San Joaquin Regional Mobility Hub Plan

Prepared for:

San Joaquin Council of Governments

March 2025

FEHR PEERS

TRANZITO
SMART MOBILITY

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1. Introduction

San Joaquin County, once with a thriving Gold Rush economy, became a major agricultural center in the late 1800s due to California Delta reclamation. Today, it ranks 7th in both California and the U.S. for crop production, generating over $3 billion annually, with related industries, such as manufacturing and wineries, pushing this figure to over $4 billion[1]. Despite its strong agricultural economy, the County faces a 20,000-unit housing deficit[2], with many low- and moderate-income households, particularly Latino/a residents (50% of the population), struggling to find affordable housing.

In addition, pressure on the housing market is driven by growth in bedroom communities like Lathrop, Manteca, Mountain House, and Tracy. With a population that surpassed 750,000 in 2021 and projected to reach 1 million in 30 years[3], the County's transportation challenges are also mounting, with nearly 50% of residents facing gaps in transportation access[4]. The transportation sector, responsible for about 40% of California's greenhouse gas (GHG) emissions[5], also contributes to poor air quality, primarily due to passenger vehicles. Access to sustainable transportation options is essential for improving public health in San Joaquin County and achieving the state of California's goal of reducing GHG emissions by 85% below 1990 levels by 2045.

Clean mobility options such as electric carshare, bike share, zero-emission buses, and other transit alternatives provide affordable transportation options for those who don't own a vehicle or prefer not to drive. A regional network of mobility hubs featuring electric vehicle (EV) charging stations, carsharing services, transit access, and other clean, affordable travel choices can help reduce transportation insecurity in the County while lowering GHG emissions that contribute to environmental impacts.

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[1] Data from the *2023 San Joaquin County Crop Report* (San Joaquin County, 2024).
[2] Data from the *San Joaquin County Affordable Housing Needs Assessment Technical Memo* (SJCOG, 2022).
[3] Based on San Joaquin County population data collected between 2005 and 2021, and population forecasts for 2021–2060 from the U.S. Census Bureau.
[4] Data from Caltrans Transportation Equity Index (EQI), for more information, visit: https://dot.ca.gov/programs/esta/race-equity/eqi
[5] Data from *California Greenhouse Gas Emissions from 2000 to 2022: Trends and Emissions and Other Indicators* (California Air Resources Board, 2024).

1.1 Plan Organization

This plan is organized into the following five chapters:

- **Chapter 1 – Introduction:** Describes the vision and goals of *the San Joaquin Regional Mobility Hub Plan*.
- **Chapter 2 – Mobility Hub Typology:** Provides an overview of the different types of mobility hubs applicable to San Joaquin County, including a description of typical amenities and services offered at each hub type, and their potential effectiveness in reducing VMT.
- **Chapter 3 – Shaping Mobility Together**: Describes the community engagement process conducted as part of this plan, as well as the engagement activities planned for the upcoming demonstration project.
- **Chapter 4 – Mobility Hub Suitability & Recommended Network:** Details the methodology and findings of the mobility hub suitability analysis for San Joaquin County, used to identify 42 recommended sites for mobility hub improvements.
- **Chapter 5 – Implementation Playbook:** The Implementation Playbook provides a comprehensive guide for planning, designing, and implementing mobility hubs using a Physical-Digital-Policy framework, which integrates physical infrastructure, digital tools, and supportive policies to enhance connectivity, ensure equitable access, and advance sustainable transportation solutions.

What are Mobility Hubs?

A mobility hub is a central location that integrates various modes of transportation to facilitate seamless and efficient travel for individuals. It typically includes a combination of public transit services (such as buses, trains, or shuttles), shared mobility options (like bikes, scooters, and carsharing services), and supportive infrastructure (such as parking, charging stations for electric vehicles, and facilities for pedestrians and cyclists).

Mobility hubs are designed to enhance connectivity, reduce dependency on SOVs, and promote sustainable transportation options. They often feature amenities like real-time travel information, ticketing services, and safe, accessible spaces for transfers between different modes of transport. Mobility hubs can integrate public and private mobility services, enhancing both the customer experience and the resilience of the transportation system.

Mobility hubs are transformative because they integrate various transportation options (such as transit, biking, walking, and shared mobility) into a single, accessible location, making it easier for people to switch between modes and reduce reliance on personal vehicles. By offering improved connections to sustainable and convenient travel choices, mobility hubs have the potential to reduce traffic congestion, lower greenhouse gas emissions, and improve mobility for San Joaquin County residents. They can also support economic development and social equity by connecting disadvantaged communities to job opportunities, essential services, and housing.

1.2 Plan Overview

The *San Joaquin Regional Mobility Hub Plan* is designed to address the growing need for diverse transportation options in response to rising vehicle miles traveled (VMT) and increasing congestion across the region. As the region experiences significant urban development and population growth, there is an increasing need for additional travel options to meet the mobility needs of residents, especially in disadvantaged communities[6]. This plan aims to create a network of mobility hubs that will provide residents with access to clean, efficient, and equitable transportation options, reducing dependency on single-occupancy vehicles (SOV) and supporting the region's broader sustainability goals.

The *San Joaquin Regional Mobility Hub Plan* is led by the San Joaquin Council of Governments (SJCOG) in partnership with a Partner Agency Group (PAG) comprised of the region's local jurisdictions and transit agencies. The *San Joaquin Regional Mobility Hub Plan* is split into a planning phase and implementation phase.

The **planning phase** lays the groundwork for establishing a long-term, self-sustaining network of mobility hubs that promote sustainable travel, enhance access to opportunities, and meet the needs of disadvantaged communities. Through research, community outreach, and stakeholder collaboration, this phase focuses on identifying suitable locations for mobility hubs and outlining implementation strategies to support future mobility hub development across San Joaquin County.

The **implementation phase** will put this plan into action, starting with a demonstration project at a site to be determined, which will inform future mobility hub implementation and community development efforts across the region. The demonstration project is intended to be a permanent infrastructure improvement.

1.2.1 Plan Background

The *San Joaquin Regional Mobility Hub Plan* is designed to support the region's efforts to integrate transportation, housing, and climate resiliency in line with the Regional Early Action Planning Grants of 2021 (REAP 2.0) guidelines. The plan will guide public agencies and developers in implementing mobility hubs across San Joaquin County, supporting affordable housing by providing residents with improved connections to various transportation options.

Local Planning Guidance

The *San Joaquin Regional Mobility Hub Plan* builds on the existing conditions and the neighborhood suitability analysis led by SJCOG and summarized in the *San Joaquin Regional Mobility Hub Suitability Report* (SJCOG, November 2024). The suitability analysis also builds upon prior SJCOG planning efforts listed below:

- *2022 Regional Transportation Plan / Sustainable Communities Strategy* (SJCOG, 2022)
- *San Joaquin County Regional Congestion Management Program – 2023 Monitoring Report* (SJCOG, 2023)
- *San Joaquin County Alternative Fuels Vision Plan* (SJCOG, 2023)
- *Community, Diversity, and Displacement Study* (SJCOG, 2022)

[6] Disadvantaged communities are defined by the California Environmental Protection Agency (CalEPA) as areas that are disproportionately burdened by multiple sources of pollution and have population characteristics such as low income, high unemployment, and limited educational attainment. These communities are identified using CalEnviroScreen, CalEPA's environmental health screening tool. For more information, visit: https://calepa.ca.gov/envjustice/ghginvest/

The suitability analysis established criteria for identifying appropriate mobility hub locations within San Joaquin County. Based on this analysis, a network of 42 priority sites was identified for potential mobility hub improvements across the county, with three sites under consideration for near-term improvements as part of a demonstration project.

The development of the *San Joaquin Regional Mobility Hub Plan* included community engagement efforts, involving collaboration with the PAG and input gathered through a community survey. The survey aimed to identify preferred mobility hub sites, amenities, and services. The implementation phase will also feature a community workshop and several pop-up events to guide the design and implementation of the demonstration project.

Best Practice Guidance

The following mobility hub plans were reviewed as precedent studies, offering best practice guidance for the development of mobility hubs in San Joaquin County. These plans provided valuable insights into site selection, typologies, design principles, multimodal infrastructure components, programmatic features, funding strategies, and operational approaches, helping to inform the planning and implementation of an effective mobility hub network.

- *Regional Mobility Hubs Design Guidance* (Sacramento Council of Governments, SACOG, 2024)
- *Bay Area Regional Mobility Hubs – Mobility Hub Implementation Playbook* (Metropolitan Transportation Commission, MTC, 2021)
- *Identifying Best Practices for Mobility Hubs* (TransLink, 2019)
- *Mobility Hub Typology Study* (Portland Bureau of Transportation, 2020)
- *Mobility Hubs: Where People Go to Move* (Shared-Use Mobility Center, 2019)
- *Regional Mobility Hub Implementation Strategy – Mobility Hub Features Catalog* (San Diego Association of Governments, 2017)
- *Mobility Hubs: A Reader's Guide* (Los Angeles Department of Transportation, LADOT, 2016)

Collectively, these resources emphasize the importance of tailoring mobility hubs to local land use and infrastructure context, and community needs, while ensuring they support multimodal integration, equitable access, and sustainability goals. SACOG's *Regional Mobility Hubs Design Guidance* (2024) offers a region-specific framework that prioritizes equity and first/last-mile connectivity. MTC's Implementation Playbook (2021) and TransLink's Best Practices (2019) highlight actionable steps for deployment, governance, and performance monitoring. Portland's Typology Study (2020) and San Diego's Features Catalog (2017) provide tools for categorizing hubs and selecting appropriate infrastructure based on site characteristics. Meanwhile, guidance from the Shared-Use Mobility Center (2019) and LADOT (2016) underscores user-centered design, technology integration, and partnerships as key elements for successful mobility hubs. Together, these plans offer a foundation for designing scalable, accessible, and future-ready mobility hubs in San Joaquin County.

Ultimately, the *San Joaquin Regional Mobility Hub Plan* aims to create a cohesive and comprehensive mobility hub network that aligns with SJCOG's broader efforts to accelerate infill development, reduce VMT, and affirmatively further fair housing. The *San Joaquin Regional Mobility Hub Plan* can also serve as a guide for VMT mitigation efforts in future transportation infrastructure and development projects.

1.3 Regional Mobility Hub Plan Vision & Goals

1.3.1 Vision

The *San Joaquin Regional Mobility Hub Plan* will guide the implementation of a sustainable and equitable mobility hub network that improves local and regional connectivity, supports affordable housing, and meets the needs of San Joaquin County's diverse communities.

The mobility hub network will address diverse use cases and demographic needs through various mobility hub typologies, all connected by an implementation framework that links public, private, and community transportation options. The *San Joaquin Regional Mobility Hub Plan* serves a unique regional profile compared to previous mobility hub plans, which have focused on dense urban cores like the Bay Area and Los Angeles. While incorporating best practices from these areas, the recommendations for hub locations, typologies, and mobility options are tailored to San Joaquin County's needs.

With 76% of county residents driving alone to work[7], car-dependence is a significant reality across the region. Instead of working against this trend, the *San Joaquin Regional Mobility Hub Plan* seeks to leverage it to help achieve the region's VMT reduction goals.

1.3.2 Goals

The *San Joaquin Regional Mobility Hub Plan* is funded through the REAP 2.0 program administered by the California Department of Housing and Community Development (HCD). The objectives of this plan are aligned with the goals outlined in the REAP 2.0 guidelines.

Goal 1: Support Infill Housing Developments Near Transit

- Align mobility hub locations with regional housing priorities, especially in infill and underserved areas, to support access to transportation options and reduce reliance on single-occupancy vehicles.
- Facilitate the development of affordable housing by providing essential infrastructure that supports sustainable, transit-oriented communities.

Goal 2: Reduce Vehicle Miles Traveled

- Develop mobility hubs that reduce SOV trips, supporting the region's efforts to reduce VMT and meet climate goals.
- Integrate emerging mobility technologies and best practices to create adaptable and future-ready transportation infrastructure.

Goal 3: Improve Regional Connectivity and Community Development

- Strategically locate mobility hubs to enhance connectivity across San Joaquin County, linking residential, commercial, and recreational areas.
- Stimulate economic growth by establishing mobility hubs as anchors for community development, attracting investments, supporting local businesses, and aligning with Affirmatively Furthering Fair Housing (AFFH) principles.
- Design mobility hubs with a strong emphasis on equity, ensuring that all community members, especially disadvantaged communities, have access to reliable and sustainable transportation options, furthering fair housing goals.

[7] Data from U.S. Census Bureau's *2018-2022 American Community Survey (ACS) 5-Year Estimates for San Joaquin County*.

This vision and goals will guide the development and implementation of the *San Joaquin Regional Mobility Hub Plan*, ensuring that it meets the current and future needs of the region's residents while supporting broader state and regional objectives.

1.4 Existing Conditions

A detailed analysis of existing land uses and the built environment across San Joaquin County is summarized in the *San Joaquin Regional Mobility Hub Plan*, which builds on the *San Joaquin Regional Mobility Hub Suitability Report* (SJCOG, November 2024). SJCOG, in collaboration with Fehr & Peers, compiled readily available data from previous planning documents, supplemented by additional data provided by various partner agencies. Leveraging extensive transportation planning and land use data generated through recent studies, the San Joaquin Regional Mobility Hub Plan builds upon this foundation. Summaries of existing and future conditions are presented in maps available online through the plan's web portal:

https://fehrandpeers.maps.arcgis.com/apps/instant/sidebar/index.html?appid=62f29415575641e18e83bc8cf48e4a7e

All data used in the development of the mobility hub suitability analysis and the identification of recommended priority neighborhoods is summarized in the web maps linked above.

1.4.1 Commute Mode Split Baseline

University of the Pacific (UOP) staff provided extensive transportation data summarized from the U.S. Census Bureau's 2018-2022 American Community Survey (ACS) 5-Year Estimates for San Joaquin County. This ACS data offers valuable insights into travel demographics across the County, which can inform amenities, services and programs that can be considered at specific mobility hub sites.

The mode split data in **Table 1** reveals several key trends in commuting behavior across different areas of San Joaquin County. Most commuters in all cities and unincorporated areas drive alone, with percentages ranging from about 59% in Mountain House to over 82% in Ripon. Carpooling is the second most common mode of transportation, particularly in Mountain House (17%) and Lathrop (16%), indicating some degree of shared travel among residents.

Public transportation usage is generally low across the region, with the highest percentage observed in Mountain House at 3.3%. Active transportation modes like walking and bicycling are also minimal, though Escalon stands out with a higher percentage of commuters walking (5.8%) and bicycling (1.9%) compared to other areas. Additionally, the percentage of people working from home is notably higher in Mountain House (16%) than in other areas, reflecting potential flexibility in job locations or remote work opportunities in this community. Overall, the data suggests a strong reliance on personal vehicles for commuting, with limited adoption of transit and active transportation modes.

The data in **Table 1** presents a baseline of travel behavior throughout the region, which is a good benchmark to measure system performance enhancements against.

Additional travel demographics and existing conditions data is provided in the *San Joaquin Regional Mobility Hub Suitability Report* (SJCOG, November 2024).

Downtown Lodi Multimodal Transit Station

Table 1: Average Commute Mode Split

Mode	Escalon	Lathrop	Lodi	Manteca	Mountain House	Ripon	Stockton	Tracy	Unincorporated
Drive Alone	75.5%	73.5%	78.0%	75.8%	59.4%	82.8%	77.8%	72.8%	76.4%
Carpool	7.2%	15.6%	10.6%	11.4%	17.3%	6.8%	13.1%	11.5%	15.2%
Public Transit	0.0%	1.9%	0.4%	2.0%	3.3%	0.7%	1.3%	1.7%	0.6%
Taxicab	0.0%	0.1%	0.0%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%
Motorcycle	0.0%	0.2%	0.0%	0.2%	0.2%	0.8%	0.0%	0.5%	0.2%
Bicycle	1.9%	0.4%	0.5%	0.2%	2.3%	0.5%	0.3%	0.2%	0.2%
Walk	5.8%	0.4%	1.8%	0.9%	0.0%	0.3%	0.9%	1.1%	1.9%
Other Means	0.0%	0.7%	0.6%	0.7%	1.6%	0.4%	0.8%	0.8%	0.5%
Work From Home	9.6%	7.2%	8.0%	8.6%	16.0%	7.8%	5.7%	11.4%	9.2%

Source: 2018-2022 American Community Survey 5-Year Estimates (U.S. Census Bureau).

Transit Stops Throughout San Joaquin County

2. Mobility Hub Typology

A successful mobility hub effectively integrates the local land use, infrastructure, and community context with a positive user experience by creating an environment that is efficient, comfortable, and easy to navigate, offering a wide range of transportation options. The hub's design should clearly articulate the intended outcomes for both the site and its users, ensuring alignment with community needs and regional priorities. The intended uses can vary from one hub to another and may evolve over time based on continuous community feedback and evaluation. Hubs must remain adaptable to effectively meet user needs.

The form, function, and amenities of each mobility hub are influenced by various built environment and land use factors. To inform the development of mobility hub typologies, amenities, and services suitable for San Joaquin County, Fehr & Peers reviewed several mobility hub plans[8] from other regions in the United States and Canada. While many of these plans were designed for denser urban areas, certain elements were still relevant and adaptable to San Joaquin County's context. The *San Joaquin Regional Mobility Hub Plan* customizes a typology system based on applicable best practices. Three hub types—regional commuter hub, downtown hub, and community hub—were identified as the most suitable for San Joaquin County based on the types of trips each hub is primarily designed to serve. While terminology for hub types may differ across various mobility hub plans, they generally align in terms of the trip types they primarily support. Detailed descriptions of each hub type are provided below.

[8] List of mobility hub plans reviewed to identify best practices, include: *Bay Area Regional Mobility Hubs – Mobility Hub Implementation Playbook* (Metropolitan Transportation Commission, 2021), *Identifying Best Practices for Mobility Hubs* (TransLink, 2019), *Mobility Hubs: A Reader's Guide* (Los Angeles Department of Transportation, 2016), *Mobility Hub Typology Study* (Portland Bureau of Transportation, 2020), *Regional Mobility Hub Implementation Strategy – Mobility Hub Features Catalog* (San Diego Association of Governments, 2017).

2.1 Regional Commuter Hubs

As of 2021, 54% of San Joaquin County residents were employed outside the county, reflecting a steady increase from 52% in 2017[9]. This trend indicates a growing pattern of out-of-county commuting, underscoring the importance of regional transportation networks and the need for mobility hubs to enhance access to regional transit and ridesharing programs. As a result, a regional commuter hub typology was identified as appropriate for San Joaquin County.

Regional commuter hubs connect San Joaquin County residents with job centers both within and beyond the county by offering access to regional transit services and rideshare options. These hubs are typically located at transit centers, train stations, and park-and-ride facilities, making them particularly effective in reducing VMT for residents commuting to other cities and counties.

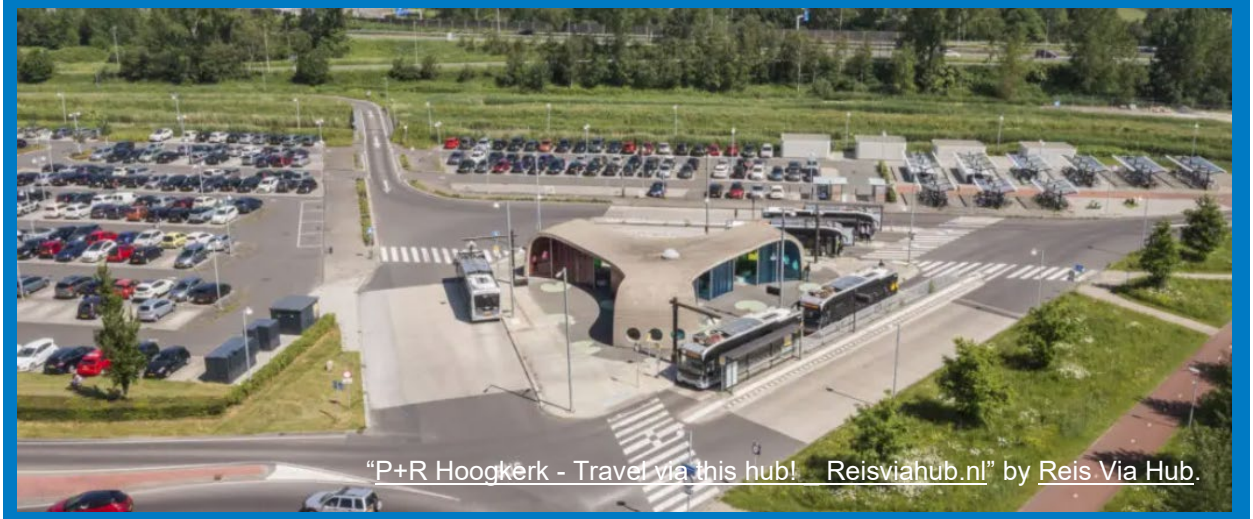
Given the lower-density suburban and rural neighborhoods throughout San Joaquin County, many residents do not have the option to walk or bike to a mobility hub. As a result, many regional commuters need to drive to access regional commuter hubs. It is therefore important that these hub types include on-site vehicle and bicycle parking, passenger pick-up and drop-off zones, and accommodations for rideshare services and taxis. Regional commuter hubs typically offer the most comprehensive range of amenities and services and are versatile enough to serve all land use types. Their effectiveness is further enhanced when supported by a surrounding network of downtown and community hubs that connect various land uses to these regional facilities.

Regional Commuter Hub – Transit Center Concept

Regional Commuter Hub – Park-and-Ride Concept

[9] Source: 2018-2022 American Community Survey 5-Year Estimates (U.S. Census Bureau).

Mobility Hubs in Lower Density Neighborhoods



"P+R Hoogkerk - Travel via this hub! Reisviahub.nl" by Reis Via Hub.

P+R Hoogkerk Hub, Netherlands

This regional commuter hub is situated on the outskirts of Groningen, Netherlands, near a major highway exit. It provides connections to both regional and local bus services. The hub features a large park-and-ride facility, a covered waiting area, and bike share services for added convenience. It serves as a key connection point for residents in the outer areas of Groningen.

Screenshot from Google Maps. Map data © 2024 Google.

Gavere Brandweerstraat Hub, Belgium

This regional commuter hub is in the village of Gavere, a rural area south of Ghent. It is one of the few hubs in the rural parts of Belgium that offers both car and bike sharing services. The primary transportation options at this hub include bikes, cars, and buses. In addition, the hub features amenities such as mail package lockers, covered bike storage, a bike repair station, EV charging stations, and limited off-street parking stalls.

2.2 Downtown Hubs

A downtown hub typology was selected based on the unique characteristics and opportunities found in downtown areas across San Joaquin County. While places like Downtown Stockton represent denser urban centers and others like Downtown Ripon are less dense, both typically provide limited off-street parking. However, these areas often have more on-street parking options compared to other commercial neighborhoods, and their street configurations offer greater potential to accommodate mobility hubs within the public right-of-way. Downtown hubs are typically situated in urban cores that serve as key centers of economic, civic, and cultural activity, surrounded by a diverse mix of land uses. These hubs play an important role in connecting residents to local job centers, commercial districts, and vibrant social spaces such as restaurants, shops, and entertainment venues.

Usually located curbside, downtown hubs can repurpose on-street parking lanes to support micromobility services like bike and scooter share, as well as passenger pick-up/drop-off zones and truck loading areas. They also connect to local and regional transit services and often include pedestrian-focused amenities such as benches, shelters, and real-time transit information.

