** will drive initial growth in service hours.

By Phase 2 and Phase 3, further increases will be seen with the expansion of **Arrow zones** and improvements to **Local routes**, ensuring that Roseville Transit can effectively meet the needs of a growing population.

The **Preferred Service Plan** is designed to be flexible and scalable, allowing for gradual increases in service hours that align with ridership growth and demand. This phased approach ensures that Roseville Transit can maintain high service quality while managing operational costs and resource use effectively. The result is a system that can adapt to the city's needs, ensuring that public transit remains an accessible and reliable option for all residents.

Key Enhancements of the Preferred Service Plan

1. Faster, More Frequent Service:

- Local routes will operate every 30 minutes (except for Route 2, which will operate every 60 minutes), improving reliability and reducing wait times.
- Arrow zones will be optimized for shorter wait and travel times, offering more efficient on-demand service.
- Direct service to Downtown Sacramento will provide faster, more convenient commuter options.

2. Better Connections:

- Expanded **Arrow service** to cover the **West Park region** and new routes along **Blue Oaks** to serve growing residential areas.
- Improved service to key destinations like Downtown Sacramento, major medical centers, and shopping areas.
- New service connections to **Watt/I-80 Light Rail** and the growing **Richards Blvd Offices**, offering enhanced regional transit integration.

3. Optimized Route Efficiency:

- Reduction in service overlap by focusing Local routes along major roads and eliminating one-way loops, allowing bi-directional service on all routes.
- Improved coordination with **Placer County Transit** for services to **Sierra College**, ensuring seamless transfers and better regional connectivity.

Conclusion: Why the Preferred Service Plan is the Best Path Forward

The **Preferred Service Plan** is designed to provide the best balance between service expansion, operational efficiency, and cost management for Roseville Transit. While this plan comes with higher costs due to expanded service coverage and increased frequency, it is the most comprehensive approach to meeting the city's growing transit needs. By implementing the plan in phases, Roseville Transit can adapt to real-time feedback, adjust services as necessary, and ensure that resources are allocated efficiently.

The projected ridership and service hour increases reflect the system's potential for growth, with enhancements like **Rapid Link** and **expanded Arrow zones** ensuring that the city remains well-connected and accessible. Moreover, with strategic adjustments to service frequency, route efficiency, and regional connections, Roseville Transit will be well-positioned to meet the demands of its growing population while staying financially sustainable.

By adopting the **Preferred Service Plan**, Roseville Transit can continue to evolve as a critical public resource, providing a high-quality, efficient, and future-focused transit network for the community.

FARE RECOMMENDATIONS

As part of the **Preferred Service Plan**, several fare adjustments are recommended to align with the overall goals of financial sustainability, equity, and improving rider experience. While these recommendations are not definitive, they provide a framework to guide future fare policy decisions.

- **Local Service:** Maintain the current fare structure, with a single ride priced at **\$1.50** and a discounted fare at **\$0.75**. The **10-Ride Pass** will be eliminated, while the **30-Day Pass** remains at **\$58.00** to support frequent riders.
- **Commuter Service:** Increase the **single ride fare for residents** from **\$3.25 to \$4.00**. Non-resident fares and multi-ride passes will be eliminated due to their minimal contribution to total revenue (<5%).
- **Arrow Service:** Align Arrow fares with Local services, reducing the single ride fare from **\$3.75 to \$1.50** and the discounted fare from **\$2.50 to \$0.75**. ADA paratransit fares will remain at **\$2.50**.

As part of the **Preferred Service Plan**, Arrow service will transition to a **zone-based structure** aimed at improving efficiency by reducing travel times and wait times within defined service areas.

To support this shift, the single ride fare for Arrow will be **reduced from \$3.75 to \$1.50**, aligning it with Local service fares. This fare reduction ensures that on-demand transit remains affordable, particularly as riders traveling outside their designated zones will need to **transfer to interzonal Local routes**.

Key benefits of this fare reduction include:

- **Improved affordability and equity** for riders, ensuring that on-demand service is accessible to all.
- **Increased ridership** by encouraging use of the Arrow service as a more attractive transit option.
- **Consistency across services**, simplifying the fare structure and making the system easier to navigate.

FLEET REPLACEMENT AND ELECTRIFICATION PLAN

As part of Roseville Transit's long-term vision, fleet management plays a crucial role in ensuring the system's efficiency, cost-effectiveness, and environmental sustainability. A key aspect of the **Preferred Service Plan** is the strategic **rightsizing of the fleet**, focusing on ensuring that the transit vehicles in use are appropriate for ridership levels while preparing for future fleet replacement and electrification in alignment with California's state policies.

Fleet Rightsizing

The **rightsizing of the fleet** refers to adjusting the size and type of vehicles used to better match actual ridership demand. This strategy ensures that larger buses are not being used unnecessarily, which helps reduce operational costs, improves fuel efficiency, and increases overall system sustainability. Based on current and projected ridership levels, Roseville Transit is implementing the following adjustments:

Local and Demand-Response (Arrow) Services: With **Local service** not experiencing consistently high passenger loads, smaller buses and vehicles are more appropriate for many routes. This reduces fuel consumption, wear and tear, and operational costs.

Commuter Service: High-capacity **40-seat, high-floor buses** are essential for **Commuter routes**, as they cater to longer-distance riders traveling to Downtown Sacramento and other employment hubs. Given the comfort needs of longer-distance passengers, these larger buses will remain a critical part of the fleet for Commuter services.

By adjusting fleet sizes based on service type and ridership patterns, Roseville Transit will optimize its resource allocation while maintaining the appropriate level of service for each area.

Fleet Replacement Plan

The **fleet replacement plan** is designed to align with the **Federal Transit Administration (FTA) guidelines** on the **useful life of transit vehicles**, which generally recommends replacing buses after 12 years or 500,000 miles for heavy-duty buses and after 7-10 years for smaller vehicles. Roseville Transit's current fleet includes a mix of vehicles that are nearing or surpassing their recommended replacement age.

The key elements of the replacement plan include:

- **Prioritizing older vehicles** for replacement, particularly those that are at or near the end of their useful life.
- **Phasing out large vehicles** in Local and Demand-Response services where smaller, more efficient vehicles can provide the same level of service.
- **Introducing smaller electric buses** for Arrow and Local routes to increase fuel efficiency and reduce operating costs.

This strategic replacement of older, less efficient vehicles will allow Roseville Transit to maintain reliable service while modernizing its fleet in line with best practices for transit system management.

Fleet Electrification

As part of California's commitment to reducing emissions and transitioning to **zero-emission vehicles (ZEVs)**, Roseville Transit is working to gradually **electrify its fleet** in alignment with the state's regulations and the Innovative Clean Transit (ICT) initiative. Electrification offers both environmental and financial benefits, including lower greenhouse gas emissions, reduced fuel costs, and eligibility for state and federal grants.

Key aspects of Roseville Transit's electrification plan include:

- **Rapid Link Electrification:** The new **Rapid Link service** will be fully electric from its introduction, with **five electric buses** serving key corridors. This ensures that the transit system's most frequent, high-capacity routes are operating with zero emissions.

- **Electrification of Local and Arrow Fleets:** Smaller electric vehicles will be introduced for **Local and Arrow services**, which are more suited to the flexible, lower-capacity nature of these routes. The introduction of **cutaway electric buses** and **electric vans** will help reduce the transit system's carbon footprint while also lowering operational costs in the long run.
- **Charging Infrastructure:** To support fleet electrification, Roseville Transit is already installing **overhead charging infrastructure** at key locations, such as the **Galleria Transit Hub**. This infrastructure will allow for fast, efficient recharging of electric buses during layovers, ensuring that electric buses remain operational throughout the day. As electrification expands, additional charging stations will be introduced across the city, particularly at strategic hubs like **Downtown Roseville**.

By phasing in electric vehicles and expanding charging infrastructure, Roseville Transit will be able to meet state-mandated emission reduction targets while simultaneously improving cost-efficiency. This electrification initiative aligns with Roseville's broader sustainability goals, making the transit system a model for environmentally responsible public transportation.

THE CHANGING LANDSCAPE OF ROSEVILLE

Roseville is a city experiencing rapid growth driven by an influx of new residents and the expansion of critical commercial and employment centers. In recent years, Roseville has become a hub for families seeking suburban living and businesses looking for strategic locations near Sacramento. Population density has increased in established neighborhoods and new developments, particularly in the southwestern and northern parts of the city. The city's economic landscape is also evolving, with the expansion of retail hubs, medical facilities, and regional employers contributing to a more vibrant and diverse local economy.

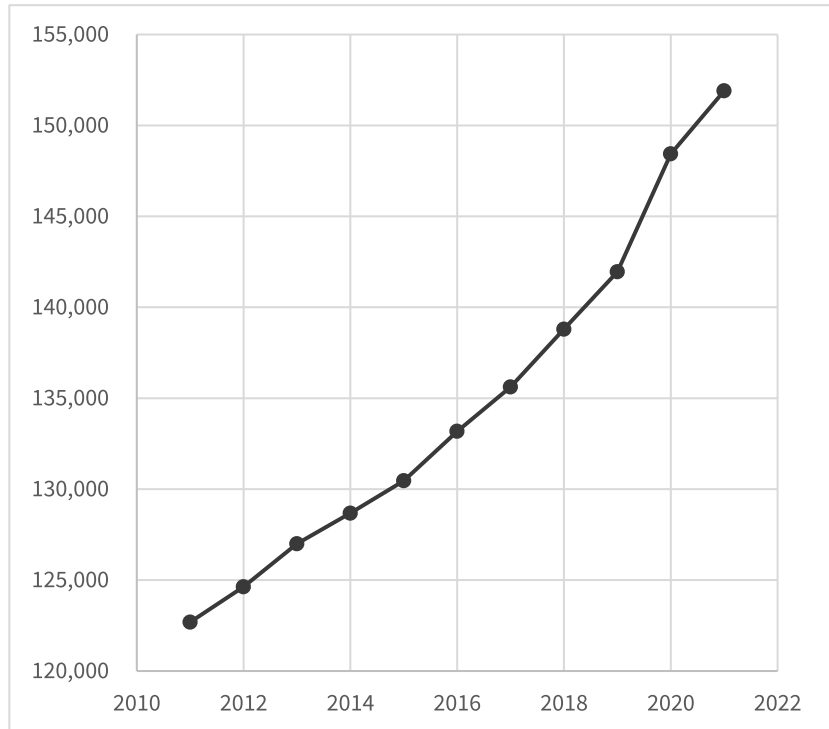


Figure 24 - Roseville Population Growth over Time

With this growth comes the need for improved public services, including transportation. The city's transportation infrastructure ensures residents can access employment, education, healthcare, and recreational opportunities. However, Roseville's current transit system is facing pressure to keep pace with the city's growth, adapt to shifting commuting patterns, and meet the expectations of a diverse and growing population.

The Role of Transit in a Growing City

As Roseville continues to expand, public transit plays a crucial role in shaping the city's future. Transit offers a sustainable solution to reduce traffic congestion and environmental impacts and ensures that all residents, regardless of income or mobility challenges, can access the city's opportunities.

By investing in an efficient, reliable, and accessible transit system, Roseville can enhance its appeal as a desirable place to live and work while promoting economic vitality and environmental sustainability.

Currently, Roseville Transit provides valuable services, but there are opportunities to expand coverage, improve service frequency, and offer more flexible transit options. The city's growth demands a transit system that is not just reactive to current needs but forward-thinking—anticipating future demand and integrating innovative approaches like on-demand services and electric vehicle fleets.

LOCAL TRANSIT

From 2021/22 to 2023/24, Roseville Transit's local services have experienced significant ridership growth, driven by both the gradual recovery from the COVID-19 pandemic and a renewed demand for public transportation in the city. In 2021/22, the total annual ridership was 107,127, which increased by 9,874 riders to reach 117,001 in 2022/23, reflecting a 9.2% growth year over year. This initial growth can be attributed to the gradual return of commuters and regular transit users as pandemic-related restrictions were lifted and confidence in public transportation began to recover.

The year 2022/23 saw further improvements in service and public health, leading to another surge in ridership in 2023/24. During this period, ridership increased by 16,563 riders, reaching a total of 133,564 riders—a 14.2% growth over the previous year. This accelerated growth highlights the continued restoration of transit services as more residents returned to their daily commutes, and the demand for accessible, reliable public transportation grew in line with the city's population.

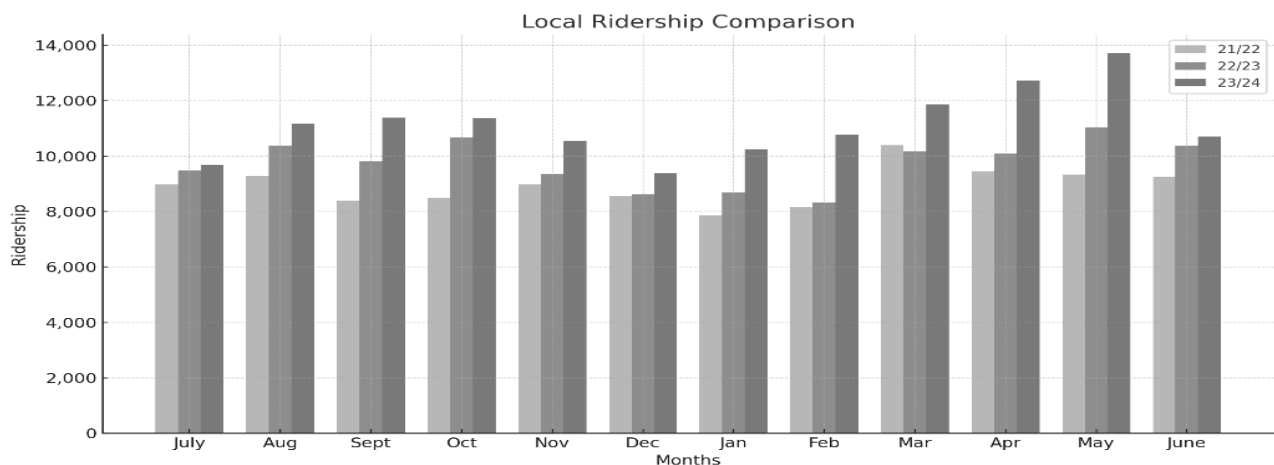


Figure 25 - Local Ridership Comparison

During the pandemic, Roseville, like many other cities, saw a substantial drop in transit usage as stay-at-home orders and the shift to remote work dramatically reduced daily ridership. However, by the end of 2022, as the effects of the pandemic began to wane and workers returned to their offices—either fully or in hybrid formats—local transit services started to see recovery. The growth in ridership over these three years reflects the transit system’s ability to adapt to the changing needs of residents while maintaining consistent service availability.

In comparing ridership growth to population growth, transit demand is increasing at a faster rate than the city’s population, which has grown at a steady pace of about 1.7% to 2% annually. This suggests that transit is becoming more attractive and necessary for a growing segment of the population, potentially driven by factors such as increased traffic congestion, higher fuel costs, and improved service quality.

ADA/DIAL-A-RIDE

Roseville Transit’s demand services, including Dial-a-Ride and ADA services, have demonstrated significant growth from 2021/22 to 2023/24. In 2021/22, the total ridership for demand services was 21,871. This increased to 23,887 riders in 2022/23, reflecting a 9.2% growth over the previous year. This steady increase highlights the recovery of demand services usage as the city emerged from the disruptions caused by the COVID-19 pandemic.

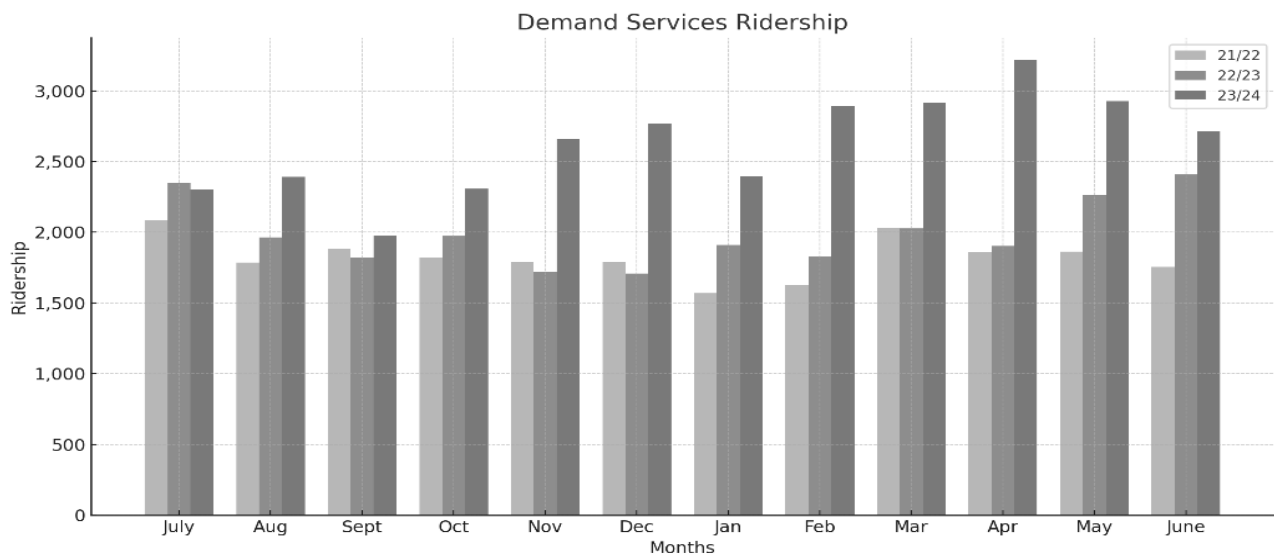


Figure 26 - Demand Services Ridership Comparison

A substantial shift occurred in April 2023, when Roseville transitioned from a manual dispatch system to a technology-enabled platform powered by Spare Labs, allowing for accurate on-demand service dispatching. This change improved operational efficiency and made it easier for riders to access the service in real-time. As a result, demand services saw a sharp increase in ridership, with total ridership rising to 32,009 for the 2023/24 period—a 34% increase compared to the previous year.

From April 2023 onward, the impact of this technological upgrade became particularly evident. Ridership numbers in April 2023 jumped to 3,216, nearly double the 1,859 riders recorded in April 2022. The streamlined, technology-enabled platform allowed Roseville Transit to manage trip requests better and serve more riders without the delays and inefficiencies of manual dispatching. Subsequent months, including May and June 2023, also saw higher ridership figures, with May reaching 2,927 and June recording 2,711 riders. These increases reflect the platform's success in improving the accessibility and responsiveness of the service, encouraging more residents to use Dial-a-Ride and ADA services for essential trips, healthcare visits, and social activities.

This change in platform aligns with the growing demand for flexible, accessible transportation solutions in a rapidly expanding city. As the city's population continues to grow by 1.7% to 2% annually, demand services have outpaced population growth significantly, reflecting the specialized role these services play in supporting seniors, individuals with disabilities, and those needing reliable, on-demand transportation options.

COMMUTER SERVICES

Roseville Transit's commuter services have seen steady growth from 2021/22 to 2023/24, reflecting both the return of commuters as COVID-19 restrictions eased and increased demand for transportation options connecting Roseville with nearby employment centers. In 2021/22, commuter services had a total ridership of 20,105. This grew to 24,769 riders in 2022/23, reflecting a 23.2% increase. The early stages of this growth can be attributed to the gradual reopening of workplaces and a shift back to in-person work, particularly for employees commuting to Sacramento and other nearby employment hubs.

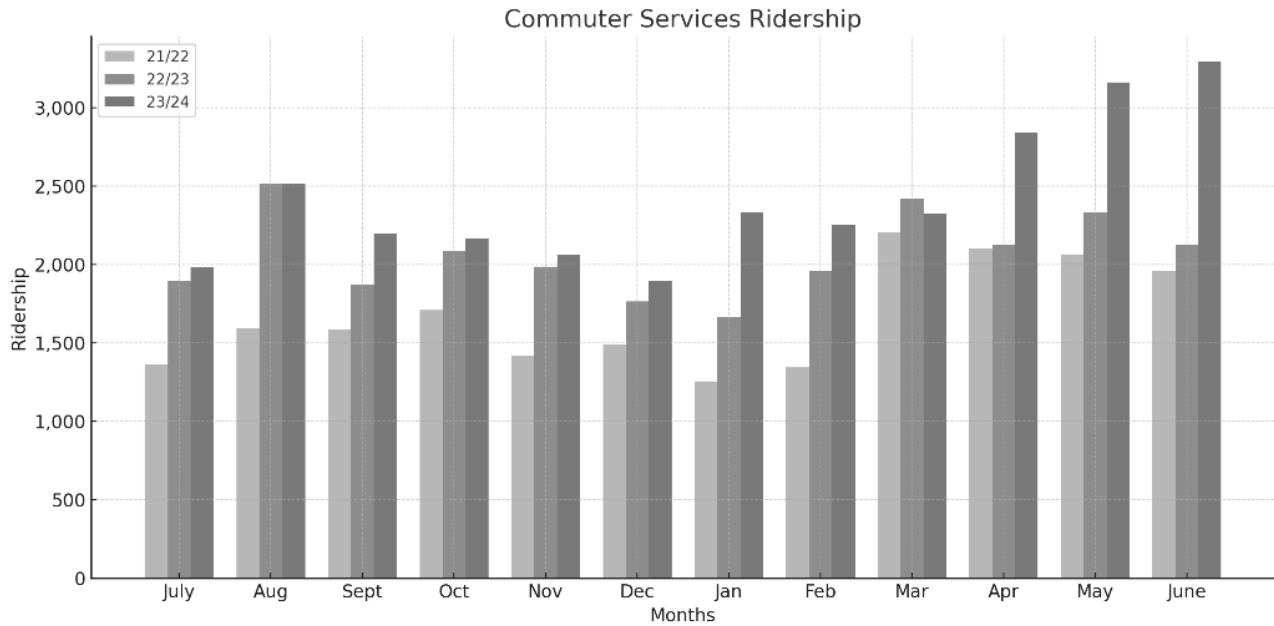


Figure 27 - Commuter Services Ridership

By 2023/24, commuter ridership increased further to 29,039 riders, representing a 17.2% growth compared to the previous year. This growth highlights the importance of commuter services in supporting residents who travel outside the city for work. The steady rise in ridership is likely due to a combination of factors, including improved service frequency, increased commuter confidence in public transportation post-pandemic, and the growing number of businesses requiring workers to return to offices on a full- or part-time basis.

Key monthly trends show consistent growth across the board, with March, April, and June 2024 showing notable increases. In particular, April 2024 saw a spike to 2,844 riders, up from 2,130 in April 2023, reflecting a nearly 33% increase. Similarly, June 2024 dramatically increased, reaching 3,293 riders compared to 2,129 in June 2023. These months may represent seasonal spikes in commuter activity as businesses increase in-office requirements and warmer weather encourages higher transit usage.

The sustained ridership increases highlight commuter services' critical role in Roseville's transit system. While the city's population has been growing at a rate of 1.7% to 2% annually, commuter services have outpaced this growth, underscoring the importance of providing reliable, efficient transportation options for the city's working residents.

This upward trend in commuter ridership aligns with the growing demand for flexible transit solutions that reduce congestion, lower transportation costs for residents, and provide an alternative to driving.

RIDERSHIP OVERVIEW

Over the past three years, Roseville Transit's combined ridership across all modes—local services, demand (Dial-a-Ride and ADA), and commuter services—has seen steady growth, reflecting the city's increasing reliance on public transportation as both the population and transit needs expand.

