

FISCAL YEAR 2025-2026

UNMET TRANSIT NEEDS ASSESSMENT

SAN JOAQUIN COUNCIL OF GOVERNMENTS



WRITTEN BY JOEL CAMPOS & ALVARO GAMINO
ZAMORA

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CHAPTER 1

INTRODUCTION

BUS STOP



CHAPTER 1. INTRODUCTION

REQUIREMENTS

Each year, pursuant to state law, the San Joaquin Council of Governments (SJCOG) must identify any Unmet Transit Needs that may exist within San Joaquin County. If unmet needs are identified, a further determination must be made as to whether those needs are reasonable to meet. State law, as presented in the Transportation Development Act (TDA), requires SJCOG to ensure that reasonable needs are funded before Local Transportation Funds (LTF) are allocated for non-transit purposes.

In conducting the annual transit needs assessment, SJCOG's role is to perform the following:

1. Ensure that several factors have been considered in the planning process, including the size and location of groups likely to be dependent on transit, adequacy of existing services, and potential alternative services and service improvements that could meet all or part of the travel demand.
2. Hold a public hearing to receive testimony on unmet needs.
3. Determine definitions for "Unmet Transit Needs" and "reasonable to meet."
4. Adopt a finding regarding Unmet Transit Needs and allocate funds to address those needs, if necessary, before street and road allocations.

The required information must be documented and submitted to the State Department of Transportation. It is the intent of this report to provide evidence that SJCOG has complied with the actions required by law.

BACKGROUND: UNMET TRANSIT NEEDS HISTORY

Unmet Transit Needs became a consideration in 1978 when the TDA was changed to require a specific transit finding before the allocation of local TDA funds for other non-transit purposes. Since that time, SJCOG has conducted paper surveys, online surveys, presentations, mailers, studies, and annual hearings to identify needs and to determine the reasonableness of funding new or alternative services.

Even though SJCOG's Unmet Transit Needs findings are made on an annual basis, the assessment process is ongoing. To further the public participation process, SJCOG requests that each member agency holds at least one public hearing on transit needs. The San Joaquin Regional Transit District (RTD) sponsors a public hearing for the Stockton Metropolitan Area.

SJCOG has adopted definitions regarding "Unmet Transit Needs" and "Reasonable to Meet" Unmet Transit Needs. Refer to **Appendix A and B**, Minutes from the February 2018 and January 2023 SJCOG Board of Directors meetings approving changes to the definition of "Unmet Transit Needs" and "Reasonable To Meet."

TDA-ELIGIBLE AGENCIES IN SAN JOAQUIN COUNTY

In San Joaquin County, there are seven TDA-eligible operating public transit systems that fall into various claimant types as shown in **Table 1**.

In addition to the operating transit systems, in May 2018, the SJCOG Board, as the regional transportation planning agency (RTPA), designated RTD as the Consolidated Transportation Services Agency (CTSA). The newly formed CTSA called, ACCESS San Joaquin (ASJ), began operations in October 2018. Its purpose is to administer countywide services such as Americans with Disabilities Act (ADA) Assessments, Travel Training, Volunteer Incentive Programs, and Mobility On-Demand, to seek efficiency in service delivery. ASJ is a TDA-eligible claimant.

Table 1. Transit Systems in San Joaquin County, By Claimant Type

System Name	Claimant Type
Access San Joaquin (ASJ)	Article 4.5
City of Escalon: Escalon eTrans	Article 8
City of Lodi: Lodi GrapelLine and VineLine	Article 8
City of Manteca: Manteca Transit	Article 8
City of Ripon: Blossom Express	Article 8
San Joaquin Regional Rail Commission (SJRRRC) – ACE	Article 4
San Joaquin Regional Transit District (RTD)	Article 4
City of Tracy: TRACER, Tracer Plus, and Tracer Paratransit	Article 8
City of Lathrop: Pilot Transit Service Connector	Article 8
City of Mountain House: N/A	Article 8

DETERMINATION OF REASONABLE TO MEET UNMET TRANSIT NEEDS

Currently, there are two (2) tests that need to be applied before the SJCOG Board of Directors can determine that an unmet transit need is considered “reasonable to meet”. First, the Social Service Transportation Advisory Council (SSTAC) must make a finding that there is indeed an unmet transit need, regardless of what means are necessary to meet it. Second, once the need is identified, a quantifiable assessment of reasonableness must be performed.

The assessment involves applying the potential transit service to the set of criteria included in the “reasonable to meet” definition. The assessment involves comparing the additional service to existing services provided by the transit operator. If the additional service meets all the criteria identified in the reasonable to meet the definition, the Unmet Transit Needs would be deemed reasonable to meet.

Both the “unmet transit needs” and “reasonable to meet” recommendations are brought to the SJCOG Board for action. If the SJCOG board finds a UTN to be reasonable to meet, TDA funds for that claimant would need to be set aside to meet fund that need.

DEFINITIONS

The Transportation Development Act does not clearly define "Unmet Transit Needs" or "Reasonable to Meet." However, the TDA does state, "The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet."

The following definitions were approved by the SJCOG Board of Directors at their February 22, 2018, Board Meeting. The definitions were developed by a subcommittee composed of members from the Social Services Transportation Advisory Committee (SSTAC). The SSTAC felt the prior definitions, which were adopted in 2006, did not completely serve the transit-dependent community, and that the new definitions accommodate the transit-dependent more efficiently.

Definition of Unmet Transit Needs

The following definition was approved by the SJCOG Board in February 2018:

Unmet Transit Needs are those trips required but not currently provided within San Joaquin County for residents who use or would use public transportation to meet their life expectations (school, work, shopping, errands, recreation, etc.).

Persons representing various social service agencies, with additional input from transit operators, first developed the framework of this definition. The definition was then modified and approved in February 2018, after a recommendation was made by the SSTAC. The committee felt that this modified version would better serve the transit-dependent community.

Definition of "Reasonable to Meet" Unmet Transit Needs

Parameters for "reasonable to meet" were identified in a similar manner as the unmet transit needs definition. Social service agency representatives, transit operators, and public officials felt that:

1. Persons should have an equal opportunity to provide themselves with the necessities to sustain life;
2. Any transportation system should be based on the feasibility of a continuing service;
3. Any transportation system must enjoy some degree of community acceptance;
4. Any transportation system must not prove excessive in capital and operating costs;
5. Any transportation system should be provided when a need is demonstrated; and,
6. Any service provided should be able to be funded on both a short and long-term basis.

System performance, safety, costs, equity, and available funding are considered when defining "reasonable to meet," as noted in the above statements.

An unmet transit need that meets the definition of Unmet Transit Needs above and meets all the following criteria shall be considered reasonable to meet:

1. **Equity** – The proposed UTN will increase equity for transit-dependent populations, older individuals, persons with disabilities, and populations identified by Title VI.
2. **Operational Feasibility** – The system can be implemented safely and in accordance with local, state, and federal laws and regulations.
3. **Potential Ridership** – The proposed service will meet ridership potential metrics, as defined by the Social Services Transportation Advisory Council (SSTAC).
4. **Cost Effectiveness** – The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet the applicable Transit Systems Performance Objectives or the state farebox ratio requirement after the exemption period if the service is eligible for the exemption.
5. **Funding** – The proposed service would not cause the claimant to incur expenses in excess of the maximum allocation of all TDA (LTF and STA) funds.

Within the definition, an unmet transit need cannot be found unreasonable solely based on economic feasibility. If the unmet need is indeed found reasonable to meet, then the Unmet Transit Needs shall be funded before any allocation is made for streets and roads within the jurisdiction.

Operational, Educational, and Non-Specific Comments on Transit Service

The annual Unmet Transit Needs process provides a broad opportunity for the public to provide input on transit services in San Joaquin County. As a result, comments are often submitted that do not meet the definition of Unmet Transit Needs provided above. These comments generally fall into the following categories:

- Operational Comments that request a modification or improvement to transit service that already exists, such as increased frequencies, additional stops, more reliable service, better bicycle or pedestrian access to transit stops, and other improvements.
- Educational Comments that request transit service that already exists.
- Non-Specific Comments that do not provide enough information to identify an Unmet Transit Need. Examples include comments that only describe the commenter’s desired destination in general terms (e.g. “school” or “work”) without providing a location.

Although these comments cannot be considered Unmet Transit Needs and thus are not evaluated as to whether they are “Reasonable to Meet,” they still provide valuable input for transit operators. SJCOG forwards all comments received to the relevant transit operators, who consider these comments when developing service improvements or providing education and outreach materials to the public.

ALLOCATION PROCESS

The SJCOG Board of Directors must adopt a finding for the area of each Local Transportation Fund claimant, after consideration of all available information, including information presented at the public hearings. This finding can have three outcomes:

1. There are no Unmet Transit Needs;
2. There are Unmet Transit Needs that are considered not reasonable to meet; or,
3. There are Unmet Transit Needs that are considered reasonable to meet.

Reference must be made to the definitions adopted and the efforts undertaken in the planning process to identify transit-dependent groups and service improvements. In addition, these needs are not to be compared with transit system operational issues and street and road needs when determining transit needs that are reasonable to meet.

After the determination is made for the area of each claimant, SJCOG may allocate funds to the claimant based on the following:

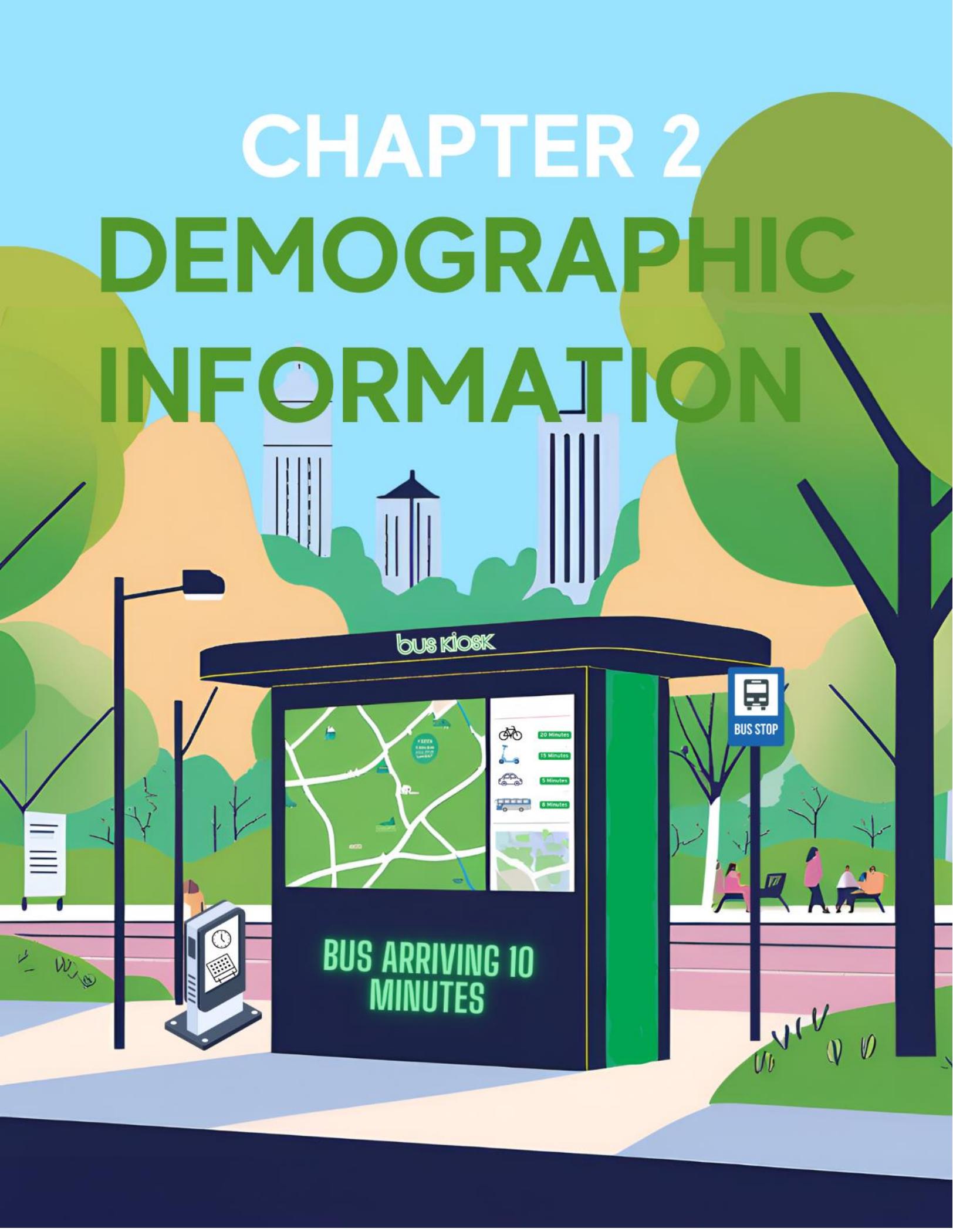
1. Some or all for transit purposes;
2. Some or all to be held in reserve; or,
3. Some or all for roads, streets, and other purposes.

These allocation options depend upon the specific determination made for each claimant area. If a finding is made that a need exists and that it is reasonable to meet, some funds must be allocated for transit before any funds are allocated for streets and roads.

CHAPTER 2

DEMOGRAPHIC

INFORMATION



CHAPTER 2. DEMOGRAPHIC INFORMATION OF TRANSIT DEPENDENT GROUPS

Per the Transportation Development Act, Unmet Transit Needs findings must include an annual assessment of the size and location of identifiable groups likely to be transit-dependent, including, but not limited to, the elderly, the disabled, individuals eligible for paratransit, and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code, and persons of limited means, including, but not limited to, recipients under the CalWORKs program.

For the purposes of this document:

- The elderly are individuals ages 65 years old and older.
- The term "disability" refers to persons who because of physical or mental impairment are unable to drive automobiles or use public transit that is not specifically tailored to meet their needs.
- Persons of limited means have incomes below the poverty threshold defined by the federal government.

DEMOGRAPHIC DATA: CHARTS AND HIGHLIGHTS

The determination of the size and location of identifiable groups likely to be “transit-dependent” is primarily based on 2022 American Community Survey (ACS) data. The demographic data relevant to determining Unmet Transit Needs in San Joaquin County is presented in the form of **Tables** and **Figures**.

The ACS replaced the decennial census long-form in 2010 and will now collect detailed questions about socioeconomic and housing characteristics on an annual basis. The function of the decennial census is primarily to provide population counts for congressional apportionment and legislative redistricting, as well as to determine allocations of federal funding and other purposes. The primary purpose of the ACS is to measure the changing social and economic characteristics of the U.S. population. The use of the ACS data in this chapter will provide “snapshots” of our region’s socioeconomic characteristics. The decision to select one-year, three-year, or five-year ACS “snapshots” is dependent on whether the intent is to reflect the most current data (e.g., one-year ACS) or a statistically more accurate “snapshot” (e.g., lower margin of error) over a larger period (e.g., five-year ACS).

In this chapter, **Table 2** presents an overview of San Joaquin County's population growth. **Figure 1** displays the San Joaquin County Transportation Development Act (TDA) claimants that use funds for transit and/or streets and roads, typically incorporated cities and transit districts.

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Most recently between the 2000 and 2010 Census, rapid population increases have occurred primarily in the southern portion of San Joaquin County in proximity to the I-205 and SR-120 corridors. The City of Lathrop experienced roughly a 62% increase in population from 2000 to 2010 while the Cities of Manteca, Ripon, and Tracy experienced growth greater than 25% during the same period.

Population forecasts suggest that the Tracy and Manteca Planning Area populations will exceed 100,000 by the years 2030 and 2040, respectively. Pursuant to Senate Bill 716 (enacted 2009), cities with a population of 100,000 or more within a county that has a population of 500,000 or more will be required to expend 100% of the Local Transportation Funds (LTF) apportionment for public transit purposes. The California Department of Finance’s annual city and county population estimates will be used to identify when the population threshold has been met. SB 716 represents a fundamental change in the way public transit will be financed in the future.

The San Joaquin Council of Governments also passed a resolution in 2019 that requires all cities with a population of over 50,000, such as Manteca, Tracy, and Lodi, to expend 100% of their LTF on public transit within four years. Cities between the population of 50,000 and 25,000 such as Lathrop and Mountain House, must expend 50% of their LTF on public transit, and cities with a population of 25,000 or below such as Ripon and Escalon must expend 25% of their LTF on public transit.

Table 2. Total Population Estimates in San Joaquin County

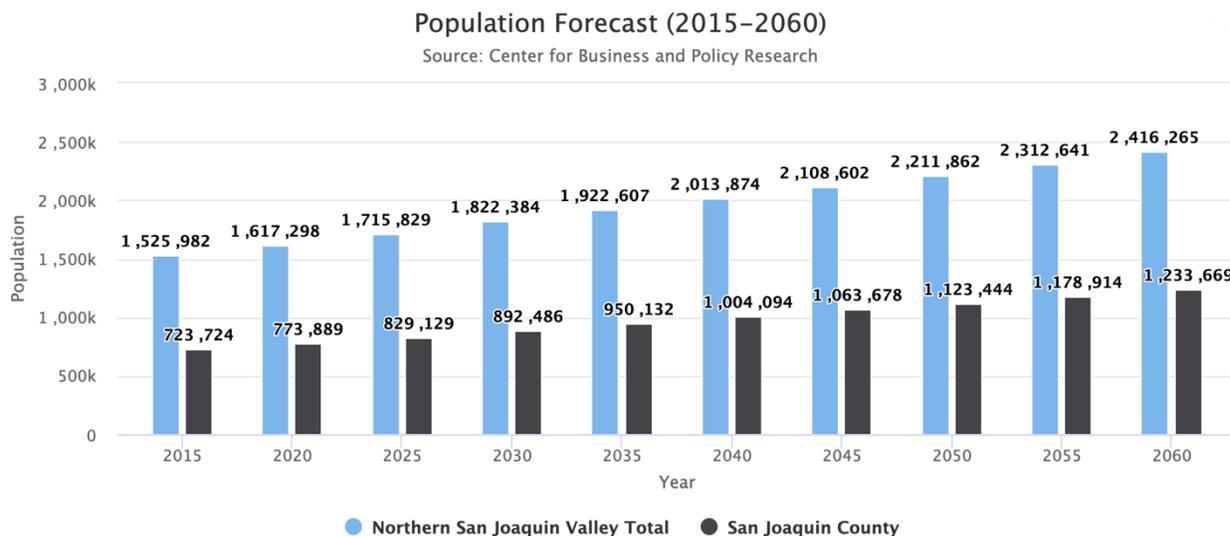
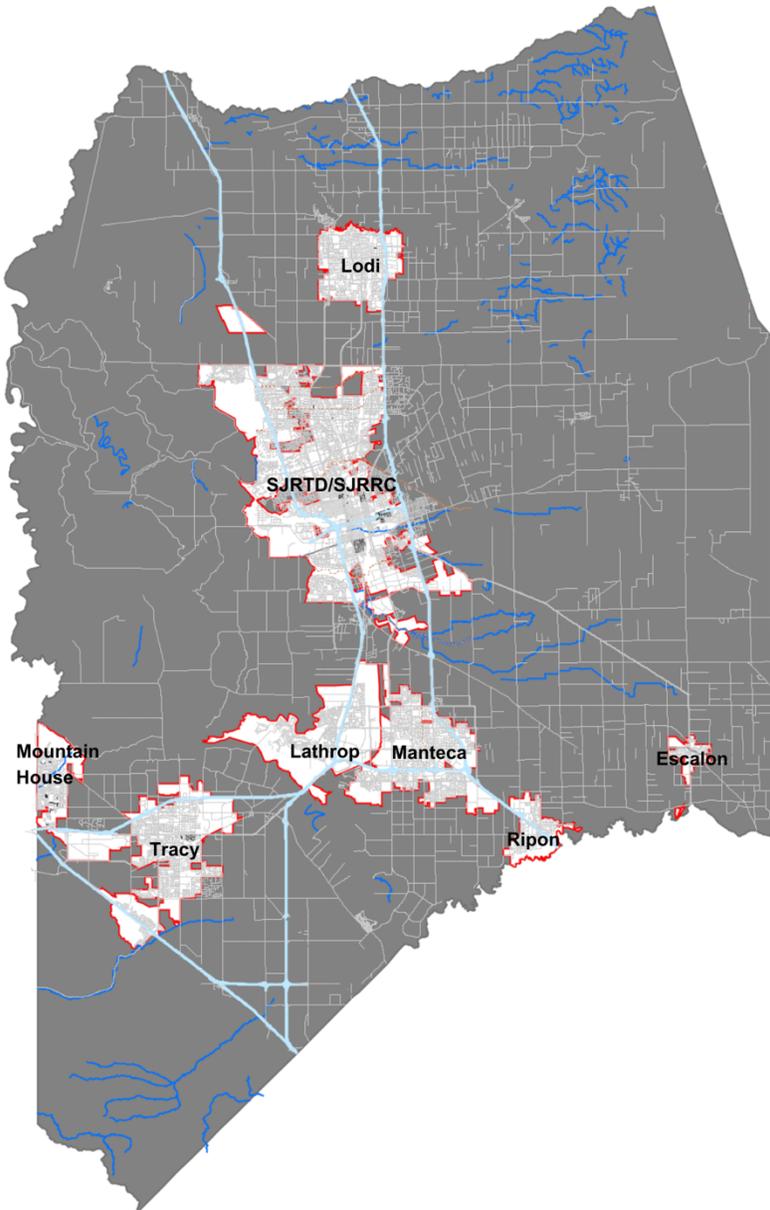


Figure 1. San Joaquin County TDA-Streets, Roads, and Transit Claimant Boundaries



Source: San Joaquin County

Table 3 presents 2022 American Community Survey (ACS 5-year) data on population, by age and income characteristics. This data is important to this analysis because studies show that age and income have a high correlation with automobile usage and transit dependency. People age 65 and over are separated as a subset of the total population figures. In some jurisdictions, these individuals become eligible for transit services solely based on their age. In others, they qualify for reduced fares because of their age. In either case, they are recognized as a select group of people who may have special transportation needs met through public transportation.

Poverty statistics in ACS products adhere to the standards specified by the Office of Management and Budget in Statistical Policy Directive 14. The Census Bureau uses a set of dollar value thresholds that vary by family size and composition to determine who is in poverty. Further, poverty thresholds for people living alone or with nonrelatives (unrelated individuals) vary by age (under 65 years or 65 years and older).

Table 3. Age and Income in 2023

Local Jurisdiction	Population	Percentage of Age 65+	Persons Age 65+	Persons in Poverty
Stockton	320,470	13.00%	41,666	15.13%
Lodi	67,008	15.43%	10,339	13.36%
Lathrop	32,696	10.32%	3,374	8.38%
Manteca	86,521	13.61%	11,779	11.44%
Escalon	7,429	17.54%	1,303	9.52%
Ripon	16,117	15.91%	2,564	3.51%
Tracy	95,358	10.66%	10,163	4.50%
Mountain House	25,108	6.87%	1,726	2.67%
San Joaquin County	787,416	13.27%	104,481	12.40%

Source: U.S Census Bureau, 2023 American Community Survey 5-Year Estimate. Age and Income.

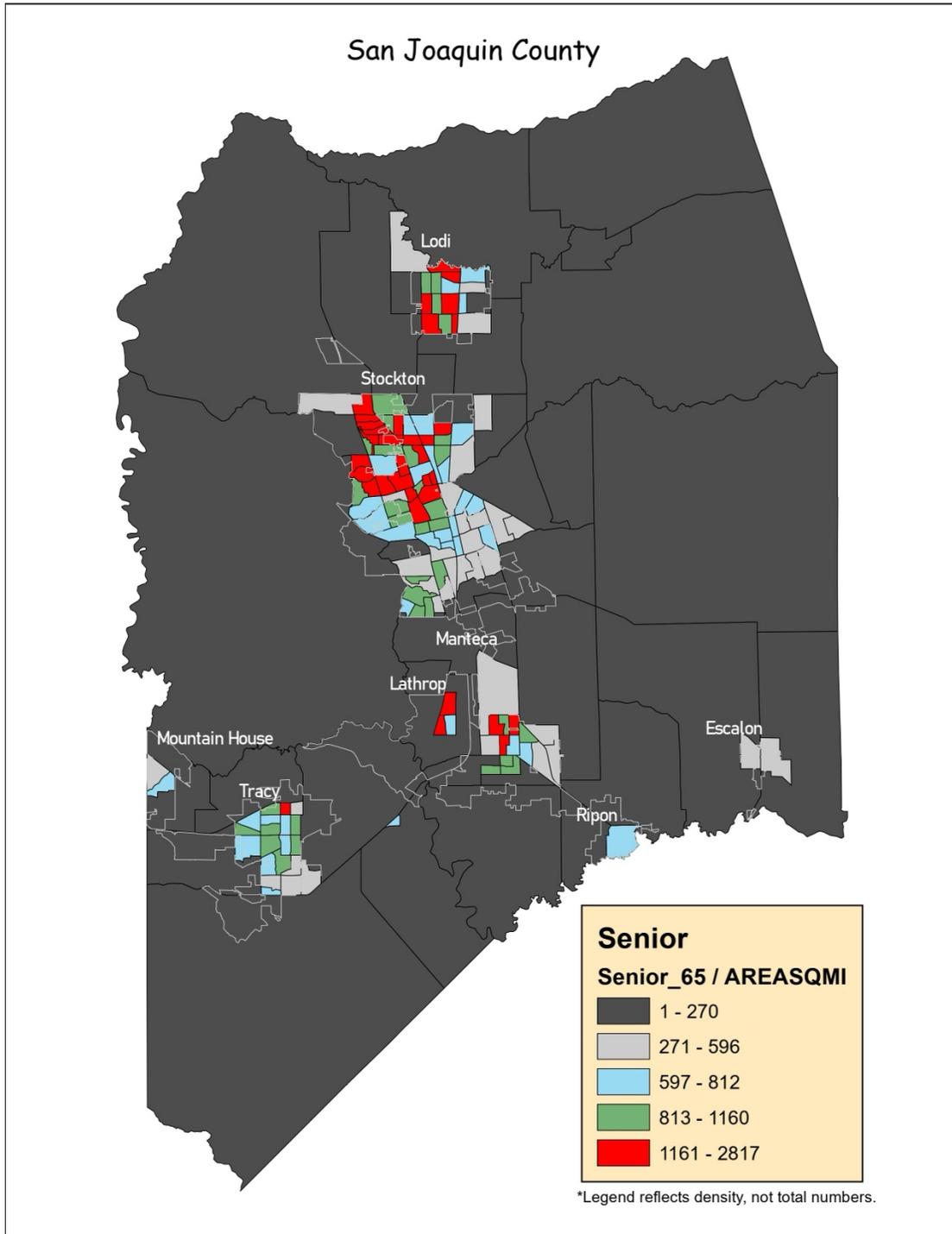
The 2023 ACS data reflects that approximately 13.3 percent of San Joaquin residents are over 65. Most San Joaquin County residents aged 65 years or older live in the Stockton or Manteca planning jurisdictions.

Table 3 also indicates that the City of Ripon and Escalon has the largest percentage of residents 65 and older in relation to the total population.

Table 3 also reflects that the majority of low-income people live in either the Stockton or Lodi planning jurisdictions.

Figure 2 illustrates graphically how the 65 and older population is dispersed through the incorporated and unincorporated areas of San Joaquin County.