Given the high demand for curb space in downtown areas, where multiple transportation modes compete for space, effective curbside management is essential to ensure efficient operations. Furthermore, the robust pedestrian infrastructure commonly found in downtown environments enhances walkability and supports active transportation access to mobility hubs. While downtown hubs may not offer the same regional VMT reduction potential as regional commuter hubs, they can still help reduce VMT for commuters, especially those who live and work within San Joaquin County. Downtown hubs also offer strong placemaking potential for creating vibrant public spaces within denser populated, mixed-use areas.

Downtown Hub Concept

2.3 Community Hubs

Community hubs connect residential developments with nearby neighborhoods, commercial centers and parks, making them more suitable for most neighborhoods throughout San Joaquin County compared to regional commuter and downtown hubs. These hubs are in residential neighborhoods, shopping centers, and parks, and can provide essential amenities such as local transit services, EV charging stations, carshare services, bicycle parking, and micromobility options. The amenities at community hubs are customized to meet the specific needs of each neighborhood they serve, which can vary. While community hubs effectively support local travel, their impact on reducing VMT is less significant than that of regional commuter and downtown hubs, as they focus primarily on improving accessibility within local areas rather than facilitating long-distance commutes. However, the VMT reducing effectiveness of community hubs can increase when they connect via transit and/or bikeways to other regional commuter and downtown hubs.

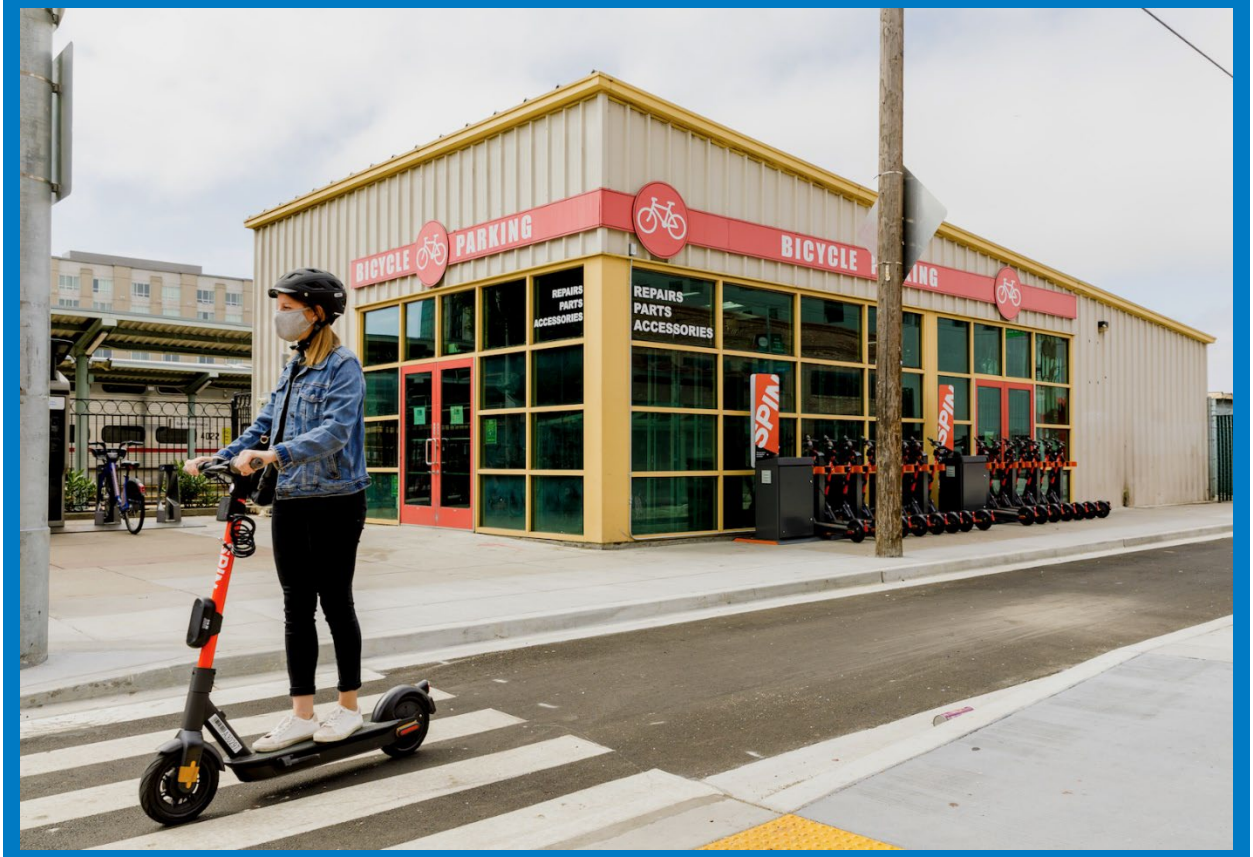
By addressing local mobility needs, community hubs enhance connectivity within cities, making daily commutes, daily needs shopping, and access to healthcare services more convenient and sustainable for residents. Community hubs are well-suited for San Joaquin County because they offer flexible, neighborhood-scale mobility solutions that can be tailored to the specific needs of diverse residential, commercial, and recreational areas across the county. Their ability to enhance local connectivity and support short trips makes them ideal for improving accessibility in suburban and rural settings, while also complementing regional commuter and downtown hubs through integrated transit and active transportation networks.

Community Hub - Residential Concept

Community Hub – Shopping Center Concept

Community Hub – Park Concept

Mobility Hubs in California



Caltrain Mobility Hub Case Study, San Francisco, California

The COVID pandemic placed Caltrain's successful secure valet bike parking program in dire straits. Located at Caltrain's busiest train depot, SF Caltrain BikeHub historically parked over 200 bikes daily during peak months. Operating costs are partially paid by the Peninsula Corridor Joint Powers Board (PCJPB) but are offset by operating revenues from bike repairs and sales. But with Caltrain's ridership levels declining by over 90% in 2020, operator Tranzito had to come up with new ways to increase revenues.

Tranzito proposed a pilot program to rebrand Caltrain BikeHub into Caltrain Mobility Hub. The PCJPB approved a measure allowing the program to gain management authority over exterior real estate, which could then be converted into an area for scooter charging docks. Tranzito partnered with Spin to provide real estate for scooter docks, customer service, and daily sweeps in the train station and public rights-of-way to ensure scooters are properly parked.

Tranzito also partnered with FlixBus, offering customer service and ticket sales for bus users. Future plans call for outdoor advertising and other mobility-enhancing offerings. These changes increased revenues by 18%, allowing secure valet bike parking to remain a viable service even through a challenging time - while also improving pedestrian safety and offering more services to transit riders.

Mobility Hubs in California

Sidewalk Transit and Amenities Program (STAP) Case Study, Los Angeles, California

The curb is the most contested piece of real estate in any city. The demand for curbspace grows exponentially - on-street parking, on-demand and package delivery vehicles, ridesharing vehicles, shared micromobility, EV charging - while the supply remains finite. This growing conflict and frustration between public agencies and private operators has resulted in increased congestion in the right-hand lane, leading to real equity and environmental issues. Traffic faces bottlenecks downtown, buses become slower with more unpredictable arrivals, and greenhouse gas emissions increase as vehicles idle or look for parking.

Curbside mobility hubs can help unlock this supply / demand mismatch. By colocating seemingly disparate street furniture together - networked together in a shared digital infrastructure and managed in a holistic manner - supply of curbspace is virtually created in a stacking methodology to meet growing demand. A single curbspace can be used for multiple vehicles and mobility options, whether moving people or packages. Shared lockers and charging stations can be used to satisfy multiple people, companies, and use-cases. Power, data, sensors, and video can be used by multiple parties and coordinated for management of complete streets.

Tranzito articulated its vision of the curb - and that Today's bus stops are Tomorrow's mobility hubs - for the City of Los Angeles' new Sidewalk and Transit Amenities Program (STAP). STAP will manage the rollout of the City's 3,000 next generation bus shelters and other street furniture such as scooter docks, bike parking, shared delivery lockers, urban panels, and more. All furniture will be networked, expandable, and completely under the control of the City. Future innovations are considered such as wayfinding, emergency broadcasting, bus-lane enforcement, and more.

Table 2 provides a high-level comparison of the three mobility hub types identified for San Joaquin County.

Table 2: San Joaquin County Mobility Hub Typology Comparison

Key Hub Elements	Regional Commuter Hub	Downtown Hub	Community Hub
Primary Objective	Facilitate Residential Connections to Jobs Within and Outside San Joaquin County	Facilitate Residential Connections to Jobs within San Joaquin County	Facilitate Residential Connections to Surrounding Neighborhoods
Potential Locations	Transit Centers, Train Station, Park-and-Ride Lots	Downtown Areas, Central Business Districts	Residential Neighborhoods, Shopping Centers, Parks, Healthcare Facilities
Supporting Land Uses	All	Offices, Mixed-Use Residential Developments	Residential, Commercial, Parks, Healthcare Facilities
Target Trip Types	Regional Trips	Regional and Local Trips	Local Trips
VMT Reduction Potential	High	Medium	Low

Source: Fehr & Peers, March 2025.

2.4 Mobility Hub Elements

Mobility hubs provide a range of multimodal infrastructure amenities and supporting services, which can vary by hub type and even among hubs of the same type. The effectiveness of a hub in reducing local or regional VMT depends on the quality of first-mile/last-mile connections it offers, as well as the range and frequency of connecting transit services. Mobility hub elements are grouped into the following five categories:

- Transit Infrastructure & Services
- Pedestrian Access
- Micromobility Infrastructure & Services
- Parking Infrastructure & Ridesharing Services
- Placemaking Amenities & Services

The sections below provide a summary of the various amenities and services in each category.

2.4.1 Transit Infrastructure & Services

Mobility hubs provide the range of transit infrastructure and services listed below and in **Table 3**.

Transit Loading Zones – loading zones are designated on-street or off-street curb spaces for transit passengers to be safely dropped off or picked up at a mobility hub site. Transit loading zones should be separate from other passenger loading zones, such as rideshare, carpool, and taxi loading zones.

Transit Waiting Areas – providing waiting areas for transit passengers at mobility hubs improves the user experience. At a minimum, transit waiting areas should provide shelter, seating, waste bins, transit route information, and lighting. Transit waiting areas should be adjacent to transit loading zones without obstructing passenger boarding and alighting operations.

Transit Waiting Areas

Table 3: Mobility Hub Elements by Type

Category	ID	Description	Mobility Hub Type Suitability		
			Regional Commuter	Downtown	Community
Transit Infrastructure & Services	1	Transit Loading Zones	✓	✓	■
	2	Transit Waiting Areas	✓	✓	■
	3	Fixed-Route Transit Service	■	✓	■
	4	Microtransit Service	●	■	●
	5	Real-Time Travel Information	✓	■	●
Pedestrian Access	6	Walkways at Mobility Hub	✓	✓	✓
	7	Walkways Connecting to Mobility Hub	✓	✓	✓
	8	Pedestrian Crossings	✓	✓	✓
Micromobility Infrastructure & Services	9	Bikeways	✓	■	■
	10	Bike Crossings	■	■	■
	11	Bike Parking	✓	■	✓
	12	Bike & Scooter Sharing Programs	■	■	■
	13	Bike Repair Station	●	■	●
Parking Infrastructure & Ridesharing Services	14	Off-Street Car Parking	✓	●	●
	15	EV Charging Station	■	●	■
	16	Carshare Service	■	■	■
	17	Rideshare Services	✓	■	●
	18	Rideshare Passenger Pick-Up / Drop-Off Zone	✓	■	●
Placemaking Amenities & Services	19	Public Spaces	●	●	●
	20	Retail Uses	●	●	●
	21	Signage & Wayfinding	✓	✓	✓
	22	Public Wi-Fi	■	●	●
	23	Street Furniture	■	■	●
	24	Ambassadors	●	●	●
	25	Universal Payment System	●	●	●

Legend: ✓ = Essential ■ = Recommended ● = Optional

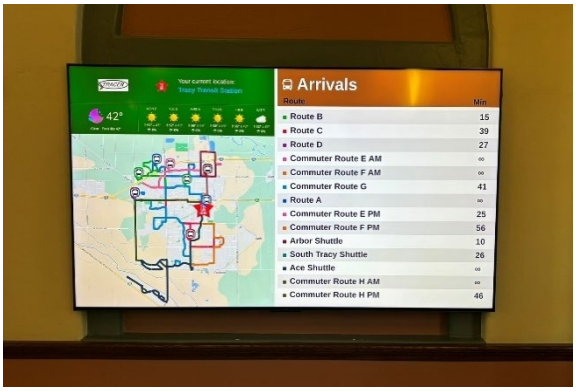
Fixed-Route Transit Service - fixed-route transit service operates on a predetermined path with scheduled stops and specific times. This type of service includes buses, shuttles, and trains, allowing passengers to board and alight at designated locations along the way.

Fixed-Route Transit Service

Microtransit Service - microtransit is a flexible, on-demand public or private transportation service that operates in response to real-time passenger requests rather than following a fixed route. It typically uses smaller vehicles, such as vans or shuttles, and can provide more customized, efficient service in areas with lower demand or where traditional fixed-route transit may not be practical. Microtransit bridges the gap between fixed-route transit and ridesharing services, offering a convenient option for first-mile/last-mile connections.

Microtransit Vehicle ("SMART Connect Van at Larkspur Station" by Pi.1415926535 is licensed under CC BY-SA 4.0.)

Real-Time Travel Information - provides up-to-the-minute updates on the status of public transit services, including arrival times, delays, and vehicle locations. Accessible through mobile applications, websites, or digital displays at transit stops, this information helps passengers make informed decisions, improving their overall travel experience by reducing uncertainty and wait times.



Real-Time Information Display

2.4.2 Pedestrian Access

Most mobility hub users become pedestrians at some point during their journey, making pedestrian access essential. It ensures that people can easily and safely reach transit services, and a well-designed pedestrian network around a mobility hub encourages walking, reduces vehicle reliance, and enhances the hub's overall effectiveness by improving accessibility for everyone. Additionally, robust pedestrian access supports first-mile/last-mile connections, increasing the hub's functionality. Key pedestrian infrastructure improvements include:

Walkways - walkways connect pedestrians from mobility hubs to key destinations all through the County. Therefore, these walkways should provide a safe accessible walking environment that attract users of all ages and abilities. This can be accomplished through the implementation of wide walkways, efficient routes, landscaping treatments, and pedestrian-scale lighting.

Pedestrian Crossings - pedestrian crossings are important for connecting pedestrians to mobility hubs and ensuring their safety. Safe crossings enhance pedestrian visibility and provide essential access both to and within a mobility hub. Improving existing crossings and designing new ones to meet the latest crossing treatment standards are vital steps in creating a secure and accessible environment for all users.

Pedestrian Crossings

2.4.3 Micromobility Infrastructure & Services

Micromobility infrastructure and services are essential components of mobility hubs, offering flexible, sustainable, and efficient transportation options for short trips. By providing dedicated spaces for bikes, scooters, and other small vehicles, as well as charging stations and secure parking, mobility hubs can seamlessly integrate micromobility into the broader transportation network. This enhances first-mile/last-mile connections, making it easier for people to reach transit services or their final destinations without relying on cars. Additionally, micromobility options reduce local and regional VMT, while offering convenient alternatives that cater to the diverse needs of San Joaquin County residents. Robust micromobility infrastructure at mobility hubs supports a more accessible, efficient, and environmentally friendly transportation system. Key micromobility infrastructure and services provided at mobility hubs are listed below and in **Table 3**.

Bikeways - accessible and well-designed bikeways (bike paths, bike lanes and bike routes) are critical for enabling safe and convenient cycling to and from mobility hubs. They play a key role in the transportation network by providing direct access to nearby destinations and connecting cyclists to transit stops and mobility hubs. Additionally, designated bikeways increase driver awareness of cyclists on the road, promoting safer interactions and encouraging slower vehicle speeds, generally enhancing roadway safety for all users.

Bikeways

Bike Crossings - bike crossing treatments, such as bike signals, median refuge islands, and bike boxes, can improve safety and efficiency of cyclists accessing mobility hubs. These features help cyclists navigate intersections and busy roads, reducing conflicts with vehicles and providing clear, dedicated spaces for crossing. By enhancing safety and visibility, these treatments encourage more people to cycle to and from mobility hubs.

Bike Signal
("Bike Signal" by Oregon Department of Transportation is licensed under CC BY 2.0.)

Bike Parking - bike parking at mobility hubs offers secure and convenient bike parking options, which can encourage more people to bike to and from mobility hubs. The type of bike parking provided depends on how long users will need to park their bikes. For short-term parking, outdoor bike racks and bike corrals are ideal, while long-term options include bike lockers and bike rooms. Both short- and long-term parking options enhance security and convenience when placed in visible, well-maintained locations.

Bike Parking

Bike & Scooter Sharing Programs - bike and scooter sharing programs, including e-bikes and e-scooters, are designed to enhance transit access and connectivity to nearby destinations by offering convenient short-term rentals. These programs allow users to rent a bike or scooter at one mobility hub and return it at another, facilitating first and last-mile travel. Whether publicly operated or privately managed, these programs aim to provide seamless, integrated mobility options that improve the overall efficiency of the transportation network. Docks are typically located near transit stops and key commercial or residential areas, ensuring visibility and easy access for users.

Bike & Scooter Sharing Programs
(Bottom photo attribution: "Electric Scooters Sharing by Link. E-Scooters Parked on the Sidewalk" by Ivan Radic licensed under CC BY 2.0.)

Bike Repair Station - bike repair stations at mobility hubs offer cyclists convenient access to tools and resources for maintaining and fixing their bikes. These stations can range from do-it-yourself setups with basic tools for minor repairs and adjustments to staffed stations that provide professional assistance. By including bike repair stations, mobility hubs support a seamless cycling experience, ensuring that users can quickly address mechanical issues and continue their journey. Positioned near transit stops and key cycling routes, these repair stations contribute to a more reliable and accessible transportation network, encouraging more people to choose cycling as a mode of transport.

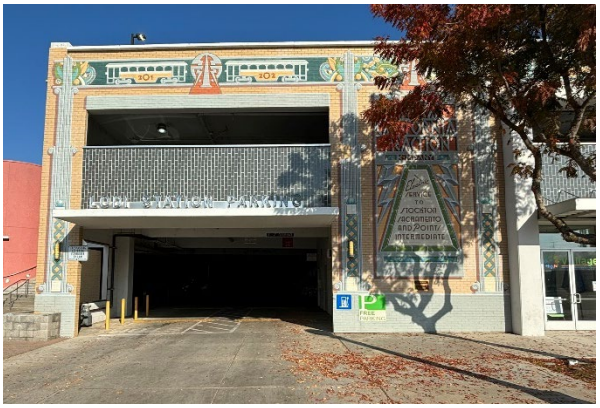
Bike Repair Stations
(Top photo attribution: "Bike Repair Station at Hennersdorf Station" by jonworth-eu is licensed under CC BY 2.0.)

2.4.4 Parking Infrastructure & Rideshare Services

Accommodating any combination parking infrastructure and rideshare services make it convenient for users to transition from personal vehicles to public transit or other mobility options, supporting seamless first and last-mile connections. This includes car parking, EV charging stations, carshare options, and designated ridesharing drop-off/pick-up locations. By integrating these elements, mobility hubs can better serve a diverse range of users, improving overall accessibility and efficiency. Key parking infrastructure and rideshare services provided at mobility hubs are listed below and in **Table 3**.

Off-Street Car Parking – off-street car parking at mobility hubs facilitates transitions between personal vehicles and public transit, enabling users to easily access the hub and continue their journey using other transportation modes. Parking infrastructure is a key component of park-and-ride facilities at mobility hubs, supporting first and last-mile connectivity. It enhances accessibility and convenience for a broader range of travelers who cannot reach hubs by walking or biking.

Off-Street Car Parking



Off-Street Car Parking

EV Charging Station – EV charging stations at mobility hubs support the growing adoption of electric vehicles, providing convenient access to charging while users transition to other modes of transportation. They also promote sustainability by encouraging the use of cleaner, more environmentally friendly vehicles as part of an integrated transportation network.

EV Charging Stations

Carshare Services – carshare services at mobility hubs can reduce the need for personal vehicle ownership. These services, which can be operated by public or private operators, provide convenient access to shared vehicles, enhancing flexibility and sustainability within the transportation network.

Carsharing Service
(Bottom photo attribution: "Míocar – We Shape the Future of Carshare Mobility" by Míocar.)

Rideshare Services - rideshare services, including both on-demand options provided by transportation network companies (TNCs) like Uber and Lyft, as well as carpooling services (e.g. Scoop, Waze, Casual Carpool, etc.), can be accommodated at mobility hubs to offer flexible transportation options. Unlike carshare services, which involve renting a vehicle for self-driving, rideshare services connect passengers with drivers, either through on-demand platforms or pre-arranged carpooling. These options make it easy to arrange pick-ups and drop-offs, enhance first and last-mile connectivity, reduce the need for personal vehicle use, and improve overall accessibility to mobility hubs and corresponding transit services.

Rideshare Passenger Pick-Up/Drop-Off Zone - rideshare passenger pick-up/drop-off zones at mobility hubs streamline the transfer between rideshare services, carpool services, and other modes of transportation. These designated areas enhance convenience for users, making it easier to access the mobility hub.

Carpool Passenger Pick-Up/Drop-Off Zone ("Carpool Parking Sign" by Richard Drdul is licensed under CC BY-SA 2.0.)

2.4.5 Placemaking Amenities & Services

Placemaking amenities and services at mobility hubs, such as signage and wayfinding, public spaces, complementary retail, public Wi-Fi, and street furniture, enhance the user experience and functionality of the hub. These features create inviting and accessible environments that encourage people to spend time in the hub, making it more than just a travel connection point. Common placemaking amenities and services offered at mobility hubs are listed below and in **Table 3**.

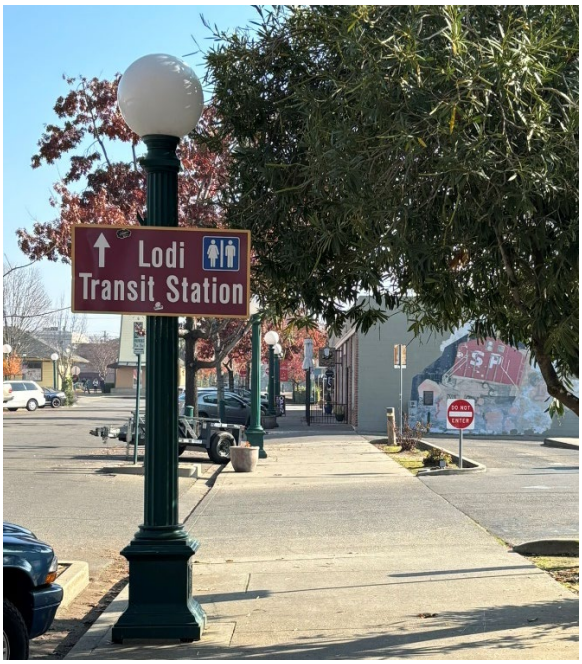
Public Spaces - public spaces at mobility hubs can activate a hub by encouraging social interaction, community participation, and enhancing first-last mile connectivity. These spaces, such as plazas, parks, landscaped seating areas, and community centers, provide flexible environments for various activities. For example, a mobility hub might feature a plaza with shaded seating and a small event space for local farmers' markets or community gatherings. Another example could be a landscaped park area with bike racks and benches, allowing commuters to relax or safely park their bicycles before transferring to public transit, making the hub more inviting and accessible while fostering a vibrant public realm and sense of community.

Public Plaza at Tracy Transit Station

Retail Uses - retail uses at mobility hubs allow users to conveniently access goods and services during their transit trips. This reduces the need for additional vehicular trips, enhancing first-last mile connectivity and making daily errands more efficient. Additionally, incorporating a mix of fixed and temporary retail spaces, including food vendors and markets, creates vibrant, active hubs that support the local economy and foster community interaction.

