



Lodi GrapeLine Short
Range Transit Plan
FY 2008/09-FY 2017/18

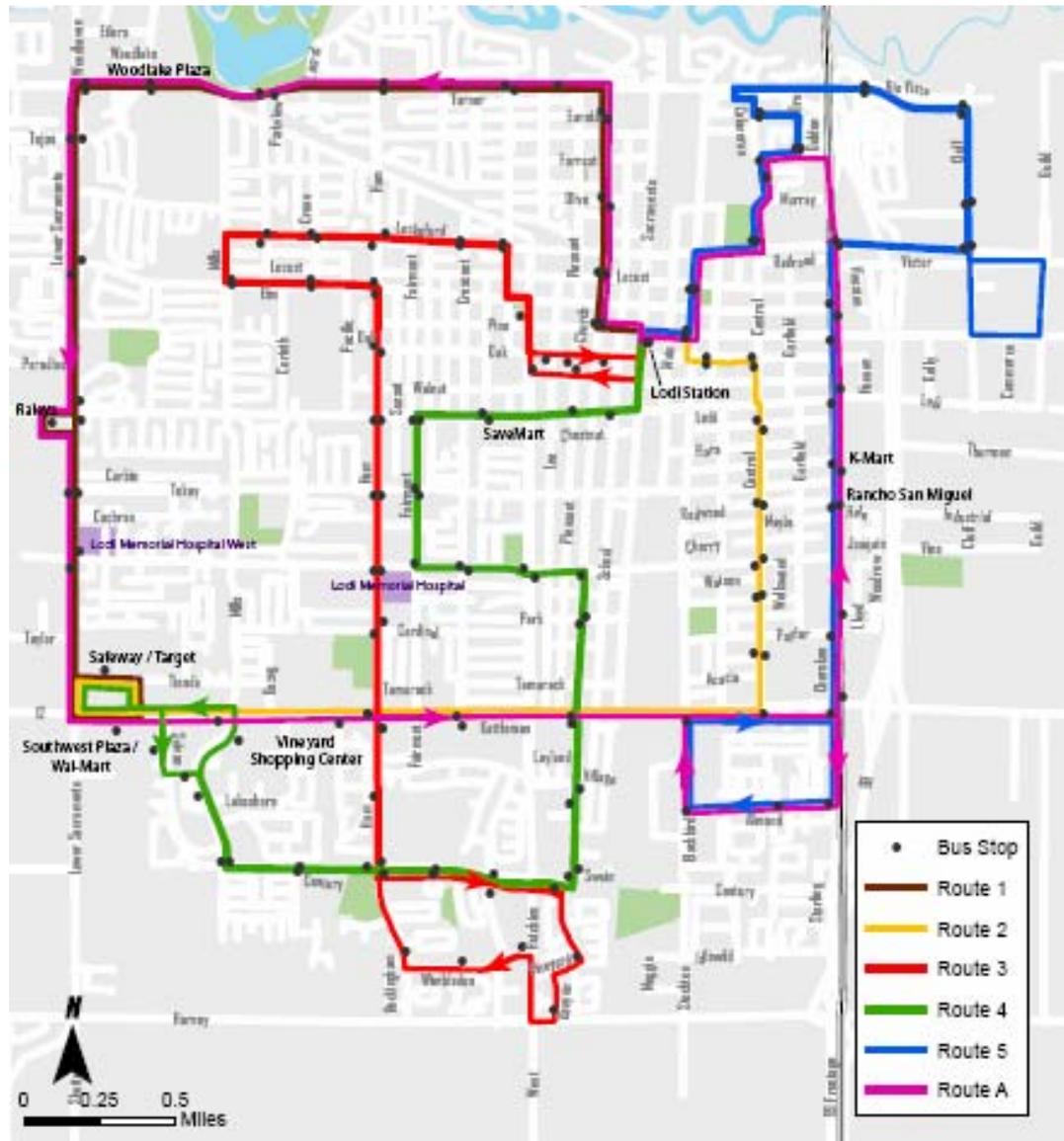
Draft Report

Nelson | Nygaard
consulting associates

What is a Short Range Transit Plan (SRTP)?

