

**LODI CITY COUNCIL
SHIRTSLEEVE SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, APRIL 5, 2011**

A. Roll Call by City Clerk

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, April 5, 2011, commencing at 7:00 a.m.

Present: Council Member Hansen, Council Member Katzakian, Council Member Nakanishi, and Mayor Johnson

Absent: Mayor Pro Tempore Mounce

Also Present: City Manager Bartlam, City Attorney Schwabauer, and City Clerk Johl

B. Topic(s)

B-1 San Joaquin Regional Transit District Presentation (PW)

City Manager Bartlam briefly introduced the subject matter of the San Joaquin Regional Transit District (SJRTD) presentation.

Donna DeMartino, Executive Director for SJRTD, provided a PowerPoint presentation regarding SJRTD. Specific topics of discussion included SJRTD's services within San Joaquin County and Lodi, current and future funding for transit services, transfer and comparative services, innovative services, and options through consolidation.

In response to Mayor Johnson, Ms. DeMartino stated MV Transportation is now providing employee services through a contract with SJRTD for a five-year period.

In response to Council Member Hansen, Ms. DeMartino stated the reduced bus size is good for public perception albeit not a strong cost savings because an operator is still needed for the bus.

In response to Council Member Hansen, Ms. DeMartino stated a rider is counted each time the person rides the bus regardless of how many times per day they ride. She stated Lodi inter-city service riders usually ride in the morning from Lodi to Stockton and back in the evening.

In response to Council Member Hansen, Ms. DeMartino stated SJRTD staff is currently working with City staff on the new stop on Kettleman Lane near Coco's Restaurant.

In response to Mayor Johnson, Ms. DeMartino stated the two primary destinations for Lodi riders are San Joaquin Delta College and downtown Stockton for employment purposes.

In response to Mayor Johnson, Traffic Engineer Paula Fernandez stated the City has funds currently to replace two buses and five buses will retire in 2012.

In response to Council Member Hansen, Ms. DeMartino stated all it takes to add a new stop to the Hopper system is a request.

In response to Council Member Hansen, Ms. DeMartino stated BRT buses in some cases run similar to a light rail system and have the ability to change light functions through intersections when running behind. Further, Ms. DeMartino stated the new Route 44 ends at the airport in Stockton although there is a lot of general business ridership along that corridor as well.

In response to Council Member Hansen, Ms. DeMartino stated the Dial-A-Ride taxi cab service has 24 independent operators and runs throughout the County and Stockton on a reservation system.

In response to Council Member Nakanishi, Ms. DeMartino stated she is not sure about how the private taxi cab service works in Stockton.

In response to Mayor Johnson, Ms. DeMartino stated MV Transportation is a contractor only and SJRTD is still the service provider and takes care of reporting and tracking requirements, monitoring, and funding and grant applications.

Discussion ensued regarding ridership numbers throughout the County and in cities in the County and the possibility of having one regional transit provider through consolidation throughout the County to better utilize services and resources.

In response to Council Member Nakanishi, Ms. DeMartino stated SJRTD has a Board of Directors appointed by City Councils and the Board of Supervisors, the annual budget is \$30 million of which one-half comes from the State and \$6 million to \$7 million comes from federal funds, fare box recovery is approximately 20%, the diesel hybrid path is better than compressed natural gas in her opinion, and currently the President's budget increases transportation funding although Congress will likely fight over what it will and will not support.

In response to Council Member Hansen, Ms. DeMartino stated in order to qualify for Measure K funding, an agency must use all of its other transportation funding and currently only Stockton and Lodi fulfill that requirement. Further, Ms. DeMartino stated MV Transportation has the ability to provide lower wages and benefits as it is the largest provider in the country.

In response to City Manager Bartlam, Ms. DeMartino confirmed smaller shuttles go from the airport to the County hospital because they are more Americans with Disabilities Act accessible, from Lodi a rider could take Route 23 to the downtown transit center to one of two routes to the hospital, the total trip time is 90 minutes with one transfer, and the longest wait time is 30 to 45 minutes.

In response to Council Member Katzakian, Ms. DeMartino confirmed the cost for the trip to the County hospital is \$2.50.

In response to Council Member Nakanishi, Ms. Fernandez confirmed the City's service runs from 6:15 a.m. to 6:15 p.m.

C. Comments by Public on Non-Agenda Items

None.

D. Adjournment

No action was taken by the City Council. The meeting was adjourned at 7:58 a.m.

ATTEST:

Randi Johl
City Clerk



**CITY OF LODI
COUNCIL COMMUNICATION**

AGENDA TITLE: San Joaquin Regional Transit District Presentation
MEETING DATE: April 5, 2011 (Shirtsleeve Session)
PREPARED BY: Public Works Director

RECOMMENDED ACTION: San Joaquin Regional Transit District presentation.

BACKGROUND INFORMATION: Donna DeMartino, General Manager of San Joaquin Regional Transit District (RTD), will present information about RTD's services within Lodi and the region. Future funding for transit services, innovative services, transfer agreements, and comparative services to Manteca and Lathrop are topics that could be included in the presentation and questions.

