

**LODI CITY COUNCIL
SHIRTSLEEVE SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, JULY 7, 2009**

A. Roll Call by City Clerk

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, July 7, 2009, commencing at 7:04 a.m.

Present: Council Member Hitchcock, Council Member Johnson, and Council Member Mounce
Absent: Mayor Pro Tempore Katzakian, and Mayor Hansen
Also Present: City Manager King, City Attorney Schwabauer, and City Clerk Johl

B. Topic(s)

B-1 Report on Transit Services (PW)

City Manager King provided a brief introduction to the status of the transit services.

Transportation Manager/Senior Traffic Engineer Paula Fernandez provided a PowerPoint presentation regarding the subject matter of transit services. Specific topics of discussion included an overview, history of services, fleet, replacement criteria, passenger statistics, trends, fixed routes, Dial-A-Ride, VineLine, funding sources, financial statistics, and related projects.

In response to Council Member Hitchcock, Ms. Fernandez stated the current 30% spare ratio is somewhat high as typically the ratio is about 10 to 20 percent. Ms. Fernandez stated the buses are older compressed natural gas vehicles with high miles.

In response to Myrna Wetzel, Ms. Fernandez stated the youth pass was publicly advertised through the newspaper and summer youth programs.

In response to Council Member Johnson, Ms. Fernandez stated the 17% ridership decline may be due to a variety of reasons including the population not increasing, economic conditions, unemployment, and there was a fare increase in 2005-2006, which provided a better return on fare box recovery.

In response to Council Member Mounce, Ms. Fernandez stated VineLine is intended to complement a fixed-route system per federal guidelines and the major difference between the two is the priority system based on reservations for Americans with Disabilities Act (ADA) certified riders.

In response to Council Member Hitchcock, Ms. Fernandez stated for Dial-A-Ride there is an attempt to meet needs of riders within the hour. She stated for VineLine, which is based on a reservation system, under federal regulations the window is within the hour.

In response to Council Member Johnson, Ms. Fernandez stated MV Transportation has an extensive software program that tracks complaints and compliments received from riders and there does not appear to be a lot of complaints based on the reports. The most recent trend of complaints received, pertaining to the lack of air conditioning in hot weather, was last year. Council Member Johnson requested copies of a few reports from various months showing the complaints.

In response to Council Member Hitchcock, Ms. Fernandez stated staff is continuing to watch the

State funding situation; although, fortunately the program does not rely too heavily on State funding as other agencies do.

In response to Council Member Hitchcock, Ms. Fernandez stated the fare box recovery includes operating costs that come from other sources than the General Fund.

In response to Council Member Mounce, Ms. Fernandez stated the existing stored bus shelters are in the process of being installed.

In response to Council Member Hitchcock, Ms. Fernandez confirmed there will be some modifications to routes in light of public interest although the routes with the greatest ridership will remain the same.

In response to Council Member Mounce, Ms. Fernandez stated she is aware of concerns brought forth by Mr. Cliff Weaver and the Council will be receiving a memo through the City Manager's office addressing those concerns.

In response to Council Member Johnson, Ms. Fernandez stated there are some Proposition 1B funds available to purchase a shorter bus to test prior to purchasing others.

In response to Council Member Hitchcock, Ms. Fernandez confirmed that spare buses do impact fare box recovery some and the primary benefit of the shorter bus is that it does not have to be replaced as often. Mr. King stated the shorter bus also has less of an impact on streets and bus stops because it weighs less.

In response to Myrna Wetzel, the representative from MV Transportation stated the taxi company recently changed its hours to provide 24-hour service but the taxi cab company does not impact the bus service because it is more expensive and not ADA convenient.

C. Comments by Public on Non-Agenda Items

None.

D. Adjournment

No action was taken by the City Council. The meeting was adjourned at 7:44 a.m.

ATTEST:

Randi Johl
City Clerk



**CITY OF LODI
COUNCIL COMMUNICATION**

TM

AGENDA TITLE: Report on Transit Services
MEETING DATE: July 7, 2009 (Shirtsleeve Session)
PREPARED BY: Public Works Director

RECOMMENDED ACTION: None.

BACKGROUND INFORMATION: Staff will present information on the City of Lodi Transit Services. The presentation will include an overview of the transit history, fleet, ridership statistics and trends, budget overview, Dial-A-Ride, ADA Complementary Paratransit service and the future capital projects.

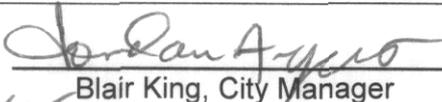
Staff will provide a PowerPoint presentation regarding Transit services.

FISCAL IMPACT: None.

FUNDING AVAILABLE: Not applicable.