- A management and policy plan to guide GrapeLine for a ten-year period
- Covers all projected capital and operational costs for the transit agency
- Used by politicians and planners to secure funding for new equipment, facilities, and service operation
- Assesses GrapeLine's performance
- Reviews the current services
- Proposes routing and scheduling changes to help improve service

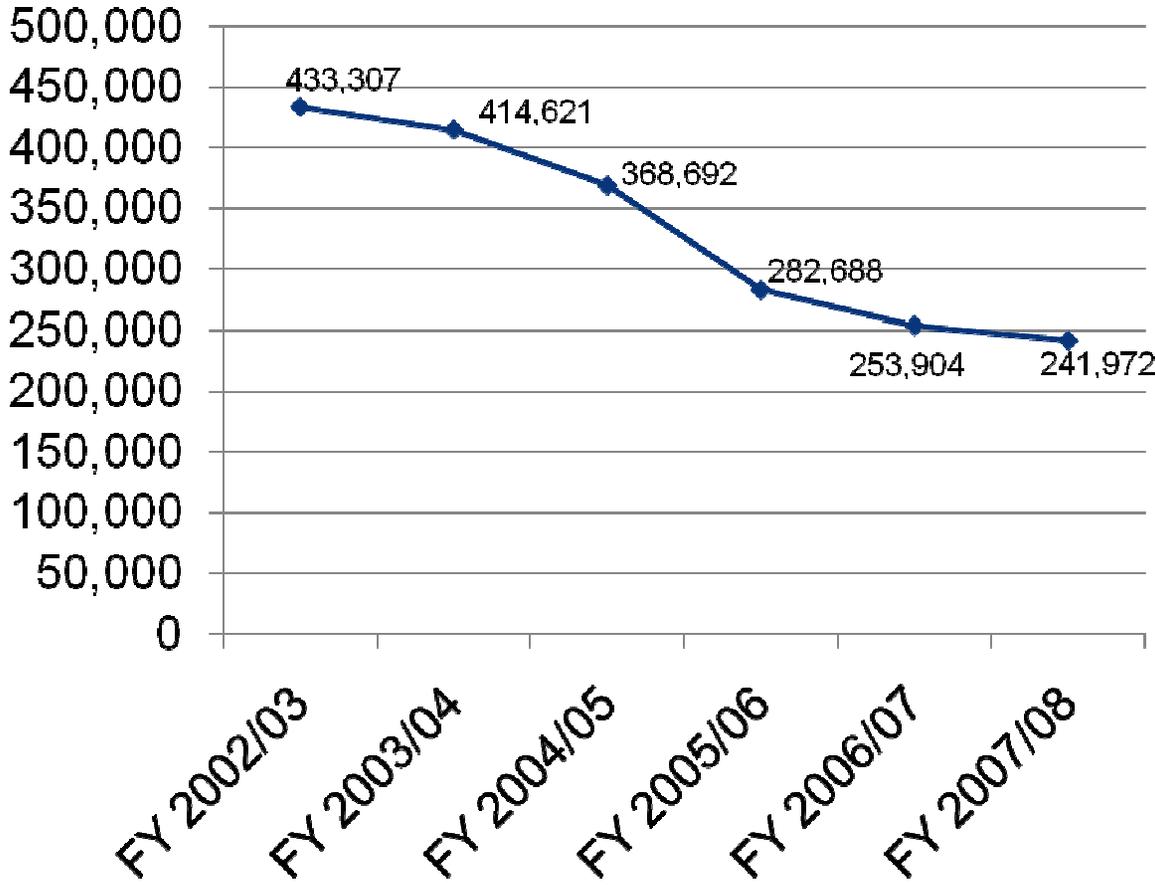
GrapeLine Today



- GrapeLine offers five weekday Fixed-Routes, three student-focused “Express” Routes, and a Dial-A-Ride service open to the general public. Weekend service is provided by four Fixed-Routes and Dial-A-Ride.
- Service operates on weekdays from approximately 6:15 AM to 7:00 PM and on weekends from 7:45 AM to 3:00 PM.

