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CITY COUNCIL MEETING (

JULY 7, 1982

cc-50(2)

A report regarding the recent request to include the Woodbridge area in the Lodi Dial-a-ride program was given by Mayor Pro Tempore Murphy. Mayor Pro Tempore Murphy is Lodi's principal representative to the C.O.G. Transportation Policy Committee.

REQUEST TO INCLUDE
WOODBIDGE IN LODI'S
DIAL-A-RIDE PROGRAM

Council tacitly concurred to defer any action on this matter, awaiting the Staff report, and once this has been received, the matter will be scheduled for discussion at an Informal Informational Meeting of the Council.



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SAN JOAQUIN COUNTY COUNCIL OF GOVERNMENTS RECEIVED

1982 JUN 30 AM 9:11

ALICE N. REIMCHE
CITY CLERK
CITY OF LODI

June 29, 1982

M E M O R A N D U M

TO: Councilman Bob Murphy
FROM: Andrew Chesley, Transportation Planner *Andrew Chesley*
RE: Woodbridge's Unmet Transportation Need

The COG Executive Board on April 27, 1982 adopted the recommendation of staff and the Transportation Planning Policy Committee that an unmet transportation need exists in the Woodbridge area. This finding was arrived at after numerous public hearings, a study of the area's population, and a test of the reasonableness of providing transportation service.

Being that Woodbridge is unincorporated, it is the responsibility of the County of San Joaquin to address this unmet need. This will have to be done before the County of San Joaquin can receive Transportation Development Act funds for road and street purposes. It is important to note that the responsibility for providing this service rests with the County and not with the City of Lodi.

Several options are available to the County for meeting this need:

1. Provide a new service in the area either by operating a publicly run transit service, or contracting with a private or non-profit operator.
2. Extending present services, such as the one provided by Community Council in a number of unincorporated areas, (presently only for elderly and handicapped).
3. Contracting with the City of Lodi to operate its dial-a-ride taxi between Woodbridge and Lodi.

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6/29/82
Memo
Mr. Murphy

It was felt by COG staff and County staff that the last option would be the most reasonable and cost-effective. Therefore, the County has contacted the City of Lodi to determine what contract arrangements might be made.

Funding for this contract is the responsibility of the County of San Joaquin. The County would prefer that Lodi claim discretionary State Transit Assistance Funds (available to all communities) directly from COG in order to avoid "red tape". While this could be done it is preferable for all involved to protect their interests. This would be done by establishing a contract or written agreement that would have the County pay the City directly for all transit service provided.

Your suggestion of a trial period is a good one, though I might suggest something longer than 90 days. It will probably take that long to make the community aware of the service and comfortable in its use.

The COG Transportation Planning Policy Committee has taken a strong stand in favor of minimizing transit expenditures throughout the County and coordinating transit operations wherever possible. This appears to be a fine opportunity to implement these objectives.

AC/bv

From COG's "Unmet Transportation Needs
1982-83 Report"

Woodbridge/Lodi Service

Woodbridge is situated in the Lodi planning area, outside the city limits. In the recent past, service was available from the Community Action Council. It was removed about 1½ years ago during a change in the agency's role in the county. The residents, however, still have needs to travel to Lodi for various reasons. The following is a possible alternative that could serve those needs.

Area population for the census tract that represents Woodbridge, the number of persons with low-income and the number of elderly persons are estimated below:

TABLE 18
Census Tract 41.01, 1980

<u>Population</u>	<u>Low-income Persons</u>	<u>Elderly (65+)</u>
4,349	635	359

Using the modified ITE demand equation for public transportation trips as used last year, $[(D = 2.94 \text{ (elderly)} + 4.65 \text{ (non-elderly low-income)}) \div 80]$, it is estimated that 2,924 one-way trips or passengers would exist per year.

The example of transit service to be used is the City of Lodi dial-a-ride taxi. At present, Lodi reimburses the cab company \$3.25 for every one-way trip carried with a city ticket. This is assumed to be the full cost to the cab company of providing one trip. Assume the service is available 250 days a year (Monday through Friday for 50 weeks) and 12 hours a day (7 a.m. to 7 p.m.). The following costs would prevail.

TABLE 19
Estimated Cost Data, Woodbridge Service

<u>System Cost/Year</u>	<u>Farebox Return(10%)</u>	<u>Net Cost</u>	<u>Fare/Trip</u>	<u>Cost/Trip</u>	<u>Trips/Hour</u>
\$9,503	\$950	\$8,553	\$.33	\$3.25	.975
\$10,234	\$1,023	\$9,211	\$.35	\$3.50	.975

Although Woodbridge is about two miles from central Lodi, the cost per trip to the cab company may increase above the currently reimbursed level. A reimbursement per trip of \$3.50 is included to note the change in costs. It is assumed that the city's service with their six new vehicles has the capacity to fill the need of approximately one trip per hour.