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REPORT BY
STAFF RE
INQUIRY BY
DR. CARLTON

Community Development Director Schroeder presented, for the perusal of the Council, information pertaining to the Rosa Variance (A-81-7), 305 West Lockeford Street, Lodi, which had previously been requested following an inquiry by Dr. Thomas Carlton. Dr. Carlton was not present although he was apprised by the City Clerk that the matter was on the agenda for this meeting.

No formal action was taken by the Council on the matter.

WILLIAM J. WARD
DIRECTOR



JACK L. NAVONE
DEPUTY DIRECTOR
HENRY M. HIRATA
DEPUTY DIRECTOR
WILLIAM L. CYPHER
DEPUTY DIRECTOR

COUNTY OF SAN JOAQUIN
DEPARTMENT OF PUBLIC WORKS
P. O. BOX 1810 - 1810 E. HAZELTON AVENUE
STOCKTON, CALIFORNIA 95201
(209) 944-2281

August 25, 1982

Board of Supervisors
Courthouse
Stockton, CA 95202

Reviewed and Approved:

C. E. Dixon
C. E. Dixon
County Administrator

**PROPOSAL FOR MEETING TRANSIT NEEDS IDENTIFIED
IN THE UNINCORPORATED WOODBRIDGE AREA**

Dear Board Members:

As you are aware, under the Transportation Development Act (TDA) before Local Transportation Funds (LTF) may be allocated for street and road purposes, it is mandated by the Transportation Development Act that all "reasonable unmet transit needs" identified in the unincorporated areas must be met by the County. Early this year, at the Board's direction, hearings were held by the County in each supervisorial district to determine the transit needs of the outlying communities. As a result of those hearings the Woodbridge area vocalized a transportation need and community members submitted a petition signed by local residents to that effect. (See attached.)

In accordance with the State's mandate relative to "reasonable transit needs", the San Joaquin County Council of Governments (COG) developed a proposal for meeting those transit needs identified in the Woodbridge area. As background, the proposal explained that Woodbridge is situated in the Lodi Planning area, outside the city limits. In the recent past, transit 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 still have needs to travel to Lodi for various reasons. Therefore, it appeared reasonable that the City of Lodi's Dial-A-Ride service might be explored as a potential alternative to serving Woodbridge residents. This proposal is only an option for the Board's consideration.

The responsibility for defining "unmet transit needs" and "reasonable to meet" rest with the local COG as the Regional Transportation Planning Agency (RTPA) for the area. While a need may be identified by the COG in an unincorporated area, the County may not view that need as "reasonable to meet". If this becomes the case, then the County has two options: first, to develop an alternative proposal for meeting those "needs" which the County does feel is "reasonable" or if no reasonable alternative is apparent; second, to appeal to

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the local COG Executive Board recommending they reverse their finding based on the County's conclusions.

The Council of Governments proposal estimated the population for the Woodbridge area based on the census tract that represents Woodbridge, and included an estimate of elderly and low income persons. Based on this information, the COG projected 2,924 one-way trips or passengers would exist per year. The proposal included cost figures using the City of Lodi's present operation format. At present, Lodi reimburses the cab company \$3.00 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.). Although Woodbridge is about 2 miles from central Lodi, the COG estimated the cost per trip to the cab company might increase above the currently reimbursed level. Based on this assumption, they estimated the following costs would prevail.

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

It was also assumed that the City's service with their six new vehicles has the capacity to fill the need of approximately one trip per hour.

Pursuant to this proposal, a meeting was held with the Assistant City Manager of Lodi and verbal communication with the Lodi City Council resulted in the initiation of direction to explore potential use of the existing Lodi Dial-A-Ride taxi service by Woodbridge area residents.

The Assistant City Manager contacted the local cab company with whom they contract for services. The cab company indicated they can provide the service at a cost of \$3.50 to \$4.00 per ride which could be determined as a result of negotiations through the City of Lodi with the cab company.

The City's service operates under the following format. The City prints cab tickets and distributes those tickets to several key points within the city. Lodi area residents purchase the tickets. The fare structure is:

elderly .50 - per one-way ride
general 2.00 - per one-way ride

The cab company turns the tickets into the City bi-weekly and the City reimburses the cab company \$3.00 per ticket. The cab company in turn purchases their gas and maintenance from the City. The cab company pays for their insurance out of the \$3.00. The Assistant City Manager suggests that the County submit a proposal to the City Council based on this same plan with the exception that the County could charge whatever they deemed necessary for a one-way trip, as long as they did not charge less than the City's current fare structure. County

tickets would be sold at a location predesignated in Woodbridge (probably the nutrition site), and would be color coded to easily distinguish them from City tickets. (Attached is a map of the generally proposed Woodbridge service area).