F. Wally Sandelin
Public Works Director

FWS/pmf

APPROVED: 
Blair King, City Manager

The City of Lodi
Public Works
Transportation Division



Transit System Overview

Overview



- History of Services
- Fleet – Existing and Replacement
- Service
- Funding Sources
- Financial Statistics
- Projects - Current and Future



History of Services

- **January 1978**
 - City begins Dial-A-Ride service through a contract with a local taxi company
- **September 1992**
 - City begins Dial-A-Ride service
- **November 1994**
 - City adds Fixed Route service
- **September 1996**
 - Transit Services contracted out to specialized transit operator
- **February 2008**
 - City adds VineLine (ADA Complementary Paratransit Service)



Fleet

- GrapeLine has 30 vehicles
 - 13 Dial-A-Ride (10-17 passengers)
 - 5 Fixed Route (33-37 passengers)
 - 3 Express Route (10-37 passengers)
 - 9 Spare vehicles
- Spare Ratio
 - “Healthy or traditional” spare ratio: 10-20%
 - City’s spare ratio is currently 30%
 - By 2010, anticipated spare ratio = 22%
- Replacement Criteria



Fleet

Replacement Criteria

Vehicle Description			Minimum Life (whichever comes first)	
Category	Seats	Length	Years	Miles
Heavy-Duty Large Bus ➤ Fixed Route ➤ Express Route ➤ Trolley ➤ 7 buses in fleet	33-37	40-45 ft	12	500,000
Light-Duty Medium Bus ➤ Dial-A-Ride ➤ ADA Paratransit ➤ Express Route ➤ 23 buses in fleet	10-17	22-28 ft	5	150,000



Service

Passenger Statistics

- Fixed Route Service
 - Annual Ridership: 242,000
 - Operating Costs: \$1,181,000 for FY 07/08
 - Passengers per revenue hour: 11.8
 - Subsidy per passenger: \$4.21
 - Fares: \$1.00 General Public
 - \$0.50 Seniors/Disabled/Medicare
- Dial-A-Ride/VineLine Service
 - Annual Ridership: 65,000
 - Operating Costs: \$1,365,000 for FY 07/08
 - Passengers per revenue hour: 2.3
 - Subsidy per passenger: \$19.36
 - Fares: \$5.00 General Public
 - \$1.50 Seniors/Disabled/Medicare