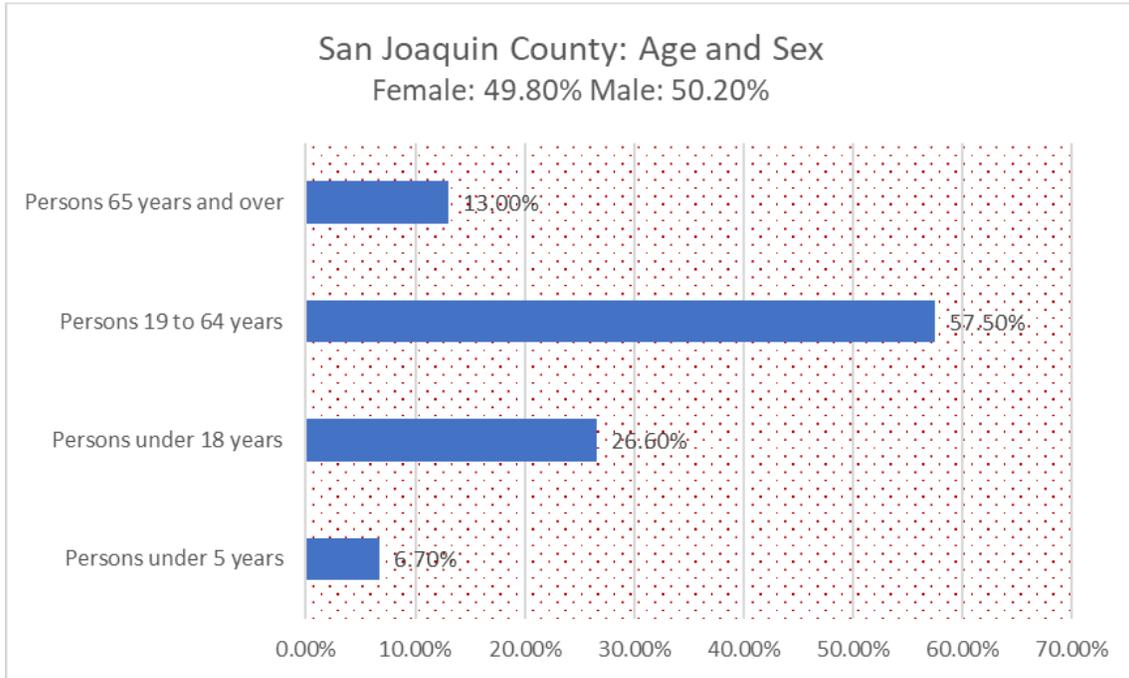
Figure 2. San Joaquin County Population 65+



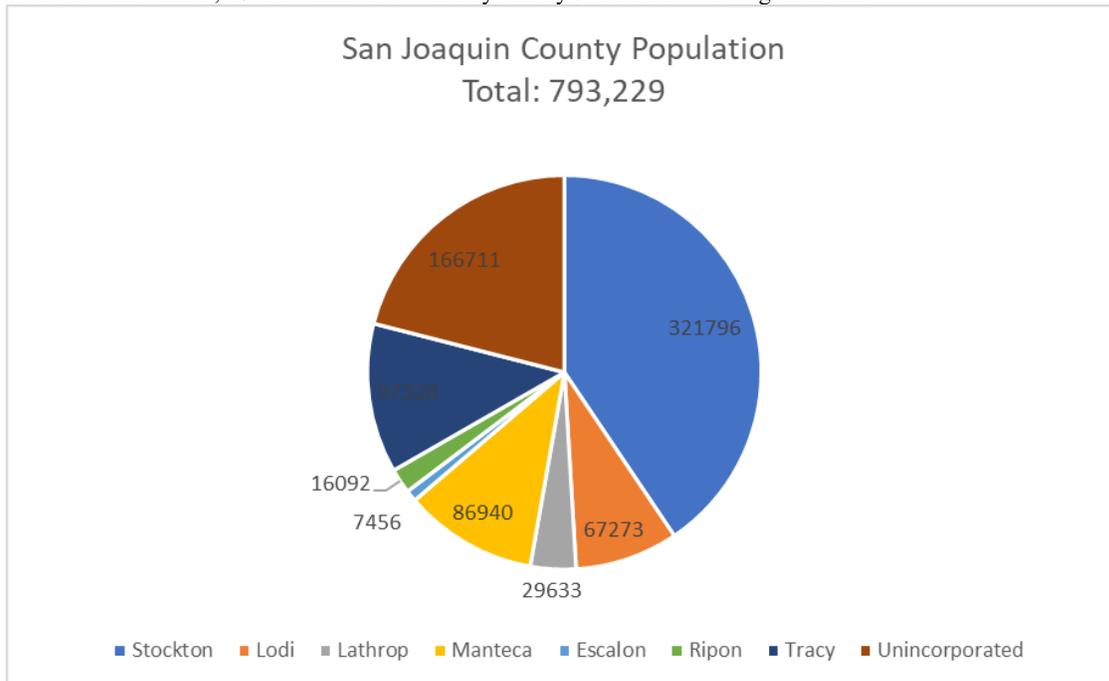
Source: San Joaquin County, and US Census ACS 2023 Age and Sex Data

Figure 3 presents population pyramids for each planning jurisdiction within San Joaquin County. San Joaquin County Sex by Age is a reference point for jurisdictional comparison.

Figure 3: Population by Sex and Age

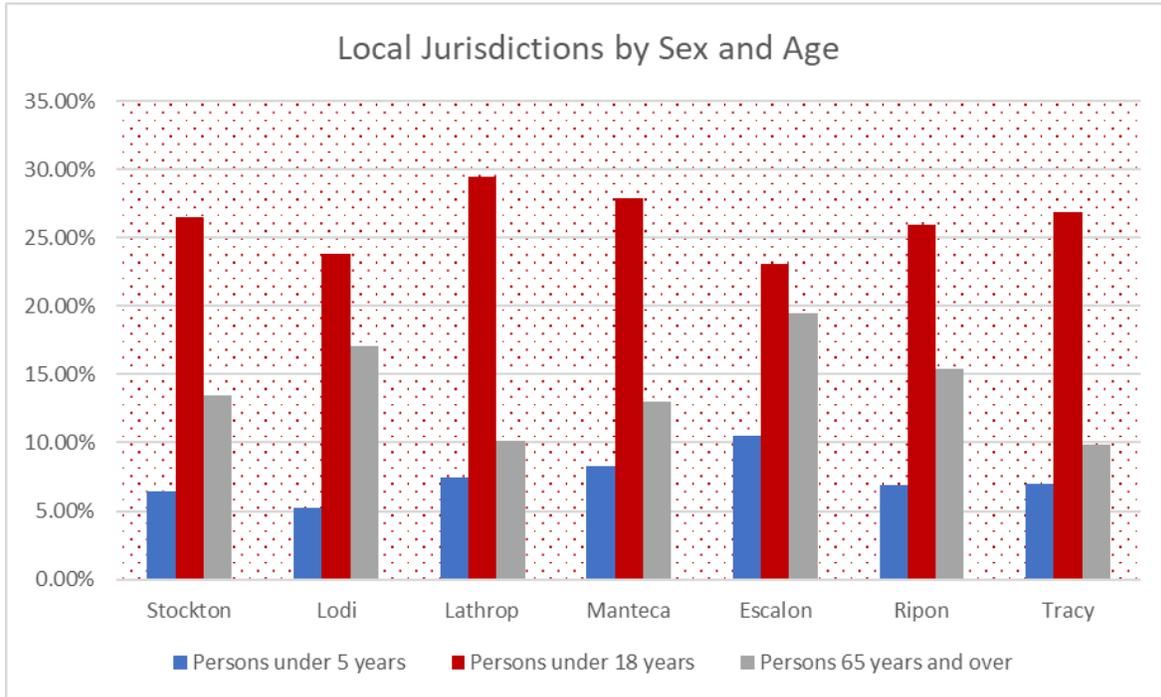


Source: U.S. Census Bureau, 2022 American Community Survey 5-Year Estimate. Age and Sex.



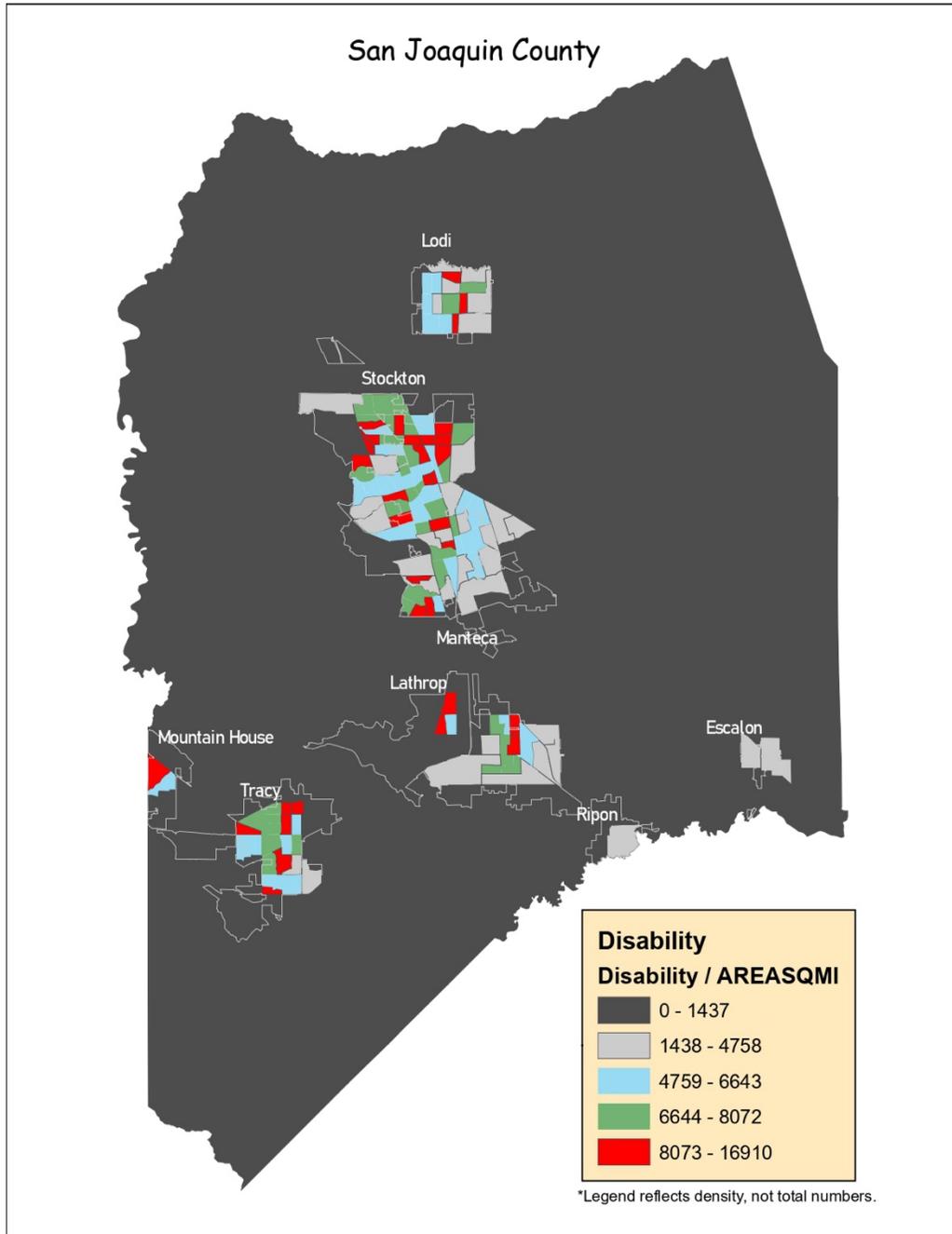
Source: U.S. Census Bureau, 2022 American Community Survey. Age and Sex.

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Source: U.S. Census Bureau, 2022 American Community Survey. Age and Sex.

Figure 4: Persons with Disabilities Density Map



Source: San Joaquin County, and US Census 2020 Decennial Census Persons with Disabilities

Figure 4 displays 2020 decennial census density data regarding persons with disabilities in San Joaquin County. Some disabilities that were considered include those that affect vision, hearing, cognitive abilities, self-care, ambulatory requirements, and independent living. Persons that have such difficulty because of a health condition are said to have mobility limitations. Increased public transportation would be an asset to those who have mobility limitations.

SJCOG's definition of transit-dependent focuses on individuals who by their age, income, or disability, are not adequately served by the automobile. Information from the last available version of a summary from Caltrans entitled "Travel and Related Factors in California" was used as a foundation for identifying the incidence of individuals that are transportation dependent.

According to the California Department of Motor Vehicles (DMV), in 2022 there were 27,721,418 driver's licenses issued to the whole State of California. Comparatively, San Joaquin County had an estimated 730,378 licensed drivers in 2022. This results in the County making up around 3% of the state's licensed drivers.

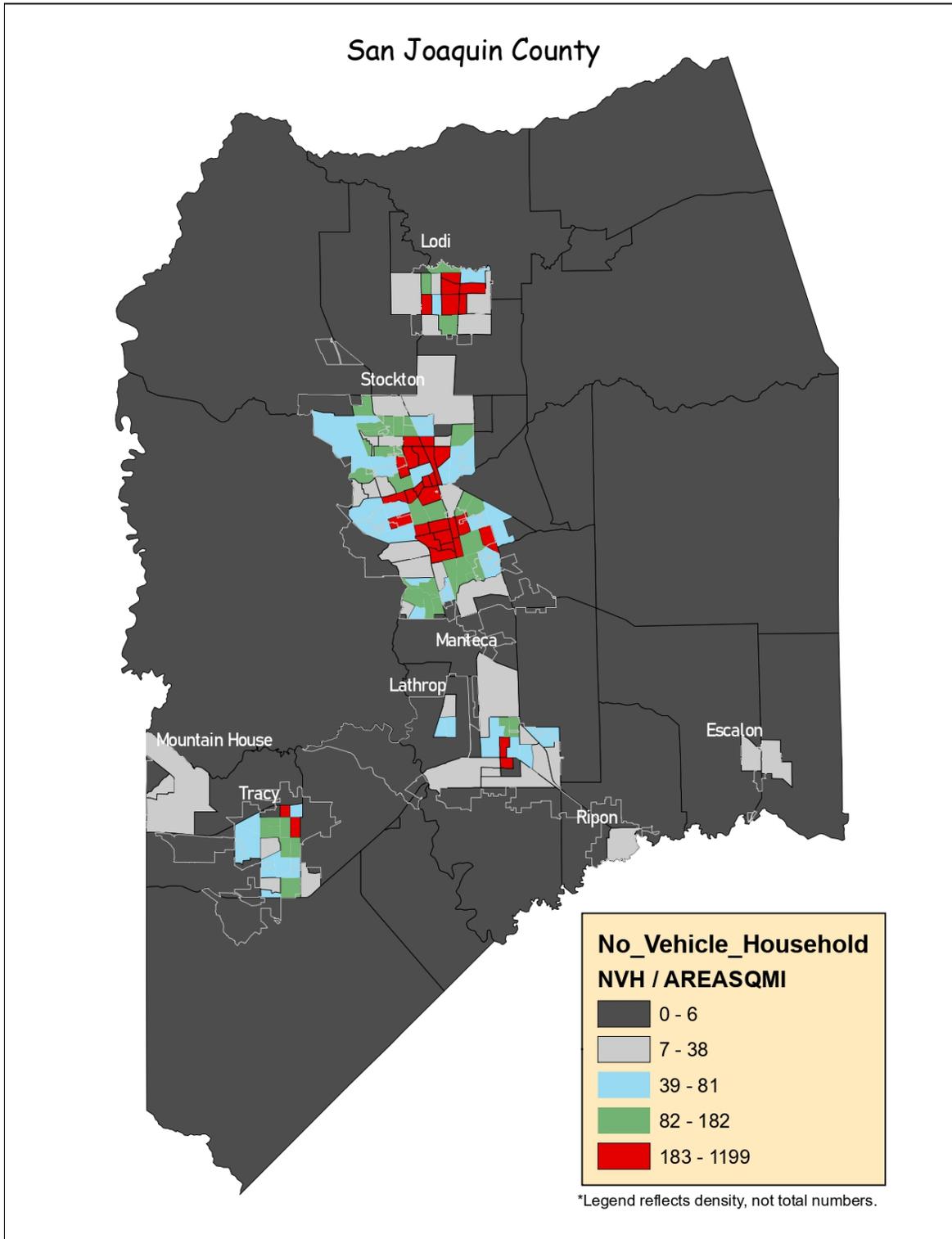
More than half of San Joaquin County's total population has driver's licenses (refer to **Table 4**). **Figure 5** highlights the percentage of households without automobiles in various cities across the region.

Table 4. Estimate of San Joaquin Residents without a Driver's License

San Joaquin Residents	Population
San Joaquin County Population	793,229
Number of Drivers Licenses	473,213
Population under the age of 18	26.6% or 207,464
Population over the age of 18	571,981
Population over the age of 18 without a Drivers' License	98,768

Source: U.S. Census Bureau, 2022 American Community Survey 5-Year Estimate. Age and Sex.

Figure 5. San Joaquin County Population without a Car



Source: San Joaquin County, and US Census ACS 2020 Households with No Vehicles

CHAPTER 3

ADEQUACY OF EXISTING TRANSIT SERVICES



CHAPTER 3. ADEQUACY OF EXISTING TRANSIT SERVICES

SJCOG is required by the Transportation Development Act (TDA) to analyze the adequacy of the existing public and specialized transportation services. This includes privately and publicly provided services.

All cities and unincorporated areas in San Joaquin County are served by a public transit system. These systems range in size and complexity, from approximately 66 buses being operated during maximum service by the San Joaquin Regional Transit District (RTD) to one bus operated by the City of Ripon's Blossom Express and the City of Escalon's eTrans. Public transit varies throughout the county.

DESCRIPTION OF LOCAL PUBLIC TRANSIT SERVICES

RTD, ACE, and the cities within the San Joaquin region have provided public transit services for decades. Overall, the types of public transit services operated by different jurisdictions and RTD can be described as follows: 1) General public fixed route; 2) General public on-demand service; 3) Interregional; 4) Intercity with available route deviation (County Hopper); and, 5) Demand Response (ADA, Seniors and persons with disabilities) Dial-A-Ride.

For this report, paratransit refers to a transit service tailored for specialized transit needs in accordance with ADA paratransit requirements detailed in Part 37 of the Americans with Disabilities Act (ADA). These specialized needs generally relate to transit accessibility and require vehicles to lift/ramp-equipped or have other access accommodations.

RTD provides a broad range of transit services that benefit all the cities and the unincorporated area, and Access San Joaquin, which is made up of the same RTD policy board and staff by RTD with support from a technical advisory committee comprising of all the city transit operators provides a variety of social services such as travel training and ADA certification. Details regarding these services will be addressed in this chapter.

The public transit service opportunities within San Joaquin County by jurisdiction are as follows:

City of Escalon

The City of Escalon operates eTrans flexible fixed route and Dial-A-Ride services Monday through Friday from 9:12 a.m. to 11:22 a.m., 12:32 p.m. to 1:12 p.m. and from 2:12 p.m. to 3:32 p.m. No Saturday, Sunday or Holiday service is provided. The City contracts its transit services with a private operator whom provides the operations and maintenance. eTrans' flexible fixed route, Route 35, operates between the Main Street Escalon Park-n-Ride Lot, the Modesto Kaiser Permanente Medical Center, and the Modesto Vintage Faire Mall on Dale Road, three times a day each weekday and connects the with Ride the S fixed routes and demand response services.

eTrans Escalon Dial-A-Ride provides door-to-door service within the City of Escalon and connects passengers to the Ride the S Riverbank Dial-A-Ride services at Jacob Myers Park in the City of Riverbank.

Image 1. Escalon's eTrans



eTrans Route 35 connects to Ripon Blossom Express, Ride The S bus routes in Modesto at McHenry Avenue and Standiford Avenue and at Dale Road and Veneman Avenue.

SJCOG UNMET TRANSIT NEEDS
FY 25-26

Image 2: eTrans Service Area Map



eTrans Route 35 Schedule - Escalon to Modesto (Monday - Friday Only)

To Modesto - Southbound

Almond Grove Mobile Home Park (Depart)	California Ave. & Jackson Ave. (Rite Aid Pharmacy)	Downtown Park & Ride Lot Main St. at Viking St.	Escalon Community Center at Escalon Bellota Rd.	Escalon Bellota Rd. & Yosemite Ave. near Crossroads Plaza	McHenry Ave. & Ulrey Ave. (across Escalon City Hall)	Kiernan Ave. & McHenry Ave.	Kaiser Permanente Medical Center at Dale Rd. & Bangs Ave.	Vintage Faire Mall at Dale Rd. & Veneman Ave. (Arrive)
1	2	3	4	5	6	7	8	9
8:12	8:17	8:20	8:22	8:23	8:25	8:34	8:42	8:45
Escalon Dial-A-Ride Service between 9:12 a.m. to 11:32 a.m. and 12:32 p.m. to 1:12 p.m. - Call 209.541.6645 for a ride.								
1:12	1:17	1:20	1:22	1:23	1:25	1:34	1:42	1:45
Escalon Dial-A-Ride Service between 2:12 p.m. to 3:32 p.m. - Call 209.541.6645 for a ride.								
4:12	4:17	4:20	4:22	4:23	4:25	4:34	4:42	4:45

To Escalon - Northbound

Vintage Faire Mall at Dale Rd. & Veneman Ave. (Depart)	McHenry Ave. & Sylvan Ave.	McHenry Ave. & Kiernan Ave.	McHenry Ave. (Escalon City Hall)	Escalon Bellota Rd. & Yosemite Ave. near Crossroads Plaza	Escalon Community Center at Escalon Bellota Rd.	Downtown Park & Ride Lot Main St. at Viking St.	California Ave. & Jackson Ave. (Rite Aid Pharmacy)	Almond Grove Mobile Home Park (Arrive)
9	10	7	6	5	4	3	2	1
8:45	8:55	8:59	9:08	9:09	Upon Request	9:12	Upon Request	Upon Request
Escalon Dial-A-Ride Service between 9:12 a.m. to 11:32 p.m. and 12:32 p.m. to 1:12 p.m. - Call 209.541.6645 for a ride.								
1:45	1:55	1:59	2:08	2:09	Upon Request	2:12	Upon Request	Upon Request
Escalon Dial-A-Ride Service between 2:12 p.m. to 3:32 p.m. - Call 209.541.6645 for a ride.								
4:45	4:55	4:59	5:08	5:09	Upon Request	5:12	Upon Request	Upon Request

Fare Information - eTrans is now Free!

eTrans Dial-A-Ride (Monday - Friday Only)

General public door-to-door Dial-A-Ride service that includes the entire city limits of Escalon with service to Jacob Myers Park in Riverbank from 9:12 a.m. to 11:32 a.m. and 12:32 p.m. to 1:12 p.m. and 2:12 p.m. to 3:32 p.m. Please make reservations at least 15 minutes in advance. If you need to cancel your trip, call us as soon as possible. You can make a trip reservation or cancel a trip by calling (209) 541-6645 or 511.

Reservations can be made Monday through Friday from 8:00 a.m. to 5:00 p.m. Connections to Ride the S Eastside Shuttle and Riverbank Dial-A-Ride are possible by asking the bus operator or asking the dispatcher when making your reservation.

When dial-a-ride service is not available, please use Route 35 and request a route deviation for destinations within the City of Escalon only. No Saturday, Sunday or Holiday service.

EZHub The EZ Way to Plan, Pay and Ride

Find EZHub on the Vamos Mobility app **VAMOS**

Available on the App Store and Google Play

EZHub Plan, Pay and Ride!

EZHub is a cashless mobile ticketing and fare payment system available in the Vamos Mobility App, making it "EZ" to purchase public transit tickets in your mobile device. Once downloaded, transit riders can use the app to plan their journeys and purchase tickets for TRACER, GrapeLine, RTD, ACE, Blossom Express, eTrans, Ride the S, Turlock Transit and Manteca Transit. The free app is available from both the App Store and Google Play or visit Vamos Mobility.

Title VI Notice

In compliance with U.S. Department of Transportation Title VI regulations (49 CFR part 21), the City of Escalon operates programs without regard to race, color, and national origin. Contact the City of Escalon Transit at 2080 McHenry Avenue, Escalon, CA 95320, (209) 691-7465, or email: transit@cityofescalon.org to request additional information regarding City of Escalon's nondiscrimination obligations. Any person who believes himself or any specific class of persons to be subjected to discrimination prohibited by Title VI may, by himself or by a representative file a written complaint with the City of Escalon or with the Federal Transit Administration (FTA) Office of Civil Rights, Attention: Title VI Program Coordinator, East Building - 5th Floor TCR, 1200 New Jersey Avenue SE, Washington, DC 20590. A complaint must be filed no later than 180 days after the date of the alleged discrimination, unless the time for filing is extended by FTA.

To request this Rider's Guide or other transit information in alternative and/or accessible formats, please call (209) 691-7465 or e-mail: transit@cityofescalon.org. TDD/TTY users may call 711 through the California Relay Service.

City of Lathrop

Although the City of Lathrop does not operate a transit service system, RTD provides Lathrop residents with connections to Stockton, Lodi, Manteca, and Tracy via County Hopper Route 90 and 97. RTD and the City of Lathrop have launched a new pilot transit service that transports commuters from the River Islands community to the existing RTD's Commuter Route 150 Stockton-Dublin/Pleasanton BART. This pilot transit service will serve for one year and ridership will be evaluated to further the service term.

To continue expanding existing transit services throughout the city, RTD and the City of Lathrop are coordinating a Community Needs Public Transit and Apportionment Study to evaluate existing routes and determine new community areas to serve. The study will evaluate several concepts for future public transit service within Lathrop.

Image 3. Lathrop Service Area Map



City of Lodi

The City of Lodi offers Grapeline Fixed Route and general public Dial-A-Ride service, as well as Vineline ADA paratransit service for certified passengers. The service provides coverage within Lodi city limits, Woodbridge, Villa Cerezos Mobile Home Park, and specific destinations in Acampo.

As of January 2024, the Grapeline fixed-route service consists of five regular weekday routes, four weekday express routes, and four weekend routes. The regular weekday fixed-route services operate roughly from 6:30 AM to 7:20 PM, with buses running every hour. The four weekday express routes offer additional capacity in the mornings (6:45 AM to 8:15 AM) and afternoons (2:30 PM to 4:30 PM), with buses running approximately every 15 to 25 minutes. On weekends, service runs hourly from 7:30 AM to 6:20 PM on Saturdays, and 7:30 AM to 3:30 PM on Sundays.

The Grapeline also connects with SJRTD at several bus stops throughout the City and at the Lodi Transit Station in downtown Lodi. SCT/LINK, Amtrak San Joaquins & Amtrak Thruway, and Greyhound also connect with the Grapeline at the Lodi Transit Station.

Image 4. Lodi's Grapeline Transit



Image 5a. City of Lodi Grapeline Weekday Bus Routes Map



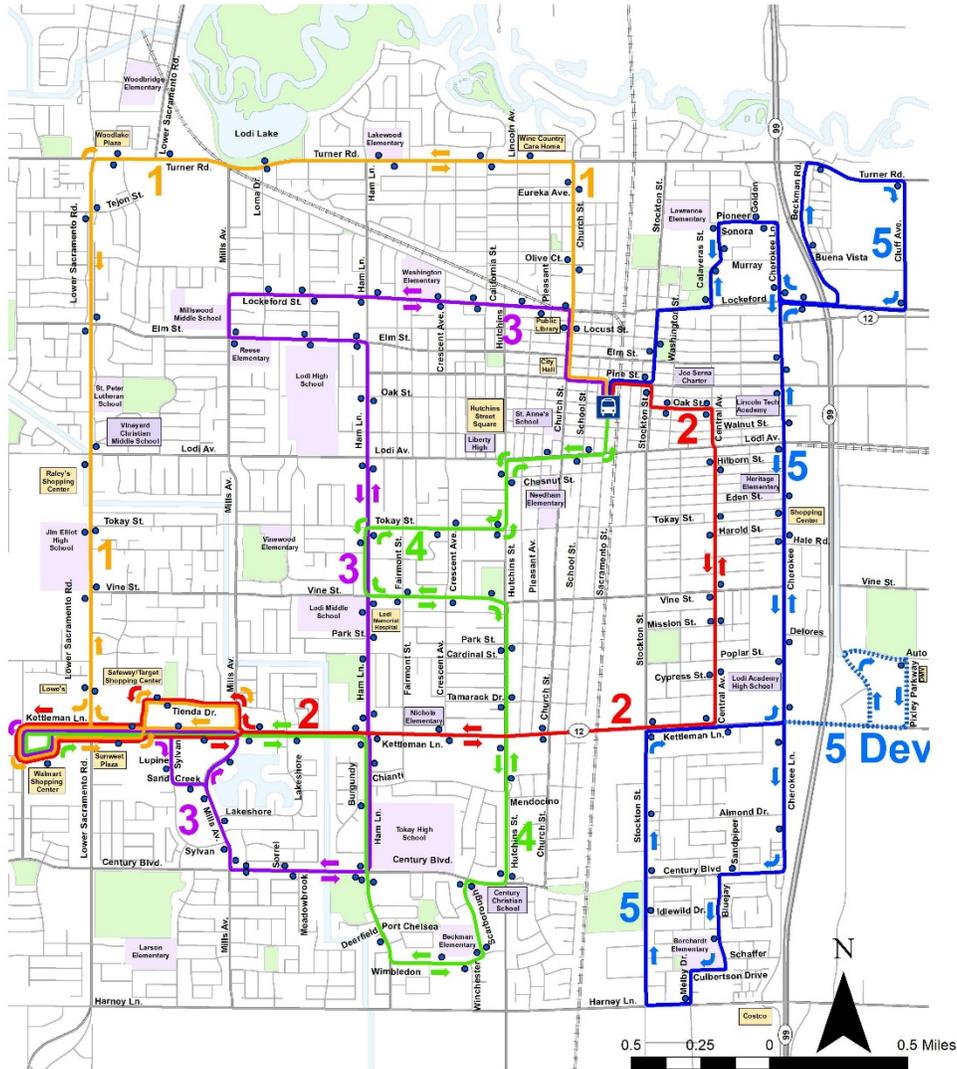
LODI GRAPELINE WEEKDAY BUS ROUTES

www.lodi.gov/transit | (209) 333-6806

FARES	
General	\$1.25
Discount Descuento	\$0.60
-Senior, Medicare Card, Person with disabilities -Mayor, Persona con tarjeta de medicare, persona con discapacidad	
Children (under 5) Niños (menores de 5 años)	FREE
-Two free per paying passenger -Dos niños gratis por cada pasajero con tarifa pagada	
K-12 Students Estudiantes K-12	FREE*
Monthly Pass Pase Mensual	
-General	\$44.00
-Discount Descuento	\$22.00
10 Ride Pass Pase de 10 viajes	
-General	\$12.50
-Discount Descuento	\$6.00
Day Pass Pase Diario	
-General	\$3.00
-Discount Descuento	\$1.50

Legend

- Lodi Transit Station
- Bus Stop
- Bus Route 1
- Bus Route 2
- Bus Route 3
- Bus Route 4
- Bus Route 5
- Bus Route 5 Deviation