GrapeLine Today – Fixed-Route Trends

Fixed-Route Ridership



- Ridership has fallen over the last six fiscal years
- Trend has reversed in the current fiscal year according to staff
- Staff attributes ridership decline to inaccurate ridership counts in previous years and a tightening of the fare and transfer policies
- Despite declining ridership, fare revenue and the farebox recovery ratio have improved over the last six years (up 25%)

GrapeLine Today - Ridecheck

- In September 2007, Nelson\Nygaard staff performed a ridecheck and survey on all fixed-routes
- Findings:
 - Ridership heaviest during school bell times
 - Lodi Station, Wal-Mart, Target/Safeway, and the secondary schools were the most popular activity centers
 - Some routes need to be re-timed
 - Weekend ridership is low
 - Route 2-Central Avenue is the most productive route and Route 5-Cherokee Lane is the most unproductive route (does not serve a major activity center)

	Passengers/Hour
Route 1	11.9
Route 2	17.9
Route 3	12.6
Route 4	11.5
Route 5	10.9

GrapeLine Today – Passenger Survey

- All trips on weekday and weekend routes surveyed
- 89% of survey participants rated driver courtesy as “excellent” or “good”
- 85% rated the overall service as “excellent” or “good”
- Most riders use GrapeLine to access school, work, and shopping
- Almost half reported earning less than \$15,000 annually and half reported not having a vehicle available in their household emphasizing the need for transit in Lodi
- Most requested service improvements were more Saturday service, later evening service, more Sunday service, and more frequent service

