

RESOLUTION NO. 83- 5

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIDGECREST, CALIFORNIA, APPROVING AMENDMENT OF TRANSIT AGREEMENT BETWEEN THE CITY OF RIDGECREST AND KERN COUNTY AND AUTHORIZING THE MAYOR TO SIGN

WHEREAS, on August 26, 1980, COUNTY and CITY entered into an agreement whereby CITY agreed to manage and operate COUNTY'S public transportation system for the unincorporated areas surrounding the CITY, and the communities of Inyokern, Johannesburg and Randsburg; and,

WHEREAS, COUNTY and CITY now desire to amend that certain agreement of August 26, 1980 in order to provide flexibility in fare structure and cost distribution method;

NOW, THEREFORE, BE IT RESOLVED that the proposed Amendment No. 1 to that certain agreement is hereby approved by the City Council of the City of Ridgecrest and the Mayor is hereby authorized to sign said agreement.

APPROVED AND ADOPTED this 19th day of January 1983 by the following vote:

AYES: Mayor Cheshire, Vice-Mayor Webb, Councilmembers Bergens, Rieger and Padgett

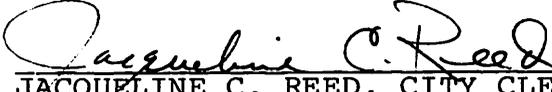
NOES: None

ABSENT: None

ABSTAIN: None

  
\_\_\_\_\_  
RON CHESHIRE, MAYOR

ATTEST

  
\_\_\_\_\_  
JACQUELINE C. REED, CITY CLERK

JOINT POWERS AGREEMENT  
(AMENDMENT NO. 1)  
PROVING FOR PUBLIC TRANSPORTATION SERVICE  
IN RIDGECREST AND KERN COUNTY

THIS AGREEMENT, entered into as of the \_\_\_\_\_ day of \_\_\_\_\_, 1983, by and between the COUNTY OF KERN, a political subdivision of the State of California ("COUNTY") and the CITY OF RIDGECREST, a municipal corporation ("CITY"),

W I T N E S S E T H :

WHEREAS, on August 26, 1980, COUNTY and CITY entered into an agreement whereby CITY agreed to manage and operate COUNTY'S public transportation system for the unincorporated areas surrounding CITY, and the communities of Inyokern, Johannesburg and Randsburg; and

WHEREAS, COUNTY and CITY now desire to amend that certain agreement of August 26, 1980, in order to provide flexibility in fare structure and cost distribution method;

NOW THEREFORE, IT IS MUTUALLY AGREED between COUNTY and CITY that the agreement dated August 26, 1980, is hereby amended as follows:

Exhibit "B", attached to said agreement of August 26, 1980, is hereby deleted. Exhibit "B" (Amendment No. 1)", attached hereto and incorporated herein by this reference as if set forth in full, is hereby added to said agreement of August 26, 1980, replacing the above-deleted Exhibit "B".

IT IS FURTHER AGREED that except as modified by the changes and additions set forth hereinabove, the rights and obligations of the parties shall be determined and performed in accordance with the provisions of the agreement of August 26, 1980.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers and agents as of the day and year above first written.

APPROVED AS TO CONTENT:  
COUNTY OF KERN

By W.A. Sutton

COUNTY OF KERN

By \_\_\_\_\_  
Chairman, Board of Supervisors  
"COUNTY"

APPROVED AS TO CONTENT:  
CITY OF RIDGECREST

By \_\_\_\_\_

CITY OF RIDGECREST

By For [Signature]  
"CITY"

APPROVED AS TO FORM:  
COUNTY COUNSEL

By Tom Clow

APPROVED AS TO FORM:  
CITY OF RIDGECREST

By \_\_\_\_\_

PUBLIC TRANSPORTATION SYSTEM  
RIDGECREST/INYOKERN/JOHANNESBURG/RANDBURG

PROJECT OBJECTIVES

The basic objective of this Project is to provide public transportation to the residents of the City of Ridgecrest, the residents of unincorporated areas within the greater metropolitan Ridgecrest area, and the residents of the communities of Inyokern, Johannesburg and Randsburg. Specifically, the project objectives are:

- 1) to provide limited-cost transportation for residents of the Greater Ridgecrest, Inyokern, Johannesburg, and Randsburg areas who have need for mobility within these areas;
- 2) to provide limited-cost transportation to the mobility-limited population and the elderly and the handicapped;
- 3) to interface with other public transportation systems; and
- 4) to provide an alternative to private vehicle transportation.