The County has two funding alternatives for the project. The first option is to claim LTF funds "off the top" of the County's apportionment. This alternative results in the County having less money available for streets and roads. The second option is to request State Transit Assistance (STA) funds to offset the cost of this activity. This funding source is currently utilized by the County to fund both the Department of Aging's/Community Council elderly/handicapped Countywide medical escort and the Public Works Department's South County Area Transit, a fixed route general ridership service in the Manteca, Lathrop and French Camp areas. STA funding appears the most viable alternative for the 82-83 program. Under this option the County would submit a claim for STA funds and then pay the City of Lodi through an agreement on a per ride, per month basis. This would be a demonstration project to determine the level of service necessary to meet the needs of the area. "Expenditures to Meet COG Identified Reasonable Un-Met Transit Needs" is one of the proposed funding priorities for 82-83 STA funds set forth by the COG in committee.

The COG's demographics projected 2,924 one-way trips annually. Based on these estimates and because of the potentially higher cost of serving the Woodbridge area (projected at \$3.50 per trip), it is proposed that if the County is to provide this service, it should be based on a slightly higher fare structure than that of the City of Lodi.

Proposed Fares

Elderly	\$1.00 per one-way ride
General	\$2.50 per one-way ride

The City of Lodi has indicated that most of its ridership is elderly. Therefore, if it is projected that 10% of the Woodbridge ridership would be general and 90% elderly, then the cost and revenue breakdown is as follows:

Costs

2,924 riders X \$3.50 per one-way trip	= \$10,234
10% fare-box return	= \$ 1,023

Revenues

292 (10%) X \$2.50	=	\$ 730
<u>2,632 (90%) X \$1.00</u>	=	<u>2,632</u>
2,924 TOTALS	=	\$3,362

The above projections would result in a fare-box return of \$3,362 (33%)

Since it would cost considerably more for the County to put out to bid the contract for a complete transit service, or to expand any of the existing County services (eg. SCAT & CC/DOA) for the small area of Woodbridge, the COG's proposal appears the most cost effective option presently available. This option would require the County to negotiate an agreement with the City of Lodi for expansion of its Dial-A-Ride service based on Lodi's existing service and subsequently, to prepare and submit an STA claim to fund the County's portion of the service. Since it is mandated by the Transportation Development Act that all "reasonable unmet transit needs" identified in the unincorporated areas be met by the County, therefore, if the Board wants to provide transportation services to the community of Woodbridge, then,

IT IS RECOMMENDED:

That the Board of Supervisors:

1. Direct the Department of Public Works to negotiate an agreement with the City of Lodi for expansion of the City's Dial-A-Ride service to the Woodbridge area, and
2. Direct the Department of Public Works to prepare an STA claim based on the terms of a negotiated agreement with the City of Lodi, and
3. Direct that the Department of Public Works at the conclusion of negotiations with the City of Lodi present to the Board for its review and approval, a negotiated agreement and an STA claim for the proposed expansion of transit services in the Woodbridge area.

Very truly yours,

William M. Idiate
For William J. Ward
Director of Public Works

WJM:DB:dk

Attachment

cc: County Administrator's Office
County Counsel's Office
Auditor-Controller
Council of Governments
City of Lodi ✓
Board Clerk Agenda date 8-31-82

RECEIVED

FEB 12

SAN JOAQUIN COUNTY
COUNCIL OF GOVERNMENTS

Members of the Committee

Dear Sirs:

We the undersigned, being
unable to attend this meeting in person,
wish to appoint Mrs. Pippitt as our
spokesperson to urge you to devise
some sort of transportation for the
residents of Woodbridge who desperately
need this service; especially the elderly are
helpless since this community-service has been
withdrawn.

We depended on this transportation
to reach our doctors, dentists, druggists and
shopping centers.

Walter	Myrtle Dyer
Robert Dyer	Libert Dyer
Edna Dyer	Leba Bennett
Paul Dyer	Lenny Bennett
Ken Dyer	Rocco Crawford
Lee Dyer	Gene Bryant
Bill Turner	Clara Fawcetts
Blanche Nelson	Unita Humball
Edmond	
Eric Johnson	

Lise Lawrence
Bertha Jeffers
Wallace Jeffers
Mrs. Helen Peppitt

(21)

3-12-1972
S. J. ...
7-11-1972

San Joaquin County Public
Works Department. I am
Myrtle Dyer. I need transportation
and I can't live without
having a way to go
where I have to go
away to go where I need to
go a way to go to the Doctor
Medical and dental service
shopping, in the meantime
getting a way to do my best
step social services
I need help I will
with you for social
services. Myrtle Dyer
I hope I can get help
I don't have a way. Any
news



