

A photograph of several hands of different skin tones stacked together in a circle, symbolizing unity and teamwork. The hands are wearing various colored sleeves: pink, black, maroon, light blue, and yellow. The background is a gradient of orange and blue.

COORDINATED TRANSPORTATION PLAN 2025

Prepared by the San Joaquin County Coordinated Transportation Plan Working Group and updated by San Joaquin Regional Transit District (RTD) and Local Community Stakeholders

For more information, please contact the RTD Mobility Department at mobility@SJRTD.com or the California Department of Transportation (Caltrans) Division of Local Assistance at district10publicaffairs@dot.ca.gov

San Joaquin Coordinated Public Transportation Plan

San Joaquin Regional Transit District

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I. Introduction

This plan is the Public Transit-Human Services Transportation Plan for San Joaquin County for 2024. This plan fulfills the requirements of the Federal Transit Administration (FTA) under the Fixing America's Surface Transportation (FAST) Act, signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020.

According to the requirements of the FAST Act, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act legislation. The FAST Act applies to new programs and rules for all Fiscal Year 2019 funds and authorizes transit programs for five (5) years.

Transportation is a critical component of the communities in San Joaquin County. Transportation provides access to jobs, education, health care, and human services and allows all community members, including older adults and people with disabilities, to live independently and engage in community life. This plan's purpose is for local stakeholders to work collaboratively to identify transportation gaps and provide solutions.

1. The following community resources were identified and invited to be a part of the working group:
 - Bags of Hope
 - Catholic Charities of the Diocese of Stockton
 - Changeist Stockton
 - City of Escalon
 - City of Lathrop
 - City of Lodi
 - City of Lodi Electric Utility
 - City of Manteca
 - City of Ripon
 - City of Tracy
 - Community Advocate for the Disabled
 - Community Advocate for Seniors
 - Community Center for the Blind and Visually impaired
 - Community Medical Centers (CMC)
 - Disability Resource Agency for Independent Living
 - Family Resources & referral Center
 - Lincoln Training Center
 - Manteca Wellness Center

- Medical Transportation Management, Inc. (MTM)
- National Federation of the Blind (NFB)
- Planned Parenthood Mar Monte
- RydeTrans
- San Joaquin Office of Education
- San Joaquin Regional Rail Commission (SJRRRC)
- Sisters of the White Cane
- San Joaquin Council of Governments
- United Cerebral Palsy or San Joaquin, Calaveras, & Amador Counties (UCP)
- United Way of San Joaquin
- Valley Mountain Regional Center (VMRC)

1. Surveys were conducted and the results identified areas of improving and strengthening community transportation needs. The working group selected three areas on which to establish a plan for achieving the shared goals, and they are as follows:

- Enhance convenience of public transportation for seniors and persons with disabilities by improving transit stop amenities and accessibility.
- Increase efficiency through coordination and education
Increase accessibility of existing transportation services

Fundamental to the Coordinated Transportation Plan process is the active and meaningful involvement of stakeholders. For projects selected for funding under the Section 5310 program, participation in planning activities included participation and/or representation of the following:

- Seniors
- Individuals with disabilities
- People with low incomes
- Public, private, and non-profit transportation providers
- Human services providers
- The general public

To ensure participation from the above groups, the following stakeholder involvement activities were performed:

- On October 24, 2024, a kick-off meeting was held via Zoom. The meeting topics consisted of:
 - Introduction of the working group

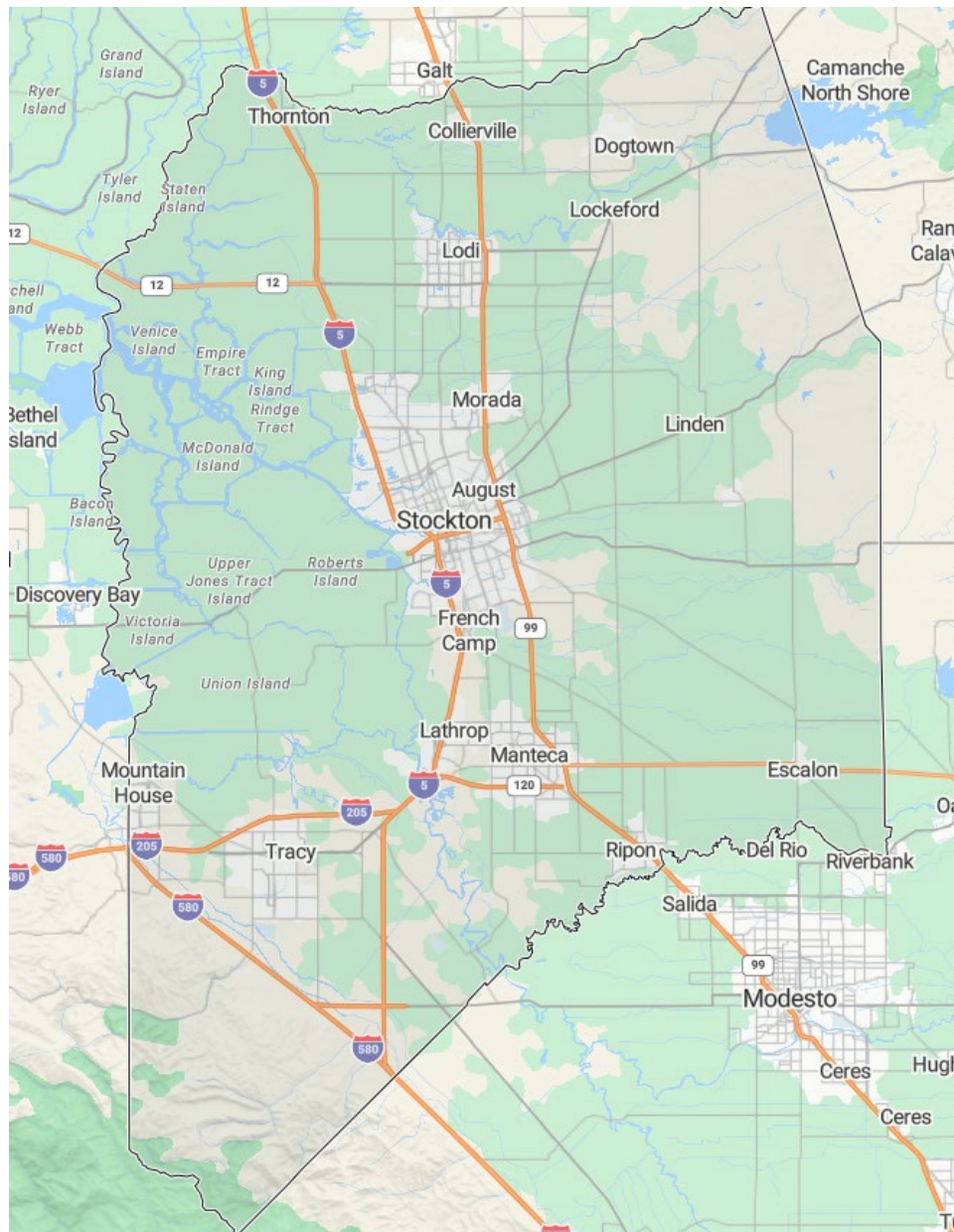
- Coordination of Public Transit-Human Service Transportation Plan Requirements
 - California Department of Transportation (Caltrans) Perspective – by Mark Barry of Cal Trans
 - FTA Section 5310 Grant Program Coordinated Plan Update/Project Mission
 - Coordinated Plan Update/Project Mission and Process
 - Sample Survey Questions
- The survey was finalized and was dispersed to the public for feedback until Wednesday, November 27, 2024, via SurveyMonkey and sent out as an email blast to the stakeholders and working group email addresses.
 - On February 6, 2025, the results of the surveys were presented along with the list of the Transportation Services in San Joaquin County. Both presentations are attached.

This plan was developed and adopted by the working group. More information about the planning committee can be found in Appendix A.

II. Geographic Area

San Joaquin County is one of California's original United States counties, created in 1850 at the time of statehood. Covering 1,426 square miles, San Joaquin County is the 33rd largest county in California by area. The county was named for the San Joaquin River which runs through it. It has a high population density and is growing rapidly due to an overflow from the Bay area's housing needs. As of 2024, the population is 807,637.

Map 1: Basic map of the geographic area covered by the plan



III. Population Demographics

The following Maps and Population Demographic Data support the total Population Current and Projected for Five Years: Total Population by Race, Total Population by Age Group, Number and percentage of people with disabilities, Number and percentage of households with incomes below the federal poverty level, Number, and percentage of individuals with incomes below the federal poverty level. Percent of population that speak English “Less than very well.”