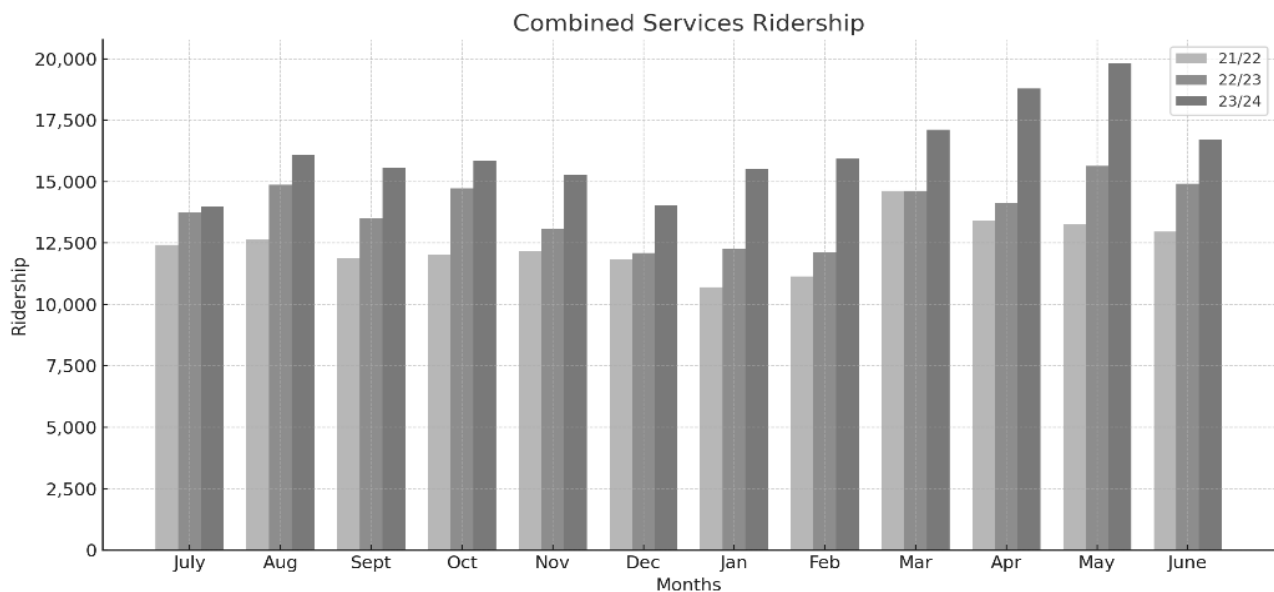


Figure 28 - Total Ridership

In 2021/22, the total combined ridership for all services was 149,102. This marked the beginning of the recovery from the COVID-19 pandemic as more residents started to return to public transportation. The following year, 2022/23, saw total ridership increase to 165,657, an 11.1% growth compared to the previous year. This growth was driven by the return of workers, students, and other residents to their regular routines, as well as an increasing trust in the safety and reliability of transit services as the pandemic eased.

The most significant jump in ridership occurred in 2023/24, with the total ridership reaching 194,612, a 17.5% growth from the previous year. This sharp increase can be attributed to several factors, including improvements in service delivery, such as the transition to the Spare Labs-powered on-demand platform for Dial-a-Ride and ADA services in April 2023. Additionally, the continued return of commuters, the rise in population, and the increased use of transit options across all service types contributed to the surge in ridership.

Monthly data for 2023/24 highlights several key trends, with ridership peaking in the spring and summer months. For example, April 2024 saw a combined ridership of 18,791, up from 14,125 in April 2023—a 33% increase. Similarly, May 2024 had a combined ridership of 19,796, reflecting a sustained increase in transit use as the city continues to expand and improve its services.

Over the three years, total combined ridership has grown by 30.6%, demonstrating that Roseville Transit's services effectively respond to the growing transportation needs of the community. The rise in ridership across all service types suggests that both residents and commuters are increasingly turning to public transportation as a reliable and accessible option.

TRANSIT EXPERIENCE

Transit systems are more than just routes, schedules, and vehicles; they are part of the daily lives of the people who use them. As such, understanding the transit experience—how riders perceive and interact with the system—is just as important as conducting operational or system analysis. Focusing on the experience allows us to see transit through the eyes of the community, recognizing that a successful system is one that not only operates efficiently but also meets the diverse needs and expectations of its riders.

By examining the transit experience, we can understand the barriers that prevent people from using public transportation, identify what current riders appreciate, and explore how to make the system more accessible, convenient, and responsive. This perspective helps us focus on the quality of service—factors like cleanliness, comfort, timeliness, ease of use, and the ability to access key destinations easily—which can often be overlooked in purely technical analyses.

Focusing on the experience also helps us identify gaps between what the system is designed to do and how the community uses it. For instance, a system that operates efficiently on paper may still fail to attract riders if it doesn't align with their schedules or travel preferences. Conversely, transit systems that take user experience into account are more likely to build trust, attract new riders, and retain existing ones.

Through a combination of public feedback, rider surveys, and direct engagement, we gain deeper insights into what improvements will genuinely make a difference for the people of Roseville. Ultimately, enhancing the rider experience creates a transit system that is both functional and desirable, supporting the city's goals for increased ridership, accessibility, and sustainability.

PUBLIC SENTIMENT: WHY PEOPLE DO AND DON'T USE TRANSIT

According to the comprehensive public engagement report, the overall public sentiment around Roseville Transit reflects both satisfaction and room for improvement. The Local Service Survey revealed that satisfaction is mixed, with many respondents expressing satisfaction with certain aspects of the service, such as the ease of payment and cleanliness of the buses. However, other areas—such as timeliness, convenience of routes, and scheduling—were cited as barriers to more frequent use.

For those who don't use transit, the primary reasons include:

- **Inconvenient schedules and routes:** Respondents noted that the existing transit schedules didn't align well with their needs, making it difficult to rely on transit as a consistent option.
- **Preference for personal vehicles:** Many individuals found personal vehicles more convenient, particularly in terms of time savings.
- **Timeliness issues:** Some passengers reported concerns over bus arrival times and the overall length of travel compared to driving.

For individuals who do use transit, the primary purposes include travel for entertainment, work, and education. Despite specific pain points, transit is seen as an essential tool for those without access to a personal vehicle or for trips where public transit provides a more economical option. Respondents also highlighted a desire for more direct connections and expanded service areas, particularly in growing regions such as West Park.

PUBLIC ENGAGEMENT PROCESS

The public engagement process for the Transportation 360 project involved a comprehensive series of activities aimed at gathering feedback from current and potential transit users, as well as non-riders. The process included:

1. **Surveys:** Conducted among both local and commuter riders to gauge satisfaction, identify barriers to transit use, and collect feedback on desired service improvements. Additional surveys targeted ADA Paratransit and Arrow users, gathering insights into how on-demand services could better meet their needs.
2. **Open Houses:** Two major public open house events were held in 2024, the first in April and the second in August. These events provided opportunities for residents to engage directly with project team members, ask questions, and share their thoughts on the proposed improvements to the transit system. Feedback gathered at these open houses highlighted key issues, including ADA accessibility, the desire for faster and more direct routes, and requests for new transit stops in underserved areas.

3. FlashVote Surveys: The City of Roseville also conducted a community-wide survey using the FlashVote tool to capture input from a broader segment of the population. The survey revealed that while 65% of respondents were aware of Roseville Transit, many had yet to use it, with convenience, route availability, and service frequency being cited as factors that could encourage greater use. Additionally, respondents expressed interest in new transit services, including shuttles to Sacramento International Airport, more frequent service, and real-time bus tracking.

This extensive public engagement process has provided valuable insights into Roseville Transit's strengths and areas for improvement. The feedback collected from various segments of the community will be instrumental in shaping the recommendations for service improvements, ensuring that the transit system aligns with the needs and expectations of Roseville's growing population.

TRANSIT EFFECTIVENESS

This report utilized a self-developed tool known as the. Transit Effectiveness Index (TEI) This tool is a comprehensive metric designed to evaluate the performance of Roseville's transit system through two key dimensions: coverage and user experience. Coverage assesses how effectively the transit system serves the city's geographical area and population, ensuring that residents have accessible transit options. User experience focuses on the quality of service from the rider's perspective, including travel time, convenience, and reliability. Together, these components provide a holistic view of how well the transit system performs.

Why is Effectiveness Important?

Effectiveness is critical because a well-functioning transit system needs to do more than operate; it must meet the community's needs. By focusing on coverage and experience, the TEI allows transit planners to understand where transit services are available and how well they serve riders. This dual focus ensures that decision-making goes beyond just operational metrics (such as miles covered or the number of buses on the road) and considers the real-world experiences of transit users.

A transit system may have excellent coverage, but ridership will remain low if it fails to offer convenient, reliable service. Similarly, a system that provides a great experience but doesn't reach key city areas will also struggle to attract and retain riders. The TEI's comprehensive analysis helps pinpoint where improvements are needed, ensuring that future decisions are informed by the system's operational and experiential realities.

Key Findings from the TEI

The analysis reveals that the transit network covers 90.7% of daily trips within Roseville, indicating strong geographic reach. This high coverage suggests that the transit system is accessible to a large portion of the community. However, despite this coverage, the average TEI score for user experience is negative, with an average score of -1.07. This highlights that while many trips are physically covered by transit, the quality of service could be better, particularly when compared to driving.

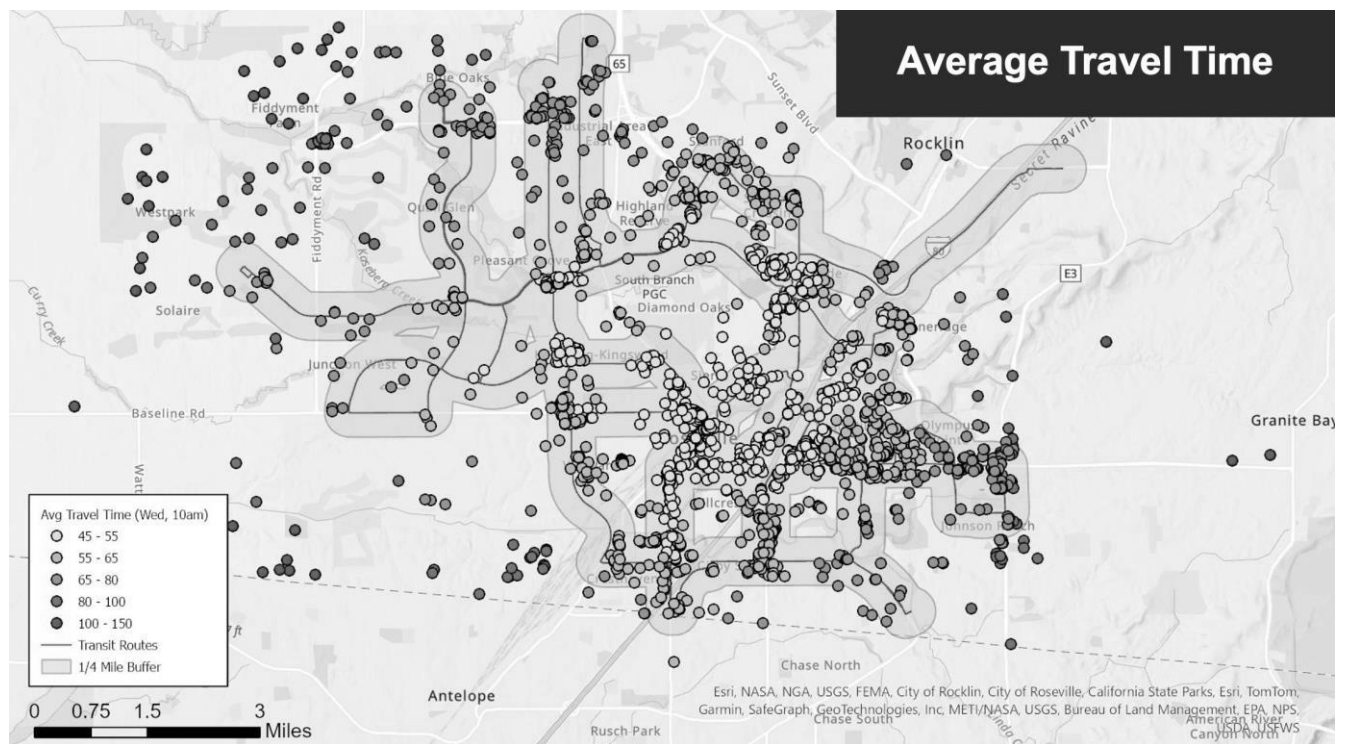


Figure 29 - Transit Travel Time

Key issues contributing to this low user experience score include:

- **Transit vs. Driving Speed:** Transit trips have an average duration of 56 minutes, while non-transit trips average just 11 minutes. This stark difference in travel times is one of the most significant factors driving the negative TEI scores, as transit is not perceived as a time-competitive alternative to driving.
- **Service Gaps:** While coverage is high, the quality and frequency of service in certain areas are not sufficient to meet riders' needs, particularly in more remote or underserved areas.
- **Travel Patterns:** Predominantly north/south travel patterns suggest a need for more localized, efficient transit zones to better accommodate the city's directional travel demands.

This comprehensive evaluation highlights the need for strategic improvements in transit speed and service reliability, as well as potential route optimizations to better serve existing travel patterns. These insights will inform future efforts to make Roseville's transit system not only accessible but also an attractive and competitive alternative to driving.

PROJECT GOALS AND OBJECTIVES

Through the comprehensive evaluation of transit ridership, experience, and effectiveness, it became clear that Roseville Transit is at a pivotal moment. The insights gained from the Transit Experience Index (TEI), public engagement efforts, and detailed data analysis revealed both the strengths and areas where transit services can better meet the needs of the community. While the current system offers solid coverage and serves a diverse range of riders, there are key opportunities to improve the overall rider experience, increase efficiency, and prepare the system for future demand as the city continues to grow.

The focus on transit effectiveness and user experience has emphasized that transit must do more than simply cover geographic areas—it must be a desirable and reliable option for residents who need to move around the city. At the same time, feedback from the community underscored the importance of ensuring that transit options are competitive with driving, particularly in terms of convenience, travel time, and availability. These findings pointed to the need for a strategic vision that not only addresses current gaps but also anticipates the future growth and mobility needs of Roseville.

The goals and objectives outlined below are the culmination of this analysis, designed to guide the evolution of Roseville Transit into a system that is efficient, sustainable, and responsive to the community's needs. These goals aim to ensure that Roseville Transit becomes a preferred mode of transportation for residents while simultaneously reducing traffic congestion, improving air quality, and enhancing the overall mobility landscape. The following goals reflect a comprehensive approach, addressing everything from rider experience to sustainability and innovation, ensuring that both transit riders and non-transit users benefit from a more connected and efficient transit system.

Roseville's transit system is poised to undergo significant improvements, guided by five key goals that aim to enhance the overall transit experience, foster sustainability, and promote effective, data-driven planning. These goals are designed to benefit not only transit riders but also non-transit users by creating a more connected, efficient, and environmentally sustainable transportation network.

1. **Elevate the Transit Experience:** The primary goal is to elevate the overall transit experience for riders by improving accessibility, efficiency, and service quality. The objective is to increase Roseville's Transit Experience Index (TEI) score to above 7.5/10 within five years. By focusing on real-time information systems, improving transit stop amenities (such as shelters and lighting), and optimizing routes to minimize travel times, the system becomes more appealing to both frequent and occasional riders. This benefits non-transit users as well by reducing traffic congestion and improving the overall mobility landscape.
2. **Achieve a Modal Shift Toward Public Transit:** Roseville aims to increase transit ridership by 25% over the next five years, contributing to reduced reliance on personal vehicles. This goal directly benefits transit riders by providing more frequent services and incentivizing public transit use through fare discounts and integrated ticketing. Additionally, a successful modal shift would reduce vehicle emissions and alleviate traffic congestion, benefiting the entire community, including those who do not use public transit.
3. **Foster Sustainable Urban Mobility:** Sustainability is at the forefront of Roseville's transit goals. The city aims to become a leader in urban mobility by integrating environmentally friendly practices, such as transitioning to a low-emission fleet, expanding infrastructure for bicycles and pedestrians, and encouraging green commuting options. These efforts will directly benefit transit riders by offering cleaner, more sustainable transportation choices, while non-transit users benefit from a reduction in the city's carbon footprint and improved air quality.
4. **Enhance Data-Driven Decision-Making:** Roseville intends to leverage advanced analytics and data collection to inform its transit planning decisions. By utilizing a comprehensive data framework to track transit usage, rider demographics, and service performance, the city can make real-time adjustments that enhance efficiency and resource allocation. This will benefit transit riders by ensuring services align with their needs, while non-riders benefit from the optimized use of city resources and infrastructure.
5. **Innovate and Improve Commuter Services:** Recognizing the evolving nature of work and commuting patterns in the post-COVID landscape, Roseville aims to revamp its commuter services to better serve the needs of residents traveling to major employment centers. By introducing flexible, on-demand options and express routes, the city can enhance the speed, convenience, and reliability of its commuter services. These innovations are designed to meet the needs of both current commuters and potential new riders who are looking for efficient alternatives to driving.

These goals collectively benefit both transit riders and non-transit users by creating a more efficient, accessible, and sustainable transit system, improving the quality of life for all Roseville residents. The pursuit of these goals will ensure that the city is prepared to meet the transportation needs of its growing population while fostering a more connected and vibrant community.

SERVICE FRAMEWORK

Having evaluated the current state of Roseville Transit through ridership analysis, public engagement, and a focus on user experience, it is clear that a strategic service framework is essential to support the city's growing mobility needs. The goals outlined in the previous section provide a roadmap for increasing ridership, improving service quality, and fostering sustainability, but achieving these goals requires a carefully structured transit network. This framework defines the core services Roseville Transit will offer and sets clear performance standards to ensure the system operates efficiently, reliably, and in alignment with the city's broader objectives.

Roseville Transit will focus on three primary service types: Local Service, On-Demand Service, and Commuter Service. Each of these services is designed to meet the unique needs of different transit users while ensuring that the system as a whole operates cohesively. The framework also includes specific service standards for each type, ensuring that the system remains efficient, accessible, and responsive to rider needs.

As Roseville's transit system evolves, the need for a well-structured service framework becomes clear. Building on the insights from our Origin-Destination Analysis and the goals outlined in the previous sections, it is essential to establish a clear service structure that aligns with both the community's travel patterns and the city's broader mobility goals. The Service Framework is designed to ensure that Roseville Transit meets the diverse transportation needs of the city's residents while maintaining efficiency, reliability, and accessibility.

This framework defines three core types of transit services: Local, On-Demand (Arrow), and Commuter. Each service type is tailored to different types of trips and rider needs, providing a flexible, high-frequency system that encourages the use of public transportation for daily commutes, personal errands, and longer journeys to employment hubs. By integrating these service types, the transit system can better connect residents to key destinations while supporting Roseville's goals for sustainability, increased ridership, and improved quality of life.

In this section, we outline the role of each service type and the standards by which they will operate, ensuring that Roseville Transit not only serves the community today but is also prepared to meet future demand.

LOCAL SERVICE

Local service will be the backbone of Roseville Transit, providing high-frequency, mass transportation that connects various zones across the city. This service is designed to traverse the entire city, ensuring comprehensive coverage while maintaining efficient operational standards.

- **Interzonal Coverage:** Local service will operate across multiple zones, offering consistent and reliable transit options for riders traveling within and between zones.
- **High Frequency:** Local routes will run frequently, minimizing wait times and making public transit a more competitive alternative to driving.

SERVICE STANDARDS:

- Minimum of 7-10 passengers per hour to ensure cost-effectiveness and resource efficiency.
- Stops will be spaced no more closely than every 1/2 mile to optimize travel times while maintaining accessibility.
- Focus on key corridors and high-demand areas, ensuring that major residential, commercial, and educational zones are well-served by local routes.

ON-DEMAND SERVICE

Roseville Transit's on-demand service, including Dial-a-Ride and ADA services, will continue to serve the specific needs of riders who require more flexible transit options. This service is crucial for individuals with mobility challenges, seniors, and those living in less densely populated areas where traditional fixed-route services may not be practical.

- **Real-Time Availability:** Building on the success of the Spare Labs platform, on-demand services will provide true real-time dispatch and flexibility, allowing riders to request service as needed without relying on fixed schedules.
- **Accessibility:** On-demand services will be designed to accommodate ADA riders and other individuals requiring specialized transportation options.
- **Zone-to-Zone Transfers:** Create zonal overlap regions where on-demand services between zones can meet.

SERVICE STANDARDS:

- Minimum wait and travel times of 20 minutes or less, ensuring that riders receive timely service when they need it.

- Service radius within key zones, connecting riders to central hubs and other transit services for longer trips.
- Focus on efficiency and rider satisfaction, ensuring a seamless experience for all users.

COMMUTER SERVICE

Commuter service will play a critical role in connecting Roseville residents with nearby employment centers, particularly in Sacramento and other regional hubs. As traditional commuting patterns evolve in the wake of the COVID-19 pandemic, Roseville Transit's commuter service must adapt to provide both flexibility and efficiency for today's commuters.

- Express and Direct Routes: Commuter routes will prioritize speed and convenience, offering direct connections to major employment centers and avoiding unnecessary detours.
- Flexible Scheduling: With hybrid work becoming more common, commuter services will be designed to accommodate varied schedules, including both peak-time express routes and off-peak options.

SERVICE STANDARDS:

- Target a minimum of 20 passengers per hour to ensure efficiency on commuter routes.
- Limited stops will reduce travel times and make the service competitive with driving.
- Partnerships with regional employers to ensure service schedules align with work hours and key employment shifts.

This service framework ensures that Roseville Transit provides the right mix of high-frequency, flexible, and specialized services to meet the needs of all riders. By setting clear standards for each type of service, Roseville can optimize its transit system, ensuring efficiency and enhancing the overall rider experience. This framework supports the city's goals of increasing ridership, reducing congestion, and promoting sustainable urban mobility.

TRAVEL PATTERNS

Building on the insights from the Service Framework, understanding how people move through the city is essential for developing a transit system that serves both current and future needs. The Origin-Destination Analysis provides a detailed look at the flow of people through Roseville, uncovering critical patterns in travel behavior. By examining where people start and end their trips, the distances they travel, and how these patterns shift throughout the day, we can make informed decisions about how to optimize transit routes, schedules, and services to better meet the city's mobility demands.

This analysis is key in identifying where high-demand corridors exist, which areas are underserved, and how transit services can be tailored to provide efficient and reliable connections. By focusing on these patterns, Roseville can ensure its transit system is aligned with the actual movement of people, not just static assumptions based on population distribution.

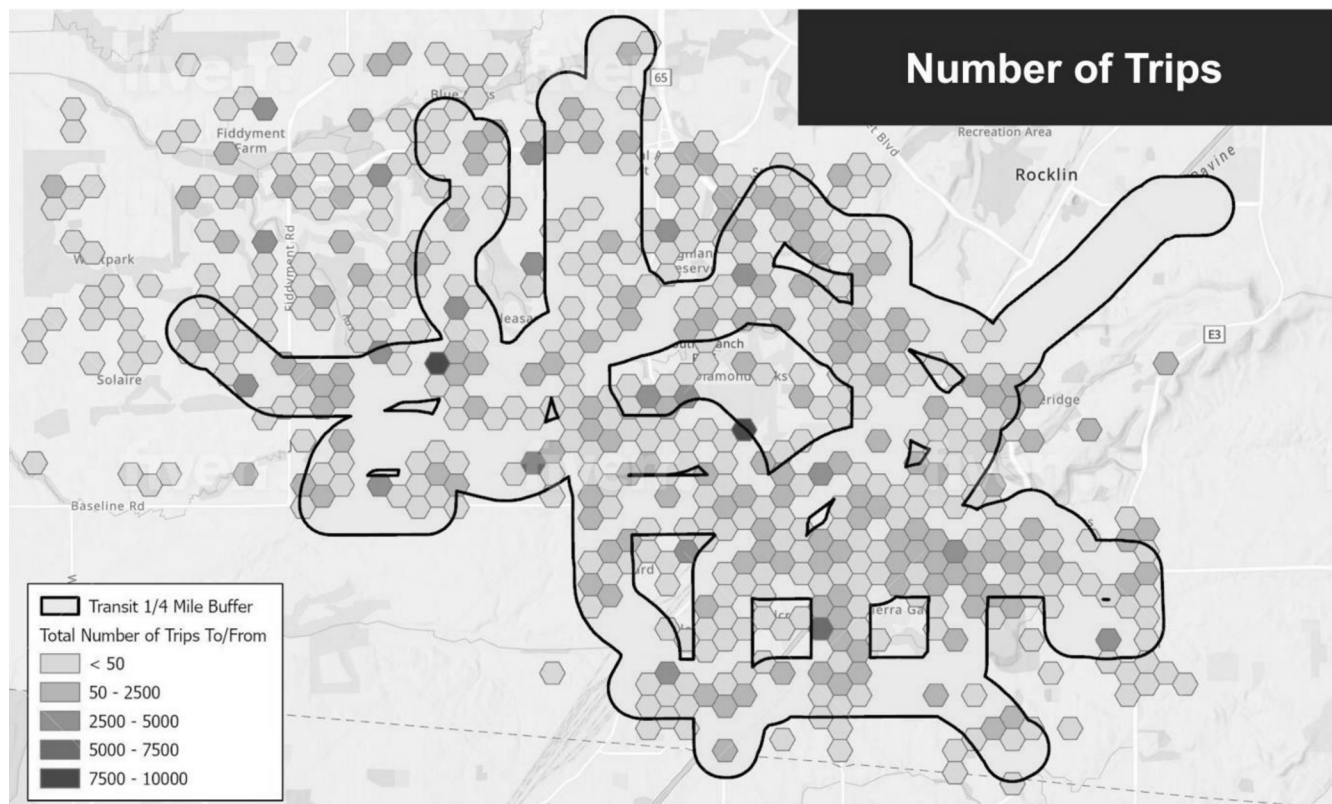


Figure 30 - Roseville Trip Generators

METHODOLOGY

The Origin-Destination Analysis was conducted using GPS and location-based data collected from cell phone users between March and September 2023. Custom algorithms were developed to match user locations within Roseville’s urban landscape, tracking trips between centroids (key focal points within the city). This mode-agnostic approach captures travel patterns regardless of whether people are using public transit, personal vehicles, or other modes of transportation. Privacy and ethical data handling were prioritized, ensuring that all data was anonymized.