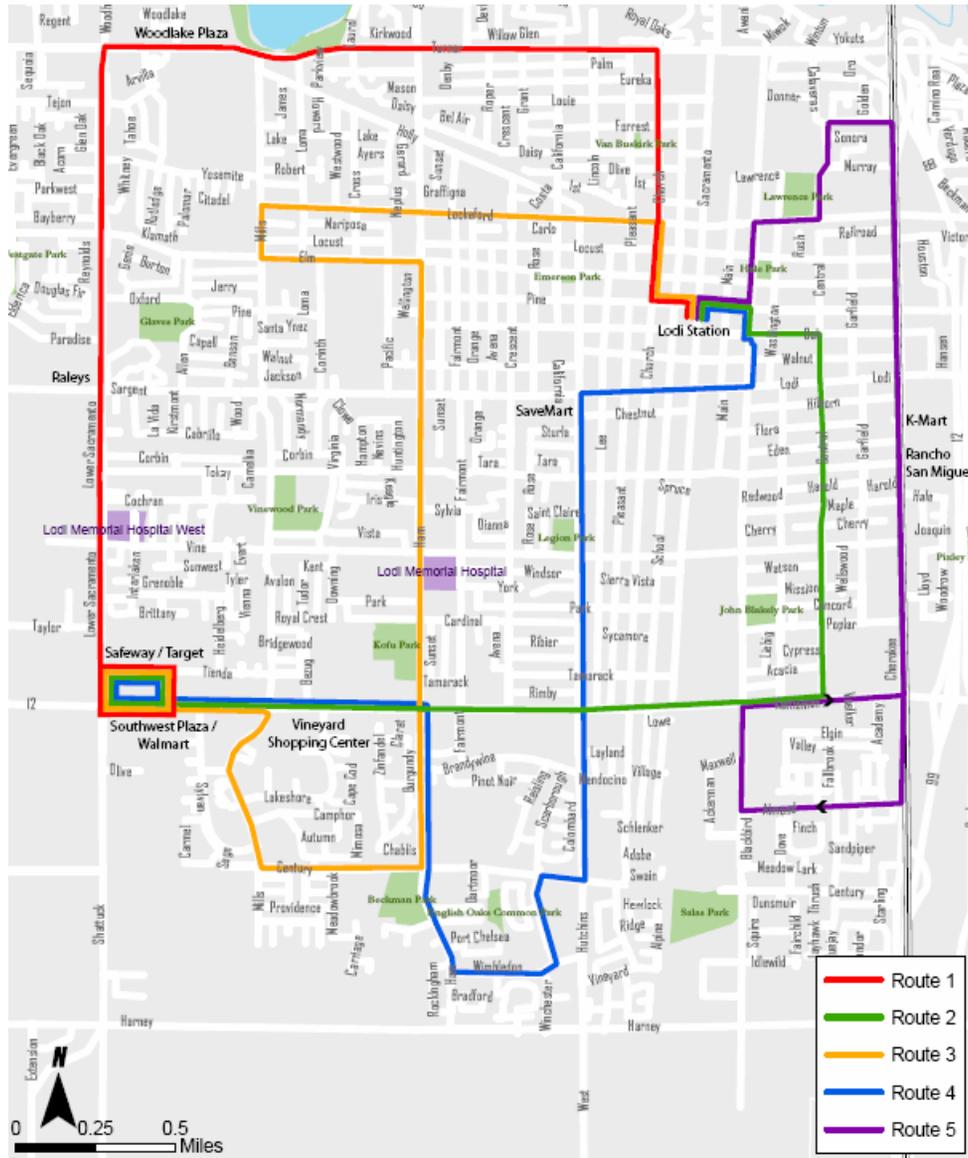
GrapeLine Today - Dial-A-Ride

- Want to minimize dial-a-ride use because it is more expensive per passenger to operate than fixed-route service (\$20.93 per passenger compared to \$4.88)
- DAR operating expenses were 15% higher than FR and DAR only carries 21% of total system ridership
- Ridership has fallen 26% since FY 2002/03 to 65,000 passengers per year along. Operating cost and fare revenues have fallen but not as sharply.
- Operating cost per hour was \$47.86 in FY 2007/08, a 14% decrease since FY 2002/03
- Passengers per hour has fallen from 3.3 in FY 2002/03 to 2.3 in FY 2007/08. Despite declining efficiency, more revenue hours are being used.

Productivity Vs. Coverage

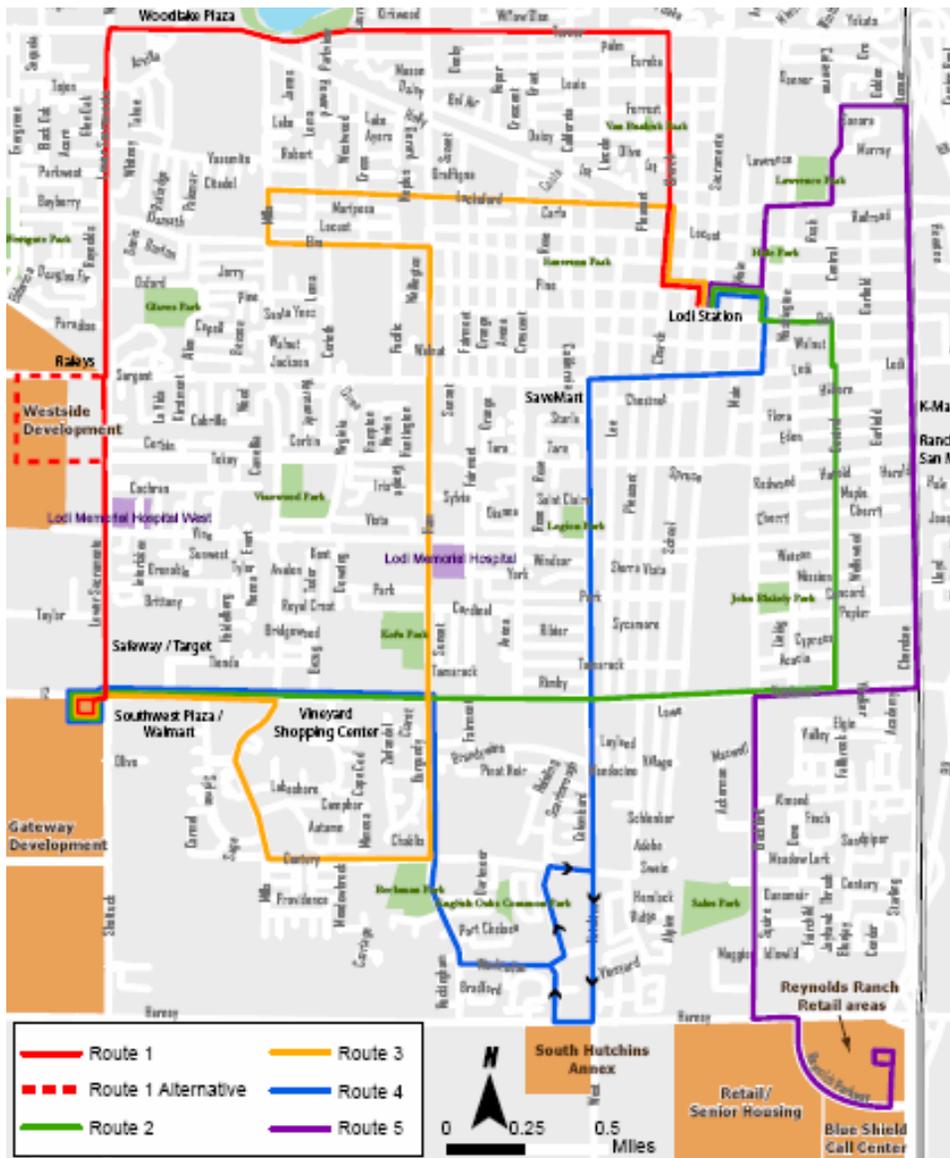
- Two different transit philosophies: social service (coverage) or move as many people as possible (productivity)
- Coverage service: service everywhere but not a high level of service since attempting to cover entire city (example: 60-minute headways on circuitous routes)
 - Provide service everywhere at the expense of not being able to afford to operate a “good” service anywhere
 - Ridership not the priority/priority to serve otherwise “stranded” people
- Productivity service: deploy service for maximum possible ridership (example: 15-minute frequencies on select corridors)
 - Service not spread out equally but concentrated where demand is located
 - Move as many people as possible as cost-effectively as possible
 - Higher impact on vehicle trip reduction