FISCAL IMPACT: Not applicable.

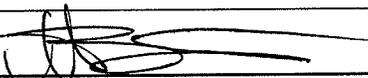
FUNDING AVAILABLE: Not applicable.



F. Wally Sandelin
Public Works Director

FWS/pmf

APPROVED:



Konradt Bartlam, City Manager



San Joaquin Regional Transit District

MISSION & VISION

Our primary mission is to provide a safe, reliable, and efficient transportation system for the region.

Our vision is to be the transportation service of choice for the residents we serve.

Donna DeMartino
General Manager/CEO

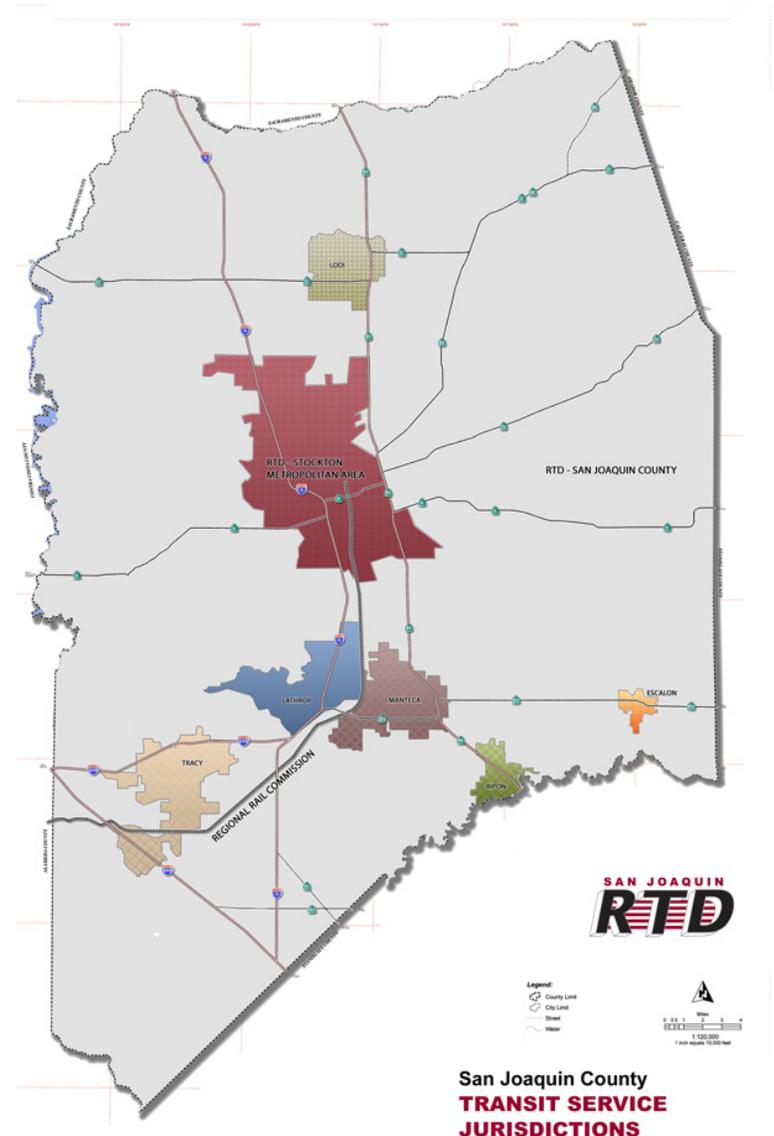
San Joaquin RTD: Who We Are

- San Joaquin Regional Transit District (RTD) is San Joaquin County's regional transportation provider
- The public transportation provider for the Stockton Metropolitan Area (since 1965) and unincorporated San Joaquin County (since 1994)
- Service area: San Joaquin County (nearly 1,500 sq. mi.)
 - Approximately 680,000 people
 - 7 incorporated cities
 - Rural communities
 - Unincorporated areas
- Neither a City nor County Agency



RTD Transit Connections in San Joaquin County

- RTD's County Services connect:
 - Incorporated Cities of San Joaquin County: Lathrop, Lodi, Manteca, Ripon, and Tracy
 - Regional Transportation Stations (ACE, Amtrak, etc.)
 - Local Transportation Stations (Lodi, Tracy, etc.)
 - Regional Education Centers
 - Regional Social Services
 - Regional Hospitals





San Joaquin RTD: Who We Are

- RTD Statistics
 - Employees: 201(RTD) + 108(MV)
 - Revenue Vehicles: 64(RTD) + 40(MV)
 - Operating Budget: \$29.8 million (FY 2011)
 - Ridership: 4.4 million passenger trips (FY 2010)
- As the regional transit provider, RTD operates
 - 31 Stockton Metro routes
 - 17 Commuter routes
 - 7 Intercity and Countywide routes
 - 7 Metro Hopper Routes
 - 2 BRT Routes
 - ADA and General Public Dial-A-Ride





