



Civic Center, 311 Vernon Street, 1st Floor

roseville.ca.us

The City of Roseville welcomes your participation.

Meeting Schedule: Regular meetings of the Transportation Commission are held on the third Tuesday of the month at 6:00 p.m.

Public Comment: Speakers have three (3) minutes under Public Comment to address the Mayor/Chair of the meeting on issues that are not listed on the agenda and are within the City’s jurisdiction. Please submit a yellow speaker card to the Secretary before the item is heard if you wish to make a comment.

Brown Act: The Transportation Commission cannot discuss or act on items not listed on the agenda.

Agenda Items: Speakers have five (5) minutes to address items that are listed on the agenda.



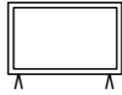
Levine Act Provisions: If you’ve made a campaign contribution totaling more than \$500 (\$250 prior to January 1, 2025) to City Council Members in the last twelve (12) months, you must disclose it before addressing an item on the agenda. Please visit [Levine Act – City of Roseville](#) for updated forms and information.

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

Americans with Disabilities Act: If special assistance is required to participate in a meeting including the need of auxiliary aids or services, please notify the City Clerk at least 72 hours in advance of the meeting.
City Clerk 311 Vernon Street cityclerkroseville@roseville.ca.us 916-774-5263 TDD: 916-774-5220

Security Measures: All Roseville meeting 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.

Viewing Options: The City of Roseville provides three options for viewing meetings:

<p style="text-align: center;">In person</p>  <p style="text-align: center;">Meetings take place at the Roseville Electric Building, First Floor 116 S. Grant Street</p>	<p style="text-align: center;">Online</p>  <p style="text-align: center;">Watch meetings live on the City's YouTube channel or at roseville.ca.us/watch. Past meetings are also available on the City's YouTube channel.</p>	<p style="text-align: center;">On TV</p>  <p style="text-align: center;">Watch live on government access channel (Comcast 14).</p>
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Derek Pell, Chair
Jason Probst, Vice-Chair
Dan Groff, Commissioner
Lewis McGeorge, Commissioner
Doyle Radford, Jr., Commissioner

AGENDA
Transportation Commission Meeting
December 16, 2025
6:00 PM
Civic Center, 311 Vernon Street, 1st Floor

I. CALL TO ORDER

II. ROLL CALL

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC COMMENTS

V. REQUESTS/PRESENTATIONS

1. Approval of the September 16, 2025 Meeting Minutes

Summary: Staff recommends the Transportation Commission take action to approve the September meeting minutes.

CONTACT: Lainie Anderson 916-774-5440 landerson@roseville.ca.us

2. Appointment of the 2026 Chair and Vice Chair to the Transportation Commission

Summary: Staff recommends the Transportation Commission take action to appoint a Chair and Vice Chair for the Transportation Commission to service until December 31, 2026

CONTACT: Lainie Anderson 916-774-5440 landerson@roseville.ca.us

3. Placer County Draft Active Transportation Plan Presentation

Summary: Presentation of the draft Placer County Active Transportation Plan.

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

4. Fiscal Year 2024/25 Annual Transit Performance Report

Summary: Staff recommends that the Transportation Commission accept Roseville Transit's Fiscal Year 2024/25 (FY25) Year-End Transit Performance Report.

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

5. 2025 Trail Photo Contest Winners

Summary: Alternative Transportation staff will announce the winners of the 2025 Trail Photo Contest. This is an information item.

CONTACT: Suzanne Engelke 916-746-1289 sengelke@roseville.ca.us

VI. STAFF/COMMISSIONER REPORTS

VII. ADJOURNMENT



Transportation Commission Communication

Meeting Date: 12/16/2025
Item #: V.1
Item ID: 2025-902

Title: Approval of the September 16, 2025 Meeting Minutes
Contact: Lainie Anderson 916-774-5440 landerson@roseville.ca.us

SUMMARY

Staff recommends the Transportation Commission take action to approve the September meeting minutes.

RECOMMENDATION

Approval of the September 16, 2025 meeting minutes

Respectfully Submitted,
Lainie Anderson, Administrative Assistant

Jason Shykowski, Public Works Director

ATTACHMENTS:

1. Minutes 9-16-2025

REVIEWERS:

Lainie Anderson, Public Works Department - All
Ed Scofield, Public Works Department - Transportation
Jason Shykowski, Public Works Department - All
Lainie Anderson, Public Works Department - All

Created/Initiated - 11/24/2025
Approved - 11/25/2025
Approved - 11/26/2025
Final Approval - 12/2/2025



Derek Pell, Chair
Jason Probst, Vice-Chair
Dan Groff, Commissioner
Lewis McGeorge, Commissioner
Doyle Radford, Jr., Commissioner
Philip Roberts, Commissioner
Stephen Stromberg, Commissioner
Tannishtha Mondal, Youth Commissioner
Lainie Anderson, Secretary
Ed Scofield, Liaison

MINUTES
Transportation Commission Special Meeting
September 16, 2025
5:00 PM
City Council Chambers, 311 Vernon Street

I. CALL TO ORDER

Chair Pell called the September 16, 2025 Transportation Commission meeting to order at 5:01p.m.