The analysis focused on identifying high-traffic centroids, understanding intra- and inter-quadrant mobility, and examining travel patterns during different times of the day—AM peak, midday, and PM peak. Each centroid’s travel intensity was measured by the number of trips starting or ending there, as well as the distances and durations of those trips.

KEY FINDINGS

- **Critical Corridors:** The Northeast to Southeast corridor emerged as a vital route across all time periods, particularly during the AM and PM peak hours. This corridor supports a significant volume of commutes, suggesting the need for enhanced transit services in these areas to accommodate the demand for efficient travel.



Figure 31 - Origin-Destination Analysis

- **Intra-Quadrant Travel:** Both the Northeast and Southeast quadrants exhibited substantial intra-quadrant travel, meaning many trips occurred entirely within these areas. The average distance for intra-quadrant trips was around 6-7 miles, with durations averaging 13-15 minutes. This suggests a strong demand for localized transit solutions, including more frequent and flexible services within these quadrants.
- **Temporal Variations:** Travel patterns varied significantly throughout the day. The AM peak (8 am to 10 am) was dominated by concentrated travel corridors, particularly along the Northeast to Southeast route, reflecting the traditional commute to work or school. The midday period (10 am to 3 pm) showed a more distributed pattern of travel, indicative of a wider range of activities such as errands, business meetings, and leisure trips. The PM peak (3 pm to 7 pm) mirrored the morning rush, with a return to concentrated travel routes as people made their way home.
- **Extended Travel Beyond Roseville:** Travel patterns extended beyond Roseville, with notable inbound travel from neighboring cities like Auburn, Lincoln, and Rocklin. These areas exhibited substantial inbound and outbound travel during peak hours, with Rocklin accounting for the highest percentage of trips into Roseville.

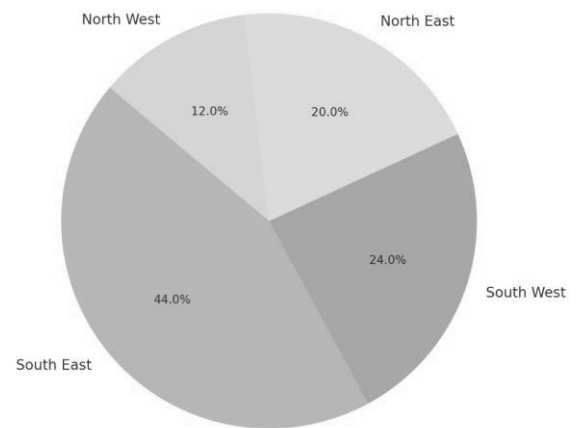


Figure 32 - Travel by Quadrant

This analysis offers a comprehensive understanding of Roseville's urban mobility landscape, highlighting where transit services need to be enhanced and how resources can be optimized to meet peak demand. The findings point to the need for increased frequency and targeted improvements in key corridors, as well as the development of localized services to accommodate intra-quadrant travel.

RECOMMENDATIONS

As Roseville grows and its transit needs evolve, the city's public transportation system must be equipped to meet new challenges while remaining flexible in its approach. The recommendations outlined in this section reflect a comprehensive strategy for enhancing Roseville Transit's operations, improving rider experience, and ensuring the system remains financially sustainable. Through a detailed analysis of ridership patterns, service effectiveness, and public feedback, we have developed a series of targeted recommendations that align with the city's broader goals for mobility and sustainability.

To ensure these recommendations are adaptable to a range of financial scenarios, they have been broken into three categories:

1. **Unconstrained** – Recommendations that envision an ideal transit system without budgetary constraints, focusing on the maximum potential for growth and improvement.
2. **Constrained** – Recommendations made under the assumption of a 10% budget reduction, prioritizing essential improvements while maintaining service quality despite financial limitations.
3. **No Increase** – Recommendations that maintain the current budget, focusing on optimizing the existing system without increasing costs.

Each category offers a distinct approach to improving Roseville Transit's operations, whether through route optimization, service frequency adjustments, or expanded on-demand and commuter services. These recommendations provide the flexibility to adjust the transit system based on available funding while ensuring that the needs of the community continue to be met. In this section, we will outline specific strategies for improving transit services, from optimizing routes and increasing frequency to expanding on-demand options and commuter services. These recommendations are intended to not only address the current gaps in service but also to prepare the system for future demand as Roseville continues to grow.

LOCAL SERVICE

The Local Service will focus on high-frequency, interzonal routes that connect key areas across the city. This service ensures that residents have easy access to mass transit within their neighborhoods and to major destinations such as shopping centers, medical facilities, and downtown Roseville. Buses will run every 30 minutes, offering a reliable and convenient option for day-to-day travel. The goal is to improve connectivity across Roseville, allowing for quick and easy travel between residential zones and major hubs.

Benefits to Riders:

- **Increased Frequency:** Regular buses on most routes every 30 minutes ensure more reliable service for daily trips.
- **Improved Coverage:** Local service will provide access to key destinations, major hubs, and transit centers throughout the city.
- **Seamless Transfers:** Integrated with other services, Local routes allow smooth transitions between zones or service types.

ARROW SERVICE (ON-DEMAND ZONES)

The Arrow Service will replace the city-wide dial-a-ride with three specific on-demand zones designed to offer a flexible and personalized transit experience. Within these zones, riders can travel freely without needing to transfer. For trips that span across different zones, riders will be able to connect to the fixed Local routes. This service focuses on offering flexibility for residents in less densely populated areas or for those requiring specialized transportation options.

Benefits to Riders:

- **Flexibility:** On-demand service offers customized trips within specific zones tailored to individual schedules.
- **Efficiency:** Focused service zones provide faster, more direct service than traditional city-wide dial-a-ride.
- **Improved Connectivity:** Riders have easy access to Local routes for inter-zonal travel, allowing for seamless transitions between on-demand and fixed-route services.

COMMUTER SERVICE

The Commuter Service will be tailored for peak-hour travel, focusing on express routes that connect residential areas to major employment centers. This service will operate during the busiest times of the day, helping commuters get to and from work efficiently, with fewer stops and more direct routes. Designed to reduce travel time and provide a more convenient option for workday commuters, the Commuter Service will address the needs of Roseville's growing workforce.

Benefits to Riders:

- **Time Savings:** Express, direct routes help commuters reach employment hubs faster, particularly during peak hours.
- **Convenience:** Commuter services are designed specifically for the workday, offering routes that minimize congestion and reduce travel time.
- **Enhanced Focus on Employment Centers:** Routes are aligned with major job locations, ensuring that commuters can access key employment hubs efficiently.

GENERAL BENEFITS TO RIDERS ACROSS ALL SERVICES

The integration of Local, Arrow, and Commuter services will create a more robust and accessible transit network for all residents of Roseville. Each service type is designed to meet specific needs, offering a combination of frequency, flexibility, and efficiency.

- **Better Coverage and Frequency:** By combining high-frequency Local routes with flexible on-demand Arrow services and targeted Commuter routes, the transit system will cover more areas and offer more frequent service.
- **Improved Efficiency:** Optimized route planning and on-demand service zoning will ensure a faster, more reliable transit experience.
- **Sustainability and Flexibility:** These services support Roseville's broader sustainability goals by encouraging a shift to public transit, reducing reliance on personal vehicles, and offering flexible options for different types of trips.

IMPLEMENTATION PLAN

The recommendations outlined in this report represent a significant transformation for Roseville Transit. As the city continues to grow and its transit needs evolve, implementing these changes will be crucial for ensuring the system's long-term success. However, given the scale of these changes, careful planning and phased implementation are essential to minimize disruption, maximize resource use, and ensure that improvements align with the city's broader transportation and sustainability goals.

RECOMMENDATIONS CATEGORIZED BY OPERATING SCENARIOS:

With the upcoming expiration of Roseville's current seven-year contract with MV Transit on June 30, 2025, the city will face increased operational costs when the new contract begins on July 1, 2025. These anticipated cost increases will affect non-service-related expenses, which must be incorporated into the service planning and recommendations moving forward. To address these cost challenges while still meeting the transit needs of Roseville's residents, four distinct operating scenarios have been developed, each reflecting a different approach to balancing service levels and operating costs.

1. Preferred Option – The Ideal Operating Scenario for Roseville

The preferred option focuses on maximizing service efficiency, expanding coverage, and improving the overall rider experience while ensuring that the costs associated with the new transit contract are fully integrated into the service framework. This option prioritizes Roseville's long-term vision for its transit system by enhancing service frequency, improving connections between key residential and commercial areas, and utilizing data-driven insights to align services with rider demand. Under this option, additional resources would be allocated toward increasing the availability of Rapid Link, expanding Local services, and improving commuter connections. The goal is to create a flexible, reliable, and accessible network that accommodates Roseville's growth while ensuring financial sustainability through a smart allocation of resources.

2. Unconstrained – The Maximum Potential for Growth and Improvement

The unconstrained option envisions an expansive transit network without budget limitations, allowing for ambitious growth and significant service improvements across all service types.

In this scenario, Roseville Transit would dramatically increase its reach with expanded route frequencies, longer service hours, and enhanced infrastructure to support seamless connections between modes. Investments would be made in high-demand areas, focusing on expanding coverage to underserved communities and upgrading rider amenities, such as real-time tracking and improved accessibility. This approach prioritizes achieving Roseville's transit goals without the need to scale back on the new contract's financial impact, making it a highly aspirational but resource-intensive option.

3. Constrained – A Focus on Maintaining Service Levels Despite Cost Increases

Under the constrained option, Roseville Transit would aim to maintain its current service levels (measured in service hours) despite the increased costs associated with the new contract. This scenario would focus on cost-containment strategies that optimize route efficiency, minimize operational waste, and enhance resource utilization. While this option does not allow for major service expansions, it ensures that riders continue to benefit from the same level of service without substantial disruptions. Some potential adjustments in service delivery, such as streamlining routes or reducing less popular services, may be considered to offset rising operational costs. This approach emphasizes maintaining stability and reliability for riders, even in the face of financial constraints.

4. No Increase – Operating Within the Existing Transit Budget

In the no-increase scenario, Roseville Transit would operate strictly within its current budget, with the cost increases from the new contract absorbed entirely through service reductions. This option would result in a notable reduction in service hours, frequency, or coverage to manage the higher operating expenses. Riders may experience fewer trips or longer wait times, particularly during off-peak hours. The no-increase scenario is the most conservative approach, ensuring that the transit system remains financially sustainable but potentially sacrificing some of the progress and improvements that have been made in recent years. This scenario is designed as a fallback option, prioritizing financial responsibility while minimizing the service impacts as much as possible.

Each scenario reflects a different balance between service quality, cost, and operational efficiency, offering Roseville the flexibility to choose a path that aligns with its financial and community objectives. These options will provide a foundation for future transit planning, allowing Roseville to adapt its services based on real-time needs and changing financial circumstances.

SUMMARY OF RECOMMENDATIONS – PREFERRED SERVICE PLAN

The preferred service plan for Roseville Transit reflects the ideal operating scenario that balances the city’s growing transit needs with the realities of rising operating costs under the new contract. This plan focuses on enhancing service frequency, improving connectivity across the network, and reducing inefficiencies, all while maintaining a commitment to cost-effectiveness. The result is a transit system designed to support Roseville’s growth and evolving transportation demands, ensuring it remains a valuable public resource for current and future riders.

1. Faster, More Frequent Service

- Local routes will operate primarily every 30 minutes (Route 2 will operate every 60 minutes):

Increasing the frequency of local routes is a cornerstone of the preferred plan. By reducing wait times and improving headways, Roseville Transit will offer a more reliable and convenient service that encourages ridership. This is particularly important as the city expands and the demand for timely, efficient transit grows. Route 2, operating every 60 minutes, ensures coverage in areas with lower demand while still maintaining service accessibility.

- Arrow zones will allow for shorter wait times and travel times:

The Arrow on-demand service will be fine-tuned to improve efficiency, reducing wait times for passengers. This flexibility allows Roseville Transit to serve less densely populated areas effectively without the need for fixed routes, making public transportation more accessible to all residents. By optimizing travel times, Arrow zones will ensure passengers can move across the city more quickly.

- More direct service to Downtown Sacramento:

Commuters will benefit from increased direct service to Downtown Sacramento, minimizing the need for transfers and improving travel times. This is a critical improvement for those traveling to the city for work, shopping, or medical appointments, making Roseville Transit a more viable alternative to driving, especially with rising fuel costs and traffic congestion.

2. Better Connections

- Arrow service expanded to the West Park region:

Expanding Arrow's service to the West Park region will allow more residents to take advantage of the flexibility and convenience that on-demand service provides. As new residential developments arise, this expansion ensures that all parts of Roseville remain well-connected to the rest of the city.

- New service on Blue Oaks:

Introducing new services along Blue Oaks addresses the growing transportation needs in this rapidly developing area. This route will serve both residential and commercial zones, providing essential connections to employment, shopping, and recreational destinations.

- Faster service to Downtown, major medical centers, and shopping:

By streamlining routes and optimizing schedules, the preferred service plan ensures faster travel to key destinations, including Downtown, hospitals, and major shopping centers. This improvement directly impacts rider satisfaction, making the transit system more competitive with other modes of transportation.

- New service to Watt/I-80 Light Rail:

By connecting directly to the Watt/I-80 Light Rail station, Roseville Transit will better integrate with the regional transit network. This new service will provide residents with faster, easier access to Sacramento's light rail system, offering a seamless transition for long-distance commuters.

- New service to Richards Blvd Offices:

The addition of service to Richards Blvd ensures that the growing employment hub in the area is well-served, providing employees with convenient, reliable public transit options. This service will help reduce parking demand and traffic congestion in the area, supporting both environmental sustainability and economic development.

- Connections from Granite Bay to Roseville paid for by Placer County Transit:

Coordinating with Placer County Transit to offer connections from Granite Bay into Roseville enhances regional connectivity. These connections will make it easier for residents in surrounding areas to access Roseville's amenities and services, promoting a more integrated transit network.

3. Less Overlap of Services

- Fast local service along major roads:

The plan simplifies local service by focusing on major corridors, ensuring fast and frequent service where the demand is highest. This reduces redundancy and maximizes the efficiency of the transit system, allowing resources to be concentrated on routes that serve the most passengers.

- Shorter routes:

By shortening routes, the system can reduce travel times and improve reliability. Shorter routes also enable better on-time performance, which is critical for both rider satisfaction and operational efficiency.

- Transfers from Arrow throughout the area:

With Arrow providing connections throughout the region, passengers can easily transfer between services, ensuring that all parts of the city are accessible without the need for extensive route overlap. This minimizes duplication of service while enhancing flexibility for riders.

- No more one-way loops – all routes operate bi-directionally:

Transitioning from one-way loops to bi-directional routes ensures that riders can travel in both directions without long detours. This change improves the efficiency of the service and reduces travel times, making the system more user-friendly and responsive to rider needs.

- Service to Sierra College handled by Placer County Transit (PCT) – transfers coordinated between Roseville Transit and PCT:

By coordinating service with Placer County Transit for routes to Sierra College, Roseville Transit can focus resources on other critical areas while ensuring that students and staff still have reliable access to campus. This collaboration reflects a strategic approach to resource sharing and regional coordination.

Why This Plan Reflects the Best Path Forward

The preferred service plan represents the most balanced approach for Roseville Transit as it faces increased costs under the new contract. It prioritizes enhancing service quality while keeping cost-effectiveness at the forefront. By focusing on the most heavily used routes, expanding on-demand services like Arrow to underserved areas, and improving connections to key regional destinations, the plan maximizes the utility of the transit system for current and future riders.

Moreover, the plan's emphasis on reducing service overlap and optimizing route efficiency allows Roseville Transit to manage the anticipated cost increases without compromising on the quality of service. It strikes the right balance between financial responsibility and service expansion, making it the ideal path forward for a growing city like Roseville.

Through this plan, Roseville Transit can continue to serve its community effectively while adapting to new operational realities, ensuring that transit remains a convenient, affordable, and sustainable option for all residents.

The implementation plan provides a roadmap of the **Preferred Option** for how these recommendations will be gradually introduced, prioritizing key initiatives while ensuring the community is fully engaged and informed throughout the process. This plan will take into account not only operational logistics but also financial constraints, workforce needs, and public outreach. The goal is to ensure that the transition to the new transit system is as smooth as possible, with minimal disruptions to existing services while new routes, schedules, and technologies are phased in.

This plan also recognizes the importance of flexibility. As the system changes, it will be important to monitor key performance indicators and adjust the rollout based on real-time feedback and shifting needs. By phasing in these changes over time, Roseville Transit can ensure that resources are used efficiently and that improvements are made in a way that benefits both current and future riders.

PHASE 0 – FEBRUARY/MARCH 2025

PREPARATION AND INITIAL SETUP

Before launching the full implementation of service changes, Phase 0 will focus on critical preparation and foundational steps necessary to ensure the success of subsequent phases. This phase is about setting the groundwork for future changes by addressing key logistical and operational requirements.

Key actions during Phase 0 include:

- **Data Collection and Assessment:** Gathering updated data on current ridership, travel patterns, and system performance to ensure that decision-making is grounded in the latest information.
- **Technology Integration:** Beginning the integration of new technology platforms to support on-demand services and real-time transit information.
- **Staff Training and Resources:** Ensuring that staff are fully trained and equipped to handle new systems, routes, and service models that will be introduced in later phases.

- **Public Engagement and Communication:** Launching targeted public outreach efforts to inform the community of upcoming changes, gather additional feedback, and ensure a smooth transition as new services are rolled out.

Phase 0 is essential for laying the groundwork, ensuring that the necessary infrastructure, resources, and support systems are in place to facilitate a successful implementation of the full transit transformation.

PHASE 1 – APRIL 2025

COMMUTER SERVICES

The redesigned commuter services aim to streamline access to Downtown Sacramento by offering four trips departing from the Taylor Road/Sunsplash Park and Ride and three trips from the Mahany Park and Ride. These routes are optimized for efficiency by focusing on key stops along major streets, including 12th, G, and I streets, before proceeding to 9th Street, where riders can connect to stops at I, K, Capitol, N, O, and P streets.

Based on public feedback, specific trips on the Taylor routes will actually start at the Saugstad Park and Ride and will serve important stops along P Street, 7th, and 5th Streets, looping back via N Street and 7th Street to incorporate the newly developed Richards Blvd Office complex into the route. The Mahany routes will travel via Foothills Blvd to Route 80, maintaining consistent stops with the Taylor route.

This redesigned commuter service focuses on providing more direct and frequent options for suburban commuters, particularly by enhancing access to downtown offices and government centers while integrating the newly developed Richards Blvd area into the route.

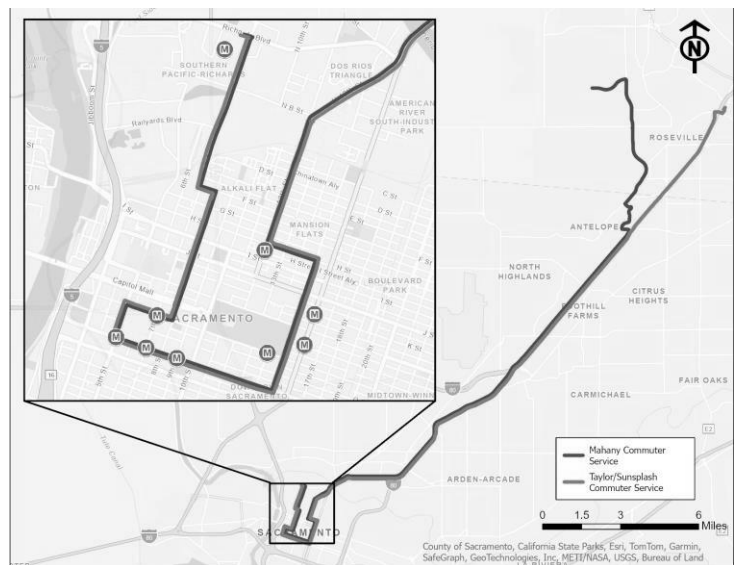


Figure 33 – Phase 1 – Commuter Service Changes

Rapid Link Service Introduction

As part of the overall transformation of Roseville Transit, the Rapid Link Service will play a pivotal role in enhancing the speed and efficiency of the city's transit system. Designed to provide high-frequency, limited-stop routes along key corridors, Rapid Link will serve as an express service connecting major residential areas to employment hubs, shopping centers, and other critical destinations. This service is intended to reduce travel times for commuters and regular transit users, making public transit a more attractive and competitive alternative to personal vehicles.

The Rapid Link service will be strategically introduced during the later phases of the implementation plan, offering a direct, fast, and reliable transit option for residents traveling longer distances. By minimizing stops and optimizing routes along high-demand corridors, this service will significantly improve overall system efficiency while reducing congestion and supporting the city's broader goals for sustainability and mobility.



Figure 34 – Phase 1 – Rapid Link Service

Key benefits of the Rapid Link Service include:

- **Reduced Travel Time:** Limited stops along key corridors ensure faster transit times for longer commutes.
- **High Frequency:** Regular, consistent service during peak hours to accommodate high-demand travel periods.
- **Direct Connections:** Linking major residential areas to key employment centers and commercial hubs.

As part of Roseville Transit's larger vision, the Rapid Link Service will contribute to creating a seamless, efficient, and user-friendly public transportation system that meets the city's current and future needs.

PHASE 2 – JULY 2025

Laying the Foundation

Phase 2 of the implementation plan focuses on establishing the foundational elements needed to support the broader changes to Roseville Transit. This phase is essential for ensuring that the system is prepared to handle more significant changes in subsequent phases. By addressing immediate operational needs and introducing targeted improvements early, Roseville Transit will create the infrastructure, data, and service reliability required to support future expansion and enhancements.

Key priorities in Phase 2 include enhancing the reliability and performance of existing services, beginning the deployment of new technology platforms, and starting the integration of public feedback into route planning and scheduling. Additionally, this phase will address the need for immediate operational changes, such as optimizing current routes and launching the first on-demand service zones. By focusing on these foundational elements, Roseville Transit will position itself for success as more comprehensive changes are introduced in later phases.

Phase 2 represents the beginning of a major transition, but it also allows the transit system to implement changes incrementally, ensuring that the system remains flexible, responsive, and efficient as Roseville continues to grow.