RTD Services: Stockton Metropolitan Area

- 31 Stockton Metropolitan Area (SMA) Fixed Routes; includes Metro Express (Bus Rapid Transit)
- Operate throughout Stockton, to all major destinations, and connecting to other services at the Downtown Transit Center and the Mall Transfer Station
- Operate every day of the year except major holidays
- Use hybrid buses (illustrated at right) on many of the routes to save fuel costs and the environment





RTD Services: San Joaquin Commuter

- 17 Commuter routes
- Operate weekday service to Sacramento and the Bay Area from Park-and-Ride lots in San Joaquin County
- Operate directly to Bay Area large employers or connect to other regional transportation, such as BART
- Monthly and daily passes available; many employers reimburse employee costs of commuting





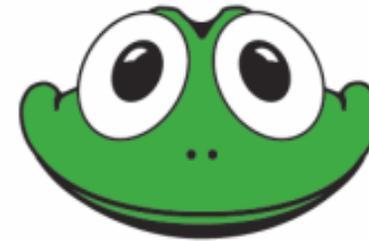
RTD Services: Intercity

- 3 Intercity Fixed Routes
- Connect Stockton and incorporated cities in San Joaquin County
- Provide connections for employees working in Stockton and other cities; as well as San Joaquin Delta College students
- Use hybrid buses (illustrated at right) on many of the routes to save fuel costs and the environment



RTD Services: County and Metro Hopper

- 4 County Hopper routes
- 7 Metro Hopper routes
- Designed to provide the majority of Countywide General Public and Stockton Metro Area Dial-A-Ride services offered by RTD
- Can deviate up to $\frac{3}{4}$ -mile (1 mile in some locations) for ADA-certified passengers
- Provide reliability of fixed-route service with flexibility of route deviations to serve passengers with disabilities



**METRO
HOPPER**



Downtown Transit Center (DTC)

- Began service March 2006; Grand Opening December 2006
- Stockton's downtown public transit hub
 - Average 6,500 weekday customers; over 1.5 million visits per year



- Nearly all Stockton, Intercity, and County routes connect at the DTC
- Passenger Boarding Platforms cover 3/4 of the one-block facility and provide 20 sheltered, off-street bus stops on four bus lanes
- Customer Service Center provides schedules, route planning information, and bus pass sales
- On-site Police satellite station; 72 security cameras
- Newly constructed administration building retains three historic façades



Mall Transfer Station

**MALL
TRANSFER
STATION**

GRAND OPENING
APRIL 23, 2009



209.948.5566 | 800.HOW.TO.RIDE | www.sanjoaquinRTD.com



- Opened April 2009
- Improved transfer location for 6,000 weekday customers
- Lighted crosswalks for mall and RTD customer safety; lighted shelters
- Amenities include clock, fencing, and landscaping; decorative median
- Partially funded by the American Recovery and Reinvestment Act (ARRA)



The Success of Bus Rapid Transit: Metro Express

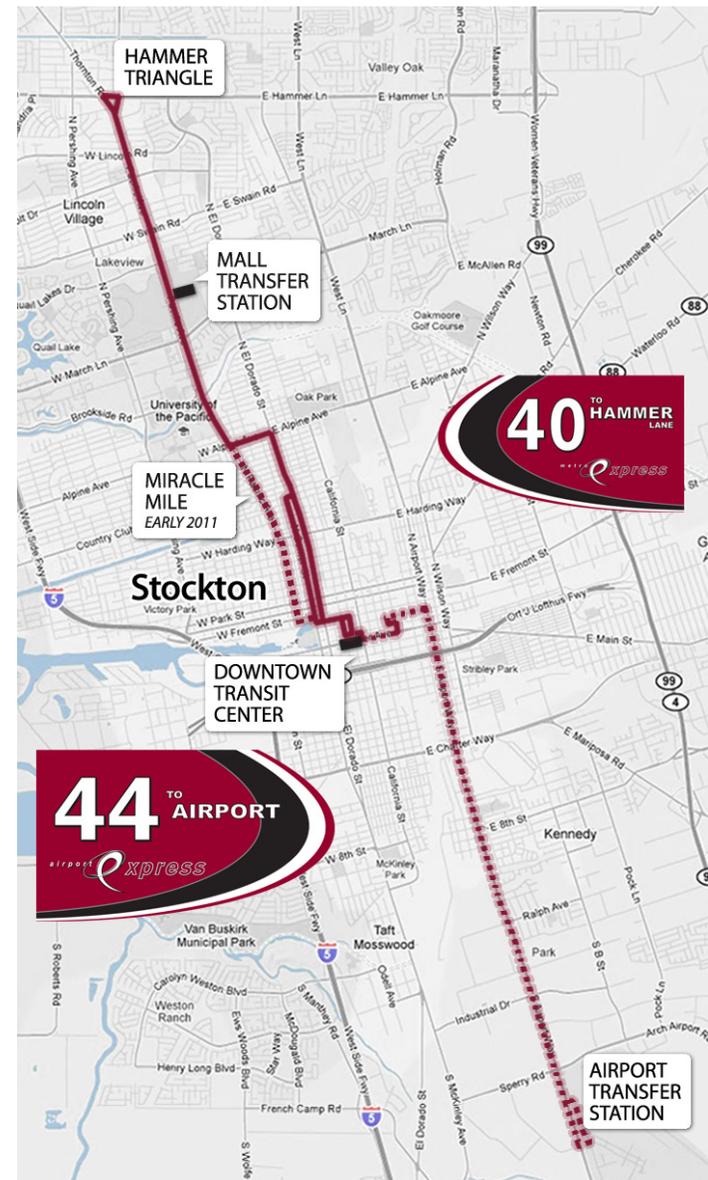
- RTD's highest ridership route: **2,500+ passengers per weekday**
60,000+ passengers monthly
- Route 40 connects Downtown Transit Center, Mall Transfer Station, and north Stockton; replaced redundant service in this corridor