II. ROLL CALL

Present: Pell, Groff, McGeorge, Radford, Jr., Roberts, Stromberg, Mondal
Absent: Probst

III. PLEDGE OF ALLEGIANCE

Commissioner Roberts led the Pledge of Allegiance.

IV. PUBLIC COMMENTS

No public comment was received.

V. REQUESTS/PRESENTATIONS

1. Approval of the August 19, 2025 Meeting Minutes

Summary: Staff recommends approval of the minutes of the August 19, 2025 Transportation Commission Meeting

CONTACT: Lainie Anderson 916-774-5440 landerson@roseville.ca.us

Commissioner Stromberg made the motion which was seconded by McGeorge to accept the August 19, 2025 meeting minutes as written.

Ayes: Pell, Groff, McGeorge, Radford, Jr., Roberts, Stromberg, Mondal
Noes: Probst

2. Transportation Commission Tour

Summary: A bus tour to present various City of Roseville current and future project sites.

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

Chair Pell adjourned the televised portion of the Transportation Commission meeting for a tour of various products in the City of Roseville.

Those who joined the bus tour were shown the following projects:

- Corporation Yard Electric Charging Station
- Dry Creek East Phase 1 Trail
- Galleria Overhead Charging Station

VI. STAFF/COMMISSIONER REPORTS

Staff had the following Reports:

- Rich Frost, Transportation Planner, gave an update on new technologies being used in City public transportation vehicles.
- Public Works Director, Jason Shykowski, reminded the Commission that the council chambers will be under construction starting in October 2025 and any meetings will be held in the Civic Center's meeting rooms 1 & 2.

Commissioners had the following reports:

- Chair Pell thanked Youth Commissioner Mondal for her service and wished her well in her college endeavors.

VII. ADJOURNMENT

Commissioner Radford, Jr. made the motion that was seconded by Commissioner Groff to adjourn the meeting.

Ayes: Pell, Groff, McGeorge, Radford Jr., Roberts, Stromberg, Mondal

Noes: None

The Transportation Commission Meeting was adjourned at 7:04 p.m.



Transportation Commission Communication

Meeting Date: 12/16/2025
Item #: V.2
Item ID: 2025-929

Title: Appointment of the 2026 Chair and Vice Chair to the Transportation Commission
Contact: Lainie Anderson 916-774-5440 landerson@roseville.ca.us

SUMMARY

Staff recommends the Transportation Commission take action to appoint a Chair and Vice Chair for the Transportation Commission to service until December 31, 2026

RECOMMENDATION

Appointment of a Chair and Vice Chair to serve until December 2026

Respectfully Submitted,
Lainie Anderson, Administrative Assistant

Jason Shykowski, Public Works Director

ATTACHMENTS:

None

REVIEWERS:

Lainie Anderson, Public Works Department - All
Ed Scofield, Public Works Department - Transportation
Jason Shykowski, Public Works Department - All
Lainie Anderson, Public Works Department - All

Created/Initiated - 11/25/2025
Approved - 11/25/2025
Approved - 11/26/2025
Final Approval - 12/2/2025



Transportation Commission Communication

Meeting Date: 12/16/2025
Item #: V.3
File #:
Item ID: 2025-925

Title:	Placer County Draft Active Transportation Plan Presentation
Contact:	Ed Scofield 916-774-5449 ecscofield@roseville.ca.us

SUMMARY

Presentation of the draft Placer County Active Transportation Plan.

RECOMMENDATION

This is an information only item.

BACKGROUND

Staff from the Placer County Transportation Planning Agency (PCTPA) will provide an overview of the draft Placer County Active Transportation Plan.

FISCAL IMPACT

There is no fiscal impact with this item.

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)).

CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Respectfully Submitted,
Ed Scofield, Alternative Transportation Planner

Jason Shykowski, Public Works Director

ATTACHMENTS:

REVIEWERS:

Ed Scofield, Public Works Department - Transportation
Ed Scofield, Public Works Department - Transportation
Jason Shykowski, Public Works Department - All
Lainie Anderson, Public Works Department - All

Created/Initiated - 11/24/2025
Approved - 11/25/2025
Approved - 11/26/2025
Final Approval - 12/2/2025



Transportation Commission Communication

Meeting Date: 12/16/2025
Item #: V.4
File #:
Item ID: 2025-923

Title:	Fiscal Year 2024/25 Annual Transit Performance Report
Contact:	Ed Scofield 916-774-5449 ecscofield@roseville.ca.us

SUMMARY

Staff recommends that the Transportation Commission accept Roseville Transit's Fiscal Year 2024/25 (FY25) Year-End Transit Performance Report.

