Informal Informational Meeting

A. Roll Call by City Clerk

B. Topic(s)

   B-1 Presentation on Draft Lodi Short Range Transit Plan Update (CM)

C. Comments by Public on Non-Agenda Items

D. Adjournment

Pursuant to Section 54954.2(a) of the Government Code of the State of California, this agenda was posted at least 72 hours in advance of the scheduled meeting at a public place freely accessible to the public 24 hours a day.

Jennifer M. Ferraiolo
City Clerk

All staff reports or other written documentation relating to each item of business referred to on the agenda are on file in the Office of the City Clerk, located at 221 W. Pine Street, Lodi, and are available for public inspection. If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof. To make a request for disability-related modification or accommodation contact the City Clerk’s Office as soon as possible and at least 72 hours prior to the meeting date. Language interpreter requests must be received at least 72 hours in advance of the meeting to help ensure availability. Contact Jennifer M. Ferraiolo at (209) 333-6702. Solicitudes de interpretación de idiomas deben ser recibidas por lo menos con 72 horas de anticipación a la reunión para ayudar a asegurar la disponibilidad. Llame a Jennifer M. Ferraiolo (209) 333-6702.
CITY OF LODI
COUNCIL COMMUNICATION

AGENDA TITLE: Presentation on Draft Lodi Short Range Transit Plan Update

MEETING DATE: March 26, 2019 (Shirtsleeve)

PREPARED BY: Public Works Director

RECOMMENDED ACTION: Presentation on draft Lodi Short Range Transit Plan update.

BACKGROUND INFORMATION: A Short Range Transit Plan (SRTP) is a 10-year planning document designed to provide an operating and financial blueprint for the provision of transit service in a community. The City’s current SRTP was adopted by Council September 4, 2013, and extended through Fiscal Year 2022/23.

The San Joaquin Council of Governments asked that transit agencies update their SRTPs to coincide with their Regional Transportation Plan, which extends through Fiscal Year 2027/28. This synchronized effort of SRTPs provides consistency amongst all agencies in the region and also allows for easier programming of funding over that 10-year period.

To that end, the City released a request for proposal in July 2018 for professional consultant services to prepare the City’s updated SRTP. LSC Transportation Consultants, Inc. (LSC) was selected to complete the project. Over the course of the last several months, staff from LSC conducted public outreach efforts, demographic analyses, on-board surveys, and other research activities to prepare their recommendations in a “draft” Short Range Transit Plan update.

LSC will present an overview of existing transit services, route and schedule modifications, new services, operating and capital plans, marketing strategies, and other recommendations to improve and sustain transit services in Lodi, now and into the future.

All public feedback received (including feedback from Council) will be considered and incorporated into the final SRTP which will be brought back to Council for final approval before June.

FISCAL IMPACT: Not applicable.

FUNDING AVAILABLE: Not applicable.

Charles E. Swimley, Jr.
Public Works Director

Prepared by Georgia Lantsberger, Transportation Manager
CES/GL/tdb

APPROVED: ____________________________
Stephen Schwabauer, City Manager
City of Lodi Short Range Transit Plan Update

Shirtsleeve Session
March 26, 2019

- Plan Purpose
- Draft Elements to Date
- Recommended Plan
- Next Steps
Short Range Transit Plan

Purpose

- Required for funding
- Opportunity to improve transit

Process

- Data collection
- Public input
- Evaluate alternatives
- Staff review and input
- Develop best alternatives
- Public forums
- Shirtsleeve Session
About Lodi

- 67,121 population
- 8,900 seniors (14%)
- 12,900 youth (20%)
- 10,600 low income (16%)
- 10,500 with a mobility limitation (16%)
- 700 households without a vehicle (3%)
- 20% youth
GrapeLine Weekday Fixed Routes

5 Weekday Routes

- Starts 6:30 am, ends 7:20 pm
- Hourly headways
- Fare Structure
  - $1.25 single ride
  - $0.60 discount fare
  - 31-day pass = $44
  - Discounted pass = $22
GrapeLine Weekday Express

4 Express Routes

– Provides morning service between 6:10 am and 7:46 am
– Provides afternoon service between 2:18 pm and 3:26 pm
– Designed to serve K-12 students
4 Fixed Routes

- Combines Weekday routes
- Saturday 7:30 am to 9:20 pm
- Sunday 8:30 am to 4:30 pm
- Hourly headways
GrapeLine Dial-a-Ride and VineLine ADA Paratransit

- **GrapeLine Dial-a-Ride**
  - Open to all passengers
  - $7.00 single trip fare
  - 10-ride pass is $66.50

- **VineLine ADA Paratransit Service**
  - Must be ADA-certified to be eligible
  - $2.00 single trip fare
  - 10-ride pass is $16 in City or $31 outside City
GrapeLine Fixed Route Ridership by Year

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<th>Year</th>
<th>Sunday</th>
<th>Saturday</th>
<th>Weekday</th>
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<tr>
<td>FY 1112</td>
<td>164,214</td>
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<td>FY 1718</td>
<td>227,699</td>
<td>26,991</td>
<td>254,690</td>
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</table>
GrapeLine DAR and VineLine Ridership by Year

Sunday
Saturday
Weekday
Passenger Survey Highlights

- Most have no car or driver’s license
- Use for school and work
- All ages
  - Half are adults 25-61
  - 1 in 5 are seniors
  - 1 in 4 are youths
- Transit highly praised!

Improvements wanted...
- Earlier/later in the day
- More weekend service
- Greater frequency
- Revised fare structure
Developing alternatives...

- Run parameters (length and time of trip)
- Span (hours, days of year)
- Annual hours & miles = marginal operating cost
- Estimated ridership
- Fares generated
- Subsidy
How to evaluate?

• Does it improve the transit system?
• Does it meet minimum performance standards?
  ▪ 8.9 or more passengers/hour?
  ▪ Less than $6.00 subsidy per passenger trip?
  ▪ Cost under $103.70/hour?
Capital Plan

- 15 Fixed route vehicles
- 23 Dial-a-Ride vehicles
- New shelters and improved access
- Sunwest Village Transit Hub
- AVL and Online fare purchases

Total Cost = $21 million

- CARB Rules – Zero Emission Buses
- Don’t rush into! CNG until 2026-2027 to adapt to technology, infrastructure.
Plan Features

• Increases ridership 6.8%, but costs just 2.6%
• Riders carried per hour from 8.7 to 9.4
• New service areas
• Increases marketing budget
• Purchase of 38 vehicles over 10 years
• Balanced Budget
Next Steps

Feedback
• City Council feedback – comments by April 5, 2019

Draft Report
• Draft available online – public feedback

Fine Tune
• Revisions based on feedback

Present
• Present Draft Plan to City Council

Finalize
• Final revisions & adoption
Questions? Comments?

For further information, contact:

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