Chart 1: Total Population Current and Projected for Five Years

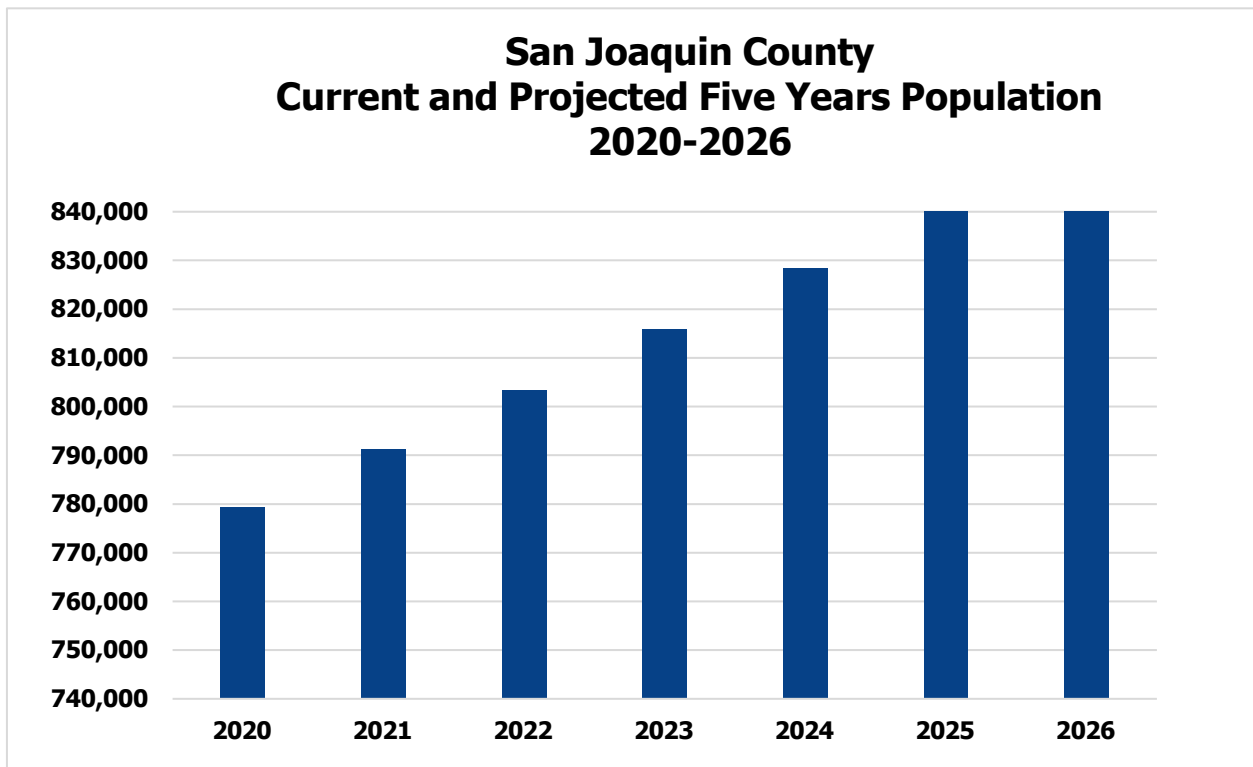


Chart 2: Total Population by Age Group

**San Joaquin County
Total Population by Age Group**

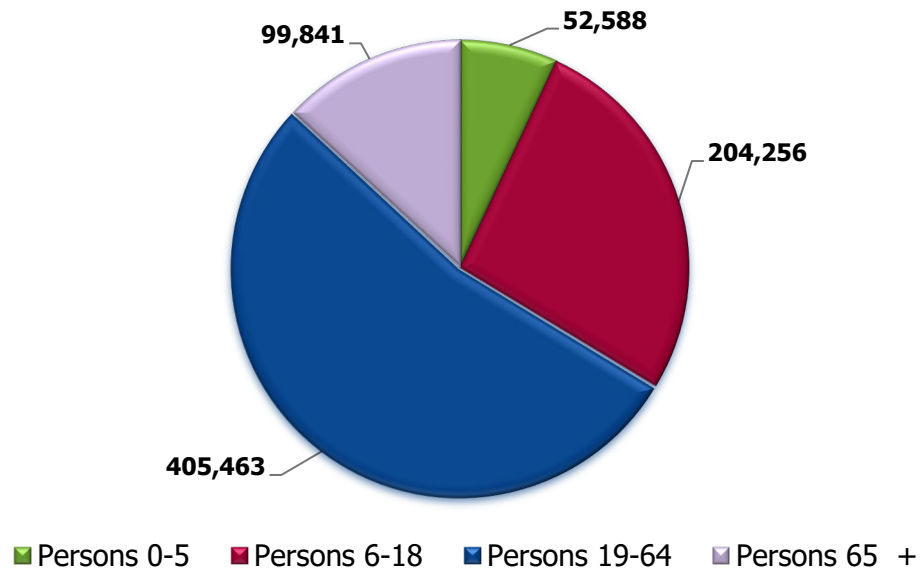


Chart 3: Total Population by Race

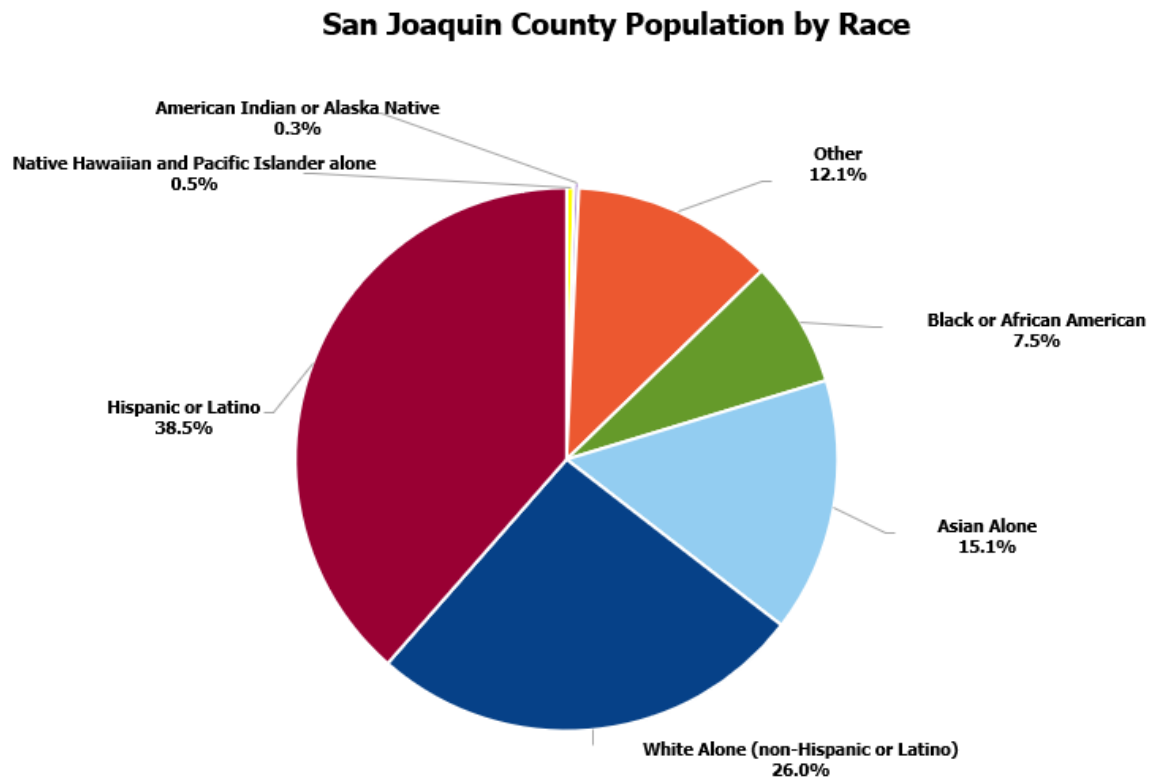


Chart 4: Number and percentage of people with disabilities

**San Joaquin County Number and Percent
of people with disabilities**

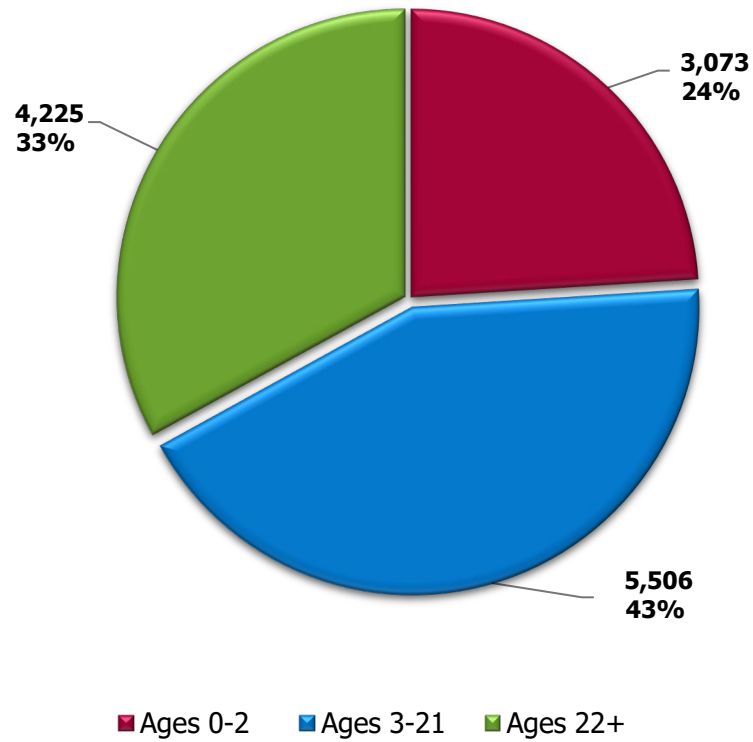


Chart 5: Number and percentage of households with incomes below the federal poverty level