SUMMARY OF PROJECT

The public transportation system is a combination demand-response (dial-a-ride) and fixed-route system. City will operate the system or may, at the City's option, contract for the operation of the system.

Service within the Greater Ridgecrest area will be delivered by a combination dial-a-ride and subscriber service using two vehicles. One vehicle will be in operation and one will be in reserve for peak-hour assistance, fixed-route service, and backup. Hours of operation will generally be from 6:30 a.m. to 6:30 p.m., Monday through Saturday; Thanksgiving, Christmas, and New Year's Day excepted. The service area for the dial-a-ride system is shown in Exhibit A.

Service to Inyokern will be on a fixed-route basis using one lift-equipped vehicle. Two round trips between Ridgecrest and Inyokern will be made each service day, one in the a.m. and one in the p.m., according to a predetermined schedule. Initially, service will be provided two days each week. This service may be expanded or reduced as warranted.

Service to Johannesburg and Randsburg will be on a fixed-route basis using one lift-equipped vehicle. Two round trips between Ridgecrest, Johannesburg, and Randsburg will be made each service day, one in the a.m. and one in the p.m., according to a predetermined schedule. Initially, service will be provided one day each week. This service may be expanded or reduced as warranted.

The fare schedule shall be reviewed semi annually for desired program effectiveness and modified as warranted with the consent of City and County.

Service design (including routes, time and manner of service delivery and farebox structure) of the transit system shall be recommended and implemented by City and County transit staffs. Permanent changes in the service of the transit system shall only be implemented upon the consent of the governing bodies of both City and County. It is not necessary for such consent to take the form of a written amendment to this agreement.

#### SERVICE OPERATION

Persons desiring service will phone a centered dispatching number requesting service at a specified time and location. A dispatcher will direct the driver for pick-up and delivery within the Greater Ridgecrest area. Service to Inyokern, Johannesburg and Randsbrug will be on fixed route fixed schedule basis. Curb-to-curb service will assist passengers to make necessary trips within the service area with a minimum of inconvenience. Coordination with social service agencies, the recreation department, and elderly nutrition programs may be undertaken as requested. A lift-equipped vehicle will be available for mobility limited passengers.

#### PROJECT MONITORING

Continuing evaluation of the program will be performed by City and County staffs. Forms for monitoring ridership and system performance will be reviewed monthly to determine system effectiveness, including ridership, vehicle miles, vehicle hours, operating costs per vehicle, and operating costs per passenger. In addition weekly farebox revenues will be recorded to determine continuing farebox proportion of operating costs.

Passenger logs will be maintained, noting individual origin and destination of riders to assist in evaluation of system productivity.

#### COST DISTRIBUTION

This is a joint system between the City of Ridgecrest and the County of Kern. Effective July 1, 1982, funding costs shall be shared according to the following schedule:

Fixed route service to Inyokern, Randsburg and Johannesburg - Kern County 100%

The County's cost for operation in the Greater Ridgecrest Metropolitan area will be determined by the utilization of the following formulas:

##### Factor Determination

1.  $\frac{\text{County Ridership within Service Area}}{\text{Total Ridership within Service Area}} = \text{County Ridership Factor}$
2.  $\frac{\text{Average County Run Mileage}}{\text{Average City Run Mileage}} = \text{Mileage Factor}$   
 $\frac{\text{Average County Run Time}}{\text{Average City Run Time}} = \text{Time Factor}$
3. Mileage and Time Factors are directly related to additional cost to operate within the County service area. These factors are to be weighted based on the following:

Contract and Administrative Cost  
Total Prior Fiscal Year Operating Costs

x Time Factor = Weighted Time  
Factor

Fuel and Maintenance Cost  
Total Prior Fiscal Year Operating Costs

x Mileage Factor = Weighted  
Mileage Factor

COST FORMULA

(Ridership Factor x Weighted Time Factor) + (Ridership Factor x Weighted Mileage Factor)  
= County Cost

Relative City and County share of operating cost will be evaluated annually. Ridership distribution will be based on actual for the prior fiscal year. Mileage and Time Factors will be established by random sampling of ridership characteristics.

AUTHORITY OF OPERATION

City shall have the authority to make necessary operational changes. City shall notify County in writing within ten days of making major changes.