

# STAFF REPORT

**SUBJECT:** Draft FY 18/19 Unmet Transit Needs Report

**RECOMMENDED ACTION:** Discussion

## SUMMARY:

Each year, pursuant to state law, as the Regional Transportation Planning Agency 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. State law requires SJCOG to ensure that reasonable needs are met before Transportation Development Act (TDA) funds are allocated to local jurisdictions for non-transit purposes.

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

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

This year's assessment involved an extended outreach process in collaboration with the San Joaquin Regional Transit District (RTD) and the San Joaquin Regional Rail Commission (SJRRRC). The outreach efforts this year produced a total of 3,161 comments on transit service from specific individuals.

Two unmet transit needs are recommended by SJCOG staff to be found **reasonable to meet**: 1) Service between Tracy, Mountain House, and Delta College, and 2) weekend service to the Dublin/Pleasanton BART Station. SJCOG is working closely with RTD and the City of Tracy to identify feasible and cost-effective approaches to deliver these new transit services in the coming fiscal year. The SJCOG Board will make the final determination as to the reasonableness of meeting these unmet transit needs.

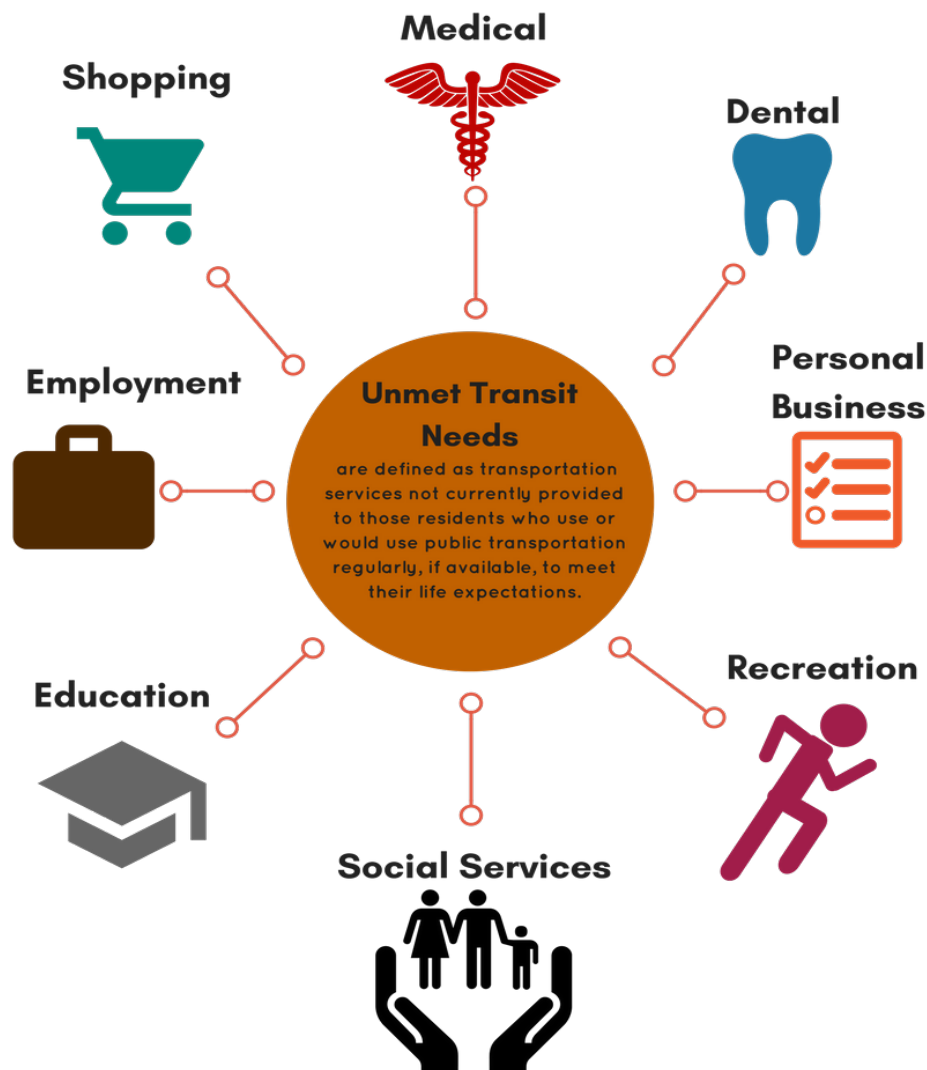
The Public Review Draft FY 18/19 Unmet Transit Needs Report was released on April 30, 2018, and comments will be accepted until May 28, 2018. The report is expected to return to the Board for action in June. The report is available on SJCOG's website: <https://www.sjco.org/UTN>

## RECOMMENDATION:

Review and comment on the Public Review Draft FY 18/19 Unmet Transit Needs Report.