Revised: 10/20/2022

Image 5b. City of Lodi Grapeline Weekend Bus Routes Map



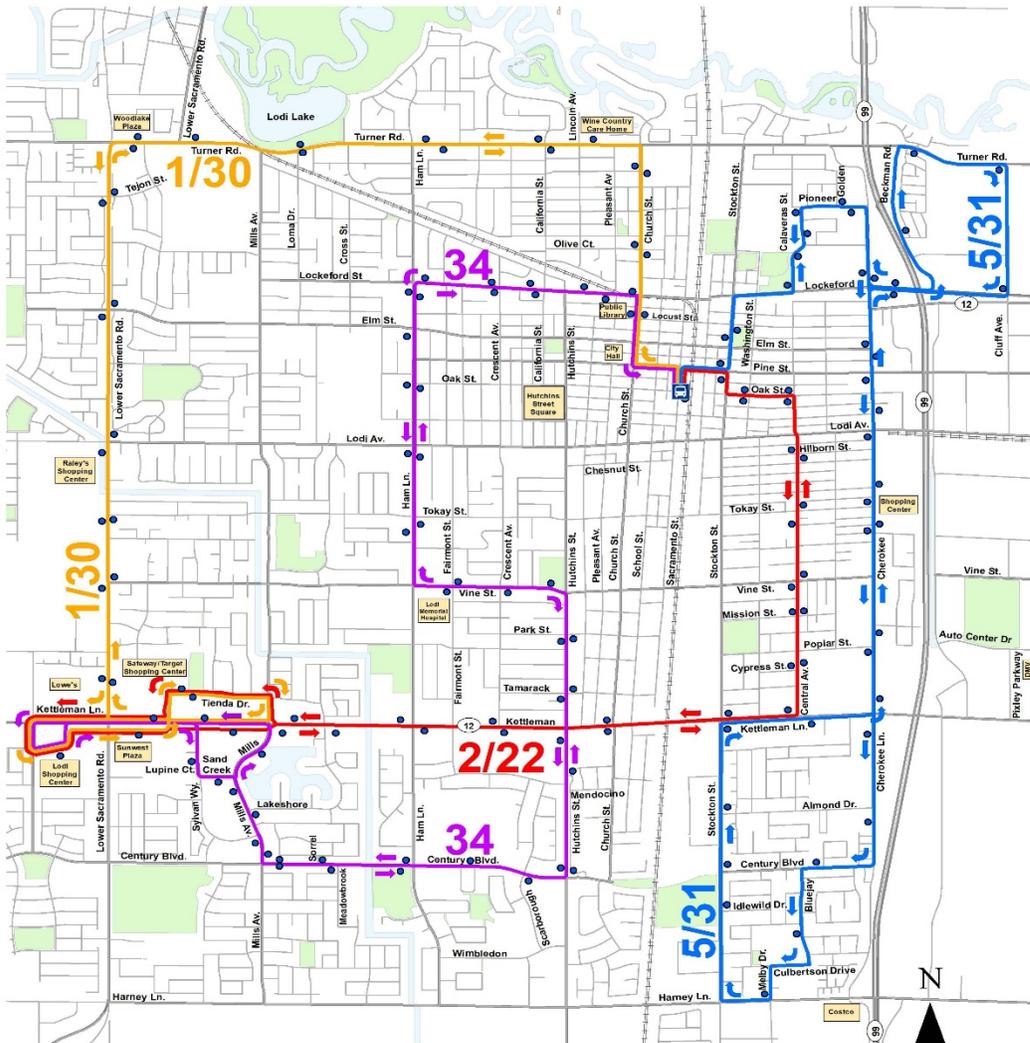
LODI GRAPELINE WEEKEND BUS ROUTES

www.lodi.gov/transit | (209) 333-6806

FARES	General	\$1.25	Monthly Pass <i>Pase Mensual</i>	
	Discount <i>Descuento</i>	\$0.60	-General	\$44.00
	-Senior, Medicare Card, Person with disabilities		-Discount <i>Descuento</i>	\$22.00
	-Mayor, Persona con tarjeta de medicare, persona con discapacidad		10 Ride Pass <i>Pase de 10 viajes</i>	
	Children (under 5) <i>Niños (menores de 5 años)</i>	FREE	-General	\$12.50
	-Two free per paying passenger		-Discount <i>Descuento</i>	\$6.00
	-Dos niños gratis por cada pasajero con tarifa pagada		Day Pass <i>Pase Diario</i>	
	-General		-General	\$3.00
	-Discount <i>Descuento</i>		-Discount <i>Descuento</i>	\$1.50
	K-12 Students <i>Estudiantes K-12</i>	FREE*		

Legend

- Lodi Transit Station
- Bus Stop
- Bus Route 22
- Bus Route 31
- Bus Route 30
- Bus Route 34



0.5 0.25 0 0.5 Miles

Map Revised: 1/3/2024

Image 6. City of Lodi Grapeline Express Bus Routes Map



LODI GRAPELINE EXPRESS BUS ROUTES

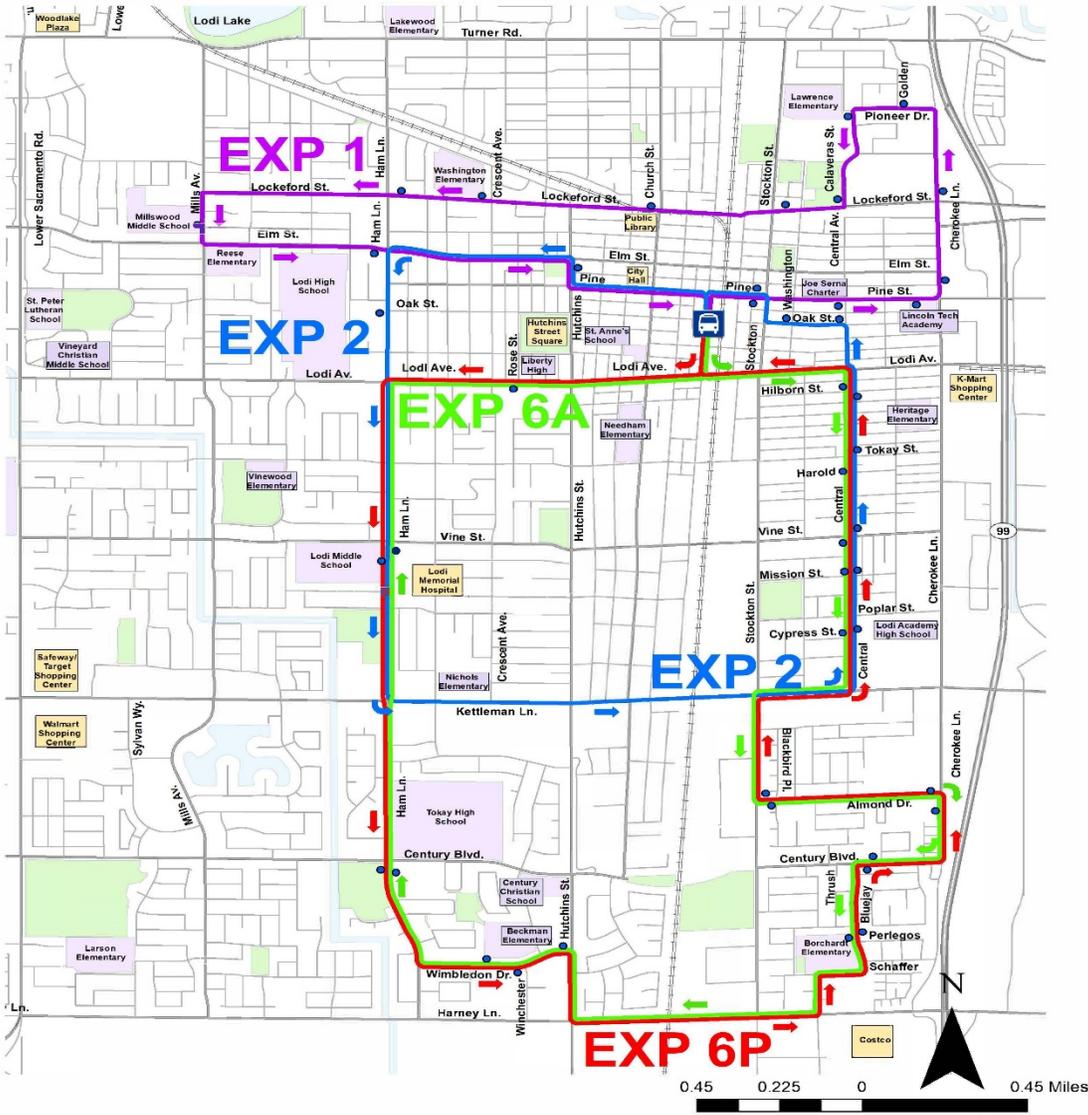
www.lodi.gov/transit | (209) 333-6806

FARES

General	\$1.25	Monthly Pass <i>Pase Mensual</i>	
Discount <i>Descuento</i>	\$0.60	-General	\$44.00
-Senior, Medicare Card, Person with disabilities		-Discount <i>Descuento</i>	\$22.00
-Mayor, Persona con tarjeta de medicare, persona con discapacidad		10 Ride Pass <i>Pase de 10 viajes</i>	
Children (under 5) <i>Niños (menores de 5 años)</i>	FREE	-General	\$12.50
-Two free per paying passenger		-Discount <i>Descuento</i>	\$6.00
-Dos niños gratis por cada pasajero con tarifa pagada		Day Pass <i>Pase Diario</i>	
K-12 Students <i>Estudiantes K-12</i>	FREE*	-General	\$3.00
		-Discount <i>Descuento</i>	\$1.50

Legend

- Lodi Transit Station
- Express Bus Route 1
- Express Bus Route 6-AM
- Express Bus Route 2
- Express Bus Route 6-PM
- Bus Stop



City of Manteca

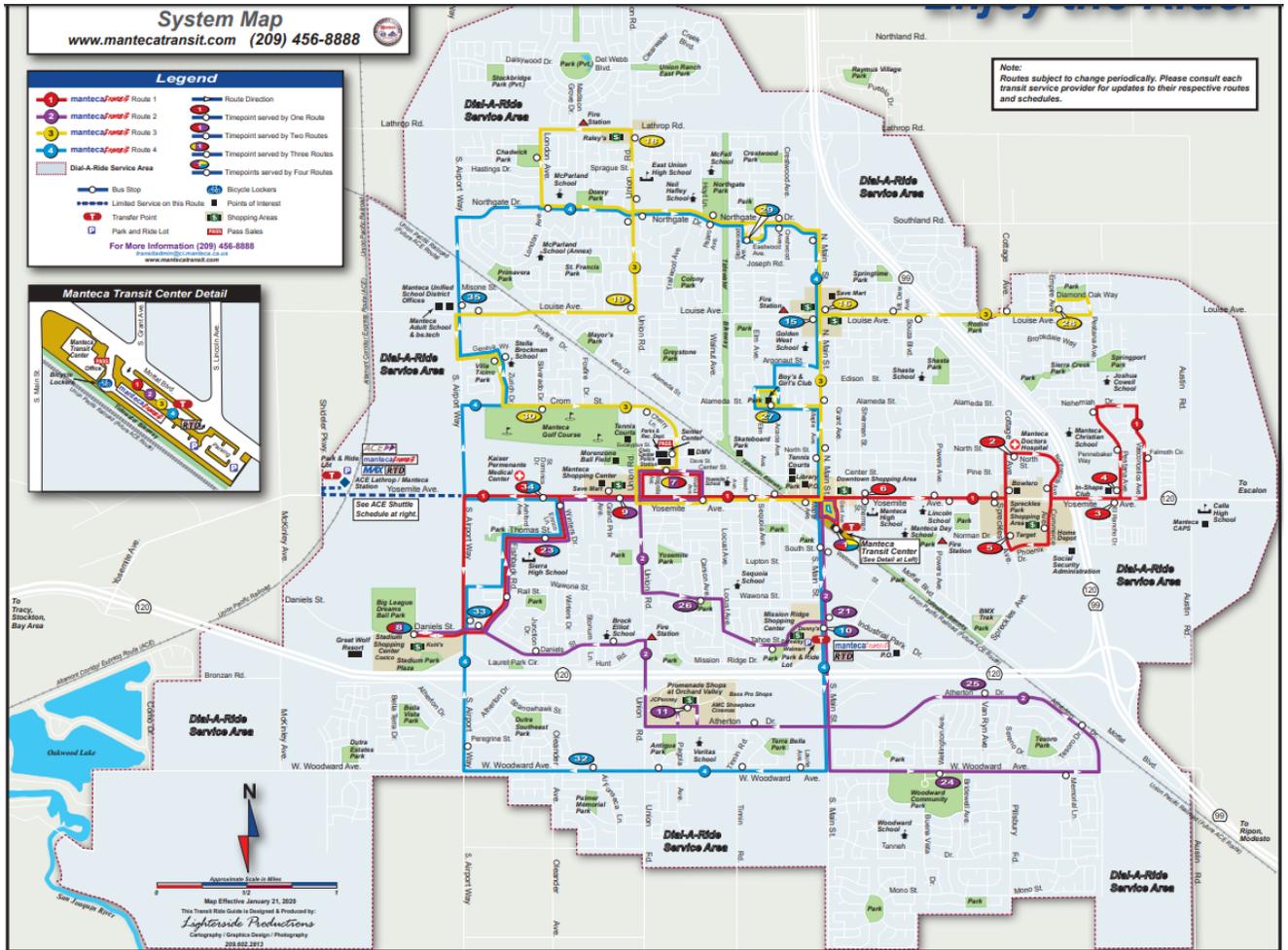
Manteca Transit operates four fixed routes Monday through Friday between 6:00 AM and 7:00 PM and three fixed routes on Saturday. These four routes provide local service within the city, as well as connections to regional transit routes operated by San Joaquin Regional Transit District and StanRTA via the Manteca Transit Center. Manteca Transit provides ADA Complementary Paratransit an origin to destination transportation service for individuals with a disability that prevents them from using fixed-route bus services. Trips are scheduled during the same times as the Manteca Transit fixed-route bus services. Manteca Transit also provides curb-to-curb Dial-a-Ride service for ADA eligible seniors (age 62 and up), Medicare recipients, and persons with disabilities on weekdays between 6:00 AM and 7:00 PM. On Saturdays, Dial-a-Ride service is offered between 9:00 AM and 4:00 PM. Manteca Transit also provides an ACE Shuttle to Lathrop/Manteca ACE Station Monday through Friday.

Notably, the City of Manteca recently purchased and received two compressed natural gas 29-foot buses and one battery electric van for Dial-A-Ride.

Image 7. Manteca Transit



Image 8. Manteca Transit System Map



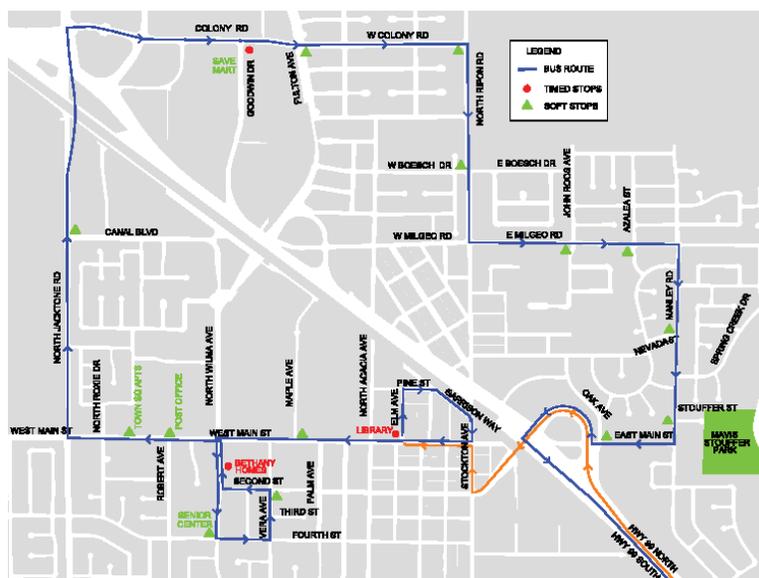
City of Ripon

The City of Ripon’s Blossom Express bus operates on Tuesdays and Thursdays providing fixed-route service to stops in Ripon including SaveMart and the Ripon Library, and in Modesto to Vintage Faire Mall and the Target Center. Deviations within ¾ mile of the bus stop are available upon request. Connections to RTD (San Joaquin County), eTrans (Escalon) at Dale & Veneman in Modesto, and Ride the S (Stanislaus County) bus lines are available.

Image 9. Ripon’s Blossom Express



Image 10. Ripon’s Blossom Express System Map



City of Tracy

The City of Tracy public transit system TRACER offers fixed route, paratransit, and on-demand services. The fixed route services offer four core routes, three shuttle routes that run Monday through Saturday, and four commuter routes that run at peak periods Monday through Friday only. The core routes A, B, C, and D provide service Monday through Friday, from 7:00 AM to 6:30 PM, and Saturdays, from 9:00 AM to 6:30 PM. The ACE Shuttle provides service Monday through Friday, with three trips in the morning between 5:15 AM and 8:02 AM to meet the last three ACE trains in the AM, and three trips in the evenings between 5:18 PM and 7:55 PM to meet the first three ACE trains in the PM. The South Tracy Shuttle provides service Monday through Saturday, with three trips between 10:00 AM and 4:45 PM, with service to and from the Tracy Hills and Ellis developments to the Tracy Transit Station. The Arbor Shuttle provides service Monday through Saturday, with three trips between 9:05 AM and 5:40 PM, to and from the Arbor Temporary Emergency Housing Facility to the Tracy Transit Station. Commuter Routes E provides one trip in the morning Monday through Friday, three round trips in the late afternoon on Mondays, and two round trips in the late afternoon on Tuesday through Friday. Commuter Routes F and H provide one round trip in the morning Monday through Friday, two round trips in the late afternoon on Mondays, and one round trip in the late afternoon Tuesday through Friday. Commuter Route G provides two round trips in the late afternoon on Mondays, and one round trip in the late afternoon Tuesday through Friday. Most stops are located near residential areas, major retail businesses, hospitals, and public-school locations. TRACER connects with RTD at Tracy Transit Station and ACE at the Tracy ACE Station.

TRACER Paratransit operates concurrently with the fixed route operation schedule. It provides door-to-door, shared-ride service to persons with disabilities/ADA Certified, who, because of their disability or health-related condition, cannot independently board, ride and/or disembark from an accessible fixed-route transit bus or cannot get to or from a boarding or disembarking location. Certification by Access San Joaquin is required to become a paratransit customer in accordance with the ADA. As an added service, seniors (65+), Medicare, and Veteran recipients residing in Tracy are eligible for a Discount Fare Card (DFC) and are provided non-ADA service on TRACER Paratransit on a space-available basis. Service extends to the Larch /Clover Road areas outside the City limits.

TRACER Plus is a general public on-demand service available outside the normal fixed route operation hours. It services all areas within the City limits. During the week, it is available from 4:00 AM to 7:00 AM Monday through Friday, 6:30 PM to 10:00 PM Monday through Thursday

SJCOG UNMET TRANSIT NEEDS
FY 25-26

and 6:30 PM to 11:00 PM on Friday. On Saturdays it is available from 6:00 AM to 9:00 AM and from 6:30 PM to 11:00 PM, and on Sundays from 8:00 AM to 10:00 PM.

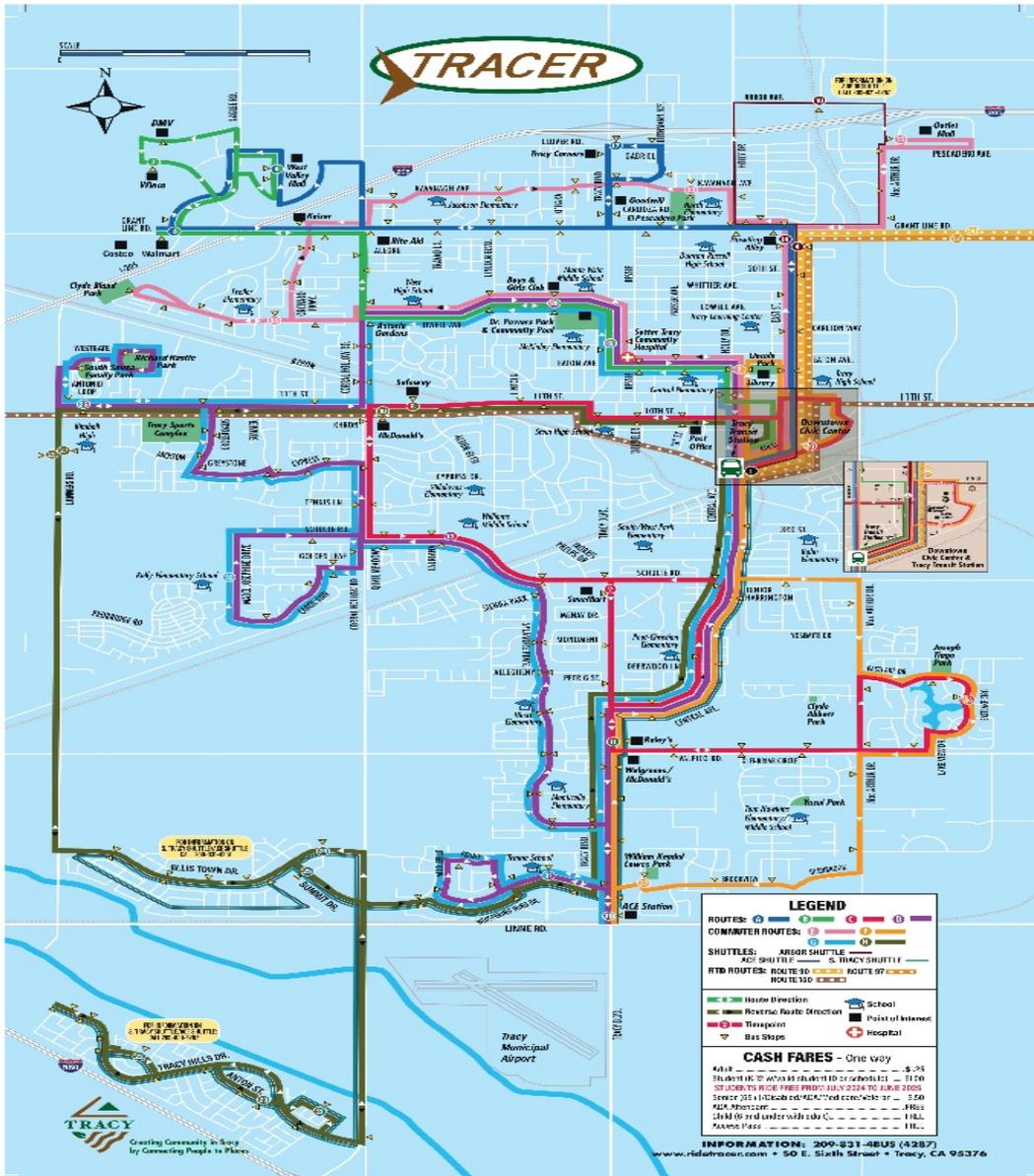
TRACER does not operate on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Image 11. Tracy's TRACER



SJCOG UNMET TRANSIT NEEDS
FY 25-26

Image 12. TRACER System Map



HOW TO CATCH THE BUS

TRACER is a public transit system that provides service to the Tracy area. To catch the bus, you need to know the route and stop. The map shows the routes and stops. You can also call the TRACER office for more information.

TRANSFERRING

You can transfer from one TRACER route to another. The map shows the transfer points. You can also call the TRACER office for more information.

INFORMATION FOR THE BUS

For more information, visit the TRACER website at www.tracytracert.com or call the TRACER office at 925-831-4857.

REGIONAL BUS SERVICE

TRACER provides service to the Tracy area. The map shows the routes and stops. You can also call the TRACER office for more information.

GREYHOUND

TRACER provides service to the Tracy area. The map shows the routes and stops. You can also call the TRACER office for more information.

PARATRANSIT

TRACER provides service to the Tracy area. The map shows the routes and stops. You can also call the TRACER office for more information.

TRACER PLUS ON-DEMAND SERVICE

TRACER provides service to the Tracy area. The map shows the routes and stops. You can also call the TRACER office for more information.

TRACER RIDING GUIDELINES AND POLICIES

TRACER provides service to the Tracy area. The map shows the routes and stops. You can also call the TRACER office for more information.

CASH FARES - One way

ADULT (18+)	\$2.50
YOUTH (12-17)	\$1.50
CHILDREN (5-11)	\$1.00
SENIORS (65+)	\$1.50
DISABLED	\$1.50
TRACER PLUS	\$2.00

INFORMATION: 209-831-4857 (x287)
www.tracytracert.com • 501 E. 24th Street • Tracy, CA 95376

City of Stockton

San Joaquin Regional Transit District (RTD) is the regional transit provider for San Joaquin County. RTD is a political subdivision of the State of California, organized and existing under the San Joaquin Regional Transit District Act, as found in the California Public Utilities Code, commencing with Section 50000. Established in 1963 as the Stockton Metropolitan Transit District (SMTD), SMTD began providing service in 1965. With the expansion of its service area to all of San Joaquin County and the Bay Area, SMTD became the San Joaquin Regional Transit District in 1994. RTD is a special district and fiscally independent of the City and San Joaquin County as far as neither makes budget appropriations to RTD.

Image 13. RTD Local Bus



RTD offers thirty two (32) routes that serve the Stockton Metropolitan Area (SMA), including Bus Rapid Transit (BRT), seven (7) Metro Hopper SMA deviated fixed routes, seven (7) Intercity and Countywide deviated fixed routes, two (2) interregional commuter fixed routes, SMA Dial-A-Ride (DAR) service for persons that meet the ADA eligibility criteria, and county-wide general public on-demand service, called Van Go!.

RTD fixed route fares are described below:

Fares

Express, Local, and Hopper

Fares	1-Ride	1-Day	31-Day
Full – Ages 18 to 59.	\$1.50	\$4.00	\$65.00
Discount – Valid only for seniors (ages 60 and over), persons with disabilities, veterans, Medicare cardholders, and all other eligible passengers with a valid Discount Fare Card (DFC) .	\$0.75	\$2.00	\$30.00
Student – Ages 5 to 17 and college students with valid student ID.	\$1.50	\$4.00	\$40.00
Children – Up to three children ages 4 and under ride free of charge when accompanied by a fare-paying adult. The fare for each additional child costs \$1.50. Riders under the age of 9 must be			



Downtown Stockton is the hub for many RTD routes, including intercity buses. Construction of the RTD Downtown Transit Center (DTC) was completed in December 2006. The transit center includes an off-street bus facility located on Weber Avenue between Sutter, Channel, and California Streets. The DTC provides bus passengers with better access to downtown and the ability to make timed transfers to connecting bus routes serving other areas.

The completion of RTD’s Downtown Transit Center also laid the groundwork for the new Express Service, a form of BRT. Express Route 40 runs along the Pacific Avenue corridor connecting to other routes at the DTC and the Hammer Transfer Station (HTS). Express Route 44 operates along the Airport Way corridor from the DTC, Frontage 99, Arch Road connecting to DTC and the Union Transfer Station (UTS), extending the high- frequency service to south Stockton residents and businesses. Express Route 43 operates along the Hammer Lane corridor. Passengers can board and transfer at the HTS. Express Route 47 operates along the Midtown Corridor and along the Martin Luther King Jr Way corridor is Express Route 49.



Currently, there are six (6) Park-&-Ride lots, two (2) of them leased by RTD, throughout San Joaquin County to complement RTD’s interregional commuter service.

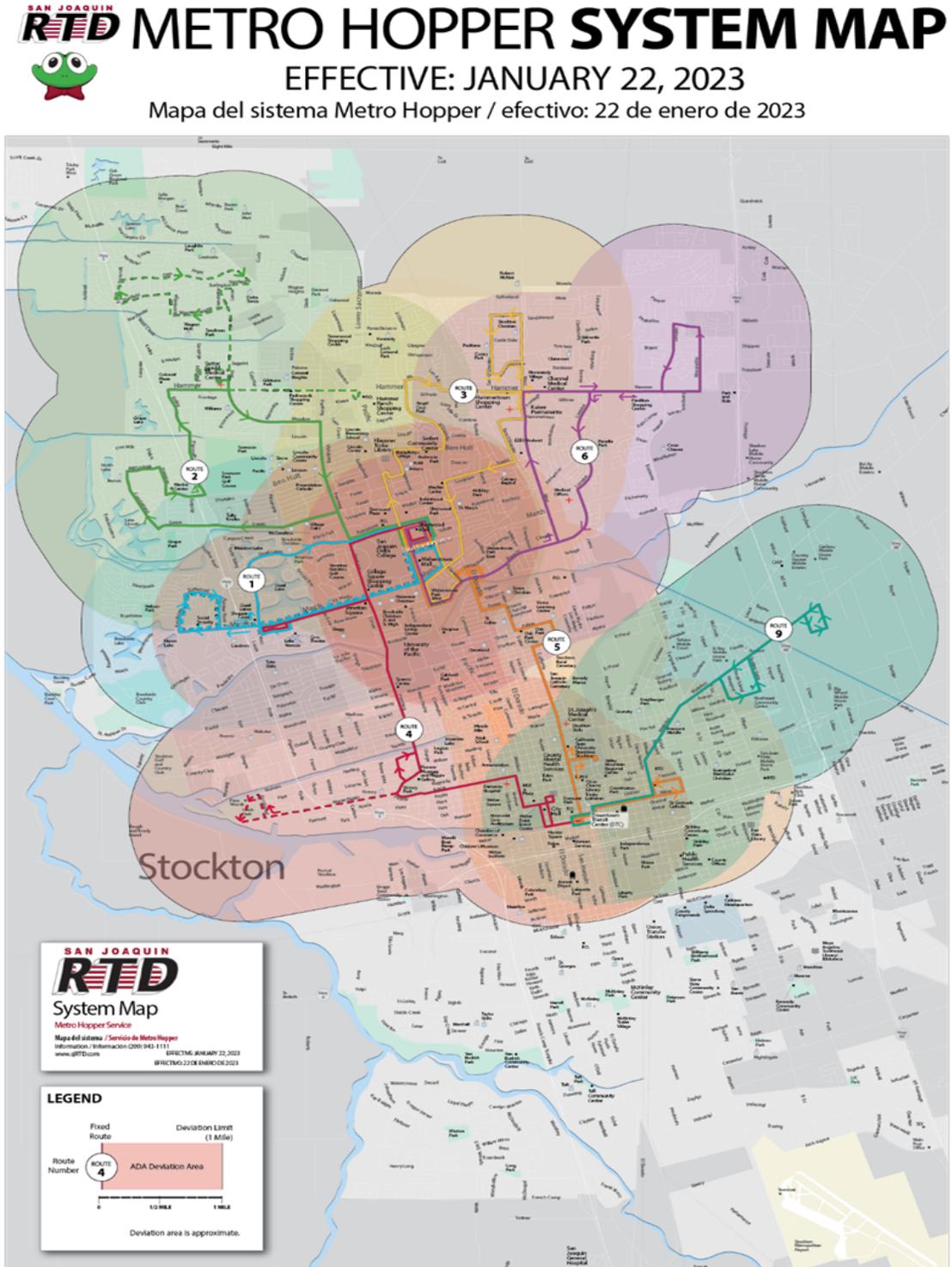
RTD offers an on-demand service called RTD Van Go! that provides service throughout San Joaquin County including rural areas. Trips can only be booked within Jurisdictions, or one leg of the trip needs to start or end in the Stockton City limits. Van Go! is an app-based rideshare service available through a smartphone or desktop computer. This service is suited for flexible outings, such as social visits, shopping trips, or casual visits to shopping centers. Van Go! vehicles are accessible, and the service operates seven days a week.