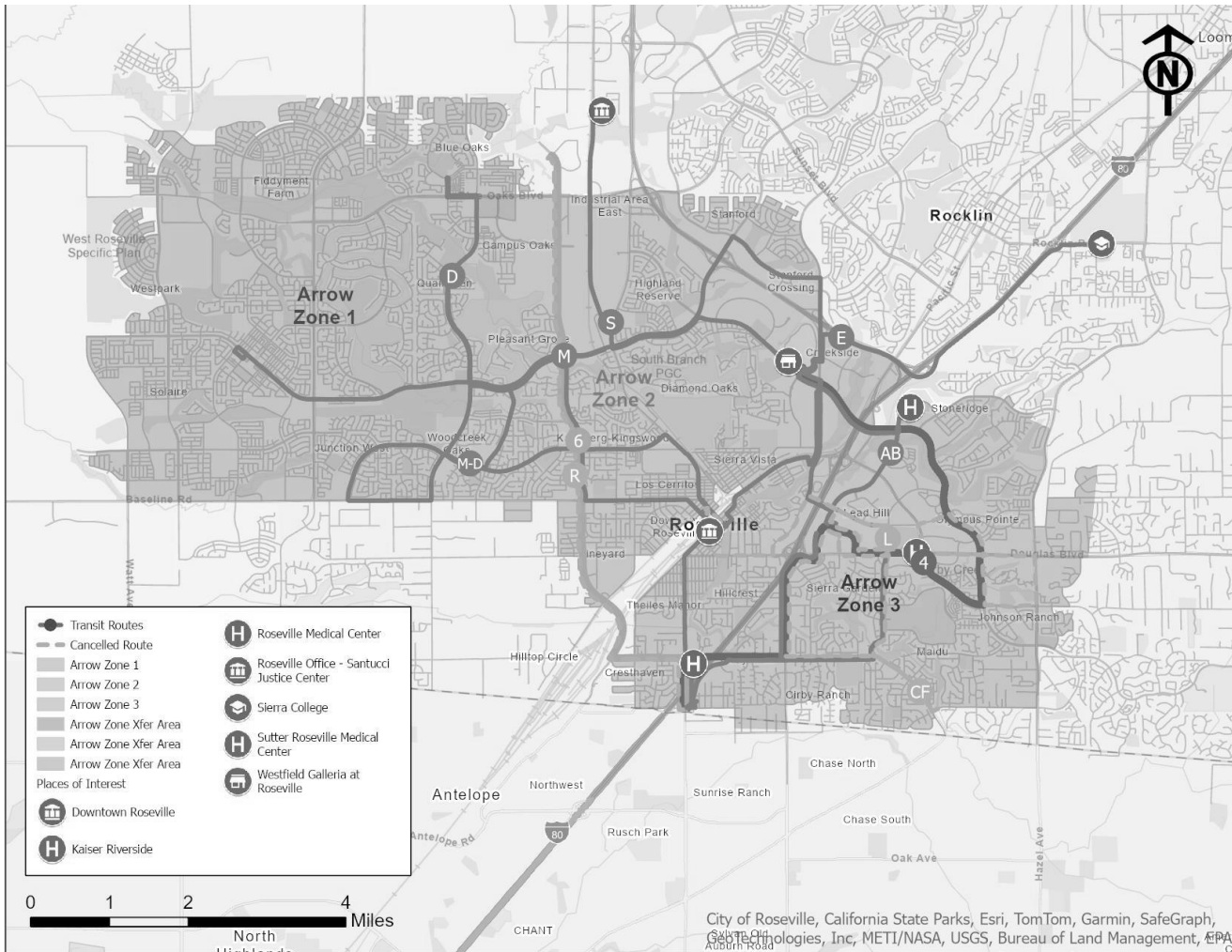


Figure 35 - Phase 2 Service Plan

- Eliminate Routes CF, L, and R
- Introduce Routes 4 and 6
- Implement Arrow Zones

Phase 1 focuses mainly on southeast Roseville, replacing existing routes and introducing new Arrow zones.

- Route C/F has an average daily ridership of 3 boardings.
- Route L has an average daily ridership of 38 boardings
- Route R will be replaced entirely with Route 6 – no changes are expected

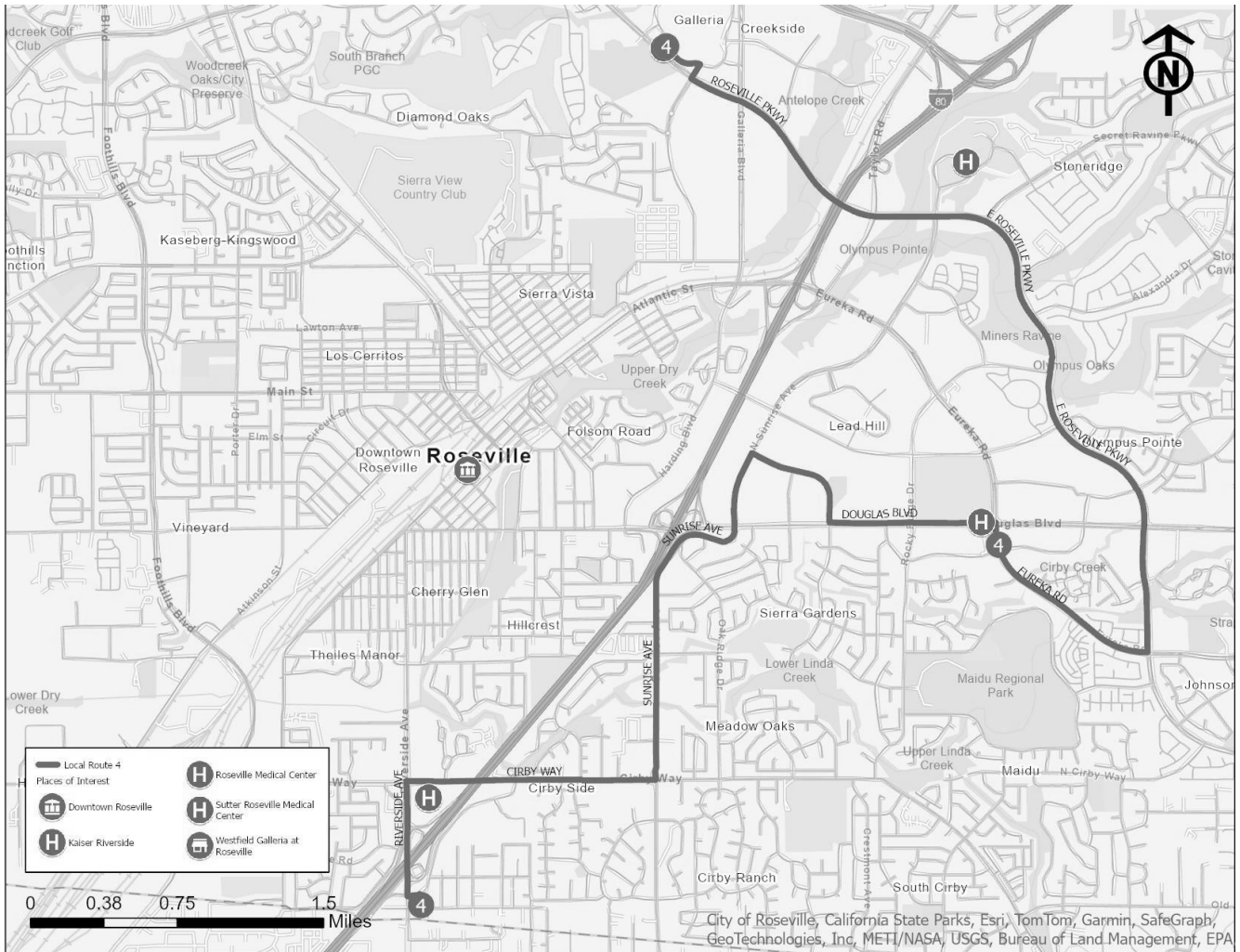


Figure 36 - Proposed Route 4

Local Route 4 connects Downtown Roseville with residential neighborhoods, major shopping destinations, and healthcare facilities. Key stops include the Westfield Galleria, Kaiser Riverside, and Sutter Roseville Medical Center, with transfer opportunities at the Galleria Transit Hub. Traveling along Douglas Boulevard and Roseville Parkway, the route ensures reliable service to high-demand areas, including employment and commercial hubs. Route 4 provides essential connections for riders seeking transit options for daily commutes, medical appointments, and leisure activities.

Major Destinations Served: Kaiser Roseville Medical Center, Kaiser Riverside, Louis Orlando Transit Center

Frequency and Span of Service: Every 30 minutes from 7:00 am to 9:00 pm

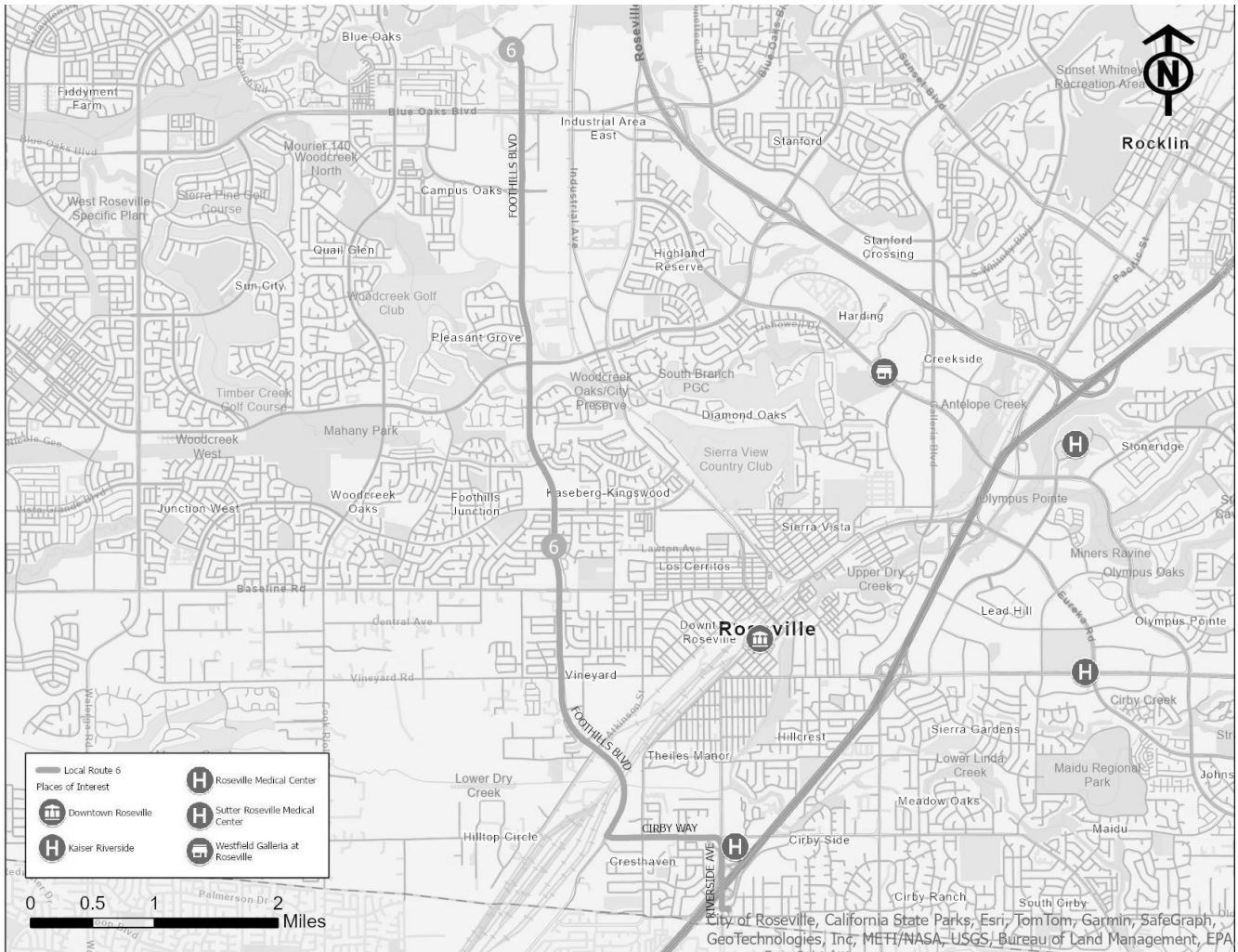


Figure 37 - Proposed Route 6

Local Route 6 serves businesses along Foothills Blvd, including Pride Industries, and ends at the Louis Orlando Transit Center. The route primarily travels along Foothills Blvd, offering access to industrial areas and employment centers. This route is designed to support commuters during peak hours, with service available only on weekdays. It is ideal for connecting workers in the northern industrial areas to the central transit hubs.

Major Destinations Served: Pride Industries, Louis Orlando Transit Center

Frequency and Span of Service: Peak hours only, weekdays

ARROW ZONES

The largest change in Phase 2 relates to Roseville Transit's Arrow service. Currently, Arrow operates seven days a week across the entire city. Riders can use the Spare app to book a one-way ride for a single fee across Roseville. While this is a highly convenient service, and ridership has grown since its implementation, the service orientation has resulted in lost ridership on fixed routes and heavy delays on the Arrow service itself. Phase 2 includes the recommendation to break the city into three zones with the following benefits:

- Zone-based Arrow service will allow for shorter travel and wait times as vehicles will be dedicated to each zone and will not travel interzonal (apart from ADA trips).
- Arrow will serve new areas not currently covered by fixed routes, allowing for greater access to more of Roseville.
- Riders wishing to travel outside of the zone can either board a local route or transfer to a local route.

PHASE 3 – JANUARY 2026

Expansion and Enhancement

Phase 3 builds upon the foundation established in Phase 2 by expanding transit services and enhancing the overall system to meet growing demand. This phase focuses on extending service coverage, improving service frequency, and expanding the on-demand zones. By increasing the reach of Roseville Transit, this phase aims to provide more access to transit across the city, ensuring that more residents can rely on public transportation for their daily commutes and activities.

Key initiatives in Phase 3 include increasing the frequency of Local Service to ensure more regular and reliable transportation options for riders, as well as further developing the Arrow Service (on-demand) to meet the needs of residents in less densely populated areas. Commuter services will also be enhanced to provide more direct routes to employment centers, reducing travel times and increasing convenience for those commuting to and from work.

The enhancements in Phase 3 are designed to bring the system closer to its long-term goals, ensuring that Roseville Transit continues to evolve in response to both riders' needs and the city's growth. By strategically expanding service and improving operational efficiency, Roseville Transit will provide a more reliable, user-friendly system that attracts new riders and supports the city's sustainability objectives.

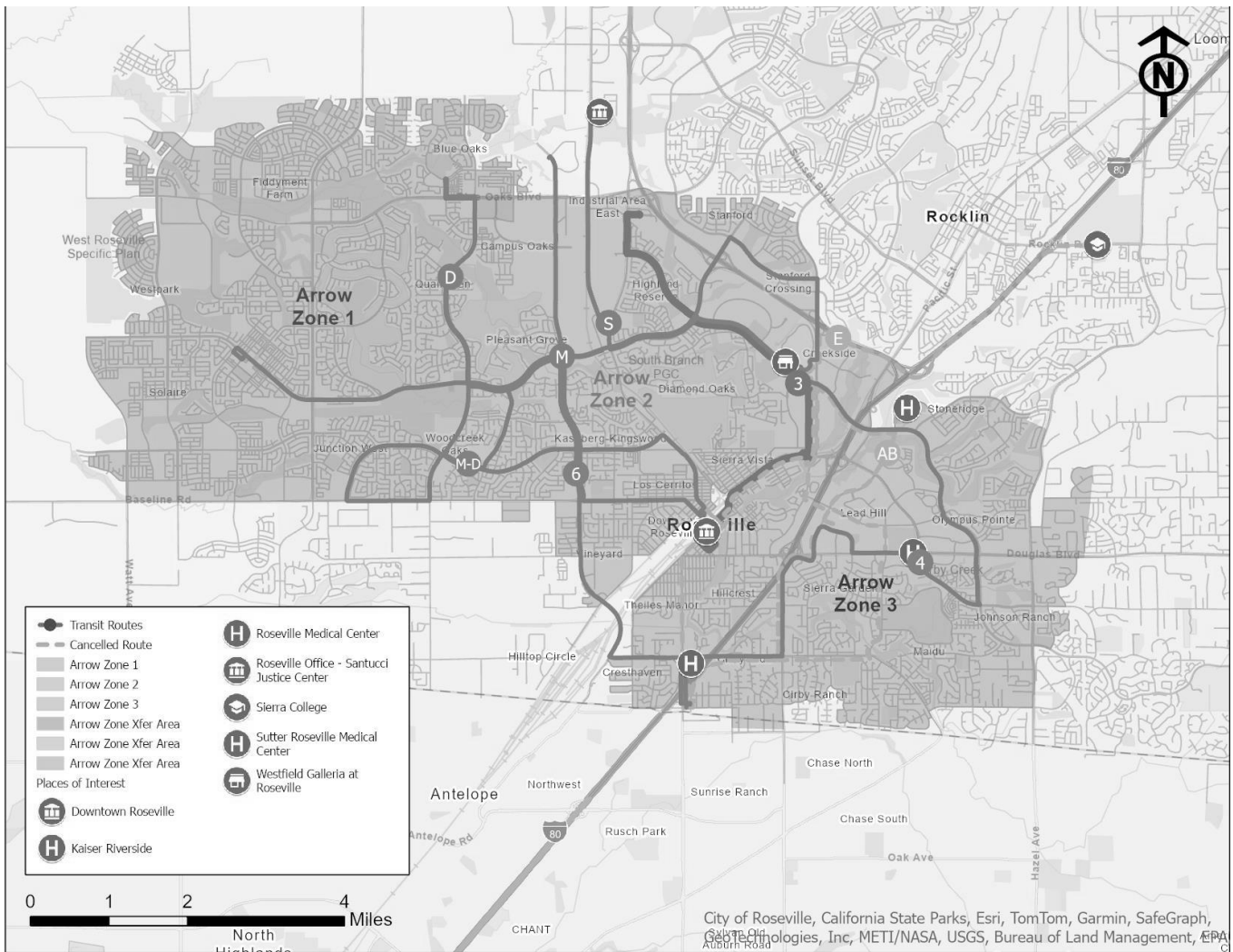


Figure 38 - Phase 3 Service Plan

- Eliminate Route A/B and E
- Introduce Route 3

Phase 2 focuses on introducing new services in central Roseville, specifically in the Highlands Reserve area, to provide connections between the Galleria and Downtown Roseville.

- Route A/B currently carries 238 riders per day, or approximately 56% of Roseville Transit's daily ridership. It is important to ensure that riders on this route are adequately covered, which will occur with a combination of Route 4, Rapid Link, and Arrow.
- Route E currently carries approximately three riders per day but provides service to Sierra College.



Figure 39 - Proposed Route 3

Local Route 3 connects Downtown Roseville to key destinations such as the Westfield Galleria. Traveling along major corridors like Roseville Parkway and Galleria Boulevard, this route provides essential access to high-demand areas including shopping centers, and residential neighborhoods. With transfer opportunities to other routes at the Galleria Transit Hub and Downtown Roseville, Route 3 serves as a critical link for riders seeking regional connectivity and reliable transit options for daily needs.

Major Destinations Served: Roseville Galleria, Downtown Roseville

Frequency and Span of Service: Every 30 minutes from 7:00 am to 9:00 pm

Further investments will be made in commuter and local services, focusing on maintaining high levels of service quality, convenience, and reliability. At this stage, the system will be equipped to handle higher volumes of riders while maintaining operational efficiency.

The full implementation of the Service Framework across all transit modes will ensure that Roseville Transit can provide the most efficient, rider-focused system possible. By the end of Phase 3, the transit system will operate at its peak performance, offering a high-quality service that is sustainable, flexible, and responsive to the city's growth and mobility needs.

- Eliminate Routes D, S, and M, and the M deviation
- Introduce Routes 1, 2 and 5

Phase 4 completes the full service plan. The new routes provide service in central Roseville and expand service in the western part of the city.

- Route M carries 73 daily riders, making it the most individually utilized route in the system. It is also the longest, so it will be necessary to ensure Route 1 is fully in place before eliminating this route.
- Route D carries approximately 53 riders per day and provides crucial connections in the growing area of southwestern Roseville.
- Route S currently carries approximately four riders per day and provides connections to the Santucci Justice Center.



Figure 41 - Proposed Route 1

Local Route 1 connects West Roseville’s Junction West neighborhood to key destinations across the city, including the Roseville Medical Center, Kaiser Riverside, Sutter Roseville Medical Center, and Downtown Roseville. Running along major corridors such as Pleasant Grove Boulevard and Roseville Parkway, this route ensures direct and reliable access to critical services, shopping hubs like the Westfield Galleria, and employment centers. With bi-directional service and stops at Mahany Park and other community landmarks, Route 1 offers an essential link for residents and visitors alike.

Major Destinations Served: Roseville Galleria, Sutter Roseville Medical Center

Frequency and Span of Service: 30 minutes from 7:00 am to 9:00 pm

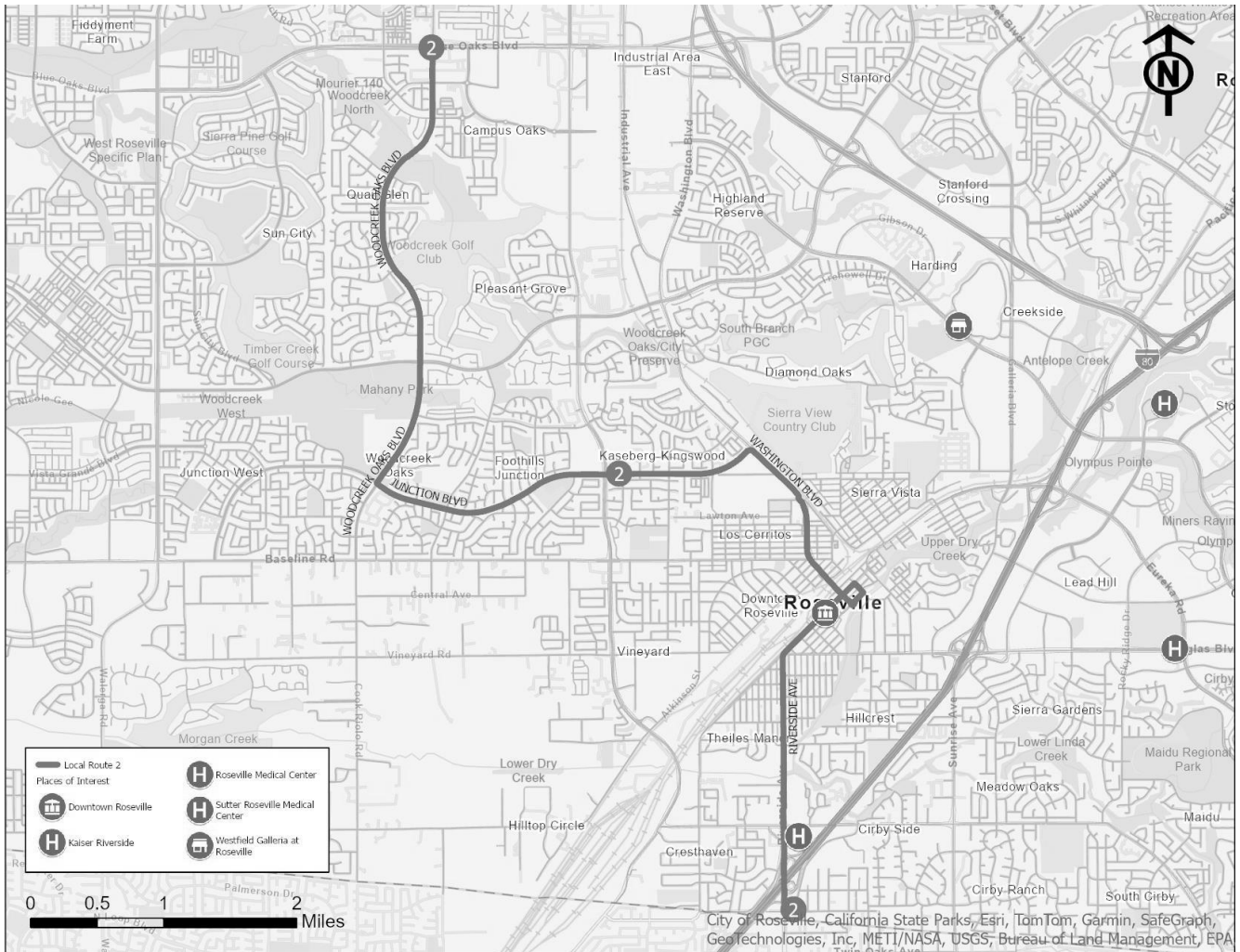


Figure 42 - Proposed Route 2

Local Route 2 provides critical connections from the Woodcreek Oaks and Campus Oaks neighborhoods to key destinations such as Downtown Roseville, Kaiser Riverside, and the Louis Orlando Transit Center. The route travels along major corridors including Woodcreek Oaks Boulevard and Washington Boulevard, offering reliable service to residential areas, community parks, and key commercial hubs. With direct stops at vital medical and shopping centers, Route 2 ensures convenient access for riders traveling for healthcare, work, or recreation.

Major Destinations Served: Downtown Roseville, Kaiser Riverside, Louis Orlando Transit Center

Frequency and Span of Service: Every 60 minutes from 7:00 am to 9:00 pm



Figure 43 - Proposed Route 5

Local Route 5 connects the Westfield Galleria to key employment and government destinations, including the Santucci Justice Center and industrial areas along Blue Oaks Boulevard and Industrial Avenue. On weekdays, the route ensures riders can reach the Justice Center before it opens at 8:00 a.m. and provides all-day service, supporting commutes and access to business parks. On Saturdays, service excludes the Justice Center as it is closed, focusing instead on other high-demand areas. This route is essential for connecting residential neighborhoods, retail centers, and employment hubs.

