FISCAL YEAR 2020/2021 UNMET TRANSIT NEEDS ASSESSMENT SAN JOAQUIN COUNCIL OF GOVERNMENTS
# THE SAN JOAQUIN COUNCIL OF GOVERNMENTS BOARD OF DIRECTORS

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
<th>City/County</th>
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<tr>
<td>Chair</td>
<td>Robert Rickman</td>
<td>City of Tracy</td>
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<tr>
<td>Vice Chair</td>
<td>Doug Kuehne</td>
<td>City of Lodi</td>
</tr>
<tr>
<td>Boardmember</td>
<td>Walt Murken</td>
<td>City of Escalon</td>
</tr>
<tr>
<td>Boardmember</td>
<td>Gary Singh</td>
<td>City of Manteca</td>
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<tr>
<td>Boardmember</td>
<td>Leo Zuber</td>
<td>City of Ripon</td>
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<tr>
<td>Boardmember</td>
<td>Sonny Dhaliwal</td>
<td>City of Lathrop City</td>
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<tr>
<td>Boardmember</td>
<td>Katherine Miller</td>
<td>San Joaquin County</td>
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<td>Boardmember</td>
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<td>City of Stockton</td>
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<td>Boardmember</td>
<td>Jesús Andrade</td>
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<td>Boardmember</td>
<td>Dan Wright</td>
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<td>Boardmember</td>
<td>Bob Elliott</td>
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<tr>
<td>Boardmember</td>
<td>Chuck Winn</td>
<td>San Joaquin County</td>
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</table>

## EX-OFFICO MEMBERS

- Dan McElhinney: Caltrans District 10
- Gary S. Giovanetti: San Joaquin Regional Transit District
- Anthony Barkett: Port of Stockton
SAN JOAQUIN COUNCIL OF GOVERNMENTS

PROFESSIONAL STAFF

Andrew T. Chesley  Executive Director
Steve Dial  Deputy Executive Director/Chief Financial Officer
Diane Nguyen  Deputy Director, Planning, Programming & Project Delivery
Rebecca Calija  Manager of Administrative Services
Gracie Orosco  Chief Accountant
Vikram Sharma  Information Services Manager
Steve Mayo  Project Manager
Ryan Niblock  Senior Regional Planner
Kim Kloeb  Senior Regional Planner
Yvette Davis  Senior Program Specialist
David Ripperda  Senior Regional Planner
Christine Corrales  Associate Regional Planner
Travis Yokoyama  Associate Regional Planner
Laurel Boyd  Associate Habitat Planner
Joel Campos  Associate Program Assistant
Ashley Goldlist  Regional Planner Assistant
Isaiah Anderson  Regional Planner Assistant
Michelle Prince  Regional Planner
Teresa Garcia  Administrative Technician
Lynnetta Castle  Staff Accountant
Kelly Bagley  Payroll Specialist/HR
Greg Solario  Accounting Assistant I
Daljit Saini  Accounting Assistant I
Rosie Gutierrez  Office Administrator
Stephanie Maynard  Administrative Analyst
Katy Castro  Administrative Clerk II
Melissa Ablang  Administrative Clerk II
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Chapter One: Introduction
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 met 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 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 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 B, Minutes from February 22, 2018 SJCOG Board of Directors meeting approving changes to definition of “UNMET TRANSIT NEEDS” and “REASONABLE TO MEET.”
Transit Systems in San Joaquin County

The seven presently operating TDA-subsidized public transit systems in San Joaquin County fall into six categories defining transit system types as shown in Table 1.

Table 1. Transit Systems in San Joaquin Region, By System Type

<table>
<thead>
<tr>
<th>System Type</th>
<th>Public Transit System</th>
</tr>
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<tbody>
<tr>
<td>1) Interregional Transit</td>
<td>San Joaquin Regional Transit District (RTD)</td>
</tr>
<tr>
<td>2) Intercity Transit</td>
<td>RTD</td>
</tr>
<tr>
<td></td>
<td>Escalon eTrans</td>
</tr>
<tr>
<td></td>
<td>Ripon Blossom Express</td>
</tr>
<tr>
<td>3) Urban Fixed Route</td>
<td>RTD</td>
</tr>
<tr>
<td>4) Small Urban (population 50,000 – 200,000)</td>
<td>Lodi GrapeLine (fixed route)</td>
</tr>
<tr>
<td></td>
<td>Lodi Dial-A-Ride (GP)</td>
</tr>
<tr>
<td></td>
<td>Tracy TRACER</td>
</tr>
<tr>
<td></td>
<td>Manteca Transit</td>
</tr>
<tr>
<td></td>
<td>Ripon Blossom Express</td>
</tr>
<tr>
<td>5) Rural</td>
<td>RTD – RTD GO, Van Go</td>
</tr>
<tr>
<td></td>
<td>Escalon eTrans</td>
</tr>
<tr>
<td>6) Non-Taxi Paratransit (not general public) Dial-A-Ride</td>
<td>RTD – SMA ADA Dial-a-Ride</td>
</tr>
<tr>
<td></td>
<td>Lodi VineLine</td>
</tr>
<tr>
<td></td>
<td>Tracy TRACER Paratransit</td>
</tr>
<tr>
<td></td>
<td>Manteca Transit Dial-A-Ride</td>
</tr>
</tbody>
</table>

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 Board 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 definition, the Unmet Transit Needs would be deemed reasonable to meet. TDA funds for that jurisdiction would need to be set aside to meet 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 expectation (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. 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, economy, equity, and available funding are considered when defining "reasonable to meet," as noted in the above statements. Any of these factors may be used to support or deny a finding of "reasonable to meet." If, based on these factors, reasonable needs are suspected; then SJCOG’s formally adopted definition is employed:
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. **Community Acceptance** – There should be a demonstrated interest of citizens in the new or additional transit service (i.e. multiple comments, petitions, etc.).
2. **Equity** – The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the senior population, and persons with disabilities; including assessments based on Title VI or other similar information where available.
3. **Potential Ridership** – The proposed transit service will meet new service ridership performance measures of the implementing agency or agencies, as defined by the implementing agency or agencies in concurrence with the Social Services Transportation Advisory Committee (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. **Operational Feasibility** – The system can be implemented safely and in accordance with local, state, and federal laws and regulations.
6. **Funding** – The imposed service would not cause the claimant to incur expenses in excess of the maximum allocation of TDA funds.

Within the definition, an unmet transit need cannot be found unreasonable solely based upon 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 in 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 Two:
Demographic Information
CHAPTER 2. DEMOGRAPHIC INFORMATION

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:

- Elderly are individuals age 65 years old and older.
- The terms "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 based on 2018 American Community Survey data, 1990, 2000 & 2010 Census, and other pertinent data. The demographic data relevant to determining Unmet Transit Needs in San Joaquin County is presented in the form of Tables and Figures.

The American Community Survey (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, Tables 2 present an overview of population growth in San Joaquin County. Figure 1 displays the San Joaquin County Planning Areas and Figure 2 illustrates graphically how the population is dispersed throughout the incorporated and unincorporated areas in San Joaquin County.
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 year 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 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.