Coverage Scenario 1-2 Years



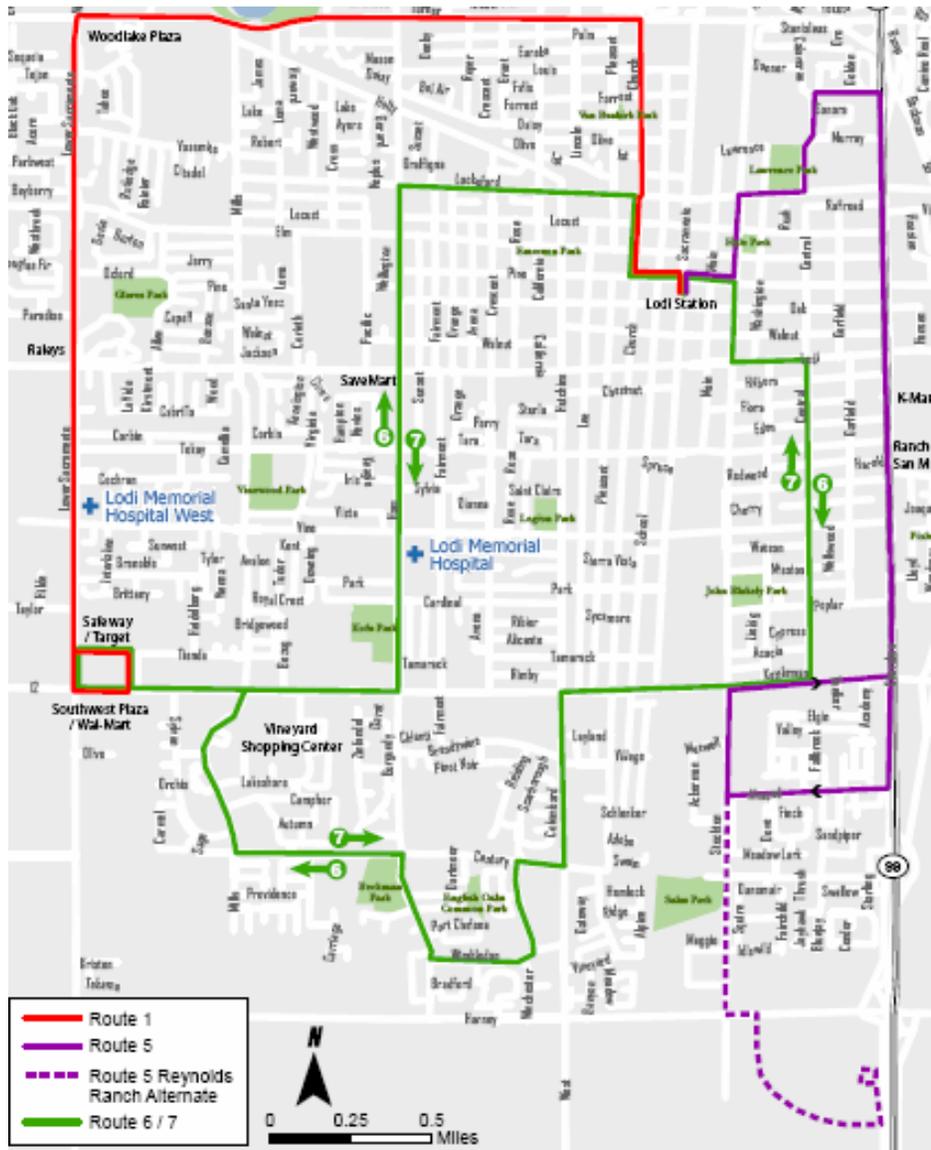
- Status quo funding
- Route 1: Unchanged
- Route 2: Unchanged
- Route 3: Modified to serve Target/Wal-Mart
- Route 4: Modified to serve Hutchins St., Century Blvd., and Wimbledon Dr.
- Route 5: Eliminated meandering in northeast portion of town and unproductive segment in industrial area