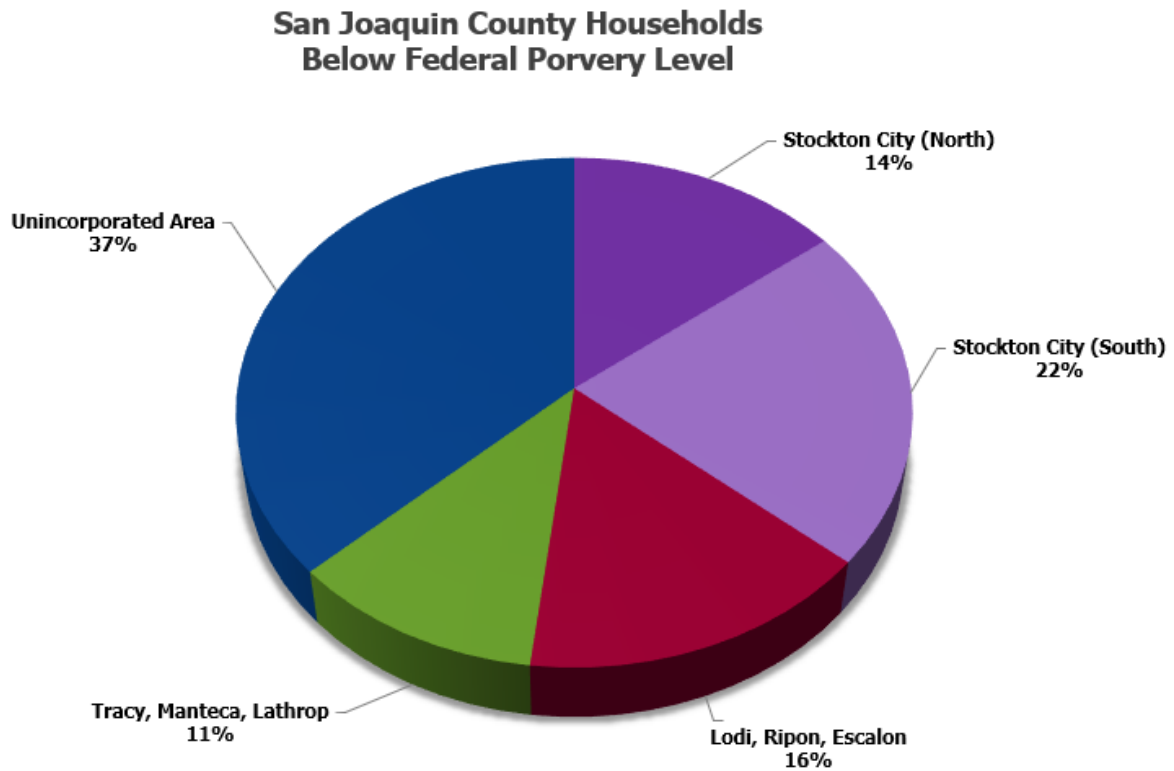
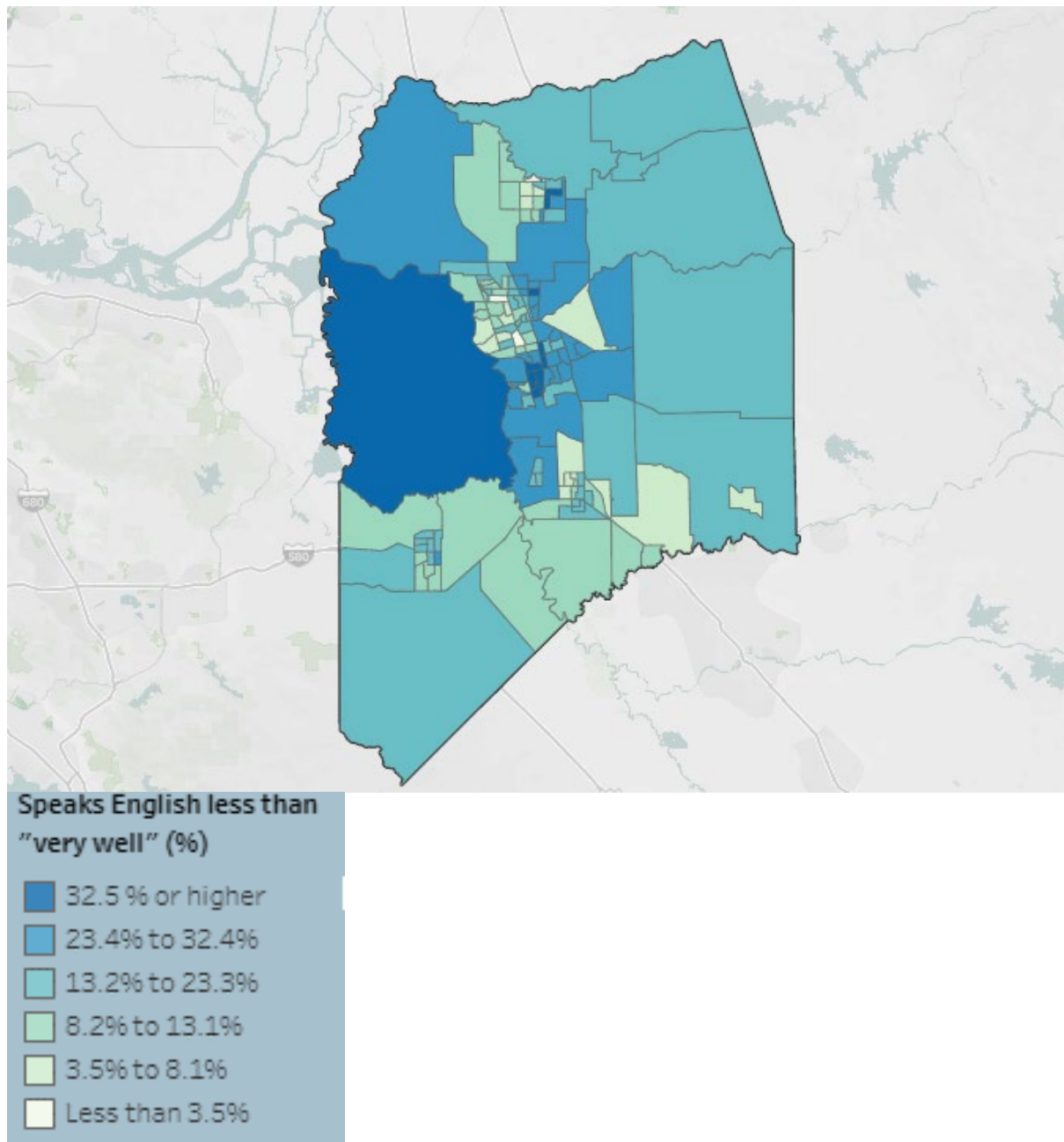


Chart 6: Percent of population that speak English "Less than very well"



III. Assessment of Available Services

Conducting an evaluation of service provider capabilities and analyzing the existing gaps and duplications of services for transportation resources in each community, provides transportation planners with the information needed to implement changes that will improve the network of transportation resources and services in each jurisdiction.