Table 2. Total Population Estimates in San Joaquin County
SJCOG Unmet Transit Needs

FY 2020-2021

Ripon Population Estimates

Lathrop Population Estimates

Unincorporated Population Estimates

Escalon Population Estimates

Figure 1. San Joaquin County Planning Areas

* Est. since after 2000
Table 4 presents 2018 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. Persons 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).
The poverty thresholds for two-person families also vary by the age of the householder. If a family's total income is less than the dollar value of the appropriate threshold, then that family and every individual in it are considered living in poverty. Similarly, if an unrelated individual's total income is less than the appropriate threshold, then that individual is considered living in poverty.

**Table 3. Age and Income, Year 2018**

<table>
<thead>
<tr>
<th></th>
<th>Population Estimate</th>
<th>Persons: Age 65+</th>
<th>Persons: Low income</th>
<th>Persons: Age 65+ and Low Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stockton</td>
<td>304,990</td>
<td>36,973 (12.1%)</td>
<td>56,917 (18.7%)</td>
<td>4,388 (12%)</td>
</tr>
<tr>
<td>Lodi</td>
<td>66,362</td>
<td>13,088 (19.7%)</td>
<td>10,421 (15.7%)</td>
<td>723 (5.5%)</td>
</tr>
<tr>
<td>Manteca</td>
<td>80,917</td>
<td>11,126 (13%)</td>
<td>7,141 (8.8%)</td>
<td>511 (4.6%)</td>
</tr>
<tr>
<td>Tracy</td>
<td>91,055</td>
<td>8,131 (8.9%)</td>
<td>6,021 (6.6%)</td>
<td>627 (7.7%)</td>
</tr>
<tr>
<td>Ripon</td>
<td>15,199</td>
<td>2,074 (13.60%)</td>
<td>1,717 (11.3%)</td>
<td>197 (9.5%)</td>
</tr>
<tr>
<td>Escalon</td>
<td>7,509</td>
<td>1,034 (13.8%)</td>
<td>505 (6.7%)</td>
<td>105 (10.2%)</td>
</tr>
<tr>
<td>Lathrop</td>
<td>21,198</td>
<td>2,014 (9.5%)</td>
<td>2,308 (10.9%)</td>
<td>218 (10.8%)</td>
</tr>
<tr>
<td>Total Unincorporated</td>
<td>146,939</td>
<td>28,270 (19.24%)</td>
<td>23,843 (16.23%)</td>
<td>1,626 (1.11%)</td>
</tr>
<tr>
<td>County Total</td>
<td>735,733</td>
<td>92,595 (12.6%)</td>
<td>104,622 (14.2%)</td>
<td>9,972 (10.8%)</td>
</tr>
</tbody>
</table>

Source: 1. 2018 ACS 5 Year U.S. Census Bureau. 2. 2018 ACS 5 Year U.S. Census Bureau Poverty Status Sex by Age.
The 2018 ACS data reflects that approximately 12.6 percent of San Joaquin residents are over 65, approximately 14.2 percent of residents are of low income, and that approximately 10.8 percent of all residents are over 65 and of low income. Fifty-two percent of San Joaquin County residents age 65 years or older live in either the Stockton or Lodi planning jurisdictions, while 23 percent live in the unincorporated areas of the county.

Table 3 also indicates that the city of Lodi and the unincorporated area have the largest percentage of residents 65 and older in relationship to total population. Lodi and the unincorporated area have about 20%.

Table 3 also reflects that 64.3% of all low-income people live in either the Stockton or Lodi planning jurisdictions while 22.7% live in unincorporated areas of the county.

There are 4,388 low-income seniors living in Stockton. This represents 44% of all low-income seniors in San Joaquin County. Outside of Stockton, there is a relatively high concentration of low-income seniors in the unincorporated areas of the county (16%) and the City of Lodi (7.2%). In total, approximately 10.8% of the county population are low-income seniors.

Figure 3 illustrates graphically how the 65 and older population is dispersed through the incorporated and unincorporated areas of San Joaquin County.

**Figure 3. San Joaquin County Population 65+**
Figure 4 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 4: Population by Sex and Age**
Table 4 provides data on individuals with disabilities according to sex and age. This information is from the 2018 ACS; data includes non-institutionalized persons, age 5 and older, who have a "disability." Individuals were asked if they, or others in the household, had a health condition that has lasted for 6 or more months which makes it difficult to go outside of the home alone. Persons that have such a difficulty because of a health condition are said to have a mobility limitation. Increased public transportation would be an asset to those who have a mobility limitation.
### Table 4: Sex by Age by Disability Status

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Disability Status</th>
<th>Sex Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 5 Years</td>
<td>Disability</td>
<td>0.02%</td>
</tr>
<tr>
<td>Under 5 Years</td>
<td>No Disability</td>
<td>3.60%</td>
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<td>5-17 Years</td>
<td>Disability</td>
<td>0.35%</td>
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<td>5-17 Years</td>
<td>No Disability</td>
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<td>35-64 Years</td>
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<td>15.97%</td>
</tr>
<tr>
<td>65+ Years</td>
<td>Disability</td>
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</tr>
<tr>
<td>65+ Years</td>
<td>No Disability</td>
<td>3.73%</td>
</tr>
<tr>
<td>Total Female Population</td>
<td>Disability</td>
<td>5.98%</td>
</tr>
<tr>
<td>Total Female Population</td>
<td>No Disability</td>
<td>44.57%</td>
</tr>
</tbody>
</table>

**Table 4: Sex by Age by Disability Status**

### Male Population in San Joaquin County

#### Under 5 Years

- Total: 27,000
- Disability: 0.03%
- No Disability: 99.97%

#### 5-17 Years

- Total: 70,500
- Disability: 0.64%
- No Disability: 99.36%

#### 18-34 Years

- Total: 79,000
- Disability: 0.79%
- No Disability: 99.21%

#### 35-64 Years

- Total: 115,000
- Disability: 2.43%
- No Disability: 97.57%

#### 65+ Years

- Total: 22,500
- Disability: 1.94%
- No Disability: 98.06%

#### Total Male Population

- Total: 315,000
- Disability: 5.18%
- No Disability: 94.82%

*Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates. Sex by Disability Status Civilian non-institutionalized population.*
Table 5 expands on the number of individuals in San Joaquin County between the ages of 18 and 64 by their disability and employment status. The 2018 ACS 5-Year data identifies that 435,388 residents are between the ages of 18 and 64 and that approximately 44,903 (10 percent) have a disability. Of those with a disability, 33% are employed, 6.5% are unemployed, and 65% are not in the workforce. Those residents without a disability make up 89% of those between the ages of 18 and 64. Of this group 69% are employed, 9% are unemployed, and 25.5% are not in the workforce.

Table 5. Employment Status by Disability
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 2019 there were 39,927,315 driver licenses issued to the whole State of California. Comparatively, San Joaquin County had an estimate of 770,385 licensed drivers during 2019. Meaning, the County made up around 1.9% of the state’s licensed drivers.