## BACKGROUND:

At the request of the SSTAC, SJCOG formed a subcommittee to review the adopted definitions of “unmet transit need” and “reasonable to meet” in September 2017. The updated definitions as proposed by the subcommittee and adopted by the Board in February 2018, are as follows:



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



## Community Acceptance

There should be a demonstrated interest of citizens in the new or additional transit service (i.e. multiple comments, petitions, etc.).



## 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.



## Potential Ridership

The proposed transit service will maintain new service ridership performance measures of the implementing agency or agencies, as defined by the Social Services Transportation Advisory Committee (SSTAC).

## Cost

### Effectiveness

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



### Operational Feasibility

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



### Funding

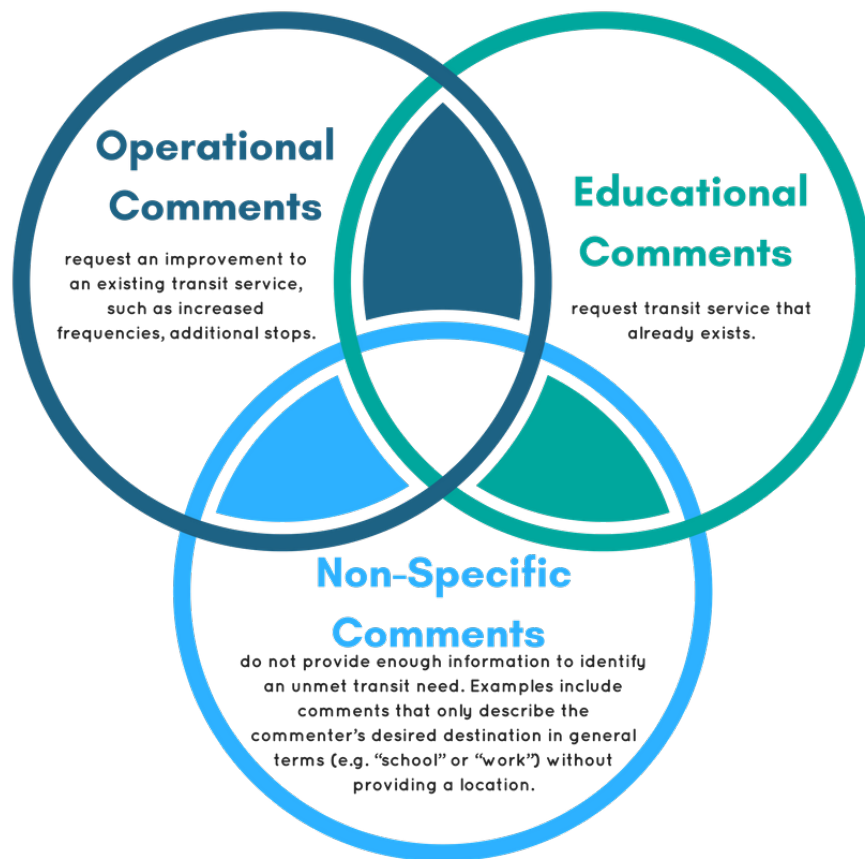
The imposed service would not cause the claimant to incur expenses in excess of the maximum allocation of TDA funds.



Within the definition, an unmet transit need cannot be found unreasonable solely based upon economic feasibility.

### 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:



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 on transit service. SJCOG forwards all comments to the relevant transit operators, who consider them when developing service improvements or providing educational materials to the public.

## DISCUSSION:

### Public Input

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., open houses, email, SJCOG website, survey, phone, and letter). Examples of this effort include:

- Nine public hearings held throughout San Joaquin County, including at least one hearing in each jurisdiction
- Four Community Outreach Open Houses jointly sponsored by SJCOG, RTD, and SJRRC
- Additional outreach efforts by RTD and SJRRC (open house, surveys, etc.)
- SJCOG presentation to the Thornton Municipal Advisory Council
- An online survey was posted on the SJCOG website and e-blasted to interested parties

The various community outreach efforts this year produced a total of 3,161 comments on transit service from specific individuals. RTD submitted 488 comments (included in **Attachment A**) and SJRRC submitted 2,552 comments (included in **Attachment B**). Comments received by SJCOG and all other transit providers make up the remainder of the comments.

### Analysis of Comments Received

SJCOG convened a UTN Review Subcommittee consisting of six members of the SSTAC (including RTD, other transit operators, and social service providers). The subcommittee met on March 27, 2018 and April 13, 2018 to review all UTN comments received during this cycle.

The majority of comments were deemed to fall into the Operational, Educational, or Non-Specific categories defined above, and as such were not considered unmet transit needs. The recommended Unmet Transit Needs Findings are provided in Tables 1 and 2, below.

### Key for Tables 1 and 2

<b>+/+</b>	Yes, Unmet Transit Need(s) and reasonable to meet.
<b>+/-</b>	Yes, Unmet Transit Need(s) but NOT reasonable to meet
<b>-/-</b>	No Unmet Transit Needs.

