[illegible] CITY COUNCIL MEETING

March 4, 1981

REQUEST FOR PROPOSAL FOR TRANSIT SYSTEM

Council was apprised that Assistant City Manager Glenn had received a draft of a Request for Proposal from Mr. Hinshaw of CALTRANS for a fixed route transit system. The proposal contains the standard boiler plate for such requests and includes the same concepts as Mr. Hinshaw discussed with the Council at a previous shirt-sleeve session. The draft proposal was presented for Council's scrutiny. A very lengthy discussion followed with questions being directed to Staff.

Points of discussion included:

1) Suggestion to develop management rationals

2) The fact that Dial-A-Ride is not public transportation

3) Suggestion that a minor subsidy be provided for all people to use Dial-A-Ride

Following additional discussion, on motion of Mayor Katnich, Hughes second, the matter was continued to the regular Council Meeting of March 18, 1981 when a full Council would be in attendance.

Lodi California
March 11-1951

Staff of City Council.
1810 East Hazelton ave
Stockton Calif.

Dear Members
We have a need for buses in the City of Lodi for our general Public.

Mrs Lewis Lent
Ramona Innes
Margaret Moore
Elinor Durham
Myrtle Brandt
Rosie Gilmore
Mildred Johnson
Hazel Demmer
Clara Flaherty
Irene Welch
Opal Maas 1001 Monroe St Lodi
Mrs W L Lucien
Mapine Petrick 830 York St Lodi

MAR 16 1951

1/30/81

C I T Y O F L O D I

TRANSIT STUDY

PERSONS WITHIN POTENTIAL FIXED ROUTE SERVICE AREA (1980) (1)

Traffic Zone	Population	Traffic Zone	Population
42.0104	419	43.0203	1173
05	812	04	1650
42.0202	1282	43.0401	998
03	82	44.0001	1329
04	1583	02	730
05	1497	04	480
06	1286	05	780
07	454	06	799
08	493	07	20
09	946	08	568
43.0201	1568	45.0006	1113
02	1139	07	1035

Proposed Service Area Total Population = 22,414

(1) Data from 1980 Socio-Economic Projections used by Caltrans in their traffic model (updated 2/79)

PERSONS WITH INCOME - $10,000

47.3%(1) x 22,414 = 10,602 people in proposed area

PERSONS AGE 62 AND OVER

C.T. 42.01	(1,231 pop.)x(10%)(2)	= 123
C.T. 42.02	(7,623 pop.)x(20.3%)	= 1,548
C.T. 43.02	(5,530 pop.)x(24.8%)	= 1,371
C.T. 43.04	(998 pop.)x(12.5%)	= 125
C.T. 44.00	(4,706 pop.)x(19.7%)	= 927
C.T. 45.00	(2,148 pop.)x(25.9%)	= 556

Transit Study Area - Total Elderly = 4,650

(1) Inventory and Needs Analysis for the City of Lodi, JHK and Associates, 1976, p 25.

(2) ibid, p 59.

POPULATION TO RIDERSHIP FACTOR FOR MODIFYING ITE MODEL TO MEET EXISTING REGIONAL USE (1979):

Location	(Riders)	÷	(Total Population)	=	Annual person trips
Merced	154,090	÷	33,750	=	4.566
Tracy	60,512	÷	16,400	=	3.690
Turlock	56,804	÷	23,050	=	2.464
COMBINED	271,406	÷	73,200	=	3.708

Lodi Projected Annual Transit Trips:

(Population in service area)	(factor)	=	Total Trips
(22,414)	(3.708)	=	83,111 Trips ±

MODIFICATION OF ANNUAL RIDER FACTORS:

(ITE) Public Transportation Demand Equation

Original ITE Equation:

D=(12 (SR. POP.) +19 (NON SR. LOW INCOME POP.))/.80,WHERE;

D = Transit demand in one-way trips per year.

12 = The number of annual per capita trips generated by the elderly.

Sr. Pop. = Senior citizen (over 60 years old) population without access to a private vehicle.

19 = The number of annual, per capita trips generated by low income persons.

Non Sr. Low Income Pop. = Low to moderate income population that is not elderly and does not have access to a private vehicle.

.80 = The demand ratio generated by the two groups which expands the model to all of the population.