In San Joaquin County, 10.94% of the total population are over 16 without a driver’s license. In comparison, the statewide rate of population over 16 without a driver’s license is 11.46%, making San Joaquin slightly below average in this respect.

More than a half of San Joaquin County’s total population have driver licenses (refer to Table 6). Figure 6 highlights percent of households without automobiles in various cities across the region.

Table 6. Estimate of San Joaquin Residents without a Driver’s License
Table 7 displays the number of occupied households in San Joaquin County, the average amount of occupants in each household, and the average number of vehicles per household.

San Joaquin County 2018:

- **Total Occupied Households**: 226,727
- **Total Vehicles in San Joaquin County**: 472,138
- **Average # of Occupant per House**: 3.16
- **Vehicles Per Household**: 2.13
  - **Average Drivers Per Household**: 2.08
Chapter Three:
Adequacy of Existing Transit
CHAPTER 3. ADEQUACY OF EXISTING TRANSIT SERVICES

Overview

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 the unincorporated areas in San Joaquin County are served by a public transit system. These systems range in size and complexity from approximately 175 buses operated by RTD to one bus on the Blossom Express operated by the City of Ripon.

Description of Local Public Transit Services

The San Joaquin Regional Transit District (RTD) and the cities within the San Joaquin region have provided local 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) Intracity with available route deviation (Metro Hopper); 4) Intercity; 5) Intercity with available route deviation (County Hopper); and, 6) 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. These specialized needs generally relate to transit accessibility and require vehicles to be lift-equipped or have other access accommodations.

RTD provides a broad range of transit services that benefit all the cities and the unincorporated areas. 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 from 8:12 AM to 5:12 PM Monday through Friday, excluding holidays. The City contracts their transit services with San Joaquin Regional Transit District (RTD) who subcontracts the operations and maintenance. eTrans’ flexible Fixed Route, Route 1, operates between the Main Street Escalon Park-n-Ride Lot, the Modesto Kaiser Permanente Hospital, and the Modesto Vintage Faire Mall on Dale Road, three times a day each weekday.
eTrans Escalon Dial-A-Ride provides door to door service within the City of Escalon and connects riders to the Stanislaus Regional Transit (StaRT) Eastside Shuttle and Riverbank Dial-A-Ride services at Jacob Myers Park in the City of Riverbank.

**Image 1. Escalon’s eTrans**

eTrans Route 1 connects to Modesto Area Express (MAX), Ripon Blossom Express, Stanislaus Regional Transit (StaRT) bus routes and MAX Mobility in Modesto at McHenry Avenue and Standiford Avenue and/or Dale Road and Veneman Avenue.
Image 2: eTrans Service Area Map
City of Lathrop

The City of Lathrop does not operate a transit service; however, RTD provides Lathrop residents with connections to the Cities of Stockton, Lodi, Manteca, Tracy via County Hopper Route 797 on weekends and County Hopper Route 90 and 97 on weekdays. RTD’s Route 150 RTD-BART also makes stops at the Lathrop Save Mart on Harlan Rd. seven times a day each weekday.

City of Lodi

The City of Lodi offers GrapeLine Fixed Route and Dial-A-Ride service, as well as VineLine ADA paratransit service for certified passengers. The service provides coverage within Lodi city limits, Woodbridge, Villa Cerezeos Mobile Home Park and specific destinations in Acampo. GrapeLine Fixed Route service has five weekday routes, four weekend routes and three express routes.

Weekly Fixed Route service operates Monday to Friday from 6:10 AM to 7:19 PM; Express routes operate weekdays from 6:10 AM to 7:46 AM and from 2:18 to 3:26 PM. Weekend hours are Saturday from 7:30 AM to 9:22 PM and Sunday from 8:30 AM to 4:22 PM. VineLine ADA paratransit and Dial-A-Ride service operates Monday to Friday from 6:10 AM to 7:30 PM; Saturday from 7:30 AM to 9:30 PM; and Sunday from 8:30 AM to 4:30 PM.

Image 3. Lodi’s GrapeLine Transit
Image 4. City of Lodi GrapeLine Weekday Bus Routes Map
Image 5 City of Lodi GrapeLine Weekend Bus Routes Map
Image 6 City of Lodi City of Lodi GrapeLine Express Bus Routes Map
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 via the Manteca Transit Center. 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.

Image 7. Manteca Transit System Map
City of Ripon

In March 2013, the City of Ripon began offering new expanded transit opportunities through the Blossom Express bus service. This is a Deviated Fixed Route Service which currently operates between 9:25 AM and 2:00 PM on Tuesdays and Thursdays. The route includes service to the Ripon Save Mart Shopping Center, Ripon Library, Post Office, Senior Center, as well as many other locations in the City. Additionally, the Modesto route includes service to Vintage Faire Mall, Kaiser Permanente Medical Center and Target Shopping Center. The bus is also equipped with two bicycle racks on the front of the bus for passenger use.

Image 8. Ripon’s Blossom Express
City of Tracy

The City of Tracy offers a combination of local fixed bus route and Paratransit service called TRACER. Routes A, B, C and D run Monday through Friday, from 7:00 AM to 8:00 PM, and Saturdays, 9:00 AM to 7:00 PM. Commuter route E makes two round trips in the morning, three in the late afternoon on Monday, and two in the late afternoon on Tuesday through Friday. Commuter route F makes one round trip in the morning, three in the late afternoon on Monday and two round trips in the late afternoon on Tuesday through Friday. Commuter route G makes two round trips in the morning, two round trips in the late afternoon on Monday and one round trip in the late afternoon on Tuesday thru Friday. Most stops are located near residential areas, major retail businesses, hospitals, and public-school locations.

The City of Tracy also offers a paratransit service and is available 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, and seniors (65+). Certification by Access San Joaquin is required to become a paratransit customer in accordance with the ADA. Seniors can secure certification and qualify by filling out an application.
The paratransit subsidized taxi program is a complementary service to the TRACER Paratransit bus service. It operates during the hours that the TRACER Paratransit bus service is not in operation. Customers must also be certified to use this service. Those who wish to use the subsidized taxi program must purchase a book of taxi coupons.
Image 11. TRACER System Map
City of Stockton

For years, the San Joaquin Regional Transit District, or RTD (formerly known as SMART and SJRTD) has provided a variety of services to Stockton and rural San Joaquin residents. The services include fixed route and Dial-A-Ride services within the Stockton Metropolitan Area (SMA), and an interregional commuter service to destinations in the Bay Area and north to Sacramento. On October 26, 1993, the Stockton Metropolitan Transit District received authorization from the SJCOG Board of Directors to become a countywide service provider. On December 7, 1993, the County Board of Supervisors approved annexation of the unincorporated area to the Transit District. RTD Board of Directors authorized the expansion of the district to serve countywide on January 4, 1994, with a service delivery area of 1,448 square miles.