**Table 1. Unmet Transit Needs Findings by Local Jurisdiction**

<b>CITY</b>	<b>+/+</b>	<b>+/-</b>	<b>-/-</b>
 ESCALON			
 LATHROP			
 LODI			
 MANTECA			
 RIPON			
 STOCKTON			
 TRACY			
 COUNTY			

**Table 2 . Unmet Transit Needs Findings by Intercity and Interregional Transit**

INTERCITY/ INTERREGIONAL	+ / +	+ / -	- / -
			
			
			
			
			

<sup>1</sup> Service between Tracy, Mountain House, and Delta College is recommended to be reasonable to meet. See below for discussion.

<sup>2</sup> Weekend service between San Joaquin County the Dublin/Pleasanton BART Station is recommended to be reasonable to meet. See below for discussion.

*Unmet Transit Needs that are Potentially Reasonable to Meet*

Two unmet transit needs are recommended by SJCOG staff to be found by the SJCOG Board as **reasonable to meet**: 1) Service between Tracy, Mountain House, and Delta College, and 2) weekend service to the Dublin/Pleasanton BART Station. SJCOG is working closely with RTD and the City of Tracy to identify feasible and cost-effective approaches to deliver these new transit



services in the coming fiscal year. Background materials provided to SJCOG during this process are included in **Attachment C**.

### **Service Between Tracy, Mountain House, and Delta College**

This service has been requested repeatedly in the UTN process over the past several years, and generated significant discussion during the last UTN cycle (see Appendix F of FY 17/18 UTN Report). During SSTAC Subcommittee review, six out of six members voted for this service as Reasonable to Meet.

RTD put forward three alternatives as an initial proposal, with the preferred alternative being six roundtrips per weekday from Tracy Transit Center to Delta College and Mountain House Community. The estimated ridership is approximately 10,000 per year, with an estimated passenger-per-revenue-hour (PPRH) of 3.90, which is comparable to other RTD County Hopper services. RTD estimated the annual operating cost to be \$196,000 per year. The City of Tracy also expressed interest in TRACER operating the service, and estimated that operating costs would be lower (no exact figure was provided).



Due to the interest of multiple potential operators, SJCOG hosted a conference call including staff from RTD and the Cities of Tracy and Escalon/Manteca on Thursday, April 19, 2018. During the call the parties discussed the following points:

- TRACER operation could potentially be a lower cost option for fixed route service.
- City of Tracy will provide a cost estimate for TRACER fixed route operation prior to approval of the FY 18/19 UTN Report. Costs are expected not to exceed \$120,000/year.
- Funding sources identified include 50% from Tracy Section 5307 Federal funds and 25% from Tracy Local Transportation Fund. SJCOG will identify the remaining 25% funding from the following options: Section 99313 regional portion of State Transit Assistance (STA) Program, Local Transportation Fund, and/or Measure K Transit funds.
- If TRACER operates the service, RTD staff agreed to revise the Memorandum of Understanding (MOU) to allow TRACER to operate outside the boundary of the Tracy Urbanized Area for this service, and to allow free transfers to RTD services.

Following the call, RTD staff stated they could potentially provide a lower cost option for Mountain House service using Mobility-On-Demand. RTD stated they will provide an updated proposal for this approach prior to approval of the FY 18/19 UTN Report.

## **Weekend Service Between San Joaquin County and Dublin/Pleasanton BART Station**

During SSTAC Subcommittee review, five out of six members voted for this service as Reasonable to Meet. One member abstained from voting.

RTD prepared a proposal to operate six roundtrips per day, with two morning, two mid-day, and two evening trips. RTD currently operates nine roundtrips per day along this route on weekdays. RTD estimated the total cost would be \$174,720, with approximately 15,000 riders per year. Passengers per revenue hour are expected to be comparable to the weekday service currently operating.



SJCOG will identify the funding for the service from the following options: Section 99313 regional portion of State Transit Assistance (STA) Program, Local Transportation Fund, and/or Measure K Transit funds.

## **COMMITTEE ACTIONS:**

This item was presented for discussion at the following committees in May:

- Social Service Transportation Advisory Committee – No questions or comments.
- Technical Advisory Committee – A committee member asked a clarifying question about the proposed Mountain House service, and there were no further questions or comments.
- Management & Finance Committee – A committee member asked about funding sources for the two services proposed to be found as “reasonable to meet.” Staff will provide this information in the staff report next month.
- Citizens Advisory Committee - A committee member asked if Delta College and Mountain House Community had ever been required to contribute funding to transit service (e.g. as a mitigation measure). Staff will provide this information in the staff report next month.
- Executive Committee – Staff will report verbally on committee comments if requested by the Board.

## **NEXT STEPS:**

- SJCOG will accept public comments on the Public Review Draft FY 18/19 Unmet Transit Needs Report until Monday, May 28, 2018, 5:00 P.M.