RTD also offers specialized services through Access San Joaquin, the Consolidated Transit Services Agency (CTSA) that includes services such as the ADA Assessment process, Access Pass, Discount Fare Cards, and Travel Training for all cities in the county.

Intracity Metro Hopper Service (RTD)

The Metro Hopper is a deviated fixed-route bus service serving popular destinations throughout the Stockton city limits. The Metro Hopper has seven (7) routes, and operates Monday through Friday, from approximately 6:00 AM to 7:42 PM, and buses run hourly. Each bus can deviate from its normal route up to one (1) mile to accommodate ADA-certified passengers. The service covers approximately 75% of the Stockton Metro Area for ADA-certified customers with the one-mile deviation. Reservations are required.

Image 15A. San Joaquin RTD Metro Hopper System Map



If information is needed in another language, contact (209) 943-1111 / Si necesita información en otro idioma, llame a (209) 943-1111 / ឯកសារនេះត្រូវបានប្រើប្រាស់សម្រាប់ភាសាខ្មែរ (ភាសាខ្មែរ) ឯកសារ ០០០០ / 如果需要其他语言的信息, 请联系 (209) 943-1111 / Yöq cov ntub ntawv xaw tau ua lwm hom lus, hu rau (209) 943-1111 / Kung kailangan ang impormasyon sa ibang wika, makipag-ugnayansa (209) 943-1111 / Nếu quý vị cần thông tin bằng một ngôn ngữ khác, vui lòng gọi số: (209) 943-1111

DESCRIPTION OF INTERCITY AND INTERREGIONAL PUBLIC TRANSIT SERVICES

RTD, ACE, and other carriers such as Amtrak San Joaquin and Greyhound provide intercity and interregional services. These services are described in greater detail below:

Access San Joaquin

Access San Joaquin



Access San Joaquin is a Consolidated Transportation Services Agency (CTSA) formed by multiple transit operators in San Joaquin County. One of the primary goals of Access San Joaquin is to improve the quality of transportation services for low-mobility groups such as seniors and people with disabilities. Access San Joaquin offers easier access to mobility transit services throughout San Joaquin County with one simplified process, enhanced mobility options for those unable to use traditional transit services, and centralized information for countywide transit services. Other programs include travel training dedicated to teaching seniors and persons with disabilities how to navigate public transit, discount fare cards and free fare programs, and other reimbursement programs for ADA-certified passengers.

Intercity County Hopper Service (RTD)

The Intercity County Hopper service provided by RTD is a comprehensive network of routes throughout the region that interconnects the Cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy. All buses are wheelchair accessible.

In order to accommodate passengers who are not able to reach their destinations within a rural area, each County Hopper can deviate from its normal route a distance of up to one mile. Reservations are required. The County Hopper service offers five (5) weekday routes and follows the same fare structure as the above-described Metro Hopper service

Image 15B. RTD Hopper



Interregional Commuter Bus (RTD)

This service consists of two (2) long-distance commuter routes that take patrons from locations principally along the Interstate 5/205 and State Route 99 corridors to the Dublin/Pleasanton BART Station and Sacramento regions.

RTD staff originally developed the interregional routes through outreach efforts to major employers and Employee Transportation Coordinators (ETCs) in the planning of this service. The ETCs surveyed their employees to see how many came from San Joaquin County. When enough employees from San Joaquin County expressed interest in taking a commuter coach from "here to there," RTD designed the interregional routes to fit work schedules. Currently, RTD's interregional coaches travel to the following destinations:

- BART's Dublin Pleasanton Station (Route 150)
- Downtown Sacramento (Route 163)

Unlike the County Hopper buses, the Interregional Commuter services are not routed deviation services. Commuter services are exempt from the ADA provisions calling for complimentary service, however, all RTD's Commuter buses are equipped with wheelchair lifts or ramps. The buses pick up patrons at park-and-ride lots that RTD is leasing by use of Measure K funds or using Caltrans or city-owned park-and-ride lots.

Image 16. RTD Commuter Bus



Other Interregional Services to Sacramento County

SCT/LINK, operated by the Sacramento County Department of Transportation, connects the cities of Lodi, Galt, Elk Grove, and Sacramento. The SCT/LINK connects the Lodi GrapeLine, RTD, and Sacramento Regional Transit (SacRT) in Elk Grove and south Sacramento. Buses run every hour on Monday through Friday from 5:20 AM to 7:20 PM.

Lodi GrapeLine has transfer agreements with SCT/Link for trips to Sacramento and Elk Grove. Escalon eTrans has transfer agreements with Ride The S, for travel into Stanislaus County.

Altamont Corridor Express (ACE) Rail Service

The ACE train provides weekday access to the Livermore and Silicon Valley regions of the Bay Area for San Joaquin Valley residents.

Four trains depart from Robert J. Cabral Station in Downtown Stockton in the morning, westbound: #01, #03, #05, and #07. The four trains return in the evening, #02, #04, #06, and #08, from San Jose to their point of origin in Stockton.

ACE stops in Lathrop/Manteca, Tracy, Vasco Road, Livermore, Pleasanton, Fremont, Great America, Santa Clara, and terminates at the San Jose Diridon Station. Connections can be made

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to Caltrain, Capitol Corridor, Santa Cruz METRO, Greyhound, and the Santa Clara Valley Transportation Authority (VTA) located at the Diridon Station. Fremont, Great America, and Santa Clara also provide train connections to the Capitol Corridor, VTA, and Caltrain, respectively, with Great America featuring a robust ACE shuttle service. At other stations, ACE connects with AC Transit, Tri-Valley Wheels, County Connection, LLNL Shuttle, RTD, TRACER, Ride The S, and Manteca Transit.

Image 17. Altamont Corridor Express (ACE) System Map



Amtrak San Joaquins Intercity Passenger Rail and Bus

The Amtrak San Joaquins is a State-supported intercity passenger rail corridor providing service connecting San Joaquin County to points north, west, and south of the County via rail and bus connections. Additional connections to destinations across the nation via Amtrak’s national train network are available in Sacramento, Martinez, and Emeryville. The Amtrak San Joaquins, managed by the San Joaquin Joint Powers Authority, travel north and south in the central San Joaquin Valley, connecting Bakersfield to Oakland and Sacramento with San Joaquin County stops in Stockton and Lodi. The route also includes a dedicated feeder bus service connecting Stockton to San Jose through Tracy (Thruway Bus Route 6) and connecting Stockton to Sacramento (Thruway Bus Route 3).

The current schedule (March 2025) for the Amtrak San Joaquins includes six daily roundtrips in total: five roundtrips from Bakersfield to Oakland stopping at Stockton’s San Joaquin Street Station, with a thruway bus connection to Sacramento; and two roundtrips from Bakersfield to Sacramento with stops at Stockton’s Cabral Station and in Lodi. Excitedly, a 7th roundtrip of the San Joaquins service is scheduled for implementation in late 2025, which will provide an additional roundtrip between Sacramento and Bakersfield serving the Downtown Stockton Cabral station. Additionally, thruway buses to other destinations include San Jose, Sacramento, Chico, and Redding.

Image 18. Amtrak’s San Joaquin



Greyhound Bus Service & FlixBus

Greyhound Bus provides service to the cities of Stockton, Lodi, and Tracy. Connections serving the cities of Escalon, Manteca Lathrop, and Ripon do not exist. Greyhound provides service for San Joaquin County residents to destinations throughout California and the rest of the Country. As of 2021, Greyhound is now part of the FlixBus network. In addition to Greyhound, FlixBus also provides service to Stockton (17 E Sonora Street), Lodi (24 S Sacramento St), and Tracy (50 E 6th St).

Image 19. Downtown Stockton Greyhound Bus



Image 20. FlixBus



Dibs

Through SJCOG, a transit referral support service called dibs is available. Dibs was established by the San Joaquin Council of Governments in 1978 to enhance air quality and help reduce congestion by promoting smart travel options such as taking transit, carpooling, vanpooling and biking/walking. The public can access information on transportation options through the dibsmysway.com website. dibs also conducts outreach offering a variety of tools and services to employers and organizations. This service is dedicated to helping commuters, employers and local governments find and use alternatives to driving alone.



Bike Stockton

Bike Stockton is an electric bikeshare program launched in April 2023 by the San Joaquin Council of Governments as part of the Stockton Mobility Collective. Funded by a \$7.4 million grant from the California Air Resources Board's Sustainable Transportation Equity Project, the program offers 130 pedal-assist e-bikes stationed across Stockton. Its primary goals are to provide clean, affordable transportation options, reduce greenhouse gas emissions, and improve public health, particularly in disadvantaged communities. Residents can access the bikes through long-term lending or pay-as-you-go options, making it easier to travel to jobs, schools, healthcare, and other key destinations without relying on personal vehicles.



Vamos Mobility

The Vamos Mobility App is being expanded to connect San Joaquin residents with the Stockton Mobility Collective carsharing and bikesharing services they need. The app already connects residents with affordable and sustainable ways to get from A to point B in San Joaquin. The app allows users to access information, plan routes, and buy tickets, including trips across multiple agencies and services. Tickets are



currently available for San Joaquin RTD, ACE Rail, and transit providers in Escalon, Ripon, Manteca, Tracy, and Lodi.

Miocar

Miocar is an electric car sharing service offered as part of the Stockton Mobility Collective, in partnership with the San Joaquin Council of Governments. The program is designed to provide affordable, zero-emission transportation to underserved communities, with the goal of reducing greenhouse gas emissions and improving mobility access. Funded in part by the California Air Resources Board, Miocar allows users to rent electric vehicles by the hour or day through a user-friendly smartphone app. Vehicles are stationed at convenient community-based locations throughout Stockton, including near affordable housing and public transit. This service supports transportation equity by helping individuals and families without access to a personal vehicle reach essential destinations.



Other Transit-Related Services

Other specialized transit services are provided by various social services agencies such as El Concilio, United Cerebral Palsy of San Joaquin/Calaveras/Amador Counties, ARC San Joaquin, Valley CAPS, and Community Center for the Blind and Visually Impaired. These agencies offer services for work programs and daily life activities.

ADEQUACY OF EXISTING PUBLIC TRANSIT SYSTEMS

The adequacy of existing transit services is determined by reviewing information received from the following sources:

- Comments received during the Unmet Transit Needs community outreach process.
- Public comment and discussions during the Social Services Transportation Advisory Committee (SSTAC) and Interagency Transit Committee (ITC) meetings.
- Public input received by SJCOG's dibs program and Newspaper articles.

The public mass transit operations serving San Joaquin County provided over 4.4 million unlinked passenger trips during 2020.

All transit operators dedicate financial resources to maintaining and improving passenger amenities. Bus stop amenities such as protective shelters and seating provide more comfort for the rider.

Public comment and other forms of information are crucial in determining the adequacy of existing transit services. Comments received through the public outreach process can be categorized into one of the following three categories:

- Educational related – identifies the need for continued education on the existing transit services available.
- Operational-related – identify potential shortcomings in the existing system.
- Potential unmet needs – identifies geographic areas that are either not served or underserved by the existing transit system

The public outreach process provides San Joaquin County transit operators with valuable information that can be used to validate as well as improve services. The constructive input received from the community is relayed to the public transit providers to alert them of the concern and allow the opportunity to improve overall service satisfaction.

Based on this analysis, the adequacy of the existing transit systems is healthy and provides needed transportation to San Joaquin County residents. Unresolved and chronic operational issues associated with the transit system can be viewed as a deficiency that supports an unmet transit need. However, the current definition of an unmet transit need does not support this notion.

Outside of the definition of an unmet transit need, the public's expressed satisfaction with the services assists in determining the adequacy of the overall transit system. This type of information is typically derived from the information sources previously mentioned and is associated with the efficiency and quality of the delivery of transit services. However, it is possible that respondents may not be aware of other variables affecting a specific service and the availability of other transit service options.

CHAPTER 4

COMMUNITY OUTREACH AND PUBLIC COMMENTS



CHAPTER 4. COMMUNITY OUTREACH & PUBLIC COMMENT

VARIETY OF PUBLIC OUTREACH EFFORTS

This year's Unmet Transit Needs outreach process included an extended public outreach process using new techniques to gain public input. Due to the COVID-19 transition of being back to limited in-person outreach activities, SJCOG and partner agencies used a variety of efforts that were intended to promote the most opportunities for members of the public to communicate their Unmet Transit Needs comments (e.g. video, email, SJCOG website, survey, social media). Examples of this year's efforts include:

- In-person public hearings announced through generally circulated newspapers in the San Joaquin region, including one in Spanish.

SJCOG staff also conducted informational PowerPoint and/or Zoom presentations during the following meetings:

- San Joaquin Valley Air Pollution Control District AB 617 - Stockton Community Steering Committee - 11/6/2024
- Tracy Transportation Advisory Commission - 11/14/2024
- San Joaquin Regional Transit District (RTD) Access Advisory Committee - 11/19/2024
- Manteca Transit Center - 11/20/2024
- The Valley Mountain Regional Center Board of Directors Meeting - 12/11/2024
- Mountain House City Council Meeting - 12/11/2024
- Delta College Board of Trustees Meeting - 12/17/2024

To maximize public outreach, SJCOG staff has also created and printed hundreds of UTN flyers to distribute at the following key locations and community events:

- Community Center for the Blind and Visually Impaired: 2453 Grand Canal Blvd #5, Stockton, CA 95207
- Stockton ACE Station" Robert J. Cabral Station, 949 Channel St, Stockton, CA 95202
- Tracy Transit Center: 333 Civic Center Dr, Tracy, CA 95376
- Lathrop City Hall: 390 Towne Centre Dr, Lathrop, CA 95330
- Tracy Hills Welcome Center: 2230 Criseldo Mina Ave, Tracy, CA 95377
- Mountain House Branch Library: 201 E Main St, Mountain House, CA 95391
- Stockton Amtrak Station: 735 S San Joaquin St, Stockton, CA 95203
- Manteca Transit Center: 220 Moffat Blvd, Manteca, CA 95336
- Lodi Transit Station: 24 S Sacramento St, Lodi, CA 95240
- Valley Mountain Regional Center Ongoing Newsletter

PUBLIC HEARINGS

The Transportation Development Act requires that at least one public hearing take place annually to assess Unmet Transit Needs. For several years, SJCOG has exceeded this requirement by coordinating with local jurisdictions to schedule at least one public hearing in each city in San Joaquin County. However, due to COVID-19, most public agencies are still transitioning to in-person services. SJCOG, as the transportation planning agency, and the Social Services Transportation Advisory Council (SSTAC), each held a public hearing to receive comments.

For this fiscal year, there were two public hearings held to solicit public comments on Unmet Transit Needs. The public was invited to comment on any unmet transit need at any public hearings during the regularly scheduled SSTAC Meeting via Zoom or in-person on November 11th, 2024, at 3:00 PM or the regularly scheduled SJCOG Board of Directors Meeting on January 23rd, 2025, at 4:00 PM.

Adoption of UTN assessment findings is expected in June 2025. Below outlines the dates, times, and locations of hearings held throughout the region. Additional proof of publication of hearings, hearing notices, and minutes, if the testimony was provided, can be found in **Appendix D**.

A Public Notice was published in the local newspapers during October and November 2024. The local newspapers include:

- Stockton Record
- Lodi News Sentinel
- Escalon Times
- Manteca Bulletin
- Tracy Press
- Vida en el Valle

ANUNCIO DE AUDIENCIA PÚBLICA

El Consejo de Gobiernos de San Joaquín (SJCOG) está buscando su opinión para determinar si hay alguna Necesidad de Tránsito Insatisfecha razonable de satisfacer en cada ciudad o en el condado no incorporado.

Las Necesidades de Tránsito Insatisfechas que se identifican como "razonable de satisfacer" deben ser financiadas antes de que los Fondos de Transporte Local puedan ser utilizados para propósitos no relacionados con el tránsito en la jurisdicción respectiva. Se invita al público a comentar sobre cualquier Necesidad de tránsito insatisfecha en una audiencia pública durante la próxima reunión virtual regular del Asesor de Transporte de Servicios Sociales (SSTAC) el martes 7 de noviembre de 2023 a las 3:00 p.m.

Se llevará a cabo una segunda audiencia pública durante la reunión de la Junta Directiva de SJCOG programada regularmente el **jueves 30 de noviembre de 2023, a las 4:00 PM**.

Para más información sobre la audiencia pública, visite nuestra página www.sjco.org/UTN, y haga clic en el enlace ZOOM publicado en el momento de la reunión.

También se le pide al público a participar en la encuesta sobre las Necesidades de Tránsito Insatisfechas escaneando el código QR o haciendo clic en el siguiente enlace.



<https://tinyurl.com/UTN2024-Spanish>

COMMUNITY OUTREACH

SJCOG coordinated with community organizations to provide more information on the UTN process and to receive comments. All transit operators also aided in distributing surveys to the community by posting information on their websites and making SJCOG's utn@sjcog.org email available.

Additionally, SJCOG worked with the SSTAC group to form a subcommittee to review the comments from the Unmet Transit Needs survey distributions using previously adopted definitions and criteria. On January 27, 2025, SJCOG held a UTN Review Subcommittee with representatives from the San Joaquin Regional Transportation District, R&D Transportation Services, the City of Lodi, and the City of Tracy.

MAKE YOUR VOICE HEARD
TELL US ABOUT YOUR UNMET TRANSIT NEEDS (UTN)

Ride the bus? How about the train?
Wish there were more routes?

Let your voice be heard at the UTN public hearings.

- Nov. 7, 2023, 3 p.m.
- Nov. 30, 2023, 4 p.m.

555 E. Weber Avenue
Stockton, CA 95202

Take our UTN Survey today!

<https://tinyurl.com/UTN2024>

ANALYSIS OF COMMENTS RECEIVED

This year's assessment included two public hearings, an online English and Spanish survey posted on SJCOG's website, public outreach at numerous key meetings and locations, and an opportunity for the public to submit comments directly via email.

This year's outreach gathered 51 online survey responses, four of which in Spanish, as well as 14 comments received by RTD via email, totaling 65 comments regarding transit related service needs. SJCOG presented the initial findings to an Unmet Transit Needs (UTN) Comment Review Subcommittee, a subcommittee of SJCOG's Social Services Transportation Advisor Council (SSTAC). At this meeting, the subcommittee reviewed all comments and provided SJCOG guidance on a few specific requests that needed further analysis and coordination with some transit agencies. SJCOG reached out to the P. 16 agencies and was provided additional information to develop a recommendation. Of the 65 comments received, 14 are recommended to be considered unmet transit needs, and two of those are recommended to be considered reasonable to meet.

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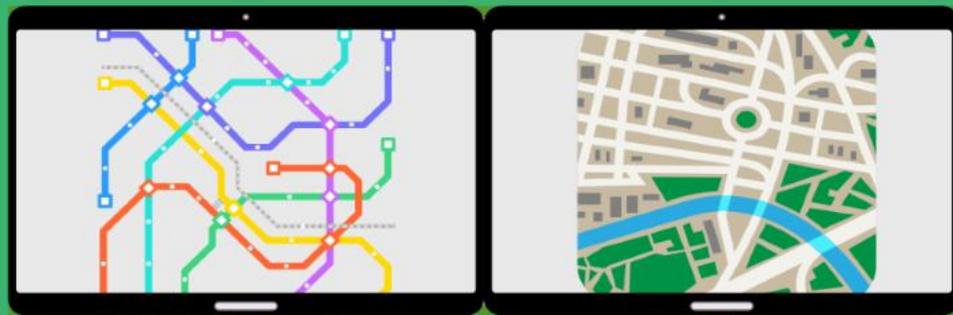
SJCOG staff also recorded comments received by RTD during the public hearing at the most recent SSTAC meeting. Staff then convened the UTN Comment Review Subcommittee consisting of six members of the SSTAC (including RTD, other transit operators, and social service providers).

Comments asked for additional service frequency, late-night and weekend service, and to establish service between specific locations in and around the region.

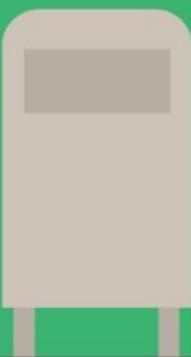
A complete listing and evaluation of the comments received during this UTN cycle can be found in Chapter 5.

CHAPTER 5

COMMUNITY OUTREACH AND PUBLIC COMMENTS



BUS STOP



CHAPTER 5. EVALUATION BY JURISDICTION

As compared to the input used to determine the adequacy of existing services, only the input that meets the definition of an unmet transit need is used in the evaluation section. This includes the evaluation of potential Unmet Transit Needs to be gleaned from the following sources:

- Consultation with the SSTAC.
- Demographics of those that would most likely depend on public transit.
- Information used to determine the adequacy of the existing public and specialized transportation services.
- Analysis of potential alternative public and specialized transportation service improvements.
- Specific comments received through the public input process.

For purposes of evaluation, potential Unmet Transit Needs are correlated to the transit system serving that jurisdiction.

Currently, there are two (2) tests that need to be applied before the SJCOG Board of Directors can determine that an unmet transit need is considered reasonable to meet. First, the Board must make a finding that there is indeed an unmet transit need, regardless of what means are necessary to fund it. Second, once the need is identified, a quantifiable assessment of reasonableness must be performed.

If the unmet need is indeed found reasonable to meet, then the TDA Local Transportation Funds for that jurisdiction or other funding would need to be set aside to address the need.

EVALUATION BY LOCAL JURISDICTION

City of Escalon

Public Comments

There was 1 request for transit service that was submitted via the online survey for the City of Escalon.

Comment #	Source	Comment	Number of Times Supported by the Public
1	Survey Monkey	Escalon (First Street) to SJC Courthouse	1

Comment 1: **This comment is considered an Unmet Transit Need.**

Recommendations

There are no Unmet transit needs identified for the City of Escalon, during this assessment, that are reasonable to fund. All unmet transit needs did not meet ridership potential.

City of Lathrop

Public Comments

There were three requests for transit service that were submitted via the online survey for the City of Lathrop.

Comment #	Source	Comment	Number of Times Supported by the Public
1	Survey Monkey	Lathrop (Mckee) to Manteca	1
2	Survey Monkey	3200 Mulholland Drive (Mulholland and River Islands Parkway) to Dublin Bart	1
3	Survey Monkey	Lathrop Rd. to Lathrop Library Harlan Rd.	1

Comment 1: This is not an Unmet Transit Need due to existing service.

Comment 2: This is not an Unmet Transit Need due to existing service.

Comment 3: This is not an Unmet Transit Need due to existing service.

Recommendations

There are no Unmet transit needs identified for the City of Lathrop, during this assessment, that are reasonable to meet. All unmet transit needs did not meet ridership potential.

City of Lodi

Public Comments

There was 1 request for transit service that was submitted via the online survey for the City of Lodi.

Comment #	Source	Comment	Number of Times Supported by the Public
1	Survey Monkey	Mountain House to 125 S Hutchins St.	1

Comment 1: **This comment is considered an Unmet Transit Need.**

Recommendations

There are no Unmet transit needs identified for the City of Lodi, during this assessment, that are reasonable to meet. All unmet transit needs did not meet ridership potential.

City of Ripon

Public Comments

There was 1 request for transit service that was submitted via the online survey for the City of Ripon.

Comment #	Source	Comment	Number of Times Supported by the Public
1	Survey Monkey	1965 Middlefield Ave to 338 E Main Street	1

Comment 1: **This comment is considered an Unmet Transit Need.**

Recommendations

There are no Unmet transit needs identified for the City of Ripon, during this assessment, that are reasonable to meet. All unmet transit needs did not meet ridership potential.

City of Manteca

Public Comments

There were five requests for transit service that were submitted via the online survey for the City of Manteca.

Comment #	Source	Comment	Number of Times Supported by the Public
1	Survey Monkey	Lathrop Road & South Union to 1800 South Sutter St.	1
2	Survey Monkey	Lathrop Rd. and South Union to 2453 Grand Canal Blvd.	1
3	Survey Monkey	2353 Fawnwood Lane to 910 East North St.	1
4	Survey Monkey	Manteca Adult Education School to Lathrop Rd.	1
5	Survey Monkey	Mckee to Manteca	1

Comment 1: This is not considered an Unmet Transit Need.

Comment 2: This is not considered an Unmet Transit Need.

Comment 3: **This comment is considered an Unmet Transit Need.**

Comment 4: This is not considered an Unmet Transit Need.

Comment 5: This is not considered an Unmet Transit Need.

Recommendations

There are no Unmet transit needs identified for the City of Manteca, during this assessment, that are reasonable to meet. All unmet transit needs did not meet ridership potential.

City of Tracy

Public Comments

There were six requests for transit service that were submitted via the online survey for the City of Tracy. These comments were grouped into requests for service to assist with the analysis and determinations of the comments.

Comment #	Source	Comment	Number of Times Supported by the Public
1	Survey Monkey	3200 Jaguar Run to 989 Roy Frerichs Ln	1
2	Survey Monkey	481 Mesa Ct to 575 W Clover Rd	1
3	Survey Monkey	481 Mesa Ct (Cypress and Corral Hollow) to Van's Ace Hardware 2695 N Tracy Blvd	1
4	Survey Monkey	565 Peerless Way to Downtown Stockton	1
5	Survey Monkey	MacArthur Dr to Livermore Outlets	1
6	Survey Monkey	Mountain House to Tracy ACE	2

Comment 1: This comment is not considered an Unmet Transit Need.

Comment 2: This comment is not considered an Unmet Transit Need.

Comment 3: This comment is not considered an Unmet Transit Need.

Comment 4: This comment is not considered an Unmet Transit Need.

Comment 5: This comment is not considered an Unmet Transit Need.

Comment 6: **This comment is considered an Unmet Transit Need.**

Recommendations

There are no Unmet transit needs identified for the City of Tracy, during this assessment, that are reasonable to meet. All unmet transit needs did not meet ridership potential.

City of Mountain House

Public Comments

There were six (6) requests for transit service that were submitted via the online survey for the City of Mountain House. These comments were grouped into requests for service to assist with the analysis and determinations of the comments.

Comment #	Source	Comment	Number of Times Supported by the Public
1	Survey Monkey	Mountain House to Livermore ACE Station	1
2	Survey Monkey	Mountain House to Tracy ACE	2
3	Survey Monkey	Mountain House to 125 S Hutchins St.	1
4	Survey Monkey	Mountain House to Dublin BART	1
5	Survey Monkey	Mountain House (Vecindad/Mastang) to Dublin BART	1
6	Survey Monkey	Mountain House- 558 West Questa Trail to 19555 South Mountain House Parkway	1

- Comment 1: **This comment is considered an Unmet Transit Need.**
- Comment 2: **This comment is considered an Unmet Transit Need.**
- Comment 3: **This comment is considered an Unmet Transit Need.**
- Comment 4: **This comment is considered an Unmet Transit Need.**
- Comment 5: **This comment is considered an Unmet Transit Need.**
- Comment 6: **This comment is considered an Unmet Transit Need.**

Recommendations

There are no Unmet transit needs identified for the City of Mountain House, during this assessment, that are reasonable to meet. All unmet transit needs did not meet ridership potential.

City of Stockton and Unincorporated San Joaquin County

Public Comments

The San Joaquin Regional Transit District (RTD) is responsible for providing transit services for the Stockton Metropolitan Area and unincorporated San Joaquin County. The examination of Unmet Transit Needs is correlated with their specific service. RTD will have to determine how to fund the unmet transit needs that are reasonable to meet due to 100% use of LTF.

There were ten requests for transit service that were submitted by the public via the online survey. These comments were grouped to assist with the analysis and determination of the comments.

Comment #	Source	Comment	# of Times Supported by Public
1	Survey Monkey	1965 Middlefield Ave to 338 E Main Street	1
2	Survey Monkey	Alexandria Place to W Benjamin Holt (Lincoln Center)	1
3	Survey Monkey	Amazon Warehouse/Stockton Airport to Holman	1
4	Survey Monkey	Stockton DTC to Dublin BART	1
5	Survey Monkey	Schooner/Shoreline/Lighthouse Dr to Trinity Parkway	1
6	Survey Monkey	Weston Ranch (Food 4 Less) to Downtown Stockton	1
7	Survey Monkey	Channel Street to Stone Ridge Mall	1
8	Survey Monkey	Route 571	1
9	Survey Monkey	First Street to SJC Courthouse	1
10	Survey Monkey	Lathrop Rd. and South Union to 2453 Grand Canal Blvd.	1

Comment 1: **This comment is considered an Unmet Transit Need.**

Comment 2: **This comment is considered an Unmet Transit Need.**

Comment 3: **This comment is considered an Unmet Transit Need.**

Comment 4: **This comment is considered an Unmet Transit Need.**

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Comment 5: **This comment is considered an Unmet Transit Need.**

Comment 6: This comment is not considered an Unmet Transit Need.

Comment 7: This comment is not considered an Unmet Transit Need.

Comment 8: **This comment is considered an Unmet Transit Need.**

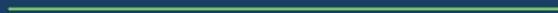
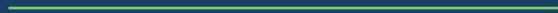
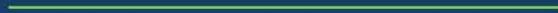
Comment 9: **This comment is considered an Unmet Transit Need.**

Comment 10: This comment is not considered an Unmet Transit Need.

Recommendations

Comments 2&8 are considered Unmet Transit Needs and are reasonable to meet. Therefore, funding this need will be recommended.