Image 12. San Joaquin Regional Transit District (RTD) Route 40 Express

While the SMA represents a high transit need potential, it also benefits from the highest level of transit service in San Joaquin County. Within San Joaquin County, RTD offers thirty-four (34) routes that serve the SMA (including Bus Rapid Transit, BRT), nine (9) Stockton Area deviated fixed routes, one (1) intercity fixed route, six (6) countywide deviated fixed routes, four (4) interregional commuter fixed routes, direct connection service to Vasco Road ACE Station for Mountain House residents, Stockton Metro ADA Dial-A-Ride (DAR) service for persons that meet the Americans with Disabilities Act (ADA) eligibility criteria, and county-wide general public on demand service, called Van Go!
Downtown Stockton is the hub for many RTD routes, including the intercity buses. Construction of the RTD Downtown Transit Center 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 primary purpose of the center is to provide bus passengers with better access to downtown and the ability to make timed transfers to connecting bus routes serving other areas. RTD also offers specialized services through Access San Joaquin and the Consolidated Transportation Service Agency (CTSA) such as vanpool, a volunteer incentive program, and Access ADA Paratransit Certification for all cities in the county.

The completion of RTD’s Downtown Transit Center also laid the groundwork for the new Express Service, a form of BRT. Metro Express Route 40, BRT Phase 1, runs along the Pacific Avenue corridor connecting to the Downtown Transit Center (DTC). Metro Express 44 (BRT Phase 2) operates along the Airport Way corridor from the DTC to Ralph Avenue, extending the high frequency service to south Stockton residents and businesses. Express Hammer Lane (Route 43) is RTD’s third BRT route and operates along the corridor previously served by Routes 73 and 743. Riders can board and transfer at the Hammer Triangle Station. BRT Phase 4, Express Route 47 operates along the Midtown Corridor, started in March 2018. BRT Phase 5 along the Martin Luther King Jr Way corridor was implemented in July 2018, Express Route 49.

Currently, there are eleven (11) Park-&-Ride lots, three of them leased by RTD, throughout San Joaquin County to complement RTD’s interregional service. The area also benefits from service available through two major private taxi companies. RTD also offers an on-demand service called RTD Van Go! that takes residents throughout San Joaquin County. Van Go! gives passengers greater flexibility because it directly picks up and drops residents off, helps in bus transfer, drives through rural areas, is ADA compliant, and offers weekend and holiday service.

**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 nine (9) routes, and operates Monday through Friday, from approximately 7:45 AM to 6:30 PM, and buses run hourly. Each bus can deviate from its normal route up to one (1) mile to accommodate ADA certified passengers. Within these one-mile deviation windows, the service covers approximately 75% of the Stockton Metro Area for ADA-certified customers. Fares for the Metro Hopper service are the same as described above.
Image 13. San Joaquin RTD Weekday System Map
Image 14. San Joaquin RTD Metro Hopper System Map


**Description of Intercity and Interregional Public Transit Services**

RTD, the San Joaquin Regional Rail Commission (ACE Train), and other carriers such as Amtrak and Greyhound provide intercity and interregional services. These services are described in greater detail below:

**Intercity and County Hopper Service (RTD)**

The Intercity and County Hopper service provided by RTD is a comprehensive network of routes throughout the region that interconnects the Cities of Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy. Intercity Route 23 connects with Lodi GrapeLine and SCT/LINK buses at the Lodi Station in Downtown Lodi. All buses are wheelchair accessible.

RTD County Hopper is a deviated fixed route bus service connecting Tracy and Lathrop to Stockton via Routes 90, 97, and 797; Ripon and Manteca to Stockton via Route 91 and 797, and Lodi to Stockton via Route 93 and Route 793.

Most RTD County Hopper Routes will deviate up to ¾ of a mile for ADA certified passengers not able to reach the fixed route stops. County Hoppers will deviate up to three times per trip, not to exceed two deviations per person.

The County Hopper service offers six (6) weekday routes and follows the same fare structure as the above-described Metro Hopper service. Deviations, up to ¾ of a mile are an additional $1.00 per deviation. General Public on demand service through an UBER partnership and a subcontractor called VanGO still serves the area where the County Hopper is unavailable.

**Interregional Commuter Bus (RTD)**

This service consists of six long-distance commuter routes that take patrons from locations principally along the Interstate 5/205, State Route 120, and State Route 99 corridors to major employment sites in the Bay Area 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 an interregional route to fit work schedules. Currently, RTD's interregional coaches travel to the following destinations:
BART’s Dublin Pleasanton Station (1 Route, 9 trips)
• Downtown Sacramento (1 Route)
• Livermore (1 Route)
• Tracy Defense Depot (1 Route)
• Vasco Road ACE Station (1 Route)

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

ACE Direction Connection

In January 2019, ACE and Mountain House Community Services District partnered with RTD to develop the Direction Connection bus service. This service is shuttle type service between the community of Mountain House and the Vasco Rd. ACE Station.

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, e-Tran in Elk Grove, and Sacramento Regional Transit. 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 Modesto Area Express and Stanislaus Regional Transit, for travel into Stanislaus County. RTD has transfer agreements with eTrans, Manteca Transit, TRACER, Blossom Express, and GrapeLine for VanGo passengers to access local fixed routes.

Image 15. Altamont Corridor Express (ACE) System Map
Altamont Corridor Express (ACE) Rail Service
For westbound passengers, the Altamont Corridor Express (ACE) train provides access to the Silicon Valley and the Livermore Valley.

Four trains depart from Stockton in the morning westbound: #01, #03, #05, and #07. The four trains return in the evening, #04, #06, #08, and #10, from San Jose to their point of origin in Stockton.

ACE stops in Lathrop/Manteca, Tracy, Vasco Road, Livermore, Pleasanton, Fremont, California’s Great America Theme Park, Santa Clara, and terminates at the San Jose Diridon Station. Connections can be made to Caltrain, Capitol Corridor, Monterey-Salinas Transit, Santa Cruz METRO, Greyhound, Megabus, and the Santa Clara Valley Transportation Authority located at the Diridon Station.

Image 16. Amtrak’s San Joaquin

Amtrak Rail/Bus Service
Amtrak San Joaquins is an intercity passenger rail service connecting San Joaquin County to points north, west and south of the County via rail and bus connections, and to points across the nation via connections to Amtrak’s national train network in Sacramento 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 stops in Stockton and Lodi. The route also includes dedicated feeder bus service connecting Stockton to San Jose through Tracy and connecting Stockton to Sacramento.
Greyhound Bus Service

Greyhound Bus provides service to the cities of Stockton, Lodi, and Tracy. Connections serving the cities of Escalon, Manteca Lathrop, and Ripon do not currently exist. Greyhound provides service for San Joaquin County residents to destinations throughout California and the rest of the Country.

*Image 17. Downtown Stockton Greyhound Bus*

**Other Transit Related Services**

Through SJCOG, a transit referral support service called *dibs* (formerly Commute Connection) is available. The public can obtain free informational services including: a match list of commuters, carpools, vanpools, telecommuting services, bike, walk, public transit, park and ride information, posters, brochures, and preferential parking program. This service is dedicated to helping commuters, employers and local governments find and use alternatives to driving alone.