RECOMMENDATION

Approval of the Roseville Transit's Fiscal Year 2024/25 (FY25) Year-End Transit Performance Report.

BACKGROUND

The Roseville Short Range Transit Plan 2025-30 (SRTP) was adopted by the City Council on September 17, 2025. The 2025-30 SRTP includes goals, objectives, and performance standards that provide a basis for evaluating the performance of the City's transit services during each fiscal year. The FY25 Transit Performance Report uses a combination of the past performance standards from the 2018-25 SRTP (attachments 1, 2 & 3), as well as the updated performance standards from the 2025-30 SRTP as the basis for evaluating transit performance (attachment 4).

As a reminder, the City of Roseville operates the following modes of service:

- **Arrow/Dial-A-Ride:** On Demand curb-to-curb bus service that provides shared trips with up to 14 days advance reservations, seven days a week. Arrow Microtransit service was launched in January 2023 and replaced Roseville Transit's Dial-A-Ride service.
- **ADA Paratransit:** Operates as part of Arrow services and acts as a compliment to Local fixed-route service by providing individuals with disabilities that are unable to use the Local service as an origin-to-destination, reservation-based, shared ride service operating within the city limits of Roseville, during regular Local service hours, seven days a week.
- **Commuter:** Service with 22 express routes (11 morning and 11 afternoon) between Roseville and downtown Sacramento on weekdays, during peak commute times.
- **Game Day Express:** Express bus service between Roseville and Sacramento Kings basketball games at the Golden 1 Center during basketball season and playoffs (October – April, generally).
- **Local:** Service that operates within the City of Roseville, Monday through Saturday, with transfer points shared with Placer County Transit and Sacramento Regional Transit.

Ridership

Roseville Transit FY25 ridership continued its slow climb back up to pre-COVID numbers. Roseville essentially followed the national trend as ridership and fare revenue increased from FY24 levels, but was still lower than pre-COVID numbers (Attachments 1 & 2). Roseville Transit's overall ridership increased 21% compared to the previous year with 218,245 riders, compared to 180,195 in FY24. For reference

purposes, FY20 pre-COVID ridership during this same period was 269,766. This means that ridership is approximately 81% of pre-COVID levels. These numbers are consistent with transit agencies throughout the United States. According to the American Public Transit Association (APTA) Annual Ridership Report, for FY25, public transportation ridership continued to rise from the previous year and national public transit ridership averaged approximately 85% percent of pre-pandemic levels.

Ridership figures for FY25 are shown in Attachments 1 and 2 and summarized below:

- **Overall** – FY24/25 overall ridership was 218,245, which represents a 21% increase from FY23/24.
- **Arrow/Dial-A-Ride** – (including ADA Paratransit) – FY25 DAR/Arrow ridership was 36,251, which was approximately 50% more than FY24 numbers of 24,116 riders.
- **Local Fixed Service** - FY25 Local Service ridership was flat. 125,263 riders used the service this past year compared to 125,585 riders in FY24.
- **Commuter Service (including Game Day Express)** – FY25 Commuter ridership was 56,731, which is approximately 86% more than FY24 numbers of 30,494.

Key findings from above are:

1. Similar to FY24, ridership continues to increase compared to the previous year.
2. Commuter ridership increased 86% compared to FY24 numbers. While still below pre-COVID numbers, it is encouraging to see so many more passengers utilize this service. While there’s still room to grow, recent changes to Roseville’s commuter service, which were approved as part of the Comprehensive Operational Analysis (COA), have been successful in getting more people on the buses.
3. Not to be outdone by Commuter ridership, Arrow on-demand ridership increased by 50% over the previous fiscal year. Roseville Transit continues to see high demand for this service, which on occasion has resulted in delays for some passengers. The addition of 12 new electric vans in the new future and the implementation of changes that were part of the COA should improve the reliability of this service.

Financial Performance

In addition to maximizing ridership, Roseville Transit has an obligation to be a good steward of public funds and to minimize operating costs to the extent feasible. Financial performance results for FY25 are shown in Attachment 3 and summarized below:

Farebox Recovery Ratio (FRR): The FRR provides a means of evaluating the overall operational costs relative to the fare revenues for services provided. This is done as an overall percentage and also broken down by each service. Fare revenue is derived from advance fare sales and money deposited in fare boxes. Additional sources of revenue may be included in the FRR calculation, such as advertisement revenue and payments from other government entities that support transit services.