- SJCOG will work with RTD and TRACER to develop the operational and funding details for the unmet transit needs that are potentially reasonable to meet: service between Tracy, Mountain House, and Delta College, and weekend service to BART.
- The Final UTN Report will be presented to the SJCOG Board in June. The Board will be asked to adopt the UTN Findings, including potentially finding either or both of the above unmet transit needs as reasonable to meet.

## **ATTACHMENTS**

- A) Unmet transit needs comments provided by RTD
- B) Unmet transit needs comments provided by SJRRC
- C) Materials provided to evaluate unmet transit needs that are potentially reasonable to meet:
  - 1) Service between Tracy, Mountain House, and Delta College, and 2) weekend service to the Dublin/Pleasanton BART Station.

*Report prepared by Rob Cunningham, Senior Regional Planner*

**ATTACHMENT A**

**INFORMATION ITEM:** **REVIEW OF THE SUMMARY OF UNMET TRANSIT NEEDS  
PUBLIC HEARING COMMENTS**

**LEAD STAFF:** **NATE KNOTT  
DIRECTOR PLANNING AND SCHEDULING**

**FINANCIAL IMPACT:** **NONE**

**BACKGROUND:**

The San Joaquin Council of Governments (SJCOG) requires San Joaquin Regional Transit District (RTD) to annually review Unmet Transit Needs (UTN) in order to maintain eligibility for State Transit Development Act funding, and report the comments of the Public Hearings to the SJCOG Social Services Transportation Advisory Committee (SSTAC). SJCOG requests the cooperation of transit jurisdictions to hold these hearings within their areas in order to solicit public input for this process.

**DISCUSSION:**

RTD Administration staff and Transit Ambassadors (TAs) conducted an all-day UTN Public Hearing on November 13, 2017, from 8:00 a.m. to 7:00 p.m. in Stockton at the Downtown Transit Center (DTC) to gather comments pertaining to UTNs in the area. RTD notified the public of the opportunity to provide comments through legal notices in The Record, Rider Alerts, RTD's Facebook Page, radio advertisements, rider notices on buses and information displays, personal distribution by TAs, and RTD's Website. Comments were also accepted in person at the DTC, by phone, e-mail (at [comments@sanjoaquinrtd.com](mailto:comments@sanjoaquinrtd.com)), or mail. RTD received 1468 comments regarding UTNs.

RTD staff PowerPoint of the UTN Public Hearing Event and a Summary of the Comments received by RTD for FY2016 and FY2017 are included to this report in Tables 1 – 4.

**Summary of Public Comments on UTNs**

The intent of the UTN Public Hearing is to identify potential service needs that are currently not being met. This public hearing allowed the public to express comments to RTD staff regarding existing service. Staff will reply to service-related concerns individually and outside this hearing process.

RTD received a total of 1,468 comments from the public hearings, with estimated 1,050 completed at the hearing day, 291 collected by TAs, 20 completed on-line, e-mail (5) and walk-in (2).

Table 1 – Public Hearing Locations and Attendance

Monday, November 13, 2017, 8:00 a.m. to 7:00 p.m.	Estimated 2,500 Attended 1,468 Surveys Completed
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Table 2 – Types of Comments Received

Method	Comments
Public Hearing Meetings	1,050
Mail	0
Email	5
TAs at DTC and in the field	291
On-line	20
Walk-In	2
Facebook	0
Total	<b>1,468</b>

Table 3

See attachment of Summary of Patterns of UTN Public Comments received.

Table 4

See attachment of UTN Surveys with Public Comments received.

Key	Comment Patterns	Total	% to total
	1 Increase services on weekends	85	17%
	2 Increase evening hours	71	15%
	3 Increase holiday services	8	2%
	4 Increase bus times to extend to time on ticket (11:59 pm)	1	0%
	5 Increase amount of stops	19	4%
	6 Increase frequency - shorter wait times	46	9%
	7 Faster commute	6	1%
	8 Buses to arrive on time	18	4%
	9 Cheaper fares	7	1%
	10 More shade for stops	2	0%
	11 More lighting at night at stops for safety	2	0%
	12 More seating at stops	2	0%
	13 More commuters	3	1%
	14 More hoppers	2	0%
	15 More express routes	3	1%
	16 More Dial-A-Ride service	2	0%
	17 Intensify route 7	1	0%
	18 Buses to be cleaner	3	1%
	19 Increase security	6	1%
	20 More space for bikes	1	0%
	21 Intensify commuter service	9	2%
	22 Intensify route 54	2	0%
	23 Intensify route 77	3	1%
	24 Intensify route 76	10	2%
	25 Intensify Express routes	2	0%
	26 Improve readability of bus schedules and routes	6	1%
	27 More service in East Stockton	9	2%
	28 More service in South-West Stockton	8	2%
	29 More service in North Stockton	9	2%
	30 More service to/from Lodi/Galt	17	3%
	31 Commuter to Sacramento	4	1%
	32 Increase service to BART	5	1%
	33 Weekend service to BART / Bay Area	10	2%
	34 Bus services to arrive to more specific workplaces (farm labor sites, hospitals, etc.)	3	1%
	35 Bus stop to airport	2	0%
	36 Increase bus service options for students to get to school	3	1%
	37 Ticket monitoring route 40	2	0%
	38 More bilingual individuals	1	0%
	39 More seating on buses / seating to be more comfortable / provide seatbelts	3	1%
	40 Fix change machine	3	1%
	41 Time sign with real-time bus arrival / bus tracker app	2	0%
	42 Festive, old-fashioned Christmas trolleys for the holidays	1	0%
	43 Intensify route 40	13	3%
	44 Intensify route 60	4	1%
	45 Intensify route 44	5	1%
	46 High Speed, Rail, Bullet Tram	1	0%
	47 Intensify route 55	2	0%
	48 Intensify route 61	2	0%
	49 Increase bus pass options	1	0%
	50 More single route buses	1	0%
	51 More buses	4	1%
	52 Buses to run earlier	14	3%
	53 Direct bus to Modesto	1	0%
	54 Intensify route 51	4	1%
	55 Shuttle service between Manteca and Tracy	1	0%
	56 More service to Manteca/Modesto/Tracy/Livermore/Ripon	10	2%
	57 Bus drivers to be more attentive	1	0%
	58 Intensify 43	4	1%
	59 Improve hoppers	2	0%
	60 Stops to neighborhoods	6	1%
	61 More public meetings	1	0%
	62 Increase routes	2	0%
	63 Intensify route 52	2	0%
	64 Intensify route 365	3	1%
	65 Free Wi-Fi	2	0%
	=====	488	100%