Coverage Scenario 2+ Years



- Status quo funding
- Routes 1-4 serve Wal-Mart Supercenter turnaround
- Discontinue serving Safeway/Target parking lot
- Route 4 serves South Hutchins Annex
- Route 5 serves Reynolds Ranch

Weekend Service



- Status quo funding
- Current Weekend Route A provides only one-way service
- Keeps weekday Routes 1 & 5 and adds new Routes 6 & 7
- Attempts to maintain coverage with same resources and offer two-way service on all routes

Service Plan Summary

	Estimated Revenue Hours	Peak Vehicles	Estimated Cost
Coverage Alternative	21,500	8	\$1,194,755
Productivity Alternative	24,900	9	\$1,383,693
Commuter Service	3,000	2	\$166,710
Weekend Expansion	1,250	4	\$69,463

- Based on FY 2007/08 hourly operating cost
- Coverage scenario uses status quo hours
- Productivity scenario requires one additional vehicle
- Weekend service expansion would provide service on Saturdays and Sundays until 6:15 PM in order to serve workers and shoppers. Current service ends at 3:09 PM and may be inconvenient to passengers and deter ridership.

Operating Plan

- Despite economic downturn, COG is projecting revenues to remain steady for Lodi
- GrapeLine will have enough funding to support all vehicle operations and capital projects
- Revenue projections (non-fare):

	FY 2008/09	FY 2009/10	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
FTA Section 5307	\$1,522,364	\$1,552,811	\$1,583,868	\$1,615,545	\$1,647,856	\$1,680,813	\$1,714,429	\$1,748,718	\$1,783,692	\$1,819,366
<i>Percent Change</i>		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Transportation Development Act (TDA)	\$1,840,000	\$1,876,800	\$1,914,336	\$1,952,623	\$1,991,675	\$2,031,509	\$2,072,139	\$2,113,582	\$2,155,853	\$2,198,970
<i>Percent Change</i>		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Measure K	\$121,000	\$123,420	\$125,888	\$128,406	\$130,974	\$133,594	\$136,266	\$138,991	\$141,771	\$144,606
<i>Percent Change</i>		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Other Revenues*	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL	\$3,513,364	\$3,583,031	\$3,654,092	\$3,726,574	\$3,800,505	\$3,875,915	\$3,952,834	\$4,031,290	\$4,111,316	\$4,192,942

Capital Plan

- Over \$10 million in capital projects identified by staff
- Approximately \$6 million needed for vehicle replacement

	FY 2008/09	FY 2009/10	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	Total
CAPITAL EXPENSES											
Vehicle Replacement			\$263,052	\$3,638,337	\$187,859	\$486,084		\$312,423	\$862,289	\$223,117	\$5,973,162
<i># of Vehicles</i>			<i>3 cutaways</i>	<i>6 buses + 8 cutaways</i>	<i>2 cutaways</i>	<i>5 cutaways</i>		<i>3 cutaways</i>	<i>8 cutaways</i>	<i>2 cutaways</i>	<i>37 total vehicles</i>
Facility Upgrades				\$200,000	\$200,000		\$200,000		\$200,000		\$800,000
Transit Security Automated Fareboxes		\$510,000									\$510,000
Transit Maintenance Shop Solar Power Project		\$1,000,000									\$1,000,000
Transit Bus Stop Shelters and Amenities		\$25,000									\$25,000
Transit Facilities Security System		\$775,000									\$775,000
Transit Shop Safety & Security Project			\$135,000								\$135,000
Technology Upgrade					\$60,000						\$60,000
Bicycle Support Program			\$75,000								\$75,000
Transit Shop Expansion									\$450,000	\$450,000	\$900,000
Total Capital Expenses	\$0	\$2,310,000	\$473,052	\$3,838,337	\$447,859	\$486,084	\$200,000	\$312,423	\$1,512,289	\$673,117	\$10,253,162
CAPITAL REVENUES											
FTA Section 5307			\$378,442	\$160,000	\$358,287	\$388,867	\$160,000	\$249,939	\$1,209,831	\$538,494	\$3,443,860
TDA			\$94,610	\$458,409	\$89,572	\$97,217	\$40,000	\$62,485	\$302,458	\$134,623	\$1,279,374
CMAQ Grant				\$3,219,928							\$3,219,928
Proposition 1B/Economic Stimulus Package		\$2,310,000									\$2,310,000
Total Capital Revenues	\$0	\$2,310,000	\$473,052	\$3,838,337	\$447,859	\$486,084	\$200,000	\$312,423	\$1,512,289	\$673,117	\$10,253,162