For Roseville Transit, FY25 overall FRR was 11.14%, but was an increase above our FY24 FRR of 9.17%. The additional sources of revenue, such as advertising revenue, remains stable and is included as part of the FRR.

Per the previous SRTP (2018-25), the required minimum fare box recovery ratio for Roseville Transit was 15% system wide. During this time, if Roseville Transit did not meet the minimum FRR standard, the State Transportation Development Act (TDA) would task Roseville with adjusting services to either increase fare collection and/or reduce operational costs in order to reach the standard. However, On July 16, 2021 Governor Newsom signed Assembly Bill (AB) 149, which provided statutory relief in meeting FRR for receiving STA and other State funds that require a specific fare box recovery percentage through Fiscal Year 2022-23. The bill also suspended financial penalties associated with TDA performance requirements for this duration. In 2023, AB 125 was approved, which extended this fare box relief through the 2025–26 fiscal year. Staff will continue to monitor what will happen with the FRR requirements after the 2025-26 fiscal year.

Operating Cost per Vehicle Revenue Hour (OC/VRH): The SRTP recommended a standard of \$100.00 OC/VRH for DAR/Arrow and Fixed Route, and \$130.00 OC/VRH for commuter service. Attachment 3 shows that the OC/VRH for FY25 was approximately \$146.32 for DAR/Arrow, \$137.24 for Fixed Route, and \$218.93 for Commuter. These numbers are higher than the standards established in the SRTP and higher than the pre-COVID figures. Staff will continue to monitor this standard to see how OC/VRH changes over time.

Operating Cost per Passenger Trip (OC/PT): OC/PT is calculated based on operational expenses divided by ridership. The adopted OC/PT standard is \$6.00, \$15.00, and \$35.00 for commuter, fixed route and DAR/Arrow services respectively. For FY25, the actual OC/PT exceed this standard at \$19.50, \$35.68 and \$54.81. These figures are significantly higher than the adopted standard, but were not unexpected due to the continued ridership declines from COVID. Similar to the OC/VRH, we recommend monitoring these figures to see how OC/VRH changes over time.

Subsidy per Passenger Trip (S/PT): Subsidy per passenger trip is calculated based on operational expenses, less fare revenue, and divided by ridership. Not only do costs impact the subsidy calculations, but overall ridership is a key factor. If ridership is up and costs are fixed when compared to the previous quarter or fiscal year, then the subsidy per trip will be lower. The S/PT is similar to the OC/PT measure except that it incorporates the fare revenue deduction. Although S/PT is not listed as a standard in the SRTP, it has been used as a financial performance measure in the past and is included in Attachment 3 for continuity purposes.

In FY25, the overall S/PT was \$30, which is lower than the \$37 in FY24. Our pre-COVID numbers were near \$25.

Service Quality

Service quality is measured by the number of preventable and non-preventable accidents per 1,000 miles traveled, on-time performance, and the number of road calls per mile traveled. As shown in Attachment 2, the average number of all accidents (preventable and non-preventable) and number of road calls between miles exceeds the standards established for Roseville Transit-which is a good thing.

On-time performance for Commuter and Fixed Route service was 85% and 84%, which is less than the standard of 95%, but consistent with prior year performance. DAR/Arrow on-time performance was 95%, which is higher than the 90% standard. In discussing the Commuter and Fixed Route on-time number with

our bus operator, MV Transportation, increased traffic on highways and main arterial roads continues to be a key reason for the lower percentage.

2025-30 Short Range Transit Plan

In addition to the prior statistics shown, the 2025-30 SRTP includes performance standards that provide a basis for evaluating the performance of the City's transit services during each fiscal year. The performance standards are broken into a number of different categories including the applicability of the metric and type of service. Beginning with this report, these metrics will be monitored and incorporated into each future report.

The 2025-30 SRTP metrics provide Roseville with ranges for each of the metrics. For each range there is a standard, low, and high value established. This allows Roseville to closely monitor the performance of its services. Those services that are at or below the lower end of the range, may require adjustments such as removing a portion of a route or reducing span of service to focus on times of higher ridership. Those services closer to or exceeding the higher end of the ranges are positive signs and may be considered for more frequent service in the future. The standard numbers reflect Roseville Transit's previous year ridership and financial figures. The low value is calculated as 75% of the standard and the high value is calculated as 125% of the standard for each metric. The low values should be achieved at a minimum by Roseville Transit, while the high value indicates aspirational targets.

Attachment 4 to this report provides a more detailed look at Roseville Transit's numbers compared to the standards provided in the SRTP. In some columns, numbers show TBD. Because the SRTP was approved after the completion of FY25, some statistics were not tracked prior to the SRTP approval. Staff has begun tracking the necessary statistics going forward. As for those figures that we were able to calculate, all the numbers were near the standards set in the SRTP. In some cases, such as commuter and Arrow service, the numbers were closer to the high values, which is positive.