Retail Street Frontages

Signage & Wayfinding - signage and wayfinding improvements at mobility hubs enhance user navigation, making it easier for travelers to find their way to different transportation options and nearby destinations. Wayfinding amenities also include digital information kiosks, which can also provide real-time community messaging, public service announcements, in addition to real-time transit information. These features increase the overall accessibility and efficiency of the hub, improving the user experience.



Street Signage & Digital Information Kiosk (Bottom photo attribution: "Milpitas" by Soofa.)

Public Wi-Fi - public Wi-Fi at mobility hubs enhances convenience by allowing travelers to stay connected, access real-time transit information, and manage their travel plans on the go. It also supports digital inclusivity, providing internet access to those who may not have reliable connectivity elsewhere.

Street Furniture - street furniture at mobility hubs, such as planters, public art installations, seating and lighting enhances the overall user experience by creating a more welcoming and functional environment. These elements contribute to the aesthetic appeal of the hub, making it a more pleasant place to wait or pass through. Additionally, well-placed street furniture can improve safety and guide pedestrian flow.

Street Furniture

Ambassadors - ambassadors are trained personnel who provide information about the mobility hub, its amenities, and the connecting transit services, helping users with trip planning and answering questions. Their goal is to educate and build confidence in users, ensuring they can effectively navigate the surrounding transportation system.

Universal Payment System - Universal payment systems at mobility hubs streamline access to various mobility services by allowing users to find, access, and pay for transit, parking, carshare, EV charging, shared micromobility services, and more through a single mobile app or physical kiosk provided on-site. This integrated approach simplifies the user experience, making mobility hubs more efficient and user-friendly.

Transit Fare Payment Kiosk

2.5 VMT Reduction Effectiveness

Mobility hubs can address the County's growing need for diverse transportation options in response to the rising VMT and increasing congestion across the region. By design, mobility hubs bring together multiple modes into one location that provides people with more choice and flexibility for alternatives to driving personal vehicles. Reducing VMT is a primary goal of the *San Joaquin Regional Mobility Hub Plan*. The potential for a mobility hub to reduce VMT is site-specific and depends not only on the built environment and transportation services but also on the surrounding land uses.

Mobility hubs provide space for implementing and operating multimodal transportation demand management (TDM) infrastructure and programmatic elements. Some of these elements have a greater potential to reduce VMT than others. The effectiveness of VMT reduction depends on a variety of factors. The sections below provide a high-level overview of the potential VMT reduction effectiveness ranges that can be expected for typical mobility hub elements. While general guidance is provided, site-specific VMT reduction evaluations should be conducted to more accurately assess the potential for VMT reduction.

2.5.1 TDM Strategies & VMT Reduction Estimates

Certain categories of infrastructure and services at mobility hubs have the greatest potential to reduce VMT, particularly when implemented in a coordinated and context-sensitive manner. The most effective elements typically include:

- Fixed-route transit services
- Pedestrian infrastructure
- Ridesharing services with passenger pick-up/drop-off zones
- Surrounding transit-oriented development and mixed land uses

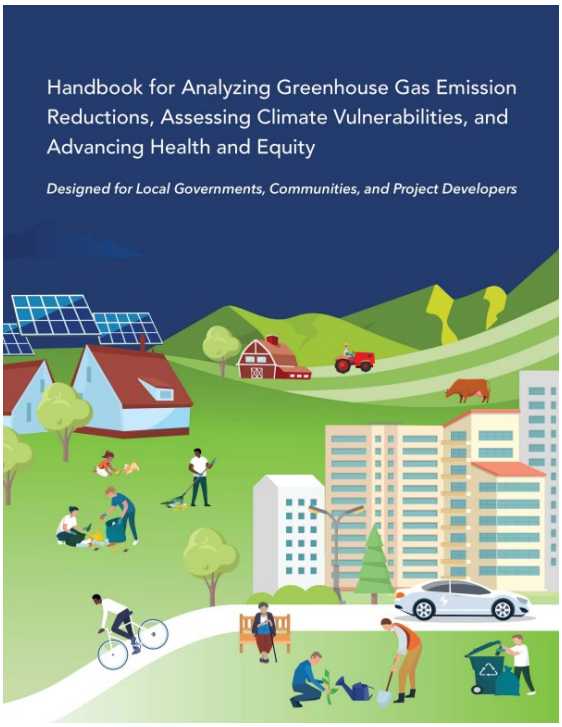
These elements promote mode shift and reduce reliance on single-occupancy vehicles, especially when paired with supportive land use and TDM strategies. However, their effectiveness depends heavily on the local context, particularly the density, land use mix, and transportation options available. In rural and suburban areas of San Joaquin County, no single strategy is likely to produce substantial VMT reductions on its own. Instead, combining multiple TDM measures at a mobility hub site is essential to achieve meaningful VMT reductions.

CAPCOA Handbook

To estimate the VMT reduction potential of various TDM strategies, planners can reference the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (October 2024). This handbook offers a standardized, evidence-based framework for quantifying the impact of various TDM strategies on GHG emissions and VMT. It provides a series of fact sheets detailing the reduction potential and methodology for each strategy.

The CAPCOA handbook synthesizes decades of research and empirical data into actionable guidance for reducing VMT. It outlines a wide range of TDM strategies, including land use planning, transit accessibility, and active transportation enhancements, and quantifies their potential to reduce VMT.

For mobility hubs, the CAPCOA handbook serves as a tool for assessing the VMT reduction potential of various infrastructure and programmatic elements. By leveraging these metrics, planners can estimate the effect of mobility hub features on mode shift, trip reduction, and overall emissions, allowing for tailored assessments of individual mobility hub locations.



CAPCOA Handbook Cover

Table 4 provides a range of VMT reduction effectiveness estimated for typical mobility hub elements based on the information provided in the CAPCOA handbook.

Effectiveness Considerations for San Joaquin County

Effectiveness of vehicle trip and VMT reduction may diminish with each additional TDM strategy implemented. Each of the CAPCOA TDM strategies can be combined with others to increase the effectiveness of vehicle trip and VMT mitigation; however, the interaction between the various strategies is complex. Generally, with each additional measure implemented, a vehicle trip and VMT reduction is achieved, but the incremental benefit of vehicle trip and VMT reduction may be less than the benefit that measure would have if it was considered on its own.

As shown in **Table 4**, the VMT reduction effectiveness for most mobility hub elements ranges from zero to a maximum percentage estimate, illustrating that potential VMT reductions are site-specific and require a site-specific analysis to estimate reasonable reductions. Mobility hub elements in rural and suburban areas are unlikely to achieve the maximum VMT reductions estimated in the CAPCOA handbook. Furthermore, there is insufficient evidence to quantify the potential VMT reductions of several mobility hub elements and the corresponding TDM strategies identified in the CAPCOA handbook. Instead, measures for which VMT reductions cannot be quantified are considered supportive measures. When implemented, these supportive measures can enhance the effectiveness of other mobility hub elements in reducing VMT.

The effectiveness of TDM measures to reduce VMT also depends on the land use context within San Joaquin County. For mobility hubs to effectively reduce VMT in San Joaquin County, the cost and utility of transportation options must outweigh the convenience of driving a personal vehicle. In rural or suburban areas in San Joaquin County, few standalone TDM measures are likely to be effective. Therefore, the emphasis is placed on combining TDM measures at mobility hubs to achieve more substantial VMT reductions.

Bus Stop Next to Robert J. Cabral Station

Table 4: VMT Reduction Effectiveness of Mobility Hub Elements

Category	ID	Description	VMT Reduction[1]	
			VMT Reduction Range	Applicable CAPCOA Category
Transit Infrastructure & Services	1	Transit Loading Zones	0 – 0.6%	**T-27*** Implement Transit-Supportive Roadway Treatments; **T-46** Provide Transit Shelters
	2	Transit Waiting Areas	0 – 0.6%	**T-27*** Implement Transit-Supportive Roadway Treatments; **T-46** Provide Transit Shelters
	3	Fixed-Route Transit Service	0 – 11.3%	**T-25*** Extend Transit Network Coverage or Hours; **T-26*** Increase Transit Service Frequency
	4	Microtransit Service	0 – 11.3%	**T-25*** Extend Transit Network Coverage or Hours
	5	Real-Time Travel Information	0 – 0.6%	**T-27*** Implement Transit-Supportive Roadway Treatments; **T-46** Provide Transit Shelters
Pedestrian Access	6	Walkways at Mobility Hub	0 – 6.4%	**T-18** Provide Pedestrian Network Improvements
	7	Walkways Connecting to Mobility Hub	0 – 6.4%	**T-18** Provide Pedestrian Network Improvements
	8	Pedestrian Crossings	0 – 30%	**T-17*** Improve Street Connectivity; **T-18** Provide Pedestrian Network Improvements
Micromobility Infrastructure & Services	9	Bikeways	0 – 0.8%	**T-19-A*** Construct or Improve Bike Facility; **T-19-B*** Construct or Improve Bike Boulevard; **T-20*** Expand Bikeway Network
	10	Bike Crossings	0 – 0.8%	**T-19-A*** Construct or Improve Bike Facility; **T-19-B*** Construct or Improve Bike Boulevard; **T-20*** Expand Bikeway Network
	11	Bike Parking	Supportive[2,3]	**T-10*** Provide End-of-Trip Bicycle Facilities
	12	Bike & Scooter Sharing Programs	0 – 0.07%	**T-22-A*** Implement Pedal (Non-Electric) Bikeshare Program; **T-22-B*** Implement Electric Bikeshare Program; **T-22-C*** Implement Scootershare Program
	13	Bike Repair Station	Supportive[2,3]	**T-10*** Provide End-of-Trip Bicycle Facilities
Parking Infrastructure & Ridesharing Services	14	Off-Street Car Parking	Supportive[2]	**T-24*** Implement Market Price Public Parking
	15	EV Charging Station	Supportive[2]	**T-14**** Provide EV Charging Infrastructure
	16	Carshare Service	0 – 0.18%	**T-21-A*** Implement Conventional Carshare Program; **T-21-B*** Implement Electric Carshare Program
	17	Rideshare Services	0 – 8%	**T-8*** Provide Ridesharing Program
	18	Rideshare Passenger Pick-Up / Drop-Off Zone	0 – 8%	**T-8*** Provide Ridesharing Program; **T-27*** Implement Transit-Supportive Roadway Treatments

Table 4: VMT Reduction Effectiveness of Mobility Hub Elements

Category	ID	Description	VMT Reduction[1]	
			VMT Reduction Range	Applicable CAPCOA Category
Placemaking Amenities & Services	19	Public Spaces	Supportive[2]	**T-46** Provide Transit Shelters
	20	Retail Uses and TOD	0 – 31%	**T-2*** Increase Job Density; **T-3** Provide Transit-Oriented Development
	21	Signage & Wayfinding	0 – 0.6%	**T-20*** Expand Bikeway Network; **T-27*** Implement Transit-Supportive Roadway Treatments
	22	Public Wi-Fi	Supportive[2]	T-46 Provide Transit Shelters
	23	Street Furniture	Supportive[2]	T-46 Provide Transit Shelters
	24	Ambassadors	0 – 4%	**T-7*** Implement Commute Trip Reduction Marketing
	25	Universal Payment System	Supportive[2]	N/A

Notes:

1. The VMT reductions are applicable within the service area of the mobility hub.
2. While the VMT reduction effectiveness cannot be directly quantified for this mobility hub element, its provision can support and enhance the reduction effectiveness of other elements within the mobility hub.
3. VMT reductions from bike parking and bike repair stations alone cannot be quantified. However, when combined with additional end-of-trip facilities, such as bike lockers, showers, and personal lockers, the VMT reduction effectiveness can reach up to 4.4%, as outlined in CAPCOA category T-10: Provide End-of-Trip Bicycle Facilities.
4. *CAPCOA category VMT reduction ranges are provided for urban and suburban land use contexts; however, maximum effectiveness for rural areas would be lower.
5. **Although EV charging infrastructure is not effective at reducing VMT, it can be effective at reducing GHG emissions. Additionally, EV charging infrastructure can support carshare programs that are effective at reducing VMT. The T-14 CAPCOA category effectiveness for EV Charing infrastructure ranges up to 11.9%. for GHG emissions.

Source: *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA, October 2024).

3. Shaping Mobility Together

A successful public participation program is critical to the *San Joaquin Regional Mobility Hub Plan*, ensuring it reflects community needs and priorities. The engagement strategy developed for this plan, along with the planned engagement activities for the demonstration project phase, are detailed in the *Public Outreach Plan for the Regional Mobility Hub Plan* (SJCOG, September 2024). This document outlines the engagement efforts targeting community members, project partners, and stakeholders throughout the planning and demonstration project process. It serves as a guide for community involvement while remaining flexible to incorporate additional opportunities for participation as they arise.

The community engagement strategy outlines five objectives:

1. **To engage and empower** community members in their visioning.
2. **To achieve broad demographic and geographic representation** from community members and other stakeholders in the planning process.
3. **To achieve a final plan with community support** and ownership that reflects the voices and needs of the public.
4. **To involve stakeholders and the public** at key points with interactive participation that ranges from one-on-one activities to informed committees and large-scale community touchpoints and activities.
5. **To develop easily understood informational materials** that are language and culturally appropriate.

The engagement strategy outlined in the *Public Outreach Plan for the Regional Mobility Hub Plan* (SJCOG, September 2024) is also described below.

3.1 Phased Community Engagement Approach

The public outreach strategy outlines the four phases of community engagement that the project team will undertake, including goals, objectives, and actions, in developing the Regional Mobility Hub Plan. These strategies have been adopted from the *Public Participation Plan* (SJCOG, March 2024). In addition, SJCOG is setting milestones for public outreach to track the campaign's success.

Phase 1: Planning Phase Engagement Kick-Off

Theme: Listen & Understand

Target Milestones:

- Develop *Public Outreach Plan for the Regional Mobility Hub Plan*
- Set-up Partner Agency Group (PAG)
- Establish plan vision & goals
- Present suitability methodology
- Identify community, elected official, and stakeholder priorities in region
- PAG Meeting #1

Phase 2: Present Mobility Hub Typologies

Theme: Gather Feedback

Target Milestones:

- Review typologies, suitability analysis and priority neighborhood designations.
- Community survey on site selection and mobility hub amenities/services
- Finalize *San Joaquin Regional Mobility Hub Suitability Report*
- PAG Meeting #2

Phase 3: Approve San Joaquin Regional Mobility Hub Plan

Theme: Confirm the Plan

Target Milestones:

- Present Draft San Joaquin Regional Mobility Hub Plan
- Present concept site plans and sketch renderings for three (3) potential demonstration project sites
- Finalize the San Joaquin Regional Mobility Hub Plan
- Select preferred demonstration project site for implementation phase
- PAG Meeting #3
- PAG Meeting #4

Phase 4: Demonstration Project Engagement

Theme: Public Education and Awareness

Target Milestones:

- Prepare and implement Community Education Plan to raise awareness of the *San Joaquin Regional Mobility Hub Plan*
- Community engagement on design, implementation and operations of preferred demonstration project site
- Pop-up events (3 total)
- Virtual workshop (1 total)

3.2 Intended Audiences

SJCOG staff and the project team engaged with various stakeholders throughout the development of the *San Joaquin Regional Mobility Hub Plan* and will continue to expand stakeholder engagement during the demonstration project phase. This effort aims to ensure that public agencies and community members, including those from disadvantaged communities, can actively participate in the design and implementation of the demonstration project. The intended audience include:

- Active transportation and transit advocates
- Business organizations
- Community-based organizations
- Disadvantaged communities
- Environmental organizations
- Major employers
- Mobility service providers
- Public agencies (cities, County, Caltrans, transit agencies)
- Public health advocates
- Real estate developers
- Transportation Providers and groups

The demonstration project phase will include community pop-up events and a virtual workshop to broaden community outreach and inform the design, implementation, and operation of the demonstration project.

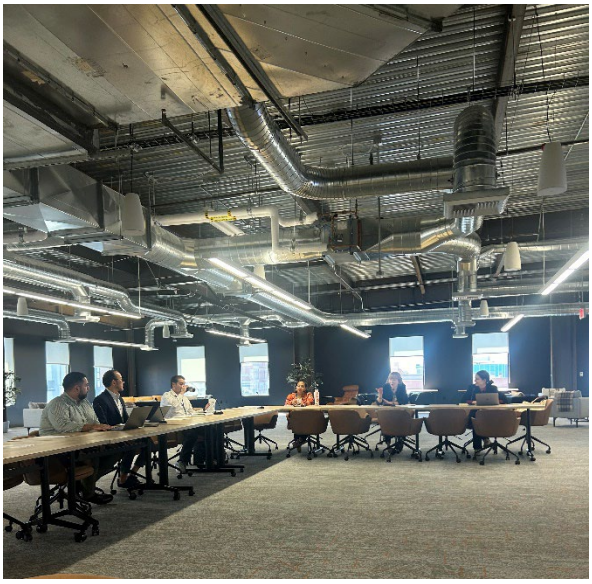
Community Engagement Event at Tracy Transit Station

3.3 Partner Agency Group

The PAG was integral to developing the *San Joaquin Regional Mobility Hub Plan*. It served as an essential link between SJCOG, the project team, and community members. The PAG was composed of the following partner agencies:

- Caltrans
- City of Escalon
- City of Lathrop
- City of Lodi
- City of Manteca
- City of Mountain House
- City of Ripon
- City of Stockton
- City of Tracy
- Port of Stockton
- San Joaquin County
- San Joaquin Regional Rail Commission
- San Joaquin RTD
- San Joaquin Valley Air Pollution Control District

The PAG ensured that local priorities and concerns were reflected in the Plan's goals, processes, and recommendations. The PAG collaborated with the SJCOG team at key milestones throughout the Plan development.



PAG Meeting #1

3.4 Disadvantaged Communities

This community engagement plan includes strategies to enhance outreach to disadvantaged communities during the demonstration project phase. These communities include those with higher-than-regional averages of low-income, minority, and tribal populations; individuals with limited English proficiency; older adults and youth; people with disabilities; female-headed households; homeless and unhoused populations; and zero-car households.

For the demonstration project, SJCOG staff will ensure that all public outreach materials are written with clear, concise messaging and a clear purpose. Materials will also be available in English, Spanish, and large text; SJCOG staff will translate them into additional languages as requested.

3.5 Social Media & Traditional Media

As of March 2025, SJCOG has accounts on the following social media platforms: Facebook, X, Instagram, LinkedIn, and YouTube. SJCOG used their social media accounts to encourage participation during the community survey administered for this Plan in October 2024. Social media will also be an important source of communication with the community during the demonstration project phase.

3.5 Engagement Coordination with Other Planning Efforts

SJCOG and its partners, members of the San Joaquin Regional Climate Collaborative (SJRCC)—a coalition of community-based organizations dedicated to helping the region mitigate climate change—sought and secured a Mobility, Access, and Transportation Insecurity (MATI) grant from the University of Minnesota. The grant supports a joint community engagement and qualitative data collection effort to educate community members and inform targeted community development efforts, including engagement to guide the design and operations of three potential demonstration project sites in Lodi, Stockton, and Tracy.

The following community-based organizations are also SJRCC member organizations:

- Catholic Charities Diocese of Stockton
- GRID Alternatives North Valley
- Public Health Advocates
- Stockton Service Corps

The MATI grant will help SJCOG and SJRCC better understand:

- Travel patterns and needs of residents in low-income and disadvantaged communities
- Barriers to transit access
- Mobility hub design preferences

The MATI grant funded (and will continue to fund through July 2025) engagement strategies such as educational workshop surveys, face-to-face engagement at community boards and events, and qualitative feedback analysis and interpretation to inform the recommendations of *the San Joaquin Regional Mobility Hub Plan* and the demonstration project design.

Community Engagement Event at Robert J. Cabral Station

San Joaquin Regional Mobility Hub Plan Community Survey

SJCOG conducted a comprehensive community survey in October 2024 to gather early input on mobility hub elements, desired locations, and transportation preferences. This survey was a vital step in ensuring the Plan reflects the needs and aspirations of the community while addressing the overarching goals of improving multi-modal connectivity and VMT.

The online survey aimed to understand public transit usage, commuting challenges, and preferences for mobility hub amenities and locations. A total of 307 respondents participated, offering diverse perspectives from cities and unincorporated areas across the region, including Stockton, Manteca, Lodi, and Tracy. Survey results are summarized in detail in Appendix A.

Key Takeaways

1. **Mobility and Transit Usage:**
    a. **78% of respondents commute by driving alone, while only 11% use public transit, highlighting the need for more accessible and reliable alternatives.**
    b. **45% cited a lack of nearby transit options as a major challenge, with infrequent service and long travel times also noted as barriers.**
2. **Encouraging Transit Use:**
    a. **Respondents emphasized the importance of more frequent transit services (74%), real-time schedule information (51%), and better first/last mile connections (50%) to increase usage.**
    b. **Safety and accessibility enhancements, such as improved lighting (72%) and well-maintained infrastructure (68%), were highlighted as key priorities.**
3. **Preferred Mobility Hub Amenities:**
    a. **Shelter and seating areas (71%) and real-time travel displays (51%) emerged as top amenities. Respondents also valued public Wi-Fi (47%) and carpool/rideshare zones (36%).**
4. **Location Preferences:**
    a. **Public spaces (41%) and shopping centers (25%) were the most favored locations for mobility hubs. Suggested locations included Stockton's Miracle Mile, downtown Tracy, and East Lodi.**

Implications for the San Joaquin Regional Mobility Hub Plan

These findings underscore the importance of designing mobility hubs that provide essential amenities and enhance safety. By prioritizing accessibility, frequency, and community-oriented spaces, the Plan can successfully reduce reliance on SOVs and foster greater public transit adoption.

The survey results provide a robust foundation for advancing community-driven, sustainable transportation solutions, ensuring the *San Joaquin Regional Mobility Hub Plan* meets both regional connectivity goals and local needs.

4. Neighborhood Suitability & Recommended Mobility Hub Network

This chapter outlines the methodology and presents the findings of the mobility hub suitability analysis conducted for San Joaquin County. Built environment and land use factors play an essential role in determining the suitability of neighborhoods for the development of mobility hubs. Mobility hubs are designed to serve as central points for various transportation options, facilitating seamless connectivity for residents and reducing reliance on SOVs. To effectively assess where these hubs can be most beneficial, it is essential to analyze the existing infrastructure and land use patterns throughout the County.

Key factors such as proximity to transit, housing density, jobs density, and the availability of multimodal transportation options all contribute to the suitability of a neighborhood for a mobility hub. Additionally, land use characteristics, including the mix of housing and jobs, and potential for future development, are critical in identifying neighborhoods where mobility hubs can have the greatest benefits.

The neighborhood suitability analysis is thoroughly detailed in the *San Joaquin Regional Mobility Hub Suitability Report* (SJCOG, November 2024), which served as a foundational input for this plan. Building on that analysis, this plan proposes a network of 42 recommended sites across the County.

All built environment and land use maps summarizing the underlying data for the mobility hub suitability analysis are included in **Appendix B** and are also accessible online through the plan's web portal, linked below.

https://fehrandpeers.maps.arcgis.com/apps/instant/sidebar/index.html?appid=62f29415575641e18e83bc8cf48e4a7e

Affordable Housing Framework

The goals of the *San Joaquin Regional Mobility Hub Plan* align with the REAP 2.0 program's objectives of accelerating infill development, reducing VMT, and supporting Affirmatively Furthering Fair Housing (AFFH) principles. The plan considers the placement of mobility hubs in areas where enhanced access to transportation and housing opportunities can promote more equitable and sustainable growth, with a focus on communities that would benefit most from improved mobility options.