APPENDICES



APPENDIX A

STAFF REPORT

SUBJECT: Update of Unmet Transit Needs Definitions

RECOMMENDED ACTION: Approve updates to “Reasonable to Meet” definitions for use in future Unmet Transit Needs processes

SUMMARY:

During the review of the FY 17-18 Unmet Transit Needs Report, the Social Service Transportation Advisory Committee (SSTAC) engaged in extended discussions of two comments on Unmet Transit Needs:

- Service between Tracy, Mountain House, and Delta College
- Non-Emergency Medical Transportation

Much of these discussions revolved around how the adopted definitions of “Unmet Transit Needs” and “Reasonable to Meet” applied to the two proposed transit services.

Because of these discussions, the SSTAC requested SJCOG convene a subcommittee to discuss the adopted definitions, including consideration of potential updates to the definitions. The group met three times from September 2017 to January 2018. As a result of the input received, SJCOG proposes the updated definitions included in Attachment A.

BACKGROUND:

The Unmet Transit Needs process is a requirement of the Transportation Development Act (TDA). TDA section 99238.5 requires the regional transportation planning agency (SJCOG) to conduct an annual assessment of transit needs within its jurisdiction. The annual assessment must include provisions for one public hearing in the jurisdiction represented by the SSTAC. Prior to any allocation not directly to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles (i.e. TDA allocations made for streets and roads purposes), SJCOG must identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet. The adopted definition of “unmet transit need” and “reasonable to meet” must be documented by resolution or in the minutes of the agency.

The annual unmet transit needs assessment requires SJCOG to meet the following minimum requirements:

- Ensure that several factors have been considered in the planning process, including:
 1. Size and location of groups likely to be dependent on transit,
 2. Adequacy of existing services and potential alternative services
 3. Service improvements that could meet all or part of the travel demand.
- Hold a public hearing to receive testimony on unmet needs.
- Determine definitions for "unmet transit needs" and "reasonable to meet."
- Adopt a finding regarding unmet transit needs and allocate funds to address those needs, if necessary, before street and road TDA allocations.

The current UTN definitions were adopted in October 2006 and were used in the last eleven consecutive UTN cycles.

DISCUSSION:

The UTN Definitions Review Subcommittee met in September 2017, December 2017 and January 2018. The group reviewed and discussed the current definitions of “Unmet Transit Need” and “Reasonable to Meet.”

The subcommittee proposed no changes to the adopted definition of an “Unmet Transit Need”:

“Unmet Transit Needs are defined as transportation services not currently provided to those residents who use or would use public transportation regularly, if available, to meet their life expectations. This includes, but is not limited to: trips for medical and dental services, shopping, employment, personal business, education, social services, and recreation.”

The adopted definition of “Reasonable to Meet” includes six criteria: Community Acceptance, Equity, Potential Ridership, Cost Effectiveness, Operational Feasibility, and Funding. The subcommittee proposed several changes to these definitions, which are shown in redline format in Attachment A.

In addition, the subcommittee engaged in extensive discussion of how the definitions are applied in practice to proposed transit services that are raised in the Unmet Transit Needs process. While not pertaining directly to text changes to the adopted definitions, key issues raised in the discussion of each criteria are included in Attachment A for future reference.

RECOMMENDATION:

Approve proposed updates to “Reasonable to Meet” definitions, shown in Attachment A, for use in future Unmet Transit Needs processes.

COMMITTEE ACTIONS:

The Social Service Transportation Advisory Committee (SSTAC) and Technical Advisory Committee (TAC) both approved this item unanimously. The Ad Hoc Committee for Transit and Executive Committees had not met at the time this staff report was written.

Report prepared by Rob Cunningham, Senior Regional Planner

SJCOG Unmet Transit Needs Definitions Update

Proposed Revision, Subcommittee Discussion/Comments and SJCOG Responses

Table 1: Current and Proposed Revised “Reasonable To Meet” Definitions:

Criteria	Current Definition	Proposed Revised Definition
1. Community Acceptance	“There should be a demonstrated interest of citizens in the new or additional transit service.”	No Changes.
2. Equity	“The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the elderly population, and persons with disabilities.”	“The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the elderly <u>senior</u> population, and persons with disabilities, <u>and populations identified by Title VI or other similar information where available.</u> ”
3. Potential Ridership	“The proposed transit service will maintain new service ridership performance measures, as defined by the Social Services Transportation Advisory Committee (SSTAC).”	“The proposed transit service will maintain <u>meet</u> new service ridership performance measures, as defined by the <u>implementing agency or agencies in concurrence with the</u> Social Services Transportation Advisory Committee (SSTAC).”
4. Cost Effectiveness	“The proposed new or additional transit service will not affect the ability of the overall system to meet the applicable Transit Systems Performance Objectives or the state farebox ratio requirement after exemption period, if the service is eligible for the exemption.”	“The proposed new or additional transit service will not affect the ability of the overall system <u>of the implementing agency or agencies</u> to meet the applicable Transit Systems Performance Objectives or the state farebox ratio requirement after exemption period, if the service is eligible for the exemption.”
5. Operational Feasibility	“The system can be implemented safely and in accordance with local, state, and federal laws and regulations.”	No Changes.
6. Funding	“The imposed service would not cause the claimant to incur expenses in excess of the maximum allocation of TDA funds.”	No Changes.

Subcommittee Discussion/Comments and SJCOG Response:

Definition of “Unmet Transit Need”

“Unmet Transit Needs are defined as transportation services not currently provided to those residents who use or would use public transportation regularly, if available, to meet their life expectations. This includes, but is not limited to: trips for medical and dental services, shopping, employment, personal business, education, social services, and recreation.”

The subcommittee proposed no changes to the current definition.

Definitions/Criteria for “Reasonable to Meet”

1. Community Acceptance

Definition, with revisions (if any) shown in redline:

“There should be a demonstrated interest of citizens in the new or additional transit service.”

Comments from Subcommittee:

- Community acceptance should be considered a minimum qualification or "screen" to remove potential transit service that is not accepted by the community.
- Group did not support establishment of a minimum threshold for number of surveys.

SJCOG Response:

- SJCOG will continue strategies to broaden UTN outreach efforts to the community.

2. Equity

Definition, with revisions (if any) shown in redline:

“The proposed ~~new or additional~~ service will benefit the general public, residents who use or would use public transportation regularly, the elderly senior population, ~~and~~ persons with disabilities, and populations identified by Title VI or other similar information where available.”

Comments from Subcommittee:

- Minor revision suggested by email.

SJCOG Response:

- Title VI and related Executive Orders identify minority, low-income and low-English-proficiency (LEP) populations.

- SJCOG accepts suggested revision.

3. Potential Ridership

Definition, with revisions (if any) shown in redline:

“The proposed transit service will ~~maintain~~ meet new service ridership performance measures, as defined by the implementing agency or agencies in concurrence with the Social Services Transportation Advisory Committee (SSTAC).”

Comments from Subcommittee:

- This threshold should be considered alongside thresholds of implementing transit agency.
 - Question raised – How is the implementing agency determined if service is in multiple jurisdictions (for example, Mountain House service from Tracy to unincorporated area)?
- Demographics, density, and similar services should be used to estimate ridership.
- Subcommittee was unclear what the “performance measures... defined by the SSTAC” were. Suggested to use performance measures defined by the transit agency.

SJCOG Response:

- Implementing transit agency would be determined by jurisdiction where the new service would operate. For borderline cases (e.g. Mountain House service discussed in comment) – thresholds of all potential implementing agencies would be considered.
- Ridership performance measures of the implementing agency or agencies would be used, if available. The performance measures would be selected with concurrence of the SSTAC. If the agency has not adopted ridership performance measures, the SSTAC would select the performance meas

4. Cost Effectiveness

Definition, with revisions (if any) shown in redline:

“The proposed ~~new or additional~~ transit service will not affect the ability of the overall system of the implementing agency or agencies to meet the applicable Transit Systems Performance Objectives or the state farebox ratio requirement after exemption period, if the service is eligible for the exemption.”

Comments from Subcommittee:

- Comment that this should be considered alongside thresholds of implementing transit agency.
 - Question raised by another committee member– What threshold will be the determining factor for farebox recovery ratio for the Article 8 providers since we have alternative performance measures, or would we use the standard 10%? Would it be 10% of the actual unmet transit need or if the addition of the service would drag the overall transit system under 10% at the end of the TDA allowed exemption period?

SJCOG Response:

- The threshold of the transit agency/agencies potentially implementing the new service would be considered, including alternative performance measures, if applicable.
- The Transit System Performance Objectives would apply to Article 8 providers, and the state farebox ratio requirement would apply to other providers.
- The Performance Objectives/state farebox ratio would apply to each agency's entire system, not individual services within the system.
- The current Transit System Performance Objectives, adopted August 2015, are below. The effect of using these Performance Objectives has generally been to reduce the instances of finding unmet transit needs that are reasonable to meet.
 1. **Operating Cost / Revenue Hour** – highlights the cost effectiveness of providing service and sets a maximum threshold for cost per revenue hour.
 2. **Passengers / Revenue Hour** – highlights the utilization of the service and sets a minimum threshold for passengers per revenue hour.
 3. **Subsidy (Operating Cost – Fare Revenue) / Passenger** – is a comprehensive indicator measuring operating cost, fare revenue, and ridership and sets a maximum threshold for subsidy per passenger.

5. Operational Feasibility

Definition, with revisions (if any) shown in redline:

“The system can be implemented safely and in accordance with local, state, and federal laws and regulations.”

Comments from Subcommittee:

- This was agreed to represent physical/legal feasibility of service; *not* financial feasibility. (e.g. if there are streets that are not physically designed for bus service or legally allowed to have buses, etc). Potential operator would be the primary evaluator.

SJCOG Response:

- Agreed. No changes to definition proposed.

6. Funding

Definition, with revisions (if any) shown in redline:

“The imposed service would not cause the claimant to incur expenses in excess of the maximum allocation of TDA funds.”

Comments from Subcommittee:

- Suggestion was made that if the agency offers more service, more LTF should be available.
- Question was raised if additional funding would come off the top.

SJCOG Response:

- The UTN process is not designed to determine the overall apportionment of LTF among SJCOG's member agencies. That determination is made in the context of a broader policy discussion by the Board.
- If an unmet transit need is identified for an agency that uses LTF for streets and roads, some of that LTF could be allocated to transit to meet the need. If 100% of an agency's LTF is already allocated to transit and no additional funding is identified to meet the unmet transit need, SJCOG would conclude that the proposed service does not meet the finding of "Reasonable to Meet." Unmet transit needs that are regional or interregional in nature could be funded through other funding sources, if available.

Other Considerations – Operational Comments

These are comments where the service exists but commenter would like it to run at other times of day, with increased frequencies, additional stops, or other operational modifications. In the past these comments have generally been identified as "operational comments" rather than unmet transit needs. SJCOG forwards these comments to the appropriate transit agencies for consideration.

The group proposed the following clarification:

- If service is desired outside the service span currently offered (e.g. bus runs from 7am to 6pm and commenter wishes to ride the bus at 8pm), this would be considered an unmet transit need.
- If comment relates to service frequency (e.g. bus runs every 60 minutes but commenter wants it to run every 30 minutes), or other operational characteristics within the service span, the comment will continue to be identified as "operational."
- SJCOG will improve the documentation of these comments in the UTN report.

JOINT METING OF THE BOARD OF DIRECTORS
FOR THE SAN JOAQUIN COUNCIL OF GOVERNMENTS
AND SJCOG, INC.
555 E. Weber Avenue
Stockton, CA 95202
Board Conference Room

CLOSED SESSION at 4:00 P.M.
REGULAR BOARD MEETING

February 22, 2018

MINUTES

1. The Board Meeting Closed Session was called to order at 4:08 p.m.by Chair Miller.

ROLL CALL:

Board Members Present:

Mayor DeBrum, Manteca; Councilmember Dresser, Lathrop; Supervisor Elliott, SJC; Vice Mayor Holman, Stockton; Councilmember Kuehne, Lodi; Councilwoman Lofthus, Stockton; Supervisor Miller, SJC; Councilmember Murken, Escalon; Mayor Rickman, Tracy; Supervisor Winn, SJC; Vice Mayor Zuber, Ripon.

Ex-Officio Members Present:

Ken Baxter, Caltrans; Gary Giovanetti, SJRTD; Victor Mow, Port of Stockton.

Board Members Absent:

Mayor Laugero, Escalon; Mayor Tubbs, Stockton.

Ex-Officio Members Absent:

None.

Staff Members Present:

Andrew Chesley, Executive Director; Steve Dial, Deputy Executive Director/CFO; Diane Nguyen, Deputy Director; Vikram Sharma, Information Services Manager; Steve Mayo, Project Manager; Nicole Gorham, Public Information Officer; Kim Anderson, Senior Regional Planner; Yvette Davis, Senior Regional Planner; Ryan Niblock, Senior Regional Planner; Rob Cunningham, Senior Regional Planner; David Ripperda, Associate Regional Planner; Christine Corrales, Associate Regional Planner; Kelly Bagley, Accounting Assistant II; Rosemary Romero, Administrative Technician; Summer Anderson, Assistant Regional Planner; Rosie Gutierrez, Office Administrator; Katy Castro, Administrative Clerk II; Rod Attebery, Counsel.

2. **CLOSED SESSION:**

- A. Public Employee Performance Evaluation Pursuant to Government Code Section 54957: Executive Director

- B. Conference with Labor Negotiator Pursuant to Government Codes Section 54957.6:

Agency Designated Representative: Board Kathy Miller/Rod Attebery
Unrepresented Employee: Executive Director

Chair Miller commenced the Regular Board meeting at 5:00 p.m.

Rod Attebery reported no action was taken on either items.

3. **RECOGNITIONS/PRESENTATIONS:**

A. *SJCOG* – Recognize Michael Ballot, Outgoing Citizens Advisory Committee
Sierra Club Representative

B.

Andrew Chesley announced Michael Ballot was on the Citizens Advisory Committee for 11 years and instrumental in the passage of the Measure K Renewal.

Chair Miller presented a Golden K award to Michael Ballot in recognition of his outstanding service and dedication to the San Joaquin Region on the Citizens Advisory Committee and RTP/SCS Advisory Committee.

Michael Ballot said it's been a pleasure working with staff and transportation issues and thanked the Board and staff.

4. **PUBLIC COMMENTS:**

None.

5. **CONSENT CALENDAR ITEMS:**

- A. *SJCOG* - MINUTES: December 14, 2017
- B. *SJCOG* - Monthly Financial Report & Transportation Authority Monthly Investment Report
- C. *SJCOG* – City of Manteca FY 2017-18 Transportation Development Act Claim
- D. *SJCOG* – Update of Unmet Transit Needs Definitions
- E. *SJCOG* – Delegation of Authority to Executive Committee for 2018 Regional Transportation Plan/Sustainable Communities Strategy Public Hearing(s)
- F. *SJCOG* - Fiscal Year 2017-18 State Transit Assistance Claim from the San Joaquin Regional Transit District
- G. *SJCOG* – Citizens Advisory Committee Membership Appointment
- H. *SJCOG, Inc.* – Southwinds Middle Road Church Project, Burrowing Owl Buffer Reduction
- I. *SJCOG, Inc.* – White Slough Project, Burrowing Owl Buffer reduction
- J. *SJCOG, Inc.* – South Lathrop Specific Plan Project, Participation and Buffer Establishment
- K. *SJCOG, Inc.* – Holly Sugar Warehouse Project, Plan Participation and Habitat Classification Change
- L. *SJCOG, Inc.* - Oakwood Trails Project, Plan Participation & GGS/WPT Buffer Reduction

Andrew Chesley informed the Board in their blue folder there is an attachment to item 5D that was not included in the original mailing, however it was emailed and he apologized for the error.

It was moved/seconded (DeBrum/Zuber) to approve the consent calendar items. Motion passed unanimously (11/0) by roll call.

6. **ACTION ITEMS:**

- A. SJCOG, Inc. – Public Hearing for Destinations Anywhere Hieb Preserve Dedication
Steve Mayo informed the Board this is a public hearing for this property.

Chair Miller opened the public hearing.

Mr. Mayo announced this is the second public hearing for this property and said this is a Land-in-lieu dedication project. The potential preserve is adjacent to existing SJCOG, Inc. preserves in the Central Zone area, also shown in attachment 1 of the staff report.

There were no public comments received, the public hearing was closed.

- B. SJCOG, Inc. – Public Hearing for Brooks Preserve Acquisition
Steve Mayo informed the Board this is a public hearing for this property.

Chair Miller opened the public hearing.

Mr. Mayo announced this is the second public hearing for this property and said in attachment 1 of the staff report shows the location of the property.

There were no public comments received, the public hearing was closed.

- C. SJCOG, Inc. – Public Hearing for Bettencourt Wing Levee Preserve Acquisition
Steve Mayo informed the Board this is a public hearing for this property.

Chair Miller opened the public hearing.

Mr. Mayo announced this is the second public hearing for this property and stated it is a 150-acre property and staff will be acquiring 140 acres and the cost is \$6,000 per acre. The location of the property is shown in attachment 1 of the staff report.

There were no public comments received, the public hearing was closed.

- D. SJCOG, Inc. - Public Hearing for Manteca Hays Road Preserve Acquisition
Steve Mayo informed the Board this is a public hearing for this property and it is an easement acquisition and dedication in Manteca.

Chair Miller opened the public hearing.

Mr. Mayo stated staff is looking at approximately 412 acres on the property and cost is \$5,000 per acre for the easement acquisition. The location of the property is shown in attachment 1 of the staff report.

There were no public comments received, the public hearing was closed.

**Councilmember Kuehne left the meeting

E. SJCOG – Measure K Renewal Bike/Pedestrian/Safe Routes to School and Smart Growth Incentive Program Programming Recommendations

David Ripperda presented a Power Point and briefly gave an update on the background. Mr. Ripperda stated the Scoring Committee met to score the applications and developed a programming recommendation. Mr. Ripperda stated that SJCOG staff sent out a memo describing the Scoring Committee recommendations, however staff received feedback that the memo was a little hard to understand, so staff prepared attachment Figure A outlining the exact steps of the process the Scoring Committee undertook.

Subsequently, after receiving feedback from San Joaquin County staff and numerous other parties COG staff created a revised Scoring Committee recommendation. Mr. Ripperda described the revised staff recommendations presented at the TAC meeting, which included lowering the score cut-off line for the Small Projects from Jurisdictions under 200,000 from 85 points to 78 points for the target amount. Mr. Ripperda explained this action would not affect adopted SJCOG Board policy because no such threshold was established in the policy and doing so would help fulfill the original intent of promoting geographic equity in the program while resolving the perception of inconsistency through the recommendation of the City of Tracy's Tracy Boulevard Sidewalks Project, which had received a score of 78.5 points. As a result, two projects were recommended for funding by COG staff; City of Ripon Lower Stanislaus River Multi-Use Trail and Escalon Rectangular Rapid Flashing Beacons totaling \$574,979 in funding, which would be subtracted from the City of Stockton's Pacific Avenue Complete Streets Corridor Study and Safe Routes to School Sidewalk Network Completion Project.

Mr. Ripperda stated after a robust discussion, the TAC voted to amend the staff recommendation with a change to utilize the entire \$615,959 un-programmed amount in the Smart Growth Incentive Program for the City of Stockton's Pacific Avenue Complete Streets Corridor Study and Safe Routes to School Sidewalk Network Completion Project and leave no un-programmed balance in the Smart Growth Program. This recommendation is supported by SJCOG staff.

There was a lengthy discussion among Board members expressing their concerns with the scoring committee process, guidelines, consultants, funds carried over to the next funding cycle, the original intent, and lack of consistency. Specific items of concern were:

- Consistency in applying minimal scoring,
- Changing of rules in the process,
- Meeting the spirit from small cities/small projects set aside,
- Holding programming from small cities/small projects to be programmed to the next time,
- And using it for consultant technical assistance.

Andrew Chesley stated staff's recommendation is for the Board's approval of project funding as identified in Table 1 and amend the identified projects in the projects into

the MK Strategic Plan and reiterated the recommendation has been unanimously supported by each committee through the review process. Mr. Chesley noted that staff indicated what the procedures would be in the Small Project area and the Board reviewed this in September 2017. And, the Board further set up the rules stating the Scoring Committee would make the recommendation, so he respectfully disagreed in regards to the rules changing. He does, however, understand the optics associated with it. Mr. Chesley stated staff was disappointed there were only requests for \$2.9 million of the \$4 million. Mr. Chesley said staff is committed to working on how to improve that next cycle. Mr. Chesley commented that jurisdictions may need more time to formulate what the projects are, especially smaller jurisdictions and staff is committed to working with member agencies to make that happen. Mr. Chesley announced City of Manteca was successful in all four of their applications submitted and credited Manteca's staff for making that happen. Mr. Chesley said there are a few lessons to learn from this but he feels this is a good solid recommendation. Mr. Chesley stated staff has contacted County Public Works staff and other member agencies staff regarding the State Active Transportation Program this summer, so staff has a chance to take these and be competitive on a statewide level and on the next round for bicycle funding. Staff already has some of the applications online on SJCOG's website. Mr. Chesley said he can provide the packet to board members. Mr. Chesley stated he looks forward to the next cycle and possibly refine the process to be more satisfying for all member agencies.

It was moved/seconded (Zuber/Holman) to adopt SJCOG staff's recommendation shown in Table 1 and amend the identified projects into the Measure K Strategic Plan. Motion passed (9/1) with Supervisor Elliott casting a no vote.

F. SJCOG - FY 2018-19 Local Transportation Fund Revenue Estimate and Apportionment Schedule

Steve Dial presented a PowerPoint and gave a brief background on this item. Mr. Dial stated the new LTF revenue estimate for FY 2018-19 is in the amount of \$33,120,000, which is 3.5% higher than the FY 2017-18 estimate adopted last month. Staff believes the 3.5% increase is continuance with a conservative growth rate that lowers the risk of not meeting revenue target. Mr. Dial reviewed the allocation changes with SJRRC and said in the event there is an increase in the revenue estimate, the 11.5% will apply to the new revenue, like the area apportionments.

Mr. Dial stated in order to reduce the impacts of the additional allocation to SJRRC, COG's planning request has been reduced to 2.9%, transferring an additional \$33,120 into the apportionment pool. Table 1 displays the recommendation for distribution of the revenue estimate. The specific apportionments for each claimant are shown in Table 2 along with a comparison to the revised FY 2017-18 revenue estimate and percentage change.

Boardmember Lofthus pointed out the chart in Table 1 of the staff report has different figures compared to the PowerPoint numbers. Mr. Dial said that is a typo and the amount in Table 1 in the PowerPoint is the correct number and he apologized.

It was moved/seconded (DeBrum/Zuber) to approve R-18-26 adopting the FY 2018-19 Revenue Estimate of \$33,120,000 & FY 2018-19 Apportionment schedule identified in Table 1 and 2. Motion passed (10/0) by voice vote.

**Supervisor Elliott left the meeting.

G. SJCOG – Draft FY 18-19 Overall Work Program (OWP)

Steve Dial presented a PowerPoint and stated the OWP is a management tool identifying the tasks and products that staff will undertake to deliver during FY 2018-19. The OWP also identifies the funding sources and staff resources necessary to complete the overall work program. The draft OWP identifies \$9,346,683.18 in revenue for SJCOG operations in FY 2018-19. It is an increase by approximately \$592,110.18 from the amended FY 2017-18 OWP last month. This is a preliminary estimate of revenues and will likely change between the adoption of the draft OWP this month and the adoption of the final OWP in March.

Councilmember Lofthus asked if the NEMT is part of the OWP. Mr. Dial said yes it would be part of the transportation planning work element.

It was moved/seconded (Zuber/Holman) to adopt the draft FY 2018-19 Overall Work Program for the purpose of submitting to Federal and State Agencies. Motion passed unanimously (9/0) by voice vote.

7. **DISCUSSION ITEMS:**

A. SJCOG – One Voice® Schedule

Nicole Gorham presented this item and stated there are currently 17 elected officials and 46 participants attending the One Voice® trip in Washington, DC. Ms. Gorham announced the deadline to submit project requests is February 26 and project requests will be compiled and presented at the March 22 Board meeting. The Board will be asked to select regional priority projects as well as regionally significant policy priorities that have community-wide benefit and significant to the region. Ms. Gorham announced Emily Bacque Da Silva, from CJ Lake, LLC will be at the March Board meeting to provide a legislative update. Ms. Gorham touched briefly on the hotel accommodations and said if anyone is having issues to contact her. Ms. Gorham announced the pre-trip meeting is scheduled for Thursday, March 29, from 9-11 a.m. and if that date changes participants will be contacted.

Chair Miller suggested moving the meeting time after lunch. Andrew Chesley said that is do-able and staff will look into the time change.

Andrew Chesley discussed the president's proposal and some of the issues that are being raised in congress on a policy level. Mr. Chesley said there is less federal money in this proposal then there was in last year's federal budget. Mr. Chesley stated SJCOG is going to have to take a serious look at what the federal commitment is to federal infrastructure.

8. **INFORMATION ITEMS:**

A. SJCOG – dibs Quarterly Activity Report: October – December 2017

B. SJCOG – 2018 Regional Transportation Plan/Sustainable Communities Strategy

(RTP/SCS) Schedule Update

These items were for information only; no action was taken.

9. **CHAIR'S REPORT:**

On behalf of the Board, Chair Miller thanked the Ad Hoc Committee and Rod Attebery for all their work, she said every year it is a challenge. Rod Attebery thanked the Board and apologized for not having the Closed Session item on the agenda. Next month it will be on the consent calendar.

10. **COUNCIL MEMBERS' REPORT:**

Boardmember DeBrum announced the City of Manteca will be hosting their 2nd Annual State of the City on Wednesday, February 28 and he invited everyone interested to attend.

11. **EX-OFFICIO COUNCIL MEMBERS' REPORT:**

A. San Joaquin Regional Transit District

Gary Giovanetti announced Rosa Parks Day event is February 3-5, 2018 and RTD honored her by reserving a seat for her on every Commuter, Hopper and City bus in Stockton.

Mr. Giovanetti announced RTD held a Communication Fair at the Downtown Transit Center on February 5, 2018 from 9:00 a.m. to 1:00 p.m.

RTD invited the Board to celebrate the launch of the Midtown Corridor on March 1, 2018 from 4:00 p.m. to 7:00 p.m. at the Children's Museum, the new Midtown Corridor Bus Rapid Transit from Eastland Plaza to DMV.

RTD will be participating in the Chinses New Year's Parade in downtown Stockton on March 4, beginning at 10:00 a.m. this event is free and open to the public.

B. Caltrans, District 10

Ken Baxter reported on the CTC Foundation Forum at the Sacramento Convention and said Tony Seba, author of "Clean Disruption of Energy and Transportation" and co-founder of Rethink X presented a presentation about disruptions in life. Mr. Baxter announced Director Malcholm last day as the Caltrans Director is the end of February, Laurie Bourbon, who was District 11 Director in San Diego has been appointed Caltrans Director by the Governor as of March 1, 2018.

C. Port of Stockton

Victor Mow stated in partnership with the San Joaquin Valley Air Quality Control District the Port can obtain two zero emission forklifts. These will be built and to address issues regarding air quality.

12. **EXECUTIVE DIRECTOR'S REPORT:**

Andrew Chesley wished Malcolm Dougherty well on his future endeavors, and said he has done an excellent job at Caltrans over the course of 7 years. Mr. Chesley extended his congratulations to Laurie Berman who deserves the promotion as Director of Caltrans.

Mr. Chesley reported on the discussion with Caltrans regarding 99/120 stating it was a very positive meeting and the project is on schedule.

Mr. Chesley announced CJ Lake will be here next month to attend the March Board meeting to give a legislative update. Mr. Chesley announced he will be inviting Paul Van Konyenburg, CTC member from Modesto area in the future, he was very instrumental in the efforts on the sales tax in Stanislaus County.

Mr. Chesley thanked the Board for all their effort tonight regarding this agenda.

13. **ADJOURNMENT:**

The meeting was adjourned at 6:27 p.m. The next meeting will be held Thursday, March 22, 2018 at 4:00 p.m. SJCOG Conference Room.

APPENDIX B

STAFF REPORT

SUBJECT: Update to the Unmet Transit Needs Reasonable to Meet Criteria and the FY 23-24 UTN Guidelines

RECOMMENDED ACTION: Approve (1) the updated Reasonable to Meet definitions and (2) the FY 23-24 UTN Guidelines

SUMMARY:

In June 2022, San Joaquin Council of Governments (SJCOG) received a request from the San Joaquin Regional Transit District (RTD) to reevaluate the unmet transit needs (UTN) reasonable to meet criteria and UTN comment review process. SJCOG's Social Services Transportation Advisory Council (SSTAC) created an ad hoc committee to discuss and reevaluate the adopted reasonable to meet criteria from 2018. The ad hoc committee met four times from August 2022 to December 2022. As a result of the input received, SJCOG staff propose the updated reasonable to meet criteria (**Attachment A**), and the FY 23-24 UTN Guidelines (**Attachment B**).

RECOMMENDATION:

SJCOG staff recommends approving the proposed update to the reasonable to meet definitions, and the FY 23-24 UTN Guidelines.

BACKGROUND:

The unmet transit needs process is a requirement of the Transportation Development Act (TDA). Public Utilities Code (PUC) section 99238.5 requires the regional transportation planning agency (SJCOG) to conduct an annual assessment of transit needs within its jurisdiction. SJCOG must identify the unmet transit needs of jurisdictions, and those needs that are reasonable to meet, prior to any Local Transportation Fund (LTF) allocation for purposes not directly to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles. The adopted definition of UTN and reasonable to meet must also be documented by resolution or in the minutes of the agency.