Looking Forward

While it's important to maintain Roseville Transit's operational performance standards, this is only a portion of the transit picture. Roseville Transit is in the process of making big changes to the way transit is operated. Below are some highlights to key items that took place during the past year, as well as other key ongoing transit projects:

Roseville Transit Comprehensive Operational Analysis

In September 2023, the Roseville City Council approved a contract to perform a Comprehensive Operational Analysis (COA) of Roseville Transit. The purpose of the COA was 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.

In January 2025, the City Council approved the COA, which proposed new Local and Commuter bus routes, as well as some changes to the fare structure. Since approval, staff has been busy working on various aspects of the changes shown in the COA. In July 2025, the first major COA-related change happened with the revamping of Roseville Commuter service. Roseville streamlined the commuter service and added additional buses to increase the number of AM and PM bus trips to Sacramento.

Future COA-related changes include modifications to the Arrow service, Roseville's fixed route service and the fares. These changes will come to the Commission for review at a future meeting.

Electric Bus Charging Projects (Roseville Corporation Yard and Galleria Transfer Point)

Roseville Corporation Yard

With the arrival of new electric vehicles, Roseville continues to expand the \$4.5 million Zero Emission Bus (ZEB) and Zero Emission Fleet (ZEF) Charging Depot located at the Roseville Corporation Yard. Construction started in August 2022. Phase 1 is complete, which includes the installation of three level 3 chargers which are capable of charging nine buses at one time. These chargers will be used to charge 10 new 40' electric buses being produced by Phoenix Motorcars.

Work on the next phase at the Corporation Yard has begun. This phase will install level 2 and 3 chargers for 12 electric vans that are expected to arrive in December 2025. At a later date, more dispensers and chargers will be installed to accommodate additional local electric buses. Once complete, the overall project includes a total of thirty-four level 3 dispensers (for big bus charging) and sixteen level 2 dispensers (for mid-range and relief car vehicles).

Galleria Transfer Point

Roseville has completed Phase 1 and Phase 2 of the overhead pantograph chargers at the Galleria Transfer Point. These units will be used to charge new Rapid Link buses throughout their operating day. The expected completion date for this project is Spring 2026, which will coincide with the start of the new Rapid Link bus service.

Rapid Link Bus Service

Staff continues to work on details of the Rapid Link bus service. Rapid Link is a regional bus route that will be operated by Roseville Transit. The buses will provide weekday 30-minute service from Lincoln to Roseville (The Galleria, Sutter Hospital and Kaiser Hospital) and then to the Watt/I-80 light rail station. Funding for this new service has been provided by the Placer County Transportation Planning Agency (PCTPA). PCTPA has secured the majority of operating funds needed for this three year pilot program. Additionally, PCTPA secured State grant funding to purchase 5 battery-electric buses and two on-route chargers. The two on-route chargers have been installed at the Galleria and are expected to be operational in Spring 2026. Initially staff had hoped to begin this service much earlier. However, there have been delays in bus production that will necessitate pushing back the start date to Spring 2026. With the overhead chargers at the Galleria installed, once the buses are delivered in January 2026, the staff will establish a new schedule to launch the service. Additional information will be provided to the Commission prior to the start of service.

Electric Buses and Vans

Things are nearly wrapped up with bus manufacturer Phoenix Motorcars (Phoenix) for our ten buses. Five Commuter buses have been delivered early 2025 and already integrated into our Commuter service. Five Rapid Link buses are near the finish line and expected to be delivered by January 2025. Also, a new order for seven 40' Gillig battery electric Commuter buses and five 35' Gillig battery electric Local buses were placed earlier this year. The anticipated delivery of these vehicles is spring 2027.

In addition to the electric buses, 12 electric vans are expected to be added to the fleet by the end of

December 2025. This purchase, which consists of new Ford-E-Transit vans, utilizes federal grant funding to replace Roseville’s older gas cutaway buses. These fully electric vans will be the primary vehicles used for our existing Arrow and Paratransit services. The new vans are outfitted with bike racks, running boards, and electric wheelchair lifts that will provide a new and improved rider experience. These vans utilize a dual-battery system for extended range which should keep them on the road longer and reduce the downtime for charging.

FISCAL IMPACT

There is no financial impact with this report.

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, this report is not subject to CEQA. (CEQA Guidelines §15061(b)(3)).

CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Respectfully Submitted,
Ed Scofield, Alternative Transportation Planner

Jason Shykowski, Public Works Director

ATTACHMENTS:

- 1. Attachment 1 - FY25 System Summary
- 2. Attachment 2 - Year End Performance Summary
- 3. Attachment 3 - Year End Financial Performance
- 4. Attachment 4 - New SRTP Performance Standards

REVIEWERS:

Ed Scofield, Public Works Department - Transportation
Ed Scofield, Public Works Department - Transportation
Jason Shykowski, Public Works Department - All
Lainie Anderson, Public Works Department - All

Created/Initiated - 12/3/2025
Approved - 12/3/2025
Approved - 12/4/2025
Final Approval - 12/5/2025

Roseville Transit FY2025 System Summary

	1st quarter	2nd quarter	3rd quarter	4th quarter	YEAR END
Ridership					
DAR/Arrow	8,036	9,030	9,628	9,557	36,251
COM	13,270	11,985	13,503	16,268	55,026
GDE	0	704	867	134	1,705
FR	31,272	32,092	29,963	31,936	125,263
Total	52,578	53,811	53,961	57,895	218,245
Revenue Hours					
DAR/Arrow	2,937.6	3,463.3	3,700.1	3,478.1	13,579.1
COM	1,227.2	1,197.5	1,175.7	4,836.4	4,836.4
GDE	0.0	92.9	102.6	20.4	215.9
FR	8,153.6	8,210.2	8,037.7	8,166	32,567.5
Total	12,318.4	12,963.9	13,036.1	16,500.9	51,198.9
Revenue Miles					
DAR/Arrow	45,764	54,530	58,038	53,147	211,479
COM	26,420	26,326	25,516	28,933	107,195
GDE	0	748	782	160	1,690
FR	106,257	103,475	102,421	103,456	415,609
Total	178,441	185,079	186,757	185,696	735,973
Service Hours					
DAR/Arrow	3,493.3	4,190.6	4,515.4	4,294.4	16,493.7
COM	1,638.7	1,605.1	1,581.0	2,003.2	6,828.0
GDE	0.0	104.1	113.6	22.5	240.2
FR	8,828.8	8,894.9	8,715.0	8,845.7	35,284.4
Total	13,960.8	14,794.7	14,925.0	15,165.8	58,846.3
Service Miles					
DAR/Arrow	52,691	63,938	68,591	63,312	248,532
COM	39,955	39,366	39,408	51,905	170,634
GDE	0	980	943	191	2,114
FR	113,863	110,902	109,837	112,080	446,682
Total	206,509	215,186	218,779	227,488	867,962

FY24/25 Year-End Performance Report

Objective	Performance Measure	Actual Performance				
		1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year End
Increase Transit Passengers	Total Ridership for All Services - Standard Growth Exceeding Annual Population Growth Rates					
	FY24/25 Quarter	52,578	53,811	53,961	57,895	218,245
	FY23/24 Quarter	42,075	42,476	43,783	51,861	180,195
	Total Ridership Increase/Decrease	25.0%	26.7%	23.2%	11.6%	21.1%
	DAR/Arrow Ridership					
	FY24/25 Quarter	8,036	9,030	9,628	9,557	36,251
	FY23/24 Quarter	4,761	5,851	6,703	6,801	24,116
	Ridership % Increase/Decrease	68.8%	54.33%	43.6%	40.5%	50.3%
	Commuter Ridership					
	FY24/25 Quarter	13,270	12,689	14,370	16,402	56,731
	FY23/24 Quarter	6,696	6,710	7,702	9,386	30,494
	Ridership % Increase/Decrease	98.2%	89.1%	86.6%	74.7%	86.0%
	Local Fixed Ridership					
	FY24/25 Quarter	31,272	32,092	29,963	31,936	125,263
	FY23/24 Quarter	30,618	29,915	29,378	35,674	125,585
Ridership % Increase/Decrease	2.1%	7.3%	2.0%	-10.5%	-0.3%	
Passenger Trips per VRH (All Services) - Standard 7/VRH						
Total Ridership	52,578	53,811	53,961	57,895	218,245	
Divided by Total Vehicle Revenue Hours (VRH)	12,318	12,964	13,016	12,901	51,199	
Total Passenger Trips per Vehicle Revenue Hour	4.3	4.2	4.1	4.5	4.3	
Passenger Trips per VRM (All Services) - Standard .5/VRM						
Total Ridership	52,578	53,811	53,961	57,895	218,245	
Divided by Total Vehicle Revenue Mile (VRM)	178,441	185,079	186,757	185,696	735,973	
Total Passenger Trips per Vehicle Revenue Mile	0.3	0.3	0.3	0.3	0.3	
Provide Service Safely	Preventable Accident - Standard <1/50,000 miles					
	Total Service Miles (All Services)	206,509	215,186	218,779	227,488	867,962
	Divided by Total Preventable Accidents	1	3	9	2	15
	Total Service Miles per Preventable Accident	206,509	71,729	24,309	113,744	57,864
Provide Service Safely	All Accidents - Standard < 1/25,000					
	Total Service Miles (All Services)	206,509	215,186	218,779	227,488	867,962
	Divided by Total Accidents	1	6	9	4	20
	Total Service Miles per Accident	206,509	35,864	24,309	56,872	43,398
Reliable Transit Service	Maintenance - Standard > 1/10,000 miles between Road Calls					
	Total Service Miles (All Services)	206,509	215,186	218,779	227,488	867,962
	Divided by All Road Calls (average)	10	13	10	10	43
	Total Service Miles per Road Calls	20,651	16,553	21,878	22,749	20,185
	On-Time Performance	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	FY25 Final
	Commuter - Standard 95% of all trips on-time	85.7%	84.7%	84.3%	84.0%	84.7%
	Local Fixed - Standard 95% of all trips on-time	84.7%	85.3%	83.3%	83.7%	84.3%
	Dial A Ride/Arrow - Standard 90% pickup in 30 minute window	89.7%	96.8%	97.6%	94.4%	94.6%