Service Trends

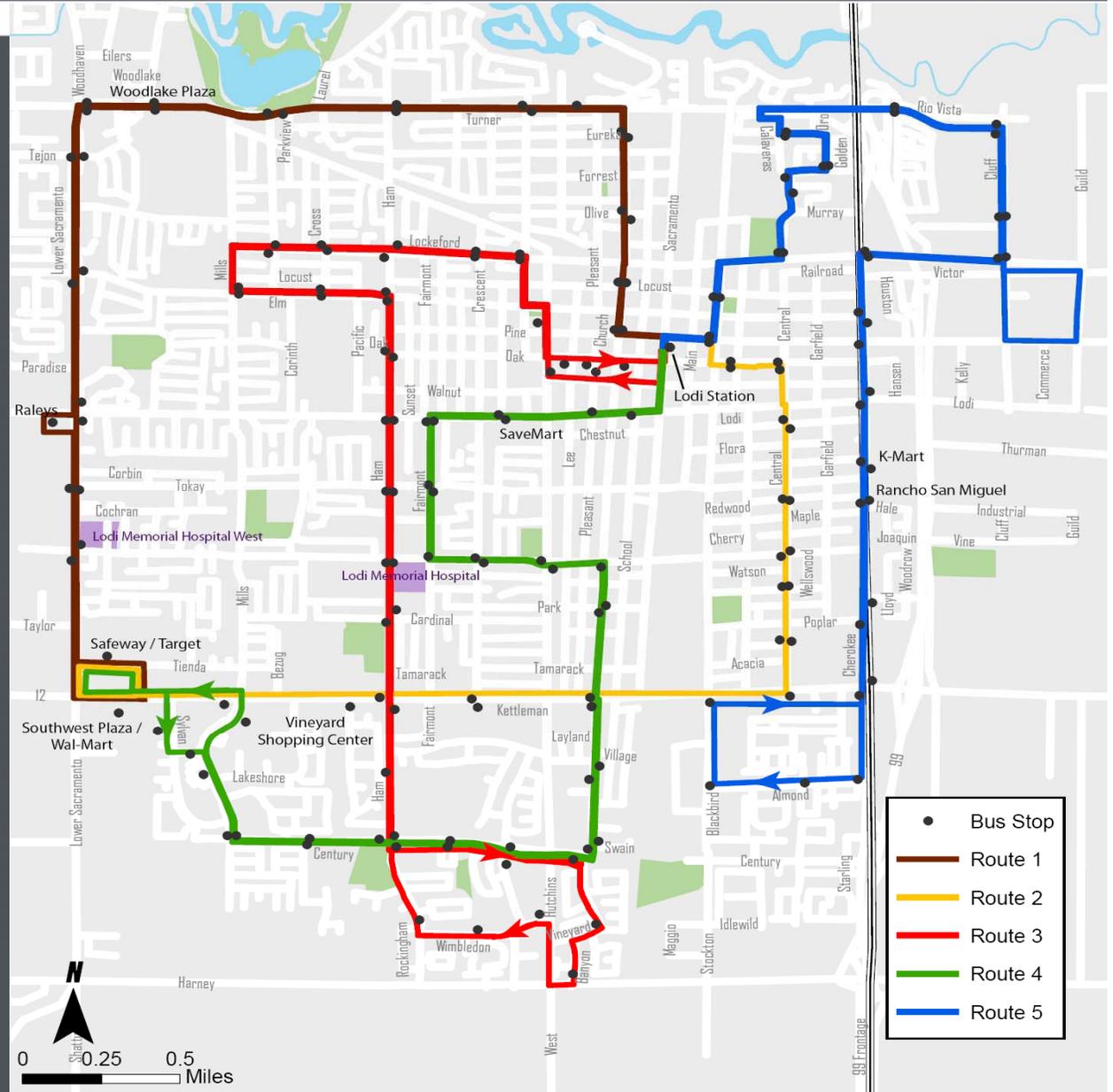


- **GrapeLine Fixed Route**
 - Ridership decreases during summer school vacation
 - Summer Youth Bus Passport offered this year
 - August, September, and October busiest on school days
 - Winter months' ridership is lowest
 - Annual Ridership decreased by 17% since FY 2005/06
- **Dial-A-Ride/ VineLine**
 - Ridership exhibits few, if any, consistent trends
 - Annual Ridership decreased by 3% since FY 2005/06
 - Approximately 20 % of passengers use mobility devices

Fixed Routes



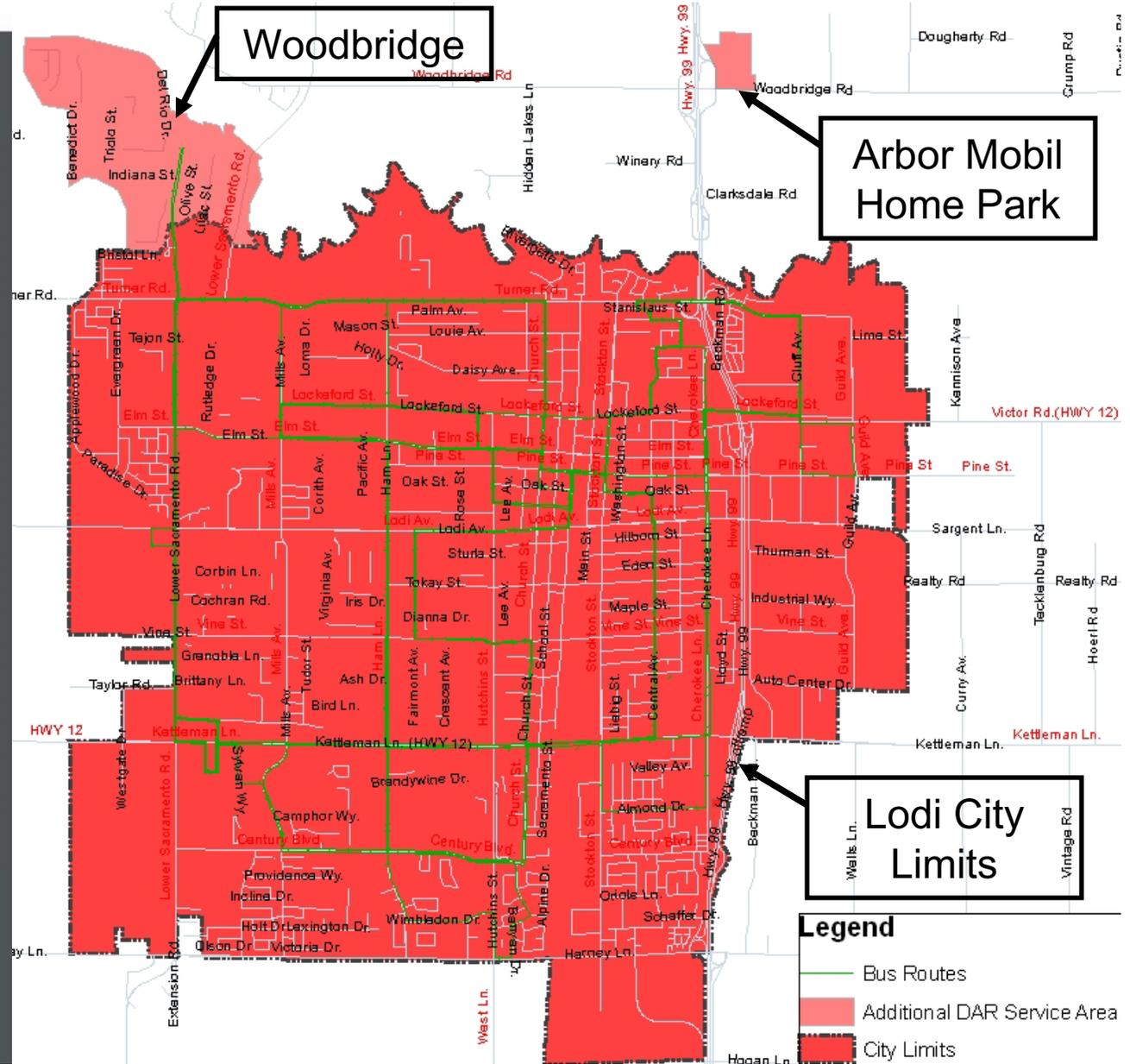
- Five Weekday
- Three Express
- Four Weekend