**ATTACHMENT B**

Transit Needs Survey - 2017

\*Required Question(s)

\* 1. Do you use public transit?

- ☐ Yes
- ☐ No (if no, please explain why, then skip to #4)

Comment:

500 characters left.

2. If yes, what type(s) of public transit do you use? (check all that apply)

- ☐ Altamont Corridor Express (ACE)
- ☐ City of Escalon: Escalon eTrans or Dial-A-Ride
- ☐ City of Lodi: Grapeline, Dial-A-Ride or Vineline ADA
- ☐ City of Manteca: Manteca Transit or Dial-A-Ride
- ☐ City of Modesto: Modesto Area Express (MAX) or Dial-A-Ride
- ☐ Merced County: The Bus or Dial-A-Ride
- ☐ San Joaquin Regional Transit (RTD): RTD Bus, Metro Express, Hopper, Dial-A-Ride or Commuter
- ☐ Stanislaus Regional Transit (StaRT)
- ☐ City of Ripon: Blossom Express or Dial-A-Ride
- ☐ City of Tracy: Tracy TRACER or TRACER Paratransit
- ☐ Other

3. Please note activities you use public transit for. (check all that apply)

- ☐ Work
- ☐ School
- ☐ Shopping
- ☐ Recreation
- ☐ Social activities
- ☐ Medical appointment
- ☐ Other

\* 4. Are there places you would like to access by transit, but are currently unavailable or inconvenient?

	Yes	No	Not Applicable
<b>Alameda County</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Fresno County</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Merced County</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Sacramento County</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>San Francisco County</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>San Joaquin County</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Santa Clara County</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Stanislaus County</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. What improvements would you like to see with ACE? (check all that apply)

- ☐ Shorter travel times
- ☐ More frequent service
- ☐ More destinations
- ☐ Better BART connection
- ☐ More reliable service
- ☐ More parking
- ☐ Better bike and pedestrian access to stations
- ☐ More shuttles to/from stations
- ☐ Food services
- ☐ Better amenities (seats, luggage racks, etc.)
- ☐ Lower cost of tickets
- ☐ I do not ride ACE
- ☐ Other

\* 6. Home zip code

50 characters left.

7. Name and address (optional)

350 characters left.

Finish



## Constant Contact Survey Results

**Survey Name:** Transit Needs Survey  
**Response Status:** Partial & Completed  
**Filter:** None  
Dec 05, 2017 9:22:54 AM

### 1. Do you use public transit?

	Number of Response(s)	Response Ratio
Yes	2154	84.3%
No (if no, please explain why, then skip to #4)	396	15.4%
No Responses	5	<1%
<b>Total</b>	<b>2555</b>	<b>100%</b>
610 Comment(s)		

### 2. If yes, what type(s) of public transit do you use? (check all that apply)

	Number of Response(s)	Response Ratio
Altamont Corridor Express (ACE)	1912	87.9%
City of Escalon: Escalon eTrans or Dial-A-Ride	3	<1%
City of Lodi: Grapeline, Dial-A-Ride or Vineline ADA	13	<1%
City of Manteca: Manteca Transit or Dial-A-Ride	33	1.5%
City of Modesto: Modesto Area Express (MAX) or Dial-A-Ride	78	3.5%
Merced County: The Bus or Dial-A-Ride	23	1.0%
San Joaquin Regional Transit (RTD): RTD Bus, Metro Express, Hopper, Dial-	117	5.3%
Stanislaus Regional Transit (StaRT)	44	2.0%
City of Ripon: Blossom Express or Dial-A-Ride	4	<1%
City of Tracy: Tracy TRACER or TRACER Paratransit	66	3.0%
Other	554	25.4%
<b>Total</b>	<b>2174</b>	<b>100%</b>