FY24/25 Annual Financial Performance Report

Objective	Performance Measure	Actual Performance
Minimize Operating Cost		Year End
	FAREBOX RECOVERY RATIO - Overall Ratio of 15%	
	Commuter - Standard 75%	
	Total Commuter Fare Revenue	\$ 325,844
	Total Commuter Other Support (Advertising)	\$ 13,851
	Total Commuter Operating Expense	\$ 1,106,039
	Commuter Farebox Ratio	30.71%
	Local Fixed - Standard 15%	
	Total Local Fixed Route Fare Revenue	\$ 261,197
	Total Local Fixed Route Other Support (Advertising, Developer Fees)	\$ 89,811
	Total Local Fixed Route Operating Expense	\$ 4,469,633
	Local Fixed Route Farebox Ratio	7.85%
	Dial A Ride/Arrow - Standard 8%	
	Total Dial A Ride Fare Revenue	\$ 113,855
	Total Dial A Ride Other Support (Advertising)	\$ 37,558
	Total Dial A Ride Operating Expense	\$ 1,986,912
	Dial A Ride/Arrow Farebox Ratio	7.62%
	All Services - Standard 15%	
	Total All Services Fare Revenue	\$ 700,896
	Total All Services Other Support	\$ 141,221
Total All Services Operating Expense	\$ 7,562,584	
** Total Systemwide Farebox Ratio	11.14%	

** Farebox Ratio systemwide methodology per TDA; per mode subject to assumptions allocating operating expense by VRH.

Minimize Operating Cost	OPERATING COST PER VEHICLE REVENUE HOUR - Standard \$100 per hour	
	Commuter - Standard \$130	
	Total Commuter Vehicle Revenue Hours	5,052
	Total Commuter Operating Expenses	\$ 1,106,039
	Commuter Cost per Vehicle Revenue Hour	\$ 218.93
	Local Fixed - Standard \$100	
	Total Local Fixed Route Vehicle Revenue Hours	32,568
	Total Local Fixed Route Operating Expenses	\$ 4,469,633
	Local Fixed Route Cost per Vehicle Hour	\$ 137.24
	Dial A Ride/Arrow - Standard \$100	
	Total Dial A Ride Vehicle Revenue Hours	13,579
	Total Dial A Ride Operating Expenses	\$ 1,986,912
	Dial A Ride/Arrow Cost Per Vehicle Revenue Hour	\$ 146.32
	All Services - Standard \$100	
	Total All Services Vehicle Revenue Hours	51,199
	Total All Services Operating Expenses	\$ 7,562,584
Total Systemwide Operating Cost per Vehicle Revenue Hour	\$ 147.71	