- Clean, quiet, and efficient diesel-electric hybrid buses provide frequent, limited-stop express service
- Fare vending machines, wheelchair ramps, and large doors speed boarding

Metro Express: BRT System Timeline

- January 2007: Route 40 (Pacific Corridor)
 - San Joaquin County's first BRT service
 - Launched with system-wide restructuring and renumbering, and Downtown Transit Center (DTC)
- Oct. 2007: became (and remains) highest ridership route
- Jan. 2011: realignment along "Miracle Mile"





Costs: BRT vs. Light Rail

Capital Cost Per Mile Comparison: Light Rail to BRT Lines					
Agency	LA Metro	LA Metro	RTC Southern Nevada	MBTA	San Joaquin RTD
Service	Gold Line Light Rail	Orange Line BRT	MAX BRT	Silver Line BRT	Metro Express Pacific Corridor
Total Capital Cost	\$ 859,000,000	\$ 349,600,000	\$ 20,290,414	\$ 27,200,000	\$ 4,500,000
Number of Miles	13.7	14	7.5	2.3	5.8
Capital Cost Per Mile	\$ 62,700,730	\$ 24,971,429	\$ 2,705,389	\$ 11,826,087	\$ 775,862

Metro Express: BRT System Timeline

- January 2011: Route 44 (Airport Corridor)
 - Dec. 2008: RTD received \$2.8M Very Small Starts award
 - Interlines at DTC with realigned Route 40
 - 10-minute peak frequency on both corridors
 - New transit hub at Stockton Metropolitan Airport

