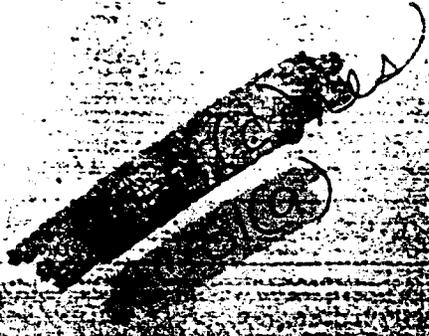


CITY COUNCIL MEETING

June 14, 1981

Bye 448

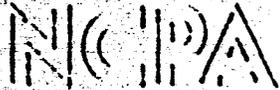


RESOLUTION  
APPROVING NCPA  
SERVICE SCHEDULE  
P.G.&E  
INTERRUPTIBLE  
TRANSMISSION  
SERVICE CONTRACT

Following introduction of the matter by City  
Manager Graves, on motion of Councilman Hughes,  
Katnich second, Council adopted Resolution No.  
81-80 approving NCPA Service Schedule P.G.&E.  
NCPA Interruptible Transmission Service Contract  
and authorizing the Mayor and City Clerk to  
execute the document on behalf of the City.

RES. NO. 81-80





# Northern California Power Agency

770 Kiely Boulevard • Santa Clara, California 95051 • (408) 248-3422

**ROBERT E. GRIMSHAW**  
General Manager

June 11, 1981

**TO:** Members of the NCPA Commission

**FROM:** Roger A. Fontes

**SUBJECT:** NCPA Service Schedule, PG&E-NCPA Interruptible Transmission Service Contract

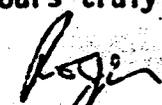
If you are interested in obtaining BPA/Northwest energy, enclosed, for approval by your governing body, is the revised form of the Service Schedule, dated May 15, 1981, which was approved for transmittal to PG&E at the May Commission meeting. Upon approval of this Service Schedule by your governing body, please return one executed copy to the NCPA, attention Gail Sipple.

By letter of May 27, 1981 from PG&E to Mr. Grimshaw (enclosed), Mr. Elmer Hall states in the first paragraph that PG&E accepts the revised Service Schedule.

As some of our members are aware, NCPA, Alameda, Lodi, and Santa Clara (with the help of R. W. Beck) have been attempting to place an "order" for about 80 to 90 MW of BPA surplus energy/capacity every day since Monday, June 8, 1981. BPA has had ample power for sale, but on each of these days, PG&E had no transmission capacity available. We expect this condition to continue until June 21; although we will be trying to schedule a "partial order" every day in any case.

If you have any questions, please contact me.

Yours truly,

  
**ROGER A. FONTES**  
Manager, System Planning  
and Development

cc: Robert Grimshaw  
Norm Hill  
Martin McDonough

Enc.

JUN 15 1981

**NCPA SERVICE SCHEDULE,  
PG&E - NCPA INTERRUPTIBLE TRANSMISSION  
SERVICE CONTRACT**

This Agreement, herein "Service Schedule", by and between NORTHERN CALIFORNIA POWER AGENCY, a joint powers agency of the State of California created and functioning under Government Code section 6500, herein "NCPA" and its undersigned member or members, hereinafter referred to individually as the "Participating Member", witnesseth:

WHEREAS, NCPA has entered into an "Interruptible Transmission Service Contract", herein "Transmission Contract" with Pacific Gas and Electric Company, hereinafter PG&E, under date of April 14, 1981, wherein PG&E will provide transmission service under certain conditions for interruptible energy purchased by NCPA and its members from a utility or public agency in the Pacific Northwest, herein "Interruptible Supplier"; and

WHEREAS, the Participating Member desires NCPA to request PG&E to transmit such interruptible energy which such member, or NCPA for such member's account, has arranged to purchase, herein called "Northwest Energy", a copy of which purchase arrangement is attached hereto as Exhibit "A"; now therefore the parties hereto agree as follows:

Section 1. The Participating member may from time to time request NCPA or its agent by telephone or otherwise to obtain transmission service for its Northwest Energy pursuant to the Transmission Contract, and NCPA or its agent will give notice thereof to PG&E. Any such request shall be in such detail as NCPA or its agent may reasonably require, and shall be confirmed in writing to NCPA or its agent at the earliest practicable date, but no failure to confirm shall affect the rights of NCPA or its agent under this Service Schedule.