ITEM 2

WOODBRIDGE ROAD

26

27

AND

WOODBRIDGE VIEWS

COUNTRY CLUB

LEGEND

Proposed service area
boundaries
Lodi City Limits

LODI MUNICIPAL
LAKE PARK

35

MOKELUMNE RIVER

WOODBRIDGE ROAD

WOODBRIDGE INNOVATION DISTRICT

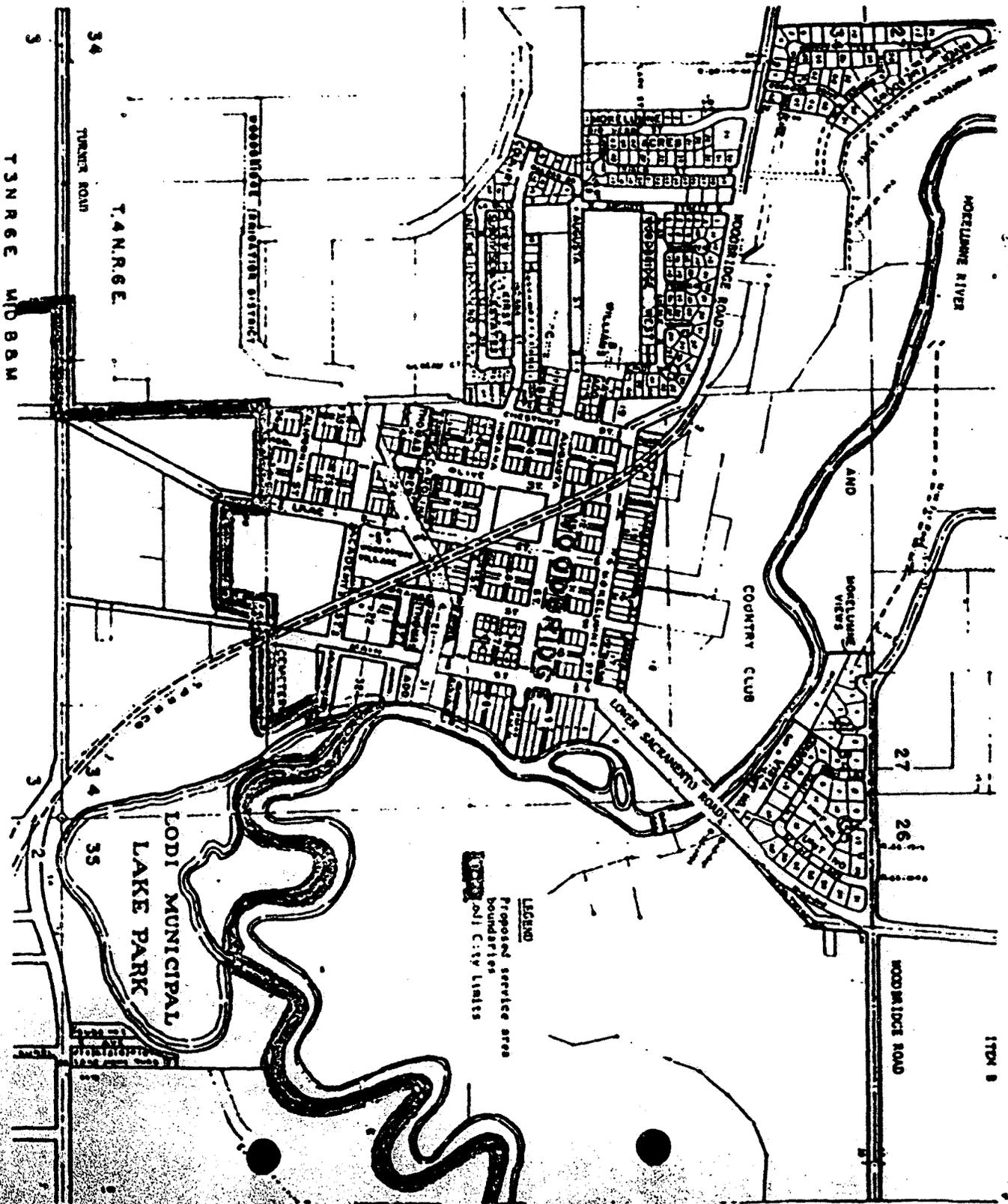
T. 4 N. R. 6 E.

TURNER ROAD

T. 3 N. R. 6 E. MID B&M

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TURNER ROAD

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LODI MUNICIPAL
LAKE PARK

LEGEND
Proposed service area
Boundaries
City Limits

COUNTRY CLUB

SACRAMENTO RIVER

AND

WOODLODGE VIEWS

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WOODLODGE ROAD

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