Other specialized transit services are provided by various social service 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.
- Newspaper articles

The public mass transit operations serving San Joaquin County provided over 5.9 million unlinked passenger trips during 2016.

All transit operators dedicate financial resources to maintain and improve 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 – identifies 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 providing 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 Four:

Community Outreach & Public Comment
CHAPTER 4. COMMUNITY OUTREACH & PUBLIC COMMENT

Variety of Public Outreach Efforts

This year’s Unmet Transit Needs process included an extended public outreach process using new techniques to gain public input. These efforts were intended to promote multiple opportunities for members of the public to communicate their Unmet Transit Needs (e.g. video, email, SJCOG website, survey, social media). Examples of this effort include:

- Traditional public hearings held throughout San Joaquin County
- An online survey available in English and Spanish was posted on the SJCOG website.
- A video breaking down the UTN process for community members.
- Reaching out to community organizations and attending local events

Refer to Appendix D for examples of community outreach materials that were developed and distributed. Table 11 lists the date, time, and location of all the open houses held.

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 working with local jurisdictions to schedule at least one public hearing in each city in San Joaquin County. The public hearings must be held at a time and a place that is convenient and accessible for the elderly, transit dependent, and physically challenged.

For this fiscal year, there were ten public hearings held to solicit public comments on Unmet Transit Needs. Adoption hearings are expected in May 2020. Table 7 outlines dates, times and locations of hearings held throughout the region. Proof of publication of hearings and minutes if testimony was provided can be found in Appendix C.
SJCOG UNMET TRANSIT NEEDS
FY 2020-2021

PUBLIC OUTREACH

**ESCALON**
11/18/2019
7:00 p.m.
City Council Chambers
2060 McHenry Ave

**LATHROP**
10/14/19
7:00 p.m.
City Council Chambers
290 Towne Centre

**LODI**
11/06/19
7:00 p.m.
Lodi Carnegie Forum, 305 W. Pine Street

**RIPON**
10/08/19
6:00 p.m.
City Council Chambers
259 N. Wilma Ave

**MANTECA**
11/19/19
7:00 p.m.
Manteca Transit Center, 220 Moffat Blvd

**STOCKTON**
12/05/19
3:00 p.m.
555 E. Weber Avenue
San Joaquin Council of Governments

11/22/19
10:00 a.m.
421 E. Weber Ave.
San Joaquin Regional Transit District (RTD),
Downtown Transit Center

**TRACY**
10/15/19
10:30 a.m.
Tracy Transit Station
50 E. Sixth St

10/15/19
7:00 p.m.
City Council Chambers,
333 Civic Center

PUBLIC HEARING SCHEDULE FY 2020 - 2021
Community Outreach

SJCOG worked with community organizations to provide more background on the UTN process and receive comments. SJCOG staff also distributed survey flyers at Parking Day Booth on Sutter St. in Stockton, and at the three Starbucks locations in Lodi and Manteca. RTD also aided in distributing surveys to the community, and the results of those comments are also included in this staff report and will be considered as part of the FY 20/21 UTN Report.

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 February 24, 2020 SJCOG held a UTN Review Committee with representatives from the San Joaquin County Public Health Services, City of Lodi, the Valley Mountain Regional Center, San Joaquin Regional Transportation District, City of Manteca, City of Tracy, and the City of Escalon.

Analysis of Comments Received

SJCOG received 107. 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 and 6.
Chapter Five:
Evaluation by Local Jurisdiction
CHAPTER 5. EVALUATION BY LOCAL 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 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. For each jurisdiction, the analysis is broken into three (3) parts.

1. **Current Input** - This includes comments at public hearings, reports, and other information received regarding the adequacy of transit services specific to each local jurisdiction.

2. **Discussion** - Drawing upon information found in the first three sections, the Discussion Section assesses validity of the Unmet Transit Needs. In addition, the number of times the issue was echoed by other unduplicated testimony is documented.

3. **Recommendations** - The "Conclusions and Recommendations" state whether local Unmet Transit Needs exist, and if they do, whether they are reasonable to meet.

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 meet 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

Current Input
The City of Escalon allowed for public testimony at the November 18, 2019 City Council Meeting. Public input regarding specific local Unmet Transit Needs was not provided at the meeting. There were 0 public comments.

<table>
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<tbody>
<tr>
<td>1</td>
<td>Survey Monkey</td>
<td>Escalon/Linden to both cities’ centers.</td>
<td>NA</td>
</tr>
</tbody>
</table>

Comment #1: These comments are considered educational items because there is an existing service, and therefore not an unmet transit need.

Recommendations
There are no Unmet Transit Needs Identified for the City of Escalon during this cycle.

Current Input
There were no public comments received regarding Non-Taxi Paratransit Services (Regional).

Recommendations
There are no Unmet Transit Needs identified for Regional Non-Taxi Paratransit Services during this cycle.

County-Wide On-Demand Transit
County-Wide On-Demand Transit services are described San Joaquin County public transit service for areas of low passenger demand like rural areas regardless of jurisdiction or operator. Public input solicitation primarily relied on the online survey and email communications, but comments received from individual jurisdictions may have been citing County-Wide On-Demand Transit services thus classified as such consequently alleviating the jurisdiction of the comment. This type of service is currently provided by RTD GO and VanGO! programs.

Current Input
No public comment was received regarding County-Wide On-Demand Transit services.

Recommendations
There are no Unmet Transit Needs identified for County-Wide On-Demand Transit.
Interregional Transit

Interregional Transit services are described regional transit services connecting San Joaquin County residents with the surrounding counties regardless of jurisdiction or operator. Public input solicitation primarily relied on the online survey and email communications, but comments received from individual jurisdictions may have been citing Interregional Transit services thus classified as such consequently alleviating the jurisdiction of the comment.

City of Lathrop

Current Input
The City of Lathrop allowed for public testimony at the October 14, 2019 City Council Meeting. There were 2 public comments and two comments submitted digitally.

Discussion:

<table>
<thead>
<tr>
<th>Comment #</th>
<th>Source</th>
<th>Comment</th>
<th>Number of Times Supported by the Public</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>City Council Meeting (Email)</td>
<td>Can the City of Lathrop provide a looped route from the Generations Center to City Hall?</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Lathrop Public Hearing</td>
<td>School transportation for students (MUSD and Banta SD) M-F</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Lathrop Public Hearing</td>
<td>Transportation for Elderly to Dr. Appointments</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Survey Monkey</td>
<td>Transportation from 30000 Kasson Road Tracy to Tracy, Manteca, Lathrop grocery stores?</td>
<td></td>
</tr>
</tbody>
</table>

Comment 1: This comment is considered an Unmet Transit Need but is not reasonable to meet due to cost effectiveness, potential ridership, and operational feasibility.
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.

Recommendations
There is one Unmet Transit Needs identified for the City of Lathrop, but is unreasonable to meet due to cost effectiveness, potential ridership, and operational feasibility.
City of Lodi

Current Input
The City of Lodi allowed for public testimony at the November 6, 2019 City Council Meeting. There were 3 public comments and two comments submitted via survey.