The unmet transit needs assessment requires SJCOG to meet the following requirements:

1. Consult with the social services transportation advisory council established pursuant to Section 99238.

2. Hold at least one public hearing pursuant to Section 99238.5 for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
3. After consideration of all available information compiled, adopt, by resolution, a finding for the jurisdiction.
The finding shall be that:
 - (1) there are no unmet transit needs,
 - (2) there are no unmet transit needs that are reasonable to meet, or
 - (3) there are unmet transit needs, including needs that are reasonable to meet.
4. If the transportation planning agency adopts a finding that there are unmet transit needs, including reasonable needs, then the unmet transit needs shall be funded before any allocation is made for streets and roads within the jurisdiction.

The current unmet transit needs and reasonable to meet definitions were adopted in February 2018 and were used in the last four consecutive UTN cycles.

DISCUSSION:

SJCOG staff received a letter from the San Joaquin Regional Transit District (RTD) to reevaluate the UTN reasonable to meet criteria and the comment review process (**Attachment C**). SJCOG staff presented this letter to the SSTAC at the June 2022 meeting.

During the August SSTAC Meeting, the SSTAC voted to create a UTN Reasonable To Meet Ad Hoc Committee, made up of volunteer representatives from SSTAC, to address RTD's concerns. The committee met in August 2022, September 2022, October 2022, and December 2022. The group reviewed and discussed the current definitions of unmet transit needs, the reasonable to meet criteria, and the UTN comment review process.

Based on the feedback, SJCOG staff proposed changes to the reasonable to meet criteria and drafted the FY 23-24 UTN Guidelines to establish a transparent and objective comment review process that can be reviewed annually. These guidelines will also allow for a more efficient and streamlined review process, a steady resource for new SSTAC members, and offer SJCOG staff to increase public trust of the process through increased transparency.

COMMITTEES:

Interagency Transit Committee: Approved unanimously.

Social Services Transportation Advisory Council: Approved unanimously.

Technical Advisory Committee: Approved unanimously.

ATTACHMENTS:

Attachment A: SJCOG Unmet Transit Needs Definition Update

Attachment B: FY 23-24 UTN Guidelines

Attachment C: San Joaquin Regional Transit District (RTD)'s Letter

Report prepared by Joel Campos, Associate Regional Planner, and Christine Tran, Assistant Regional Planner

Attachment A: SJCOG Unmet Transit Needs Definitions Update

01/10/2023

Table 1: Current and Proposed Revised Reasonable to Meet Definitions:

Criteria	Current Definition	Proposed Revised Definition
1. Community Acceptance	“There should be a demonstrated interest of citizens in the new or additional transit service.”	“There should be a demonstrated interest of citizens in the new or additional transit service.”
2. Equity	“The proposed UTN will benefit the general public, residents who use or would use public transportation regularly, the senior population, persons with disabilities, and populations identified by Title VI or other similar information where available.”	1. Equity - The proposed UTN will benefit the general public, residents who use or would use public transportation regularly, the senior population, increase equity for transit-dependent populations, older individuals , persons with disabilities, and populations identified by Title VI. or other similar information where available.
3. Potential Ridership	“The proposed transit service will meet new service ridership performance measures, as defined by the implementing agency or agencies in concurrence with the Social Services Transportation Advisory Committee (SSTAC).”	3. Potential Ridership - “The proposed service will meet new service ridership potential measures metrics , as defined by the implementing agency or agencies in concurrence with the Social Services Transportation Advisory Council (SSTAC).”
4. Cost Effectiveness	“The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet the applicable Transit Systems Performance Objectives or the state farebox ratio requirement after exemption period, if the service is eligible for the exemption.”	4. Cost-Effectiveness - No Changes.
5. Operational Feasibility	“The system can be implemented safely and in accordance with local, state, and federal laws and regulations.”	2. Operational Feasibility - No Changes.
6. Funding	“The imposed service would not cause the claimant to incur expenses in excess of the maximum allocation of TDA funds.”	5. Funding - “The imposed proposed service would not cause the claimant to incur expenses in excess of the maximum allocation of all TDA (LTF and STA) funds.”

Attachment A: SJCOG Unmet Transit Needs Definitions Update

Table 2: Revised Reasonable to Meet Definitions:

Criteria	Proposed Revised Definition
1. Equity	The proposed UTN will increase equity for transit-dependent populations, older individuals, persons with disabilities, and populations identified by Title VI.
2. Operational Feasibility	The system can be implemented safely and in accordance with local, state, and federal laws and regulations.
3. Potential Ridership	The proposed service will meet ridership potential metrics, as defined by the Social Services Transportation Advisory Council (SSTAC).
4. Cost Effectiveness	The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet the applicable Transit Systems Performance Objectives or the state farebox ratio requirement after exemption period, if the service is eligible for the exemption.
5. Funding	The proposed service would not cause the claimant to incur expenses in excess of the maximum allocation of all TDA (LTF and STA) funds.



FY 2023-24

Unmet Transit Needs

Guidelines



San Joaquin Council of Governments

SAN JOAQUIN COUNCIL OF
GOVERNMENTS
FY 2023–24
UNMET TRANSIT NEEDS GUIDELINES

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A. THE UNMET TRANSIT NEEDS ASSESSMENT

The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans.

Public participation is a key component of TDA. Public meetings are held to discuss transportation needs and hear concerns. Pursuant to Public Utilizes Code 99238, Regional planning agencies are required to establish Social Service Transportation Advisory Councils (SSTAC), comprised of the transit-dependent, including disabled, elderly, and low-income representatives. SSTAC members work with local agencies in developing transit unmet needs criteria, which are used in making project approval decisions.

Additionally, the San Joaquin Council of Governments (SJCOG), as the regional transportation planning agency (RTPA) determines the amount of TDA funds, including Local Transportation Funds (LTF) and State Transit Assistance (STA) funds, available for TDA claimants. TDA claimants that are eligible for allocations include the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy, the County of San Joaquin, the San Joaquin Regional Transit District (RTD), the San Joaquin Regional Rail Commission (SJRRRC), and the region's consolidated transportation service agency (CTSA), ACCESS San Joaquin (ASJ). Prior to disbursing these Transportation Development Act funds, SJCOG must identify any unmet public transit needs that may exist in San Joaquin County. The Unmet Transit Needs (UTN) assessment is developed to ensure that all unmet transit needs that are "reasonable to meet" are met before funds are expended for non-transit uses, such as streets and roads.

B. UNMET TRANSIT NEEDS DEFINITION

The SJCOG Board approved the following definition for an 'Unmet Transit Need' in February 2018:

Unmet Transit Needs are those trips required but not currently provided within San Joaquin County for residents who use or would use public transportation to meet their life expectations (school, work, shopping, errands, recreation, etc.).

C. REASONABLE TO MEET DEFINITION

In 2018 the SJCOG Board approved certain criteria to define the meaning of Reasonable to Meet as it pertains to an Unmet Transit Need.

The following items are the proposed UTN ‘reasonable to meet’ criteria. Representatives from various social service agencies, along with input from transit operators, developed the framework of these criteria. The SSTAC presumed that this modified version would better serve the transit-dependent community. UTN public comments are measured against the ‘UTN Reasonable To Meet’ criteria to determine if they are reasonable to meet. The criteria are:

1. **Equity:** The proposed UTN increases equity for transit-dependent populations, older individuals, persons with disabilities, and populations identified by Title VI.
2. **Operational Feasibility:** The system can be implemented safely and in accordance with local, state, and federal laws and regulations.
3. **Ridership Potential:** The proposed transit service will meet ridership potential metrics, as defined by the Social Services Transportation Advisory Council (SSTAC).
4. **Cost Effectiveness:** The proposed UTN will not affect the ability of the overall system of the implementing agency or agencies to meet the applicable transit systems performance objectives or the state farebox ratio requirement after an exemption period, if the service is eligible for the exemption.
5. **Funding:** The proposed service would not cause the claimant to incur expenses in excess of the maximum allocation of all TDA (LTF and STA) funds.

These criteria are in priority order, and each comment will be reviewed using the criteria in the order of priority.

If a transit agency submits unmet transit need(s) and identifies those as reasonable to meet, then those unmet needs do not need to be reviewed by SJCOG staff pursuant to Section D. UTN Comment Review Process. The UTNs will still be presented to the SSTAC for comments and/or discussion.

D. UTN COMMENT REVIEW PROCESS

To determine whether an unmet transit need is reasonable to meet, SJCOG staff will perform the following criteria evaluation, and present their recommendations to the SSTAC. The SSTAC will review the comments, provide feedback to staff recommendations, and then vote on a recommendation to send to the SJCOG Board.

1. **Equity:** To meet the Equity Criteria, the origin or destination of the proposed service must lie within areas prioritized through the use of census data, and the following statewide and regional resources:
 - SB 535, CA Office of Health Hazard Assessment Disadvantaged Communities’ Map
 - AB 1550, California Air Resources Board Low-Income Communities’ Map.
 - Environmental Justice Communities as defined by SJCOG’s 2022 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS)

(Figure 5.3)

- SB 743, High Quality Transit Areas as identified in SJCOG’s 2022 RTP/SCS (Appendix W)

2. **Operational Feasibility:** To meet the Operation Feasibility Criteria all local, state, and federal laws and regulations have been considered.
3. **Ridership Potential:** To meet the Ridership Potential Criteria, the following demographic categories will be mapped. The maps will display census tracts with highest density for each demographic metric in the county. The maps will display the most up-to-date census data.
 - a. Older individuals (65yrs and up)
 - b. People with Disabilities
 - c. Poverty
 - d. Youth (17yrs and below)
 - e. High Transit Dependent Ethnic Groups
 - f. Households with No Vehicles
 - g. Foreign Born

These maps will be used by SJCOG staff to evaluate the UTNs during this portion of the assessment process.

A UTN origin or destination must be within a high-density census tract for 5 of the 7 maps to meet the Ridership Potential Criteria.

This process will be utilized until the SSTAC identifies a new approach or program.

4. **Cost Effectiveness:** To determine the Cost-Effectiveness Criteria, SJCOG will coordinate with the transit operators when reviewing the comments and refer to the most current SJCOG Board adopted Transit System Performance Objectives, or the state farebox recovery ratio, for consideration.
5. **Funding:** To determine the Funding Criteria, this will depend on the jurisdiction of the unmet transit need comment. If the jurisdiction uses LTF for streets and roads, then some or all of that LTF could be allocated to transit to meet the unmet transit need. If 100% of an agency’s LTF is already allocated to transit, and the unmet transit need pertaining to that jurisdiction meets all other “Reasonable to Meet” criteria, then SJCOG staff would still propose the unmet transit need is “Reasonable to Meet,” even though there is no funding available to support it.

RTD uses 100% of LTF for transit. The Funding criterion does not impact the determination of reasonable to meet unmet transit needs for RTD.

An unmet transit need that meets the definition of unmet transit needs and meets all five (5) criteria (at least four (4) for agencies that already allocate 100% to transit), shall be considered reasonable to meet.

E. IMPLEMENTATION GUIDANCE

All unmet transit needs will be placed on a two-year list found on the SJCOG website. This list would be a reference for stakeholders and decision-makers seeking additional funding. This list would also be revisited every assessment cycle prior to reviewing any new comments. Comments would be displayed on the list for two years.

If a UTN is recommended by the SSTAC and found to be 'reasonable to meet' by the SJCOG Board, the affected claimant(s), with respect to their own capacity constraints, will present a new proposed service to the SSTAC prior to implementation of the new service.

A claimant with any available TDA funds, including LTF funds being used for non-transit purposes, will use those funds to pay for the new service.

A claimant that already uses 100% of their TDA funds on an existing service will analyze the cost of the proposed service. The agency will inform the SSTAC of its research prior to the end of the calendar year. If the agency was not able to identify any non-TDA funds, then that information will be reported as an information item to the SSTAC.

When a proposed service crosses multiple jurisdictions, SJCOG will work as a convener and facilitator with the affected claimants to determine the funding split on a case-by-case basis.

F. EVALUATION PERIOD

The SSTAC will put in place performance metrics identified in PUC 99246(d) and defined in PUC 99247 to evaluate a service implemented through the UTN process for a period of time.

The evaluation period will last no more than 3 years from the implementation of the service

The SSTAC may request performance updates from the service provider of the UTN service at least annually.

The SSTAC will be informed about any changes to the UTN service as an information item from the operator prior to the changes being made.

Upon completion of the 3-year evaluation period, if the new service meets the performance measures, the SSTAC will cease to monitor the service and inform the SJCOG Board of the successful service.

G. UNMET TRANSIT NEEDS ASSESSMENT REPORT

To meet PUC 99401.5 (b), SJCOG staff will draft an annual UTN Assessment Report to capture and publish the analysis that was conducted. The report will identify the transit needs of the local jurisdictions, and will include the size and location of identifiable groups likely to be transit-dependent or transit disadvantaged, including, but not limited to, older individuals, people with disabilities, including individuals eligible for paratransit, and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code, the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101 et seq.), and persons of limited means, including, but not limited to, recipients under the CalWORKs program. The report will also depict an analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly provided services, prepared pursuant to Section 12143(c)(7) of Title 42 of the United States Code, in meeting the transit demand of the identifiable groups, and an analysis of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand.

Lastly, upon a request by an interested party identifying a potential need to the transportation planning agency, the report will provide an analysis of the need to acquire or lease vans and related equipment for a farmworker vanpool program pursuant to subdivision (f) of Section 99400.

H. UNMET TRANSIT NEEDS ASSESSMENT SCHEDULE

UTN Assessment Timeline	Tentative Date
Review UTN Guidelines	August
UTN Public Outreach Plan	September
SJCOG holds public outreach and hearings to collect feedback	October – December
SJCOG staff and SSTAC analyze UTN public comments	January – March
SJCOG Board reviews and adopt findings	April – May
SJCOG forward UTN findings to Caltrans / work with transit operators on any UTNs found ‘Reasonable To Meet’	June



SAN JOAQUIN REGIONAL TRANSIT DISTRICT

P.O. Box 201010 • Stockton, CA 95201 • (209) 943-1111 • (209) 948-8516 Fax • sjRTD.com

June 3, 2022

San Joaquin Council of Governments
Social Services Transportation Advisory Council
Diane Nguyen
555 E. Weber Avenue
Stockton, CA 95202

RE: San Joaquin County Unmet Transit Needs Process

Dear Ms. Nguyen:

As RTD's new CEO, I started at the same time that the FY 2022 Unmet Transit Needs process began. The last four months have provided the opportunity to observe the UTN process in this region. Understanding that the current FY 2022 process has proceeded under the established standards, RTD would like to consider amending the process in the future beginning next fiscal year. There are currently six categories that can lead to an identified "unmet need" being "not reasonable to meet." After observing the current UTN process, the categories for determining what is not reasonable to meet should be re-evaluated.

Specifically, the "Funding" category should be reconsidered. Funding would not be a basis for certain unmet needs being "unreasonable to meet" if all available LTF in San Joaquin County was allocated to transit rather than streets and roads. From a transit perspective, this would amend some number of "unmet needs that are unreasonable to meet" to "unmet needs that are reasonable to meet." The current process could lead to the virtual assurance that all identified unmet transit needs are "unreasonable to meet." This is of concern to RTD.

While this request to review and consider revising the criteria that determine what is reasonable to meet will not impact the current FY 2022 UTN process, it should occur prior to the FY 2023 UTN process starting. RTD is asking for this request to review and consider revising the UTN criteria in FY 2023 to be included in the recorded SSTAC minutes.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alex Clifford", is written over a light blue circular stamp.

Alex Clifford
Chief Executive Officer

CHIEF EXECUTIVE OFFICER: Alex Clifford
BOARD OF DIRECTORS: CHAIR Michael P. Restuccia • VICE CHAIR Gary S. Giovanetti
Joni Bauer • Balwinder T. Singh • Les J. Fong



JOINT BOARD OF DIRECTORS FOR THE
SAN JOAQUIN COUNCIL OF GOVERNMENTS AND SJCOG INC.
555 E. Weber Ave.
Stockton, CA 95202

Jan. 26, 2023

MINUTES

1. The board meeting was called to order at 4:01 p.m. by Chair Robert Rickman.

Roll Call:

Board Members In-person:

Supervisor Steve Ding, San Joaquin County; Councilmember Shak Khan, City of Lodi; Mayor Kevin Lincoln, City of Stockton; Supervisor Robert Rickman, San Joaquin County; Councilmember Dan Wright, City of Stockton; Mayor Nancy Young, City of Tracy; Vice Mayor Leo Zuber, City of Ripon.

Board Members Via Zoom:

Mayor David Bellinger, City of Escalon; Mayor Gary Singh, City of Manteca; Councilwoman Kimberly Warmesley, City of Stockton.

Ex Officio In-person:

Les Fong, SJRTD; Bill Trezza, Port of Stockton.

Ex Officio Via Zoom:

Marlon Regisford, Caltrans.

Board Members Absent:

Councilwoman Diane Lazard, City of Lathrop; Supervisor Miguel Villapudua, San Joaquin County.

Ex Officio Members Absent:

Dennis T. Agar, Caltrans.

Staff Members In-Person:

Diane Nguyen, Executive Director; Steve Dial, Deputy Executive Director/CFO; Vik Sharma, IT Manager; Kim Anderson, Deputy Director of Planning; Ryan Niblock, Deputy of Programming and Project Delivery; Tim Kohaya, Senior Regional Planner; Steve Mayo, Program Manager; Rosie Gutierrez, Office Administrator; Sarah Hersom, Administrative Technician; Ariana Talosig, Administrative Technician.

Staff Members Via Zoom:

Joel Campos, Associate Regional Planner; Rod Attebery, Counsel; Tom Terpstra Jr., Counsel.

2. **Recognitions/Presentations:**

Welcome New SJCOG Board Members

Chair Rickman introduced and welcomed the following new members to the San Joaquin Council of Governments (SJCOG) Board:

Mayor Kevin Lincoln, Stockton; Councilwoman Kimberly Warmesley, Stockton; Supervisor Miguel Villapudua, San Joaquin County; Supervisor Steven Ding, San Joaquin County; and Councilmember Shak Khan, Lodi.

3. **Public Comments:**

None.

4. **Consent Calendar Items:**

- A. Joint meeting of the Board of Directors for the SJCOG and SJCOG Inc. Minutes, Dec. 8, 2022, and Dec. 28, 2022
- B. *SJCOG* — Monthly Financial Report and Transportation Authority Monthly Investment Report
- C. *SJCOG* — Continued Teleconference Meeting During a Proclaimed State of Emergency
- D. *SJCOG* — San Joaquin Valley Regional Early Action Planning Committee for Housing Memorandum of Understanding (MOU) Amendment No. 2
- E. *SJCOG* — Board of Directors Meeting Schedule for 2023, Executive Committee Meeting Schedule, and Project Delivery Committee Meeting Schedule
- F. *SJCOG* — Update to the Unmet Transit Needs Reasonable to Meet Criteria and the Fiscal Year 2023-24 Unmet Transit Needs Guidelines
- G. *SJCOG* — Committee Appointments for San Joaquin Regional Rail Commission and SJCOG Executive Committee

Supervisor Ding joined the meeting.

It was moved/seconded (Wright/Zuber) to approve the consent calendar. Motion passed (10/0) unanimously by roll-call vote.

5. **Action Item:**

- A. *SJCOG Inc.* — Public Hearing for the Clements Kramer McIntire Property Preserve Acquisition
Steve Mayo informed the board this was a public hearing.

Chair Rickman opened the public hearing to receive comments.

Mr. Mayo said this was the second public hearing. He described the property and said Attachment 1 was a map of the preserve property. Mr. Mayo provided a recap of the Habitat meeting.

Alicia Lewis-Rikkonen is part of the homeowner's association (HOA) and expressed her concerns about the pond or lake located on the property and asked if there are arrangements made with other owners who have a pond or lake.

Mr. Mayo addressed the questions and concerns and said SJCOG staff is respecting the boundaries of the HOA.

Chair Rickman closed the public hearing after receiving comments.

- B. *SJCOG Inc.* — Public Hearing for the Delta College Liberty Road Property Preserve Acquisition

Mr. Mayo informed the board this was a public hearing.

Chair Rickman opened the public hearing to receive comments.

Mr. Mayo said this was the second public hearing. He described the property and said Attachment 1 was a map of the preserve property.

The public hearing was closed after no public comments were received.

Boardmember Wright said he appreciated the work that SJCOG staff is doing to secure more property preserves.

6. **Discussion Items:**

A. SJCOG — 2023 One Voice® Project Submittal List

Joel Campos gave a brief background of the San Joaquin One Voice® program and said the purpose of the program is to advocate for funding for projects of regional significance in San Joaquin County. The next One Voice® trip is scheduled for the week of May 7, 2023.

Mr. Campos reviewed the criteria for a project to be eligible for the 2023 One Voice® program. A call for projects was released in October and as of Dec. 7, 2022, a total of eight applications were received.

Mr. Campos said an ad hoc committee was created to provide information and feedback for project sponsors to create a stronger narrative for their projects and to increase the probability of receiving funding. Mr. Campos explained the projects have gone through the first round of evaluations from the One Voice® ad hoc committee and were returned to project sponsors for review. Project sponsors were asked to submit their refined projects to SJCOG by Feb. 1. SJCOG staff intends to bring the refined projects to the February committee meetings.

Mr. Campos also mentioned the attachment contains a red-lined version of the legislative platforms. Mr. Campos explained the legislative platform is still broken down into four categories: Equity and Accessibility, Transportation Sustainability and Resiliency, Innovation and Mobility, and Economic Growth.

Boardmember Lincoln asked staff to confirm that there was a total of eight projects submitted. Steve Dial said, yes. Boardmember Lincoln asked if all the eight projects submitted will be considered. Mr. Dial said that's correct — the change for this year is that if a project fits the project criteria it would automatically be considered.

Boardmember Young asked if all eight projects have been accepted. Mr. Dial said the SJCOG Board makes the final decision on accepting and approving all the projects, however, it is not SJCOG intent to reject any of the projects.

Chair Rickman asked what the next step are. Mr. Dial said the refined projects are due Feb. 1, then SJCOG staff will bring the refined projects to the February committee meetings.

This item was for discussion only.

7. **Information Items:**

- A. *SJCOG* — Stockton Mobility Collective Project Updates
- B. *SJCOG* — Affordable Housing and Sustainable Communities (AHSC) Grant Round 7
- C. *SJCOG* — Call for Project Claims for the Measure K Renewal Bicycle, Pedestrian, and Safe Route to School Non-Competitive Program Cycle 2

These items were for information only.

8. **Chair's Report:**

Chair Rickman thanked everyone for their participation, efforts, and hard work for the One Voice® trip last year. He thanked U.S. Reps. Jerry McNerney and Josh Harder, and Sen. Dianne Feinstein for their support for the historic \$9 million in federal community project funding. He thanked Diane Nguyen, Steve Dial, and staff for their great work.

- \$5 million: SR 99/120 Connector Project Phase 1B, which is the No. 1 project in the county.
- \$2.5 million: Grant Line Road Corridor Improvements.
- \$1.5 million: The Rail Academy of Central California.

Chair Rickman said all these projects are going to be instrumental for every city and the county, and that we are all looking forward to less congestion.

This year the One Voice® trip is scheduled the week of May 7 to advocate for more funding.

9. **Council Members' Report:**

Boardmember Warmlesley introduced herself and said she is excited to be part of the SJCOG Board. She has attended SJCOG Board meetings in the past as an alternate and is excited to be working with everyone collectively and collaboratively, and she looks forward to seeing everyone in person.

Boardmember Wright announced that he will be attending the San Joaquin Regional Policy Council meeting tomorrow in Fresno and provided a review of the topics on the agenda. He said Boardmember Singh is also a member and he will also be attending.

10. **Ex Officio Council Members' Report:**

A. **Regional Transit District:**

Les Fong reported that during the storm RTD worked with Office of Emergency Services to evacuate 64 residents from the Arbor Mobile Home Park to provide safe transportation.

Mr. Fong reported on Jan. 22, 2023, RTD will have a service change to restore service to many of its routes and will be extending service hours for more convenient connections with other routes.

Mr. Fong reported that on Jan. 11, 2023, RTD hosted the first-ever Human Trafficking Awareness Prevention event at the RTD Downtown Center. He said RTD buses have a yellow and black Safe Place sign on them and can be a safe place for anyone in need of help. Operators and employees are trained to help people in need.

Mr. Fong provided ridership updates and said RTD has reached 59 percent of pre-COVID 19 level. The Bus Rapid Transit service has seen the best recovery to date, which is at 73 percent of pre-COVID 19 ridership levels.

Chair Rickman thanked RTD Staff and the RTD Board for their help in the evacuation and support for San Joaquin County. He said it was greatly appreciated and that the resources RTD provided were excellent.

B. Caltrans District 10:

Marlon Regisford announced Dennis Agar sends his regards as he had another engagement.

Mr. Regisford said due to the storm a few weeks ago, Caltrans activated 1,200 electronic highway message signs across the state to display urgent safety warnings. He said the Caltrans District 10 emergency operations center was activated and Caltrans personnel continue to work with local partners to respond to the storm and recovery.

Mr. Regisford said they deployed 4,000 crew members across the state working 12-hour shifts. He said it was a tough effort and that the work was still ongoing.

Mr. Regisford asked that anyone needing Caltrans support or seeing a situation on the state highway system that Caltrans should handle to please let them know.

Mr. Regisford announced District 10 was approved for a quick release of \$10.2 million in federal funds for the disaster relief program. An email request was sent by Caltrans District 10 Local Assistance Engineer Arminster Singh. The funding is intended to supplement local, state, and federal resources to help repair damaged facilities. He said that hopefully area agencies can provide more funding for local agencies. He said contact him for more information and updates.

Boardmember Young thanked Mr. Regisford for his report. Boardmember Young commented on the Corral Hollow and Interstate 5 area, and informed Mr. Regisford there is a missing sign directing access to I-5.

Chair Rickman thanked Mr. Regisford and Caltrans for their hard work. He said it does not go unnoticed.

C. Port of Stockton:

Bill Trezza thanked Diane Nguyen and staff for their presentation at the monthly San Joaquin Business Council meeting. He said it was a great presentation and very helpful.

Mr. Trezza reported that Navy Drive was flooded, and access was blocked for a while.

Mr. Trezza reported on the Port of Stockton receiving 273 vessels for 2022, which was little fewer than the prior year. He said the port is doing well, but it was an irregular year for shipping activity.

11. **Executive Director's Report:**

Diane Nguyen echoed Chair Rickman's earlier comments on SJCOG and added it is the best regional planning agency and has the best staff.

Ms. Nguyen welcomed the new SJCOG Board members and added that Miguel Villapudua is a returning board member. She said it is going to be an exciting and robust 2023 year working on transportation projects and policies, and that SJCOG staff is thrilled to have them on the SJCOG Board.

Ms. Nguyen provided an overview of Measure K Renewal in 2011 and said 78 percent of San Joaquin voters were in unity in passing the sales tax. To date, Measure K collected the following:

- \$233 million for Local Street Repair/Safety. (This is often the No. 1 area of concern and need raised by residents.)
- \$29 million for Railroad Crossing Safety.
- \$159 million for Public Transit (Bus and Rail).
- \$217 million for Congestion Relief.

She said SJCOG uses Measure K to leverage other state and federal dollars, which is the significance of the One Voice® trip.

Ms. Nguyen reported on University of the Pacific's latest report, San Joaquin County Spotlight: COVID-19 and Residents' Journey-to-Work. She said a link to the latest report is provided on SJCOG website. Ms. Nguyen highlighted San Joaquin County residents commuting before and after the pandemic and workers who worked from home after the onset of the pandemic. She encouraged everyone to read the report.

Ms. Nguyen announced SJCOG will host the San Joaquin Valley Policy Conference April 24-26, 2023, at the Great Wolf Lodge in Manteca. There are costs for attendees, but not for board members and staff.

Ms. Nguyen announced the save-the-date for the One Voice® advocacy trip for May 6-11, 2023.

Ms. Nguyen announced that Andrew Chesley had asked her to speak at the Stockton Rotary Club on Feb. 7, 2023. She said Andrew Chesley is doing well.

Ms. Nguyen introduced Lodi Mayor Pro Tempore Lisa Craig as a SJCOG Board alternate attending in person, and that staff is thrilled to have her energy and enthusiasm.

SJCOG general counsel Rod Attebery introduced himself and Tom Terpstra Jr. and announced Neumiller and Beardslee will be making a presentation on new teleconference and virtual meetings legislation, Assembly Bill 2449, at the February SJCOG Board meeting. Mr. Attebery and Mr. Terpstra will attend the SJCOG Board meeting in February in person. He anticipated everyone will be back 100 percent in person in March.

12. **ADJOURNMENT:**

There being no further business to discuss, the meeting was adjourned at 4:58 p.m. to 4 p.m. Thursday, Feb. 23, 2023, SJCOG Conference Room.

APPENDIX C

NOTICE OF PUBLIC HEARING

The San Joaquin Council of Governments (SJCOG) is seeking your input to determine if there are any reasonable to meet UNMET TRANSIT NEEDS in each city, or in the unincorporated county.

Any Unmet Transit Needs identified as 'reasonable to meet' must be funded before the Local Transportation Funds can be used for non-transit purposes in the respective jurisdiction. The public is invited to comment on any unmet transit need at our public hearing during the next regularly scheduled SJCOG Board of Directors Meeting **on Thursday, January 23, 2025, at 4:00 PM, 555 E. Weber Avenue, Stockton CA 95202.**

To see more information about the Unmet Transit Needs Assessment, please visit www.sjcog.org/UTN.

The public is also encouraged to take the Unmet Transit Needs survey by scanning the QR Code or clicking the link below.