Major Destinations Served: Santucci Justice Center, Fairway Dr commercial area, Roseville Galleria

Frequency and Span of Service: All-day service, Monday through Friday

FARE RECOMMENDATIONS

The **Transportation 360 Plan** was not originally intended to provide a detailed fare policy or specific projections. However, as part of the **Preferred Service Plan**, we believe that proposing some fare-related recommendations would align with the overall goals and objectives of the plan. These recommendations are designed to enhance the accessibility, financial sustainability, and user experience of Roseville Transit. It is important to note that all of the fare adjustments outlined here are recommendations and not definitive decisions. They are meant to provide guidance and support the successful implementation of the Preferred Service Plan while maintaining flexibility in the final approach.

	Fare	Current Cost	Recommended Fares
Local	Single Ride	\$1.50	\$1.50
	Single Ride Discount	\$0.75	\$0.75
	10-Ride Pass	\$15.00	Eliminated
	30-Day Pass	\$58.00	\$58.00
Commuter	Single Ride - Resident	\$3.25	\$4.00
	Single Ride - Non-Resident	\$4.50	Eliminated
	10-Ride Pass - Resident	\$32.50	Eliminated
	10-Ride Pass - Non-Resident	\$45.00	Eliminated
	30-Ride Pass - Resident	\$110.00	\$135.00
	30-Ride Pass - Non-Resident	\$155.00	Eliminated
Arrow	Single Ride	\$3.75	\$1.50
	Single Ride Discount	\$2.50	\$0.75
	ADA Paratransit	\$2.50	\$2.50
	10-Ride Pass	\$37.50	Eliminated
	10-Ride Pass ADA Paratransit	\$25.00	Eliminated

Figure 44 - Preferred Service Plan Proposed Fare Structure

INTRODUCTION

As part of the **Preferred Service Plan**, Roseville Transit is proposing strategic adjustments to its fare structure. These changes are designed to ensure that the transit system remains both financially sustainable and accessible to all riders. By simplifying fares across Local, Commuter, and Arrow services, the new fare structure aims to enhance rider experience while ensuring the system can meet future service demands. The recommended fare changes reflect current industry standards and align Roseville Transit's services with similar systems across California.

Fare Changes for Local Service

The fare structure for Local service will see minimal changes, ensuring affordability for everyday riders while streamlining fare options for easier administration:

- **Single Ride:** The fare will remain at \$1.50, ensuring that public transit remains an affordable option for local travel. This price point reflects the current ridership demand and operational costs.
- **Single Ride Discount:** The discounted fare of \$0.75, available to seniors, students, and individuals with disabilities, will also remain unchanged. This ensures that vulnerable populations can continue to access transit services at a reduced cost.
- **Elimination of 10-Ride Pass:** The 10-Ride Pass will be eliminated under the Preferred Service Plan. As Roseville Transit modernizes its fare system, the city is reviewing advanced ticketing solutions that will offer more flexibility and convenience for riders. The current 10-Ride Pass has been underutilized, and its removal simplifies the fare structure.
- **30-Day Pass:** The 30-Day Pass, popular with frequent riders, will remain available at \$58.00. This provides a cost-effective option for those who regularly use the transit system, encouraging continued usage of Roseville Transit for daily commutes and errands.

Fare Changes for Commuter Service

The fare structure for Commuter services, which cater to longer-distance riders traveling to employment centers like Downtown Sacramento, will undergo several changes to better reflect the costs associated with providing premium service.

- **Single Ride (Resident):** The fare for resident riders will increase from \$3.25 to \$4.00. This modest increase reflects rising operational costs while keeping the fare competitive with other commuter services in the region.
- **Elimination of Non-Resident Fares:** Fares for non-residents will be eliminated. Currently, non-resident fares account for less than **5%** of total revenue, and their removal simplifies the fare structure while having a minimal financial impact on the system.
- **Elimination of 10-Ride and 30-Ride Passes:** Similar to Local services, the 10-Ride and 30-Ride passes will be phased out. In their place, Roseville Transit is exploring advanced ticketing systems that will offer greater flexibility for frequent riders while streamlining fare collection.

Fare Changes for Arrow (Demand Response) Service

Arrow's fare structure will see significant adjustments to ensure equity and consistency across services. With the introduction of the zone-based system under the Preferred Service Plan, Arrow fares will be aligned with Local service pricing.

- **Single Ride:** The fare for a single ride on Arrow will be reduced from \$3.75 to \$1.50, matching the Local fare. This change promotes parity between Local and Arrow services, making the on-demand service more attractive and accessible to a broader range of riders.
- **Single Ride Discount:** Similarly, the discounted fare will drop from \$2.50 to \$0.75, ensuring that seniors, students, and individuals with disabilities can access Arrow services at an affordable rate.
- **ADA Paratransit:** The fare for ADA paratransit will remain at \$2.50. This ensures that riders who rely on ADA services will continue to receive affordable, reliable transportation options without any increase in costs.
- **Elimination of 10-Ride Passes:** The 10-Ride Pass for Arrow services will also be eliminated as part of the transition to advanced ticketing systems. This aligns with the overall goal of modernizing fare collection and offering more flexible options for riders.

A key recommendation of the Preferred Service Plan is to reduce the cost of Arrow service from \$3.75 to \$1.50, aligning it with Local service fares. This reduction supports the broader goals of accessibility and equity, ensuring that on-demand transit remains a viable option for a wide range of riders, particularly as Roseville Transit transitions to a new zone-based structure for Arrow service.

Shift to Zone-Based Structure

As part of the Preferred Service Plan, Arrow service will no longer operate citywide as a single, continuous on-demand system. Instead, the service will be divided into distinct geographic zones. This transition to a zone-based structure is designed to improve operational efficiency by:

- Reducing travel times within each zone, as vehicles will be able to serve passengers more quickly and directly.
- Minimizing wait times for passengers, as the smaller service areas within each zone will allow for faster response times.
- By focusing on service within defined zones, Roseville Transit can provide faster, more reliable on-demand transit, making it a more attractive option for riders within those zones.

Rider Transfers for Interzonal Travel

While the zone-based structure provides several operational benefits, one key change is that riders who wish to travel outside of their designated zone will need to transfer to Local routes to complete their trips. These interzonal transfers introduce an additional step for passengers making longer journeys. To offset the potential inconvenience of transferring, Roseville Transit is recommending the fare reduction for Arrow service.

By lowering the single ride fare for Arrow to \$1.50, the same as Local service, the transit system ensures that riders are not discouraged by additional transfer requirements or higher costs. This makes the zone-based structure more accessible and affordable, especially for those who rely on Arrow for longer trips or who live in less densely populated areas where on-demand service is essential.

Benefits of Fare Reduction

1. **Equity and Affordability:** By reducing Arrow fares, Roseville Transit ensures that the on-demand service remains affordable and accessible to all riders, particularly lower-income passengers and those who rely on transit for essential travel.
2. **Promoting Ridership:** A lower fare incentivizes more people to use the Arrow service, especially as it transitions to a zone-based model. The reduced cost will make it easier for occasional riders and those making shorter trips to choose transit over other modes of transportation.
3. **Improved Service Experience:** While the zone structure requires some riders to transfer between zones, the benefits of faster, more reliable service within each zone and shorter wait times are expected to improve the overall rider experience. The fare reduction helps balance this new service model by ensuring the cost is not a barrier to transit use.
4. **Consistency Across Services:** Aligning Arrow fares with Local service fares simplifies the fare structure across the system. This consistency makes the system easier to navigate for riders and allows for clearer communication about fares and service changes.

Rationale for Fare Adjustments

The proposed fare changes are driven by several key considerations:

- **Simplification:** By eliminating underutilized fare categories (such as non-resident fares and multi-ride passes), Roseville Transit can streamline its fare structure. This simplifies fare administration and makes the system easier for riders to understand.

- **Alignment with Industry Standards:** The new fare structure aligns with similar systems across California, ensuring that Roseville Transit remains competitive in terms of pricing while offering high-quality service.
- **Equity and Accessibility:** Reducing fares for Arrow services and maintaining low-cost options for ADA riders ensures that the system remains accessible to vulnerable populations. The elimination of non-resident fares also simplifies the system without significantly impacting revenue.

Anticipated Impact on Riders

The fare changes are expected to have minimal negative impact on riders. In fact, the reduction in Arrow fares and the elimination of non-resident charges will make the system more accessible and easier to use. Additionally, riders who previously used multi-ride passes will benefit from the introduction of more modern ticketing systems that offer greater flexibility.

RIDERSHIP PROJECTIONS

Accurately forecasting future ridership is essential for planning a transit system that can meet the evolving needs of a growing city. For Roseville Transit, projecting ridership over the coming years involves a detailed analysis of multiple factors, including population growth, employment trends, and the expected adoption of new services such as the Arrow Service and Rapid Link. By combining these variables with historical ridership data, we can develop a scientific, data-driven model that anticipates future demand and informs service adjustments, resource allocation, and financial planning.

Our ridership projections are designed to reflect both short- and long-term changes, taking into account the gradual recovery from the COVID-19 pandemic, ongoing shifts in work and commuting patterns, and Roseville's continued population and economic expansion. These projections serve as a roadmap for the city to ensure that Roseville Transit is equipped to handle increased demand, enhance service efficiency, and support sustainable growth over the next decade.

In this section, we outline the methodology behind our ridership forecasting and present the projected ridership numbers through Fiscal Year 2035, broken down by service type. These projections will help guide Roseville Transit in its mission to deliver a reliable, efficient, and future-proof transit system that aligns with the city's broader mobility goals.

METHODOLOGY

The ridership projections for Roseville Transit were developed using a rigorous, multi-step approach that integrates demographic trends, economic growth factors, and transit service adoption rates. This scientific method ensures that our projections are not only reflective of current conditions but also responsive to the expected changes in the city's population, workforce, and travel behavior over the next decade.

1. Population Growth Analysis

At the core of our projection model is an analysis of population growth, which serves as a primary driver for increased demand for transit services. Using data from regional and national sources such as the U.S. Census Bureau and local planning agencies, we evaluated the projected population growth for Roseville and surrounding areas.

Roseville is expected to continue growing at a rate of approximately 2% annually, adding thousands of new residents each year, many of whom will rely on public transportation for commuting, errands, and other daily activities.

We also analyzed the distribution of this population growth across different zones in the city, particularly focusing on areas with high-density housing developments and new neighborhoods. This allows us to model ridership increases in a way that aligns with the geographic expansion of the city.

2. Employment Growth and Economic Trends

Economic factors, particularly job growth, play a crucial role in influencing transit ridership. For this analysis, we used employment data from the Bureau of Labor Statistics (BLS) and regional economic development forecasts to determine the rate of job creation in Roseville and the greater Sacramento region. We specifically looked at growth in employment hubs such as downtown Roseville, the expanding Richards Blvd area, and neighboring cities that serve as commuter destinations for Roseville residents.

The model takes into account the shift in work patterns due to the COVID-19 pandemic and the expected long-term adoption of hybrid work models. While some commuters may continue to work remotely part-time, the overall return to work in offices and commercial centers is expected to drive a steady increase in commuter trips.

3. Service Adoption Rates

A key component of our projections is the anticipated adoption of Roseville Transit's new and enhanced services, such as the Arrow Service, Rapid Link, and expanded Commuter Service. We used historical ridership data, along with case studies from similar transit systems that have introduced on-demand and express services, to estimate how quickly riders will adopt these new services.

- **Arrow Service:** As this on-demand service replaces the traditional dial-a-ride, we anticipate a steady increase in usage due to its flexibility and ease of access. Our adoption model suggests a growth curve over the next five years, with ridership reaching approximately 60,000 trips annually by FY 2035.

- **Rapid Link:** Designed to attract riders who prioritize speed and convenience, this express service is expected to capture a significant portion of longer-distance trips and commuters traveling to employment hubs. We estimate ridership on Rapid Link will grow as more residents become aware of its time-saving benefits.
- **Commuter Services:** With improvements to routes and schedules and an emphasis on providing more direct access to employment centers, we expect commuter ridership to grow by approximately 5% per year, in line with job creation rates in key employment areas.

4. Historical Ridership Trends

Our projections are grounded in a detailed analysis of historical ridership data, which provides valuable insights into how Roseville Transit's services have performed in different conditions. The ridership recovery post-COVID has informed our understanding of how quickly transit ridership rebounds following economic or societal disruptions. Using pre-pandemic ridership levels as a baseline, we applied growth factors based on the increased adoption of public transit in growing suburban areas.

We also used this historical data to identify peak travel periods, typical rider demographics, and seasonal variations in transit usage. These patterns allowed us to refine the projection model to reflect real-world conditions rather than relying solely on theoretical assumptions.

5. Simulation and Scenario Testing

To ensure the robustness of our projections, we employed a simulation-based approach using Monte Carlo simulations to account for uncertainties such as economic downturns, fuel price fluctuations, and changes in public policy. These simulations allowed us to model different scenarios and provide a range of projections, ensuring that Roseville Transit is prepared for varying levels of demand.

We also factored in elasticity models, evaluating how ridership may respond to potential fare adjustments, service frequency changes, and the introduction of new technologies like mobile fare payment and real-time bus tracking.

6. Data Validation and Peer Review

Once the initial projections were developed, they underwent a thorough peer review process. Transit experts and planners were consulted to validate the assumptions and ensure the methodology was sound.

We also compared our projections with similar transit systems that have undergone expansions or introduced new service models, ensuring that our ridership growth estimates are in line with industry trends.

RIDERSHIP PROJECTIONS: FY 2026 TO FY 2035

As Roseville Transit embarks on significant system improvements and service expansions, ridership is projected to grow substantially over the next decade. The inclusion of new services like **Rapid Link**, alongside enhancements to existing services such as **Local**, **Arrow**, **Commuter**, and **ADA**, is expected to drive higher adoption rates and support the city's growing population and employment base.

CURRENT RIDERSHIP BASELINE

Currently, Roseville Transit operates at the following ridership levels from FY 2023-2024:

- Local Service: 133,564
- ADA Service: 7,893
- Arrow Service: 24,116
- Commuter Service: 29,039

These numbers provide a baseline for our projections, which factor in population and employment growth, new service adoption, and operational improvements.

PROJECTED RIDERSHIP GROWTH

Service	Current	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035
Local	133,564	137,633	142,037	146,583	150,980	155,510	158,635	160,740	162,232	163,166	163,683
ADA	7,893	8,130	8,211	8,293	8,459	8,544	8,602	8,795	8,916	8,972	9,002
Arrow	24,116	32,557	34,705	36,996	38,476	39,630	40,391	40,903	41,271	41,523	41,607
Rapid Link		75,934	77,832	79,000	79,118	80,147	82,551	84,020	85,894	86,865	88,567
Commuter	29,039	35,718	42,504	50,580	54,627	58,997	62,159	64,291	65,791	66,804	67,534
Total	194,612	289,971	305,290	321,451	331,660	342,827	352,338	358,749	364,104	367,331	370,394

Figure 45 - Projected Ridership

By FY 2035, total ridership is expected to increase from the current baseline of 194,612 trips to 370,394 trips, representing a 90% growth. The key drivers of this growth include the introduction of Rapid Link and the continuous improvements in Local, ADA, Arrow, and Commuter services. The breakdown of projections is as follows:

SERVICE-SPECIFIC PROJECTIONS

- **Local Service:** Local service ridership is projected to grow steadily from 137,633 in FY 2026 to 163,683 by FY 2035. This represents a 22.5% increase from current levels. The increase is driven by improved frequency, more efficient routes, and enhanced coverage across Roseville's expanding residential areas.
- **ADA Service:** ADA ridership is projected to rise modestly, from 8,130 in FY 2026 to 9,002 by FY 2035, an 11.1% increase over the current ridership of 7,893. This reflects an ongoing commitment to providing accessible services and improvements in real-time response for ADA riders.
- **Arrow Service:** Arrow, the on-demand service, is expected to see strong growth, with ridership increasing from 24,116 currently to 41,607 by FY 2035, representing a 72.5% increase. This growth reflects the service's flexibility, ease of use, and appeal to residents in less densely populated areas who prefer on-demand transit options over fixed routes.
- **Rapid Link Service:** Introduced as a stand-alone express service, Rapid Link is projected to become a key player in Roseville's transit network, particularly for longer-distance trips. Starting with 75,934 riders in FY 2026, Rapid Link is expected to grow to 88,567 by FY 2035, a 16.6% increase. This service will cater to residents looking for faster, limited-stop connections between residential and commercial hubs.
- **Commuter Service:** As job growth continues in Roseville and surrounding employment hubs, commuter services are expected to experience significant growth, rising from 29,039 currently to 67,534 by FY 2035—a 132.6% increase. The expansion of direct routes to employment centers and improved peak-hour scheduling will make commuter transit a more attractive option for residents traveling to and from work.

TOTAL SYSTEM RIDERSHIP

Total ridership for Roseville Transit is projected to increase from 289,971 in FY 2026 to 370,394 by FY 2035, reflecting a 27.8% increase over the period. This growth underscores the significant improvements in service quality, coverage, and efficiency that Roseville Transit will achieve through the implementation of new services and the optimization of existing routes.

FACTORS CONTRIBUTING TO GROWTH

- **Population Growth:** As Roseville’s population continues to grow at a steady 2% annually, more residents will rely on public transportation to access work, shopping, and recreational activities. The expansion of residential areas into previously under-served zones will create new demand for Local and Arrow services.
- **Employment Trends:** Job growth in key employment hubs, including Sacramento and the new Richards Blvd area, will drive higher commuter ridership. The increasing number of residents commuting to work outside Roseville will continue to fuel demand for commuter and Rapid Link services.
- **Service Enhancements:** The introduction of Rapid Link, alongside the continued refinement of Local and Arrow services, will attract new riders. The convenience, speed, and flexibility of these services will make transit a more competitive option compared to personal vehicle use.
- **Technology Integration:** The rollout of real-time bus tracking, mobile fare payment, and enhanced on-demand services will improve the overall rider experience, increasing the retention of current riders and attracting new users.

OPERATIONAL HOURS PROJECTIONS: FY 2026 TO FY 2035

Roseville Transit’s projected operational hours reflect the planned expansions in service capacity, designed to meet increasing ridership demand and accommodate the city’s growing population. Key drivers of this growth include the addition of vehicles to both **Arrow** and **Commuter** services, as well as improvements to **Local**, **ADA**, and the newly introduced **Rapid Link** service. Significant jumps in operational hours occur in **FY 2027** and **FY 2032** when new vehicles are deployed to support expanded coverage.

Service	Current	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035
Local	32,533	31,958	32,597	33,249	33,914	34,592	35,284	35,989	36,709	37,443	38,192
ADA	3,588	5,365	5,460	5,558	5,656	5,757	5,860	5,964	6,070	6,178	6,288
Arrow	5,800	9,229	11,706	11,940	12,179	12,422	12,671	15,124	15,427	15,735	16,050
Rapid Link		7,686	7,822	7,962	8,103	9,785	9,959	10,136	10,316	10,500	10,687
Commuter	4,638	5,988	6,748	6,849	6,952	7,056	7,162	7,939	8,058	8,179	8,302
Total	46,559	60,225	64,333	65,557	66,804	69,612	70,935	75,153	76,581	78,036	79,519
Passengers per Hour	4.2	4.8	4.7	4.9	5.0	4.9	5.0	4.8	4.7	4.7	4.7

Figure 46 - Service Hour Projections

By FY 2035, total ridership for the on-demand services is expected to increase from the current baseline of 46,559 trips to 79,519 trips, representing a 71% growth. The key drivers of this growth include the expansion of the Rapid Link service and the steady improvements across Local, ADA, Arrow, and Commuter services. The breakdown of projections is as follows:

SERVICE-SPECIFIC PROJECTIONS

- **Local Service:** Local ridership is projected to increase from 31,958 in FY 2026 to 38,192 by FY 2035, representing an 18% growth. This increase is largely attributed to improved service frequency and enhanced coverage, making transit a more convenient option for local travelers.
- **ADA Service:** ADA ridership is expected to increase from 5,365 in FY 2026 to 6,288 by FY 2035, a 20% growth from current levels. This reflects ongoing efforts to enhance accessibility and maintain responsive, efficient services for ADA-eligible riders.
- **Arrow Service:** Arrow, an increasingly popular on-demand service, is projected to see significant growth, increasing from 9,229 in FY 2026 to 16,050 by FY 2035, representing a 74% increase. The flexibility and convenience of this service are key factors in its growing ridership.
- **Rapid Link Service:** Rapid Link, introduced as a premium on-demand service, is projected to grow from 7,686 riders in FY 2026 to 10,687 by FY 2035, a 39% increase. This service is designed to provide fast, direct connections, particularly for longer trips.
- **Commuter Service:** With the growth of employment opportunities in the region, commuter services are expected to increase from 5,988 riders in FY 2026 to 8,302 by FY 2035, reflecting a 38.7% increase. Improved scheduling and direct routes to employment centers will make commuter services more attractive to working residents.

TOTAL SYSTEM RIDERSHIP

Total ridership for the on-demand and commuter services is projected to increase from 60,225 in FY 2026 to 79,519 by FY 2035, representing a 32% growth over the period. This steady increase in ridership highlights the improvements in both service quality and convenience, especially as passengers per hour rise from 4.2 currently to 4.7 by FY 2035, reflecting higher efficiency and service utilization.

VEHICLE COUNT PROJECTIONS: UNCONSTRAINED SCENARIO

By FY 2035, Roseville Transit's fleet is projected to grow from the current 25 vehicles to 39 vehicles, a 56% increase. This growth is driven by the introduction and expansion of new services like Arrow and Rapid Link, as well as the increased demand for ADA and Commuter services. The fleet projections reflect a careful balance between meeting increased demand and maintaining cost efficiency, with each service category seeing tailored growth based on ridership trends and operational needs.

Service	Current	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035
Local	15	13	13	13	13	13	13	14	14	14	14
ADA	2	3	3	3	3	3	3	3	3	3	4
Arrow	2	5	6	6	6	6	6	7	7	7	7
Rapid Link		5	5	5	5	5	5	6	6	6	5
Commuter	6	7	8	8	8	8	8	9	9	9	9
Total	25	33	35	35	35	35	35	39	39	39	39

Figure 47 - Fleet Count Projection

Local Service:

- **Fleet Count:** The fleet dedicated to local services will stabilize at 14 vehicles by FY 2032, with a slight reduction in earlier years due to efficiency improvements.
- **Annual Hours:** Local service annual hours are projected to remain consistent, though slight growth is expected to accommodate improved frequency. By FY 2035, with 38,192 passengers annually, the fleet of 14 vehicles will be optimized to handle this demand with a balance between vehicle availability and operational costs.
- **Passengers per Hour:** Local service is projected to increase in efficiency, reaching 4.7 passengers per hour by FY 2035. This reflects the expected optimization of routes and the operational efficiency of the fleet.

ADA Service:

- **Fleet Count:** The ADA fleet will grow from 2 vehicles currently to 4 vehicles by FY 2035, responding to a steady increase in demand for accessible transit options.
- **Annual Hours:** ADA services will see a corresponding rise in annual hours, which is necessary to support the increase in ADA ridership. The growth in the number of vehicles will ensure there is sufficient capacity to meet this demand.

- **Passengers per Hour:** Although ADA services operate at lower efficiency due to the nature of demand, ADA passengers per hour will still grow modestly to 1.5 by FY 2035, as annual hours increase proportionally with fleet size.

Arrow Service:

- **Fleet Count:** Arrow's fleet will expand significantly, growing to 7 vehicles by FY 2035 as on-demand services gain popularity.
- **Annual Hours:** The rise in annual hours for Arrow is aligned with its growing fleet size, ensuring more coverage for its flexible, demand-based routes. The projected 16,050 annual passengers in FY 2035 will be supported by a robust fleet and longer service hours.
- **Passengers per Hour:** Arrow service will reach 3.2 passengers per hour by FY 2035, indicating efficiency improvements that come with optimized vehicle deployment and expanded coverage.

Rapid Link Service:

- **Fleet Count:** The Rapid Link service will stabilize at five vehicles by FY 2035, with an increase to 6 vehicles between FY 2032 and FY 2034 to meet peak demand.
- **Annual Hours:** Rapid Link's hours will increase as more vehicles become available, providing faster, direct service across key corridors. The focus on efficiency will allow these vehicles to serve high-demand routes with reduced travel times.
- **Passengers per Hour:** Rapid Link service is projected to reach 3.0 passengers per hour by FY 2035, reflecting a stable balance between ridership growth and operational improvements.

Commuter Service:

- **Fleet Count:** The commuter fleet will grow to 9 vehicles by FY 2033 and maintain that level through FY 2035.
- **Annual Hours:** Commuter services will see a significant increase in annual hours, particularly during peak commute times. This increase is essential to accommodate a growing workforce commuting to employment hubs outside Roseville.
- **Passengers per Hour:** Commuter services will achieve 6.5 passengers per hour by FY 2035, reflecting the highest efficiency among all service types. This is a result of targeted scheduling and route planning during peak demand periods.