Dial-A-Ride

- **Serve:**
 - General Public including seniors/disabled/medicare passengers
 - VineLine ADA Certified passengers
- **Service area:**
 - Within Lodi City limits
 - Unincorporated areas of Woodbridge
 - Arbor Mobile Home Park in Acampo
- Demand response typically within an hour of the reservation

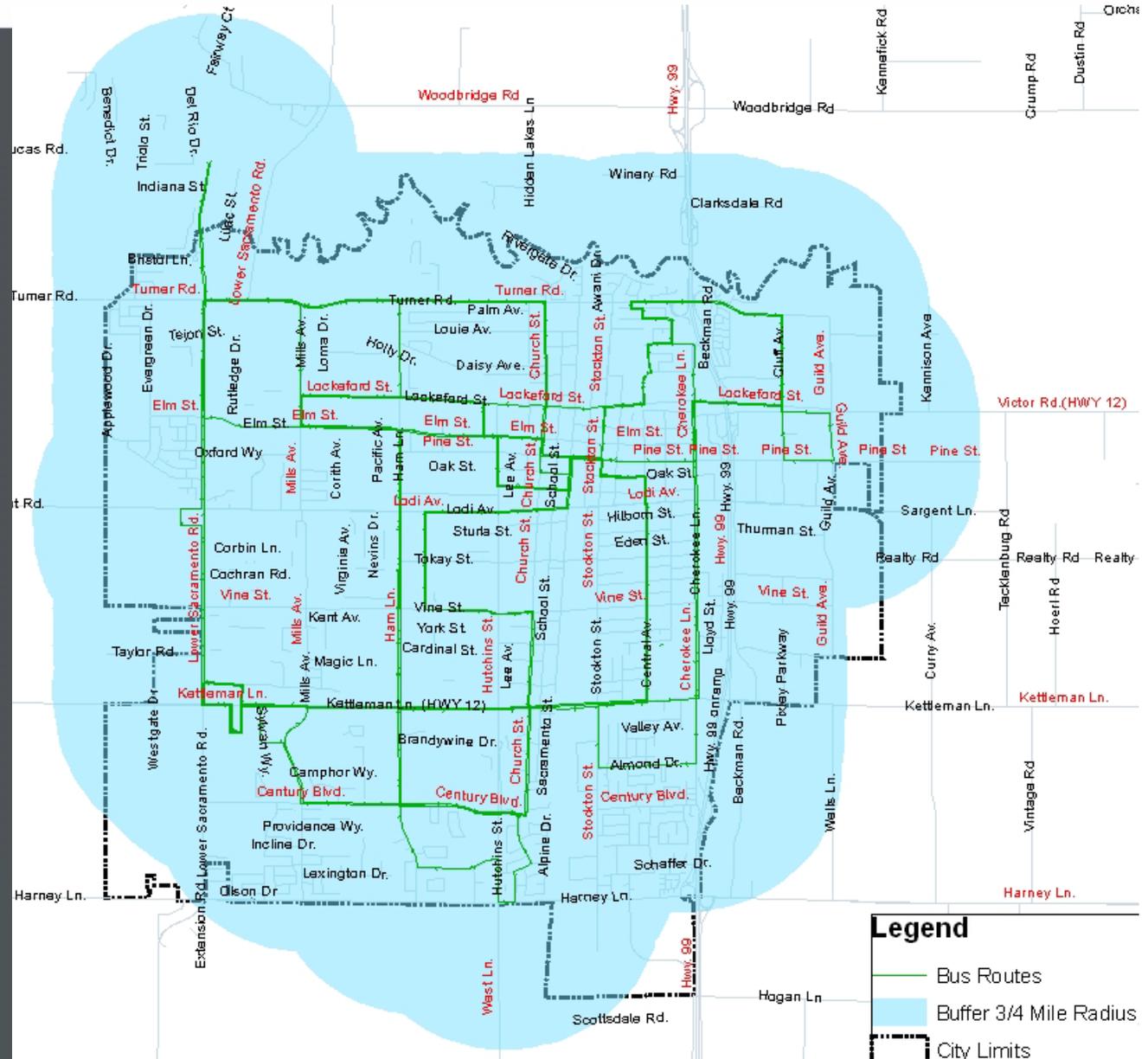




VineLine

(ADA complementary paratransit service)

- Serve:
 - ADA Certified passengers
- Service area:
 - ¾ mile surrounding Fixed Route (federal requirement)
- VineVineLine reservations **required** previous day (minimum)
- Reservations taken:
 - Any time





Funding Sources

- Transportation Development Act (TDA)
 - Local Transportation Fund (LTF) – Operations/Capital
 - State Transit Assistance Fund (STA) – Capital only
- Federal Transit Administration (FTA)
 - Urbanized Formula Funds
- Measure K
- Farebox Revenues