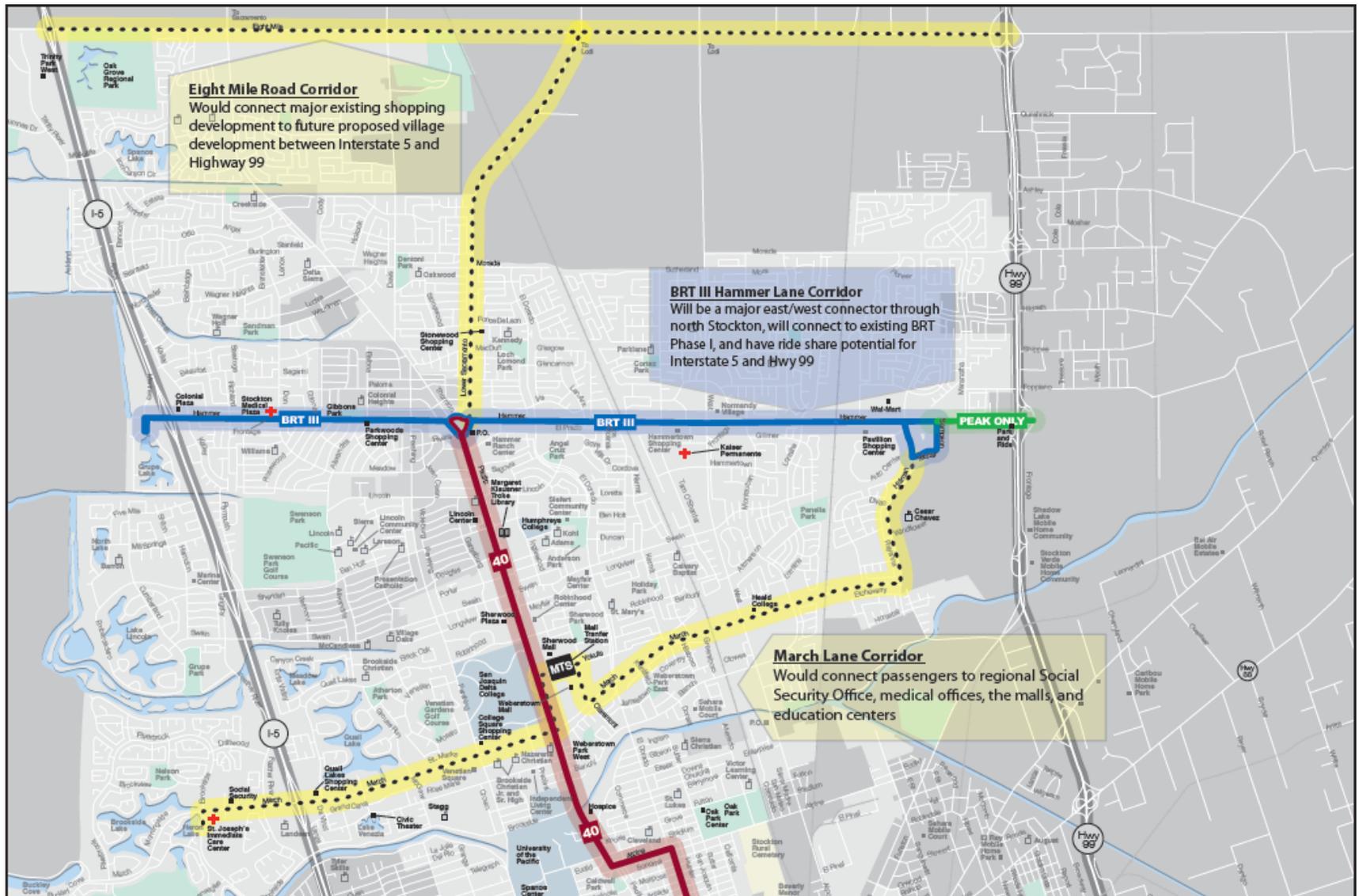


Metro Express: BRT System Timeline

- ~~January 2014~~ Now planned for 2012: Hammer Corridor
 - July 2010: RTD received \$5.227 million federal grant
 - Will connect Interstate 5 and State Highway 99 and connect with Pacific Corridor BRT at Hammer Triangle



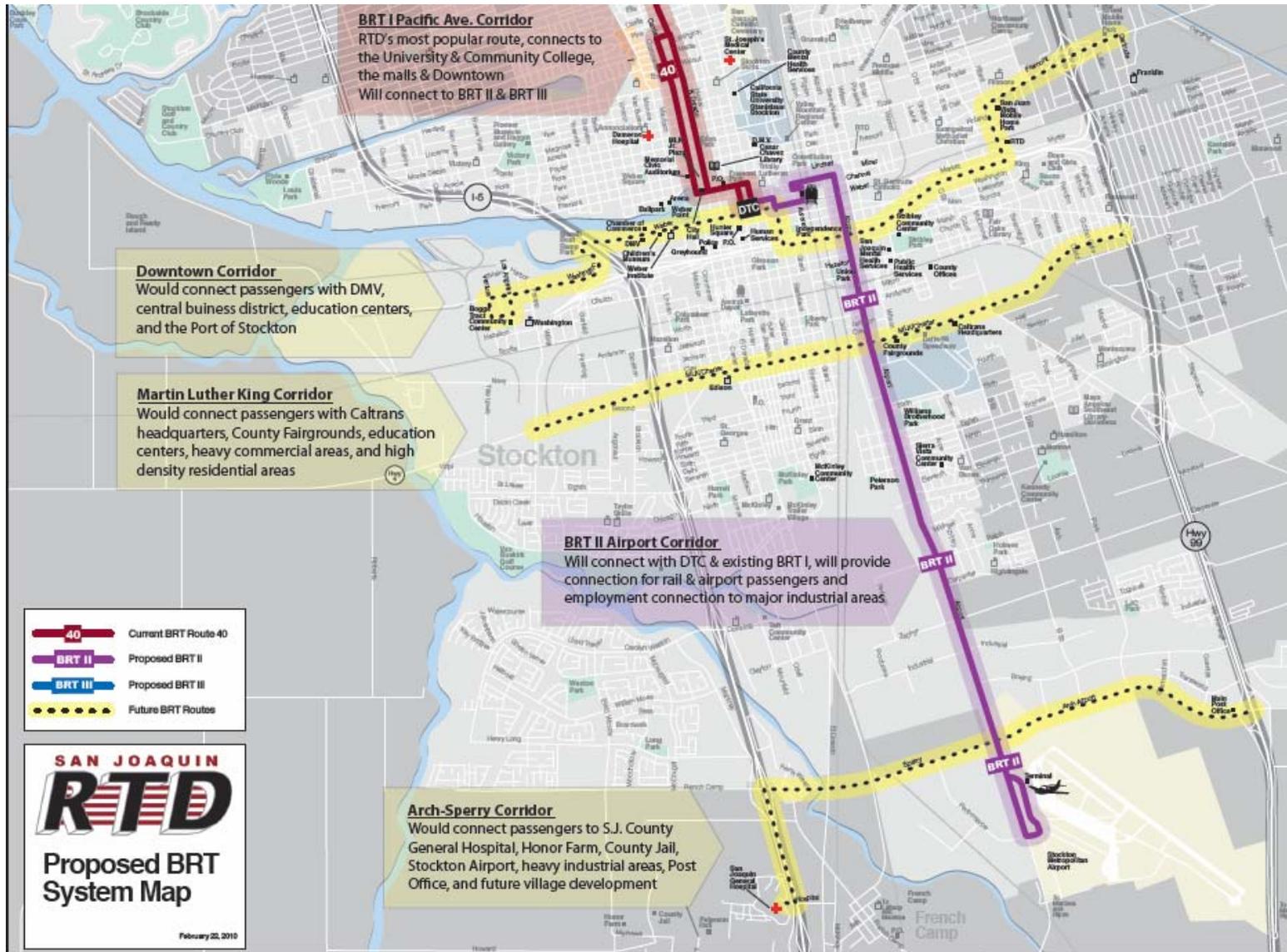
Metro Express: Future BRT System Expansion