Total System Efficiency:

- **Fleet and Annual Hours Correlation:** The total fleet count will rise from 25 vehicles currently to 39 by FY 2035, aligning with an increase in annual service hours across all services. This growth supports the projected ridership demand while ensuring efficient use of each vehicle, as evidenced by the rising passengers per hour metric.
- **System-wide Passengers per Hour:** By FY 2035, the entire system is expected to achieve an average of 4.7 passengers per hour, indicating a steady improvement in service efficiency as the fleet expands and operational hours increase.

FLEET REPLACEMENT – ELECTRIFICATION/RIGHT-SIZING

The City of Roseville operates a diverse fleet to meet the needs of its transit services, which include Local, Commuter, and Dial-A-Ride (DAR) services (which encompass Arrow and ADA services). Each service type has distinct vehicle requirements based on ridership demand, service hours, and route characteristics. A comprehensive fleet replacement strategy ensures that Roseville can continue to meet transit needs efficiently while adhering to the FTA's vehicle replacement guidelines.



Below is an analysis of the vehicle types currently in use for each service, including vehicle length, average age, and the projected replacement year.

Vehicle Types by Service

Commuter Service (COM)

- **Vehicle Type:** Primarily consists of large 40-foot buses.
- **Average Age:** 16 years
- **Replacement Year** (on average): 2021

These vehicles serve high-demand, peak-hour routes, often requiring a larger capacity to handle commuter traffic to employment hubs.

Dial-A-Ride (DAR) (Arrow and ADA Services)

- **Vehicle Type:** Smaller 26-foot cutaway vehicles designed for flexible, on-demand services.
- **Average Age:** 8.75 years
- **Replacement Year (on average):** 2020

DAR services require smaller vehicles for efficient operation in less densely populated areas with variable demand patterns.

Local Service

- **Vehicle Type:** A mix of 34.25-foot buses offering flexibility across routes with medium to high demand.
- **Average Age:** 8.06 years
- **Replacement Year (on average):** 2023

Local service vehicles need to balance capacity with maneuverability, ensuring they can handle both busy and quieter routes effectively.

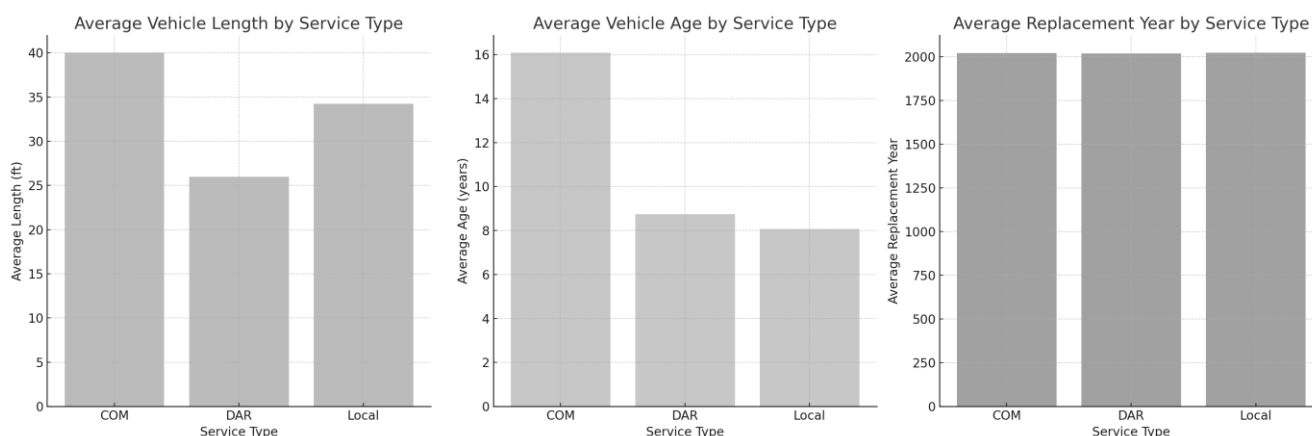


Figure 48 - Existing Fleet Census

OVERVIEW OF CALIFORNIA'S BUS REPLACEMENT POLICY

California has established stringent policies for bus replacement to promote environmental sustainability, improve public health, and ensure the transit fleet's operational efficiency. The state's transit agencies, including the City of Roseville, must adhere to these regulations when planning fleet replacements. Below is an overview of key policies that affect bus replacement planning in California:

1. California Air Resources Board (CARB) – Innovative Clean Transit (ICT) Regulation

- **Zero-Emission Bus Mandate:** CARB’s ICT regulation mandates that transit agencies gradually transition to 100% zero-emission bus (ZEB) fleets by 2040. The ICT requires that all new bus purchases must be zero-emission buses starting in 2029, and agencies must demonstrate progress toward this goal by purchasing a set percentage of ZEBs earlier, depending on the size of the agency.
- **For Large Agencies:** Starting in 2023, 25% of new bus purchases must be ZEBs, increasing to 50% by 2026.
- **For Small Agencies (like Roseville):** Beginning in 2026, 25% of new purchases must be ZEBs, increasing incrementally until the 100% target by 2040.
- **Fleet Composition:** The City of Roseville’s future bus purchases will need to reflect this transition toward electric or hydrogen-powered vehicles. While some services like DAR may already be suitable for smaller electric vehicles, the larger buses used in Commuter services will also need to comply with this policy by their mandated purchase dates.

2. Federal Transit Administration (FTA) Guidelines on Vehicle Useful Life

- **Useful Life Standards:** While California’s push for zero-emission buses (ZEBs) is a driving force for bus replacement decisions, Roseville must also adhere to FTA guidelines on vehicle useful life, which requires buses to be replaced after 12 years of service or after reaching 500,000 miles for heavy-duty buses.
- **ZEB Funding Support:** The FTA and California provide various funding sources, including grants, to assist transit agencies in transitioning to zero-emission fleets. These programs, such as the Low or No Emission Vehicle Program (Low-No Program), provide financial incentives for purchasing electric buses and the infrastructure needed to support them.

3. Senate Bill (SB) 350 – Sustainable Freight Action Plan

- **Greenhouse Gas Reduction Targets:** SB 350 aims to reduce greenhouse gas emissions and improve air quality by transitioning the state’s public and freight transportation sectors to cleaner energy sources. This aligns with the CARB’s ICT regulation and provides a broader framework for integrating electric vehicles into public transit systems to meet California’s ambitious climate goals.

4. Funding Opportunities and Incentives

- **Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP):** The HVIP provides funding to reduce the cost of purchasing zero-emission or hybrid buses. Transit agencies can use this program to reduce the upfront costs of ZEBs, helping to ease the financial burden of compliance with CARB's regulations.
- **Low Carbon Transit Operations Program (LCTOP):** This program provides funds to support zero-emission transit projects, such as the purchase of electric buses and the installation of related infrastructure like charging stations. Transit agencies in California, including Roseville, can apply for these funds to offset the costs of replacing existing buses with zero-emission alternatives.

Key Takeaways for Roseville's Fleet Replacement Plan

- **Transition to Zero-Emission Buses:** Roseville must begin planning to integrate ZEBs into its fleet, starting with a minimum of 25% of new purchases by 2026. Given the projected replacement year of some vehicles, Roseville has the opportunity to begin this transition with its next round of fleet replacements, particularly for its DAR and Local services.
- **Vehicle Size and ZEB Suitability:** California's policies encourage the adoption of smaller, more fuel-efficient, or zero-emission buses where possible. Roseville can take advantage of this policy shift by right-sizing its fleet and adopting smaller electric vehicles for services like DAR, which have lower ridership.
- **Financial Planning and Funding Opportunities:** California offers numerous financial incentives for transit agencies transitioning to ZEBs, reducing the overall costs of compliance. The City of Roseville should actively pursue state and federal funding to support its fleet replacement efforts while adhering to both CARB and FTA regulations.

By aligning with these policies, Roseville Transit can contribute to California's long-term sustainability goals while modernizing its fleet to better serve its community.

RIGHT-SIZING THE FLEET

Given Roseville's current ridership levels and service productivity, particularly for Local and Dial-A-Ride (DAR) services, there is a clear need to right-size the fleet to match actual demand while aligning with California's requirements for fleet electrification. The goal of rightsizing is to reduce operating costs, improve service efficiency, and support the city's environmental objectives by transitioning to smaller, more efficient electric buses where appropriate. Below is an overview of how Roseville Transit should approach the right sizing, with examples of suitable smaller electric buses.

Local Service: Opportunities for Rightsizing

- **Current Fleet Usage:** The current fleet serving Local routes in Roseville consists of medium-sized buses (approximately 34 feet), which may be oversized for the current demand levels. Local services operate at an average of **4.7 passengers per hour**, a metric that suggests smaller vehicles could be used without compromising service quality.
- **Recommendation:** Transition to electric buses in the 25-30 foot range for most Local routes where lower ridership is expected. These smaller buses are more agile for navigating residential and commercial areas, and they align well with the city's goal of transitioning to zero-emission vehicles.

Examples:

BYD K7M (30-foot Electric Bus):



- **Cost:** Approximately \$450,000 - \$500,000
- **Seating Capacity:** 22-30 passengers
- **Range:** 150-200 miles per charge
- **Useful Life:** 12 years (aligned with FTA guidelines for transit vehicles)
- **Advantages:** Fully electric, compact size for urban routes, low operating costs, and grant eligibility through California's ZEB initiatives.

Proterra ZX5 (35-foot Electric Bus):



- **Cost:** Approximately \$700,000 - \$800,000
- **Seating Capacity:** Up to 40 passengers
- **Range:** 250 miles per charge
- **Useful Life:** 12 years
- **Advantages:** More suited for higher-capacity Local routes, fully electric with extensive range, and used in many California transit systems.

Dial-A-Ride (DAR): Right-Sizing for On-Demand Services

- **Current Fleet Usage:** DAR services, including Arrow and ADA, utilize smaller cutaway buses (~26 feet) that are more appropriate for the lower ridership levels and flexible nature of on-demand transit. However, the move toward electrification presents an opportunity to replace these vehicles with even more efficient electric models.

- **Recommendation:** Replace existing DAR vehicles with compact electric cutaway buses or electric vans designed for flexible, low-capacity services.

Examples:

Lightning eMotors Transit Van (Electric Van for DAR):



- **Cost:** Approximately \$100,000 - \$150,000
- **Seating Capacity:** 10-12 passengers
- **Range:** 120-150 miles per charge
- **Useful Life:** 8-10 years
- **Advantages:** Perfect for low-capacity DAR services, easy to deploy in smaller areas, lower upfront cost, and highly efficient for short trips.

Micro Bird G5 Electric (Electric Cutaway Bus):



- **Cost:** Approximately \$250,000 - \$300,000
- **Seating Capacity:** 16-20 passengers
- **Range:** 100-125 miles per charge
- **Useful Life:** 8-10 years
- **Advantages:** Ideal for DAR services with lower mileage requirements, fully electric with adequate range for a day's service, and eligible for federal and state grants.

Commuter Service: Maintaining Larger Vehicles for Comfort

Fleet Requirements: While the local and DAR services are ideal candidates for right-sizing, the commuter fleet must retain high-floor, larger buses (40 feet) to meet rider expectations for comfort and capacity. These buses typically handle longer trips with more passengers, and they need to offer amenities like spacious seating, luggage storage, and Wi-Fi for commuter comfort.

Electrification for Commuter Fleet:

Recommendation: As Roseville transitions to electrification, it should explore fully electric, high-floor buses that maintain the 40-seat requirement while offering improved environmental benefits.

Examples:

New Flyer Xcelsior CHARGE (40-foot Electric Bus):



- **Cost:** Approximately \$900,000 - \$1 million
- **Seating Capacity:** Up to 40 passengers
- **Range:** 200 miles per charge
- **Useful Life:** 12 years
- **Advantages:** Suitable for long-distance commuter routes, fully electric, meets California's ZEB regulations, and ensures high comfort levels for passengers.

Advantages of Right-Sizing

- **Cost Savings:** Smaller vehicles cost less to purchase, maintain, and operate. Right-sizing the fleet can result in significant operational savings, particularly for routes with lower ridership.
- **Efficiency:** Electric buses offer lower fuel and maintenance costs, and smaller buses can better match demand levels, avoiding the expense of running larger, underutilized vehicles.
- **Environmental Benefits:** Transitioning to smaller electric buses reduces the city's carbon footprint, helping to meet California's ambitious climate goals while offering quieter, cleaner transit services.

- **Funding and Grants:** Right-sizing, particularly when transitioning to electric vehicles, opens up additional funding opportunities through state and federal grants, including the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) and Low or No Emission Vehicle Program (Low-No Program).

Charging Infrastructure and Electrification Strategy

As Roseville transitions to a fully electric bus fleet, the implementation of an adequate and scalable charging infrastructure becomes a critical component of the system's success. With the installation of overhead charging infrastructure at the Galleria for the Rapid Link service, Roseville has made significant strides, but there are several factors and decisions to consider as they continue expanding their electric fleet across Local, Dial-A-Ride (DAR), and Commuter services.

1. Existing Charging Infrastructure and Compatibility

Overhead Charging at the Galleria:

The current installation of overhead charging for the Rapid Link service provides an efficient solution for this fully electric, fast-transit service. Overhead charging systems, also known as “pantograph” chargers, are particularly well-suited for high-capacity, fast-transit buses that make frequent stops at dedicated charging points.



Can Other Buses Use Overhead Charging?

- **Yes**, other electric buses with the appropriate configuration (especially larger buses like those used in Local and Commuter services) can leverage overhead charging. Smaller buses, such as those used in DAR services, may not be compatible unless they are equipped for this type of system. Roseville should consider the flexibility and standardization of charging interfaces when procuring new vehicles.
- **Opportunities for Other Routes:** Buses on Local routes that pulse out of the Galleria could potentially use this infrastructure, maximizing its utilization and ensuring that buses can stay in service longer before needing to return to the depot for charging.

2. Charging Time and Range Considerations

- **Charging Time:** The charging time for electric buses depends on the type of charger and the bus model:
- **Pantograph Chargers** (like those at the Galleria for Rapid Link): These chargers typically provide a fast charge in **10-20 minutes** for high-capacity buses, allowing them to top up between trips.
- **Depot Chargers:** Standard chargers at the depot (50-150 kW) can take **3-5 hours** to fully charge a bus. Faster depot chargers (up to 450 kW) may reduce this time to **1-2 hours**.

Bus Range:

- **Smaller electric buses** (e.g., 25-30 ft, used for DAR or lower-demand local services) typically range from **100-150 miles** per full charge.
- **Larger electric buses** (e.g., 35-40 ft, used for local or commuter services) generally range from **150-250 miles** per charge, depending on the terrain, weather, and passenger load.
- **Rapid Link Buses:** These larger electric buses will likely fall into the 200-250 mile range, making them ideal for fast-charging solutions.

3. Infrastructure Expansion Recommendations

Depot Charging:

As Roseville expands its electric fleet across Local, DAR, and Commuter services, it will need to invest in additional charging infrastructure at the depot. Depot charging offers overnight or mid-day charging when buses are out of service.

Recommendation: Install both standard and high-capacity depot chargers to accommodate the range of electric buses in the fleet. Larger buses may require faster chargers, while smaller DAR buses can use slower, less expensive chargers overnight.



Charging Hubs at Key Locations:

- **Galleria and Downtown Roseville:** Since buses will pulse primarily out of these two hubs, Roseville should explore installing additional charging stations at Downtown Roseville, particularly if Local or Commuter buses will use these points.

- **On-Route Charging:** Roseville may also explore adding in-route charging stations on high-frequency routes to minimize downtime and ensure continuous operation. This is particularly useful for long-range services like Commuter routes or high-demand Local routes.



4. Operational Considerations for Charging

Mid-Trip Reliefs and Scheduling Adjustments:

For electric buses, it's essential to integrate charging windows into the scheduling framework. Roseville may consider scheduling **mid-trip reliefs** for buses, where a bus can be swapped out for charging, and another bus is brought in as a replacement to maintain service continuity.

- **Rapid Link:** Given the fast-charging infrastructure already in place, buses can remain in service with brief charging stops between trips.
- **Local and DAR Buses:** These may require longer charging breaks, but mid-trip reliefs or shift changes can be scheduled during natural breaks in service, such as driver changes or non-peak periods.

Bus Range and Daily Service Planning:

To ensure that buses have sufficient charge for daily service, Roseville should factor in the range of each bus and the mileage required for each route. Buses with shorter ranges should be assigned to routes with lower mileage requirements or scheduled to pulse back to charging points more frequently.

Additional Spare Buses:

Given the additional time needed for charging, it's advisable to maintain a slightly larger fleet of spare buses (particularly for Local and DAR services). This will allow for more flexibility when scheduling mid-day charging or when buses need to be taken out of service for charging.

Recommendation: Increase the spare bus ratio by approximately 10-15% to ensure that there are always enough buses available to meet service demand while others are charging.

5. Long-Term Expansion and Futureproofing

Scalability: As Roseville expands its fleet, both Local and DAR services should have scalable charging solutions. Investing in modular charging systems at depots and key hubs will allow for future growth without requiring a complete overhaul of the infrastructure.

Energy Management: With an increase in the number of electric buses, energy management becomes critical. Roseville should work with its energy provider to install smart energy management systems that optimize charging schedules based on energy demand and costs, potentially utilizing off-peak electricity rates to minimize operating expenses.

Renewable Energy Integration: As part of a long-term strategy, Roseville could explore integrating solar panels or energy storage solutions at depots or charging hubs to reduce reliance on the grid and support sustainability goals.

Key Considerations for Roseville's Charging Strategy

- **Maximizing Utilization of the Galleria Charging Infrastructure:** Expand usage of the overhead charging stations at the Galleria to include Local and Commuter buses that are compatible with pantograph chargers.
- **Depot Charging Needs:** Install high-capacity depot chargers to ensure buses can be charged overnight or during non-service hours.
- **Scheduling Adjustments for Charging:** Incorporate mid-trip reliefs or scheduled downtime into daily operations to ensure buses can be charged without interrupting service.
- **Spare Bus Allocation:** Increase the number of spare buses to maintain operational efficiency while allowing others to charge.
- **Future-Proofing:** Plan for scalable infrastructure and energy management solutions to accommodate future growth in the electric fleet.

PRICING AND COST PROJECTIONS: FY 2026 TO FY 2035

In planning for the next decade, Roseville Transit must account for projected operational costs under four distinct financial scenarios: **Preferred**, **Unconstrained**, **Constrained**, and **No Increase**. These scenarios provide flexibility depending on available budget, ridership demand, and service expansion plans.

The projected costs are calculated based on the operational hours required to meet the growing demand, combined with the fixed and variable cost structure used in our detailed cost allocation model. Notably, the Rapid Link service, which is currently funded through a grant, will cost approximately **\$1.5 million per year** to operate once the grant expires. If Roseville Transit continues with the service after the grant period, these costs must be incorporated into the overall budget.

It is important to note that the years in the table are labeled “Year 1,” “Year 2,” and so on, representing phases of full operation rather than being tied to specific fiscal years. This ensures flexibility in the phased implementation of the plan.

A critical factor impacting these projections is the upcoming 2025 transit contract, which includes a projected 17% cost increase. This increase reflects adjustments for labor, fuel, maintenance, and other operational expenses under the new contract. The estimated costs for each scenario are outlined below. A critical factor impacting these projections is the upcoming 2025 transit contract, which includes a projected **17% cost increase**. This increase reflects adjustments for labor, fuel, maintenance, and other operational expenses under the new contract. The estimated costs for each scenario are outlined below.

Scenario	Current	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Unconstrained		\$8,603,455	\$9,190,324	\$9,365,137	\$9,543,298	\$9,944,443	\$10,133,407	\$11,004,382	\$11,213,471	\$11,426,562	\$11,643,732
Constrained		\$6,997,400	\$7,474,715	\$7,616,894	\$7,761,797	\$8,088,058	\$8,241,747	\$8,950,132	\$9,120,189	\$9,293,501	\$9,470,131
No Increase		\$6,268,528	\$6,696,125	\$6,823,494	\$6,953,304	\$7,245,580	\$7,383,260	\$8,017,858	\$8,170,201	\$8,325,461	\$8,483,692
Preferred		\$7,110,568	\$7,595,602	\$7,740,081	\$7,887,328	\$8,218,865	\$8,375,040	\$9,094,882	\$9,267,689	\$9,443,804	\$9,623,291
Rapid Link Costs		\$1,520,000	\$1,623,684	\$1,654,569	\$1,686,045	\$1,756,917	\$1,790,302	\$1,896,760	\$1,932,800	\$1,969,529	\$2,006,961
Current Costs	\$5,679,832	\$6,557,626	\$7,004,942	\$7,138,186	\$7,273,982	\$7,579,738	\$7,723,768	\$8,387,633	\$8,547,002	\$8,709,421	\$8,874,950
Fixed Costs	\$802,778	\$830,875	\$859,956	\$890,054	\$921,206	\$953,448	\$986,819	\$1,021,358	\$1,057,105	\$1,094,104	\$1,132,398

Figure 49 - Cost Projections by Service Plan

Cost Allocation Methodology

The projected costs for each scenario are calculated using a combination of fixed and variable costs. Fixed costs include expenses that remain constant regardless of the level of service (e.g., administrative overhead, facility expenses), while variable costs fluctuate based on the number of service hours (e.g., driver wages, fuel, vehicle maintenance). By isolating fixed and variable components, we can more accurately forecast how changes in service levels and operational hours affect total costs.

- **Fixed Costs:** Starting at **\$802,778** currently, fixed costs are projected to grow incrementally to **\$1,132,398** by Year 10. These costs include operational infrastructure, management, and administrative expenses that remain stable regardless of service changes.
- **Variable Costs:** Increase significantly based on the service scenario chosen, with the greatest variability in operational hours driving differences between the unconstrained, constrained, and no increase scenarios.

Scenario-Specific Cost Projections

1. Preferred Scenario

The **Preferred Scenario** represents the ideal balance of service expansion, cost-efficiency, and ridership demand. This scenario focuses on maximizing transit efficiency and service improvements while operating within a realistic, sustainable budget. The Preferred Scenario includes the introduction of **Rapid Link**, the expansion of **Arrow** and **Commuter** services, and more frequent Local service operations.

- Year 1 Cost: \$7,110,568
- Year 5 Cost: \$8,218,865
- Year 10 Cost: \$9,633,291

In the Preferred Scenario, Roseville Transit optimizes its routes and service schedules to ensure growth while adhering to financial constraints. The expansion is paced appropriately, ensuring new services like Rapid Link and enhanced Local service can operate efficiently within budget.

Cost Reduction Options for the Preferred Service Plan

While the **Preferred Service Plan** presents the ideal balance of service expansion, operational efficiency, and ridership growth, it is recognized that the plan comes with higher costs. Roseville Transit has worked to provide a comprehensive and enhanced service to meet the growing needs of the community, but in response to budget concerns, a set of cost-reduction options has been identified to make the Preferred Service Plan more affordable.

Additionally, Roseville Transit is forecasting a **17% increase** in annual contract expenses starting in 2025, driven by labor, fuel, and maintenance costs. With each 1% increase in the contract worth approximately **\$25,000 annually**, it's crucial to consider options to reduce overall costs while still adhering to the contract's financial impact. On top of this increase, a **3.5% inflation rate** is also factored into the projections.

The following reductions are presented as a **menu of options**, allowing for flexibility in maintaining service quality while cutting costs. Each item on the menu offers savings that will reduce overall operating expenses without compromising the primary objectives of the Preferred Plan.