Financial Statistics

- Operating cost per passenger
 - Objective = \$10.83 per passenger
 - Actual = \$8.95 per passenger (FY 07/08)
- Farebox Recovery
 - Fixed Route = 13.7% (FY 07/08)
 - Dial-A-Ride = 7.5% (FY 07/08)
 - (VineLine not tracked separately from DAR)
- Subsidy per passenger
 - Fixed Route = \$4.21 (FY 07/08)
 - Dial-A-Ride = \$19.36 (FY 07/08)
 - (VineLine not tracked separately from DAR)



Projects

- Implement Short Range Transit Plan
 - Route Modifications
 - Marketing (new brochures/maps and improved website)
 - Additional bus shelters and amenities
- ARRA Projects
 - Transit Maintenance Shop Solar Power
 - Transit Facilities Security Systems
 - Transit Security & Automated Fare Boxes
- Capital Maintenance Projects
 - Lodi Station Maintenance & Driveway Replacement
 - Transit Maintenance Shop Equipment



Questions?



Fleet Inventory

Make & Model	Year	# of Vehicles	Standard Seating	# Wheelchair Positions	Retirement Year	Replacement Year
NABI 40' Low Floor	2000	5	37	2	2012	2012
Amtrans Senator	1991	1	33	2	2009	Not replacing
Ford Aeortech	2002	6	12	2	3 in 2010 3 in 2011	Only replacing 3 in 2011
Champlain Trolley	2001	1	44	2	2012	2012
Ford E-350 (Starcraft)	2007	13	16	3	2012	2012
Ford E-350 (Starcraft)	2009	4	17	1	2014	2014

30 Total Vehicles

All vehicles use CNG fuel



Fixed Route

- Five Fixed Routes (weekday)
- Three Express Routes
- Four Weekend Routes
- Fares: \$1.00 (General Public)
 \$0.50 (Seniors/disabled/medicare)
 Children age 4 and under (two free per fare-paying passenger)
- Monthly Pass: \$35.00 (General Public)
 \$17.50 (Seniors/disabled/medicare)
- Operating Hours: M-F 6:15 am – 6:54 pm
 Sat/Sun 7:45 am – 3:09 pm
- All vehicles equipped with lifts