As the lead agency, RTD identified stakeholders to participate in the assessment of available services. These stakeholders included those who were represented in the current or past working groups, as well as others who the working group identified as being appropriate stakeholders. RTD offered surveys to the work group.

The purpose of the survey was to offer the working group an opportunity to discuss the specific transportation services, gaps, needs, and priorities for their respective service areas or communities.

When applicable, information reported in the previous coordinated plan was used to supplement information gathered during this planning effort.

Inventory of Transportation Providers

San Joaquin Regional Transit District: San Joaquin RTD is the regional transit provider for San Joaquin County, serving the Stockton Metropolitan Area and the County with intercity, commuter, and rural transit services. RTD is also the designated Consolidated Transportation Services Agency for San Joaquin County under the name "Access San Joaquin".

Lodi GrapeLine: GrapeLine operates five weekday fixed routes, four weekday express routes and four weekend fixed routes and VineLine ADA paratransit within the City of Lodi, as well as a general public dial-a-ride within Lodi, Acampo, Woodbridge and Villa Cerezo Mobile Home Park.

Tracy TRACER: TRACER offers nine routes that connect riders to places like Downtown Tracy, West Valley Mall, Walmart, and most middle and high schools. TRACER also provides Paratransit Service, a door-to-door, shared-ride service for eligible individuals with certified disabilities, Medicare recipients, seniors (age 65 and above), and veterans within the City limits. In addition, TRACER Plus On-Demand Service operates Monday through Sunday, providing curb-to-curb, shared ride service for the public when Fixed Routes and Paratransit are not in service.

Manteca Transit: Manteca Transit operates four fixed routes and Dial-a-Ride service throughout Manteca for seniors and ADA eligible passengers.

Escalon eTrans: eTrans operates door-to-door dial-a-ride service within the City of Escalon and provides connections to Riverbank. Route 35 is a deviated fixed route that operates between Downtown Escalon Park and Ride Lot and northwest Modesto.

serving Kaiser Permanente, Vintage Faire Mall, and destinations on Kiernan Avenue, Dale Road, McHenry Avenue, and Standiford Avenue.

Blossom Express: Ripon Blossom Express operates on Tuesdays and Thursdays, providing a deviated fixed route within Ripon, including Save Mart and the Ripon Library, to Modesto Vintage Faire Mall and Target.



Existing Transportation Services

The following information is based on tabulations from the survey results. A total of nine organizations provided information about their services. The table below provides a summary of the characteristics of the participating transportation providers and organizations that purchase transportation on behalf of consumers.

Table 1: Organizational Characteristics

Agency Name	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit)	Number of Annual One-Way Passenger Trips (FY 24)	Average Number of Trip Denials per Week	Are Vehicles Only Available for Human Service Agency Clients (Y/N) *
City of Escalon - eTrans	No	Yes, MTM	Municipal Government	1,242	0	No
San Joaquin RTD	Yes	Yes, RydeTrans	Public	2.6 million	0	No
City of Manteca - Manteca Transit	No	Yes, MTM	Public	78,783	0	No
City of Lodi - GrapeLine	Yes	Yes, Transdev	Municipality	202,737	0	No
City of Ripon - Blossom Express	Yes	Yes, San Joaquin RTD	Municipal Government	715	0	No
United Cerebral Palsy (UCP)	No	No	Private Non-profit	2,1413	N/A	Yes
Catholic Charities of the Diocese of Stockton	Yes	No	Private Non-profit	365	0	No

City of Tracy - TRACER	No	Yes, MTM	Public	157,109	0	No
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None of the agencies answered that they are closed door. All agencies are open door, which means the service is open to the public or a segment of the general public defined by age, disability, or low income.

Participating organizations provide a wide range of transportation services, including fixed routes, ADA paratransit, demand response, on-demand, and human service agency fixed routes. The following table depicts the characteristics of the transportation service by agency.

Table 2: Transportation Service Characteristics

Agency Name	Mode of Service	Provides Medicaid-Eligible Trips (Y/N)	Level of Passenger Assistance Provided	Training Courses Required for Drivers
City of Escalon - eTrans	Deviated Fixed Route(FR)/Demand Response (DR)	No	Door-to-door	Yes
San Joaquin RTD	FR, BRT Express, Hopper deviations, commuter routes, Van Go! on Demand service, and paratransit services	No	Curb-to-curb	Yes
City of Manteca - Manteca Transit	Fixed route and paratransit	No	Origin-to-destination	Yes
City of Lodi - GrapeLine	DR/FR	No	Door-to-door	Yes

City of Ripon - Blossom Express	Deviated FR/DR	No	Door-to-door	Yes
United Cerebral Palsy (UCP)	Private routes	Yes	Door-to-door, curb-to-curb	Yes
Catholic Charities of the Diocese of Stockton	Door-through-door	Yes	Door-to-door	Yes
Tracy of Tracy - TRACER	FR/Paratransit/On Demand – General Public	No	Door-to-door/On Demand, Curb-to-curb	Yes

Transportation-related expenses and revenues also differ by organization. Transportation Development Act (TDA), Local Transportation Funds (LTF), State Transit Assistance (STA), federal funds, Measure K, and fares are common revenue sources for transportation operators in San Joaquin County. The table below summarizes expenses and revenues for public and non-profit transportation programs.

Table 3: Transportation-Related Expenses and Revenues

Agency Name	Fare Structure	Donations Accepted (Y/N)	Number of Full-Time & Part-Time Drivers	Number of Full-Time & Part-Time Schedulers/Dispatchers	Revenue Sources (most recent Fiscal Year)	Total Annual Transportation Expenses (FY 24)
City of Escalon - eTrans	Free	No	1	1	STA, FTA 5311, State of Good Repair (SGR), Low Carbon Transit Operations Program (LCTOP), SB125	\$384,372
San Joaquin RTD	FR: \$1.50 general public/ \$0.75 Discounted	No	146	3	Fares, LTF, STA, FTA Measure K	\$51,138,017
City of Manteca - Manteca Transit	FR: \$1.00 general public/\$0.50 Discounted	No	15	3	Fares, LTF, FTA, misc. revenue	\$3,552,450
City of Lodi - GrapeLine	FR: \$1.25 General public/\$0.60 Discounted	No	28	4	FTA, TDA, Measure K, Fares	\$4,547,648

City of Ripon - Blossom Express	<p>One-way general fare: \$2.00 for ages 5–59</p> <p>One-way discount fare: \$1.00 for seniors 60 and older, Medicare card holders,</p>	No	1	1	FTA 5311, Measure K, STA, SB125	\$87,446
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	disabled, students, and personal care attendants					
United Cerebral Palsy (UCP)	N/A	No	34	2	Only revenue comes from the 880 transportation component in Tracy	\$299,859.00
Catholic Charities of the Diocese of Stockton	Free	yes	2	1	FTA 5310 Federal Funding	N/A
City of Tracy - TRACER	FR: \$1.25, Discounted \$.50 Para: \$1.50	No	34	9	Fares, FTA, State, LTF	\$6,158,340

	On-Demand: \$4 up to 3 riders Discounted \$2 up to 2 riders					
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Table 4: Alternative/Active Transportation Options

Transportation Option	Availability	Cost	Usage	Service Area
Uber	24 hours	Varies	As needed	San Joaquin County
Lyft	24 hours	Varies	As needed	San Joaquin County
Taxi Service	24 hours	Varies	As needed	San Joaquin County

The following table provides basic information about local travel training program options.

Table 5: Transportation Resources

Transportation Resource	Availability	Cost	Usage	Service Area
Access San Joaquin Travel Training Program	M-F 8 a.m.-5 p.m.	Free	As needed	San Joaquin County

The following table illustrates the technology used by each transportation provider for scheduling, dispatching, and/or GPS tracking vehicles.

Table 6: Technology

Agency Name	Name of Scheduling and Dispatching Software	Do you have an App for Transportation (Y/N)?	AVL Systems/GPS (Y/N)
City of Escalon eTrans	TransLoc	Yes	Yes, TransLoc and UMO
San Joaquin RTD	Ecolane and Trapeze	Yes	Yes
City of Manteca – Manteca Transit	Reveal	Yes	Yes
City of Lodi GrapeLine	Trapeze	Y (Trip Planning/Ticketng Only: Vamos)	No
City of Ripon Blossom Express	None	No	No
Catholic Charities of the Diocese of Stockton	Way to Go	Yes	No
City of Tracy, Tracy TRACER	In Process	In Process	In Process

Assessment of Community Support for Transit

Public transportation in the San Joaquin County provides the communities with mobility and access to employment, community resources, medical care, and recreational opportunities. By creating a locus for public activities, such development contributes to a sense of community and can enhance neighborhood safety and security.