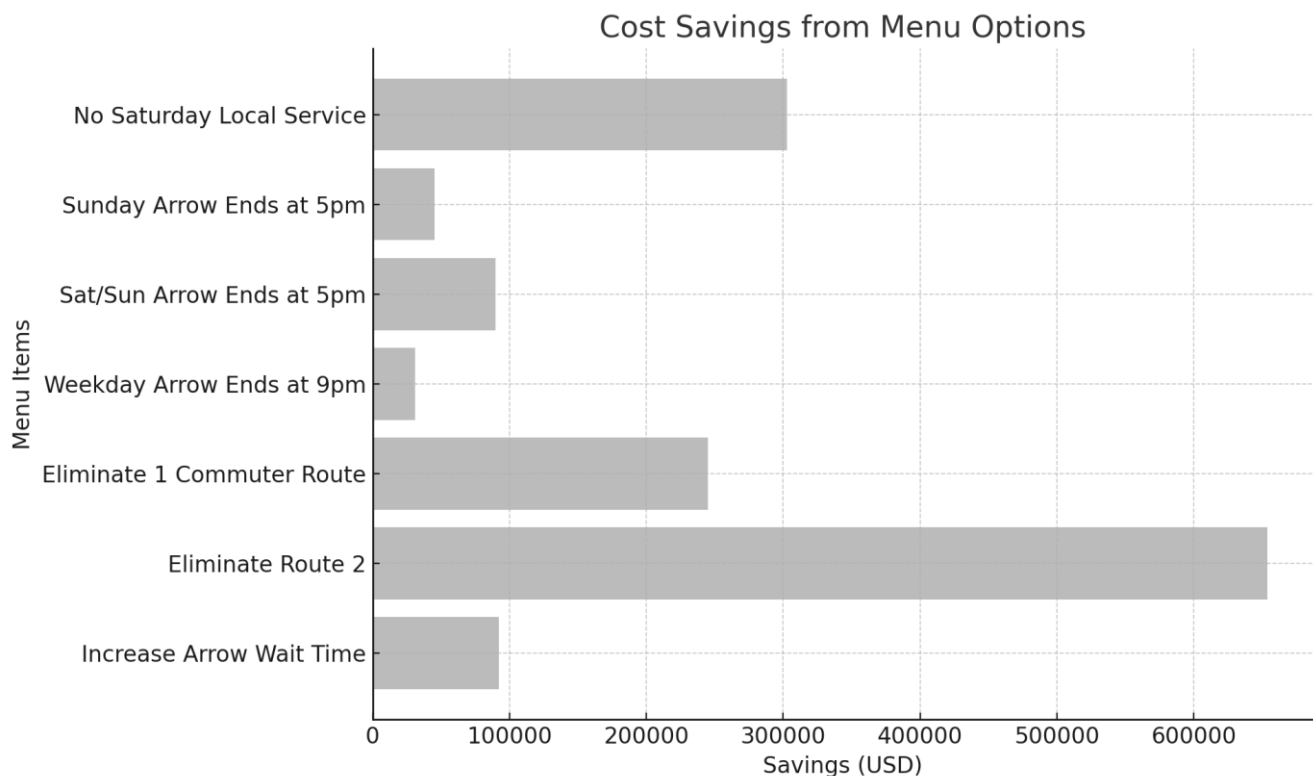


Figure 50 - Menu of Cost Reduction Options

Why the Preferred Service Plan is the Right Approach

The **Preferred Service Plan** has been designed to meet Roseville's growing demand for transit services while supporting future ridership growth. It strikes the optimal balance between providing high-quality service and ensuring operational efficiency across the board. While it comes with higher costs, this plan supports:

- **Increased accessibility** for riders, with more frequent service on Local routes and an expanded footprint for Arrow and Commuter services.
- **Future growth** will be achieved by laying the groundwork for more robust transit options in key areas, including the introduction of **Rapid Link**, a service that will become increasingly vital as the city grows.
- **Operational efficiency** by ensuring that services are scaled appropriately based on demand while reducing the burden on underperforming routes.

Given the forecasted **17% contract increase** (worth approximately **\$25,000 per percentage point annually**) and **3.5% inflation**, the Preferred Service Plan reflects Roseville Transit's commitment to providing robust service while staying adaptable to financial realities. This contract increase is inevitable, but it emphasizes the need to make strategic adjustments to ensure the system remains financially viable.

Cost Management through Menu Options

While the **Preferred Plan** comes with higher initial costs, it offers significant long-term benefits by expanding transit accessibility and building a foundation for future growth. By incorporating one or more of the cost-reduction options from the menu, Roseville Transit can tailor the plan to fit its budget better while preserving the most essential service elements.

These reductions allow for **strategic adjustments** without compromising the overall goal of improving service quality and accessibility. They offer an opportunity to reduce costs in areas where demand is lower, such as weekend and evening services, or by adjusting wait times on certain routes.

2. Unconstrained Scenario

In the **Unconstrained Scenario**, Roseville Transit operates without budget limitations, allowing for maximum expansion and service optimization. Operational hours increase significantly, and service enhancements, such as additional vehicles and more frequent routes, drive up total costs.

- Year 1 Cost: \$8,603,455
- Year 5 Cost: \$9,944,443
- Year 10 Cost: \$11,643,732

This scenario represents the full potential of the transit system, meeting growing demand with robust service options, including the full implementation of new services like **Rapid Link** and the expansion of **Arrow** and **Commuter** services.

3. Constrained Scenario

The **Constrained Scenario** reflects a **10% budget reduction**, requiring Roseville Transit to make strategic choices about which services to prioritize while still meeting the basic needs of the city's growing population. While the service levels are reduced compared to the unconstrained model, the system still expands incrementally over the projection period, albeit at a slower rate.

- Year 1 Cost: \$6,997,400
- Year 5 Cost: \$8,088,058
- Year 10 Cost: \$9,470,131

In this scenario, Roseville Transit must carefully balance service expansions and efficiency improvements with budget constraints, focusing on core services and high-demand routes.

4. No Increase Scenario

Under the **No Increase Scenario**, Roseville Transit operates with a flat budget based on current cost levels. In this model, the system does not expand operational hours beyond the current levels, meaning that service improvements and expansions are limited by financial constraints.

- Year 1 Cost: \$6,268,528
- Year 5 Cost: \$7,245,580
- Year 10 Cost: \$8,483,692

This scenario emphasizes efficiency, ensuring that the existing system runs optimally without increasing costs. However, it limits the ability to introduce new services or expand existing ones to meet growing demand.

5. Current Costs

The current operational costs for Roseville Transit are **\$5,679,832**, with projected Year 1 costs reaching **\$6,557,626** to reflect the upcoming 17% cost increase under the new 2025 contract. This increase accounts for rising labor, fuel, and maintenance costs, as well as inflationary pressures on transit operations.

Additionally, **Rapid Link** costs are projected at **\$1,520,000** in Year 1 and will increase steadily to **\$2,006,961** by Year 10, assuming the service continues after the grant expires.

CONCLUSION

The **Transportation 360 Recommendations** lay the groundwork for a future-ready transit system that aligns with Roseville's growth, economic development, and sustainability goals. As the city continues to evolve, it is crucial for public transit to adapt and expand to meet the needs of a growing and diverse population. This comprehensive set of recommendations outlines a clear path forward, focusing on improving service coverage, increasing frequency, and enhancing the overall rider experience.

The introduction of new services, such as **Rapid Link** and the expanded **Arrow and Commuter** services, will significantly improve connectivity and reduce travel times, offering residents more efficient and reliable alternatives to driving. Through careful analysis of **travel patterns, ridership projections**, and **public feedback**, these recommendations are tailored to address the unique needs of Roseville's population.

The phased **implementation plan** ensures a smooth and strategic transition, allowing for incremental changes that minimize disruptions while maximizing service improvements. By the end of the implementation period, Roseville Transit will be positioned as a modern, efficient, and sustainable transit system capable of supporting the city's long-term growth.

The recommendations outlined for Roseville Transit represent a comprehensive and forward-thinking strategy to enhance the city's public transportation network. These recommendations are grounded in data-driven insights, community feedback, and an understanding of the city's future growth trajectory. They aim to balance service expansion, operational efficiency, and financial sustainability, ensuring that Roseville's transit system can meet the needs of a growing population while maintaining high service quality.

While the **Preferred Service Plan** provides the ideal framework for these improvements, we also recognize the financial challenges associated with its implementation. Rising operational costs, driven by the projected **17% contract increase** and **3.5% inflation**, create a need for strategic adjustments to ensure the transit system remains financially sustainable.

To address these pressures, a **menu of cost-reduction options** has been identified. These options, such as eliminating underperforming routes, adjusting service hours, and optimizing on-demand services, provide a flexible approach to managing costs without sacrificing the key objectives of the plan. By selectively implementing one or more of these cost-saving measures, Roseville Transit can make the Preferred Service Plan more affordable while preserving its core elements.

The recommendations also highlight the importance of **right-sizing the fleet** to match ridership demand, transitioning to **zero-emission electric buses**, and expanding the **charging infrastructure** needed to support fleet electrification. These elements are not only aligned with California's environmental policies but also represent a crucial investment in the future sustainability of the transit system.

Looking Ahead: A Vision for Roseville's Transit Future

The transit network proposed in these recommendations is designed to accommodate the rapid growth and changing travel patterns within Roseville. By prioritizing service improvements, right-sizing the fleet, and investing in sustainable transportation options, Roseville Transit can remain responsive to community needs while adapting to financial realities.

The **Preferred Service Plan** is more than just a set of service adjustments; it is a strategic vision for how Roseville Transit can evolve into a more efficient, accessible, and environmentally sustainable system. Whether through expanded commuter routes, enhanced local services, or the introduction of the Rapid Link service, this plan lays the foundation for a dynamic, flexible transit system that will grow with the city.

In conclusion, the recommendations presented here reflect a commitment to building a modern and resilient transit system for Roseville. By adopting these recommendations, and implementing cost-saving strategies where necessary, Roseville Transit will be able to deliver high-quality service to its residents and support the city's growth in the years to come.



Transportation 360: Transforming Transit for a Growing Community





Why Do a COA?

- Gain a deep understanding of Roseville Transit's current operations.
- Identify areas for improvement.
- Optimize efficiency.
- Enhance customer satisfaction

Introduction

Overview of the COA:

The Transportation 360 COA is a major transit planning initiative for the City of Roseville, aimed at enhancing transit access, reliability, and connectivity for all residents.

Project Goals:



Improve Rider Experience and Service Coverage:

The project focuses on developing plans that better serve passengers, ensuring that transit services are user-friendly and efficient.



Support City Growth with Sustainable Transit Solutions:

The initiative aims to enhance connections to existing bike lanes and trails, promoting multi-modal transportation options that align with the city's growth.



Adapt Services Post-Pandemic to Meet Evolving Travel Needs:

Recognizing the shifts in travel behavior due to the pandemic, the project seeks to address new transit needs and



Why Was the COA Necessary?



City Growth

Roseville is experiencing a rapid population increase, contributing to significant suburban development. This growth necessitates an adaptable transit system that can accommodate a larger and more diverse community.



Economic Expansion

The city has seen a rise in employment opportunities and the establishment of commercial hubs, further driving the need for efficient transit solutions. As businesses expand, the demand for accessible public transportation increases, allowing residents to commute easily to work and other destinations.



Transit Demand

With the ongoing growth of the population and economy, there is an increased need for efficient public transportation. This demand highlights the importance of the Transportation 360 Project in ensuring that transit services are aligned with the evolving needs of Roseville's residents.

Project Approach



Data Collection & Analysis:

The project begins with comprehensive data collection, which includes ridership surveys, traffic studies, and geographic data. This information is crucial for understanding current transit usage patterns and identifying areas for improvement.



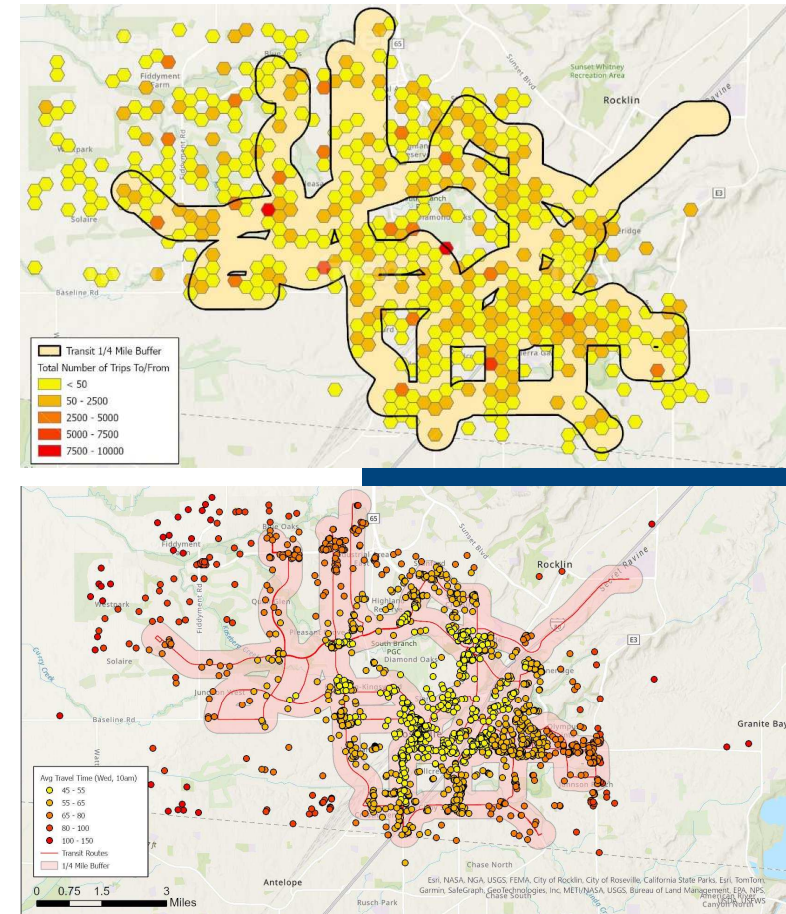
Community Engagement:

Engaging the community is a vital part of the project approach. This involves conducting public surveys, hosting open houses, and utilizing digital outreach methods to gather feedback from residents. The goal is to ensure that the voices of the community are heard and integrated into the planning process.



Pandemic Considerations:

The project takes into account the shifts in commuting patterns and transit usage resulting from the COVID-19 pandemic. By analyzing these changes, the project aims to adapt transit services to better meet the evolving needs of the community in a post-pandemic environment.



Public Engagement

Overview

Importance of Engagement:

- ▶ Public engagement is crucial for the Transportation 360 Project as it ensures that transit services align with community needs and preferences. By actively involving residents, the project fosters a sense of ownership and encourages feedback that can lead to more effective solutions.
- ▶ Engagement activities also help build public trust and transparency, demonstrating that the city values the input of its residents in shaping transit services.

Engagement Activities:

The project includes a variety of engagement activities designed to gather comprehensive feedback from the community:



Rider Surveys:

Targeting current transit users to understand their experiences and needs.



Commuter Surveys:

Gathering insights from individuals who commute to and from Roseville, including non-riders.



Two Public Open Houses:

Facilitating in-person discussions where community members can learn about the project and share their thoughts.



FlashVote Surveys:

Utilizing quick, digital surveys to capture real-time feedback on specific questions or proposals.

Key Public Priorities

Top Community Priorities:

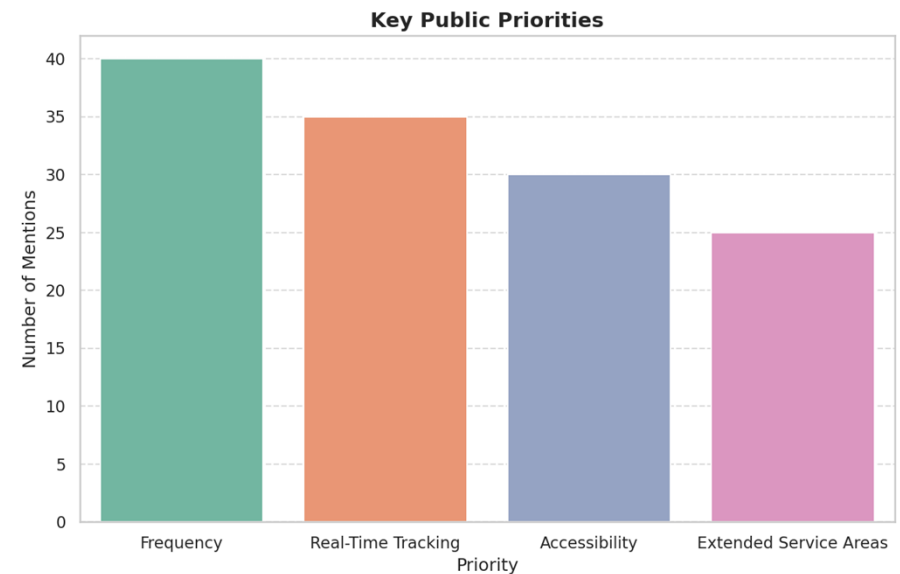
The community has identified several key priorities for the Transportation 360 Project, including:

- ▶ **Enhanced Route Efficiency:** Improving the efficiency of existing routes to ensure quicker and more reliable service for riders.
- ▶ **Extended Service Hours:** Expanding service hours to accommodate riders who need transit options outside of traditional operating times.
- ▶ **Commuter Amenities:** Increasing amenities for commuters, such as better waiting areas, shelters, and information displays.

Desired Service Improvements:

Despite the positive feedback, there are key areas that require attention:

- ▶ **On-Demand Services:** Implementing on-demand transit options to provide flexible transportation solutions tailored to rider needs.
- ▶ **Extended Routes:** Expanding existing routes to cover more areas and connect with additional destinations.
- ▶ **New Stops in Underserved Areas:** Adding new stops in neighborhoods that currently lack adequate transit access, ensuring equitable service for all residents.



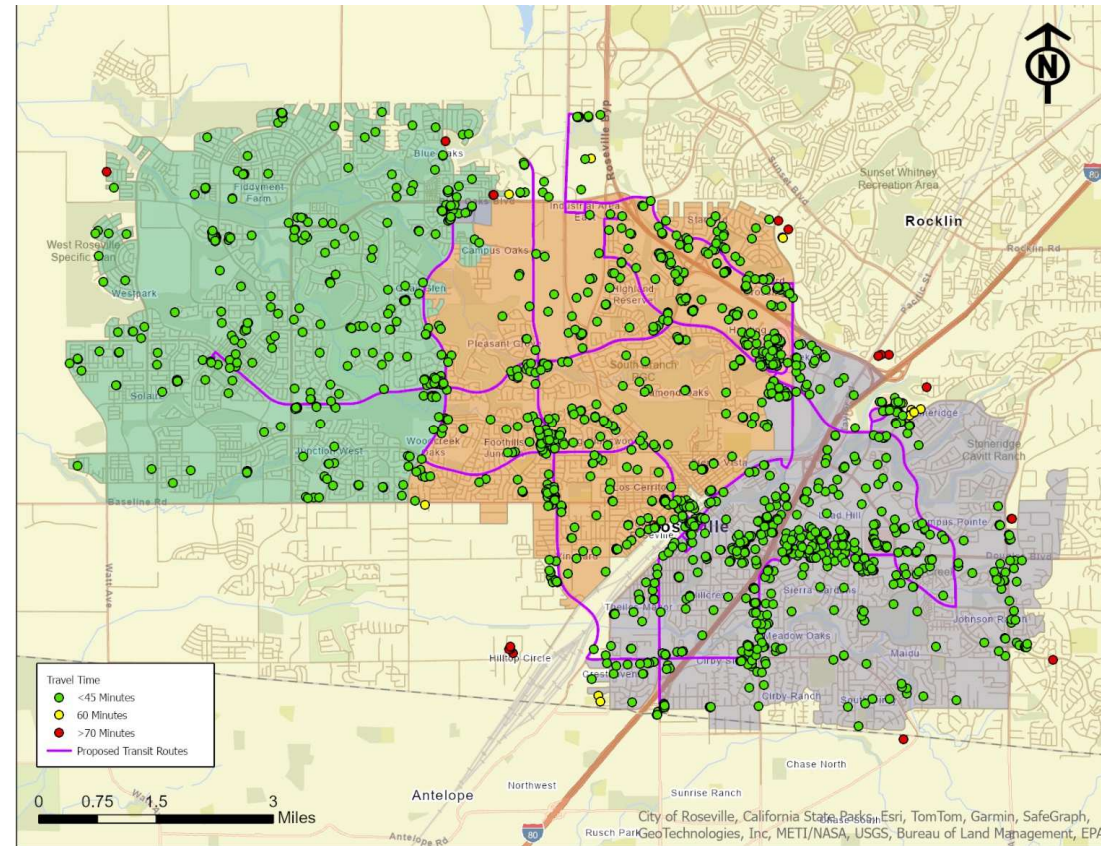
Anticipated Benefits for

Community Benefits:

- ▶ **Improved Accessibility:** Enhanced transit options will provide better access to essential services and destinations for all residents, including those without private transportation.
- ▶ **Reduced Traffic:** Increased public transit usage is expected to alleviate congestion on local roads, leading to smoother traffic flow and shorter travel times.
- ▶ **Environmental Gains:** Transitioning to an electric fleet and promoting public transit will contribute to lower emissions and a healthier environment for the community.

Economic and Social Impact:

- ▶ **Increased Ridership:** The improvements in service and accessibility are projected to lead to a significant rise in ridership, fostering a more robust public transit system.
- ▶ **Support for Local Businesses:** Enhanced transit services will connect residents to local businesses, driving economic growth and supporting the local economy.
- ▶ **Enhanced Quality of Life:** By providing reliable transportation options, the project aims to improve overall quality of life for Roseville residents, making the community more livable and vibrant.



Projected Travel Time Savings

Trip Start	Trip End	Current Travel Time	Projected Travel Time
Sierra Gardens	Galleria	28 minutes	22 minutes
Highland Reserve	Stanford Crossing	31 minutes	18 minutes
Blue Oaks	Downtown Roseville	43 minutes	26 minutes
West Park	Blue Oaks	25-50 minutes	16 minutes
Pleasant Grove	Sutter Hospital	1h 8 minutes	37 minutes
Johnson Ranch	Sutter Hospital	1h 4 minutes	28 minutes
Louis Orlando Transfer Center	Santucci Justice Center	56 minutes	42 minutes

A New Vision for Roseville Transit

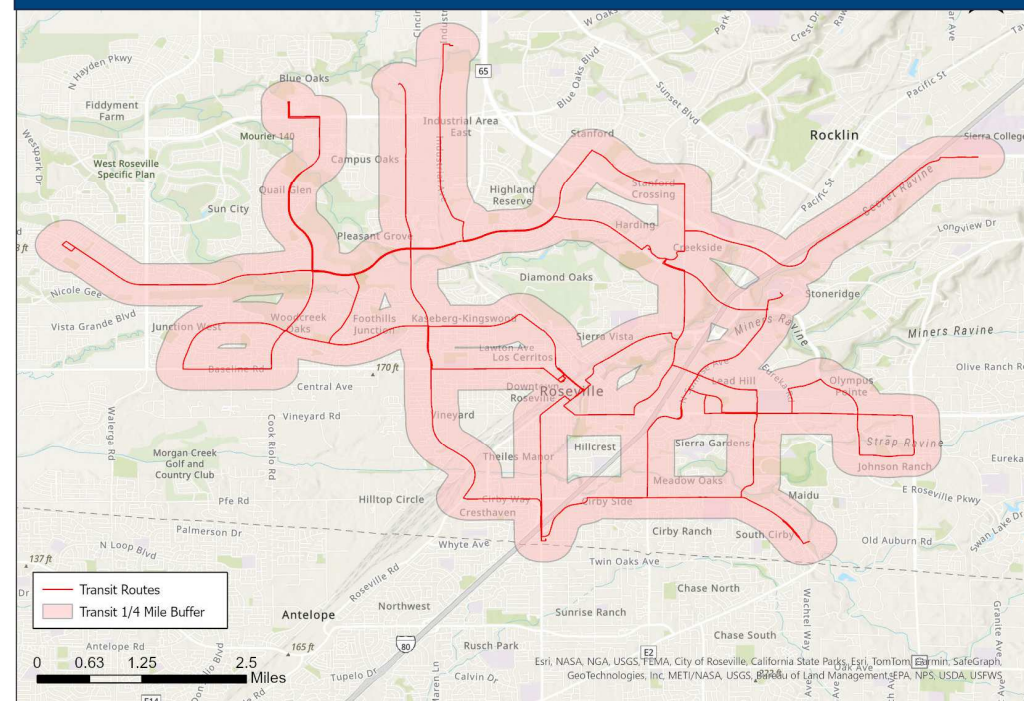
Local Service:

- **Increased Frequency:** Propose an increase in service frequency on key routes to enhance accessibility and reduce wait times for riders.
- **Route Adjustments:** Implement route adjustments to better serve high-demand areas, ensuring that transit services align with the needs of the community. The preferred service plan eliminates loops and out of direction travel.

Arrow:

- **New Arrow Zones:** Expand the Arrow Service by adding more on-demand zones in underserved areas. This enhancement will improve transit access for residents in these regions, allowing for flexible and responsive transportation options.