Section 2. All such requests shall be subject to all provisions of the Transmission Contract. NCPA and its agent shall not be liable for any failure of PG&E to transmit the Northwest Energy as requested, or at all. By making a request pursuant to this agreement the Participating Member warrants that it has entered into its own

arrangements with its regular power supplier to receive credit for the Northwest Energy obtained by it.

Section 3. In addition to the foregoing, the Participating Member may from time to time request in writing that NCPA or its agent purchase Northwest Energy for such Member's use, and/or that NCPA or its agent act as the agent for such Member under a contract between such member and its Interruptible Supplier, and NCPA and its agent will agree to and act upon such request. If such request is made, NCPA and its agent shall have all of the authority of the Participating Member to take any and all actions permitted or required to be taken by the Member with respect to all rights and obligations under any such agreement under which such Member purchases power directly and not through NCPA. The Participating Member agrees that it will not assert that either NCPA or its agent lacks authority to act on behalf of the Member with respect to such member's rights and obligations under this agreement or under any agreement for the direct purchase of Northwest Energy for such Member, and will do nothing that will impair such authority.

Section 4. NCPA and its agent are each authorized to use its best judgment in allocating a proportional share of the available transmission capacity for the use of the Member. The Participating Member agrees that NCPA or its agent shall allocate such transmission capacity regardless of whether Northwest Energy is purchased by such Member directly or by NCPA or its agent acting on its behalf. NCPA or its agent shall each have all of the authority of the Participating Member to take any and all actions permitted or required to be taken by NCPA under the Transmission Contract, and the Participating Member agrees that it will not assert that NCPA or its agent lacks such authority, nor do anything that will impare such authority.

Section 5. The Participating Member will not request transmission service from PG&E except through NCPA or its agent, unless such Participating Member has a separate agreement for such transmission with PG&E, in which event any request by the Participating Member for transmission service received by PG&E shall be deemed to be a request under such separate agreement for transmission, and not a request under the Transmission Contract. If Northwest Energy is allocated and transmitted to the Participating Member under the Transmission Contract and under a separate agreement for transmission between such Member and PG&E, the Participating Member shall receive and accept billing for deliveries pursuant to both such agreements.

Section 6. The Participating Member shall pay to NCPA or its agent within 10 days after billing therefor all sums

which NCPA has incurred a liability to pay, or has paid to its agent, PG&E and/or the Interruptible Supplier on account of any request made by the Participating Member to NCPA under this Service Schedule. The Participating Member shall also pay to NCPA under its proportionate share of all costs incurred by NCPA in carrying out its duties under this Service Schedule, upon billing therefor.

Section 7. This Service Schedule may be terminated by either NCPA or the Participating Member at any time, but such termination shall not affect the liability of the Participating Member for moneys due for services requested by it prior to termination.

Section 8. This agreement has been authorized by a resolution of the governing bodies of the Participating Member and NCPA, and a true copy of such resolution certified by the appropriate official is attached hereto.

Dated: \_\_\_\_\_

NORTHERN CALIFORNIA POWER AGENCY

\_\_\_\_\_  
Participating Member

By \_\_\_\_\_  
General Manager

By \_\_\_\_\_

RESOLUTION NO. 81-80a

**A RESOLUTION APPROVING NCPA SERVICE SCHEDULE,  
PG&E - NCPA INTERRUPTIBLE TRANSMISSION SERVICE  
CONTRACT**

**RESOLVED**, that the City Council of the City of Lodi does hereby approve NCPA Service Schedule, PG&E - NCPA Interruptible Transmission Service Contract.

**BE IT FURTHER RESOLVED**, that the Mayor and City Clerk are hereby authorized to execute the aforementioned service contract on behalf of the City of Lodi.