↓ Map continued below ↓

Metro Express: Future BRT System Expansion

↑ Map continued above ↑





Contracted Services: Budget and Legislative Requirement

- MV Transportation
 - Operates RTD's "County" services: Intercity, Commuter, and County and Metro Hopper services as directed by RTD
 - Uses its own employees (mostly former RTD employees), and RTD buses and facilities to operate these services
 - Was awarded a five-year contract in 2010. Bidding out of these services legislatively required, although RTD can bid on them.
- American Logistics Company
 - Provides SMA ADA and General Public Dial-A-Ride services
 - Takes reservations for Dial-A-Ride and Hopper Deviations
- United Cerebral Palsy
 - Provides all transportation services for its clients participating in UCP programs; reports ridership to RTD
 - Purchased old buses from RTD to provide these services; RTD provides all fuel and preventive maintenance



San Joaquin RTD: the County's Regional Transit District

After the County established San Joaquin RTD as the regional transit district in 1994, local agencies started competitive services. This contradicts the intent of establishing the District.

RTD's enabling legislation comes from SB 1699, which states:

This section is sponsored by the Stockton Metropolitan Transit District. The San Joaquin County Council of Governments requested the District to expand its boundaries countywide as part of the regional transit plan. The regional transit plan is currently in the stage of consolidating transit systems, and the Council of Governments believes that the formation of a single transit district would make this process more efficient and expedient.

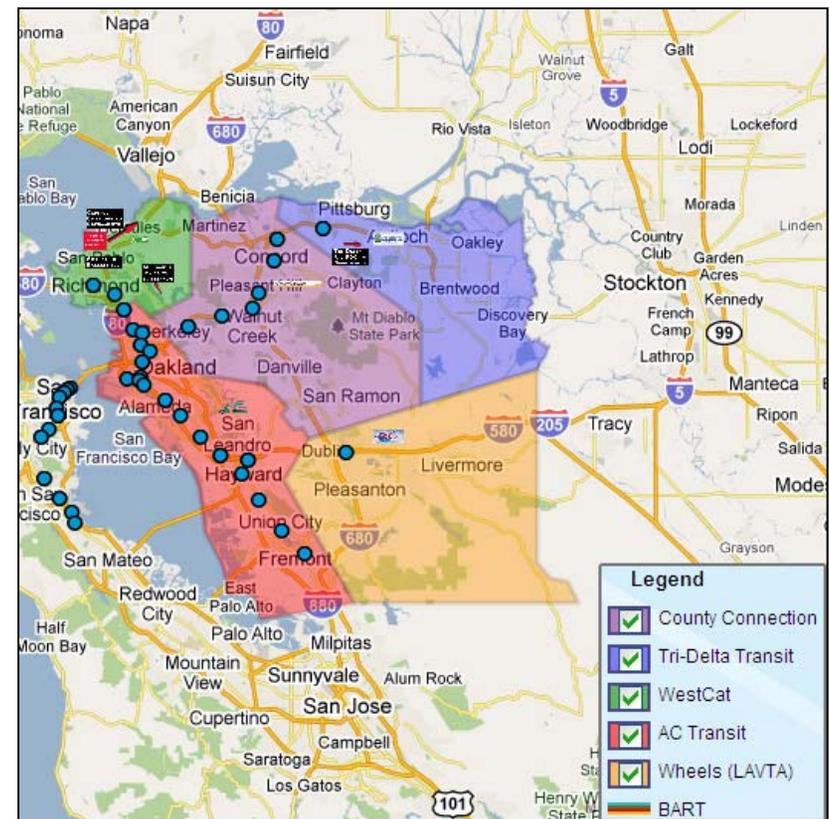
With the inception of local transportation services in Lodi, Tracy, Manteca, Escalon, and now Ripon, RTD is facing a continuing and growing competition over regional funding for local transportation. This trend will worsen as time progresses and populations grow

The Results of Failing to Establish a Regional Transit District

Contra Costa County has six major public transportation agencies that have a history of political discord

Contra Costa agencies:

- have higher overhead costs
- fight for available funding
- have different priorities
- provide poor connections
- dilute the effectiveness of available funds
- may have moved beyond potential consolidation
 - under current discussion





Published on *San Francisco Examiner* (<http://www.sfexaminer.com>)

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Merging administrative costs could save Bay Area transit agencies \$100M

Comments (0)

[Parked: Bay Area transit agencies duplicate costs such as those for vehicle maintenance yards, but merging these costs could save much-needed money. \(Examiner file photo\)](#)

Bay Area transit agencies spend significantly more in administrative costs than their peers across the nation, expenditures that knowledgeable observers believe could be slashed by merging some functions of the region's 28 different operators.

Area transit agencies spend nearly 20 percent of their collective budgets on administrative functions such as purchasing, planning, dispatching and marketing, according to the Metropolitan Transportation Commission, the Bay Area's lead transportation group.