D = (12 (4,650) + 19 (10,602 - 4,650)) ÷ (.80) = 211,110

$$\frac{83,111}{211,110} = .393686$$

Ridership Factors (.393686 x 12 = 4.72 Annual Trips per Senior Citizen
(.393686 x 19 = 7.48 Annual Trips per Non Senior Citizen - Low Income

$$D = (4.72\ (4,650) + 7.48\ (10,602 - 4,650)) \div (.80) = 83,086$$

Assuming for various reasons, 20% must use DAR:

(83,086) x (.20) = 16,614 Trips by DAR
(83,086) - (16,614) = 66,472 Trips by Fixed Route

These projections are for areas served by two proposed fixed routes and are based on systems which have been in operation more than 3 years. Actual ridership will probably be less than 50% of projections at the end of a one-year demonstration program.

SYSTEM COSTS

Assume:
1. Two-16 passenger vans with a backup vehicle;
2. Twelve hour service day;
3. Annual service days equal 250;
4. Hourly vehicle cost = $25, $20, $18, or $16;

(2 vans) (12 hours) (250 days) ($25) = $150,000 annual cost
(2 vans) (12 hours) (250 days) ($20) = $120,000 annual cost
(2 vans) (12 hours) (250 days) ($18) = $108,000 annual cost
(2 vans) (12 hours) (250 days) ($16) = $ 96,000 annual cost

Judging by bids received by Stanislaus County for fixed route service, the most likely cost per hour should be somewhere between $18 and $20 per vehicle, say:

$120,000 annual cost

Farebox return:

($120,000) (10% TDA requirement) = $12,000
($12,000) ÷ (66,472 x 50%) = 36 cents per passenger avg.

Recommended fare structure:

50 cents for general riders;

35 cents for seniors and handicapped

RECOMMENDATIONS to implement fixed route transit service in the City of Lodi:

1. Service should be provided under a one-year feasibility demonstration program;

2. Through the RFP process, a private operator should be contracted with to provide a complete fixed route transit system;

3. Service should be available to the general public, with a reduced fare for senior citizens and physically handicapped persons;

4. Existing dial-a-ride transportation service should be continued for seniors and physically handicapped persons who are unable to use a fixed route system;

5. Fixed routing should utilize two vehicles on superimposed circular routes, there should be at least one additional vehicle available for backup in case of breakdowns;

6. Fixed routes should be generally confined to the central portion of Lodi where most elderly and low income families reside, while DAR would be available to eligible persons living outside the fixed route service area;

7. Fixed route service should be implemented utilizing maxi-vans or mini-buses, lift equipped.

8. Operational policies should be developed to assist the City Council in evaluation of the transit system's performance. These policies should be detailed enough to guide a Manager through the daily decisions required for a smooth operation. They should not be so inflexible as to prevent a manager from making minor changes to scheduling, routing, etc. necessary for operational improvement/refinement;

9. Service headways should be no greater than thirty minutes;

10. Final determination of transit need and reasonableness should be made at the end of the demonstration. Though final determination is the responsibility of the S.J.C.C.O.G., Lodi should also have a written definition of need and reasonableness for their own guidance.

CITY OF LODI
FIXED ROUTE SCHEDULE

ROUTE 1
(Read down)

A	Church & Elm	700am	730	800	830	900	930	1000	1030	1100	1130	1200pm	1230	100	130	200	230	300	330	400	430	500	530	600	630	700
B	Kettleman & Hutchins	715	745	815	845	915	945	1015	1045	1115	1145	1215	1245	115	145	215	245	315	345	415	445	515	545	615	645	-
C	Hutchins & Lodi	725	755	825	855	925	955	1025	1055	1125	1155	1225	1255	125	155	225	255	325	355	425	455	525	555	625	655	-

ROUTE 2
(Read down)

A	Church & Elm	700am	730	800	830	900	930	1000	1030	1100	1130	1200pm	1230	100	130	200	230	300	330	400	430	500	530	600	630	700
B	Kettleman & Hutchins	710	740	810	840	910	940	1010	1040	1110	1140	1210	1240	110	140	210	240	310	340	410	440	510	540	610	640	-
C	Hutchins & Lodi	715	745	815	845	915	945	1015	1045	1115	1145	1215	1245	115	145	215	245	315	345	415	445	515	545	615	645	-