**Take our UTN
Survey today!**



tinyurl.com/UTN2025

NOTICE OF PUBLIC HEARING

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**Take our UTN
Survey today!**



tinyurl.com/UTN2025



MANTECA BULLETIN

P.O. BOX 1958, • 531 E. YOSEMITE AVE., MANTECA, CA 95336-1958 • MAIN 209-249-3500 • FAX - 209-249-3559

SAN JOAQUIN COUNCIL OF GOVERNMENTS

Advertising Insertion Order

MB#12-49/Notice of Public Hearing UTN

Contact:	Sales Rep: MB - Liz Mora	Order Date: 12/16/2024
Address: SAN JOAQUIN COUNCIL OF GOVERNMENTS ATTN: SJCOG FINANCE DEPARTMENT 555 E. WEBER AVE STOCKTON CA 95207	Phone: 209-235-1093	Order Number: 152197
	Fax: 209-468-1084	Advertiser No: 0
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12/21/2024	MB - Manteca Bulletin	MB#12-49/Notice of Public Hearing UTN	Classified	3 x 6	\$360.00
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HAGA ESCUCHAR SU VOZ

CUÉNTENOS SOBRE SUS NECESIDADES DE TRÁNSITO INSATISFECHAS (UTN)



¿Viaja en autobús? ¿Qué tal el tren? ¿Desea que hayan más rutas?

Deje que su voz se escuche en la audiencia públicas de las Necesidades de Tránsito Insatisfechas (UTN).

- 23 de enero de 2025 a las 4 p.m.

555 E. Weber Avenue
Stockton, CA 95202

¡Tome nuestra encuesta UTN hoy!



<https://tinyurl.com/UTN2025-Spanish>

ANUNCIO DE AUDIENCIA PÚBLICA

El Consejo de Gobiernos de San Joaquín (SJCOG, por sus siglas en inglés) está buscando su opinión para determinar si hay alguna Necesidad de Tránsito Insatisfecha razonable de satisfacer en cada ciudad o en el condado no incorporado.

Las Necesidades de Tránsito Insatisfechas que se identifican como "razonable de satisfacer" deben ser financiadas antes de que los Fondos de Transporte Local puedan ser utilizados para propósitos no relacionados con el tránsito en la jurisdicción respectiva. Se invita al público a comentar sobre cualquier Necesidad de Tránsito Insatisfecha en una audiencia pública durante la reunión de la Junta Directiva de SJCOG programada regularmente el **jueves, 23 de enero de 2025, a las 4:00 pm, 555 E. Weber Avenue, Stockton CA 95202.**

Para más información sobre la Evaluación de Necesidades de Tránsito Insatisfechas, visite nuestra página www.sjco.org/UTN.

También se le pide al público a participar en la encuesta sobre las Necesidades de Tránsito Insatisfechas escaneando el código QR o haciendo clic en el siguiente enlace.

**¡Tome nuestra
encuesta UTN hoy!**



<https://tinyurl.com/UTN2025-Spanish>

APPENDIX D

SAN JOAQUIN COUNCIL OF GOVERNMENTS
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
Hybrid Meeting

Tuesday, Sept. 3, 2024

MINUTES

1. The meeting was called to order at 3:00 by Chair Frank Huang, City of Lodi.

Conference Attendance

Martha Arevalos, Catholic Charities; Armando Valerio, SJC Public Health; Laura Alvarez, Valley Mountain Regional Center; Dorrae Moore, ACCESS San Joaquin; Damaris Galvan, ACCESS San Joaquin; John Andoh, City of Escalon; Juan Portillo, City of Manteca; Frank Huang, City of Lodi; Ed Lovell, City of Tracy; Ken Baxter, SJRTD; Rita Carter- Overstreet; Joel Campos, SJCOG Senior Regional Planner; Christine Tran, SJCOG Associate Regional Planner; Joyce Yee, SJCOG Assistant Regional Planner; Ryan Niblock, SJCOG Deputy Director of Programming Delivery; Breanna Guzman, SJCOG Administrative Clerk II; Vanessa Gallegos, SJCOG Assistant Office Administrator.

Committee Members Not Present

Joni Bauer, Community Center for the Blind; Jeff Nichols, Valley CAPS; Jayne Pramod, City of Tracy.

2. Public Comments
None

3. Minutes: Aug. 6, 2024
Ken Baxter indicated that "53-10" was mentioned three times. The correct format is "5310."

Juan Portillo indicated that he is from the City of Manteca and not the City of Escalon. Additionally, he was present at the Aug. 6, 2024, meeting and that he was marked as not present.

It was made/seconded (Lovell/Baxter) to approve the minutes as modified. The motion was passed unanimously.

4. Approve of the FY 2023-2024 SSTAC Annual Report
Christine Tran provided a concise summary of the activities undertaken during the previous year for SSTAC Fiscal Year 23-24. She notes that there is an attachment containing an introduction outlining the purpose of Social Services Transportation Advisory Committee (SSTAC), the established goals, and the key highlights of the year.

Ms. Tran highlighted that the staff recommends approval.

Joel Campos mentioned a significant achievement in the region. He highlighted a section on page 15 of the agenda packet, which indicated that the providers in the region had been awarded \$950,00,000 in funding through the 5310 programs. He emphasized that this achievement was a testament to the hard work and dedication of the providers in the region.

It was moved/seconded (Portillo/Lovell) to approve the FY 23-24 SSTAC Annual Report. The motion passed unanimously.

5. Approve the FY 25-26 UTN Public Outreach Plan

Ms. Tran mentioned an item that was received last month, which was a draft version. She expressed a desire to approve the final version of the Unmet Transit Needs (UTN) public outreach plan. She mentioned that the survey was crafted based on the feedback received and noted that 4x6 cards will be published for individuals to add to their transit centers.

Frank Huang provided an update on the City of Lodi, stating that they are actively working on their short-range transit plan. They have public workshops scheduled for September and November, but it is not advisable to attend.

Mr. Campos highlighted that Armando Valerio from the San Joaquin Public Health provided feedback, requesting staff to deliver a presentation at Delta College. He also stated staff will be in contact with everyone who is interested in receiving a presentation through the season.

Mr. Portillo has mentioned that they are currently working on their short-range transit plan and will be organizing a public workshop.

Mr. Lovell suggested refreshing the marketing look for next year to give it a more distinctive and rejuvenated appearance.

It was moved/seconded (Baxter/Lovell) to approve the FY 25-26 UTN Public Outreach Plan. The motion was passed unanimously.

6. Approve the FY 24-25 SSTAC Work Plan

Mr. Campos reviewed the SSTAC annual work plan, which outlines a schedule of activities. SJCOG is seeking approval of the work plan, which is divided into quarters. He said according to the bylaws, they are only required to meet once a quarter.

Mr. Campos reviewed the meeting schedule for 2024 and 2025.

Mr. Portillo requested information about the January Unmet Transit Needs Committee meeting and asked if there are any committee members yet.

Mr. Campos stated that SJCOG plans to solicit committee members in November.

It was moved/seconded (Baxter/Lovell) to approve the FY 24-25 SSTAC Work Plan. The motion was passed unanimously.

7. Recommend Approval of the UTN Guideline Changes in Attachment A.

Mr. Campos presented this staff report and said the current Unmet Transit Needs (UTN) Assessment guidelines were approved by the SJCOG Board in early 2023.

Mr. Campos provided an overview of the development of the Unmet Transit Needs Guidelines. He mentioned that these guidelines were first applied and implemented during the 24-25 UTN assessment. Additionally, he mentioned that in July they dedicated time in reviewing and extracting key lessons learned from the previous cycle. He also pointed out a striking statement in section C of attachment A, which pertains to the review of the TDA guidebook containing public utility codes.

Mr. Campos mentioned the inconsistency in the responsibilities outlined in PUC 99401.5. He said the current guidelines state that the regional transportation planning agency is responsible for identifying unmet transit needs, not a transit agency such as Regional Transit District (RTD). Therefore, he recommended striking this provision from the guidelines as it does not align with PUC 99401.5

Mr. Campos also mentioned that RTD requested a new section be added to the guidelines regarding the outreach plan. Additionally, staff recommended withholding and keeping these details out of the guidelines to allow for flexibility in tailoring the outreach plan to each jurisdiction on an annual basis.

Mr. Baxter emphasized that the intention behind the RTD initiative was to offer flexibility and propose ideas. They wanted to ensure that all demographics were represented to avoid missed opportunities and to underscore the importance of supporting others and addressing their needs.

Ms. Damaris noted the importance of ensuring inclusivity by capturing survey responses and considering demographics.

Mr. Lovell inquired whether RTD has any specific expectations for the outreach section.

Mr. Baxter stated that it would be beneficial to include all transit providers in the region to ensure ample opportunities for engaging and communicating with the individuals utilizing the services.

Mr. Portillo stated that in the City of Manteca, they consistently provide education for transit center users, including employees and passengers. He emphasized that many aspects of their operations are not explicitly outlined in their public guidelines.

Mr. Lovell said he agrees with the staff recommendation on guideline changes, he believes that it may not be necessary to explicitly document this in the guidelines. Instead, he suggested that it could be as simple as reaching out to someone.

The members of SSTAC engaged in further discussion regarding the implications of the changes in the UTN guidelines.

Mr. Campos has indicated that staff will be sending copies of the survey to ensure that everyone has access, regardless of internet availability. Additionally, there will be digital copies available in both English and Spanish for the convenience.

Rita Carter inquired about the surveys that were mentioned. She would like to know if they will be distributed and if there will be alternative formats available. Additionally, she is seeking clarification on the content that will be included in the surveys.

Mr. Campos expressed SJCOG's commitment to collaborating with all members of SSTAC and encouraged everyone to communicate with the staff about ways to ensure a smooth continuation of the process.

Mr. Baxter provided additional feedback regarding Section C guidelines, expressing concerns about potential violations of the PUC. He believes that addressing these concerns is an unmet need and a reasonable request to provide sufficient resources. Additionally, Mr. Baxter has shared his perspective on the RTD proposed changes to the UTN guidelines, stating that he finds them to be reasonable expectations for transit providers to meet.

Mr. Campos explained to Mr. Baxter that they can possibly come to the same conclusion if he allows the comments to go through the process, he mentioned that it is the Regional Transportation Planning Agency's, RTPA's, responsibility to do the analysis of existing transportation services and that SJCOG's supposed to identify and analyze demographics.

John Andoh raised a question to Mr. Baxter, why not just do the process himself out of the SSTAC process.

Mr. Baxter stated they are thinking outside the box and wants to provide RTD's input in the process.

Mr. Andoh stated that prior to 2010 they had what was called a transit forum, which was initiated by RTD in which RTD was spending 100% of Local Transportation Fund (LTF) on transit. He mentioned that RTD staff analyzed their staff recommendations on how they would implement those services in the future outside of SSTAC and said why not do that again.

Mr. Baxter said its separate from the issue, the issue is unmet needs and is reasonable and to climate on the guidelines.

Mr. Andoh stated that the separate guidelines is not necessary for transit agencies, the purpose for SSTAC is to evaluate what determines to meet the definitions per the guidelines that are adopted.

The motion passed to approve the UTN Guideline Changes presented in Attachment A. The motion passed (8/2) with RTD and ACCESS of San Joaquin casting a no vote.

8. The meeting was adjourned at 3:51 p.m. The next meeting will be November 5, 2024 at 3:00 p.m.

JOINT MEETING OF THE BOARD OF DIRECTORS FOR THE
SAN JOAQUIN COUNCIL OF GOVERNMENTS, SJCOG INC. AND SAN JOAQUIN
REGIONAL HOUSING FUND INC.

SJCOG Board Room
555 E. Weber Ave.
Stockton, CA 95202

Dec. 5, 2024

REGULAR BOARD MEETING AT 4 P.M.

MINUTES

1. The board meeting was called to order at 4 p.m. by Chair Sonny Dhaliwal.

Roll Call:

Board Members Present:

Mayor Dave Bellinger, City of Escalon; Councilmember Michael Blower, City of Stockton; Mayor Sonny Dhaliwal, City of Lathrop; Mayor Kevin Lincoln, City of Stockton; Supervisor Robert Rickman, San Joaquin County; Mayor Gary Singh, City of Manteca; Mayor Andy Su, City of Mountain House; Councilmember Dan Wright, Stockton; Mayor Nancy Young, City of Tracy; Mayor Leo Zuber, City of Ripon.

Board Members Absent:

Mayor Lisa Craig, City of Lodi; Supervisor Steve Ding, San Joaquin County; Supervisor Miguel Villapudua, San Joaquin County; Vice Mayor Kimberly Warmsley, City of Stockton.

Ex Officio Members Present:

Gary Giovanetti, San Joaquin Regional Transit District; Gregoria Ponce, Caltrans; Bill Trezza, Port of Stockton.

Staff Members Present:

Diane Nguyen, Executive Director; Ryan Niblock, Deputy Director of Programming and Delivery; Kim Anderson, Deputy Director of Planning; Gracie Orosco, Interim Deputy Director of Finance and Administration; Lynnetta Castle, Chief Accountant; Vikram Sharma, Information Services Manager; Tisha Singleton, Senior Accountant; Steve Mayo, Habitat Project Manager; Yvette Davis, Communication Manager; Keith Michaud, Communications Journalist; Lauren Batalias, Principal Analyst; Joel Campos, Senior Regional Planner; Laurel Boyd, Associate Habitat Planner; Ty Phimmasone, Senior Regional Planner; Travis Yokoyama, Senior Regional Planner; Joann Martinez, Associate Regional Planner; Isaiah Anderson, Associate Regional Planner; Rosie Zeiter, Accounting Assistant II; Daljit Saini, Accounting Assistant II; Rosie Gutierrez, Clerk of the Board; Vanessa Gallegos, Assistant Office Administrator; Breanna Guzman, Administrative Clerk II; Jessica Lombana, Administrative Technician; Jacob Williams, Assistant Regional Planner; Janicia Thedmada, Assistant Regional Planner; Tom Terpstra, Counsel.

2. **Recognitions/Presentations:**

- A. Express appreciation to SJCOG Chair Dhaliwal and Vice Chair Lincoln and other Board members leaving SJCOG Board

Executive Director Diane Nguyen acknowledged the departure of both the SJCOG chair and vice chair from the SJCOG Board. On behalf of the SJCOG staff and board, she expressed her heartfelt gratitude and appreciation to Chair Sonny Dhaliwal and Vice Chair Kevin Lincoln for their leadership and service over the past fiscal year. She noted that SJCOG staff felt privileged to work with both leaders. To honor their contributions, she presented each of them with a commemorative plaque.

Chair Dhaliwal expressed his gratitude to the board and SJCOG staff, stating that it had been a great opportunity to work with everyone. He shared that he was recently elected to the Board of Supervisors and mentioned that he might return to the SJCOG Board if appointed in the future.

Vice Chair Lincoln expressed his gratitude to Executive Director Diane Nguyen for her leadership and to the staff for their efforts in representing the region. He shared that it has been a privilege and honor to serve alongside his colleagues on the SJCOG Board and to participate in the One Voice® effort for the region. He emphasized that the work accomplished by the board serves as a model for the entire nation and encouraged everyone to continue their dedication to serving and representing the region.

Chair Dhaliwal acknowledged the departing board members, thanked them for their dedicated service, and extended his best wishes for their future endeavors.

- B. Welcome new Assistant Regional Planners – Jacob Williams and Janicia Thedmada

Ms. Nguyen introduced Jacob Williams and Janicia Thedmada as new Assistant Regional Planners.

3. **Public Comments:** None.

4. **Consent Calendar Items:**

- A. Minutes, Oct. 24, 2024: Joint meeting of the Board of Directors for SJCOG, SJCOG Inc., and San Joaquin Regional Housing Fund Inc.
- B. SJCOG — Receive and File the Monthly Financial Report and Transportation Authority Monthly Investment Report
- C. SJCOG — Approve Fiscal Year 2024-25 Overall Work Program Amendment No. 4 and Fiscal Year 2024-25 Annual Financial Plan Amendment No. 4
- D. SJCOG — Award a Contract to Cascadia Partners for Sustainable Communities Strategy (SCS) Scenario Development, Public Engagement and Technical Evaluation
- E. SJCOG — Approve Resolution Authorizing the Execution of Construction Zone Enhanced Enforcement Program (COZEEP) Agreements with the State of

California, California Highway Patrol for Applicable Projects including SR 99/120 Phase 1A

- F. *SJCOG* — Approve Amendment No. 2 to Kimley Horn and Associates Inc. for the I-205 Managed Lanes Contract (C-20-030)
- G. *SJCOG* — Approval of California Association of Councils of Governments and San Joaquin Valley Regional Policy Council Appointments
- H. *SJCOG* — Approve Recommendation by SJCOG Executive Committee for 4 Appointed Positions on the San Joaquin Regional Rail Commission
- I. *SJCOG* — Approve the California Vanpool Authority (CalVans) Amended Joint Powers Authority Agreement
- J. *SJCOG* — Approve Amendment No. 4 to Contract with HR&A for the Regional Housing Trust Fund Feasibility Study
- K. *SJCOG* — Approval of Amendment No. 1 to Contract with LSA Associates Inc. for Project Management, Regional Planning and Technical Services
- L. *SJCOG* — Approve Public Interest Finding and Award of Contract to Trinity Consultants for Valleywide Air Quality Planning and Coordination Services
- M. *SJCOG Inc.* — Approve Kola Energy BESS — Connolly Ranch Preserve Dedication and Preserve Management Plan
- N. *SJCOG Inc.* — Approve Connolly Carnegie Ranch Preserve Acquisition and Preserve Management Plan

It was moved/seconded (Zuber/Blower) to approve the consent calendar. The motion passed unanimously by roll call (9/0).

5. **Action Items:**

- A. *SJCOG* — Approve Amendment No. 1 to Contract with Mark Thomas for the State Route 99/State Route 120 Connector Project for expanded Phase 1B Design Services

Ms. Nguyen said that the SJCOG Board has two priority projects: the State Route 99/120 Connector and the I-205 Managed Lanes. She said the SR 99/120 project is divided into three phases — 1A, 1B and 1C — because of its complexity and costs. The goal was to have the Phase 1B project start construction in two years, soon after the completion of SR 99/120 Phase 1A. While in the engineering phase, unforeseen design issues have come up making that goal not possible.

Ms. Nguyen explained one of the engineering challenges is due to the Moffat bridge design issue raised by the Union Pacific Railroad (UPRR) for Phase 1B, which affects the project design, costs, and schedule. She also requested staff to explore the anticipated delay as an opportunity to incorporate changes into the project, potentially allowing for the inclusion of additional beneficial elements. As a second component, staff will outline a proposed value-add design addition to the Phase 1B project: the Austin Road on-ramp. In evaluating this proposed revision to the Phase 1B scope, staff aims to present the board with a complete and comprehensive package of engineering solutions. These solutions are intended to create a more cost-effective project in the long term and deliver greater benefits to the region overall. However, the board's decision on this will have implications for the overall project costs of the second phase, have an impact on the schedule, and delay the originally targeted construction start date.

Ms. Nguyen introduced Garry Horton of Mark Thomas to address any engineering-related questions about the project.

Ms. Nguyen expressed her appreciation to the SJCOG staff and the engineering firm for their dedication in taking on the task she assigned and coming up with some solutions. She commended their efforts to thoroughly explore options for the board to consider with the goal of maximizing the investment in the project for the region. She emphasized the importance of delivering the SR 99/120 corridor improvements in a way that best serves the community, travelers and businesses that rely on SR 99/120.

Ryan Niblock gave a PowerPoint presentation on details of the issues and complex challenges that require scope and budget adjustments that would result in scheduling delays for the Phase 1B project. The project construction cost estimate is \$60 million. Mr. Niblock said a clear span bridge design over the UPRR right-of-way would increase the project construction cost approximately \$20 million and the project construction will be delayed from late 2026 to late 2027. Mr. Niblock discussed the public feedback on the removal of the Austin Road on-ramp and when it will be restored for the community and first responders. He said the project team is currently working with Caltrans to find an interim option for emergency responders before the on-ramp is removed. Caltrans has expressed support for the concept of a temporary emergency access road to the freeway and the project team is currently preparing design exhibits for Caltrans technical review. Secondly, given the additional time required for design to address the UPRR Moffat Bridge issue, staff are proposing to accelerate the Austin Road on-ramp reconstruction by incorporating it into an expanded Phase 1B scope.

Mr. Niblock noted that this additional design element comes with an estimated cost of \$40 million. If this is approved, it would add an additional two years to the above-mentioned delay in the construction schedule due to right-of-way and utility relocation.

Boardmember Zuber asked for clarity in staff's request and understands the recommendation to involve paying the engineering consult to design these options. Mr. Niblock said that is correct.

Ms. Nguyen added that the additional costs for Moffat Bridge and the Austin on-ramp are not funded. SJCOG will have to find the funding to construct these elements in order to proceed with construction.

It was moved/seconded (Zuber/Blower) to revise the SR 99/120 Connector Phase 1B design scope to address UPRR requirements and the Austin Road on-ramp and approve staff's recommendation to (1) adopt a Public Interest Finding to award the additional work to the existing design consultant, Mark Thomas and (2) approve a contract amendment, authorizing the executive director to negotiate an amendment not-to-exceed \$5.5 million from the federal Community Project Funding Program. The motion passed unanimously by roll call (9/0).

6. **Discussion Items:** None.

7. **Information Items:**

- A. *SJCOG* — Statewide and Small Urban/Rural Active Transportation Program Cycle 7 Update
- B. *SJCOG* — Project Update: San Joaquin Regional Mobility Hub Plan

These items were for information only.

8. **Chair's Report:**

Chair Dhaliwal thanked the SJCOG board members, Executive Director Diane Nguyen and the SJCOG staff for their support while he was chair of the board. He said the agency is doing good work to make the lives of everyone in San Joaquin County better. He is confident that the board of directors in 2025, Ms. Nguyen and her staff will continue to work on behalf of the people of San Joaquin County. It has been an honor to have been the chair of this board.

9. **Council Members' Report:**

Boardmember Robert Rickman thanked Chair Dhaliwal and said it has been a pleasure working with him. Supervisor Rickman said that he looks forward to collaborating with him on the Board of Supervisors.

Boardmember Rickman thanked Vice Chair Lincoln said it was a pleasure working with him on the SJCOG Board.

Mayor Nancy Young arrived.

10. **Ex Officio Board Members' Report:**

A. **San Joaquin Regional Transit District**

Gary Giovanetti commented on RTD's Ditch the Truck and Drive the Bus, which highlights the work-life balance that RTD offers. Meanwhile, the Less Miles, More Smiles campaign showcases advantages such as competitive compensation, comprehensive benefits package and growth opportunities with RTD. Mr. Giovanetti announced that RTD is actively seeking bus drivers.

Lastly, he shared RTD's Stuff the Bus results since 1998 and highlighted the partners and volunteers.

B. **Caltrans District 10**

Gregoria Ponce announced Caltrans recently released their four-year strategic plan covering Fiscal Years 2024-2028. Ms. Ponce gave an overview of what the plan consists of and highlighted the goals.

She stated that Caltrans looks forward to continuing collaboration and coordination with partners on all the important work currently underway.

Ms. Ponce announced that Grace Magsayo is the new District 10 Director. She shared that Ms. Magsayo has been at District 10 the past 18 years, and Ms. Magsayo is proud to continue serving the region in this new capacity.

Ms. Ponce said District 10 has released Fiscal Year 2025-2026 Sustainable Transportation Planning grant program and there is \$37 million available under this call for applications. Additional information can be found on Caltrans website or anyone interested in more information you can contact her.

C. Port of Stockton

Bill Trezza provided a slide regarding the Port of Stockton receiving an EPA grant of \$110,469,349. It covers a variety of different equipment for the port. He said the good news is that the Port is running about 40 percent electric to manage the port.

11. **Executive Director's Report:**

Ms. Nguyen expressed that SJCOG is closing out the year with a litany of successes achieved through the collective leadership of the board. She also recognized what she considers to be the best planning team in the nation—the dedicated staff of the San Joaquin Council of Governments.

She noted that this year, the board approved the highest operating budget in SJCOG's history. This milestone enables the organization to accomplish more by leveraging increased funding to deliver regional priorities and projects, as well as advance various initiatives in regional housing and transportation.

SJCOG staff are also proud to announce the securing of a \$15 million federal grant to deploy 100 EV-chargers in every city in this region and the county over the next several years. Additionally, SJCOG successfully facilitated pass-through grants for the cities of Lodi and Stockton.

She said she appreciates Chair Sonny Dhaliwal and Vice Chair Kevin Lincoln for their leadership. She expressed her gratitude to the board members leaving the board, including Mayor Nancy Young, Councilmember Dan Wright, Mayor Dave Bellinger as well as the other members leaving the board who are not here this evening. She said their leadership shines at this agency and the light that they have created here will continue to glow and inspire within the community.

Councilmember Michael Blower echoed Ms. Nguyen's comments and expressed his gratitude to both the long-term board members and those departing. He specifically thanked Councilmember Wright for his five years of dedicated service on the SJCOG Board and for graciously volunteering to swap roles with him, allowing him the opportunity to gain valuable experience serving on this body. He concluded with a heartfelt thank you.

Mayor Young shared that she has served on the SJCOG Board for the past four years, including time as an alternate, and has also represented SJCOG on other boards. She expressed that it has been a great experience and thanked SJCOG for the opportunity. She extended her gratitude to Ms. Nguyen and the SJCOG staff, noting that it has been a joy working with everyone.

Adjourn to Closed Session at 4:33 p.m.

12. **OPEN SESSION DISCLOSURE REGARDING CLOSED SESSION AGENDA:**

(Government Code Session 54957.7)**13. CLOSED SESSION:****A. PUBLIC EMPLOYEE PERFORMANCE EVALUATION**

Title: Executive Director

B. CONFERENCE WITH LABOR NEGOTIATORS

Agency Designated Representative: Board Chair Sonny Dhaliwal

Unrepresented Employee: Executive Director

14. RETURN TO OPEN SESSION: REPORT ON CLOSED SESSION:

(Government Code Section 54957.1)

Reconvened to Open Session at 4:56 p.m.

Tom Terpstra stated there was no reportable action.

15. ACTION ITEM**A. Discussion and possible action regarding Executive Director compensation**

It was made/seconded (Young/Wright) to amend the executive director contract for a salary of \$337,024.39. The motion passed unanimously (10/0).

16. Adjournment:

The meeting was adjourned at 4:58 p.m. The next meeting will be at 4 p.m. Thursday, Jan. 23, 2024, in the SJCOG Conference Room.

JOINT MEETING OF THE BOARD OF DIRECTORS FOR THE
SAN JOAQUIN COUNCIL OF GOVERNMENTS, SJCOG INC. AND SAN JOAQUIN
REGIONAL HOUSING FUND INC.

SJCOG Board Room
555 E. Weber Ave.
Stockton, CA 95202

Jan. 23, 2025

REGULAR BOARD MEETING AT 4 P.M.

MINUTES

1. The board meeting was called to order at 4 p.m. by Chair Sonny Dhaliwal.

Boardmember Sonny Dhaliwal informed San Joaquin Council of Governments (SJCOG) Board members that he will chair the meeting until the board elects a new chair and vice chair. He welcomed new board members and said he is happy to return to the board following his election as a San Joaquin County supervisor. He said being on the SJCOG Board shows a real commitment to serving the people in this region with multi-modal transportation solutions.

Roll Call:

Board Members Present:

Mayor Paul Akinjo, City of Lathrop; Mayor Dan Arriola, City of Tracy; Councilmember Lisa Craig, City of Lodi; Supervisor Sonny Dhaliwal, San Joaquin County; Supervisor Steve Ding, San Joaquin County; Councilmember Jeremy Engle, City of Escalon; Councilmember Mario Enriquez, City of Stockton; Mayor Christina Fugazi, City of Stockton; Councilmember Mariela Ponce, City of Stockton; Supervisor Robert Rickman, San Joaquin County; Mayor Andy Su, City of Mountain House; Councilmember Leo Zuber, City of Ripon.

Via Teleconference:

Mayor Gary Singh, City of Manteca.

Board Members Absent:

None.

Ex Officio Members Present:

Gary Giovanetti, San Joaquin Regional Transit District; Grace Magsayo, Caltrans; Bill Trezza, Port of Stockton.

Staff Members Present:

Diane Nguyen, Executive Director; Ryan Niblock, Deputy Director of Programming and Delivery; Kim Anderson, Deputy Director of Planning; Gracie Orosco, Interim Deputy Director of Finance and Administration; Lynnetta Castle, Chief Accountant; Vikram Sharma, Information Services Manager; Christina Corrales, Manager of Planning; Yvette Davis, Communication Manager; Keith Michaud, Communications Journalist; Edith Verdin, Senior Regional Planner; Joel Campos, Senior Regional Planner; Laurel Boyd,

Associate Habitat Planner; Joann Martinez, Associate Regional Planner; Raul Tovar, Assistant Regional Planner; Janicia Thedmada, Assistant Regional Planner; Melissa Albang, Assistant Program Specialist; Emily Pham, CivicSpark Fellow; Marianna Berntsen-Perez, CivicSpark Fellow; Alvaro Gamino, CivicSpark Fellow; Rosie Gutierrez, Clerk of the Board; Vanessa Gallegos, Assistant Office Administrator; Breanna Guzman, Administrative Clerk II; Andy Pinasco, Counsel.

2. **Recognitions/Presentations:**

A. Welcome new Civic Spark Fellows

Executive Director Diane Nguyen introduced Marianna Berntsen-Perez and Alvaro Gamino as the new CivicSpark Fellows.

Ms. Nguyen introduced SJCOG new employee Raul Tovar as the new Assistant Regional Planner.

B. Welcome new and returning SJCOG Board Members and Presentation on SJCOG Work Program for 2025

Ms. Nguyen welcomed the returning SJCOG Board members and returning ex officio board members.

Ms. Nguyen welcomed the new SJCOG Board members and highlighted the 2024 SJCOG Board's key actions and policy direction that contributed to significant milestones.

Ms. Nguyen said the SJCOG staff looks forward to working with both the returning board members and the new board members and their leadership to deliver SJCOG's mission to serve the residents of San Joaquin County.

3. **Public Comments:** None.

Boardmember Steve Ding arrived.