Nationally, such costs are just 15 percent of operating budgets so, by that logic, Bay Area transit agencies should be able to slash 5 percent of their collective \$2 billion annual budgets, or about \$100 million, each year, said Steve Heminger, executive director at the MTC.

"We really think this is related to the fact that we've got more than two dozen transit operators here," Heminger said. "We're duplicating administrative costs that are not duplicated in other areas."

Heminger believes the region's 28 transit agencies — all with different staffs and different governing bodies — could save money by merging institutional functions. Possible candidates for merging include maintenance yards, grant and planning offices, marketing teams and purchasing offices. Instead of each agency employing its own staff for such duties, employees could work jointly for different operators.

"We often talk about how many agencies we have and what that means," Heminger said. "Here is concrete evidence of that — we have \$100 million a year that could otherwise go to service and our passengers."

The idea of consolidating Bay Area transit agencies has been debated for decades. Former MTC director Quentin Kopp first proposed the idea about 30 years ago.

Kopp cited the various transit providers in the North Bay — which collectively carry a fraction as many passengers as does Muni — as prime candidates for consolidation.

<http://www.sfexaminer.com/print/local/transportation/2011/02/merging-costs-could-save-tr...> 2/24/2011

CONTRA COSTA TIMES

ContraCostaTimes.com

Contra Costa Times editorial: Too many transit agencies in the Bay Area

Contra Costa Times editorial
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Posted: 03/06/2011 04:00:00 PM PST

IS THIS any way to run a railroad? Or ferry service. Or bus system or BART?

New findings from the Metropolitan Transportation Commission raise obvious questions about the administrative costs associated with having 26 Bay Area transit agencies. It's time to seriously examine consolidation. In California, "local control" is the political mantra. Perhaps, instead, it should be "economies of scale."

Jurisdictions carved too small are luxuries we can no longer afford. They lead to poorly coordinated service that benefits no one but the administrators collecting large salaries and benefits, and the Bay Area's 228 transit board members who get to flex their political muscles.

As part of its long-range review of transit costs, the commission found that the long-term financial viability of the collective Bay Area system is at risk. There are many reasons for that, including labor and benefit costs, pension and retiree health care shortfalls, and work rules that enable costly abuses. These remain serious problems that must be addressed.

Similarly, there are difficult questions about whether

the cost of the service in some areas is justified, whether we should continue running nearly empty buses in communities where, or off-hours when, people continue to show tremendous reluctance to use public transit.

But there's also an overall structural problem that must be examined. The commission

examined the administrative costs of the Bay Area's seven largest transit agencies -- BART, AC Transit, San Francisco's Muni, SamTrans, Caltrain and Santa Clara Valley Transportation Authority -- and compared them to other similar metropolitan areas. The conclusion: Administrative costs for the Bay Area are generally about 20 percent of total operating costs, while the average is about 14 percent.

Most other metropolitan regions have unified services, or, at least far fewer transit systems. In the Bay Area, it's time for the seven largest agencies to look for ways to consolidate to reduce administrative expenses. It's also time for the suburban transit agencies to look for ways to reduce their numbers.

Nowhere is that more apparent than the East Bay. It's time to look at whether it makes sense for Union City and West Contra Costa to continue running their own transit agencies when AC Transit is right there. It's certainly time to question why Central Contra Costa, East Contra Costa and the Livermore Valley run their own transit agencies when a consolidated system would serve riders more efficiently and with better regional coordination.

To be sure, we must be careful when consolidating that labor costs don't default to the highest salary and benefit structures. We need just the opposite -- labor cost and work rule changes that reduce operating costs. We need more cost efficiency, not



What Does the Future Hold for San Joaquin County Public Transit?

San Joaquin County currently has seven transit providers, with the potential for:

7

- Administrations
- General Managers
- Operating contracts
- Capital plans
- Operating and Maintenance facilities
- Agencies fighting for funding