As highlighted in the *San Joaquin County Housing Trust Fund Financial Feasibility Study* (SJCOG, February 2023), affordable housing projects are heavily dependent on diverse public financing sources, including state and federal grants, to become viable. Fehr & Peers examined various grant application criteria and scoring methodologies outlined on HCD's Affordable Housing and Sustainable Communities (AHSC) Program website[10]. From this review, the following transportation-focused criteria were commonly found in the scoring process:

- **Proximity to Transit: Points are awarded based on how close the housing development is to high-quality transit, such as bus, rail, or other public transportation services. Projects near frequent and reliable transit options score higher.**
- **Active Transportation Infrastructure: This includes the availability and quality of pedestrian and bicycle infrastructure, such as sidewalks, bike lanes, and crosswalks, that connect the housing development to transit stops and other key destinations.**
- **TDM & VMT Reduction Strategies: Projects are evaluated on their potential to reduce VMT by promoting transit use, active transportation, and reducing the need for private vehicle trips. Points are awarded for the inclusion of TDM measures, such as carpool programs, bike-sharing, transit passes for residents, and parking management strategies that encourage the use of sustainable transportation modes.**

These criteria are designed to ensure that funded projects contribute to the creation of sustainable, livable communities by integrating affordable housing with effective and environmentally friendly transportation options. The mobility hub suitability methodology was designed to identify San Joaquin County neighborhoods with the greatest potential for implementing mobility hubs that meet the transportation criteria commonly required in HCD affordable housing funding applications. By focusing on these areas, the methodology identifies where mobility hubs can most effectively enhance the potential for planned affordable housing developments to secure grant funding, while also supporting the newly established San Joaquin Regional Housing Fund. A map of the Regional Housing Fund development pipeline is provided in Appendix B and the plan's web portal.

[10] Website: https://www.hcd.ca.gov/grants-and-funding/programs-active/affordable-housing-and-sustainable-communities

4.1 Mobility Hub Suitability Methodology

Mobility hub suitability is determined by two key factors: the built environment and land use. A scoring system was created to calculate the mobility hub suitability score, which ranges from 0 to 100 points, for neighborhoods throughout San Joaquin County. Both the built environment and land use contribute equally, with each accounting for up to 50 points of the total score. The scoring system framework is summarized in **Table 5**, the data used for the scoring methodology is provided in **Appendix B**, and the detailed scoring methodology is provided in **Appendix C**.

Table 5: Mobility Hub Suitability Tool Scoring Methodology (100 Points Total)

Built Environment (Max 50 Points)	Land Use (Max 50 Points)
Existing & Future Transit Network (Max 20 Points)	Base Year Housing Density (Max 15 Points)[1]
Existing Park-and-Ride Lots (Max 10 Points)	Cumulative Year Housing Density (Max 10 Points)[1]
Existing Bike Network Connectivity (Max 10 Points)	Base Year Job Density (Max 15 Points)[2]
Existing & Future Multimodal Corridors (Max 5 Points)	Cumulative Year Job Density (Max 10 Points)[2]
Existing EV Charging Stations (Max 5 Points)	Existing Parks (Max 10 Points)

Notes:
1. Combined base year and cumulative year housing density score cannot exceed 20 points.
2. Combined base year and cumulative year job density score cannot exceed 20 points.

Source: Fehr & Peers, March 2025.

4.1.1 Built Environment Scoring

The built environment is a crucial factor in assessing the suitability of locations for mobility hubs. The physical layout and infrastructure within a neighborhood directly impact the effectiveness of a mobility hub, influencing how easily residents can access various transportation options. A well-designed built environment supports diverse, sustainable transportation modes, thereby reducing dependence on SOVs and fostering a more connected and efficient transportation network.

In evaluating the mobility hub suitability score, the built environment elements listed in **Table 5** were integrated into the scoring methodology to ensure a comprehensive assessment. These elements were carefully selected for their potential to enhance the functionality and accessibility of mobility hubs:

- **Existing and Future Transit Network (Max 20 Points):** The presence and quality of existing transit services are critical for a successful mobility hub. Areas with robust transit networks scored higher, as they provide essential connections for residents and support the use of alternative transportation modes. Planned future transit station improvements are also accounted for in this assessment.
- **Existing Park-and-Ride Lots (Max 10 Points):** The availability of park-and-ride facilities is an important consideration, as these lots facilitate the use of transit by providing convenient parking options for those who must drive part of their commute. Locations with existing park-and-ride lots received higher scores, indicating their readiness to support mobility hubs.

- **Existing Bike Network Connectivity (Max 10 Points):** A connected and accessible bike network is essential for encouraging cycling as a mode of transportation. Areas with strong bike network connectivity scored higher, indicating their capacity to support multimodal transportation and reduce reliance on cars.

- **Existing and Future Regional Congestion Management Program (RCMP) Multimodal Corridors (Max 5 Points):** RCMP multimodal corridors are designed to support multiple modes of transportation, including walking, biking, and transit. Integrating these corridors into the planning process can help strategically place mobility hubs in areas that already emphasize multimodal access, increasing their effectiveness in reducing congestion and promoting sustainable transportation options.

- **Existing EV Charging Stations (Max 5 Points):** Existing EV charging infrastructure plays an important role in promoting clean transportation modes and can support the expansion of EV carsharing programs. Neighborhoods with existing EV charging stations were given additional points, reflecting their potential to support clean mobility options.

4.1.2 Land Use Scoring

Land use densities, particularly in terms of housing and jobs, contribute to the success of mobility hub operations. Since transit access is a key component of effective mobility hubs, understanding and applying appropriate density thresholds is essential for their viability. Fehr & Peers conducted research into the recommended housing and job densities that support public transit use, using these metrics as a proxy for evaluating mobility hub potential. The following housing densities were found to support different frequencies of transit services[11]:

- 4 – 7 units per acre: basic transit service (60-minute headways)

- 7 – 15 units per acre: moderate transit service (30-minute headways)

- 15+ units per acre frequent transit service (15-minute headways)

The *Transit-Supportive Development in the United States: Experiences and Prospects* (U.S. Department of Transportation, 1993) also recommends a minimum density of 7 units per acre to support bus service every 30 minutes[12]. However, a threshold of 4 units per acre can be sufficient to support minimal transit services, particularly in suburban and rural areas throughout San Joaquin County. The household density maps provided in **Appendix B** are based on the 2021 and 2046 land use scenarios developed for the 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). These maps use a hexagon grid, with each hexagon representing approximately

[11] *Transit Cooperative Research Program (TCRP) Report 16: Transit and Urban Form* (The Federal Transit Administration, 1996), p.15 Table 6 – Relationship between residential densities and different types of transit services, based on information provided in *Where Transit works: Urban Densities for Public Transportation* (Pushkarev, Boris; Zupan, Jeffrey M., 1982).

[12] *Transit-Supportive Development in the United States: Experiences and Prospects* (U.S. Department of Transportation, 1993), p 46 recommends at least 7 units per acre is necessary to support bus service every 30 minutes; at about 30 units per acre, bus service every 10 minutes becomes possible. Minimum 50 job per acre threshold recommended for employee-based local bus service when total employment base is 10,000 or more.

104 acres. Most of San Joaquin County has a housing density below 4 units per acre. Within the County, many cities have neighborhoods with residential densities exceeding 4 units per acre, but only the City of Stockton has neighborhoods with densities greater than 7 units per acre in both the 2021 and 2046 land use scenarios.

Similarly, research[13] on the relationship between job density and transit service levels suggests that certain job densities are necessary to support varying levels of transit service frequency:

- 5 - 10 jobs per acre: basic transit service (60-minute headways)
- 10 – 20 jobs per acre: moderate transit service (30-minute headways)
- 20+ jobs per acre frequent transit service (15-minute headways)

The job density maps in **Appendix B**, based on the 2021 and 2046 land use scenarios from the 2022 RTP/SCS, show that most of San Joaquin County has fewer than 5 jobs per acre. Some neighborhoods in Lathrop, Lodi, Manteca, Stockton, and Tracy range from 5 to 20 jobs per acre, while only downtown Lodi and downtown Stockton exceed 20 jobs per acre.

In evaluating the mobility hub suitability score, the land use elements listed below were integrated into the scoring methodology to ensure a thorough assessment of each neighborhood's potential to support effective mobility hubs. These elements were chosen for their ability to influence the demand for and viability of transit services and other mobility options:

- **Base Year 2021 Housing Density (Max 15 Points):** Housing density is a critical factor in determining the level of transit service that can be supported. Areas with higher base year 2021 housing densities received higher scores, as they are more likely to generate the demand necessary for sustainable transit operations and the successful implementation of mobility hubs.
- **Cumulative Year 2046 Housing Density (Max 10 Points):** The cumulative year 2046 housing density, which accounts for projected growth, also plays a significant role. Areas expected to see substantial increases in housing density were awarded additional points, reflecting their potential to support enhanced transit services and mobility hubs over time.
- **Base Year 2021 Job Density (Max 15 Points):** Job density is another key determinant of transit and mobility hub viability. Higher base year 2021 job densities indicate areas with significant employment concentrations, which can generate consistent demand for transit and other mobility services, making these locations candidates for mobility hubs.
- **Cumulative Year 2046 Job Density (Max 10 Points)**: Similar to housing density, future job density projections were considered. Areas expected to experience growth in employment density were given additional points, highlighting their potential to support the long-term success of mobility hubs.

[13] *Transit Cooperative Research Program (TCRP) Report 102: Transit-Oriented Development in the United States: experiences, Challenges, and Prospects* (The Federal Transit Administration, 2004), pp. 148 – 150 suggests that employment centers with densities of 60 or more retail/service jobs per acre are likely to generate strong transit demand, while densities of around 10-20 retail/service jobs per acre can support moderate transit services. A minimum of 5 retail/service jobs per acre is typically required to support basic transit service.

- **Existing Parks (Max 10 Points)**: Proximity to parks and recreational spaces is an important aspect of land use that can influence the attractiveness and accessibility of mobility hubs. Neighborhoods with parks received higher scores, recognizing the role these spaces play in creating vibrant, well-connected communities that encourage active transportation and transit use for trips to/from parks and recreational open spaces.

Please note that the combined base year and cumulative year Housing and Job Density scores cannot exceed 20 points. The detailed land use scoring methodology is provided in **Appendix C** for reference.

4.2 Mobility Hub Suitability Score

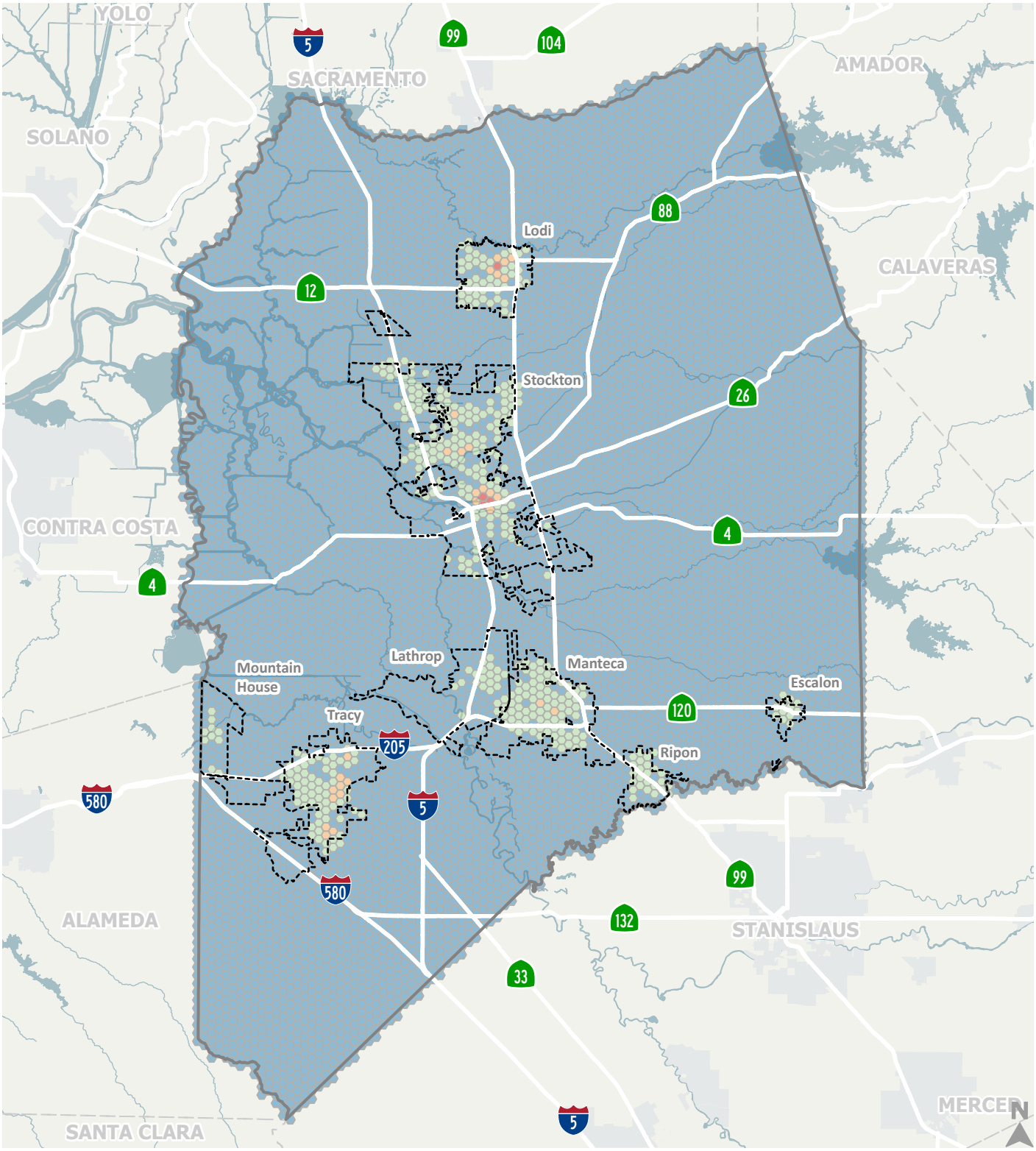
The built environment and land use scores were evaluated to estimate a mobility hub suitability score for all of San Joaquin County. The mobility hub suitability score is presented in the four categories shown in **Table 6**. The mobility hub suitability score is also provided in **Figure 1** and the plan's web portal.

The neighborhoods with a mobility hub suitability score greater than 50 represent the locations with the greatest potential for successful mobility hubs and provide the best opportunities to expand travel options for nearby developments within each neighborhood. Mobility hubs should not be limited to just one per neighborhood. Establishing a network of hubs within and across neighborhoods can significantly enhance their effectiveness in reducing local and regional VMT.

Table 6: Mobility Hub Suitability Score Categories

Mobility Hub Suitability	Mobility Hub Suitability Score	Description
Optimal	75 – 100	Locations with exceptional suitability for mobility hubs, offering the highest potential for success. These areas have strong transit networks, well-integrated bike facilities, and a built environment and land use pattern that supports sustainable transportation options.
High	50 – 74	Areas with strong potential for mobility hubs, where the built environment and land use are conducive to multimodal transportation. These locations have good transit access, bike connectivity, housing and/or employment densities that support transit use.
Moderate	25 – 49	Locations with moderate suitability for mobility hubs. These areas may have some transit and bike network access but require further infrastructure improvements or increased housing and employment densities to better support mobility hub operations.
Low	0 - 24	Areas with limited current suitability for mobility hubs. These locations may have lower transit access and densities and could benefit from further infrastructure development to better support future mobility hub operations.

Source: Fehr & Peers, March 2025.



Mobility Hub Suitability Score
- Optimal (75 - 100)
- High (50 - 74)
- Moderate (25 - 49)
- Low (0 - 24)

- City Boundary
- San Joaquin County Boundary

Figure 1

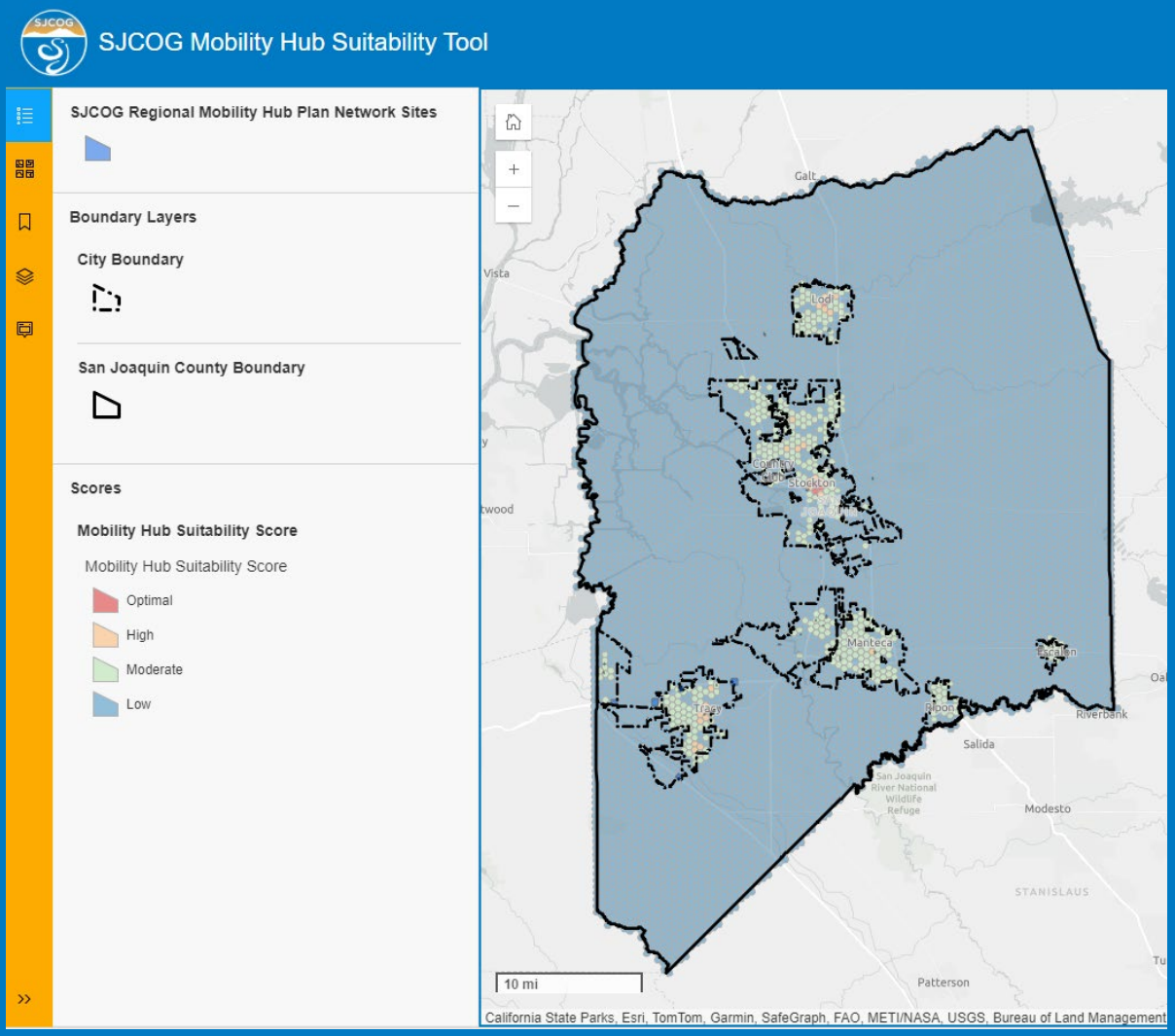
Mobility Hub Suitability Score Map

Mobility Hub Suitability Tool

Fehr & Peers developed a customized mobility hub suitability tool to assess and prioritize neighborhood locations across San Joaquin County. Built using the geographic information system (GIS) software ArcGIS, this tool offers a convenient method for analyzing and reviewing potential sites for mobility hub improvements. It enables the creation of quick summaries for stakeholders, highlighting suitable locations and guiding investment decisions in priority neighborhoods.

All the built environment and land use data inputs and outputs of the mobility hub suitability tool are included in Appendix B and are also accessible online through the plan's web portal, linked below.

https://fehrandpeers.maps.arcgis.com/apps/instant/sidebar/index.html?appid=62f29415575641e18e83bc8cf48e4a7e



4.3 Priority Neighborhood Methodology

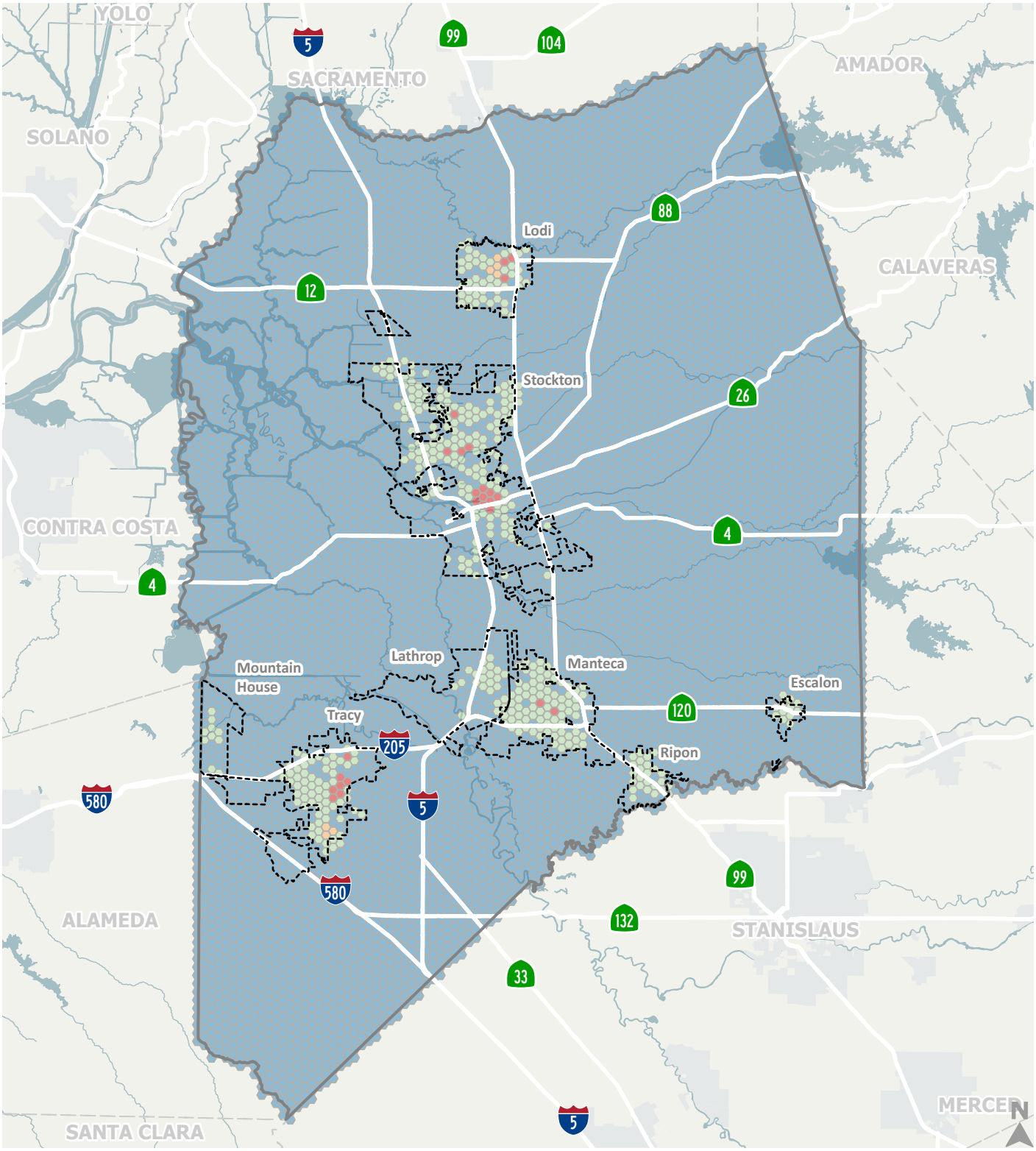
The mobility hub suitability score should not be the only factor in identifying priority neighborhoods for siting mobility hubs. Other environmental factors should also be considered when selecting locations. Ideally, mobility hubs should be integrated into priority neighborhoods where they have the greatest potential to support and enhance existing and future affordable housing projects.