Figure 3-2 Lodi GrapeLine System Map

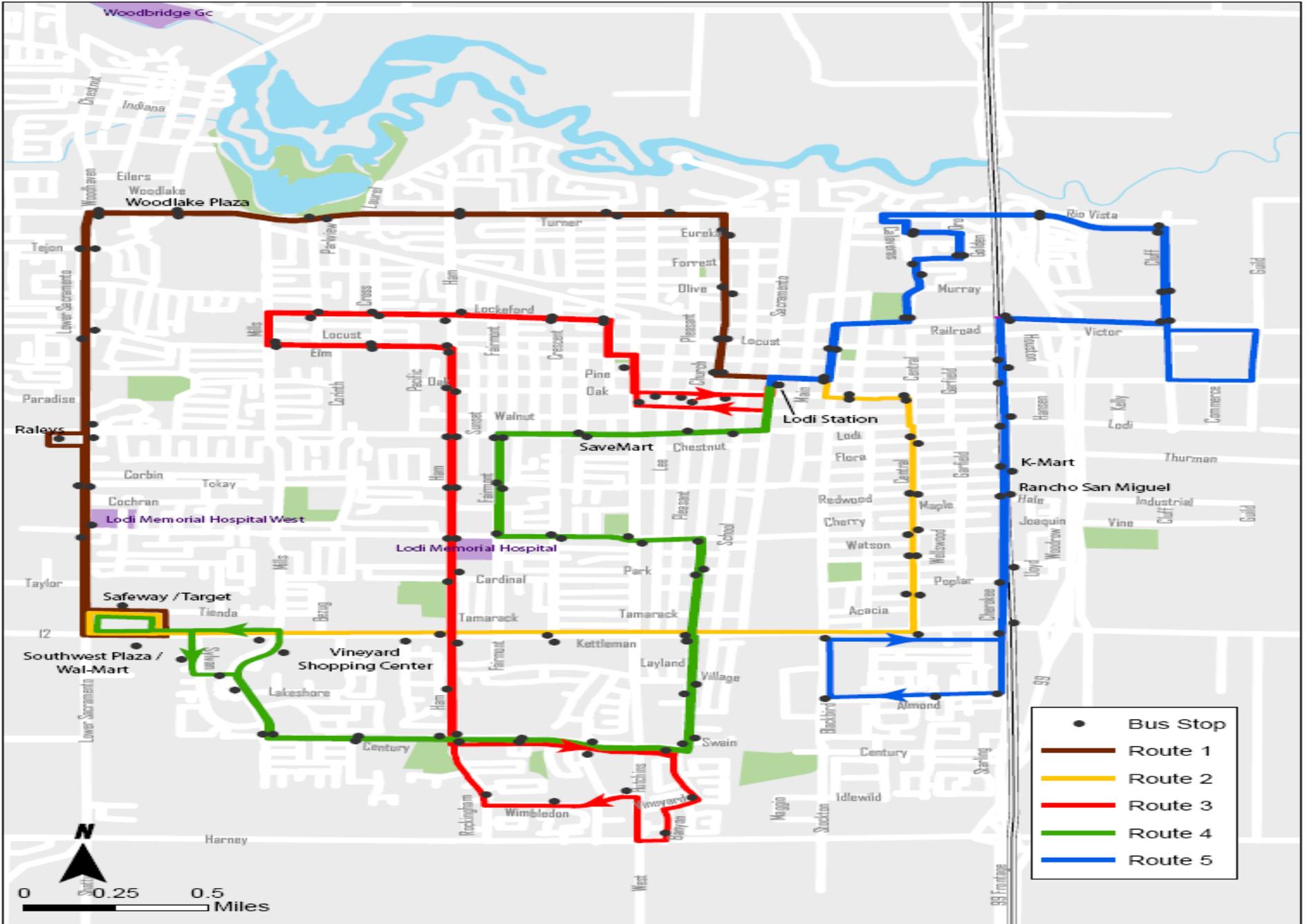
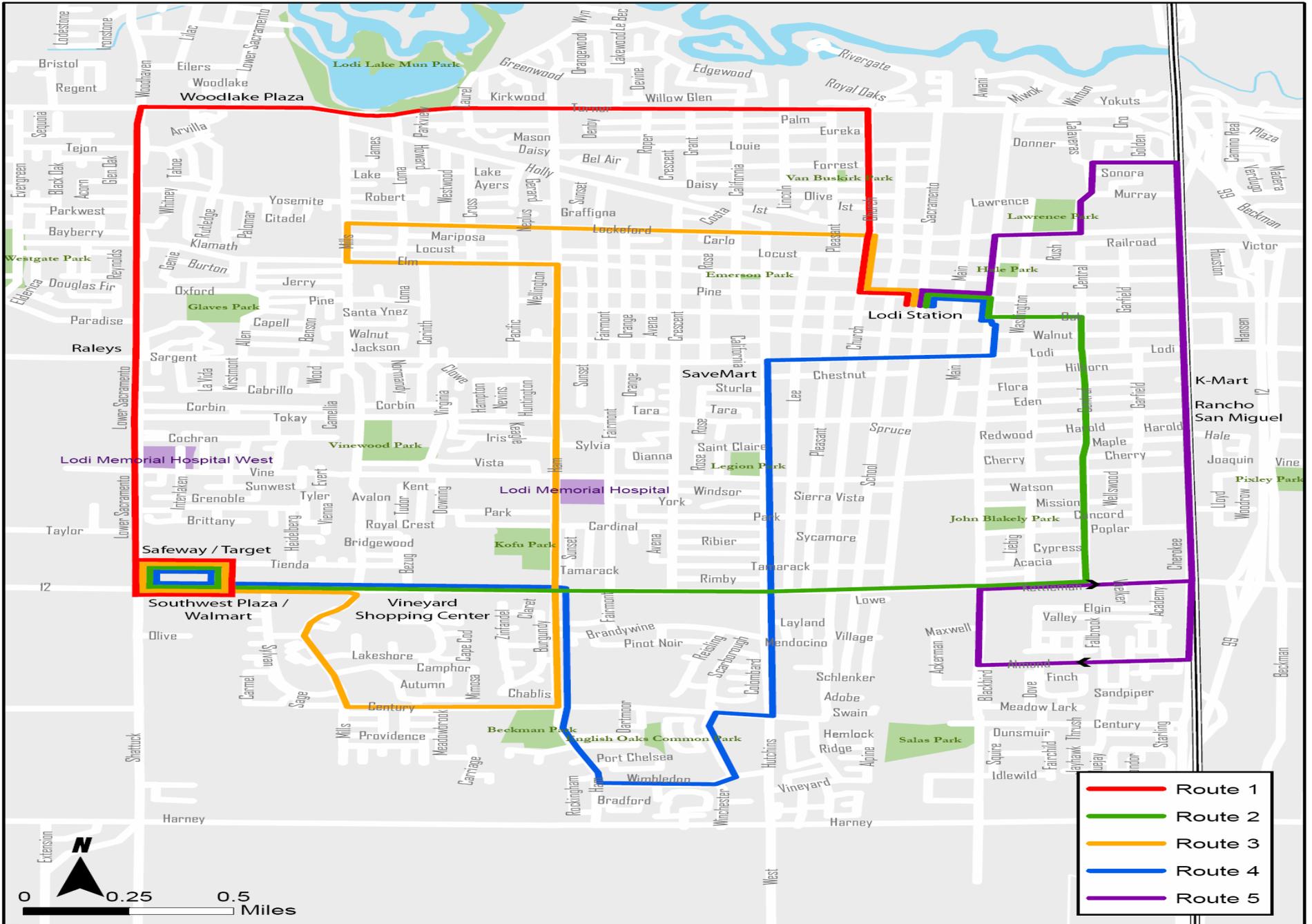