FY24/25 Annual Financial Performance Report

Objective	Performance Measure	Actual Performance
Minimize Operating Cost	OPERATING COST PER PASSENGER TRIP - Standard \$10 per Trip	
	Commuter - Standard \$6.00	
	Total Commuter Passenger Trips	56,731
	Total Commuter Operating Expenses	\$ 1,106,039
	Commuter Cost per Passenger Trip	\$ 19.50
	Local Fixed - Standard \$15	
	Total Local Fixed Route Passenger Trips	125,263
	Total Local Fixed Route Operating Expenses	\$ 4,469,633
	Local Fixed Route Cost per Passenger Trip	\$ 35.68
	Dial A Ride/Arrow - Standard \$35	
	Total Dial A Ride Passenger Trips	36,251
	Total Dial A Ride Operating Expenses	\$ 1,986,912
	Dial A Ride/Arrow Cost Per Passenger Trip	\$ 54.81
	All Services - Standard \$10	
Total All Services Passenger Trips	218,245	
Total All Services Operating Expenses	\$ 7,562,584	
Total Systemwide Cost per Passenger Trip	\$ 34.65	
Minimize Operating Cost ⁺	SUBSIDY PER PASSENGER TRIP	
	Commuter - Former Established Standard <\$3.00 per trip	
	Total Commuter Operating Expenses	\$ 1,106,039
	Less Commuter Passenger *Fare Revenue	\$ (325,844)
	Total Commuter Passenger Trips	56,731
	Commuter Subsidy per Passenger Trip	\$ 13.75
	Local Fixed - Former Standard <\$5.00 per trip	
	Total Local Fixed Route Operating Expenses	\$ 4,469,633
	Less Local Fixed Route Passenger *Fare Revenue	\$ (261,197)
	Total Local Fixed Route Passenger Trips	125,263
	Local Fixed Route Subsidy per Passenger Trip	\$ 33.60
	Dial A Ride/Arrow - Former Standard n/a	
	Total Dial A Ride Operating Expenses	\$ 1,986,912
	Less Dial A Ride Passenger *Fare Revenue	\$ (113,855)
	Total Dial A Ride Passenger Trips	36,251
	Dial A Ride/Arrow Subsidy per Passenger Trip	\$ 51.67
	All Services - Former Standard n/a	
Total All Services Operating Expenses	\$ 7,334,370	
Less All Services Passenger *Fare Revenue	\$ (700,896)	
Total All Services Passenger Trips	218,245	
All Services Subsidy per Passenger Trip	\$ 30.39	

*Fare revenue not inclusive of other support included in farebox ratio calculation.

⁺Subsidy per Passenger Trip is not a performance measure in the current Short Range Transit Plan.

Fixed Route

Performance Metric	Standard	FY25 Actual	Change	Low	High
Annual Boardings	125585	125263	-0.26%	94189	156981
Boardings per Vehicle Service Hour	3.89	3.78	-2.91%	2.92	4.86
Boardings per Vehicle Service Mile	0.19	TBD	TBD	0.14	0.24
Operating Costs per Passenger Trip	\$38.51	\$35.68	-7.93%	\$48.14	\$28.88
Operating Costs per Vehicle Service Hour	\$149.93	\$137.24	-9.25%	\$187.41	\$112.45
On-Time Performance	90%	84%	-6.76%	68%	100%

Commuter

Performance Metric	Standard	FY25 Actual	Change	Low	High
Annual Boardings	30494	55026	44.58%	22871	38118
Boardings per Vehicle Service Hour	6.3	8.11	22.32%	4.73	7.88
Boardings per Vehicle Service Mile	0.05	TBD	TBD	0.04	0.06
Operating Costs per Passenger Trip	\$33.27	\$19.50	-70.62%	\$41.59	\$24.95
Operating Costs per Vehicle Service Hour	\$209.64	\$218.93	4.24%	\$262.05	\$157.23
On-Time Performance	90%	85%	-6.26%	68%	100%

Arrow

Performance Metric	Standard	FY25 Actual	Change	Low	High
Annual Boardings	24116	36251	33.47%	18087	30145
Boardings per Vehicle Service Hour	2.59	2.2	-17.73%	1.94	3.24
Boardings per Vehicle Service Mile	0.04	TBD	TBD	0.03	0.05
Operating Costs per Passenger Trip	\$65.60	\$54.81	-19.69%	\$82.00	\$49.20
Operating Costs per Vehicle Service Hour	\$170.10	\$146.32	-16.25%	\$212.63	\$127.58
Average Wait Time	20 Minutes	TBD	TBD	15 Minutes	25 Minutes



Transportation Commission Communication

Meeting Date: 12/16/2025
Item #: V.5
File #:
Item ID: 2025-924

Title:	2025 Trail Photo Contest Winners
Contact:	Suzanne Engelke 916-746-1289 sengelke@roseville.ca.us

SUMMARY

Alternative Transportation staff will announce the winners of the 2025 Trail Photo Contest. This is an information item.

RECOMMENDATION

No action required. Alternative Transportation staff will announce the winners of the 2025 Trail Photo Contest.

BACKGROUND

Beginning in October 2025, the City asked the community to capture the beauty of Roseville's more than 51 miles of paved trails by entering photos in the Trail Photo Contest. All photos were due to the City by December 1, 2025. Alternative Transportation staff will announce the winners of the 2025 Trail Photo Contest.

FISCAL IMPACT

There is no fiscal impact with this item.

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)).

CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Respectfully Submitted,
Suzanne Engelke, Associate Transportation Planner

Jason Shykowski, Public Works Director

ATTACHMENTS:

REVIEWERS:

Ed Scofield, Public Works Department - Transportation
Ed Scofield, Public Works Department - Transportation

Created/Initiated - 11/24/2025
Approved - 11/25/2025

Jason Shykowski, Public Works Department - All
Lainie Anderson, Public Works Department - All

Approved - 11/26/2025
Final Approval - 12/2/2025