The following data sets capture a range of built environment, land use, environmental and socioeconomic factors throughout San Joaquin County. Combined, these data sets can identify priority neighborhoods for mobility hubs. The data sets are described in more detail in the *San Joaquin Regional Mobility Hub Suitability Report* (SJCOG, November 2024).

- **Mobility Hub Suitability Score:** scores greater than 50 represent areas with strong potential for mobility hubs, where the built environment and land use are conducive to multimodal transportation.
- **CalEnviroScreen (CES) 4.0**: Census tracts that score in the 75th percentile or higher are considered disadvantaged.
- **Climate and Economic Justice Screening (CEJS) Tool**: Communities are considered disadvantaged if they meet the thresholds in at least one of 8 categories (climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development).
- **California Tax Credit Allocation Committee (TCAC)/HCD Opportunity MAP**: A community is considered disadvantaged in if it falls into the "Low Resource" or "High Segregation & Poverty" area. These designations align with AFFH principles, which aim to address inequities by identifying areas where housing development and infrastructure investments can promote access to opportunity and reduce segregation.

Disadvantaged communities are areas characterized by limited opportunities and significant barriers to economic mobility, making them a focus for targeted interventions and resources aimed at improving access to transportation, housing and other essential services. These disadvantaged community layers were combined with the mobility hub suitability score to identify priority neighborhoods for mobility hubs. The priority neighborhood categories are summarized in **Table 7**, with the corresponding map available in **Figure 2** and on the plan's web portal. The priority neighborhood designation offers a balanced view of neighborhood prioritization, considering the built environment, land use, environmental, and socioeconomic factors. Neighborhoods that have a mobility hub suitability score of 50 or more points and meet at least one of the disadvantage community categories listed in **Table 7** are considered high priority neighborhoods for mobility hubs. Neighborhoods with a mobility hub suitability score between 25 and 49, are prioritized as well, though to a lesser extent than neighborhoods with a suitability score above 50.

The priority neighborhood methodology focuses on the critical need to implement mobility hubs in disadvantaged communities that have historically experienced environmental burdens, socioeconomic challenges, and limited access to economic mobility. By prioritizing these areas, the methodology supports both current and future developments, including affordable housing projects. At the same time, it also encourages the development of mobility hubs and affordable housing in neighborhoods with fewer barriers to economic mobility. Neighborhoods outside of disadvantaged communities scoring 50 points or more are considered high priority.



Priority Neighborhood Designation
- Top Priority
- High Priority
- Moderate Priority
- Low Priority

- City Boundary
- San Joaquin County Boundary

Figure 2

Priority Neighborhood Map

Table 7: Priority Neighborhood Designation

Priority Neighborhood	Criteria	Disadvantaged Community Categories
Top Priority	Mobility Hub Suitability Score 50+ and 2+ Disadvantaged Community Categories Exceeded	• CES 4.0: 75th percentile or higher • CEJST: threshold exceeded in at least 1 category • TCAC/HCD Opportunity Map: in Low Resource or High Segregation & Poverty area
High Priority	Mobility Hub Suitability Score 50+ and 0 -1 Disadvantaged Community Category Exceeded	
Moderate Priority	Mobility Hub Suitability Score is Between 25 - 49	
Low Priority	Mobility Hub Suitability Score is Between 0 - 24	

Source: Fehr & Peers, March 2025.

This approach seeks to balance infrastructure investments in disadvantaged communities with the need for affordable housing in areas with greater access to opportunities. In doing so, the methodology promotes equitable development and helps reduce disparities in access to resources across the County, in alignment with the AFFH principles.

4.4 Recommended Mobility Hub Network

The recommended mobility hub network is listed in **Table 8**. A total of 42 sites are listed in **Table 8**. The 42 sites were identified based on input from partner agencies and the priority neighborhoods listed in the *San Joaquin Regional Mobility Hub Suitability Report* (SJCOG, November 2024). Most of these sites are publicly owned and feature existing infrastructure that could support the implementation of a mobility hub.

4.4.1 Demonstration Project Prioritization Score

SJCOG applied the scoring criteria in **Table 9** to estimate a prioritization score and help identify optimal sites for a demonstration project. The prioritization scores are shown in **Table 8**, the scorecards are provided in **Appendix D**.

Only sites that met the following criteria were considered for the demonstration project:

- The site is entirely within the public right-of-way and currently developed
- The site is within 1/2 mile of existing or planned affordable housing development
- Transit service is currently available at or adjacent site
- The site has concrete infrastructure to support future mobility hub improvements
- Power connections are readily available
- The site is suitable for a streamlined permitting process

These criteria are guided by the *San Joaquin Regional Mobility Hub Plan*'s vision and goals and are intended to assess site feasibility for the demonstration project.

The following three sites met the screening criteria and received the highest prioritization scores:

- Downtown Lodi Multimodal Transit Station
- Robert J. Cabral Station (Stockton)
- Tracy Transit Station

All three sites were evaluated for the demonstration project, with findings and recommendations detailed in the *San Joaquin Regional Mobility Hub Plan – Demonstration Project Action Plan* (SJCOG, March 2025) technical memorandum.

Table 8: Regional Mobility Hub Plan – Recommended Mobility Hub Network

ID	Location	Address	Jurisdiction	Property Owner	Recommended Hub Type	Prioritization Score
ESC.01	Downtown Escalon Park-and-Ride	Parcel on West Side of Main Street / Viking Street Intersection	Escalon	Escalon	Community Hub or Regional Commuter Hub	14
ESC.02	Main Street Park	1771 Main Street	Escalon	Escalon	Community Hub	11
ESC.03	Vista High School & Escalon High School	1204 Escalon - Bellota Road	Escalon	EUSD	Community Hub	14
LAT.01	Lathrop/Manteca ACE Station	17800 Shideler Parkway	Lathrop	SJRRC	Regional Commuter Hub	11
LAT.02	Lathrop Crossroads Shopping Center	15030 S. Harlan Rd	Lathrop	Private Owner	Community Hub or Regional Commuter Hub	14
LAT.03	River Islands Parkway/McKee Boulevard Intersection	River Islands Parkway at MacKee Boulevard	Lathrop	Lathrop	Community Hub	11
LAT.04	Lathrop Community Center & Senior Center	15557 5th Street	Lathrop	Lathrop	Community Hub	12
LAT.05	Champions Field Community Park	2100 Garden Farms Avenue	Lathrop	Lathrop	Community Hub	15
LAT.06	Future Valley Rail North Lathrop ACE Station	Just North of Lathrop Road/Railroad Crossing near McKinley Avenue	Lathrop	To Be Determined	Regional Commuter Hub	14
LOD.01	Old City Hall	114 N. Main Street	Lodi	Lodi	Community Hub or Downtown Hub	16
LOD.02	Hale Park	208 E. Locust Street	Lodi	Lodi	Community Hub	17
LOD.03	Lawrence Park & American Legion Hall	350 N. Washington Street	Lodi	Lodi	Community Hub	17
LOD.04	Downtown Lodi Multimodal Transit Station	24 S. Sacramento Street	Lodi	Lodi	Downtown Hub or Regional Commuter Hub	20
LOD.05	E. Elm Street Lot	17 E. Elm Street	Lodi	Lodi	Downtown Hub	6
LOD.06	Salas Park	2101 S. Stockton Street	Lodi	Lodi	Community Hub	17
LOD.07	Westgate Water Tank & Sub-Station	2800 W. Kettleman Lane	Lodi	Lodi	Community Hub	9
LOD.08	Midway Transfer Point	2420 W. Kettleman Lane	Lodi	Lodi	Community Hub	19

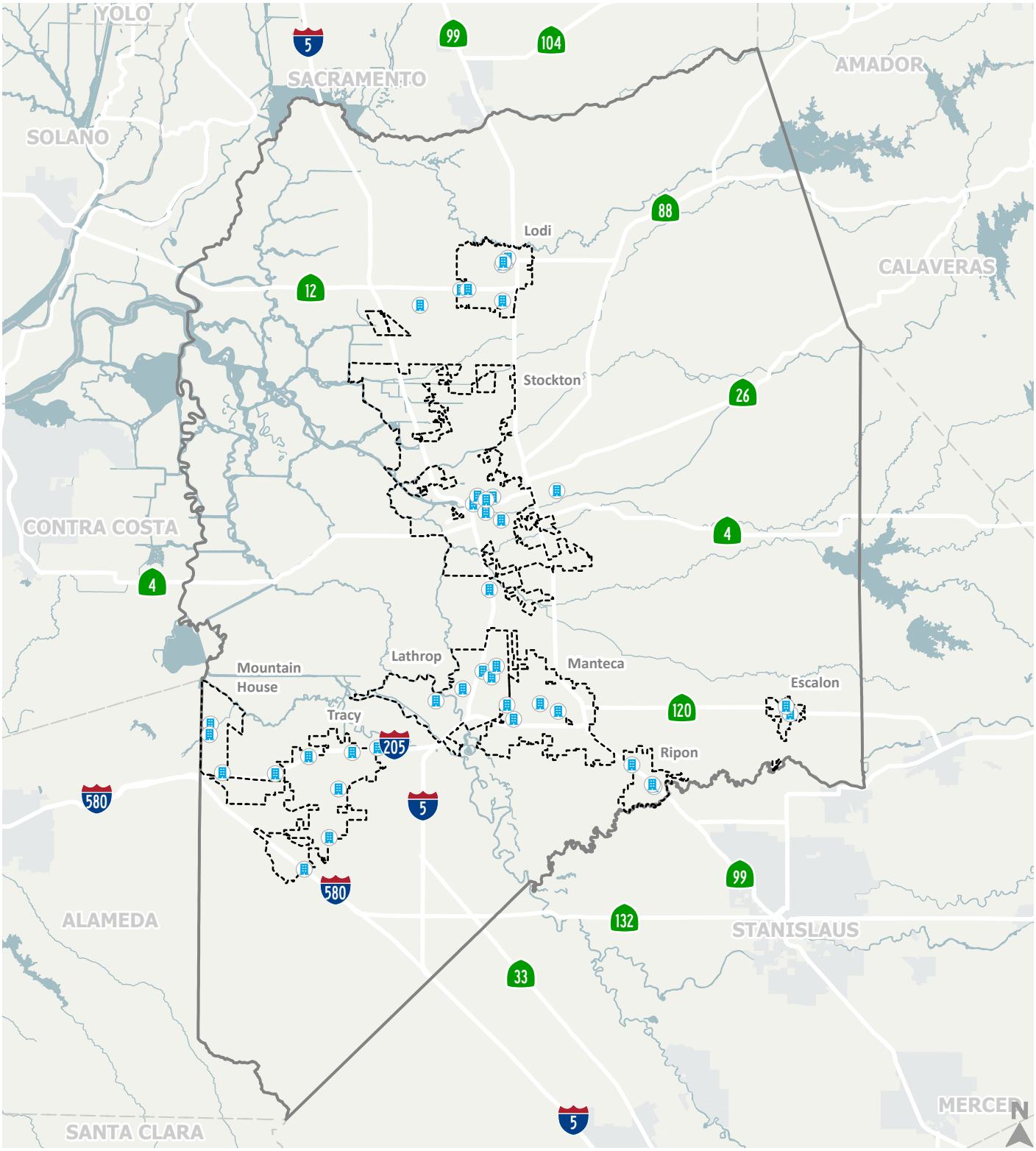
Table 8: Regional Mobility Hub Plan – Recommended Mobility Hub Network

ID	Location	Address	Jurisdiction	Property Owner	Recommended Hub Type	Prioritization Score
MAN.01	Manteca Transit Center	220 Moffat Boulevard & 133/155 E. Wetmore Street	Manteca	Manteca	Regional Commuter Hub	19
MAN.02	Manteca City Hall	1001 W. Center Street	Manteca	Manteca	Community Hub	16
MAN.03	Big Leage Dreams Sports Park	1077 Milo Candini Drive	Manteca	Big League Dreams USA, LLC	Community Hub	11
MTH.01	Future Mountain House Valley Link Station	23577 S. Mountain House Parkway	Mountain House	To Be Determined	Community Hub or Regional Commuter Hub	11
MTH.02	Altamont Park	328 W. Saint Francis Avenue	Mountain House	Mountain House	Community Hub	7
MTH.03	Bethany Village Park	570 S. Escuela Drive	Mountain House	Mountain House	Community Hub	7
RIP.01	Future Ripon Valley Rail ACE Station	142 S. Industrial Avenue	Ripon	To Be Determined	Regional Commuter Hub	10
RIP.02	Downtown Ripon	Main Street between Walnut Avenue and Nourse Street	Ripon	Ripon	Downtown Hub	10
RIP.03	SR 99/Jack Tone Road Park-and-Ride Lot	1501 Jack Tone Road	Ripon	Caltrans	Regional Commuter Hub	13
SJC.01	Garden Acres Park & Community Center	607 Bird Avenue	San Joaquin County	San Joaquin County	Community Hub	6
SJC.02	San Joaquin General Hospital	500 W. Hospital Road	San Joaquin County	San Joaquin County	Community Hub	13
SJC.03	Future Lodi Valley Rail ACE Station	2851 W. Harney Lane	San Joaquin County	Private Owner	Regional Commuter Hub	8
STK.01	South Airport Way	1501 S. Airport Way	Stockton	Stockton	Regional Commuter Hub	7
STK.02	South Shore/Channel (Children's Museum of Stockton)	402 W. Weber Avenue	Stockton	Stockton	Community Hub or Downtown Hub	17
STK.03	North Shore/Channel	135 W. Fremont Street	Stockton	Stockton (partially), Other (TBD)	Downtown Hub or Regional Commuter Hub	19

Table 8: Regional Mobility Hub Plan – Recommended Mobility Hub Network

ID	Location	Address	Jurisdiction	Property Owner	Recommended Hub Type	Prioritization Score
STK.04	Robert J. Cabral Station	949 Channel Street	Stockton	SJRRC	Downtown Hub or Regional Commuter Hub	20
STK.05	San Joaquin Street Amtrak Station	735 S. San Joaquin Street	Stockton	Amtrak	Downtown Hub or Regional Commuter Hub	15
STK.06	RTD Downtown Transit Center	421 E. Weber Avenue	Stockton	San Joaquin RTD	Downtown Hub or Regional Commuter Hub	19
TRA.01	Tracy ACE Station	4800 Tracy Boulevard	Tracy	SJRRC	Regional Commuter Hub	19
TRA.02	Tracy Transit Station	50 E. 6th Street	Tracy	Tracy	Regional Commuter Hub	22
TRA.03	Northgate Village Park-and-Ride Lot	1005 E. Pescadero Avenue	Tracy	Private Owner	Community Hub or Regional Commuter Hub	14
TRA.04	Future I-205/Corral Hollow Road Mobility Hub	Site Location Not Specified	Tracy and/or Caltrans	To Be Determined	Community Hub or Regional Commuter Hub	12
TRA.05	Future I-205/Chrisman Road Interchange Park-and-Ride Lot	Site Location Not Specified	Tracy and/or Caltrans	To Be Determined	Regional Commuter Hub	1
TRA.06	Future I-205/Lammers Road Interchange Mobility Hub	Site Location Not Specified	Tracy and/or Caltrans	To Be Determined	Regional Commuter Hub	2
TRA.07	Future I-580/Corral Hollow Road Interchange Park-and-Ride Lot	Site Location Not Specified	Tracy and/or Caltrans	To Be Determined	Regional Commuter Hub	2

Source: Fehr & Peers, March 2025.



SJCOG Regional Mobility Hub Plan Network Site

City Boundary

San Joaquin County Boundary

Recommended Mobility Hub Network data current as of January 2nd, 2024.

Figure 3

Recommended Mobility Hub Network

Table 9: Mobility Hub Site Prioritization Score

Criteria	Scoring Thresholds	Criteria Rationale
Priority Neighborhood Designation (4 Points Max)	Top Priority (4 points) High Priority (3 points) Moderate Priority (2 points) Low Priority (1 point)	Priority neighborhoods are key in selecting mobility hub sites as they combine built environment and land use factors with a focus on disadvantaged communities, maximizing impact and affordable housing grant funding opportunities.
Site is on Developed Property (1 Point Max)	Site is on developed property (1 point)	Developed sites can offer existing concrete and pavement infrastructure, enabling more cost-effective mobility hub implementation compared to undeveloped sites.
Existing Pedestrian Walkways (3 Points Max)	Existing walkways internal to site (1 point) Existing walkways adjacent to site (1 point) Existing pedestrian crossings adjacent to site (1 point)	Sites with existing pedestrian connections are prioritized as they enable immediate access to the mobility hub.
Existing Bikeways (3 Points Max)	Class I or IV bikeway adjacent to site (3 points) Class II bikeway adjacent to site (2 points) Class III bikeway adjacent to site (1 point)	Sites with existing bikeway connections are prioritized as they enable immediate access to the mobility hub.
Existing and/or Planned Transit Service (5 Points Max)	Regional transit and/or local express/rapid service provided on-site or site-adjacent (5 points) Local transit service provided on-site or site-adjacent (3 points)	Sites with existing or planned future transit service are prioritized, as transit access is often essential for a mobility hub's effectiveness in reducing VMT.
Existing or Planned EV Charging Station (1 Point Max)	Existing or planned EV charging station provided on-site (1 point)	Sites with existing or planned EV charging stations can support on-site electric car-share programs and facilitate cost-effective mobility hub implementation.
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	Adjacent to SJCOG designated multimodal corridor (1 point)	Multimodal access is prioritized along designated multimodal corridors, which can enhance connectivity to future mobility hubs.
Off-Street Parking Available or Planned On-Site? (2 Points Max)	Public off-street parking provided on-site (2 points) Limited-use off-street parking provided on-site (1 points)	Off-street parking enables spaces to be repurposed for mobility hub amenities, such as carshare and bikeshare services, and can encourage commuters who live farther from transit stops to use transit.
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	Within 1/4 mile walking distance of existing and/or planned affordable housing development (3 points) Within 1/2 mile walking distance of existing and/or planned affordable housing development (1 point)	Sites located near existing or planned affordable housing developments can enhance multimodal connectivity for these developments and boost eligibility for grant funding for future affordable housing projects.
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	Within or adjacent to community plan and/or specific plan area (1 point)	Sites within or adjacent to designated plan areas align with local planning efforts, ensuring the mobility hub is integrated into broader community development strategies.

Source: Fehr & Peers, March 2025.

5. Implementation Playbook

The Implementation Playbook serves as a comprehensive guide for planning, designing, and implementing mobility hubs that address diverse community needs. The Playbook is based on Tranzito's **Physical-Digital-Policy framework** that focuses on making mobility hubs functional physical spaces, integrating digital platforms, and supporting them through policy mechanisms that enable the implementation and operations. This three-pronged framework must be considered simultaneously when building a countywide mobility hubs network in order to codify a coherent implementation playbook that offers practical strategies for creating hubs to enhance connectivity, ensure equitable access, and advance sustainable transportation solutions.

The **Physical-Digital-Policy™ framework** is designed to guide stakeholders through key stages of implementation.

- The *Physical* component addresses the built environment, including site design, multimodal connections, and the integration of amenities to enhance user experience.
- The *Digital* component emphasizes the role of technology in managing operations, enabling real-time information sharing, and fostering user engagement.
- The *Policy* component outlines regulatory frameworks, funding mechanisms, and governance structures critical to supporting mobility hub operations.

Together, these elements provide a cohesive and actionable blueprint for transforming mobility concepts into operational hubs that respond to the unique needs of their communities.

Physical Plays	Digital Plays	Policy Plays
•Mobility Hub Siting •Mobility Hub Design •First-Mile/Last-Mile Connectivity •Mobility Programs & Services •Placemaking	•Mobile Applications •Real-Time Information & Data Standardization	•Local Governance •Stakeholder Engagmeent •Planning Mechanisms •Public-Private Partnerships •Operations & Maintenance •Funding Mechanisms •Performance Monitoring

Physical – Digital – Policy Framework

5.1 Physical Plays

The infrastructure available at mobility hubs influences the user experience and defines the types of mobility services that can safely operate at these facilities. The key factors shaping a mobility hub's built environment are outlined below.

5.1.1 Mobility Hub Siting

The success of mobility hubs in improving multimodal connectivity and expanding travel options—key strategies for reducing VMT and GHG emissions—depends on the strategic implementation of a well-connected network of hubs across San Joaquin County. While a single mobility hub may have limited effect on reducing VMT, a coordinated network of hubs is essential to achieving the vision and goals outlined in the *San Joaquin Regional Mobility Hub Plan*. Selecting appropriate locations for these hubs is critical to maximizing their effectiveness and ensuring long-term benefits.

The sites listed in **Table 8** were recommended based on the neighborhood suitability analysis described in **Chapter 4**. However, mobility hub implementation should not only be limited to the sites listed in **Table 8**. Public agencies and developers can choose to implement mobility hubs at other sites not listed in this plan. The following elements should be considered when evaluating mobility hub sites:

- Neighborhood Suitability Assessment
- Site Readiness
- Community Context

All three siting elements are described in greater detail below.

Bus Stop in Escalon, CA

Neighborhood Suitability Assessment

The neighborhood suitability methodology outlined in **Chapter 4** provides a framework for evaluating whether the surrounding built environment and land use context are appropriate for mobility hub operations at potential sites.

Mobility hubs perform best in dense, mixed-use areas with strong multimodal transportation networks. However, such ideal conditions are not common across much of San Joaquin County. A low suitability score for a site does not necessarily exclude it from consideration as a future mobility hub location.

New developments, particularly master-planned residential communities, are often located on the outskirts of cities or in areas awaiting incorporation. These locations typically lack sufficient infrastructure and public transit services, resulting in low suitability scores. Despite this, mobility hubs can be effective in such areas by supporting multimodal connections within neighborhoods and providing access to public transit services.

Suitability depends not only on the current built environment but also on planned improvements and added services, where implementing a mobility hub can play a critical role in expanding travel options for the population they serve.

Site Readiness

The prioritization score methodology described in **Table 9** is intended to assess site feasibility for a demonstration project, focused on a variety of site readiness criteria such as:

- On-site and nearby off-site pedestrian and bicycle infrastructure
- Existing and/or planned transit services
- Provision of on-site parking

The same methodology can be used to assess site readiness. **Appendix D** provides the prioritization scorecards for the recommended mobility hub network listed in **Table 8**. Sites scoring above 15 are considered to have good site readiness, while those scoring above 20 are identified as having supportive multimodal transportation infrastructure suitable for mobility hub implementation. Scores below 15 indicate that additional infrastructure upgrades and/or enhanced transit services may be needed to support successful mobility hub operations.

Community Context

Mobility hubs are ultimately designed for the communities they serve. Therefore, it's critical to understand the existing land use context, travel patterns and service population that a mobility hub would be designed for. It's helpful to understand:

- **Primary land uses served**
- **User types** – consider typical personas of residents, workers, and/or visitors that would use proposed mobility hub site to inform the design and services provided at those sites
- **Trip types** – local, recreational, long-distance commuter, etc.

The information available on the plan's web portal offers substantial built environment and land use context for all of San Joaquin County. Additionally, the *San Joaquin Regional Mobility Hub Suitability Report* (SJCOG, November 2024) provides existing travel trends for all cities and unincorporated areas as a reference.