**Dated:** June 17, 1981

I hereby certify that Resolution No. 81-80 was passed and adopted by the City Council of the City of Lodi in a regular meeting held June 17, 1981 by the following vote:

**Ayes:** Councilmen - Hughes, Katnich and McCarty

**Noes:** Councilmen - None

**Absent:** Councilmen - Pinkerton and Murphy

*Alice M. Reimche*  
ALICE M. REIMCHE  
City Clerk

CITY COUNCIL MEETING

June 17, 1981

22-114  
BIDS REJECTED FOR  
CITY OF LODI  
TRANSIT SERVICE

446  
Agenda item "1" entitled, "Discussion and appropriate action regarding proposals received for City of Lodi Transit Service", was introduced by Assistant City Manager Glenn. Following discussion with questions being directed to Staff, Council, on motion of Councilman Hughes, McCarty second, rejected bids received for City of Lodi Transit Service and directed the Mayor and Assistant City Manager to continue discussions with City Cab Company to develop an extended type of Dial-A-Ride service, which proposal will be brought back to Council when it is developed.

# COUNCIL COMMUNICATION

TO: THE CITY COUNCIL  
FROM: THE CITY MANAGER'S OFFICE

DATE: MAY 15, 1981

NO.

SUBJECT: PROPOSALS FOR TRANSIT SYSTEM

We received proposals for a transit system from Community Transit Services, Inc., and Cobb's Coaches.

Staff has reviewed the proposals and feels there is sufficient information to make a decision. The proposed cost figures are as follows:

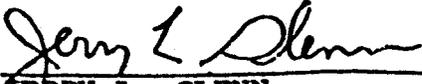
## COMMUNITY TRANSIT SERVICES, INC.

Two Route System	\$182,586
Three Route System	\$240,315
Dial-A-Ride - 3 vehicles	\$240,970

## COBB'S COACHES

Two Route System	\$120,000
Three Route System	\$171,000

The Mayor may wish to appoint a committee to evaluate proposals with Staff, and report back at a later date.

  
JERRY L. GLENN  
ASSISTANT CITY MANAGER

JLG:vc

**CITY COUNCIL**

**JAMES A. McCARTY, Mayor**  
**ROBERT C. MURPHY, Mayor Pro Tem**  
**RICHARD L. HUGHES**  
**WALTER KATNICH**  
**JAMES W. PINKERTON, Jr.**

**CITY OF LODI**

CITY HALL, 221 WEST PINE STREET  
POST OFFICE BOX 320  
LODI, CALIFORNIA 95241  
(209) 334-5634

**HENRY A. GRAVES, Jr.**  
City Manager

**ALICE M. REIMCHE**  
City Clerk

**RONALD M. STEIN**  
City Attorney

July 1, 1981

**Community Transit Services, Inc.**  
2121 West Crescent Avenue  
Suite D  
Anaheim, CA 92801

**Gentlemen:**

Please be advised that the Lodi City Council, at a regular Council Meeting held June 17, 1981, rejected the following bids which were received for the City of Lodi Transit Service:

Community Transit Services, Inc.

Two Route System	\$182,586
Three Route System	\$240,315
Dial-A-Ride - Three vehicles	\$240,970

Cobb's Coaches

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Three Route System	\$171,000

On behalf of the City Council, may I express sincere appreciation for the time and effort spent on this submittal.

Very truly yours,

  
Alice M. Reimche  
City Clerk

AR:dg

*Approved*  
CITY COUNCIL

JAMES A. McCARTY, Mayor  
ROBERT G. MURPHY, Mayor Pro Tem  
RICHARD L. HUGHES  
WALTER KATNICH  
JAMES W. PINKERTON, Jr.