Safety

According to the American Public Transportation Association, public transit is increasingly recognized as a core strategy to support safe mobility for all. Public transportation is one of the safest ways to travel. It is ten times safer per mile than traveling by car because it has less than a tenth the per-mile traffic casualty (injury or death) rate as automobile travel. The working group is committed to ensuring all vehicles providing transportation are maintained to be clean and reliable.

Vehicles

Most organizations have an entire fleet of wheelchair accessible vehicles. As vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided.

IV. Assessment of Transportation Needs and Gaps

To better understand the needs of San Joaquin County, the working group examined research and data, to gather information about needs and gaps in transportation services.

The demographic and socio-economic conditions of the study area are discussed in the Demographics Chapter of this plan. The following overview is an evaluation of the gaps in service based upon geographic data as well as from the perspective of the targeted populations, transportation providers, and the general public.

San Joaquin RTD surveyed a variety of stakeholders in the area to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process.

The following methods were used to assess transportation needs and gaps.

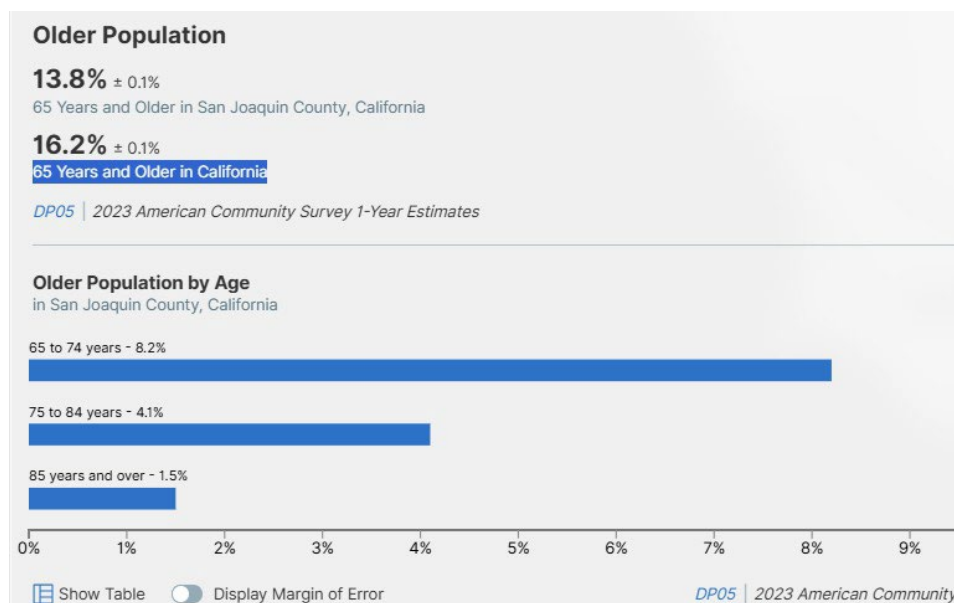
- Assessment of data and demographics

Local Demographic and Socio-Economic Data

Census Block Group aggregated data for each target population group for transportation analysis. The demographic and socio-economic data is valuable because of a comparison of where the highest and lowest densities individuals who are most likely to need transportation live. This information can then be compared to the locations of (1) major trip generators, and (2) available transportation services.

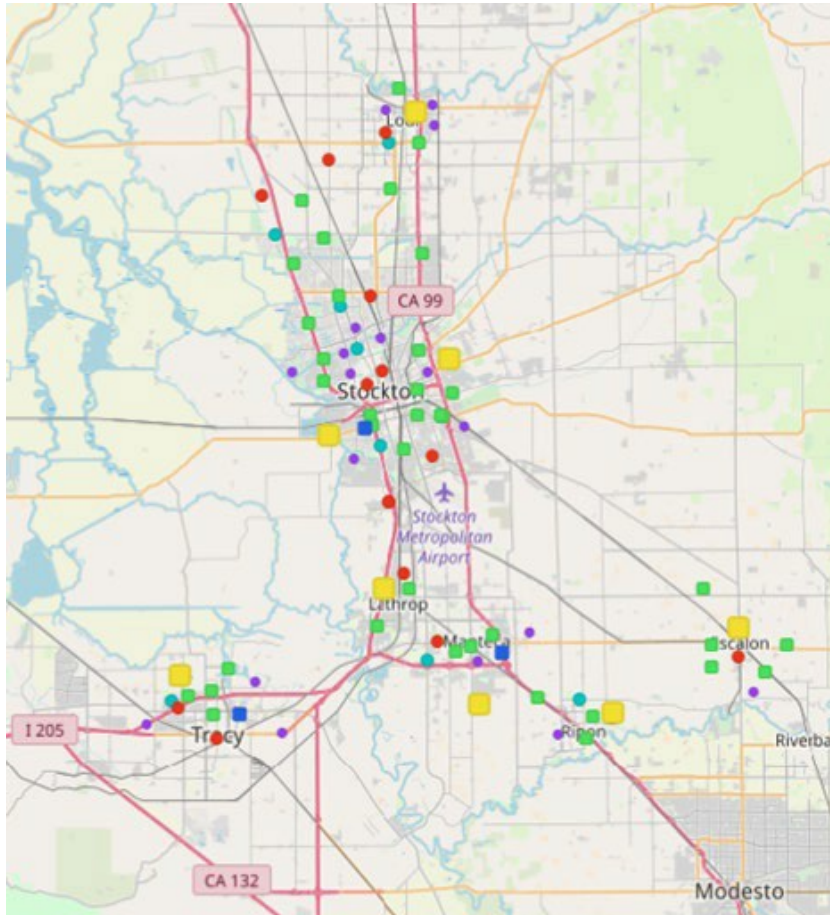
The following exhibit illustrates the areas where the number of older adults (age 65 and older) is at or above the county's average.







Population Density of Individuals Age 65 and Older:



The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in the area, including those who drive a personal vehicle.

Exhibit 2: Map of Major Trip Generators



Major Trip Generators	Color code
Medical Facilities	
Law Enforcement	
Education Centers	
Shopping Centers	
Hotels	
Social Service Agencies	