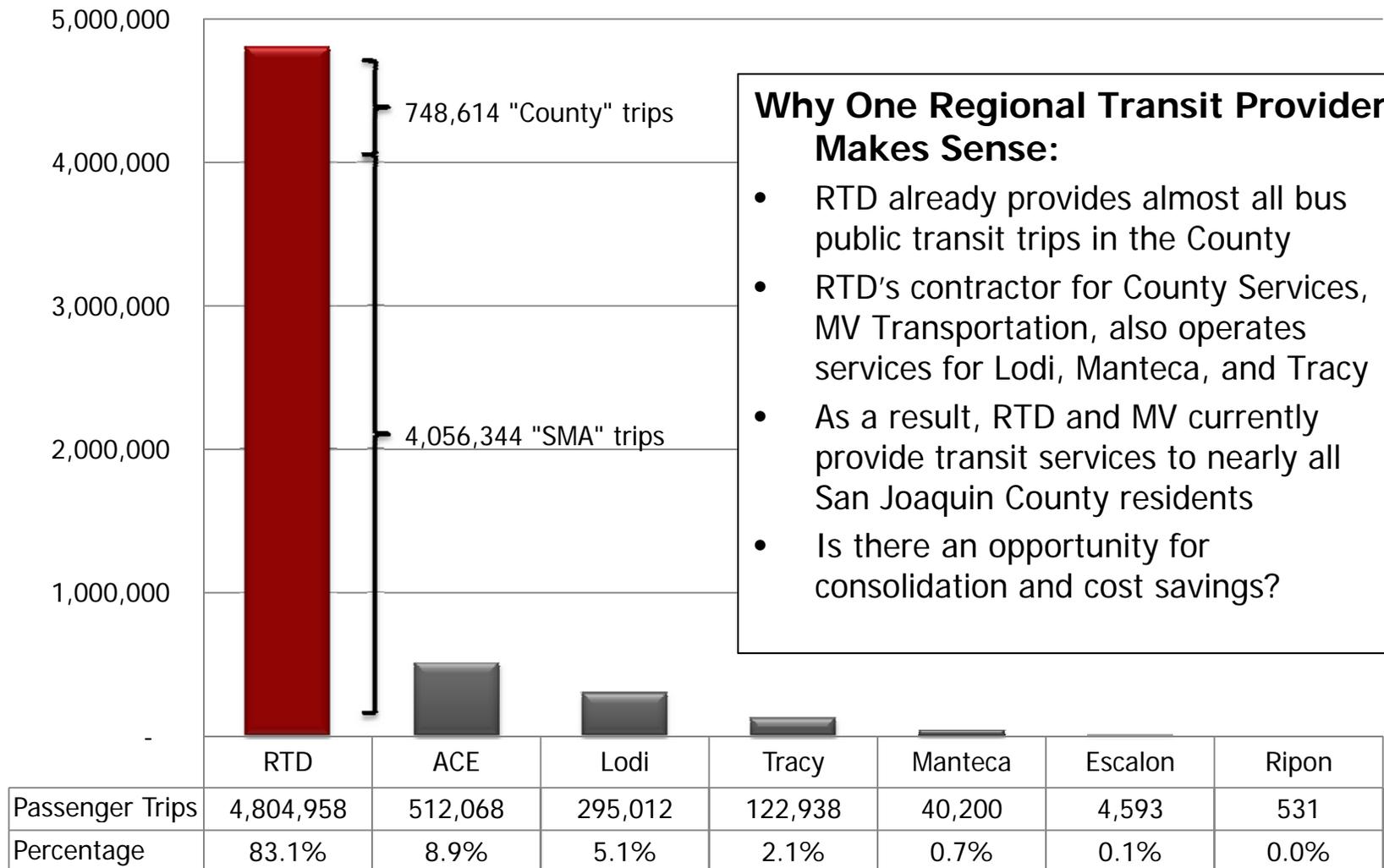
Is this necessary?

Is this responsible?



How Many Transit Providers Does San Joaquin County Really Need?

FY 2009 San Joaquin County Resident Passenger Trips



Why One Regional Transit Provider Makes Sense:

- RTD already provides almost all bus public transit trips in the County
- RTD's contractor for County Services, MV Transportation, also operates services for Lodi, Manteca, and Tracy
- As a result, RTD and MV currently provide transit services to nearly all San Joaquin County residents
- Is there an opportunity for consolidation and cost savings?



RTD's "Telling Our Story" Campaign



"I'm retired, and I use RTD buses to do everything; to go shopping, to go to church... everything."

Marvin Garrett
Retiree



Raul Rodriguez
Delta College President
"Public transportation's a big part of our strategy to cut down on the carbon footprint. Without the buses, [...] we'd never make our target."



Santa Lopez Minatre
Humphreys College Admissions Director
"For some of our students, that would be their only alternative: walking to school. They have to catch the bus."



Henry Pedroza
Delta College Student
"The 40 helps out a lot because it's an express bus, and it gets me where I need to go."



Cerita Scawnell
RTD Passenger
"I'm very appreciative of RTD. It's always on time. I can rely on it."



Nelson Nieves
Bus Operator
"I connect people. I drive them to work, to school, to colleges, and to hospitals."



Chiyo Miyai
College Counselor
"RTD does an excellent job of placing the bus stops near very convenient locations."



Joel Blank
College Professor
"By promoting public transportation, you reduce the so called carbon footprint."



Marcia Johnson-Lawson
Delta College
"RTD is a great way for students to get to classes, for many of them it makes the difference."



Claudia Torres
Delta College Student
"It can get me here on time for classes, and it's good for the environment."



Jermaine Hendrix
Delta College Student
"The express, I love it. It's very time saving and it gets me where I've got to go on time."



Melissa Whitener
Delta College Student
"The San Joaquin RTD buses I see everywhere, they're hybrid buses."



John Cox
Delta College Student
"A lot of people depend on public transportation, It's cheap, on time, and it gets you where you need to go."

- [Telling Our Story Video](#)



Regional Transportation Center (RTC)

RTD plans to build and operate a single, consolidated RTC in order to:

- Increase operational efficiency
- Relinquish its older, inadequate Metro property, allowing for infill commercial development
- Reduce vehicle emissions through reduced deadhead and unnecessary bus idling and through improved public transit access
- Support RTD's efforts in the coordination of human service transportation
- Promote livable communities with transit-oriented developments