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City Manager

ALICE M. REIMCHE  
City Clerk

RONALD M. STEIN  
City Attorney

July 1, 1981

Cobb's Coaches  
206 Maple Street  
Modesto, CA 95351

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Alice M. Reimche  
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AR:dg

**CITY COUNCIL MEETING**

**June 17, 1981**

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CITY OF LODI  
TRANSIT SERVICE**

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THE CITY MANAGER'S OFFICE

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JLG:vc

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City Clerk

AR:dg

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*Alice M. Reimche*  
Alice M. Reimche  
City Clerk

AR:dj

CC-50(b)

STATE TRANSIT ASSISTANCE CLAIM

TO: San Joaquin County Council of Governments  
1860 E. Hazelton  
Stockton, CA 95205

FROM: Applicant CITY OF LODI  
Address (City, Zip) 221 West Pine Street, Lodi, California 95240  
Contact Person, phone Jerry L. Glenn (209) 334-5634

This claimant, qualified pursuant to Section 99203 and 99315 of the Public Utilities Code, hereby requests, in accordance with Chapter 1400, Statutes of 1971 as amended, and applicable rules and regulations, that an allocation be made in the amount of \$106,500

for the fiscal year 1981-82, to be drawn from the State Transit Assistance trust fund of the following respective county for the following purposes and in the following respective amounts:

County	Purposes	Amount
San Joaquin	Dial-A-Ride	\$106,500

Allocation instruction and payment by the County Auditor to this claimant are subject to such monies being on hand and available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved claim.

APPROVED:

San Joaquin County Council of Governments

By PETER D. VERDOORN

Title Executive Director

Date \_\_\_\_\_ 19 \_\_\_\_\_

Applicant CITY OF LODI

By Henry A. Graves  
HENRY A. GLAVES

Title City Manager

Date September 30, 19 81

collected. In the old operation, Dial-A-Ride was combined with the City Cab Company's normal operation, therefore, this information not only was not collected; it could not be accurately assembled.

Under the new proposed system, vehicles will be dedicated entirely to Dial-A-Ride service, therefore, we will be able to collect this operational information.

The contract provider - City Cab Company - will be required to provide the City with monthly financial statements which will include their costs of operation, but also will include miles driven. These reports will allow the City to better monitor the operation and to take corrective action in a more timely manner.

This service is not designed nor is it intended to duplicate or supplant any other intra-city transportation within the City of Lodi. Because it is point-to-point service, it can easily be coordinated with any intra-city transportation.

If this Claim is approved as proposed, the City of Lodi will be able to continue to provide inexpensive in-town transportation to the over 45,000 annual users and also to expand this service to an additional 10,000 users next year. This increase will be largely due to providing the service to the general public.

The equipment used will be modern, more comfortable, more economical to operate, and will be subject to an ongoing program of safety and maintenance inspections.

CG-50(b)

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Title Executive Director

Date \_\_\_\_\_ 19 \_\_\_\_\_

Applicant CITY OF LODI

By Henry A. Graves  
HENRY A. GRAVES

Title City Manager

Date September 30, 19 81

STATE TRANSIT ASSISTANCE FUND NARRATIVE

Address all items of a narrative nature here. Attach additional pages as necessary, as well as any other supporting materials.

The San Joaquin County Council of Governments has found the City of Lodi to have an unmet transportation need due to the materiel inadequacy of the equipment used to provide transportation for the elderly and handicapped in the City of Lodi.

The Lodi City Council recognizes the requirement to eliminate that deficiency and the desirability of expanding the present Dial--Ride service to other segments of the Community that may have need for transportation.

If approved, this Claim will provide funds to provide new equipment and to expand the present Dial-A-Ride service to include all segments of the population of the City of Lodi. Service will be provided Monday through Friday from 7:00 a.m. to 7:00 p.m. excepting holidays. Service will be provided on a point-to-point basis only within the corporate limits of the City of Lodi.

The City expects to purchase 6 station wagons for this purpose. The City of Lodi will own the equipment and contract with City Cab Company to manage the service in accordance with the City's limits, rules, and regulations. This vehicle fleet will provide a minimum of 40 cab hours of service daily.

In order to use the service, tickets must be purchased in advance. Tickets will be sold at the rate of \$.50 for persons over age 60 or who have a medical or mental handicap which requires that they have transportation; and \$2.00 to the general public. These tickets entitle the bearer to ride from point-to-point within the corporate limits of the City of Lodi. Up to 3 people may ride on one ticket. It will be the responsibility of the contractor to collect the appropriate ticket from users of the service.