### 3. Please note activities you use public transit for. (check all that apply)

	Number of Response(s)	Response Ratio
Work	1919	86.5%
School	106	4.7%
Shopping	213	9.6%
Recreation	428	19.3%
Social activities	349	15.7%
Medical appointment	124	5.5%
Other	78	3.5%
<b>Total</b>	<b>2217</b>	<b>100%</b>

#### 4. Are there places you would like to access by transit, but are currently unavailable or inconvenient?

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	Yes	No	Not Applicable
Alameda County	1042 43%	646 27%	716 30%
Fresno County	343 14%	956 40%	1105 46%
Merced County	360 15%	954 40%	1090 45%
Sacramento County	873 36%	646 27%	885 37%
San Francisco County	1033 43%	603 25%	768 32%
San Joaquin County	759 32%	738 31%	907 38%
Santa Clara County	1071 45%	610 25%	723 30%
Stanislaus County	586 24%	842 35%	976 41%

#### 5. What improvements would you like to see with ACE? (check all that apply)

	Number of Response(s)	Response Ratio
Shorter travel times	1072	42.4%
More frequent service	1776	70.3%
More destinations	861	34.0%
Better BART connection	1070	42.3%
More reliable service	1078	42.6%
More parking	658	26.0%
Better bike and pedestrian access to stations	212	8.3%
More shuttles to/from stations	770	30.4%
Food services	578	22.8%
Better amenities (seats, luggage racks, etc.)	568	22.4%
Lower cost of tickets	992	39.2%
I do not ride ACE	153	6.0%
Other	447	17.6%
<b>Total</b>	<b>2526</b>	<b>100%</b>

#### 6. Home zip code

2543 Response(s)

**7. Name and address (optional)**

655 Response(s)

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# ATTACHMENT C

From: [George Lorente](#)  
 To: [Rob Cunningham](#)  
 Cc: [Melody Lip](#); [Nate Knott](#); [Gloria Salazar](#)  
 Subject: Revised bus transit service for Tracy/Mountain House and Weekend BART  
 Date: Friday, April 13, 2018 1:02:03 PM  
 Attachments: [Image003.png](#)

Hi Rob,

Please see attached revisions that includes 3 options for Mountain House service. We did confirm that that we would be able to operate this service without the purchase of any vehicles for the first year. While the spares for the cutaway buses would be tight, we would be able to substitute a 35-foot regular bus if needed. Please let me know if you have any questions and I will be joining the UTN Committee call at 4 pm.

UTN Committee Possible Unmet Transit Needs							Update 4/13/18
Weekend Service to BART/Bay Area							
Service to Mountain House							
Projected Ridership							
UTN Service Description	Round Trips Per Day	Hours Per Round Trip	Annual Cost	Days of Operation	Annual Passengers	Passengers Per Revenue Hour (PPRH)	Comments
Weekend Commuter Service to BART	6	3.5	\$ 174,720	Sat. & Sun.	15,288	7.00	* First year projection based on current Route 150 performance. This service has potential to outperform the weekday trips and have a higher PPRH. * This proposal has 6 round trips, whereas weekday trips have 9 round trips.
MH Option #1: Route operates between Tracy Transit Station and MH College and MH Community. Three morning roundtrips (6am to 11:25am) and three afternoon-evening roundtrips (12:25am to 5:30pm)	6	1.75	\$ 218,400	M-F	10,660	3.90	* Provides reliable memory type of service throughout the day operating through to the Transit Station and arrival and departure times that matches many class times at Delta * Provides most flexibility of bus service within the greater Tracy area * No change of buses required for Tracy residents * Connects at Tracy Transit Station to RTD Commuter Route 150 BART - Dublin
MH Option #2: Route operates between Tracy Wal-Mart and MH Delta College, and MH Community. Eight Roundtrips throughout the day. Morning trips between 6:30am and 9:30am, afternoon trips between 12:30pm and 5:30pm.	8	1	\$ 166,400	M-F	6,500	3.13	* Provides good frequency due to much shorter route and the most possible service if constrained by operating costs * Requires change of bus at Walmart and separate fare for trips connecting with Tracy Tracer
MH Option #3: Route to extend RTD Route 90 County Hopper on Selected morning and afternoon/evening trips. Six roundtrips throughout the day.	6	1.17	\$ 145,600	M-F	3,380	1.86	* Mitigating other current Route 90 service modifications and reductions to Lathrop and Delta College in Stockton will be necessary for viable schedule and require additional costs above the Mountain House Service added * Provides single seat service from Stockton and on Grant Line Road * Limited frequency without a regular pattern of operating times * Route 90 operates only on Grant Line Road and does not provide service from the Tracy Transit Station available to Central Tracy residents * Provides option with the lowest operating cost but will be the most challenging for RTD to operate, schedule, and attract ridership for * Provides the least flexibility for Tracy residents and least flexible arrival and departure times at Mountain House Delta College and Community