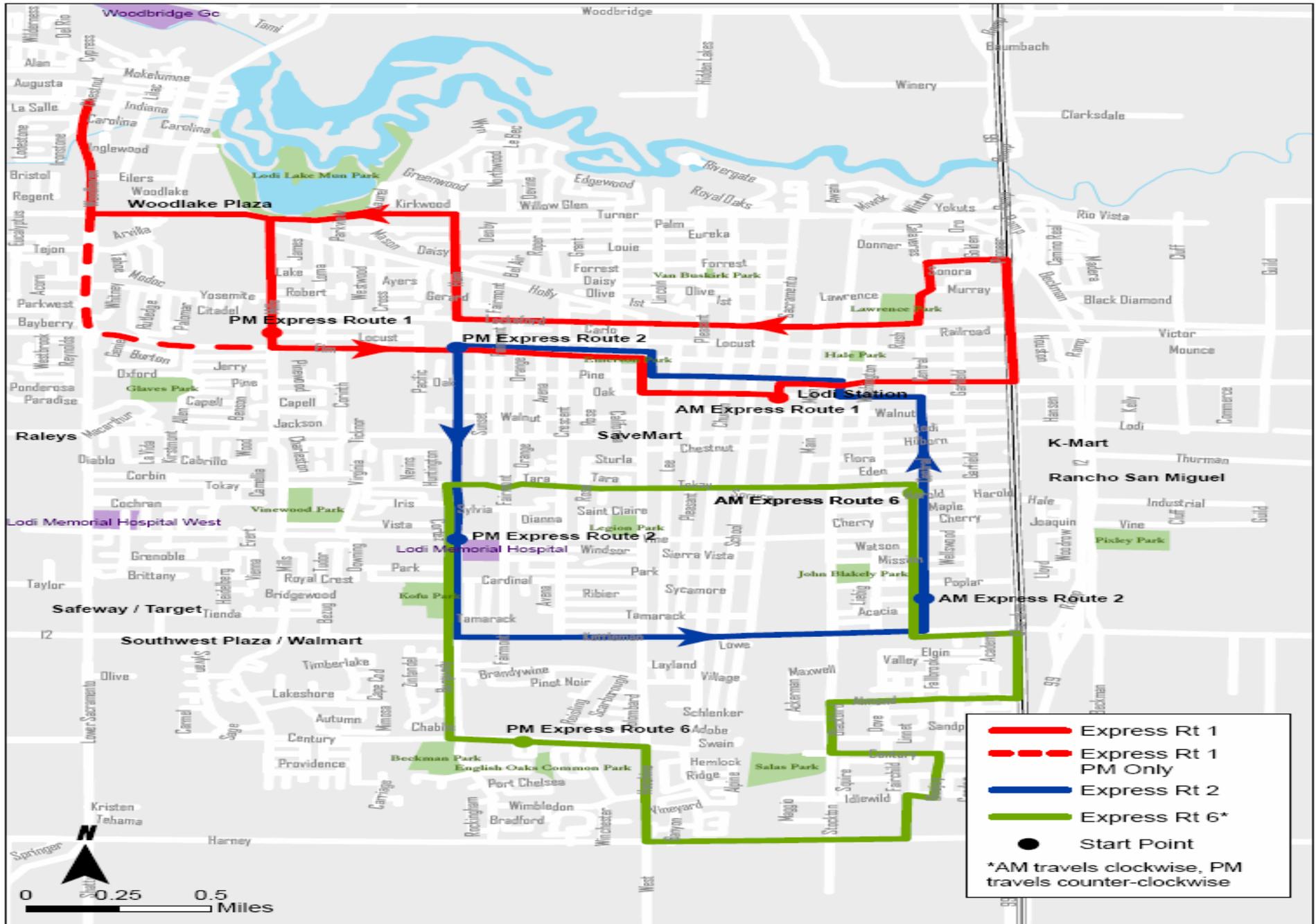
Exhibit A GrapeLine Route Recommendations