City Cab Company will be reimbursed \$3.00 for each ticket turned into the City. By the same token, City Cab Company will be billed by the City for any services rendered by the City, including the City's liability insurance.

Maintenance will be performed by the contractor; however, monthly, the City will inspect each vehicle and do the necessary maintenance work. In this way, the City will retain control of maintenance of each vehicle. This service likewise will be billed to the contractor at full City cost.

This Claim includes funds for operating the present system through December of 1981 and converting to the new system as close to January 1, 1982 as possible. It is expected that total ridership for 1981-82 will be 45,625 and increase to 54,000 for 1982-83 fiscal year. Ridership for elderly and handicapped in 1980-81 totaled 35,946.

We have not included total vehicle miles, passenger miles, nor fuel consumption in the operational information in this report as it has not been

Continued next page —

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If this Claim is approved as proposed, the City of Lodi will be able to continue to provide inexpensive in-town transportation to the over 45,000 annual users and also to expand this service to an additional 10,000 users next year. This increase will be largely due to providing the service to the general public.

The equipment used will be modern, more comfortable, more economical to operate, and will be subject to an ongoing program of safety and maintenance inspections.

FINANCIAL INFORMATION

I. OPERATING REVENUE

	Actual/Estimate 80-81	Budget 81-82
401 Passenger Fares	21,387	32,190
402 Special Transit Fares		
403 School Bus Service Revenues		
404 Freight Tariffs		
405 Charter Service Revenues		
406 Auxilliary Transportation Revenues		
407 Non-transportation Revenues	3,474	4,000
408 Taxes Levied Directly by Transit System (specify)		
409 Local Cash Grants and Reimbursements (specify) Article 4 1980-81 Article 8 1981-82	65,947	44,000
410 Local Special Fare Assistance		
411 State Cash Grants and Reimbursements (specify)		51,500
412 State Special Fare Assistance		
413 Federal Cash Grants & Reimbursements (specify)		
430 Contributed Services		
440 Subsidy from other sectors of Operation		
TOTAL	<u>90,808</u>	<u>131,690</u>

II. CAPITAL REVENUE

464 Federal Capital Grants & Subventions, (specify)		
State Capital Grants & Subventions (specify)		55,000
Local Capital Provisions (specify)		
Non-Governmental Donations		
TOTAL		<u>55,000</u>

	<u>Actual/Estimates</u> 80-81	<u>Budget</u> 81-82
<b>III. OPERATING EXPENSES</b>		
501 Labor		
Operators Salaries/Wages		2,500
Other Salaries/Wages		
502 Fringe Benefits		1,000
503 Services		1,000
504 Materials/Supplies		
Fuels/Lubricants		
Tires/Tubes		
Other		
505 Utilities		
506 Casualty/Liability Costs		
507 Taxes		
508 Purchased Transportation Service	88,732	127,190
509 Miscellaneous Expenses		
510 Expense Transfers		
511 Interest Expense		
512 Leases and Rentals		
513 Depreciation/Amortization		
Operator Funds		
Grant Funds		
TOTAL	<u>88,732</u>	<u>131,690</u>
<b>IV. CAPITAL EXPENSES</b>		
Debt Service		
Land/Property Acquisition		
Vehicles		55,000
Depreciation (same as 513)		
Construction		
Repair		
Other		
TOTAL	<u>-0-</u>	<u>55,000</u>

V. ELIGIBILITY

	Actual 79-80	<del>Estimate</del> /Actual 80-81	Budget 81-82
A. Amount of LTF received/approved for transit use by the claimant			
Article 4	44,000	44,000	
Article 8c			44,000
B. Amount of this proposed STA Claim			
Operating Cost			51,500
Capital Requirements			55,000
Contract Services			
C. Estimate of maximum eligibility of claimant for moneys from LTF & STA (Sec. 6634, 6734)			
1) Actual/estimate of operating costs for fiscal year of transit	64,518.30	88,692.20	131,690
2) Fare revenues actually received, or required to meet the ratio	18,433.80	18,266.20	32,190
3) Local support required	-0-		
4) Federal operating assistance received			
5) Amount received by claimant from other purchaser of service			
6) Subtotal 2-5	18,433.80	18,266.20	32,190
7) Subtract 6 from 1	46,084.50	70,426.00	99,500

The claimant City of Lodi hereby certifies that the State Transit Assistance Claim for fiscal year 1981-82 in the amount of \$ 106,500, specifically the financial information contained therein, is reasonable and accurate to the best of my knowledge, and that the aforementioned information indicates the maximum eligibility of this claimant for funds for the fiscal year of application pursuant to CAC Section 6634 and 6734.