Community Workshop in Garden Acres, CA

Park-and-Ride Facilities

For many San Joaquin County residents, walking or biking to transit stops is not feasible. Instead, some residents rely on private vehicles to access transit, making nearby parking essential. Providing safe and secure parking near transit stops can encourage commuters to use transit services that connect them to their workplaces.

Underutilized Park-and-Ride facilities offer potential for mobility hub development, but not all are suitable for conversion. Those that connect to regional transit services and/or high-frequency local services have the greatest potential for success.

5.1.2 Mobility Hub Design

Once a site is identified and due diligence on the community context is completed, the appropriate mobility hub type—outlined in **Chapter 2**—can then be determined. The three hub types are listed below:

- Regional Commuter Hub
- Downtown Hub
- Community Hub

The hub types and site readiness can inform the types of mobility hub improvements and services that can be considered. **Table 10** provides a list of the various mobility hub improvements that can be considered for each mobility hub type. There are a variety of improvements that can be considered for mobility hubs. But ultimately, the mobility hub improvements must be designed to serve the needs of the communities they serve.

Regional Commuter Hub – Park-and-Ride Concept

Community Hub - Residential Concept

Table 10: Mobility Hub Elements by Type

Category	ID	Description	Mobility Hub Type Suitability		
			Regional Commuter	Downtown	Community
Transit Infrastructure & Services	1	Transit Loading Zones	✓	✓	■
	2	Transit Waiting Areas	✓	✓	■
	3	Fixed-Route Transit Service	■	✓	■
	4	Microtransit Service	●	■	●
	5	Real-Time Travel Information	✓	■	●
Pedestrian Access	6	Walkways at Mobility Hub	✓	✓	✓
	7	Walkways Connecting to Mobility Hub	✓	✓	✓
	8	Pedestrian Crossings	✓	✓	✓
Micromobility Infrastructure & Services	9	Bikeways	✓	■	■
	10	Bike Crossings	■	■	■
	11	Bike Parking	✓	■	✓
	12	Bike & Scooter Sharing Programs	■	■	■
	13	Bike Repair Station	●	■	●
Parking Infrastructure & Ridesharing Services	14	Off-Street Car Parking	✓	●	●
	15	EV Charging Station	■	●	■
	16	Carshare Service	■	■	■
	17	Rideshare Services	✓	■	●
	18	Rideshare Passenger Pick-Up / Drop-Off Zone	✓	■	●
Placemaking Amenities & Services	19	Public Spaces	●	●	●
	20	Retail Uses	●	●	●
	21	Signage & Wayfinding	✓	✓	✓
	22	Public Wi-Fi	■	●	●
	23	Street Furniture	■	■	●
	24	Ambassadors	●	●	●
	25	Universal Payment System	●	●	●

Legend: ✓ = Essential ■ = Recommended ● = Optional

Design Principles

The Shared-Use Mobility Center (SUMC) is a nonprofit organization dedicated to advancing equitable, sustainable, and innovative shared mobility solutions throughout the United States through research, advocacy, and collaboration. The SUMC outlined the following 10 design strategies for successful mobility hub implementation:

Strong Transit Stops: Locate hubs near high-frequency transit.

Electrification: Ensure sufficient power for current and future electrified transportation options.

Transit-Oriented Development: Place hubs where people already live and work to maximize usage.

User Safety: Design hubs with good lighting, visibility, and well-trafficked locations for comfort and safety.

Comfort & Walkability: Include seating, shelter, traffic calming, and accessible pedestrian connections.

Placemaking: Integrate cultural and community elements like gardens, art, or gathering spaces to enhance user experience.

Multiple Transportation Options: Offer at least three transportation modes to provide convenience and flexibility.

Seamless Transfers & Wayfinding: Include clear signage, maps, and interactive tools to support smooth transfers between modes and services.

Visibility & Branding: Use consistent design and branding to establish a reliable and recognizable network.

Marketing & Education: Promote hubs to inform the public about their benefits, safety, and ease of use.

All 10 strategies identified by the SUMC are applicable to mobility hubs in San Joaquin and should serve as guiding design principles that support successful development and operations.

Mobility Hubs: Where People Go to Move
(Shared-Use Mobility Center, June 2019)

SUMC's recent study, *Changing Focus: Mobility Hub Design Centered on Women and Caregivers* (Shared-Use Mobility Center, October 2024), highlights the unique transportation needs of women and caregivers, which are often overlooked in current transportation systems. By addressing these specific challenges, mobility hubs can offer innovative and inclusive solutions. The study underscores the importance of context-sensitive design principles to ensure that shared-mobility infrastructure and services effectively support the diverse range of users who rely on these facilities.

One example of applying context-sensitive design principles is considering how user safety priorities differ across groups: for some users, the focus may be on personal security and preventing harassment, while for specific categories of users, such as cyclists, it may center on safe and accessible infrastructure. Mobility hubs must address the needs of all users, reflecting the diversity of the communities they serve.

A helpful planning exercise for identifying improvements that best serve a local community is to create personas representing key user subgroups within the neighborhood. These personas help planners better understand user needs and facilitate effective engagement with stakeholders, guiding the incorporation of relevant improvements into site design efforts.

While each site and community is unique, applying SUMC's 10 design principles and prioritizing user needs will guide the successful planning, design, and implementation of mobility hubs.

5.1.3 First-Mile/Last-Mile Connectivity

First-mile/last-mile connectivity is vital to the success of mobility hubs. The effectiveness of a hub in reducing local or regional VMT depends on the quality of first-mile/last-mile connections it offers, as well as the range and frequency of connecting transit services. The following first-mile/last-mile elements should be prioritized for mobility hub connectivity:

- **Continuous Sidewalks and Safe Crossings**: Provide connected sidewalks and safe intersection crossings for pedestrians.
- **Connected Bikeways**: Provide continuous and connected bikeway network.
- **Complete Streets**: Street design should balance the needs of multiple modes, prioritizing the safe movement of people.
- **Wayfinding and Navigation**: Clear wayfinding and signage should be provided to help users efficiently travel between hubs and nearby areas.
- **Shared Micromobility Services**: Bike (including e-bikes) and scooter services with adequate parking, charging stations, and maintenance facilities, can encourage short-distance travel.

- **Inclusive Design**: Surrounding infrastructure should safely accommodate individuals with disabilities, strollers, and other mobility aids.

While first-mile/last-mile connectivity is vital to the success of mobility hubs, it often falls outside the immediate scope of typical mobility hub projects. This gap can hinder the ability of hubs to effectively connect users to transit and active transportation networks, particularly in areas lacking adequate walking, biking, or micromobility options. Addressing these challenges requires a strategic, collaborative approach that extends beyond the hub itself to include improvements to surrounding infrastructure and services.

First-Mile/Last-Mile Connections to Existing Transit Stations

Implementation Recommendations

First-mile/last-mile improvements should be prioritized by agencies responsible for maintaining access routes to/from mobility hubs. Cities can incorporate these enhancements into local active transportation plans to position them for future funding opportunities. New developments can contribute by implementing first-mile/last-mile improvements along street frontages serving mobility hubs or by paying development impact fees that fund relevant projects.

For shared micromobility services, cities may need to partner with private operators. However, securing these partnerships can be difficult in areas with low population density, insufficient demand, inadequate infrastructure, or regulatory barriers, which may deter operators from entering the market.

In such cases, cities may need to take proactive steps to make an area more attractive for private investment. This could include investing in infrastructure improvements, or offering financial incentives, such as subsidies or grants, with the goal of creating a supportive environment for micromobility services. Public agencies must also carefully balance the interests of private operators with the needs of the community to ensure that services remain accessible, affordable, and sustainable. Without these considerations, it may be difficult to attract and retain private operators, potentially leaving a critical gap in first-mile/last-mile connectivity.

The approach to improving first-mile/last-mile connectivity will vary by city, but collaboration is key. Cities, transit agencies, private developers, and mobility operators must work together to prioritize and implement these improvements.

5.1.4 Mobility Programs & Services

Transit services and TDM programs are essential components of mobility hubs, playing a critical role in enhancing their physical infrastructure and overall effectiveness. While the physical infrastructure of a mobility hub provides the foundation, it is the complementary transit services and TDM programs that enable these spaces to function effectively.

The Role of Transit Services

Mobility hubs thrive when located near robust transit networks that facilitate seamless connections between modes. Several transit operators serve San Joaquin County, offering a range of services including:

- Passenger rail services
- Fixed-route bus service
- On-demand microtransit service
- Paratransit service

The key takeaway is that mobility hubs have the potential to support various transit service models. Hubs that integrate multiple transit operating models typically improve transit access for surrounding communities.

Transit operators are key stakeholders in mobility hub development. These hubs should be designed to safely connect people to transit services while offering amenities that enhance passenger comfort, encouraging repeated use of transit. Engaging transit operators and users can help identify the transit infrastructure and service improvements best suited for each mobility hub.

Transit Stops Throughout San Joaquin County

The Role of TDM Programs

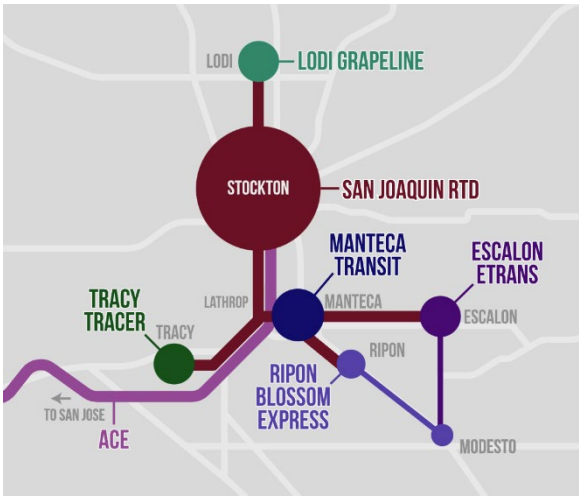
TDM programs complement the physical infrastructure of mobility hubs, enhancing their effectiveness by promoting sustainable and efficient transportation options. These programs aim to reduce reliance on SOVs while improving access to and usability of transit services. SJCOG currently operates the following TDM programs:

- **Dibs – Smart Travel**: Promotes sustainable travel options like carpooling, transit use, and biking to reduce congestion.
- **Vamos Mobility App**: Provides transit planning, ticket purchasing, and access to services like Uber and Míocar.
- **Carsharing Services**: Partnership with Míocar to provide EV carsharing services in underserved neighborhoods, enhancing access to essential services and jobs. The program has funding through 2027.
- **Bikesharing Services**: As part of the Stockton Mobility Collective (SMC) project, SJCOG launched the Bike Stockton program in 2024, introducing e-bikes at the University of the Pacific and low-income housing developments, with long-term lending of e-bikes available to eligible users. The program has funding through 2030.

SJCOG, in partnership with the Merced County Association of Governments (MCAG), is developing a regional TDM study and implementation plan to explore tailored changes to TDM program offerings that address the unique needs of the counties and their communities. The recommendations from this study will introduce innovative programs, policies, and technologies to enhance TDM offerings, many of which can be integrated into future mobility hub operations.

However, TDM services should not be limited to those operated and funded solely by SJCOG. Mobility hubs offer the physical infrastructure to support services and programs provided by other public agencies and private developers.

dibs Program Logo



Vamos Mobility App Provides Transit Planning Services Across the Region

5.1.5 Placemaking

The concept of placemaking focuses on creating vibrant, community-centered spaces that foster social interaction, cultural expression, and a sense of identity. Mobility hubs, when designed with placemaking in mind, can serve as more than just transportation nodes as they can become dynamic community spaces that enhance quality of life. By integrating public art, green spaces, seating areas, and local retail opportunities, mobility hubs can reflect the character of their neighborhoods and create inviting destinations for residents and visitors.

Mobility hubs play a role in placemaking by offering physical spaces where transportation meets community engagement. Mobility hubs can be designed to support activities such as outdoor markets, pop-up events, or cultural gatherings, making them multifunctional assets. Additionally, incorporating wayfinding, signage, and consistent branding ensures that mobility hubs are easily recognizable and accessible to diverse users. By prioritizing placemaking, mobility hubs not only improve transportation access but also contribute to creating connected, livable, and inclusive communities.

Public Art at Tracy Transit Station Bus Stop Shelters

Gateway Monument Signage at Downtown Lodi Multimodal Transit Station

Public Art Near Tracy Transit Station

Parking Garage Public Art at Downtown Lodi Multimodal Transit Station

Placemaking Best Practices at Mobility Hubs



Beacon Hill Station Area, Seattle, WA

As part of the Link light rail rapid transit system serving the Seattle metropolitan area, the Beacon Hill Station is located on the southeast corner of Beacon Avenue and S. Lander Street in the North Beacon Hill neighborhood. Access to the light rail platform is below ground while above ground the station entrance and surrounding area consists of on-street active transportation facilities, King County Metro bus transit stops, mixture of low-density commercial (restaurants, retail, shopping), all types of residential housing, transit-oriented development, public/private plaza areas, and a curbless festival street with many vibrant cultural expressions included in transit shelters, pedestrian amenities, integrated public art (sculptures, banners, wall treatments), decorative hardscape and accent lighting.



Redmond Transit Center, Redmond, WA

The Redmond Transit Center is in a commercial neighborhood on NE 83rd Street, a major east-west street in the heart of the Downtown District in Redmond, Washington. Improvements included a driver comfort station, five on-street, and one off-street transit stops, 6 layover spaces, 11 custom transit shelters and extensive placemaking amenities (i.e. custom wayfinding columns, decorative pavement, custom railings and signs, benches, litter receptacles, decorative light poles and crosswalks) in a series of wide pedestrian-friendly sidewalks and plazas. The joint effort between the City of Redmond, King County Metro and Sound Transit united the new Metro public transit center, 350 stall transit park-and-ride garage, The Edge Skateboard Park, and private transit-oriented development within one city-block.

Source: Psomas, March 2025.

5.2 Digital Plays

The advent of new mobility options – selected via a menu of options from trip planning apps or hailed by smartphone – blurs the lines between the physical and digital environments. Furthermore, digital signage providing real-time information and the increasing evolution of "digital twins" of physical infrastructure make incorporating the digital component an ever-increasing consideration in transportation.

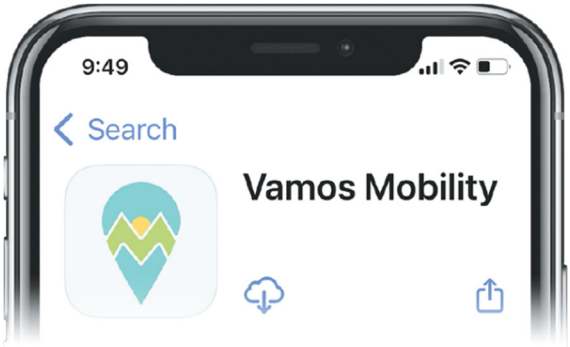
5.2.1 Mobile Applications

The concept of Mobility as a Service (MaaS) has long been cited as an aspirational end-goal for transit planners, with the all-encompassing application that can do everything – access real-time mobility information, offer trip navigation options, book and pay for multimodal trips, validate user status (such as discounts for low-income verification), and aggregate data and information for sponsoring agencies – being the tool to boost public transportation to new heights.

However, it is the private sector that has familiarized people with the concept of MaaS, as mobility-focused mobile applications have now become commonplace through:

- Ridesharing applications such as Uber and Lyft
- Shared scooter applications such as Lime, Bird, Spin and others
- Trip-planning applications such as Moovit and Transit

Even more encouraging are increased mobility features from Google and Apple Maps and Uber Transit feeds to public agency apps such as the Vamos Mobility app, which are evolving into all-in-one MaaS applications.



Vamos Mobility App

The following mobile application strategies should be considered within San Joaquin County:

- **Support for Vamos Mobility app**. Increasing awareness, usage, and securing ongoing funding for quality and feature upgrades remain challenges for public agency-sponsored apps. With its established user base, the Vamos Mobility app can become the countywide app of choice for San Joaquin County. Its integration with Uber—offering users a $5 weekly credit in exchange for $5 in purchased transit fare—has proven popular and sets a strong precedent for further private operator partnerships. Integrating mobility services available at mobility hubs into the app is recommended.
- **Third-party app integrations**. A dual approach supporting both regional public agency apps and private apps is essential. Given the large scale of private app usage, integrating mobility hubs into private platforms is key for widespread adoption. Proactive outreach to major private mobility operators is encouraged to incorporate mobility hubs and their physical elements into their systems (further details provided in **Section 4.3.4**).

5.2.2 Data Standardization & Real-Time Information

San Joaquin County agencies can require adherence to shared data standards in order to utilize mobility hubs, including existing transit stations. It's best practice for data to comply with and contribute to shared data standards, such as the Open Mobility Foundation's (OMF) Mobility Data Specification (MDS) and Curb Data Specification (CDS), in addition to General Transit Feed Specification (GTFS) and GTFS Realtime, and power distribution standards. This also includes mobility hub designations and offerings within mobile applications.

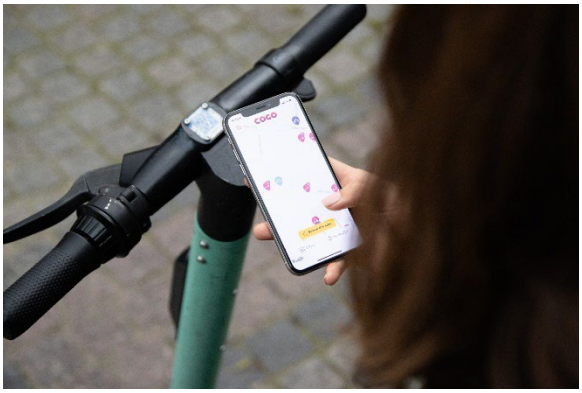
Both public and private operators can be members and contributors to OMF. Public operators throughout San Joaquin County should work with other public and private operators to aid in ongoing data standardization for the region. Potential opportunities for integrating in-ground assets and operators at mobility hub locations in San Joaquin County include:

- Bike and scooter share programs
- Ridesharing services and programs
- Transit departure feeds and alerts
- Curbside loading and parking
- Micromobility parking and charging stations

All transit feed information should be based on a hierarchical system, whereby GTFS Realtime feeds take precedence over GTFS feeds. This hierarchical system should automatically take place to ensure the most accurate information that is available is made available, while also ensuring arrival information is posted for all transit lines that service the mobility hubs.

Service providers of transit information (such as transit operators, transit departure screen providers, Vamos Mobility app operator, etc) should work together to better understand current feeds and protocols and help to create a standardized approach throughout San Joaquin County.

Power distribution should be monitored. This includes power used by EV vehicle charging stations, shared micromobility park and charge facilities, and privately-owned bike parking facilities. These charges may be eligible for future state and federal grant funding rebate programs and/or charged to private mobility operators and owners.



Micromobility App ("Cogo app" by Roobineriksson is licensed under CC BY-SA 4.0.)

Table 11: GTFS & GTFS Realtime Data Comparison

Feature	GTFS	GTFS Realtime
Purpose	Scheduled Transit Info	Live Transit Updates
Data Type	Static, Predefined	Dynamic, Updated
Update Frequency	Monthly, Yearly	Minutes, Hours
Format	CSV Files	Protocol Buffer

Source: Tranzito, March 2025.

Case Study: Scooter-Mania!

When venture-backed shared scooter services hit Los Angeles streets without warning in 2017, LADOT was ready. Scooters arrived on sidewalks without warning and caused pedestrian safety issues, especially amongst the most vulnerable populations.

LADOT launched Mobility Data Specification (MDS) to manage and enforce shared scooter operators, insisting on its adoption as a condition to operate on LA right-of-way.

MDS is an open-source data protocol recording all trip start, end, and routes used. This data allowed LADOT to view anonymized non-aggregated trip data in real-time. MDS data aids in both real-time regulation and long-term planning. LADOT staff can now set regulations accurately and iteratively on where scooters could physically be parked on sidewalks.

"Electric kick scooters in Los Angeles (Grand Avenue) July 2023" by Benoît Prieur is licensed under CC0 1.0.

This also benefited operators, since MDS' rapid adoption nationwide paved the way for universal reporting standards. LADOT eventually contributed MDS to a non-profit Open Mobility Foundation (OMF), which continues to iterate on MDS and other developments such as Curb Data Specification (CDS), to manage curbs. Hundreds of cities currently use MDS and/or CDS, and private industry continues to adopt the standard as well.

5.3 Policy Plays

5.3.1 Local Governance

It is essential for planners, designers, and users of mobility hubs to understand the governance structure and the roles of various public and private stakeholders to support the successful operation of mobility hubs. Clearly defined and transparent governance of mobility hubs is a critical first step to ensure ongoing coordination and development of successful mobility hub networks.

Below are the various stakeholders that will most typically be involved with the implementation of mobility hub improvements:

- **Landowners**: cities, county, Caltrans, public institutions and private developers
- **Transit Operators**: ACE, Amtrak, City of Escalon (eTrans), City of Lodi (GrapeLine), City of Manteca (Manteca Transit), City of Ripon (Blossom Express), City of Tracy (Tracer), San Joaquin RTD, Stanislaus Regional Transit Authority (StanRTA), Private Employer Funded Shuttle Programs
- **Metropolitan Planning Organizations (MPO)**: SJCOG
- **Major Utilities**: communications, PG&E, water districts
- **Community-Based Organizations**: local community-based groups that support context-sensitive design

Mobility hub design is subject to the design and operating standards of the agencies that have jurisdiction over their surrounding public infrastructure. Landowners and transit operators may also have specific design standards or guidelines that inform site design and operations. Permitting and inspection of mobility hub improvements will be subject to the design standards of public agencies with jurisdiction over a set property. If improvements require improvements within Caltrans right-of-way, that may trigger additional design requirements and permitting as Caltrans requires an encroachment permit be obtained for all planned improvements within Caltrans right-of-way.

The design of mobility hubs must also meet design standards and guidelines of transit operators and utility providers. Some Bay Area employers, including major tech companies, operate private shuttles for employees living in San Joaquin County. For example, approximately 7 to 9 private shuttles stop at the Tracy Transit Station during typical weekday mornings and evenings. Mobility hubs with off-street parking can encourage employers to include these facilities as stops in their shuttle program offerings.

MPOs can provide regional planning support for mobility hubs, positioning specific hubs for future funding streams. Collaboration between neighboring MPOs is essential to developing a regional system of mobility hubs that supports commuters living and working across different MPO boundaries, aligning with the shared goal of reducing regional VMT. Prioritizing regional commuter hubs within each MPO boundary can also enhance regional transit access.

Local community-based organizations also play a vital role in shaping the design and operations of mobility hubs. By identifying community needs, these organizations help planners and designers prioritize context-sensitive improvements.

Transportation Management Associations

Transportation Management Associations (TMAs) are member-based organizations that address transportation challenges in specific areas through partnerships among public agencies, private employers, and local stakeholders. Their goal is to reduce traffic congestion, improve air quality, and enhance mobility through programs like carpooling, bikesharing, and transit incentives.

TMAs can play a key role in mobility hub planning, implementation, and operations. They can help identify optimal hub locations, coordinate funding, and facilitate public-private partnerships. TMAs can also manage hub operations, integrate complementary services like carsharing, and continuously evaluate performance, ensuring mobility hubs meet the needs of their communities.

5.3.2 Stakeholder Engagement

Stakeholder engagement is crucial for the successful policy, design, implementation, and operation of mobility hubs. Involving key stakeholders – such as local government agencies, transit operators, private mobility operators, businesses, and community members – ensures that mobility hubs are tailored to meet diverse needs and address local challenges. Engaging stakeholders early in the process fosters collaboration, builds trust, and helps identify potential barriers, funding opportunities, and operational efficiencies. Moreover, ongoing engagement allows for continuous feedback and adaptation, ensuring the mobility hubs remain accessible, efficient, and aligned with evolving transportation demands and community priorities.