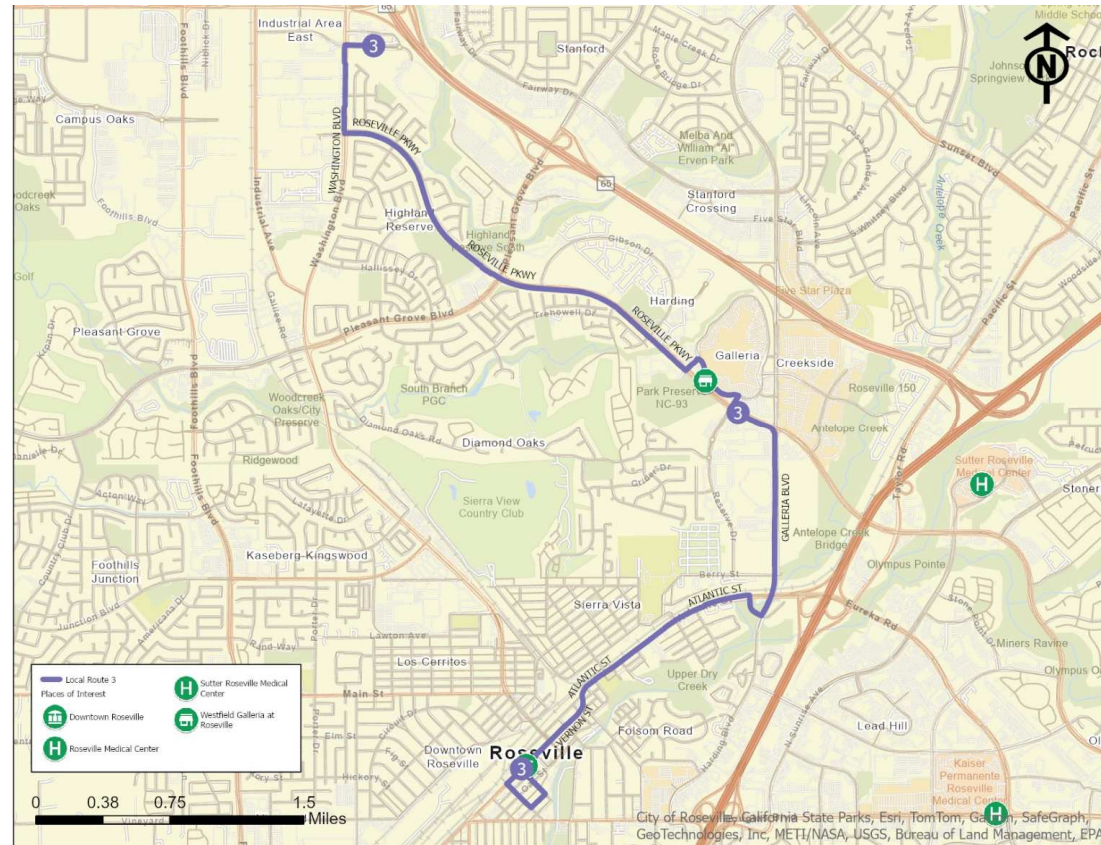
Existing Route Map



Proposed Route 3

Improvements

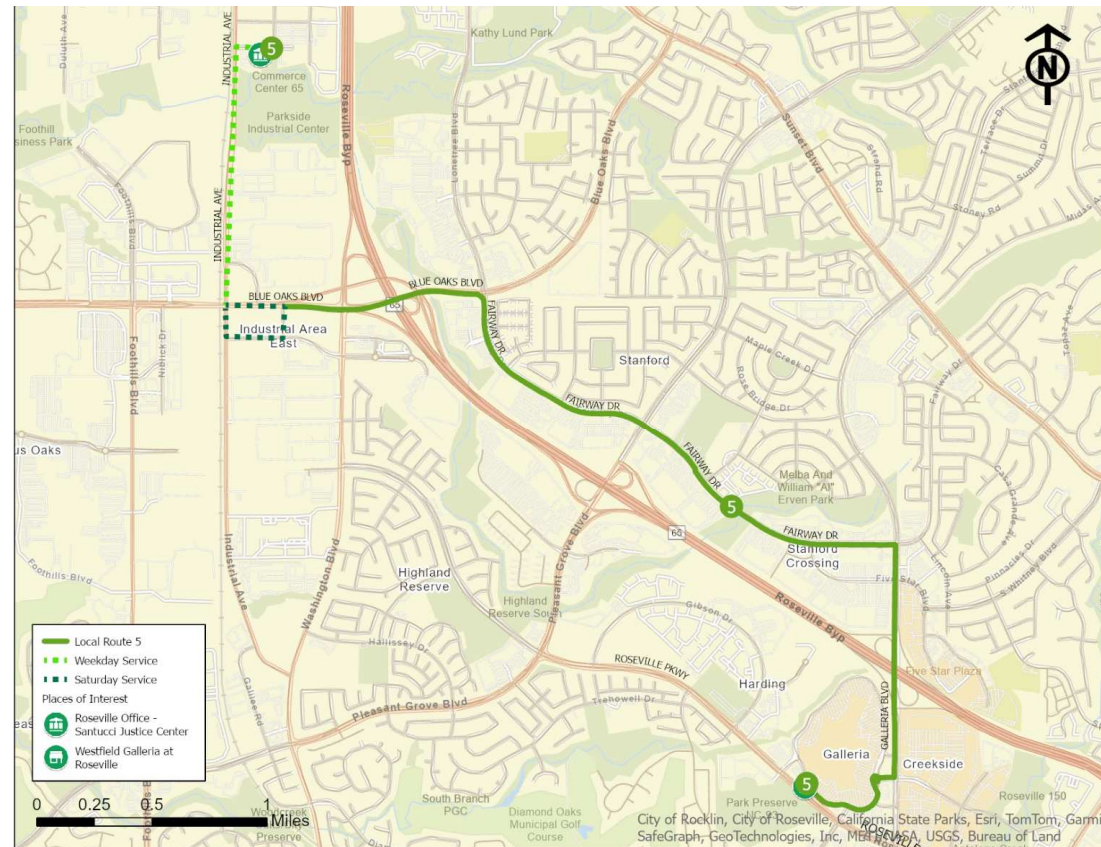
- **Increased Frequency:** Route will operate every 30 minutes on weekdays
- **New Areas Served:** Fast connection between Downtown Roseville and the Galleria and new development areas in the north.



Proposed Route 5

Improvements

- > **Increased Frequency:** Route will operate every 30 minutes on weekdays
- > **New Areas Served:** Shops along Fairway will be served
- > **Improved Service to Santucci Justice Center:** Route will provide all day service to the Justice Center



Rapid Link and Commuter Service

Enhancements

Rapid Link:



High-Frequency Service: Introduce a high-frequency transit service connecting residential areas directly to major employment centers. This service aims to provide reliable and quick transportation options for commuters, enhancing overall accessibility.

Commuter Service:



New Direct Routes: Establish new direct routes to Downtown Sacramento, designed to provide efficient transportation for commuters. These routes will feature less frequent stops to minimize travel time and enhance convenience.



Fares and Fleet

Fare Adjustments:



Explore potential fare changes aimed at supporting the financial sustainability of the transit system. These adjustments will help ensure adequate funding for ongoing operations and service enhancements.

Fleet Management:



Focus on fleet replacement and electrification initiatives to improve cost-efficiency and promote sustainability. Transitioning to an electric fleet will reduce operational costs and environmental impact over time.

	Fare	Current Cost	Recommended Fares
Local	Single Ride	\$1.50	\$1.50
	Single Ride Discount	\$0.75	\$0.75
	10-Ride Pass	\$15.00	Eliminated
	30-Day Pass	\$58.00	\$58.00
Commuter	Single Ride - Resident	\$3.25	\$4.00
	Single Ride - Non-Resident	\$4.50	Eliminated
	10-Ride Pass - Resident	\$32.50	Eliminated
	10-Ride Pass - Non-Resident	\$45.00	Eliminated
	30-Ride Pass - Resident	\$110.00	\$135.00
	30-Ride Pass - Non-Resident	\$155.00	Eliminated
Arrow	Single Ride	\$3.75	\$1.50
	Single Ride Discount	\$2.50	\$0.75
	ADA Paratransit	\$2.50	\$2.50
	10-Ride Pass	\$37.50	Eliminated
	10-Ride Pass ADA Paratransit	\$25.00	Eliminated

Financial and Operational Sustainability

Preferred Service Plan Costing

- **Significant Service Enhancements:** The Preferred Service Plan introduces new transit options and improvements, including expanded coverage, increased frequencies, and the addition of Rapid Link services. These changes directly address community priorities for better accessibility, reliability, and reduced travel times.
- **Increased Ridership:** These enhancements are designed to attract more riders by improving the overall transit experience. With more frequent and reliable service, the plan meets the needs of residents while boosting ridership across the system.
- **Operational Efficiency:** Optimized routes, data-driven scheduling, and improved fleet utilization ensure that the service improvements are delivered effectively without major cost increases.
- **Minimal Cost Growth:** The plan achieves these improvements with only a nominal increase in costs compared to the “do nothing” scenario:
- **Rapid Link Grant Funding:** A three-year grant fully funds the Rapid Link service, covering \$1.52M in Year 1 and subsequent years. This means the City incurs no additional costs for this critical service expansion during the grant period.
- **Community and Economic Benefits:** These targeted improvements deliver wide-ranging benefits, including reduced congestion, greater access to essential services, and stronger support for local businesses—all while maintaining fiscal responsibility.

Cost Comparison	Current	Year 1	Year 2	Year 3
Preferred Service Plan		\$7,110,568	\$7,595,602	\$7,740,081
Current Costs	\$5,679,832	\$6,557,626	\$7,004,942	\$7,138,186
Rapid Link Costs	\$0	\$1,520,000	\$1,623,684	\$1,654,569

*Rapid Link Costs funded through a grant

Implementation Plan

Phased Rollout:

- **Phase 0:** Preparation: Scheduled for February/March 2025, this phase will focus on foundational preparations, including stakeholder engagement and initial planning.
- **Phase 1-4:** Service additions and enhancements will occur from April 2025 through July 2026, gradually implementing the recommended changes to the transit system.

Key Steps:

- **Data Integration:** Ensure that all data systems are integrated to support the new services and enhancements effectively.
- **Public Updates:** Provide regular updates to the public to keep the community informed about changes and improvements throughout the implementation process.
- **New Route Introductions:** Introduce new routes and services in phases, ensuring a smooth transition and minimizing disruption to existing services.

Phase 0	Phase 1	Phase 2	Phase 3
February/March 2025	April 2025	July 2025	January 2026
Data collection on current ridership, travel patterns, and system performance. Integration of new technologies for on-demand services and real-time transit information. Public engagement to inform the community of upcoming changes and gather feedback. Staff training for new systems, routes, and service models.	Redesigned commuter services focusing on direct and frequent routes to Downtown Sacramento. Launch of the Rapid Link Service, providing high-frequency, limited-stop service along key corridors to reduce travel times and improve efficiency.	Introduction of new Local routes, Arrow zones, and elimination of underperforming routes. Arrow service will be divided into zones to reduce travel and wait times, focusing on high-demand areas.	Expansion of Local services with increased frequency, particularly during peak hours. Further development of Arrow on-demand zones to cover more areas, enhancing accessibility. Enhancements to commuter routes, reducing travel times and increasing direct service to employment centers.

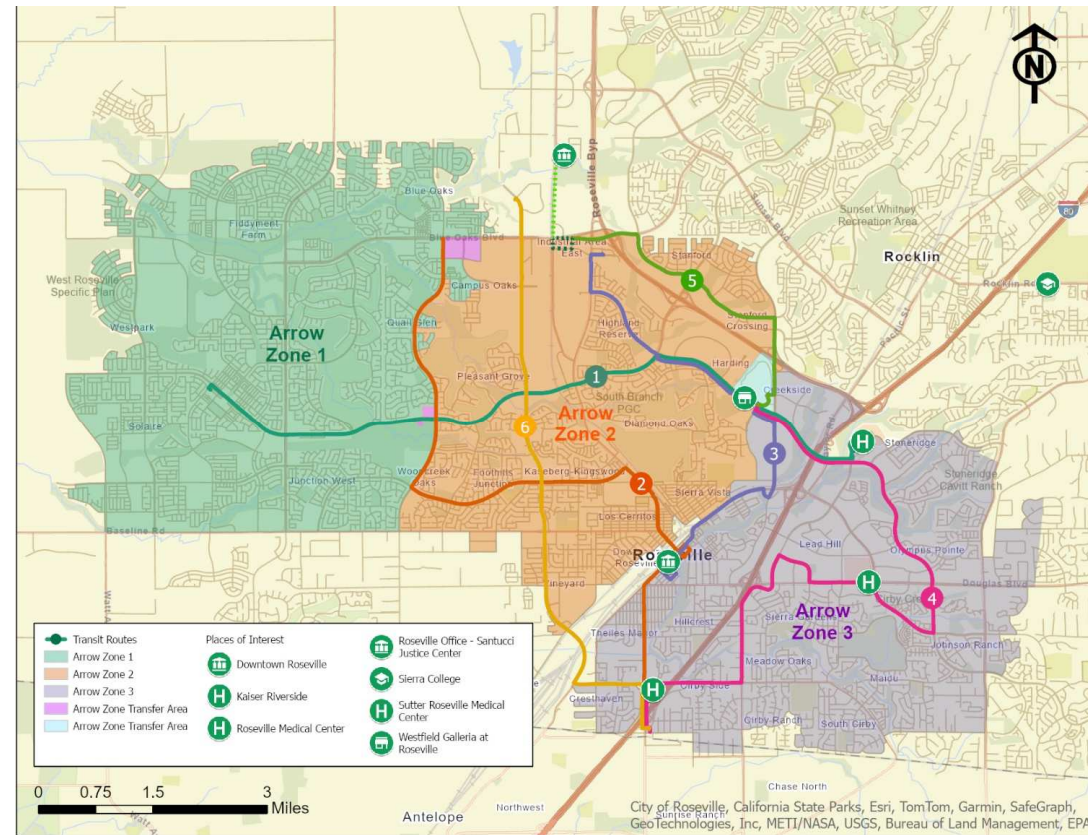
Closing and Next

Final Thoughts:

- Transportation 360: Positioned as a comprehensive blueprint for the future of Roseville's transit system, aiming to enhance accessibility, sustainability, and community engagement. The project represents a strategic vision for transforming public transportation in the area.

Next Steps:

- **Implementation of Phases:** Begin the phased rollout of the project, ensuring that each stage is executed effectively and aligns with the overall goals.
- **Ongoing Engagement:** Maintain continuous communication with the community and stakeholders to gather feedback, address concerns, and keep everyone informed about progress.
- **Evaluation:** Establish mechanisms for evaluating the success of the implemented changes, ensuring that the transit system meets the needs of the community and adapts as necessary.





COUNCIL COMMUNICATION

CC #: 3735

File #: 0206-03-01

Title: Tax Equity and Fiscal Responsibility Act Hearing for Heritage Park Apartments

Contact: Jeannine Thrash 916-774-5473 jthrash@roseville.ca.us

Meeting Date: 2/5/2025

Item #: 10.1.

RECOMMENDATION TO COUNCIL

Staff recommends the City Council:

1. Conduct a Tax Equity and Fiscal Responsibility Act Hearing in consideration of the issuance of tax-exempt bond financing by the California Statewide Communities Development Authority for the benefit of Heritage Park Apartments Roseville, LP, to refinance the acquisition, rehabilitation, improvement, and equipping of a 328-unit multifamily rental housing project generally known as Heritage Park Apartments.
2. Adopt a resolution approving the issuance of Bonds by the California Statewide Communities Development Authority not to exceed \$35,000,000, for the benefit of Heritage Park Apartments Roseville, LP, to refinance the acquisition, rehabilitation, improvement and equipping of a 328-unit multifamily rental housing project generally known as Heritage Park Apartments.

BACKGROUND

Heritage Park Apartments Roseville, LP (the "Borrower") has requested that the California Statewide Communities Development Authority ("CSCDA") serve as the municipal issuer of tax-exempt multi-family housing revenue bonds in an aggregate principal amount not to exceed \$35,000,000 (the "Bonds"). The proceeds of the Bonds will be used for the purpose of making a loan to the Borrower, to enable the Borrower to refinance the acquisition, rehabilitation, improvement and equipping of a 328-unit affordable multifamily housing rental project located at 1098 Woodcreek Blvd., Roseville, California (the "Project"), which is owned and operated by the Borrower. Built in 1992 and renovated in 2008, the Project has been well maintained and is comprised of 328 units, with 20% of the units restricted to 50% of Area Median Income (AMI) and 80% of units restricted at 60% AMI. The affordability restrictions on the property will remain until expiration of the 2008 Tax Credit Allocation Committee (TCAC) Agreement in 2063. The City of Roseville held a prior Tax and Equity Fiscal Responsibility Act (TEFRA) hearing and approved the original financing of the Project on October 17, 2007 and CSCDA issued the existing variable rate bonds in January of 2008. The proposed refunding Bonds will be fixed rate credit enhanced for 10 years by Fannie Mae. The refunding and reissuance of the bonds allows the Borrower an interest rate that is approximately 1% lower than taxable financing. The refunding bonds are considered a reissuance which require a new TEFRA approval by the City.

In order for all or a portion of the Bonds to qualify as tax-exempt bonds, the City of Roseville ("City") must conduct a public hearing (the "TEFRA Hearing") providing the members of the community an opportunity to speak in favor of or against the use of tax-exempt bonds for the financing of the Project. Adoption of the resolution is solely for the purposes of satisfying the requirements of the TEFRA, the Internal Revenue Code and the California Government Code Section 6500 (and following). Prior to such TEFRA Hearing, reasonable notice must be provided to the members of the community. Following the close of the TEFRA Hearing, an "applicable elected representative" of the governmental unit hosting the Project must provide its approval of the issuance of the Bonds for the financing of the Project.

CSCDA is a joint powers authority sponsored by the League of California Cities ("League") and the California State Association of Counties ("CSAC"). CSCDA was created by the League and CSAC in 1988 to enable local government and eligible private entities access to low-cost, tax-exempt financing for projects that provide a tangible public benefit, contribute to social and economic growth, and improve the overall quality of life in local communities throughout California. CSCDA is comprised of more than 530 members, including the City of Roseville, which has been a member since 1994. CSCDA has issued more than \$75 billion through 1,700 plus financings since 1988 and consistently ranks in the top 10 of more than 3,000 nationwide public issuers of tax-exempt debt, as measured by annual issuance amount.

FISCAL IMPACT

There is no fiscal impact to the City. The Bonds will be issued as limited obligations of CSCDA, payable solely from revenues and receipts derived from a loan to be made by CSCDA to the Borrower with the Bond proceeds. The City bears no liability with respect to the issuance of the Bonds. Further, the City is not a party to any of the financing documents related to the Bond issuance and is not named in any of the disclosure documents describing the Bonds or the proposed financing.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. Adoption of the resolution to issue tax-exempt bond financing meets this criteria and is not subject to CEQA. In addition, environmental review for the Heritage Park Apartments project was previously completed in the Northwest Roseville Specific Plan EIR (certified May 1989 SCH# 1988051623) and is independent of this particular action. No additional environmental review is required.

CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Goal A - Remain fiscally responsible in a changing world

Respectfully Submitted,

Jeannine Thrash, Management Analyst

Dennis Kauffman, Assistant City Manager/Chief Financial Officer

A handwritten signature in blue ink, consisting of several overlapping loops and a horizontal line, positioned above a horizontal line.

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution 25-020

Notice of Public Hearing

RESOLUTION 25-020

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE APPROVING THE ISSUANCE BY THE CALIFORNIA STATEWIDE COMMUNITIES DEVELOPMENT AUTHORITY OF EXEMPT FACILITY BONDS FOR THE HERITAGE PARK APARTMENTS

WHEREAS, the California Statewide Communities Development Authority (the "Authority") is authorized pursuant to the provisions of California Government Code Section 6500 et seq. and the terms of an Amended and Restated Joint Exercise of Powers Agreement, dated as of June 1, 1988 (the "Agreement"), among certain local agencies throughout the State of California, including the City of Roseville (the "City"), to issue revenue bonds in accordance with Chapter 7 of Part 5 of Division 31 of the California Health and Safety Code for the purpose of financing multifamily rental housing projects; and

WHEREAS, Heritage Park Apartments Roseville, LP or a partnership of which St. Anton Capital, LLC (the "Developer") or a related person to the Developer is the general partner, has requested that the Authority adopt a plan of financing providing for the issuance of exempt facility bonds for a qualified residential rental project pursuant to Section 142(a)(7) of the Internal Revenue Code of 1986 (the "Code") in one or more series issued from time to time, including bonds issued to refund such exempt facility bonds in one or more series from time to time, and at no time to exceed \$35,000,000 in outstanding aggregate principal amount (the "Bonds"), to finance or refinance the acquisition, rehabilitation and development of a multifamily rental housing project located at 1098 Woodcreek Boulevard, Roseville, California (the "Project"); and

WHEREAS, pursuant to Section 147(f) of the Code, prior to their issuance, the Bonds are required to be approved by the "applicable elected representative" of the governmental units on whose behalf such bonds are expected to be issued and by a governmental unit having jurisdiction over the entire area in which any facility financed by such bonds is to be located, after a public hearing held following reasonable public notice; and

WHEREAS, the members of this City Council (this "City Council") are the applicable elected representatives of the City; and

WHEREAS, there has been published, at least 7 days prior to the date hereof, in a newspaper of general circulation within the City, a notice that a public hearing regarding the Bonds would be held on a date specified in such notice; and

WHEREAS, such public hearing was conducted on such date, at which time an opportunity was provided to interested parties to present arguments both for and against the issuance of the Bonds; and

WHEREAS, the Authority is also requesting that the City Council approve the issuance of any refunding bonds hereafter issued by the Authority for the purpose of refinancing the

Bonds which financed the Project (the "Refunding Bonds"), but only in such cases where federal tax laws would not require additional consideration or approval by the City Council; and

WHEREAS, it is intended that this resolution shall constitute the approval of the issuance of the Bonds required by Section 147(f) of the Code and Section 9 of the Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROSEVILLE AS FOLLOWS:

Section 1. The City Council hereby approves the issuance of the Bonds and the Refunding Bonds by the Authority for the purposes of financing the Project. It is the purpose and intent of the City Council that this Resolution constitute approval of the issuance of the Bonds by the Authority, for the purposes of (a) Section 147(f) of the Code by the applicable elected representative of the governmental unit having jurisdiction over the area in which the Project is located, in accordance with said Section 147(f) and (b) Section 9 of the Agreement.

Section 2. The officers of the City are hereby authorized and directed, jointly and severally, to do any and all things and to execute and deliver any and all documents that they deem necessary or advisable in order to carry out, give effect to and comply with the terms and intent of this Resolution and the financing approved hereby.

Section 3. The City Council expressly conditions its approval of this Resolution on its understanding that the City shall have no obligation whatsoever to pay any principal, interest, fees or any other costs associated with the Authority's issuance of the Bonds for the financing of the Project.

Section 4. This resolution shall take effect from and after its passage and approval.

PASSED AND ADOPTED by the Council of the City of Roseville this 5th day of February, 2025, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

Mayor

ATTEST:

City Clerk

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that, at 6:00 p.m., or as soon thereafter as the matter can be heard, on Wednesday, February 5, 2025, at the City Council Chambers, 311 Vernon Street, Roseville, California, the City Council of the City of Roseville (the "City") will conduct a public hearing as required by Section 147(f) of the Internal Revenue Code of 1986 (the "Code"), at which it will hear and consider information concerning a proposed plan of financing providing for the issuance by the California Statewide Communities Development Authority of exempt facility bonds for a qualified residential rental project pursuant to Section 142(a)(7) of the Code in one or more series issued from time to time, including bonds issued to refund such exempt facility bonds in one or more series from time to time, and at no time to exceed \$35,000,000 in outstanding aggregate principal amount, to finance or refinance the acquisition, rehabilitation and development of a multifamily rental housing project located at 1098 Woodcreek Boulevard, Roseville, California. The facilities are to be owned by Heritage Park Apartments Roseville, LP (the "Borrower") or a partnership of which St. Anton Capital, LLC (the "Developer") or a related person to the Developer is the general partner (the "Project").

Those wishing to comment on the proposed financing or refinancing and the nature and location of the Project may either appear in person at the public hearing or submit written comments, which must be received by the City prior to the hearing. Written comments should be sent to City of Roseville at 311 Vernon Street, Roseville, California 95678 Attention: City Clerk or email to CityClerk@roseville.ca.us.

CITY CLERK
CITY OF ROSEVILLE

Dated: January __, 2025