CERTIFIED:

BY: *Fred E. Wilson*  
TITLE: CHIEF FINANCIAL OFFICER  
DATE: September 30, 1981

FINANCIAL PLAN

	81-82	82-83	83-84	84-85	85-86
<b>I. OPERATING REVENUE</b>					
401 Passenger Fares	32,190	46,125	47,750	49,375	51,000
402 Special Transit Fares					
403 School Bus Service Revenues					
404 Freight Tariffs					
405 Charter Service Revenues					
406 Auxilliary Transportation Revenues					
407 Non-transportation Revenues	4,000	4,000	4,000	4,000	4,000
408 Taxes Levied Directly by Transit System (specify)					
409 Local Cash Grants and Reimbursements (specify)	44,000	44,000	44,000	44,000	44,000
410 Local Special Fare Assistance					
411 State Cash Grants and Reimbursements (specify)	51,500	72,150	76,150	80,125	84,150
412 State Special Fare Assistance					
413 Federal Cash Grants & Reimbursements (specify)					
430 Contributed Service					
440 Subsidy from other sectors of Operation					
SUBTOTAL	131,690	166,275	171,900	177,500	183,150
<b>II. CAPITAL REVENUE</b>					
464 Federal Capital Grants & Subventions, (specify)					
State Capital Grants & Subventions (specify)	55,000		9,000	9,500	10,000
Local Capital Provisions (specify)					
Non-Governmental Donations					
SUBTOTAL	186,690	166,275	180,900	187,000	193,150
<b>GRAND TOTAL</b>					

FINANCIAL PLAN

III. <u>OPERATING EXPENSE</u>	1981-82	1982-83	1983-84	1984-85	1985-86
501 Labor	2,500	2,700	2,925	3,150	3,400
502 Fringe Benefits	1,000	1,075	1,175	1,250	1,350
503 Services					
504 Materials/Supplies	1,000	500	550	600	650
505 Utilities					
506 Casualty/Liability Costs					
507 Taxes					
508 Purchased Transportation Services	127,190	162,000	167,250	172,500	177,750
509 Miscellaneous Expense					
510 Expense Transfers					
511 Interest Expense					
512 Leases and Rentals					
SUBTOTAL	131,690	166,275	171,900	177,500	183,150
IV. <u>CAPITAL EXPENSE</u>					
Debt Service					
Land/Property Acquisition					
Vehicles	55,000		9,000	9,500	10,000
513 Depreciation/Amortization					
Construction					
Repair					
Other					
SUBTOTAL	55,000		9,000	9,500	10,000
GRAND TOTAL	186,690	166,275	180,900	187,000	193,150

ITEMIZED PROJECTED CAPITAL COSTS

Describe Items	FY 1981-82		FY 1982-83		FY 1983-84		FY 1984-85		FY 1985-86	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
1. Station Wagon	6	51,000			1	9,000	1	9,500	1	10,000
2. Radios	2	4,000								
3.										
4.										
5.										
6.										
7.										
8.										
9.										
10.										
11.										
12.										
13.										
14.										
15.										
<b>TOTAL COST</b>		<b>55,000</b>				<b>9,000</b>		<b>9,500</b>		<b>10,000</b>

FLEET INVENTORY

Make & Model	Production Year	No. of Veh.	Fuel Type	Seat Capacity	Special Features			
					AC	EP	WC	Other
					X			
TOTAL	XXXXXX		XXX		X			

Vehicles to be purchased in FY 1981-82

Station Wagon	1981	6	Gasoline	9 Passenger	X			
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- AC = Air Conditioned
- EP = Environmental Package
- WC = Wheel Chair Lift