5.3.3 Planning Mechanisms

The implementation of mobility hubs can take two approaches: improving existing facilities or building new facilities by integrating them into future development projects. Often, mobility hub improvements are implemented in phases before reaching their ultimate configuration. Public agencies with jurisdiction over these improvements can use various planning mechanisms to prioritize and facilitate mobility hub implementation across the region.

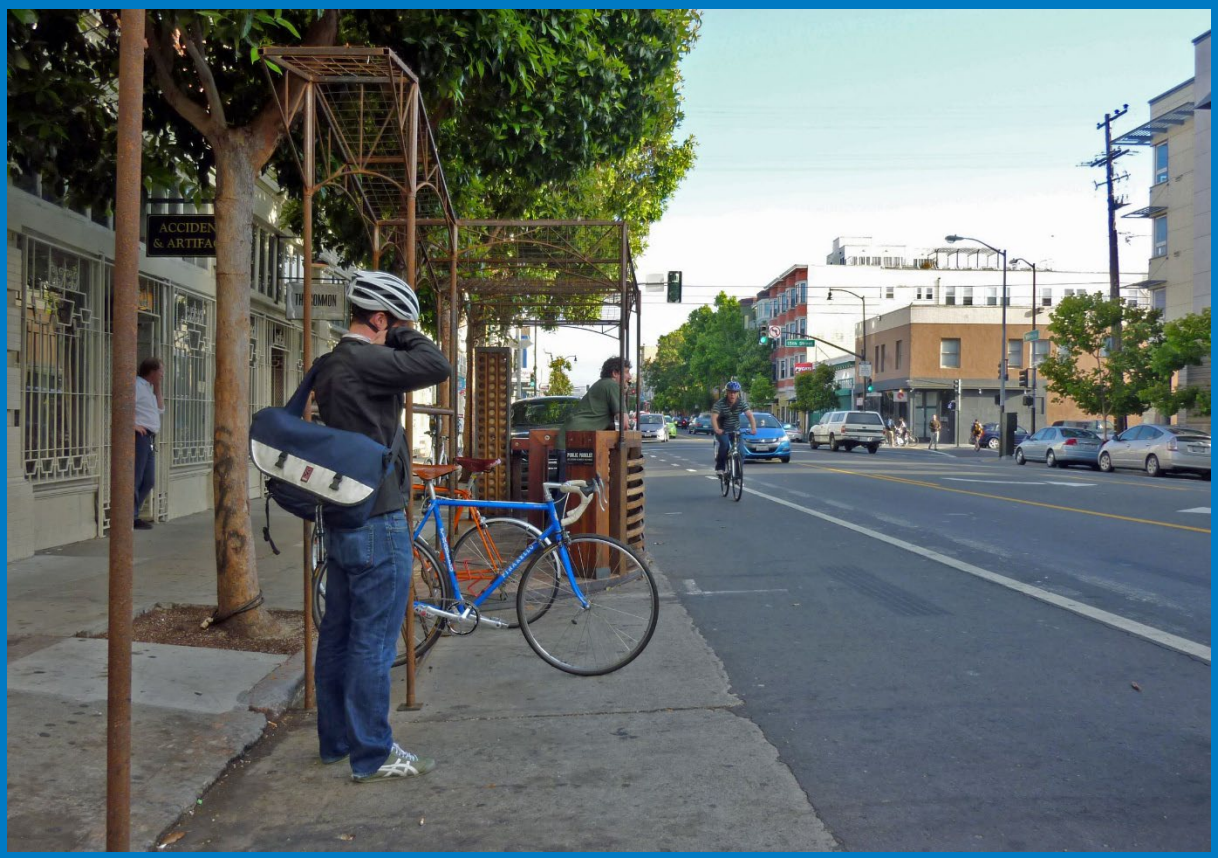
For example, cities can incorporate recommended mobility hub locations into the Regional Transportation Plan, general plans, master plans, specific plans, precise roadway plans, active transportation plans, or transit plans. Including both mobility hubs and complementary first-mile/last-mile improvements in these planning documents can better position projects for future grant funding opportunities. Additionally, it can establish the necessary nexus between mobility hubs and future development, which is required for new developments to fund their share of mobility hub improvements.

Consider Pilot Projects

Cities and transit agencies can adopt incremental strategies to implement mobility hubs, starting with small-scale pilot programs or phased improvements. This approach allows agencies to test features, build foundational infrastructure, and adapt plans based on outcomes before committing to permanent designs. Mobility hubs can evolve over time to meet changing community needs and align with available resources.

Pilot projects are an effective way to test mobility hub elements like bike parking, pedestrian access, curb management, micromobility services, and placemaking elements. Defining clear goals, engaging the community, and collecting robust data ensure pilots are responsive to local needs and deliver equitable outcomes. These temporary installations also allow for quicker implementation and can leverage short-term funding or existing projects.

Successful pilots can build support for permanent hubs by demonstrating tangible benefits and aligning with the goals of the *San Joaquin Regional Mobility Hub Plan*. Agencies can use pilot results to refine design, secure ongoing funding, and expand partnerships.



On-Street Parklet Pilot Project
"Valencia St Parklets" by Payton Chung is licensed under CC BY 2.0.

5.3.4 Public-Private Partnerships (P3s)

Private mobility operators play a vital role in the transportation ecosystem, and their importance is expected to grow in the coming years. Users already depend on private mobile applications to access both private mobility options and public transportation. Chartered bus services, shared micromobility services, and transportation network companies (TNCs) currently utilize public rights-of-way, such as curbs and transit stations, to provide their services.

Currently, public agencies do not directly benefit from the usage of private mobility services, yet they, along with the general public, bear the burden of negative externalities. These include the depletion of capital investments, ongoing operating expenses to maintain facilities and infrastructure, and potentially increased congestion and greenhouse gas emissions.

Public agencies have much to gain by establishing and maintaining successful P3s at mobility hubs, offering a more effective approach than the current status quo. With private mobility operators continuing to grow and becoming a permanent part of the transportation landscape, it is essential to address the challenges they present and turn them into opportunities. Embracing P3s as an operational model allows San Joaquin County agencies to accelerate mobility hub development, enhance access to multimodal transportation options, and promote sustainable growth throughout the region.

Key Considerations for P3s

To ensure the success of P3s in mobility hub projects, public agencies should:

- Develop clear contractual guidelines to define roles, responsibilities, and expectations.
- Ensure projects are aligned with public equity and sustainability goals.
- Foster transparency in decision-making and maintain accountability for service delivery.
- Build safeguards to protect public assets while enabling innovation.

Specific recommendations for San Joaquin County agencies include:

- Enforce compliance with digital standardization in order to access public right-of-way.
- Enforce parking regulations for users of private bus services.
- Work with private businesses to promote and coordinate TDM programs, such as carpool programs, rebate programs, etc.

Private Operators in Public Right-of-Way (Bottom photo attribution: "Seattle Private Bikeshare Companies: Spin and LimeBike" by SounderBruce is licensed under CC BY-SA 2.0.)

5.3.5 Operations & Maintenance

Consideration for ongoing operations and maintenance (O&M) after mobility hub elements are installed is often overlooked. Inadequate O&M not only shortens the useful life of infrastructure and equipment, but can also lead to counterproductive shifts in user behavior.

For example, it often takes several months for users to become aware of a product or program before they even consider it, and even longer before they fully adopt it. In practical terms, this gradual process could lead to decisions such as:

- Selling a personal vehicle and instead relying on a mix of public transportation, carpooling, secure bike parking, ridesharing, and carsharing services.
- Replacing a SOV trip in a gas-powered car with an EV, which can be charged at a mobility hub while incorporating public transportation or carpooling into their travel routine.

If any of the above components are inaccessible and/or unappealing due to lack of ongoing O&M (such as allowing licenses to lapse, not updating GTFS Realtime feeds, replacing damaged or stolen hardware, regularly cleaning facilities), this may prompt users to revert to their previous travel patterns. The chances of converting the user again are reduced, and the knock-on effects with their friends and colleagues could ensue.

It is often assumed that existing facilities maintenance teams – at transit stations, city contractors, business improvement district (BID) cleaning crews – will take on ongoing maintenance. But this assumption is without giving explicit instructions to do so, standard operating procedures of equipment, or additional budget and time. The result is predictable.

Bike Lockers at Tracy Transit Station

Following the following best practices can ensure successful O&M of the future mobility hub network in San Joaquin County:

- Establish an O&M Plan with every mobility hub location and program. This includes at minimum an annual assessment of forward-looking budgets.
- Establish a shared database of standard operating procedures (SOPs) and key resources (such as contact information, links to resources and manuals).
- Identify O&M funding for every mobility hub component. This may include capitalizing a multi-year O&M package or identifying a sponsoring agency that will adopt the O&M responsibility. This should also be adhered to when private operators elect to pay for the capex and installation of components.

By implementing these best practices, San Joaquin County agencies can ensure the long-term sustainability, efficiency, and adaptability of the regional mobility hub network to meet evolving transportation needs.

5.3.6 Funding Mechanisms

Securing funding is essential for the successful implementation of the *San Joaquin Regional Mobility Hub Plan*. There are many pathways for securing funding and building partnerships to support the implementation and operations of mobility hubs. Strategic funding approaches can prioritize key components, phase in additional features over time, and leverage diverse funding sources to support both capital investments and long-term operations.

Mobility hubs can draw funding from various sources, often tied to specific elements like infrastructure, active transportation, or clean energy. Key funding options include the following sources:

- Local sources
- Regional sources
- State sources
- Federal sources
- Private sources

While regional, state, and federal grants often support the planning, design and construction of mobility hubs, local public agencies must also develop strategies to secure funding for ongoing O&M. Local agencies should recognize that much of the required funding will need to come from new sources. As mobility hubs are scaled to meet site-specific needs, the mix of funding sources are likely to evolve over time.

The Importance of Cost Planning

All mobility hub projects must include accurate estimates for capital and operational costs. Cost plans should separately detail capital and operational expenses, as some funding sources may be restricted to either capital or operational costs. Cost plans should be updated whenever there are changes to the design or anticipated services at the mobility hub. A well-prepared cost plan is essential for securing funding and can help prevent funding shortfalls as the project approaches construction or operation.

Local Funding Resources

San Joaquin County communities have various local funding options to support the development, operation, and maintenance of mobility hubs. While general funds can be allocated, local fees and tax revenues are primary sources for funding transportation infrastructure and mobility improvements.

Many cities in San Joaquin County already collect development impact fees, which can be updated to include the capital costs of mobility hub projects that benefit future developments. However, development impact fee programs are limited to funding capital improvements and cannot fund the operations or maintenance of mobility hubs.

Cities in San Joaquin County can also partner with private developers, homeowners, and business owners to establish special tax financing districts. Several special tax district funding mechanisms can fund both capital and operational expenses. Special tax districts offer an opportunity to generate early-phase funding for mobility hub implementation, often through the issuance of municipal bonds. The corresponding public agency collects special taxes to repay these debts over time, creating a sustainable funding mechanism for both implementation and ongoing operations. Special tax financing mechanisms most applicable to San Joaquin County cities include:

- **Community facilities districts (CFDs)** – Also known as Mello-Roos Districts in California, CFDs are special tax districts established by local governments to fund public infrastructure and services via issuances of municipal bonds repaid through special taxes on property owners.

- **Tax increment financing (TIF)** - Used by local governments to finance public infrastructure and community improvements. It works by capturing the increased property tax revenue generated by rising property values within a designated area. This revenue is then reinvested into the area to fund projects like transportation infrastructure, housing, or public spaces, supporting economic development and revitalization. TIF mechanisms often rely on the issuance of municipal bonds to generate upfront capital but can also utilize pay-as-you-go-financing where projects are funded directly from the incremental tax revenues as they are collected.

- **Enhanced Infrastructure Financing Districts (EIFDs)** – A type of TIF mechanism used by local governments in California to fund public infrastructure and community development projects. EIFDs offer greater flexibility than traditional TIF mechanisms, as they can fund a wider range of projects and extend the operating timeline for the special tax districts.

- Although not considered special tax districts, **Business Improvement Districts (BIDs)** and **Community Benefits Districts (CBDs)** are special assessment districts that can be established to fund infrastructure improvements and mobility services through special assessments levied on property owners within a district's boundary.

CFDs are a common funding mechanism for infrastructure in large master-planned communities and can effectively support mobility hubs integrated into their design. A key advantage of CFDs is their ability to fund not only capital improvements but also the ongoing O&M of mobility hubs within the CFD boundary.

TIF and EIFD mechanisms are best suited for areas with substantial potential for property value growth, such as urban infill sites that drive economic activity through redevelopment projects. As a result, these mechanisms are generally more applicable to mobility hubs in urban areas.

BIDs and CBDs are suitable for funding mobility hubs in mixed-use neighborhoods with a high density of jobs and commercial activity. However, establishing these districts can be challenging due to the high landowner approval threshold required. In Stockton, the Downtown Stockton Property-Based Business Improvement District and the Miracle Mile Improvement District have successfully funded streetscape and building improvements within their boundaries.

Regional Funding Resources

Measure K is a voter-approved, half-cent sales tax administered by SJCOG to fund transportation infrastructure and services in San Joaquin County. Initially passed in 1990 and extended in 2006 for an additional 30 years, Measure K provides a critical source of regional funding to enhance mobility, reduce congestion, and support economic growth in the region.

Measure K funds a wide range of transportation projects, including highway and roadway improvements, public transit expansion, active transportation infrastructure, and smart growth initiatives. For Fiscal Year 2023-24, nearly $80 million in Measure K funding was allocated to transportation improvements in San Joaquin County. Measure K funding can potentially be programmed to fund recommended regional commuter hub sites listed in **Table 8**.

SJCOG also administers the Regional Transportation Impact Fee (RTIF) program, a funding mechanism established in 2005 to support regional transportation infrastructure projects. The program collects fees from new development projects to mitigate the impacts of growth on the transportation network. Future updates to the RTIF program can consider incorporating the recommended regional commuter hubs listed in **Table 8** into the RTIF project list, making them eligible for RTIF funding revenues.

State Funding Resources

State funding sources can play a significant role in planning and constructing mobility hubs in San Joaquin County. Grant programs administered by the state are highly competitive and typically require well-crafted applications that clearly demonstrate the project's needs and benefits.

State funding grant programs that could be suitable for mobility hub projects are listed in **Table 12**.

Federal Funding Resources

Federal funding offers opportunities to support the planning and implementation of mobility hubs, though accessing these resources can be competitive and requires careful management. Federal grants often include local match requirements (typically 20 – 50%) and involve detailed grant administration and reporting, which can require additional staff resources. Increased competition for federal funding has made these grants even more challenging to secure. Some of the federal grant programs that could be suitable for mobility hub network funding are listed in **Table 12**.

Private Funding Resources

Private development and P3s can play an important role in funding mobility hub projects. Private sector contributions can help finance both the capital costs and operational aspects of mobility hubs, ensuring their long-term sustainability.

Private Development Contributions

Mobility hubs enhance the connectivity of new developments to surrounding transit and active transportation networks. Capital improvements for mobility hubs that support future growth are potential candidates for integration into local development impact fee programs administered by cities and San Joaquin County.

Mobility hub improvements can also be incorporated into development programs where they enhance multimodal connectivity. For example, mobility hubs can play a central role in transit-oriented developments or support VMT reduction goals for large residential, commercial, and mixed-use projects. Additionally, when located in commercial or civic centers, mobility hubs not only improve transportation access but also serve as placemaking features.

Public agencies can further incentivize developers to include mobility hub improvements by offering benefits such as reduced parking requirements, density bonuses, or allowing mobility hub enhancements to count toward open space credits. Incorporating recommended mobility hub improvements into local land use and transportation plans creates a framework to encourage new developments to fund or implement their share of nearby or adjacent projects.

Downtown Lodi Multimodal Transit Station Improvement Renderings by LDA Partners

Table 12: Regional, State and Federal Grant Funding Sources

Regional Funding Sources	
Measure K	https://www.sjcog.org/300/Measure-K
Regional Transportation Impact Fee (RTIF) Program	https://www.sjcog.org/118/Regional-Transportation-Impact-Fee-RTIF
State Funding Sources	
Affordable Housing and Sustainable Communities (AHSC)	https://www.hcd.ca.gov/grants-and-funding/programs-active/affordable-housing-and-sustainable-communities
Active Transportation Program (ATP)	https://catc.ca.gov/programs/active-transportation-program
Advanced Transportation Infrastructure Investment Program (ATIIP)	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/atiip
Local Highway Safety Improvement Program (HSIP)	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
Local Partnership Program (LPP)	https://catc.ca.gov/programs/sb1/local-partnership-program
Low Carbon Transit Operations Program (LCTOP)	https://dot.ca.gov/programs/rail/low-carbon-transit-operations-program-lctop
Reconnecting Communities: Highways to Boulevards (RC:H2B)	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b
Transit and Intercity Rail Capital Program	https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog
Solutions for Congested Corridors Program (SCCP)	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program
Sustainable Transportation Equity Project (STEP)	https://ww2.arb.ca.gov/resources/fact-sheets/sustainable-transportation-equity-project
Sustainable Transportation Planning Grants	https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants
Federal Funding Sources	
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/cmaq.cfm
Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT)	https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving
Better Utilizing Investments to Leverage Development (BUILD) Grant Program	https://www.transportation.gov/BUILDgrants
Reconnecting Communities and Neighborhoods Grant Program	https://www.fhwa.dot.gov/innovation/innovator/issue102/page_02.html
Rural Surface Transportation Grant (RSTG)	https://www.transportation.gov/grants/rural-surface-transportation-grant-program
Strengthening Mobility and Revolutionizing Transportation (SMART)	https://www.transportation.gov/grants/SMART
Safe Streets and Roads for All (SS4A)	https://www.transportation.gov/grants/SS4A
Surface Transportation Block Grant (STBG)	https://www.fhwa.dot.gov/specialfunding/stp/

VMT Mitigation Strategy for New Developments

Mobility hubs present a strategy for addressing VMT impacts under the requirements of SB 743. For commercial and residential developments in San Joaquin County, mobility hubs can provide the infrastructure needed to connect transportation modes such as transit, biking, walking, and carsharing. Mobility hubs offer physical spaces for implementing TDM programs that can enhance accessibility and reduce VMT.

Integrating mobility hub improvements into development projects ensures that developers contribute their fair share to these essential facilities. This approach fosters a more equitable and sustainable transportation network, supporting regional growth.

Screenshot from Google Maps. Map data © 2024 Google.

Public-Private Partnerships

P3s provide a strategic opportunity to leverage private sector resources for funding, designing, building, and operating mobility hubs. These partnerships can provide essential capital, technical expertise, and innovative solutions, addressing funding gaps and accelerating implementation. However, careful planning and oversight are essential to ensure P3s align with public goals, equity considerations, and long-term community benefits. Key opportunities include:

- **Mobility Service Provider Partnerships**: Partnering with private operators of micromobility services, carsharing programs, or ridesharing platforms can activate mobility hubs and deliver essential transportation services. Performance-based contracts ensure equitable access and service quality, while revenue-sharing agreements support hub O&M.
- **Technology Integration**: Collaborating with technology companies enables the deployment of advanced mobility solutions, such as traveler information systems, real-time data platforms, and EV charging infrastructure. Agencies should prioritize community-focused technologies and establish data-sharing agreements to support planning and protect privacy.
- **Integrated Development**: P3s can facilitate the integration of mobility hubs into larger developments.
- **Innovative Financing and Risk Sharing**: Private partners can provide upfront capital or assume operational responsibilities, reducing financial risks for public agencies. In return, private entities can benefit from advertising, leasing rights, or revenue generated through mobility services.

Aligning Funding Mechanisms with Mobility Hub Projects

To implement and sustain a successful regional mobility hub network, it is essential to align funding sources with the distinct phases of project development: planning and design, construction, and O&M. Each phase requires different types of support, and many funding sources are restricted in terms of what activities they can cover. For example, most federal and state infrastructure grants focus on capital construction, while local and private sources may be more flexible and applicable to ongoing O&M. **Table 13** summarizes how funding mechanisms identified above can support each phase of a mobility hub project, as well as first-mile/last-mile improvements.

A sustainable funding plan should:

- Leverage state and federal grants for planning, design and/or construction.
- Use local funds and private partnerships to close funding gaps and support long-term operations.
- Integrate mobility hub features into land use and capital improvement plans to align with development and unlock developer contributions.
- Plan for O&M funding early, especially for elements like real-time technology, bikeshare, or shuttle services, which require ongoing costs beyond initial construction.

By aligning funding sources with project phases, jurisdictions in San Joaquin County can advance an implementable, resilient, and equitable mobility hub network.

5.3.7 Performance Monitoring

A comprehensive performance measurement system can measure the success of mobility hubs in meeting the goals of the *San Joaquin Regional Mobility Hub Plan*. Performance measures help track progress at individual hubs and across the network. Establishing clear key performance indicators (KPIs) will provide actionable insights for operational improvements.

Performance metrics and KPIs should be tailored to monitor Plan's three primary goals:

- Goal 1: Support Infill Housing Developments Near Transit
- Goal 2: Reduce Vehicle Miles Traveled
- Goal 3: Improve Regional Connectivity and Community Development

Recommended metrics and KPIs to monitor mobility hub performance in San Joaquin County are presented in **Table 14**.

Performance Reporting

Regular monitoring and reporting of mobility hub performance are essential to ensuring these hubs meet their intended goals. By evaluating metrics and KPIs both prior to implementation and annually thereafter, public agencies can assess the effectiveness of each hub, identify areas for improvement, and make data-driven decisions. This process not only provides accountability but also enables the refinement of mobility hub features and operations to better serve community needs.

When KPIs indicate that a mobility hub is not meeting its goals, adjustments should be made to improve performance. This could include modifying operations, enhancing underperforming elements, or eliminating costly features that fail to deliver results. Annual monitoring allows for adaptive management, ensuring mobility hubs remain effective and aligned with regional objectives. A transparent reporting system can facilitate ongoing evaluation and guide future mobility hub investments.