4. **Consent Calendar Items:**

- A. Minutes, Dec. 4, 2024: Joint meeting of the Board of Directors for SJCOG, SJCOG Inc., and San Joaquin Regional Housing Fund Inc.
- B. SJCOG — Receive and File the Monthly Financial Report and Transportation Authority Monthly Investment Report
- C. SJCOG — Approve Fiscal Year 2024-25 Transportation Development Act Claim from the City of Stockton
- D. SJCOG — Approve Fiscal Year 2024-25 Local Transportation Funds/State Transit Assistance Transportation Development Act Claim from the San Joaquin Regional Transit District
- E. SJCOG — Approve the Final SJCOG Regional Congestion Management Program Update
- F. SJCOG — Approve the State Route 99/State Route 120 Connector Phase 1A Project Right of Way Contract Amendment with Caltrans
- G. SJCOG — Award a Contract for the 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Environmental Impact Report

- H. *SJCOG* — Approve Citizens Advisory Committee Membership Appointment
- I. *SJCOG* – Appoint members to the *SJCOG* Executive Committee
- J. *SJCOG Inc.* — Approve Beckman Cemetery Project, Habitat Classification Change
- K. *SJCOG Inc.* — Approve Matt Equinoa Park Phase 2 Project, Buffer Reduction
- L. *SJCOG Inc.* — Approve Kola Energy BESS - Connolly Carnegie Ranch Preserve Dedication and Preserve Management Plan
- M. *SJCOG Inc.* — Approve Buffer Reduction for the IDI Logistics Farm Road Removal Project
- N. *SJCOG Inc.* — Approve the Habitat Plan Financial Analysis RFQ Selection

It was moved/seconded (Rickman/Zuber) to approve the consent calendar. The motion passed by roll call (12/0) with City of Lathrop abstaining.

5. **Action Items:**

- A. *SJCOG* — Approve *SJCOG* Chair and Vice Chair to serve the remainder of FY 2024-25

Ms. Nguyen presented this item and provided a summary of the past practice of rotating among agencies for *SJCOG* chair and vice chair. The existing rotation has the representative of the City of Lathrop as the chair and a representative of the City of Stockton as vice chair. The normal term for these roles is for fiscal year, so the vacancy will cover from this date through June 30, 2025. The Executive Committee has recommended that the roles be maintained by the City of Lathrop and the City of Stockton for the remainder of the term.

The Executive Committee has recommended that Lathrop Mayor Paul Akinjo serve as chair and Stockton Mayor Christina Fugazi serve as vice chair for the remainder of the term that ends June 30, 2025.

It was moved/seconded (Zuber/Craig) to elect City of Lathrop Mayor Paul Akinjo as chair and City of Stockton Mayor Christina Fugazi as vice chair starting Jan. 23, 2025, to June 30, 2025. The motion passed unanimously (13/0).

Supervisor Dhaliwal turned the floor over to Chair Paul Akinjo.

- B. *SJCOG* — Open and Close Unmet Transit Needs Public Hearing
Joel Campos presented this item and said each year *SJCOG*, pursuant to state law and acting as the Regional Transportation Planning Agency (RTPA), must identify any unmet transit needs that may exist in San Joaquin County. *SJCOG* must determine whether any of the needs that are identified are reasonable to meet before Transportation Development Act (TDA) funds are allocated to local jurisdictions for non-transit purposes. Mr. Campos highlighted the outreach *SJCOG* staff conducted throughout the region since October 2024.

Mr. Campos informed the board that this is a public hearing. Staff recommend that the SJCOG chair open the public hearing to receive unmet transit needs comments and close the public hearing.

Chair Akinjo opened the public hearing to receive comments. The public hearing was closed after no public comments were received.

6. **Discussion Items:**

A. **SJCOG — Receive information on Draft Measure K Strategic Plan**

Ryan Niblock presented this staff report and indicated that the Measure K Strategic Plan serves as a guiding document for delivery of the Measure K projects and programs. The Strategic Plan functions as a Measure K capital improvement program for all eligible categories approved by San Joaquin County voters. Measure K Renewal funding is divided as follows: Local Street Repairs and Roadway Safety (35%), Congestion Relief projects (32.5%), Railroad Crossing Safety Projects (2.5%), and Passenger Rail, Bus, and Bicycles (30%). The subcategories of Passenger Rail, Bus Transit, Bus Rapid Transit, and Bicycle, Pedestrian, and Safe Routes to Schools are included in the Passenger Rail, Bus, and Bicycles category. Mr. Niblock said this draft reflects updated revenues from SJCOG's financial consultant, which show higher growth in Measure K than previously forecasted over the 30 year period ending in 2041. With Measure K increasing by 2 percent, Mr. Niblock discussed some financial highlights and provided an overview of the Measure K revenues in reserve for all categories.

He noted that SJCOG maintains cash reserves in the Measure K categories to ensure that, in the event of a recession or revenue reduction, these reserves help fulfill the commitments of the Measure K Strategic Plan for various contracts underway. He said the financial analyst suggested that it may be time to reassess the cash reserves and consider releasing additional funds for projects. Mr. Niblock stated that SJCOG staff are seeking input on the potential release of some of the existing funds held in reserve, and the process and policy implications that should be considered.

Boardmember Lisa Craig proposed implementing a financial policy that sets a specific percentage of reserves to be used, ensuring the remaining funds for future needs. She recommended referring the matter back to the Executive Committee for further discussion on determining the appropriate percentage.

Boardmember Leo Zuber agreed with Board Member Craig's comment. He expressed some reluctance about using reserves too quickly, emphasizing the risk of needing funds for an unforeseen project and not having them available. While he is open to spending the reserves, he stressed the importance of exercising caution.

Boardmember Robert Rickman also agreed with the previous comments, emphasizing the importance of continuing to move forward with necessary projects as costs tend to rise each year. While acknowledging the availability of revenue reserves, he noted that project funding costs will continue to increase over time. He supported the idea of establishing a policy to allocate a percentage of the reserves responsibly.

San Joaquin Regional Transit District (RTD) Ex Officio Boardmember Gary Giovanetti agreed with the comments made by Board Members Craig and Rickman. He said that most of the reserves should be allocated for Measure K programming and inquired about the policies and implications that should be considered. He also suggested maintaining the existing formula for reserve allocation.

Boardmember Gary Singh agreed with the previous comments, supporting the idea of releasing some of the reserves, while keeping a portion set aside for future needs. He also expressed support for establishing a policy to guide the use of revenue reserves.

Chair Akinjo asked what the SJCOG financial analyst had to say about the future. In response, Mr. Niblock stated that the financial consultant recommended utilizing the higher-than-anticipated revenue collections from the past four years, which exceeded projections in the previous strategic plan. The consultant's forecast suggested that this trend provides confidence in releasing a portion of the reserves.

Chair Akinjo emphasized the importance of acting while prices remain favorable. He noted that if the board delays in deciding, costs could continue to rise, making projects more expensive in the future.

RTD Government Affairs Director Ken Baxter distributed a two-page letter from RTD Chief Executive Officer Alex Clifford, which had been submitted to the Management and Finance Committee at its Jan. 15 meeting. Mr. Baxter reviewed RTD's recommendations on the Measure K reserves, category programming targets, revenue, expenditure, and balance funding matrix. Additionally, RTD is requesting a workshop with SJCOG Measure K management and finance representatives to discuss and gain a deeper understanding of Measure K's history and its processes since 1990. He concluded by thanking the board and SJCOG staff for their contributions to the region.

Chair Akinjo inquired about the next steps for consideration. SJCOG Counsel Andy Pinasco clarified that this item was presented for discussion only with the goal of gathering input on both the plan and the existing funds held in reserve for the subcategories.

Mr. Giovanetti inquired about scheduling a workshop with RTD. In response, Ms. Nguyen stated that SJCOG staff are gathering input from all member agencies. Once all comments have been received and reviewed, staff will respond accordingly. She also expressed appreciation for RTD's providing its feedback so quickly.

Boardmember Craig suggested that once all comments have been received and reviewed, the decision on whether a workshop is needed should be left to the Executive Committee. She also expressed concerns regarding the future forecast of revenue.

This item was for discussion only.

B. SJCOG — 2025 One Voice® Project Submission List

Mr. Campos presented this staff report. He said that for the 2025 San Joaquin One Voice® cycle the SJCOG Board approved the program guidelines and solicited the 2025 One Voice® Program call for projects at the October board meeting. The deadline for submittals was Dec. 13, 2024. He said an ad hoc committee reviewed the project submissions and provided comments highlighting strengths and weaknesses. SJCOG staff compiled and distributed the committee feedback to the applicants on Jan. 17th, 2025. The applicants have until Feb. 7 to submit refinements and changes to their submissions. Mr. Campos reviewed a few of the project applications received and said additional information for each project is outlined in Attachment A of the staff report. He said SJCOG staff received a submittal from the Stockton East Water District (SEWD). He noted the SEWD's project falls outside the parameters outlined in the board approved guidelines and legislative platform. SJCOG is coordinating with SEWD on its project, however, it is up to the board on how to proceed. Mr. Campos said this item is for discussion only and there is no action needed. Mr. Campos reviewed the next steps and said a final list of recommendations will be presented for consideration to the SJCOG Board in February. He noted that the San Joaquin One Voice® delegation trip to Washington, D.C., is in May 2025.

Boardmember Dhaliwal commented on the \$41.35 million in funds allocated for the I-580/Corral Hollow Road Interchange project in Tracy, emphasizing that the project is highly needed. He referenced last year's One Voice® trip, during which the delegation submitted a long list of projects. He asked whether the delegation should maintain the same approach or consider making changes for this year.

Mr. Campos said that SJCOG receives extensive feedback from federal agencies and SJCOG staff participates in all meetings to ensure that all comments are acknowledged. Member agencies also attend these meetings. He explained that the purpose of the evaluation committee and feedback is to enhance the competitiveness of projects for the following year. The feedback is carefully considered when staff distributes comments back to the applicants. SJCOG continuously refines and improves the program to maintain a competitive edge.

Ms. Nguyen emphasized that while the 2025 One Voice® trip in May lasts only a few days, the advocacy effort is an ongoing, year-round process. She highlighted the continuous dialogue between SJCOG's federal advocacy team and staff, noting that connections are being made before the trip and in the days and months afterward to secure funding for projects.

Chair Akinjo asked when the deadline for the member agencies to submit their changes. Mr. Campos said Jan. 31.

Chair Akinjo inquired about the status of SEWD based on the given dates. Mr. Campos responded that SEWD has already submitted its application. It is now up to the board to provide feedback on how to proceed. He noted that while the

project was included in last year's list, it was not part of the recommended priority projects.

Ms. Nguyen added that in discussing SEWD with the board, two key points should be considered. First, SEWD has been a consistent partner, supporter, and active presence. Second, in recent years, the board has refined its project list for Washington, D.C., reducing it from 25-30 projects and asking jurisdictions to submit their top priority project. This ensures alignment with the board-approved legislative platform, which focuses primarily on transportation. She explained that while SEWD has submitted a project that SJCOG believes holds significant regional value, even if it's not a transportation project. It has environmental benefits. Unless there are objections, SJCOG expects to follow the same process as last year, including the SEWD project as an informational item within the transportation delegation's list.

Ms. Nguyen said regarding the Tracy I-580 Corral Hollow project, SJCOG staff have reached out to the Tracy city manager and public works staff, who plan to submit a substitute project for I-580/Corral Hollow Road. SJCOG will reopen the process to allow this submission, as Tracy's original submittal in December was made before they received the good news about the \$41.35 million in funding. As a result, Tracy's I-580/Corral Hollow Road project will be removed from the list and a new project will be presented to the board for consideration in February.

This item was for discussion only.

7. **Information Items:**

- A. *SJCOG* — San Joaquin Regional Climate Collaborative Project Update
- B. *SJCOG* — 2025 Measure K Ordinance and Expenditure Plan Amendment Process
- C. *SJCOG* — Fiscal Year 2023-24 Measure K Annual Report

This item was for information only.

8. **Chair's Report:**

Chair Akinjo introduced himself as the newly elected City of Lathrop mayor and shared that he recently learned Lathrop is the second fastest-growing city in the state and the fifth fastest-growing city in the nation.

He expressed his honor in serving as the chair of the board and congratulated Mayor Fugazi on her appointment as vice chair.

He referenced a comment made by Boardmember Ding at the San Joaquin County Board Members' Inauguration, stating that elected officials are not sleeping well because they are not delivering for the people.

He expressed his appreciation for processes but acknowledged that staying within a process for years can create unnecessary delays. He emphasized the importance of identifying areas where processes need reform and voiced his support for making those changes. He urged the board to move away from obstacles that hinder progress. He

advised the board to act rather than remain stuck in process-driven delays, advocating for making things easier for citizens and projects.

He stated that while he is new to the board, he is not new to SJCOG. He said he joined SJCOG's One Voice® initiative on behalf of the City of Lathrop, during which he witnessed firsthand how SJCOG builds partnerships and works diligently to advance the region's priorities.

He stated that in the next six months as chair, he will ensure that all board members' voices are heard as they develop policies and work collaboratively to deliver transportation projects for the community, citizens and the region.

9. **Board Members' Report:**

Boardmember Fugazi expressed her excitement about returning to the board, noting that she previously served in 2020. She praised SJCOG as an incredible organization that unites rail, the regional transit district, and various projects that impact countless lives across all communities. She emphasized the importance of collaboration and having a unified voice to successfully deliver projects in the region, ensuring that residents can see exactly where their tax dollars are being invested.

Boardmember Dan Arriola introduced himself as the newly elected mayor of the City of Tracy. He noted that while he is new to the SJCOG Board, he has been participating in One Voice® trips for years. On behalf of his staff, Mr. Arriola thanked SJCOG staff and his colleagues on the board for their collaboration and advocacy, which helped secure \$41.35 million for the City of Tracy. He shared his excitement upon seeing Congressman Josh Harder's name on his phone when receiving the news and expressed his hope that all communities will have similar success in securing funding. He emphasized that the City of Tracy could not have achieved this without the support of SJCOG and its partners.

Boardmember Robert Rickman expressed his gratitude to U.S. Sen. Alex Padilla for his tremendous efforts in securing \$41.35 million for the City of Tracy's Corral Hollow project.

10. **Ex Officio Board Members' Report:**

A. San Joaquin Regional Transit District

Mr. Giovanetti highlighted RTD's recent program, "Rediscover Your City," specifically focusing on the Miracle Mile area. He noted that RTD released a short video promoting the use of Bus Rapid Transit Route 40 to encourage residents to visit and support local businesses along Miracle Mile.

He announced that RTD will implement several service changes on Jan. 26 to enhance accessibility, convenience, and overall efficiency. These changes are based on evaluations of rider needs, route performance, and traffic conditions.

Lastly, he announced that free Wi-Fi is now available on all RTD buses. This new feature allows riders to stay connected, whether for work or entertainment, enhancing their commuting experience.

B. Caltrans District 10

Grace Magsayo announced the California Transportation State Agency (CalSTA) in the department of transportation released the 2024 California State Rail Plan at the beginning of January. This long-range plan outlines statewide investments aimed at developing zero emissions, fully interconnected rail and transit network as part of California's ambitious climate change goals. The plan calls for creating a statewide rail network that connects seamlessly with other transportation modes, including intercity, regional and local transit systems. She also highlighted the key benefits of the plan.

She congratulated the City of Tracy for securing \$41.35 million for the I-580/Corral Hollow project, noting that this amount represents 20 percent of the total infrastructure funding awarded to California. She highlighted that California received a total of \$258 million for infrastructure projects, making Tracy's funding a significant portion of the state's allocation.

She stated that the State Route 99 Multimodal Corridor Plan is ongoing, with Caltrans continuing the development of the Comprehensive Multimodal Corridor Plan (CMCP), which covers San Joaquin, Stanislaus, and Merced counties, along with Caltrans Districts 3 and 6. Caltrans is currently conducting engagement efforts, and flyers in both English and Spanish have been released to inform the public. Additionally, community meetings to gather input are scheduled for Feb. 20, 26, and 27. The target for the final report is set for this summer.

Ms. Magsayo announced that the Department of Transportation released a call for project nominations under the Rebuilding American Infrastructure for Sustainability and Equity grant program with \$1.5 billion available. The deadline is Jan. 30, 2025.

Ms. Magsayo announced a call for applications for the Community Wildfire Defense grant program through the U.S. Department of Agriculture with \$200 million available. The program goal is to help the communities and tribes plan for and reduce wildfire risk and implement the National Cohesive Wildland Fire Management Strategy. The deadline is Feb. 28, 2025.

Ms. Magsayo said Caltrans released changes to its Airspace Lease program for properties under, over and next to state highway structures. She highlighted the changes in the new policy. Caltrans' goal is to protect the safety of the traveling public and sustain the integrity of the highway infrastructure.

C. Port of Stockton

Bill Trezza reported on the port's 2024 shipping volume.

Boardmember Rickman thanked Ms. Magsayo and her staff for their prompt response to the State Route 120 and Brennan Road issue. He also expressed appreciation for their efforts in addressing the grading issue on a Northbound I-5 lane at the I-205 interchange. In response, Ms. Magsayo acknowledged her

team's hard work, giving special recognition to the field workers for their dedication and efforts in resolving these issues.

Chair Akinjo inquired about air space leases, prompting Ms. Magsayo to clarify that Caltrans will be reaching out to leaseholders to assess the current uses of each individual lease. The purpose is to determine whether they comply with new requirements or if further discussions are needed to address potential adjustments.

11. **Executive Director's Report:**

Ms. Nguyen congratulated Mayor Akinjo on his appointment with the SJCOG Board as chair and Mayor Fugazi as vice chair.

Ms. Nguyen requested board members to stay after the meeting for a group photo, which will be posted on the SJCOG website.

She welcomed the new board members once again and encouraged their active participation on the SJCOG Board. She mentioned that she is currently in the process of meeting with each new board member one-on-one to provide them with information on SJCOG. She expressed her enthusiasm for their involvement and looks forward to their contributions to the board.

She recognized Councilmember Dan Harrison from the City of Mountain House as the board alternate, acknowledging his consistent attendance at board meetings over the past few months.

She commented on the Executive Committee agenda item that was previously discussed and noted that it now includes Mayor Akinjo as chair and Mayor Fugazi as vice chair. The other committee members are Boardmembers Robert Rickman, Leo Zuber, and Gary Singh.

She commented on recent developments with the new Trump Administration, noting that SJCOG staff anticipates some impacts from the administration's executive orders. One significant executive order places a 90-day hold on federal grants for electric vehicle (EV) infrastructure, as the new administration reviews federal grant programs. She stated that SJCOG believes one of its secured federal grants may be affected, specifically a \$15 million grant designated to install 100 EV chargers across every city and county. As a result, the project is expected to be on hold while the administration reviews policies and programming for these grants. She assured the board that she will keep them updated on any new developments.

She stated that SJCOG is awaiting positive news on the \$5 million grant application submitted to the California Department of Housing and Community Development (HCD) for the Housing Trust Fund.

She thanked Boardmember Lisa Craig for the pecan pie she had promised to SJCOG staff for the partnership and collaboration with rail staff and the City of Lodi staff, which helped Lodi secure a grant for their community. Member Craig said the pies did not use any city dollars.

Ms. Nguyen highlighted SJCOG's role for the new board members and citizens who may not be fully aware of its impact. She emphasized that at both the state and federal levels, SJCOG is widely recognized as a coalition-building force, with a deep understanding of state and federal funding processes. She noted that SJCOG's name carries significant credibility, which the organization aims to leverage to support agencies in their grant opportunities. She reaffirmed SJCOG's commitment to providing value and assistance wherever possible to help agencies maximize funding opportunities.

12. Adjournment:

The meeting was adjourned in consideration of the ongoing Los Angeles fires, and extending thoughts to those affected at 5:19 p.m. The next meeting will be at 4 p.m. on Thursday, Feb. 27, 2025, in the SJCOG Conference Room.

APPENDIX E

Number	Jurisdiction A	Jurisdiction B	UTN Comment	Quantity	N (Yes or No)	Equity	Operational Feasibility	Ridership Potential							Post Effect	Funding	Staff Notes
								1	2	3	4	5	6	7			
								Seniors	le w/ Disab	Youth	Low Income	Minorities	Foreign Born	Bornds W/ No			
16	Stockton	Stockton	Alexandria Place to W Benjamin Holt (Lincoln Center)	1	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	N/A	UTN, Reasonable to Meet
40	Stockton	Stockton	Route 571 (371) - Add weekend service	1	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	UTN, Reasonable to Meet
14	Mountain House	Mountain House	558 West Questa Trail to 19555 South Mountain House Parkway	1	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes		UTN, Not Reasonable to Meet
15	Stockton	Ripon	1965 Middlefield Ave to 338 E Main Street	1	Yes	Yes	Yes	Yes	No	Yes	No	Yes	No				UTN, Not Reasonable to Meet
7	Manteca	Manteca	2353 Fawnwood Lane to 910 East North St	1	Yes	Yes	Yes	Yes	No	No	No						UTN, Not Reasonable to Meet
9	Mountain House	Livermore	Mountain House to Livermore ACE Station	1	Yes	Yes	Yes	Yes	No	No	No						UTN, Not Reasonable to Meet
10	Mountain House	Tracy	Mountain House to Tracy ACE	2	Yes	Yes	Yes	Yes	No	No	No						UTN, Not Reasonable to Meet
11	Mountain House	Lodi	Mountain House to 125 S Hutchins st	1	Yes	Yes	Yes	Yes	No	No	No						UTN, Not Reasonable to Meet
12	Mountain House	Pleasanton	Mountain House to Dublin BART**	1	Yes	Yes	Yes	Yes	No	No	No						UTN, Not Reasonable to Meet
13	Mountain House	Pleasanton	Vecindad/Mastang to Dublin BART station	1	Yes	Yes	Yes	Yes	No	No	No						UTN, Not Reasonable to Meet
1	Escalon	Stockton	First Street to SJC Courthouse	1	Yes	Yes	Yes	Yes	No	No	No						UTN, Not Reasonable to Meet
18	Stockton	Pleasanton	Stockton DTC to Dublin BART	1	Yes	Yes	Yes	Yes	No	No	No						UTN, Not Reasonable to Meet
28	County	County	County Hopper 91 - Add weekend service	1	Yes	Yes	Yes	Yes	No	No	No						UTN, Not Reasonable to Meet
29	County	County	County Hopper 95 - Add weekend service	1	Yes	Yes	Yes	Yes	No	No	No						UTN, Not Reasonable to Meet
5	Manteca	Stockton	Lathrop Road & South Union to 1800 South Sutter St.	1	No												
4	Lathrop	Lathrop	Harlan Rd. to Lathrop Library	1	No												
2	Lathrop	Manteca	Mckee to Manteca	1	No												
3	Lathrop	Pleasanton	3200 Mutholland Drive to Dublin BART	1	No												
6	Manteca	Stockton	Lathrop Rd. and South Union to 2453 Grand Canal Blvd.	1	No												
8	Manteca	Manteca	Manteca Adult education school to Lathrop Rd	1	No												
17	Stockton	Stockton	Amazon Warehouse to Holman	1	No												
19	Stockton	Stockton	Schooner/Shoreline/Lighthouse Dr. to Trinity Parkway	2	No												
20	Tracy	Tracy	3200 Jaguar Run to 989 Roy Frerichs Ln	1	No												
21	Tracy	Tracy	481 Mesa Ct to 575 W Clover Rd	1	No												
22	Tracy	Tracy	481 Mesa Ct to Van's Ace Hardware 2695 N Tracy Blvd	1	No												
23	Tracy	Tracy	565 Peerless Way to Downtown	1	No												
24	Stockton	Sacramento	Weston Ranch Food 4 Less to Downtown Sacramento	1	No												
25	Tracy	Livermore	McCarthy to Livermore Outlets	1	No												
26	Stockton	Pleasanton	Channel Street to Stone Ridge Mall	1	No												
39	County	County	County Hopper 97 - Add weekend service	1	No												
30	Stockton	Stockton	Metro Hopper 1- Increase frequency to 30 min	1	No												
31	Stockton	Stockton	Metro Hopper 2- Increase frequency to 30 min	1	No												
32	Stockton	Stockton	Metro Hopper 3- Increase frequency to 30 min	1	No												
33	Stockton	Stockton	Metro Hopper 4- Increase frequency to 30 min	1	No												
34	Stockton	Stockton	Metro Hopper 5- Increase frequency to 30 min	1	No												
35	Stockton	Stockton	Metro Hopper 6- Increase frequency to 30 min	1	No												
36	Stockton	Stockton	Metro Hopper 9- Increase frequency to 30 min	1	No												
37	County	County	County Hopper 90 - Add weekend service	1	No												
38	County	County	County Hopper 93 - Add weekend service	1	No												
27	All jurisdictions	All jurisdictions	Paratransit Service	1	No												

Total

CALENDAR YEAR 2025 (FY2026) SAN JOAQUIN REGIONAL TRANSIT DISTRICT UNMET TRANSIT NEEDS COMMENTS

Geographic Coverage and Span of Service

Route	Type of Service	Destination	Census Tract	Disadvantaged?	Comment	Reasonable Request	Timeline
571	Weekday	Hammer-Holman-Bianchi-Malls March-Holman-Bordeaux	31.11, 31.13, 33.05, 33.08, 33.12, 33.13, 34.05, 34.07, 34.09, 34.10, 35	YES	Provide service 7 days a week to allow passengers to travel to doctor appointments, shopping, work, etc. This allows for better accessibility for residents living in disadvantaged communities. Eventually with enough resources increase frequency all day. Currently RTD has five (5) weekend routes that serve a combination of various weekday routes service areas.	YES	Medium-Term/Long-Term
Metro Hopper 1	Weekday	West Lane-Social Security-Quail Lakes-Robinhood	31.1, 31.11, 31.12, 31.13, 31.14, 33.05, 33.08	YES	30 minutes frequency all day, 1 more bus needed	YES	Medium-Term/Long-Term
Metro Hopper 2	Weekday	Swain-Ben Holt-Plymouth-Hammer-Meadow	31.06, 31.08, 31.09, 31.1, 31.11, 32.03, 32.05, 32.08, 32.09, 32.1, 32.13, 32.14, 32.16, 32.17, 33.05, 33.07, 33.1	YES	30 minutes frequency all day, 1 more bus needed		
Metro Hopper 3	Weekday	El Dorado-Tam O'Shanter/Erie-Kaiser-Malls	14, 31.1, 31.11, 31.13, 33.05, 33.06, 33.07, 33.08, 33.1, 33.12, 34.03, 34.04, 34.05, 34.06, 34.07, 34.1	YES	30 minutes frequency all day, 1 more bus needed		
Metro Hopper 4	Weekday	Fremont-Robinhood-MTS Pershing-Fremont-DTC	1, 3, 4.01, 4.02, 9, 11.01, 11.02, 12, 31.1, 31.11, 31.12, 31.13, 33.05	YES	30 minutes frequency all day, 2 more bus needed, all day service to Pixie Wood		
Metro Hopper 5	Weekday	DTC-California-Univ. Park-MTS Fulton-California-DTC-Eastland Plaza	1, 4.02, 5, 13, 14, 16, 31.11, 31.13, 33.05, 33.08, 33.12	YES	30 minutes frequency all day, 2 more bus needed. Eliminate route portion to Eastland Plaza.		
Metro Hopper 6	Weekday	Bianchi-Hammertown-Inspiration-Lorraine	31.11, 31.13, 33.05, 33.08, 33.12, 33.13, 34.05, 34.06, 34.07, 34.09, 34.1, 35, 41.02	YES	30 minutes frequency all day, 1 more bus needed		
Metro Hopper 9	Weekday	Waterloo-Wilson Way-DTC Wilson Way-Waterloo-Wilcox	1, 5, 15, 16, 17, 27.01	YES	30 minutes frequency all day, 1 more bus needed		
90	Weekend	Tracy-Lathrop-Stockton Stockton-Lathrop-Tracy	1, 3, 4.02, 7, 8.01, 13.0, 14.0, 24.01, 24.02, 25.03, 25.04, 31.11, 33.05, 33.08, 33.12, 38.01, 38.02, 38.03, 51.19, 51.27, 51.29, 51.22, 52.02, 53.02, 54.05, 54.06	YES	After applicable analysis, potential service 7 days a week, with more frequent trips to allow passengers to travel to doctor appointments, shopping, work, etc. This allows for better accessibility for residents living in disadvantaged communities. Eventually with enough resources increase frequency all day. Currently, routes only operate five (5) days a week.	YES	Medium-Term/Long-Term
91	Weekend	Stockton-Manteca-Ripon Ripon-Manteca-Stockton	1, 3.0, 4.02, 6, 13.0, 14.0, 19, 20, 21, 27.01, 28, 33.05, 33.08, 33.11, 33.12, 37, 38.03, 50.01, 50.03, 50.04, 51.08, 51.09, 51.1, 51.13, 51.14, 51.26, 51.31, 51.33, 51.35	YES			
93	Weekend	Stockton-Lodi Lodi-Stockton	1.00, 3.0, 4.02, 13.0, 14.0, 31.1, 31.11, 32.03, 32.05, 33.05, 33.06, 33.07, 33.08, 33.1, 33.12, 34.03, 34.04, 34.05, 34.06, 34.07, 34.1, 41.02, 41.06, 42.04, 43.02, 43.03, 43.05, 43.07, 43.08	YES			
95	Weekend	Stockton-Manteca-Escalon Escalon-Manteca-Stockton	1, 6, 19, 20, 21, 27.01, 28, 37, 38.03, 49.01, 49.02, 50.03, 51.08, 51.09, 51.1, 51.13, 51.26, 51.31, 51.35	YES			
97	Weekend	Tracy-Lathrop-Manteca Manteca-Lathrop-Tracy	51.08, 51.09, 51.1, 51.19, 51.22, 51.23, 51.24, 51.25, 51.26, 51.29, 51.3, 51.35, 51.34, 52.02, 53.02, 54.05, 54.06	YES			

San Joaquin RTD Passenger Comments

12/15/2024	Service from Schooner Apartments to Trinity Parkway shopping center.
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