Regards,

George Lorente, Grants Manager  
 San Joaquin Regional Transit District (RTD)  
 P.O. Box 201010  
 Stockton CA 95201  
 (209) 467-6674  
 (209) 948-8516 fax  
[glorente@sanjoaquinRTD.com](mailto:glorente@sanjoaquinRTD.com)

**From:** [Nate Knodt](#)  
**To:** [Rob Cunningham](#); [John Andoh](#); [George Lorente](#); [Ed Lovell](#)  
**Cc:** [Jean Foletta-Morales](#); [Damaris Galvan](#)  
**Subject:** RE: Mountain House Call Reschedule  
**Date:** Wednesday, April 18, 2018 10:08:42 AM  
**Attachments:** [Mountain House Route Westbound 2018 Proposal.xls](#)  
[Mountain House Route Eastbound 2018 Proposal.xls](#)  
[Mountain House Route Westbound wd 2015-JANUARY-1b.xls](#)  
[Mountain House Route Eastbound wd 2015-JANUARY-1b.xls](#)  
**Importance:** High

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To All:

Attached to this email are four RTD Tracy Mountain House Transit Schedules. Two are DRAFT SCHEDULES that I produced today in an economized form that include a midday gap in service but that operate nearly all day to BOTH Delta College and Mountain House Community at 9.73 Revenue Hours and cost \$ 196,000.80 (I forgot to change the header to 2018). These trips were designed without a test drive for display purposes.

The other two schedules are from 2015 and display RTD's last service to Delta College only, operated all day at 12.37 Revenue Hours and cost \$ 254,419.20.

Thank you.

Nate - RTD Planning and Scheduling

-----Original Message-----

From: Rob Cunningham [<mailto:cunningham@sjcog.org>]  
Sent: Wednesday, April 18, 2018 8:30 AM  
To: John Andoh <[Transit@cityofescalon.org](mailto:Transit@cityofescalon.org)>; George Lorente <[glorente@sjRTD.com](mailto:glorente@sjRTD.com)>; Ed Lovell <[Ed.Lovell@cityoftracy.org](mailto:Ed.Lovell@cityoftracy.org)>; Nate Knodt <[nknodt@sjRTD.com](mailto:nknodt@sjRTD.com)>  
Subject: RE: Mountain House Call Reschedule

Adding Nate to this discussion.

-----Original Message-----

From: John Andoh [<mailto:Transit@cityofescalon.org>]  
Sent: Wednesday, April 18, 2018 8:26 AM  
To: Rob Cunningham <[cunningham@sjcog.org](mailto:cunningham@sjcog.org)>; George Lorente <[glorente@sjRTD.com](mailto:glorente@sjRTD.com)>; Ed Lovell <[Ed.Lovell@cityoftracy.org](mailto:Ed.Lovell@cityoftracy.org)>  
Subject: Re: Mountain House Call Reschedule

Works for me.

John Andoh, CCTM  
Transit Coordinator  
City of Escalon  
2060 McHenry Avenue  
Escalon, CA 95320  
209.691.7465 (Office)  
209.321.1334 (Cell)  
209.691.7439 (fax)  
[www.cityofescalon.org](http://www.cityofescalon.org)<<https://mail.cityofescalon.org/owa/redir.aspx?C=47e44a7156d047c6bd3bdb01651d7bf1&URL=http%3a%2f%2fwww.cityofescalon.org%2f>>  
eTrans Transit Information 209.541.6645

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From: Rob Cunningham <cunningham@sjcog.org>  
Sent: Wednesday, April 18, 2018 8:25 AM  
To: George Lorente; Ed Lovell; John Andoh  
Subject: Mountain House Call Reschedule

All,

Ed is out sick today and requested to reschedule the call for sometime between 10am and 3pm tomorrow. Let me know your availability.

Rob

Mountain House Route Westbound Weekday - Proposal **DRAFT**  
WESTBOUND AUGUST 2015

	Block	Tracy Transit Station	East - Grant Line	Walmart (Tracy) Arrive	Delta College M.H.	M.H. Community	Comments
From Garage	99-01	6:00A	6:07A	6:20A	6:33A	6:44A	
	99-01	7:20A	7:27A	7:40A	7:53A	8:04A	Arrival D.C. before 8:00a.m.
	99-01	9:05A	9:12A	9:25A	9:38A	9:49A	
	99-02	12:30P	12:37P	12:50P	1:03P	1:14P	
	99-02	2:10P	2:17P	2:30P	2:43P	2:54P	
	99-02	4:10P	4:17P	4:30P	4:43P	4:54P	
	99-02	5:55P	6:02P	6:15P	6:28P	6:39P	To Garage
Trips Trip timing to allow travel to both school and work in both directions between Mountain House Delta College and Community and Tracy. Schedule is not reflective of connections with Tracy Tracer.							