Operating and Capital Plan Summary

	FY 2008/09	FY 2009/10	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
Expenditures										
Operations										
Coverage-Based Alternative	\$2,635,588	\$2,714,655	\$2,796,095	\$2,879,978	\$2,982,191	\$3,088,108	\$3,197,866	\$3,311,606	\$3,429,476	\$3,551,628
Productivity-Based Alternative	\$2,635,588	\$2,714,655	\$2,796,095	\$3,092,617	\$3,201,209	\$3,313,697	\$3,430,222	\$3,550,933	\$3,675,983	\$3,805,530
Capital	\$0	\$2,310,000	\$473,052	\$3,838,337	\$447,859	\$486,084	\$200,000	\$312,423	\$1,512,289	\$673,117
Total Expenditures Coverage-Based Alternative	\$2,635,588	\$5,024,655	\$3,269,147	\$6,718,315	\$3,430,050	\$3,574,193	\$3,397,866	\$3,624,029	\$4,941,765	\$4,224,745
Total Expenditures Productivity-Based Alternative	\$2,635,588	\$5,024,655	\$3,269,147	\$6,930,954	\$3,649,068	\$3,799,781	\$3,630,222	\$3,863,356	\$5,188,271	\$4,478,647
Revenues										
Fare Revenue										
Coverage-Based Alternative	\$264,408	\$271,482	\$275,570	\$281,829	\$285,549	\$289,320	\$293,143	\$297,018	\$300,945	\$304,926
Productivity-Based Alternative	\$264,408	\$271,482	\$275,570	\$281,829	\$277,430	\$287,205	\$297,427	\$302,331	\$307,322	\$312,403
Non-Fare Revenue	\$3,513,364	\$5,893,031	\$3,654,092	\$6,946,502	\$3,800,505	\$3,875,915	\$3,952,834	\$4,031,290	\$4,111,316	\$4,192,942
Total Expenditures Coverage-Based Alternative	\$3,777,772	\$6,164,513	\$3,929,661	\$7,228,331	\$4,086,054	\$4,165,235	\$4,245,976	\$4,328,308	\$4,412,261	\$4,497,869
Total Expenditures Productivity-Based Alternative	\$3,777,772	\$6,164,513	\$3,929,661	\$7,228,331	\$4,077,935	\$4,163,120	\$4,250,261	\$4,333,621	\$4,418,639	\$4,505,346
Balance										
Annual Surplus (Deficit) Coverage-Based Alternative	\$1,142,184	\$1,139,858	\$660,514	\$510,016	\$656,004	\$591,043	\$848,110	\$704,278	(\$529,503)	\$273,124
Cumulative Funding in Reserves	--	\$2,282,042	\$2,942,556	\$3,452,572	\$4,108,576	\$4,699,619	\$5,547,730	\$6,252,008	\$5,722,505	\$5,995,628
Annual Surplus (Deficit) Productivity-Based Alternative	\$1,142,184	\$1,139,858	\$660,514	\$297,377	\$428,867	\$363,339	\$620,039	\$470,265	(\$769,633)	\$26,698
Cumulative Funding in Reserves	--	\$2,282,042	\$2,942,556	\$3,239,933	\$3,668,800	\$4,032,139	\$4,652,178	\$5,122,443	\$4,352,810	\$4,379,508

Next Steps

- Goal is to wrap up plan as soon as possible
- Present plan to public in March
- After public comment, draft plan will go to City Council for approval