Discussion:

<table>
<thead>
<tr>
<th>Comment #</th>
<th>Source</th>
<th>Comment</th>
<th>Number of Times Supported by the Public</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lodi Public Hearing</td>
<td>There is lack of transit services to get to and from Lodi City Council meetings.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Survey Monkey</td>
<td>Transportation to Micke Grove Park on weekends.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Survey Monkey</td>
<td>Walmart to Lodi</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>Lodi Public Hearing</td>
<td>There is a lack of transit services to get to and from events, especially ones located around Hutchins Street.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Lodi Public Hearing</td>
<td>Request better frequency of buses throughout the city.</td>
<td></td>
</tr>
</tbody>
</table>

Comment 1: This comment is considered an Unmet Transit Need but is not reasonable to meet due to cost effectiveness and potential ridership.

Comment 2: This comment is considered an Unmet Transit Need but is not reasonable to meet due to cost effectiveness and potential ridership.

Comment 3: This comment is a non-specific comment that is not considered an Unmet Transit Need.

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

Comment 5: This comment is a non-specific comment that is not considered an Unmet Transit Need.

Recommendations
There are two Unmet Transit Needs identified for the City of Lodi during this cycle that are unreasonable to meet due to cost effectiveness and potential ridership.
City of Manteca

Current Input
The City of Manteca allowed for public testimony at the November 19, 2019 City Council Meeting. Public input regarding specific local Unmet Transit Needs was not provided at the meeting. There were 0 public comments and two comments submitted via digital survey.

Discussion:

<table>
<thead>
<tr>
<th>Comment #</th>
<th>Source</th>
<th>Comment</th>
<th>Number of Times Supported by the Public</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Survey Monkey</td>
<td>E. Yosemite Street Manteca (Stewart Street to Walmart Main Street M-Sunday)</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Survey Monkey</td>
<td>Hospitals to Manteca</td>
<td></td>
</tr>
</tbody>
</table>

Comment 1: This comment is an Educational Comment that requests service that already exists and is not considered an Unmet Transit Need.  
Comment 2: This comment is an Educational Comment that requests service that already exists and is not considered an Unmet Transit Need.

Recommendations
There are no Unmet Transit Needs identified for the City of Manteca during this cycle.

City of Ripon

Current Input
The City of Ripon allowed for public testimony at the October 10, 2019 Council meeting. No public input regarding specific local Unmet Transit Needs was provided at the meeting or through the mail-in and online survey.

Recommendations
There are no unmet needs identified for the City of Ripon during this cycle.
City of Tracy

Current Input

The City of Tracy allowed for public testimony two times on October 15, 2019. Once at their City Council Meeting and in the morning at their transit meeting.

Eleven comments were provided at the meeting. Additionally, six comments were received via online and mail-in surveys.

Discussion:

<table>
<thead>
<tr>
<th>Comment #</th>
<th>Source</th>
<th>Comment</th>
<th>Number of Times Supported by the Public</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Survey Monkey</td>
<td>Service to Amazon Warehouse M-F</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Survey Monkey</td>
<td>Monarch Lane to Mountain House</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>Tracy Public Hearing</td>
<td>Seniors want amenities like bench and shade at bus stops such as East Street 9th and requested the Winco bus stop be moved it closer to the shopping center.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Tracy Public Hearing</td>
<td>Commented on the new bus schedule, inconvenient for easy connection or transfer from his employment at the Mall to other areas in Tracy.</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>Tracy Public Hearing</td>
<td>Move Winco Bus Stop Back because it is dangerous</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Tracy Public Hearing</td>
<td>1310 East Lake to Hidden Lake Bus Stop</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Tracy Public Hearing</td>
<td>4671 Martha Avenue to Ellis Community, MacArthur, and ACE Station</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Tracy Public Hearing</td>
<td>Service to Safeway Department area</td>
<td></td>
</tr>
</tbody>
</table>
### Recommendations
There were three comments that were considered an Unmet Transit Need but were not reasonable to meet due to existing service, potential ridership, and effectiveness.

### City of Stockton

#### Current Input

**San Joaquin Regional Transit District (RTD)**

RTD is responsible for providing transit services for the Stockton Metropolitan Area. The examination of Unmet Transit Needs is correlated with their specific service. RTD provided one public hearing(s) in the City of Stockton at the following location:

- RTD Downtown Transit Center (November 22, 2019)

Unmet Transit Needs comments relating specifically to the Stockton Metropolitan Area
Fixed-Route and ADA Dial-A-Ride services are addressed on the following pages. Evaluative outcomes associated with countywide, intercity, and interregional transit services are discussed in Chapter 6.

### Stockton Metropolitan Area (SMA) Fixed-Route

**Discussion:**

<table>
<thead>
<tr>
<th>Comment #</th>
<th>Source</th>
<th>Comment</th>
<th>Number of Times Supported by the Public</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Paper Survey</td>
<td>Unknown Location to Walmart Hammer town. Certain times of the week.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Survey Monkey</td>
<td>Downtown center to Boeing and Pock Lane</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Survey Monkey</td>
<td>Downtown Center to El Dorado and Mendocino M-F 6:30</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Survey Monkey</td>
<td>Bear Creek High School to Hammer Triangle on weekends</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Survey Monkey</td>
<td>Hammer Triangle to Morada M-Sunday 6:00 AM- 7:00 PM</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Survey Monkey</td>
<td>630 S Walker Lane to San Joaquin RTC and 1060 N Wilson Way M-F</td>
<td>1</td>
</tr>
<tr>
<td>7</td>
<td>Survey Monkey</td>
<td>5351 Feather River Drive to Sherwood Drive and Pacific and Alpine</td>
<td>2</td>
</tr>
<tr>
<td>8</td>
<td>RTD Facebook Page</td>
<td>To further improve our transit needs please reopen the Stockton Airport Corridor for warehouse employees</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>RTD Staff</td>
<td>Provide daily service from downtown center to Stockton Airport</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Paper Survey</td>
<td>Trinity Parkway to Kaiser</td>
<td>1</td>
</tr>
<tr>
<td>11</td>
<td>Paper Survey</td>
<td>Undisclosed Home to Court House</td>
<td></td>
</tr>
<tr>
<td>#</td>
<td>Type</td>
<td>Comment</td>
<td></td>
</tr>
<tr>
<td>----</td>
<td>------------------</td>
<td>--------------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Survey Monkey</td>
<td>238 Lowell Avenue to Delhi Street</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Survey Monkey</td>
<td>Pershing and Alpine to Feather River and Driftwood</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Survey Monkey</td>
<td>Stockton to Rutan Drive Livermore</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Public Hearing</td>
<td>Mountain House to Stockton M-F</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Paper Survey</td>
<td>Venture Academy to Stockton 95206</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Paper Survey</td>
<td>More stops on Hammer Lane</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>RTD Public Hearing</td>
<td>If the bus is at full capacity, driver should notify passengers. More buses on road.</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>RTD Staff</td>
<td>Increase BRT frequency on all routes to create consistent 15-minute frequency.</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Paper Survey</td>
<td>Homeless in Shelter, stranded in Stockton</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Paper Survey</td>
<td>Transit from 95215 to HSA</td>
<td></td>
</tr>
</tbody>
</table>

