

## Public Transportation Modernization, Improvement &amp; Service Enhancement Program (PTMISEA)

## Final Project Report

Per G.C. 8879.50 (f)(2) "Within six months of the project becoming operable the recipient agency shall provide a report to the administrative agency . . ." Please provide the following information:

Fiscal Year : FY2009-10  
PTMISEA Cycle :  
Project Sponsor : Placer County Transportation Planning Agency  
Contributing PTMISEA Sponsor :  
Project Name : Roseville Commuter Bus Expansion

Original Application		Final Project	
Acquisition of two (2) Expansion Commuter buses.		No revision to scope.	
<b>Project Scope</b>			
<b>Funding</b>		<b>Final Project Cost</b>	
99313 :	\$252,000		\$252,000
99314 :			
PTMISEA Interest :	\$0		\$862
Other Funds			
Federal :			
State :			
Local :			
<b>Total Project Cost :</b>	<b>\$252,000</b>		<b>\$252,862</b>
<b>Schedule Date</b>		<b>Final Project Schedule</b>	
Begin Environmental :			
End Environmental :			
Begin Design :			
End Design :			
Begin Right of Way :			
End Right of Way :			
Begin Construction :			
End Construction :			
Begin Vehicle/Equipment Order :	9/23/2008		9/23/08
End Vehicle/Equipment Order :	7/24/2009		7/24/09
Begin Closeout Phase :	6/30/2012		6/30/12
End Closeout Phase :	6/30/2012		6/30/12
<b>Anticipated Performance Outcome</b>		<b>Actual Performance Outcome</b>	
		Expansion of commuter fleet with two additional buses allowed Roseville in Jan 2010 to initiate a new commuter service between Roseville and the Butterfield Light Rail station off Highway 50, adjacent to the Franchise Tax Board campus, and provide additional service between Roseville and downtown Sacramento. The service to Highway 50 (Route 51) unfortunately after over two years of operation did not grow from the initial average 5 passengers/trip, even with public outreach and promotion by the City of Roseville, the on-site employee transportation coordinator, and the passengers themselves. The City Council approved elimination of the route Aug 1, 2012. However, service between Roseville and downtown Sacramento has flourished. With elimination of Route 51 the commuter bus was able to be reallocated to providing an additional ninth route in the AM and PM. Since acceptance of the two commuter buses average commuter ridership per quarter has increased 17.5% from 27,389 passenger trips per quarter in FY09/10, to 32,234 passenger trips per quarter in the first three quarters of FY11/12. However, service between Roseville and downtown Sacramento has flourished. With elimination of Route 51 the bus was able to be reallocated to providing an additional ninth route in the AM and PM. Since acceptance of the commuter buses average commuter ridership per quarter has increased 17.5% from 27,389 passenger trips per quarter in FY09/10, to 32,234 passenger trips per quarter in the first three quarters of FY11/12.	
<b>Performance Outcomes Description/Improvement Percentages</b>			

Signature:

Name and Title  
Celia McAdam, ACP, Executive Director - PCTPA

Date

15-Aug-12

Please include verification of the project completed as scoped by providing evidence of completion such as a photo and/or invoice of acquisition.

Note: The same authority that signed the Allocation Request or is designated on the Authorized Agent form must sign here.