Mountain House Route Eastbound Weekday - Proposal **DRAFT**  
EASTBOUND AUGUST 2015

Block	M.H. Community	Delta College M.H.	Walmart (Tracy) Arrive	East -Grant Line	Tracy Transit Station	Comments
99-01	6:45A	6:56A	-----	-----	7:18A	Express trip via 11th/C.H.
99-01	8:10A	8:21A	8:31A	8:41A	8:50A	
99-01	9:55A	10:06A	10:16A	10:26A	10:35A	
99-02	1:20P	1:31P	1:41P	1:51P	2:00P	
99-02	3:10P	3:21P	3:31P	3:41P	3:50P	
99-02	5:10P	5:21P	5:31P	5:41P	5:50P	
RTD's approximate Direct Cost to operate this service without charging for deadheads or midday layover time is as follows: 9.73 Daily Revenue Hours multiplied by \$ 80.00 per						

Mountain House Route Westbound Weekday - Proposal **DRAFT**  
WESTBOUND AUGUST 2015

Block	Tracy Transit Station	East - Grant Line	Walmart (Tracy) Arrive	Walmart (Tracy) Depart	College Drive - Delta College Mountain House Campus - Arrive
		7	13	2	11
From Garage	55401	6:18A	6:25A	6:38A	6:40A
	55401	7:20A	7:27A	7:40A	7:42A
	55401	8:40A	8:47A	9:00A	9:02A
	55401	10:00A	10:07A	10:20A	10:22A
	55401	11:15A	11:22A	11:35A	11:37A
	55401	12:35P	12:42P	12:55P	12:57P
	55401	1:49P	1:59P	2:12P	2:14P
	55401	3:04P	3:11P	3:24P	3:26P
	55401	4:17P	4:24P	4:37P	4:39P
	55401	5:37P	5:44P	5:57P	5:59P
	55401	-----	-----	6:30P	6:41P

Mountain House Route Eastbound Weekday - Proposal **DRAFT**  
EASTBOUND AUGUST 2015

Block	College Drive - Delta College Mountain House Campus- Depart	Walmart (Tracy) Arrive	Walmart (Tracy) Depart	East -Grant Line	Tracy Transit Station
					9
55401	6:52A	-----	-----	-----	7:16A non stop trip
55401	7:55A	-----	-----	8:18A	8:27A
55401	9:15A	9:25A	9:27A	9:37A	9:46A
55401	10:35A	10:45A	10:47A	10:57A	11:06A
55401	11:55A	12:05P	12:07P	12:17A	12:26P
55401	1:10P	1:20P	1:26P	1:36P	1:45P
55401	2:26P	2:36P	2:38P	2:48P	2:57P
55401	3:39P	3:49P	3:51P	4:01P	4:10P
55401	4:59P	5:09P	5:11P	5:21P	5:30P
55401	6:15P	6:25P	-----	-----	-----
55401	6:45P	6:55P	-----	-----	----- To Garage



## **Notes from Conference Call on Tracy/Mountain House/Delta College Transit Service**

4/19/2018, 11:15 A.M.

Participants: Rob Cunningham (SJCOG), Ed Lovell (City of Tracy), Nate Knodt (RTD), George Lorente (RTD), John Andoh (Cities of Manteca & Escalon)

### **Proposed RTD Service and Cost**

- RTD presented a proposal with 6 roundtrips per weekday at 9.73 revenue hours per weekday. Total cost would be \$196,000 per year, based on assumption of \$80 per revenue hour.
- Costs for RTD operation of service could potentially be reduced with a lower cost per revenue hour assumption.
- TRACER cost per revenue hour assumption is \$36/RH.
- Ed Lovell and John Andoh expressed a preference for TRACER to operate the route. RTD staff did not voice objection.

### **Potential TRACER Operation of Route**

- RTD agreed to work with City of Tracy to revise MOU to allow TRACER to operate outside the Tracy UZA.
- There was discussion of potential routing options, e.g. running the bus all the way to Tracy Transit Center or to Walmart only. Walmart was tried before, but presented a problem because passengers could not transfer freely between RTD and TRACER buses. RTD and TRACER agreed to revise transfer policies to allow free transfers for passengers on the new Mountain House route.
- Ed Lovell agreed to provide an updated cost estimate for TRACER operation of the route. Operating cost is expected not to exceed \$120,000 per year.

### **Funding**

- City of Tracy Federal 5307 funds could be used for 50% of the annual cost (City of Tracy in concurrence)
- City of Tracy Local Transportation Fund could be used for 25% of the annual cost (City of Tracy in concurrence)
- SJCOG will look at available options to cover the remaining 25% funding gap. Funding sources to be examined include Section 99313 regional portion of State Transit Assistance (STA) Program, Local Transportation Fund, and/or Measure K Transit funds.