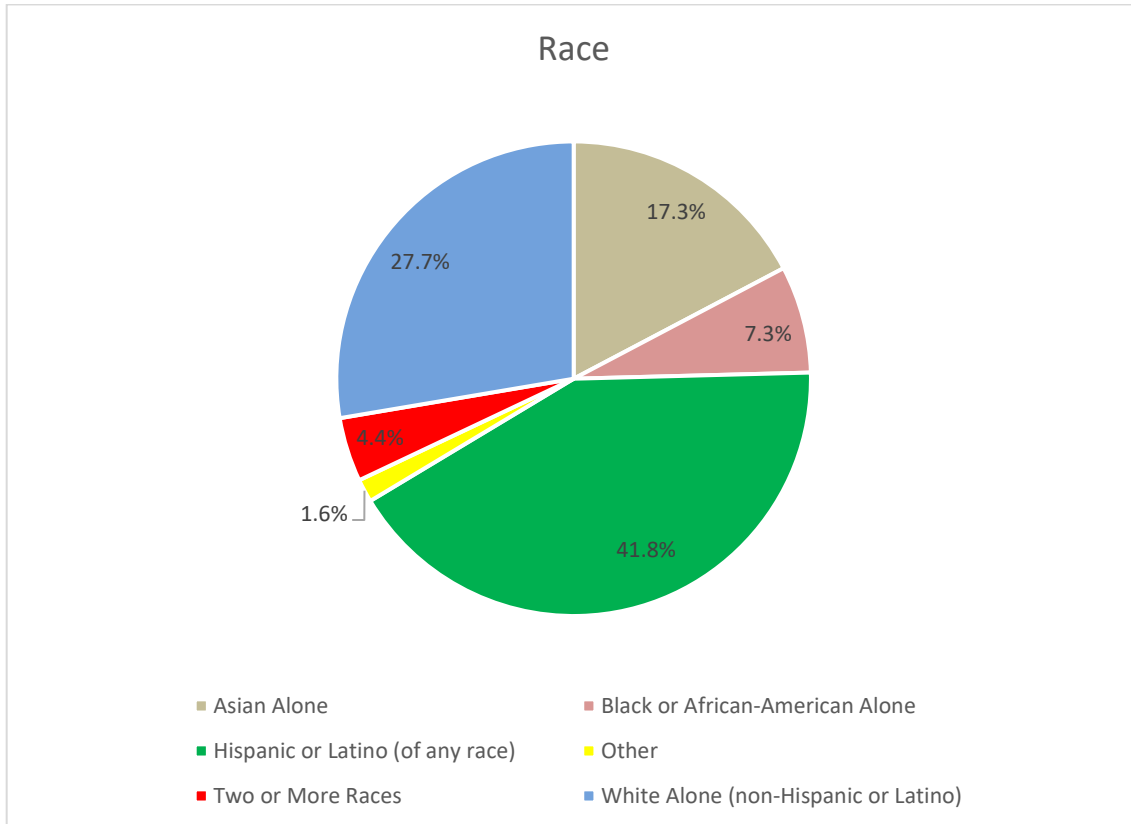
Analysis of Demographic Data

San Joaquin County's population has increased recently and continues to swell. Racial and ethnic diversity will increase. Hispanic and Latino populations have been the largest racial or ethnic group since 2025 and will grow more in the future. By age, young (0–19) and old (60+) age groups will dominate San Joaquin County.

San Joaquin County's ethnic breakdown reveals that "Hispanic or Latino" (41.8%) represents the largest racial or ethnic group. The "White Alone" population is also large (27.7%).

San Joaquin County Population by Race

Source: U.S. Census Bureau



Stakeholders/Working Group Meetings

RTD hosted and facilitated local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. Participants include older adults and people with a disability. More information about what meetings were held and attendance at those meetings is available upon request.

During the meeting, the representative of RTD presented highlights of historical coordinated transportation in the San Joaquin County and discussed the activities since the last Coordinated Public Transit Human Services Transportation Plan in 2020, that have helped to address some of the unmet transportation needs and gaps in services for the area.

Following the initial presentation, the working group was asked to review the gaps in transportation services and needs from the previous plan/or update and identify any gaps that were no longer valid and any new needs/gaps, which the facilitator deleted/added to/from a list. The focus of the discussion was transportation for older adults, individuals with disabilities, and people with low incomes. However, several topics discussed also impact mobility options for the general public.

Participants discussed mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meeting[s]. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications. The exhibit at the end of this section provides a summary of the unmet mobility needs discussed during the meeting as well as the needs identified by the survey results.

Survey Results

The following survey summary includes 59 survey results that were received from the general public.

Q1: What is your age?

Response: 59

- Ages between 14 – 72 years of age

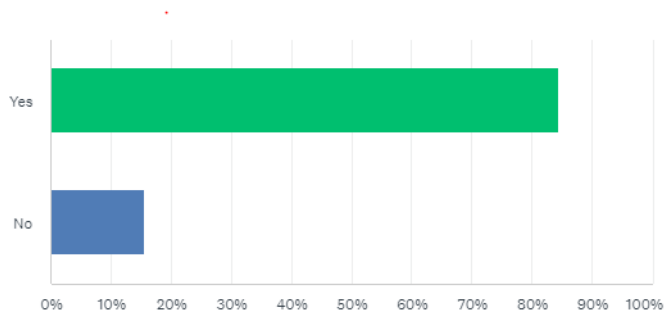
Q2:What town/city do you currently live in?

Responses: 59

- Stockton – 48
- Tracy – 3
- Lodi – 1
- Modesto - 1
- Manteca - 3
- Lathrop - 3

Do you use Public Transportation?

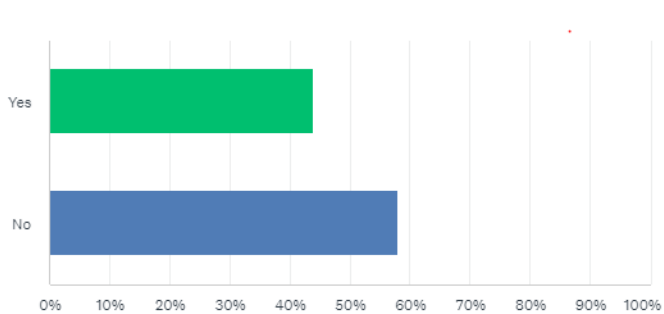
Answered: 58 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	84.48%	49
No	15.52%	9
Total Respondents: 58		

Do you use services from a private or nonprofit transportation provider?

Answered: 57 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	43.86%	25
No	57.89%	33
Total Respondents: 57		

Q5 : If yes, what form of public transportation and/or private/nonprofit transportation provider do you use?

Responses: 33, Skipped: 26

- Uber/Lyft
- Van Go!
- RTD Fixed Routes (Hoppers and Commuters)
- Paratransit
- Miocar
- Friends and Family
- Lodi – Grapeline
- BART
- Care Home vans
- Amtrak
- Others

Q6 : If not, what form of transportation do you use?

Responses: 34, Skipped: 25

- Bikes
- Walking
- Direct support rides
- Personal car
- Family

Q7 : How often do you ride the bus or use Public Transportation?

Responses: 55, Skipped: 4

- 36 – More than three (3) days a week
- 19 – Less than two (2) times per week

Q8 : What are your top 3 destinations when you take Public Transportation?

51 Responses:

- Grocery shopping
- Work
- Medical
- DTC
- ACE
- School
- BART,
- Day Programs
- Shelters
- Library
- Event
- Restaurants
- Amtrak
- HTS

Q9 : If you could add a bus stop to three locations, where would they be?

Responses: 43, Skipped: 16

- March Lane
- Libraries
- Stockton Airport
- Fresno Ave
- Stockton Fairgrounds
- Thornton
- Eight Mile Rd
- Benjamin Holt Dr
- VA Clinic
- River Island
- Lathrop High
- Post Offices
- French Camp

Q10 : Rate the ease of using transit:(1=extremely difficult and 10=extremely easy)

Responses: 56 Skipped: 3

- 18 Less than 5 – Extremely Difficult
- 38 more than 5 – Extremely Easy

Q11 :What improvements would help you ride Public Transportation or make your current mode of travel better?

Responses: 51 Skipped: 8

- Plastic Seats
- Wi-Fi
- More Fixed Routes
- County Connections
- ETA Tracking
- Extend Hours

Q12 : If you do not use Public Transportation, why not?

Responses: 26, Skipped: 33

- Limited Weekend Service
- Bus stop Too Far
- Too Expensive
- Limited Hours

Q13 : I am a (i.e. Senior, adult, teen, etc.) person with a disability.

Responses: 46, Skipped: 13

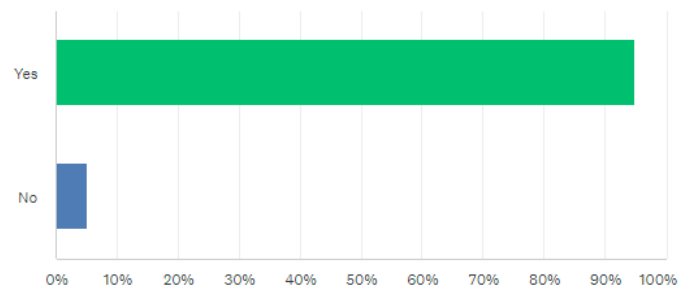
Majority are:

- Seniors
- Person with a disability
- Adult

Q14

Do you own a smartphone?

Answered: 59 Skipped: 0

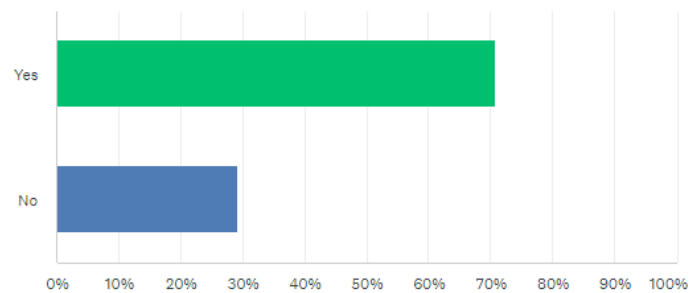


ANSWER CHOICES	RESPONSES	
Yes	94.92%	56
No	5.08%	3
Total Respondents: 59		

Q15

Do you own a computer?