Comment 1: This comment is not an Unmet Transit Need as it is non-specific comment.
Comment 2-3: This comment is not an Unmet Transit Need as there is existing service in place.
Comment 4: This comment is an Unmet Transit Need, but it is unreasonable to meet due to potential ridership, cost effectiveness, and operational feasibility.
Comment 5: This is not an Unmet Transit Need as this service is provided through Van Go
Comment 6: This is not an Unmet Transit Need due to existing service.
Comment 7: This is an Unmet Transit Need, but it is unreasonable to meet due to Potential Ridership, Cost Effectiveness, Operational Feasibility, and Funding.
Comment 8: This comment is an Operational Comment and is not considered an Unmet Transit Need.
Comment 9: This comment is an Operational Comment and is not considered an Unmet Transit Need.
Comment 10: This is not an Unmet Transit Need as there is existing service available via the 566.
Comment 11: This is not an Unmet Transit Need as it is a non-specific comment.
Comment 12: This is not an Unmet Transit Need as it is an operational comment that requests a modification of transit service already available.
Comment 13: This is an Unmet Transit Need, but it is unreasonable to meet due to potential ridership, cost effectiveness, and operational feasibility.
Comment 14: This is not an Unmet Transit Need as there is existing service via the ACE train.
Comment 15: This is an Unmet Transit Need, but it is unreasonable to meet due to potential ridership, cost effectiveness, and operational feasibility.
Comment 16: This is not an Unmet Transit Need due to existing service by RTD.
Comment 17-19: This is not an Unmet Transit Need as it is an operational comment that requests a modification of transit service already available.
Comment 20: This is not an Unmet Transit Need as it is a non-specific comment.
Comment 21: This is not an Unmet Transit Need due to existing service.
Recommendations

There were four comments that were considered Unmet Transit Needs but were not reasonable to meet due to cost effectiveness, potential ridership, operational feasibility, and funding.

Stockton Metropolitan Area Dial-A-Ride (DAR)

The San Joaquin Regional Transit District (RTD) is responsible for providing Dial-a-Ride services for the Stockton Metropolitan Area. The examination of Unmet Transit Needs is correlated with the specific RTD service. As stated earlier, RTD provided two public hearings to witness public testimony City of Stockton. No comments were noted on the Stockton Metropolitan Area Dial-A-Ride (DAR) during these hearings.

Recommendation

There are no Unmet Transit Needs identified for the Stockton Metropolitan Area Dial-A-Ride during this cycle.
CHAPTER 6. EVALUATION OF INTERCITY & INTERREGIONAL TRANSIT

In addition to providing transit service to the Stockton urbanized area, the San Joaquin Regional Transit District (RTD) is responsible for providing intercity, regional, and interregional transportation. Like Chapter 5, Chapter 6 evaluates potential Unmet Transit Needs pursuant to the definition and qualifying criteria contained in Chapter 5. The evaluation relies heavily on the specific comments received through public input at a transit workshop held in Mountain House, online, and mail in surveys:
The comments received through the public hearings and other avenues of communication (e.g., email, phone calls, and surveys) were assessed in combination with the following:

- SSTAC members.
- Demographics of those that would most likely depend on public transit.
- Information used to make a determination of 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.

Comments received for Intercity, regional, and interregional transportation are provided in the respective sections below.

Intercity

Intercity services are described as transit occurring within San Joaquin County regardless jurisdiction or operator. Public input solicitation primarily relied on the online survey and email communications, but comments received from individual jurisdictions may have been citing Intercity services thus classified as such consequently alleviating the jurisdiction of the comment. The comments are identified below.
Current Input

Public comments were received from the online survey, mail-in survey, and public hearings were classified as Intercity Services.

Discussion:

<table>
<thead>
<tr>
<th>Comment #</th>
<th>Source</th>
<th>Comment</th>
<th>Number of Times Supported by the Public</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>County of San Joaquin</td>
<td>Stockton downtown center to County Hospital M-F 30 minute intervals</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>City of Lathrop</td>
<td>Can the City provide a route from Lathrop to Manteca</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Survey Monkey</td>
<td>Service from North Stockton/Lodi to downtown Tracy M-Sat morning to evening</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Survey Monkey</td>
<td>Delta College to Lodi Station M-Thur 12:18 pm</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Survey Monkey</td>
<td>Service from Stockton to Lodi M-Sat 5, 6, 7, 8, 9, 10am</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Survey Monkey</td>
<td>Service from Tracy Transit to Mountain House college campus. M-F 7 am to 8 pm</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Survey Monkey</td>
<td>Tracy to Stockton M-F 6am</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Survey Monkey</td>
<td>30000 Kasson Rd Tracy to Tracy, Manteca or Lathrop grocery stores and phase.</td>
<td>1</td>
</tr>
<tr>
<td>9</td>
<td>Survey Monkey</td>
<td>Escalon and Linden from Dtc to center cores M-Sunday</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Survey Monkey</td>
<td>Lodi to Stockton M-Saturday 3am, 4am, 6 am</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Survey Monkey</td>
<td>Delta College to Woodbridge M-F 11am</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Paper Survey</td>
<td>Stuart Street Manteca to Worknet (job agencies) M-F mornings and afternoons</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Larry Stewart, Stockton resident phone call</td>
<td>Additional Nighttime service route 23 between Lodi and Stockton, currently ends at 5:30 PM</td>
<td></td>
</tr>
</tbody>
</table>
Comment 1: This comment is an Operational comment and is not an Unmet Transit Need as there is existing service
Comment 2: This comment is considered an Unmet Transit Need but is not reasonable to meet due to cost effectiveness, potential ridership, and operational feasibility.
Comment 3: This comment is an Educational Comment that requests service that already exists and is not considered an Unmet Transit Need
Comment 4-5: This comment is an Operational comment and is not an Unmet Transit Need as there is existing service.
Comment 6: This comment is an Unmet Transit Need that is unreasonable to meet due to potential ridership, cost effectiveness, and operational feasibility.
Comment 7-13: This comment is an operational comment and is not an Unmet Transit Need as there is existing service.

Recommendations
There is one Unmet Transit Needs identified but is not reasonable to meet due to cost effectiveness, potential ridership, and operational feasibility.

Non-Taxi Paratransit Services (Regional)

Non-Taxi Paratransit Services are described as regional special transportation services for persons with disabilities serving San Joaquin County and the surrounding counties regardless jurisdiction or operator. Public input solicitation primarily relied on the online survey and email communications.

Current Input
There were no public comments received regarding Non-Taxi Paratransit Services (Regional).

Recommendations
There are no Unmet Transit Needs identified for Regional Non-Taxi Paratransit Services during this cycle.