- Route 1
- Route 2
- Route 3
- Route 4
- Route 5



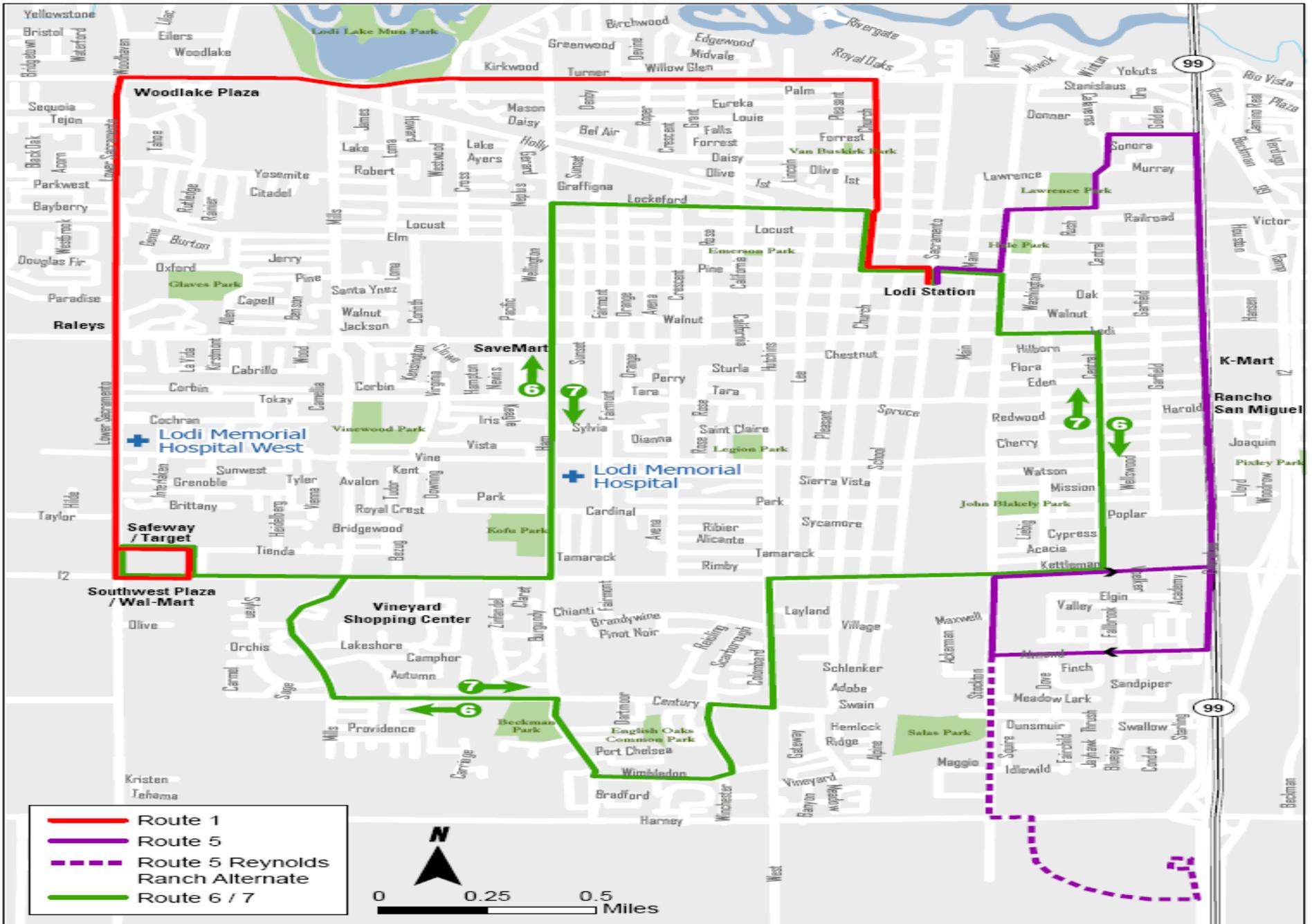
Lodi GrapeLine Express Route Map



— Express Rt 1
- - - Express Rt 1 PM Only
— Express Rt 2
— Express Rt 6*
● Start Point
 *AM travels clockwise, PM travels counter-clockwise



Figure 9-14 Proposed Weekend Service



Dial-A-Ride



- Who do we serve?
 - General Public including seniors/disabled/medicare passengers
 - VineLine ADA Certified passengers
- What is the service area?
 - within Lodi City limits
 - unincorporated areas of Woodbridge
 - Arbor Mobile Home Park in Acampo
- Dial-A-Ride is door-to-door and shared ride transit service
- All vehicles equipped with lifts



Dial-A-Ride (cont.)

- Fares (reservations): \$5.00 General Public
\$1.50 Seniors/disabled/medicare
- Fares (same-day service): \$10.00 General Public
\$3.00 Seniors/disabled/medicare
- Reservations taken: M-F 8 am - 5 pm
Sat 8 am - 4 pm
Sun 8 am - 2 pm
- Hours of Operation: M-F 8 am - 9 pm
6:15 am – 9 pm (with reservations)
Sat 8 am - 5 pm
7:45 am – 6 pm (with reservations)
Sun 8 am - 3 pm
7:45 am – 4 pm (with reservations)
- Demand Response typically within an hour of the reservation



VineLine

ADA Complementary Paratransit Service

- Who do we serve?
 - ADA Certified passengers
- What is the service area?
 - $\frac{3}{4}$ mile surrounding Fixed Routes (federal requirement)
- VineLine is door-to-door and shared ride transit service
- All vehicles equipped with lifts
- Same vehicles as the General Public Dial-A-Ride



VineLine (cont.)

- Fare: \$1.50
 - Free for Personal Care attendant
- VineLine reservations required previous day (minimum)
- VineLine reservations have preferential service over Dial-A-Ride reservations
- Reservations taken: any time
 - leave message after hours
- Hours of Operation: M-F 6:15 am – 9 pm
 - Sat 7:45 am – 6 pm
 - Sun 7:45 am – 4 pm
- Reservations scheduled within one hour before or after desired departure time
- ADA certified passenger requesting same day service is a Dial-A-Ride passenger



Future Criteria

- SJCOG's recommended future measures:
 - Cost/Revenue Hour
 - Passenger/Revenue Hour
 - $\text{Subsidy/Passenger} = \frac{\text{Operating Costs} - \text{Fare Revenue}}{\text{Passengers}}$