Answered: 58 Skipped: 1

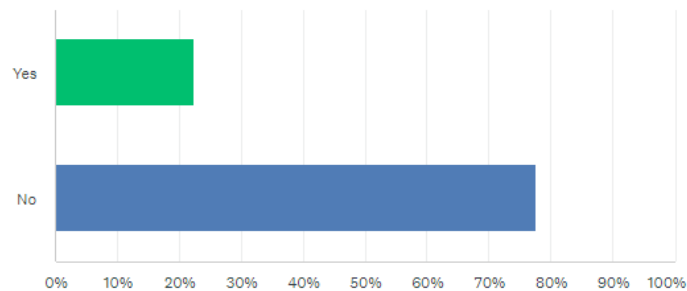


ANSWER CHOICES	RESPONSES	
Yes	70.69%	41
No	29.31%	17
Total Respondents: 58		

Q16

Do you use Medicaid/Medi-cal Transportation?

Answered: 58 Skipped: 1

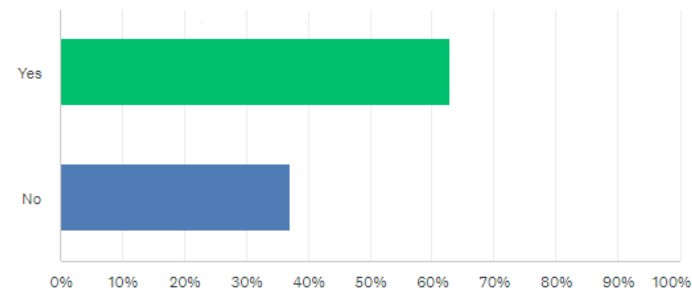


ANSWER CHOICES	RESPONSES	
▼ Yes	22.41%	13
▼ No	77.59%	45
Total Respondents: 58		

Q17

If yes, do you make reservations and/or cancellations by phone or online?

Answered: 27 Skipped: 32



ANSWER CHOICES	RESPONSES	
▼ Yes	62.96%	17
▼ No	37.04%	10
Total Respondents: 27		

Q18 : If reservations and/or cancellations are made by phone, would you share your wait times?

28 Responses, 31 Skipped

- 2-20 minutes

Challenges to Coordinated Transportation

In addition to identifying needs, the Working Group gathered information from stakeholders and used their professional experience to identify challenges in providing coordinated transportation services. These challenges include the following:

- Improve mobility options and connectivity between public transit services to address service gaps effectively.
- Addressing geographic gaps in transportation coverage across the San Joaquin County.
- Address cost and affordability challenges.

Summary of Unmet Transit Needs (UTN) 2025

Annually, the San Joaquin Council of Governments (SJCOG), must identify any unmet transit needs that may exist in San Joaquin County. If needs are found, SJCOG must determine whether those needs are reasonable to meet. SJCOG must ensure that reasonable to meet needs are funded before TDA funds are allocated to local jurisdictions for non-transit purposes.

The unmet transit needs assessment requires SJCOG to conduct the following:

- 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.

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 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. 6 agencies and was provided with 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.

V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

Strategies for improving transportation for San Joaquin County address the service gaps and user needs identified in this plan to be effective. As described, the gaps and unmet needs were based on information obtained from geographic analysis, the attendees participating in the meetings, and responses to the survey.

Based on information gathered throughout the planning process, San Joaquin RTD developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to support and commit to pursuing the strategy if they are to be accomplished.

The goals and strategies created through this planning process considered current services, future growth, and future needs. The transportation stakeholders prioritized these strategies as follows:

Goal 1: Enhance convenience of public transportation for seniors and people with disabilities by improving transit stop amenities and accessibility.

Strategies:

1. Strengthen collaboration among agencies, non-profits, and service organizations to identify transit stops needing enhancements.

Action Steps:

- Coordinate with social services agencies, non-profits, public transit representatives, and transportation service providers to identify accessibility needs.
- Communicate accessibility needs at public transit stops to responsible entities, such as cities, counties, private businesses via forums such as the RTD Accessible Advisory Committee, the SSTAC and SJCOGs.

2. Enhance accessibility and service feasibility Action Steps:

- Advocate for and support funding opportunities to improve transit stop amenities such as benches and shelters
- Share data and collaborate with relevant agencies on potential improvements.

Goal 2: Increase efficiency through coordination and education

Strategies:

1. Establish and maintain an ongoing regional dialogue to address mobility challenges and foster coordination among social service agencies, health care providers, and transportation providers.
2. Provide education to both the public and service agencies about available transportation services in the region. This includes informing individuals of accessible options, eligibility requirements, and benefits of various services to enhance mobility and ensure better access.

Action Steps:

Enhance outreach efforts and participation in the Consolidated Transportation Services Agency for San Joaquin County, known as Access San Joaquin, to ensure broader community engagement and access to available transportation resources.

Goal 3: Expand access to existing transportation services to ensure greater availability in the region.

Strategies:

1. Evaluate and explore the flexibility of existing routes, hours, and services to better meet the needs of the community.
2. Advocate for and secure funding to support existing services and programs. Encourage the allocation of additional resources to expand services where feasible.

Action Steps:

Coordinate and communicate efficiently with all transit providers to monitor accessibility and current offerings, aiming to enhance services and support service expansion throughout the San Joaquin County.

Appendix A: Definitions

There are several terms used throughout the plan that may be unique to transportation providers or human service agencies. The terms are defined here for reference.

Coordination – Collaborative efforts toward understanding and meeting the mobility needs in the most appropriate, cost effective, and responsive manner.

Gaps in Service – A break in the continuity of available transportation resources such as a break between hours of operation or a break between two or more geographic areas.

San Joaquin Regional Transit District (RTD)– Responsible for facilitating outreach; composing a plan that meets the requirements of current Federal and State legislation; maintaining documentation from the planning process and making it available upon request; and leading stakeholders through annual reviews, amendments, and updates of the plan. RTD is also responsible for submitting the adopted Coordinated Plan and all amendments or updates to participating stakeholders and Caltrans.

The Working Group –The Working Group is composed of key community stakeholders. The Planning Committee members agree to actively participate in the planning process and act as an advisory and adopting entity.

Ridership – The total number of passengers who boarded transportation vehicles are counted each time they board a vehicle.

Section 5310 Program – Enhanced Mobility of Seniors & Individuals with Disabilities (49 U.S.C. 5310) provides Federal formula funding to large, urbanized areas, small, urbanized areas and rural areas for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation options.

Transportation – Transportation is broadly defined to include traditional transit, human service agency services, on-demand (taxi-like) services, bicycle and pedestrian programs and amenities.

Unmet Transit Needs – Transportation that is wanted or desired but is not currently available.

Appendix B: List of Planning Committee Participants and Meeting Presentations

The planning committee includes representatives from local agencies, individuals with disabilities, older adults, and members of the general public.

Agency Representation: in addition to the participants listed below, the planning committee also included representation of older adults, people with disabilities, and members of the general public. In addition to hosting a planning committee, San Joaquin Regional Transit District and other planning committee members also conducted a wide variety of activities designed to increase the involvement of community stakeholders in identifying community resources, addressing community needs, and setting goals and priorities. To request additional information, please contact:

Agency: San Joaquin RTD Mobility Department at mobility@sjRTD.com



**San Joaquin County
Coordinated Public Transit-Human Services
Transportation Plan Update**

Kick-Off Meeting

Thursday, October 24, 2024

Kick-Off Meeting Agenda

- Welcome and Introductions
- Coordinated Public Transit-Human Services Transportation Plan Requirements
- CA Department of Transportation Perspective
- FTA Section 5310 Grant Program
- Coordinated Plan Update/Project Mission
- Coordinated Plan Update/Project Process
- Next Steps
- Q&A

Introductions – Today's Presenters

- RTD
 - **Kenneth Baxter**, *Government Affairs Director*
 - **Damaris Galvan**, *Planning and Service Development Director*
 - **Bee Thao**, *Mobility Supervisor*
 - **Annamaria Galeazzi**, *Meeting Facilitator*
- Caltrans
 - **Mark Barry**, *Section 5310 Branch Chief*
- San Joaquin Council of Governments
 - **Joel Campos**, *Senior Regional Planner*

Introductions – Stakeholders and Partners

Organization	Local Stakeholder or Partner Representative	Title
Bags of Hope	Coleen Sykes Ray	Founder & Executive Director
Catholic Charities of the Diocese of Stockton	Martha Arevalos	Executive Director
Catholic Charities of the Diocese of Stockton	Ector Olivares	Environmental Justice Program Manager
Changeist Stockton	Stephanie Pelayo	Program Manager
City of Escalon	John Andoh	Transit Manager
City of Lodi	Julia Tyack	Transportation Manager
City of Lodi	Frank Huang	Assistant Transportation Planner
City of Lodi & Lodi Electric Utility	Astrida Trupovnieks	Business Development Manager
City of Manteca	Juan Portillo	Transit Manager
City of Manteca	Celine Reeder	Administrative Analyst
City of Ripon	Carla Rodriguez	Engineering Admin Asst