County-Wide On-Demand Transit

County-Wide On-Demand Transit services are described San Joaquin County public transit service for areas of low passenger demand like rural areas regardless of jurisdiction or operator. Public input solicitation primarily relied on the online survey and email communications, but comments received from individual jurisdictions may have been citing County-Wide On-Demand Transit services thus classified as such consequently alleviating the jurisdiction of the comment. This type of service is currently provided by RTD GO and VanGO! programs.
Current Input
Public comments were received from the online survey, mail-in survey, and public hearings were classified as Intercity Services.

<table>
<thead>
<tr>
<th>Comment #</th>
<th>Source</th>
<th>Comment</th>
<th>Number of Times Supported by the Public</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>RTD Staff</td>
<td>Expand VanGo! as it addresses many Unmet Transit Needs from UTN 2019-2020 cycle</td>
<td></td>
</tr>
</tbody>
</table>

Comment 1: This comment is an Educational Comment and not an Unmet Transit Need that requests transit service that already exists.

Recommendations
There are no Unmet Transit Needs identified for County-Wide On-Demand Transit.

Interregional Transit

Interregional Transit services are described regional transit services connecting San Joaquin County residents with the surrounding counties regardless of jurisdiction or operator. Public input solicitation primarily relied on the online survey and email communications, but comments received from individual jurisdictions may have been citing Interregional Transit services thus classified as such consequently alleviating the jurisdiction of the comment.

Current Input
Public comments were received from the online survey, mail-in survey, and public hearings were classified as Intercity Services.

<table>
<thead>
<tr>
<th>Comment #</th>
<th>Source</th>
<th>Comment</th>
<th>Number of Times Supported by the Public</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Survey Monkey</td>
<td>Service between Stockton and Antioch M-F</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Survey Monkey</td>
<td>Hammer Station to Elk Grove M-F</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Survey Monkey</td>
<td>Hammer Station to Laguna Blvd 99 in Elk Grove</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>RTD Staff</td>
<td>Service to Modesto, CSU Stanislaus, Modesto Junior College</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SJCOG Board</td>
<td>Please call Grey Hound to restore services to south county M-F 4am - 5am, return 2pm-3pm.</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>-------------</td>
<td>----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td>Survey Monkey</td>
<td>711 Cross Street Lodi to 1400 Tenth Street Sacramento M-F 8 am</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td>Survey Monkey</td>
<td>Dublin Pleasanton BART to 2115 N California Stockton Sunday 12:30</td>
</tr>
<tr>
<td>8</td>
<td></td>
<td>Survey Monkey</td>
<td>2800 N Tracy Blvd Tracy to 4511 Willow Road Pleasanton M-F 4-5am, return 2-3pm</td>
</tr>
<tr>
<td>9</td>
<td></td>
<td>Survey Monkey</td>
<td>San Francisco to 480 Faxon Avenue (Stockton)</td>
</tr>
<tr>
<td>10</td>
<td></td>
<td>Paper Survey</td>
<td>Stockton to Oregon State</td>
</tr>
<tr>
<td>11</td>
<td></td>
<td>Survey Monkey</td>
<td>Stockton to Modesto</td>
</tr>
<tr>
<td>12</td>
<td></td>
<td>Survey Monkey</td>
<td>Meadowview Light Rail Station Sacramento to 510 E Acacia Street Stockton Saturday 11:15 pm</td>
</tr>
<tr>
<td>13</td>
<td></td>
<td>Survey Monkey</td>
<td>Tracy to Manteca everyday</td>
</tr>
<tr>
<td>14</td>
<td></td>
<td>Survey Monkey</td>
<td>West of Tracy to Safety Warehouse</td>
</tr>
<tr>
<td>15</td>
<td></td>
<td>Manteca Public Hearing</td>
<td>Cheap and Frequent bus service from Manteca to Stockton, Sacramento, and Modesto 5:30-6am</td>
</tr>
<tr>
<td>16</td>
<td></td>
<td>Survey Monkey</td>
<td>RTD Transit Center to Dublin BART M-F 6am</td>
</tr>
<tr>
<td>17</td>
<td></td>
<td>Survey Monkey</td>
<td>Tracy and Stockton to Dublin Bart M-F 4:30 PM</td>
</tr>
<tr>
<td>18</td>
<td></td>
<td>Survey Monkey</td>
<td>Tracy to Pleasanton Bart M-F 4am</td>
</tr>
<tr>
<td>19</td>
<td></td>
<td>Survey Monkey</td>
<td>Tracy to San Ramon M-F 6am</td>
</tr>
<tr>
<td>20</td>
<td></td>
<td>Survey Monkey</td>
<td>Tracy to Las Positas College Livermore M-F 10:00 AM</td>
</tr>
<tr>
<td>21</td>
<td></td>
<td>Paper Survey</td>
<td>Tracy to Fremont M-F mornings</td>
</tr>
<tr>
<td>22</td>
<td></td>
<td>Survey Monkey</td>
<td>513 Forrest Avenue Stockton to San Francisco before 7 am</td>
</tr>
<tr>
<td>23</td>
<td></td>
<td>Paper Survey</td>
<td>Tracy to San Francisco all weekends 7 am</td>
</tr>
<tr>
<td>24</td>
<td></td>
<td>Survey Monkey</td>
<td>Stockton to San Jose Sunday through Saturday 5:00 am to 11:00 pm</td>
</tr>
</tbody>
</table>

Comment 1: This is an Unmet Transit Need, but is unreasonable to meet due to potential ridership, cost effectiveness, and operational feasibility.

Comment 2: This is an Educational Comment and not an Unmet Transit Need as service currently exists.
Comment 3: This is an Operational Comment, not an Unmet Transit Need.
Comment 4: This is an Unmet Transit Need, but is unreasonable to meet due to potential ridership, cost effectiveness, and operational feasibility.
Comment 5: This is not an unmet transit need that can be addressed by public transit agencies.
Comment 6: This is an Unmet Transit Need, but is unreasonable to meet due to potential ridership, cost effectiveness, and operational feasibility.
Comment 7: This comment is an Operational Comment that requests a modification of an existing service, not an Unmet Transit Need.
Comment 8-12: This comment is an Operational Comment that requests a modification of an existing service, not an Unmet Transit Need.
Comment 13: This is an Unmet Transit Need, but is unreasonable to meet due to potential ridership, cost effectiveness, and operational feasibility.
Comment 14-24: This comment is an Operational Comment that requests a modification of an existing service, not an Unmet Transit Need.

**Recommendations:**
There are 3 Unmet Transit Needs that are unreasonable to meet due to potential ridership, cost effectiveness, and operational feasibility.

**Other Transit Services**

**Current Input**
No public comment was received regarding Other Transit Services.

**Recommendations**
There are no Unmet Transit Needs identified for Other Transit Services during this cycle.
Appendix A:
Resolution of Adoption
Appendix B:
Board Minutes
Appendix C:

Jurisdiction Public Hearing Documentation
Appendix D:
Community Outreach Materials
Appendix E:
Additional Comments from RTD
Appendix F:
Public Comments Received on Public Review Draft