Introductions – Stakeholders and Partners

Organization	Local Stakeholder or Partner Representative	Title
City of Tracy	Ed Lovell	Transit Manager
City of Tracy	Jayne Pramod	Transit Coordinator
Community Advocate	Kenneth Huntley	Community Member
Community Advocate	Patricia Barrett	Community Member
Community Advocate for the Disabled	Henryne Dillard	Community Member
Community Center for the Blind & Visually Impaired	Joni Bauer	Orientation & Mobility Specialist
Community Medical Centers, Inc.	Sarah Taft	Communications Director
Community Medical Centers, Inc.	Jennie Rodriguez-Moore	Manager of Fund Development
Disability Resource Agency for Independent Living (DRAIL)	Kholoud Rashid	Community Organizing Advocate
Family Resource & Referral Center	Tran Nguyen	Director of Community Resource and Referral Programs

Introductions – Stakeholders and Partners

Organization	Local Stakeholder or Partner Representative	Title
Lincoln Training Center	Patricia Henderson	Community Skills Trainer
Manteca Wellness Center	Karen Walker	Consumer Advisory Council Coordinator
National Federation of the Blind	Jennifer Gass	Social Media & Promotions
Planned Parenthood Mar Monte	Candelaria Vargas	Director of Public Affairs
San Joaquin County Office of Education (SJCOE)	Julie Brown	Head Start San Joaquin
San Joaquin County Office of Education (SJCOE)	Anthony Alejandre	Intervention and Prevention Specialist
Sisters of the White Cane	Rita Carter-Overstreet	President
Sisters of the White Cane	Janice Walth	Member

Introductions – Stakeholders and Partners

Organization	Local Stakeholder or Partner Representative	Title
San Joaquin Council of Governments (SJCOG)	Joel Campos	Senior Regional Planner
United Cerebral Palsy of San Joaquin, Calaveras, & Amador Counties (UCP)	Rocel Cooperrider	Director of Adult Programs and Services
United Cerebral Palsy of San Joaquin, Calaveras, & Amador Counties (UCP)	Shirly Ridoloso	Senior Program/Transportation Manager
United Way of San Joaquin	Kristen Birtwhistle	President & CEO
Valley Mountain Regional Center (VMRC)	Christine Couch	Director of Consumer Services, Adults

Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan)

Projects funded under the Enhanced Mobility of Seniors and Individuals with Disabilities Federal Transit Administration (FTA), Section 5310 Program, are required to be “included in a locally developed, **coordinated public transit-human services transportation plan**” (FTA Circular 9070.1).

Coordinated Plan Requirements

Includes four elements:

- 1) An assessment of available services that identifies current transportation providers (public, private, and nonprofit)
- 2) An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on the experiences and perceptions of the planning partners or more sophisticated data collection efforts and gaps in service;

Coordinated Plan Requirements

Includes four elements:

- 3) Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
- 4) Priorities for implementation *are based* on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

California Department of Transportation Perspective

Mark Barry,
Section 5310 Branch Chief

FTA Section 5310 Grant Program

- The FTA Section 5310 - *Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program* is administered by the California Department of Transportation (Caltrans) Division of Local Assistance Office of Transit Contracts and Grants
- Eligible entities:
 - Private nonprofit organizations, public transit agencies, state or local governmental authorities, and agencies approved by the state to coordinate services for seniors and individuals with disabilities.

FTA Section 5310 Grant Program

- Capital Projects: 88.53% federal and 11.47% local match.
- Operating Projects: 55.33% federal and 44.67% local match.
- Typical projects include:
 - Accessible vehicles (Cut-aways, Vans, buses)
 - Operating costs for services provided
 - Dispatching software and computer hardware
 - Mobility Management

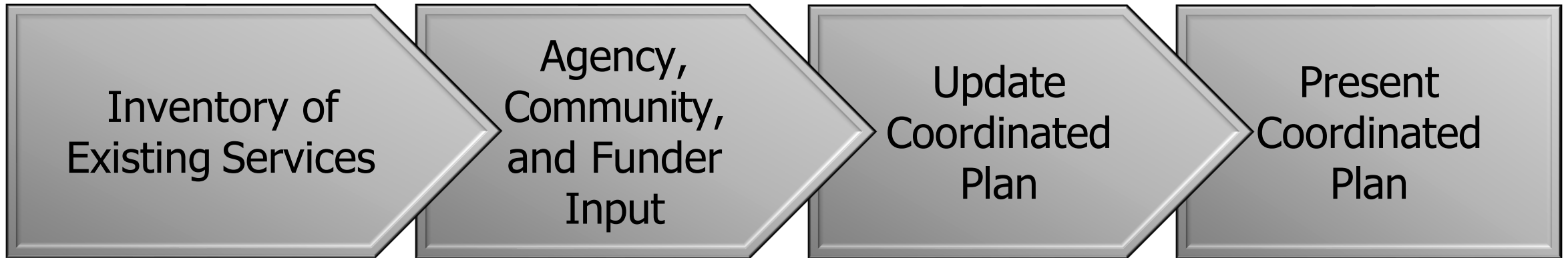
FTA Section 5310 Projects Awarded

Funding Year and Grant	Subrecipient	Award
FFY 2020-2021	Catholic Charities of the Diocese of Stockton	Mobility Management
FFY 2020-2021	Lodi Memorial Hospital Association, Adult Day Services	Operating Assistance
Covid Federal Stimulus (2021 CRRSAA)	San Joaquin RTD	Operating Assistance
Covid Federal Stimulus (2022 ARPA)	San Joaquin RTD	Operating Assistance
FFY 2022-2023	Lodi Memorial Hospital Association, Adult Day Services	Van (Replacement)
FFY 2022-2022	Service First of Northern California	Two Vans (Service Expansion)
FFY 2022-2023	San Joaquin RTD	Operating Assistance
FFY 2022-2023	Catholic Charities of the Diocese of Stockton	Mobility Management

Coordinated Plan Update/Project Mission

The Coordinated Plan project aims to improve mobility and accessibility options among **transit agencies** and other **transportation providers** to better meet the needs of seniors, individuals with disabilities, and low-income residents.

Coordinated Plan Update/Project Process



Coordinated Plan Update/Project Process

Opportunity for Input

1. Transportation agencies provide an inventory of available services.
2. Agency input on transportation service needs for their clients and what improvements they would like to see.
3. Community input on individual service needs and what improvements are needed?
4. Funding agencies provide input on available funding and other strategies to meet transportation needs.

Coordinated Plan Update/Project Process

Next Steps

1. Disseminate Surveys
2. Tabulate Results
3. Report Results at the Next Meeting

Surveys will be sent out via email in the days following the meeting. Surveys must be completed and submitted by November 15, 2024

Sample Survey Questions

Accessible Input Survey Options

1. What is your age?
2. What town/city do you currently live?
3. Do you use public transportation?
4. If yes, what form of transportation do you use?

Sample Survey Questions

Accessible Input Survey Options

- 5. What kind of public transportation is available where you live?
- 6. How often do you ride the bus or use public transportation?

Sample Survey Questions

Accessible Input Survey Options

7. What are your top 3 destinations when you take public transportation?
8. If you could add a bus to 3 locations, where would they be?

Sample Survey Questions

Accessible Input Survey Options

9. Rate the ease of using transit.

10. What improvements would help you choose public transportation or make your ride better?

Sample Survey Questions

Accessible Input Survey Options

11. If you do not use public transportation, why not?

12. I am a _____ (i.e. Senior) person with a Disability.

Sample Survey Questions

Accessible Input Survey Options

- 13. Do you own a smartphone?
- 14. Do you own a computer?
- 15. Do you use Medicaid Transportation?

Sample Survey Questions

Accessible Input Survey Options

16. If yes, do you make reservations and/or cancellations by phone or online?

17. If reservations and/or cancellations are made by phone, would you share your wait times?

Sample Survey Questions

Accessible Input Survey Options

18. If you would like to be contacted to receive updates, please provide your contact information.

Questions and Answers

Q & A Instructions:

Email any additional questions you may have after this meeting to RTD Mobility at mobility@sjrtd.com

Thank you for your cooperation!