Table 13: Funding Mechanism Applicability by Mobility Hub and First-/Last-Mile Connectivity Project Development Phases

Funding Category	Funding Mechanism	Planning & Design	Construction	Operations	Maintenance
Local	General Funds	✓	✓	✓	✓
	Development Impact Fees	✓	✓		
	Business Improvement Districts	✓	✓	✓	✓
	Community Facilities Districts	✓	✓	●	●
	Tax Increment Financing	✓	✓	●	●
Regional	Measure K	✓	✓	✓	✓
	Regional Transportation Impact Fee	✓	✓		
State	Affordable Housing and Sustainable Communities	✓	✓		
	Active Transportation Program	✓	✓		
	Advanced Transportation Infrastructure Investment Program	✓	✓		
	Local Highway Safety Improvement Program	✓	✓		
	Local Partnership Program	✓	✓		
	Low Carbon Transit Operations Program	✓	✓	✓	✓
	Transit and Intercity Rail Capital Program	✓	✓	●	●
	Solutions for Congested Corridors Program	✓	✓		
	Sustainable Transportation Equity Project	✓	✓	●	
	Sustainable Transportation Planning Grants	✓			
Federal	Congestion Mitigation and Air Quality Improvement Program	✓	✓	●	
	Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation	✓	✓		
	Better Utilizing Investments to Leverage Development Grant Program	✓	✓		
	Reconnecting Communities and Neighborhoods Grant Program	✓	✓		
	Rural Surface Transportation Grant	✓	✓		
	Strengthening Mobility and Revolutionizing Transportation	✓	✓	●	
	Safe Streets and Roads for All	✓	✓	●	●
	Surface Transportation Block Grant	✓	✓	✓	●
Private	Developer Contributions	✓	✓	●	●
	Public-Private Partnerships	✓	✓	✓	✓

Legend: ✓ = Eligible Funding Mechanism ● = Funding Eligibility Is Limited but Possible

Table 14: Recommended Metrics and Key Performance Indicators for Mobility Hub Performance Monitoring

Metric	Data Collection Method	KPI Goal
Goal 1: Support Infill Housing Developments Near Transit		
Average Daily & Peak Period Transit Boardings & Alightings	Automated or Manual Passenger Counts	Increase
Average Daily & Peak Period Bike Parking Utilization	Video Survey, Bike Parking, or Operator API	Increase
Number of Fixed-Route Transit and On-Demand Transit Services that Serve Mobility Hub	Transit Operator Websites	Increase
Goal 2: Reduce Vehicle Miles Traveled		
SOV Commute Mode Split	Intercept Survey, Travel Diary or ACS Data	Decrease
Non-SOV Commute Mode Split	Intercept Survey, Travel Diary or ACS Data	Increase
Average Daily VMT Per Capita	StreetLight Data or TDM+	Decrease
Average Daily and Peak Period Active Transportation (Pedestrians and Bicyclists) Trips with Trip End at Mobility Hub	Video Survey	Increase
Daily and Peak Period Carpooling/Ridesharing Trips with Trip End at Mobility Hub	Intercept Survey, Video Survey, or Carpool Service API	Increase
Average Daily and Peak Period Micromobility Service Usage	Micromobility Service API, or Video Survey	Increase
Goal 3: Improve Regional Connectivity and Community Development		
Number of Existing or Planned Affordable Housing Dwelling Units within Half-Mile of Mobility Hub	Local Planning Department Data, California Affordable Housing Map	Increase
Average Daily Parking Utilization	Parking Utilization Survey	Increase
Average Daily EV Charger Utilization & Charge Time	EV Charging Operator API	Increase
Average Daily Carsharing Service Demand	Carsharing Operator API	Increase
Annual Collision Rates for Streets Surrounding the Mobility Hub	Police Reports, UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS), Statewide Integrated Traffic Records System (SWITRS)	Decrease
Average Property Values Surrounding Mobility Hub	County Assessor Data	Monitor for Potential Displacement Effects

Source: Fehr & Peers, March 2025.

5.4 Demonstration Project Action Plan

The *San Joaquin Regional Mobility Hub Plan - Demonstration Project Action Plan* (SJCOG, March 2025) aims to transition from planning to implementation by selecting, designing, and constructing a pilot mobility hub at one of three shortlisted sites in Lodi, Stockton, or Tracy. SJCOG and the PAG approved the consultant team's recommendation to implement the demonstration project at the Tracy Transit Station during the March 10, 2025, PAG meeting.

This demonstration project will establish a permanent infrastructure improvement, serving as a model for future mobility hubs across the region. The project will enhance access to sustainable transportation options, support the Tracy community, and contribute to long-term regional mobility goals. The prioritization process for the demonstration site considered factors such as proximity to affordable housing, existing infrastructure, transit services, local VMT travel trends, and ease of permitting.

The action plan outlines the next steps, including community engagement, detailed design, permitting, and construction, with a target opening in June 2026. Community input will be gathered through in-person events and a virtual workshop, ensuring that the final design aligns with local needs. The action plan also incorporates monitoring metrics to evaluate the project's success post-implementation.

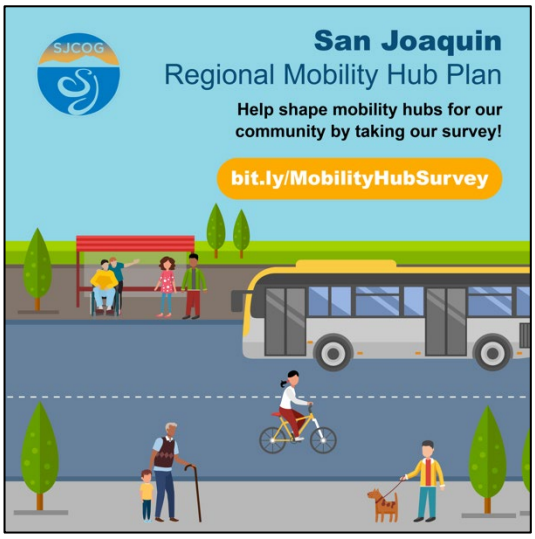
Demonstration Project Renderings by LDA Partners

Appendix A
Community Survey Results

SAN JOAQUIN
COUNCIL OF GOVERNMENTS
CALIFORNIA

San Joaquin – Regional Mobility Hub Plan
Community Survey Summary

Introduction and Project Overview:



Mobility hubs combine public transit, shared mobility, pedestrian infrastructure, and other amenities to create accessible, efficient, and equitable transportation options for all. The San Joaquin Council of Government (SJCOG) is currently developing the San Joaquin County Mobility Hub Plan to guide public agencies and developers in planning, designing, and implementing a network of mobility hubs designed to improve local and regional connectivity, reduce congestion and provide more sustainable transportation options. SJCOG released an online community survey to collect early community input on the Mobility Hub Plan elements and desired locations in October.

December 2023, SJCOG received funding for the Regional Mobility Hub Plan. This plan will survey existing and planned land use, built environment, and programs in housing priority zones to guide the implementation of a mobility hub network throughout the region. The primary goals of the Regional Mobility Hub Plan are to improve multi-modal connectivity and reduce vehicle miles traveled (VMT). The project will conclude with the implementation and operations of a mobility hub at a preferred demonstration project site to be selected with input from local stakeholder agencies.

Survey Purpose and Format:

The online community questionnaire comprised 12 questions exploring how often and why community members/visitors use RCT services, what they would like to see remain, improve, and remove from the services, and specific questions on routes and usability.

Data Summary:

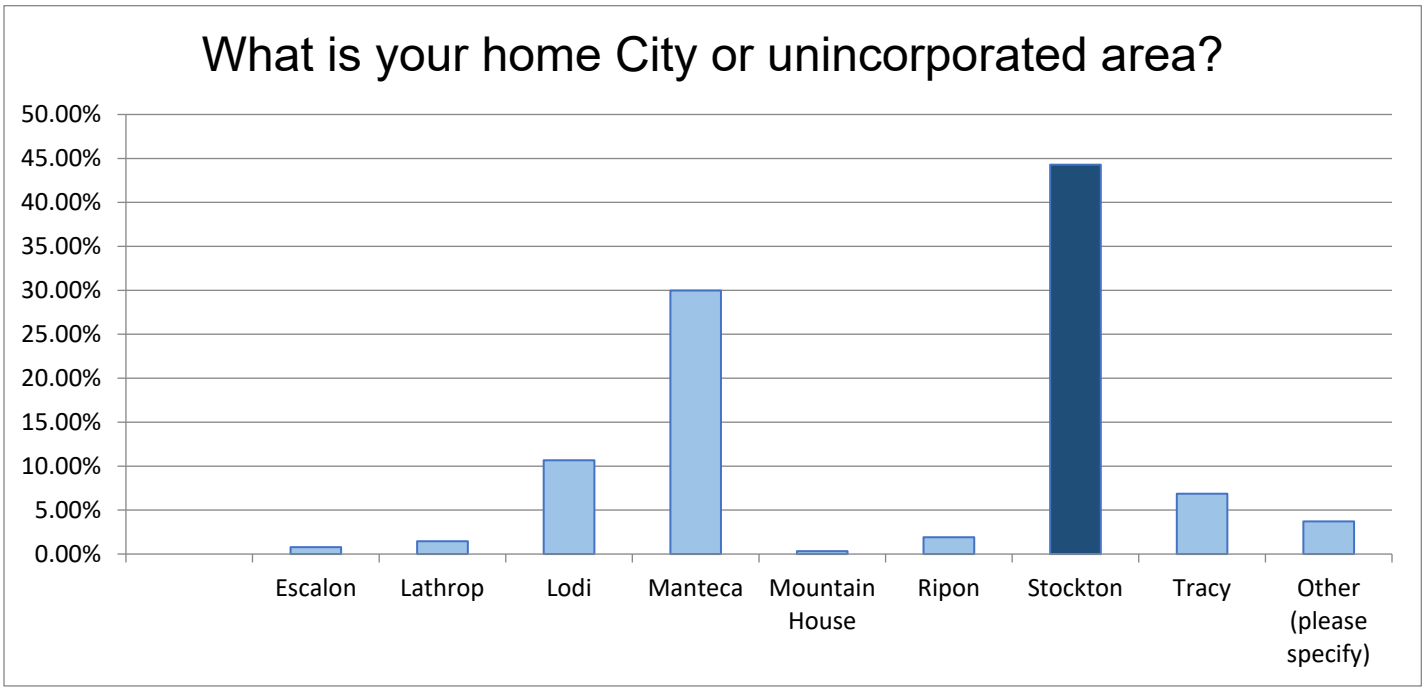
The questionnaire had 12 unique questions and was taken by 307 individuals. The data was taken from Survey Monkey and comprised graphs summarizing the individual results. Both the graphs and summarized write-in answers are provided below.

Questions:

1. What is your home City or unincorporated area?
2. What is your work City or unincorporated area?
3. How often do you use public transit (bus, train, etc.)?
4. How do you usually commute to work or other frequent destinations?
5. What challenges do you face when using public transportation or shared mobility services?
6. What would encourage you to use public transit or shared mobility services more often?
7. What amenities would you like to see at a mobility hub near you
8. How far will you walk or bike to reach a mobility hub?
9. What would make you feel safer using a mobility hub?

10. Which transportation options would you like to see more of at a mobility hub near you?
11. Would you prefer mobility hubs in public spaces, shopping centers, residential, office areas, or healthcare facilities?
12. Is there a specific location for a new mobility hub in your area that you would recommend for consideration?

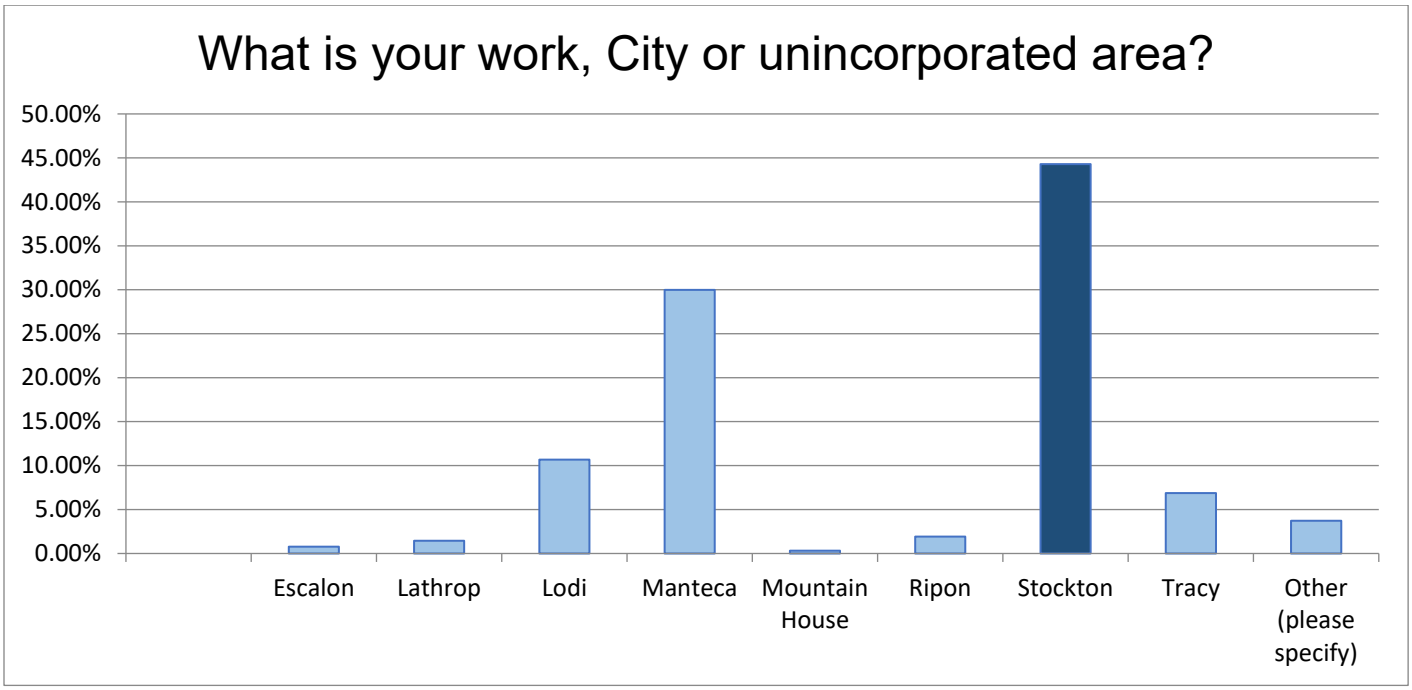
Question 1: What is your home City or unincorporated area? – (307 Answers; 0 skipped)



Results:

- Escalon - **2.84%**
- Lathrop - **5.03%**
- Lodi - **9.95%**
- Manteca - **23.14%**
- Mountain House - **0.73%**
- Ripon - **4.02%**
- **Stockton - 41.71%**
- Tracy - **9.87%**
- Other (please specify) - **2.71%**

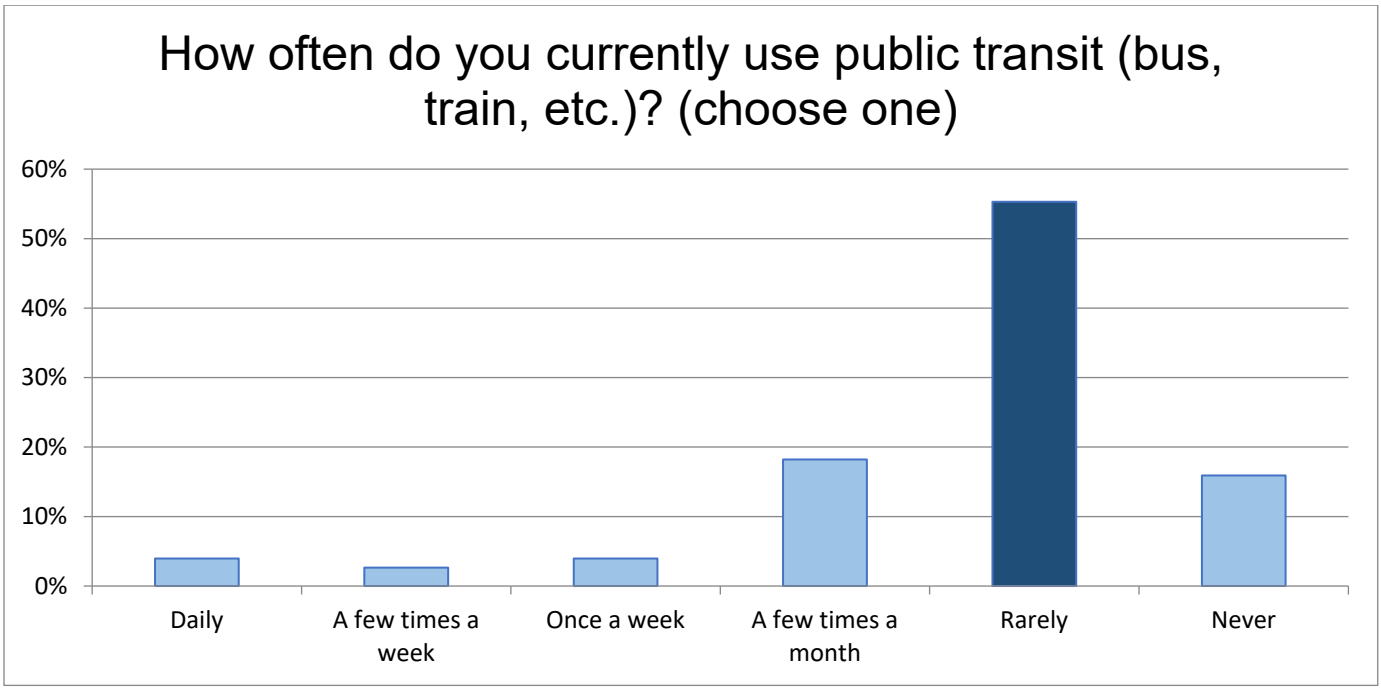
Question 2: What is your work, City or unincorporated area? (305 answered; 2 skipped)



Results:

- Escalon - **0.78%**
- Lathrop - **1.45%**
- Lodi - **10.67%**
- Manteca - **29.98%**
- Mountain House - **0.32%**
- Ripon - **1.92%**
- **Stockton - 44.29%**
- Tracy - **6.87%**
- Other (please specify) - **3.72%**

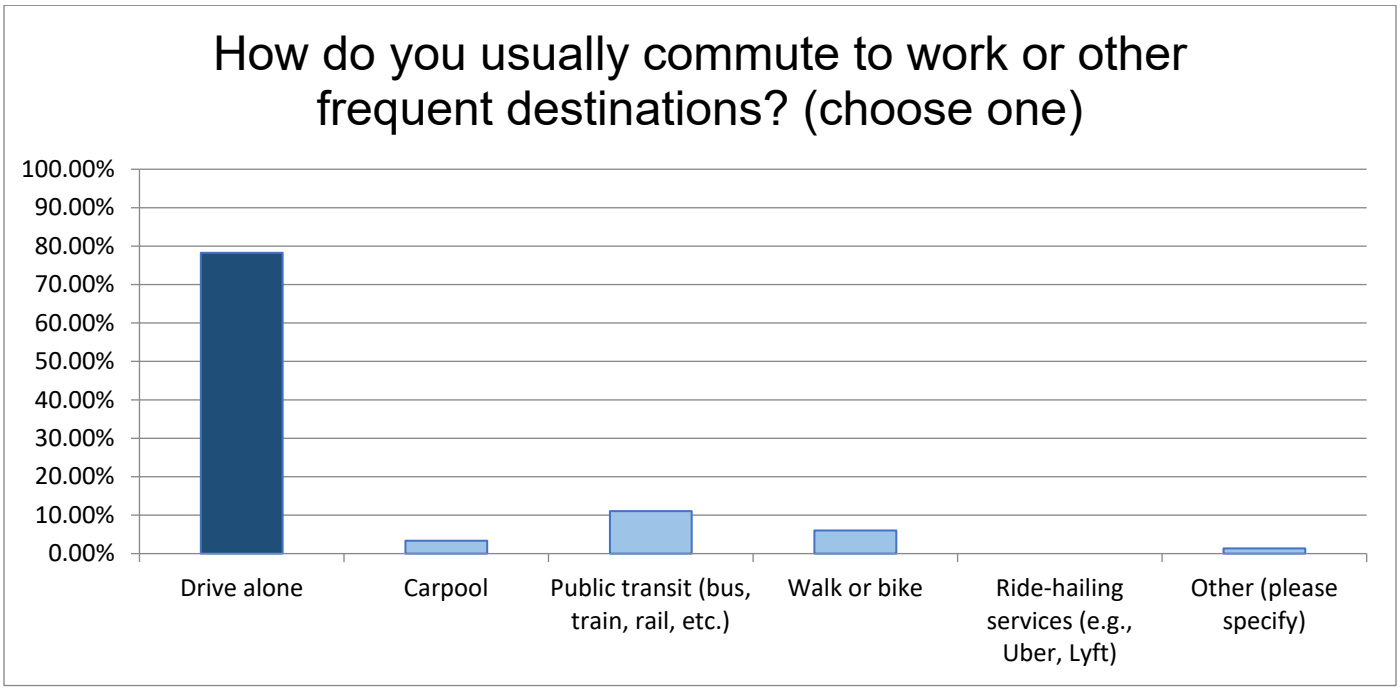
Question 3: How often do you use public transit (bus, train, etc.)? (select one) (302 answered; 5 skipped)



Results:

- Daily - **3.97%**
- A few times a week - **2.65%**
- Once a week - **3.97%**
- A few times a month - **18.21%**
- **Rarely - 55.30%**
- Never - **15.90%**

Question 4: How do you usually commute to work or other frequent destinations? (select one) (285 answered; 22 skipped)



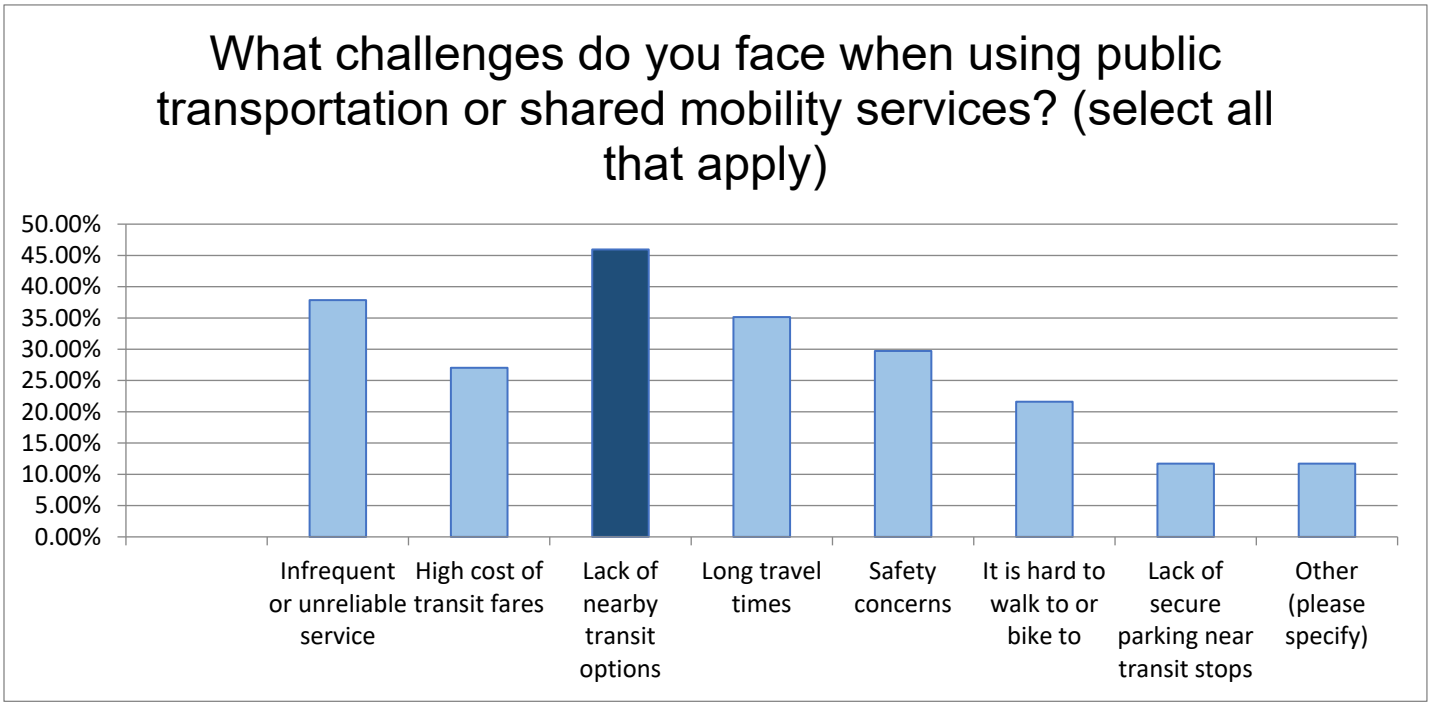
Results:

- **Drive alone - 78.26%**
- Carpool - **3.34%**
- Public transit (bus, train, rail, etc.) - **11.04%**
- Walk or bike - **6.02%**
- Ride-hailing services (e.g., Uber, Lyft) - **0.00%**
- Other (please specify) - **1.34%**

Other (please specify)

- A mix of driving and transit into the Bay Area (headquarters)
- Beg a ride from family or friend
- Friend/family ride
- Motorcycle
- Scooter

Question 5: What challenges do you face when using public transportation or shared mobility services? (select all that apply) (283 answered; 24 skipped)



Results:

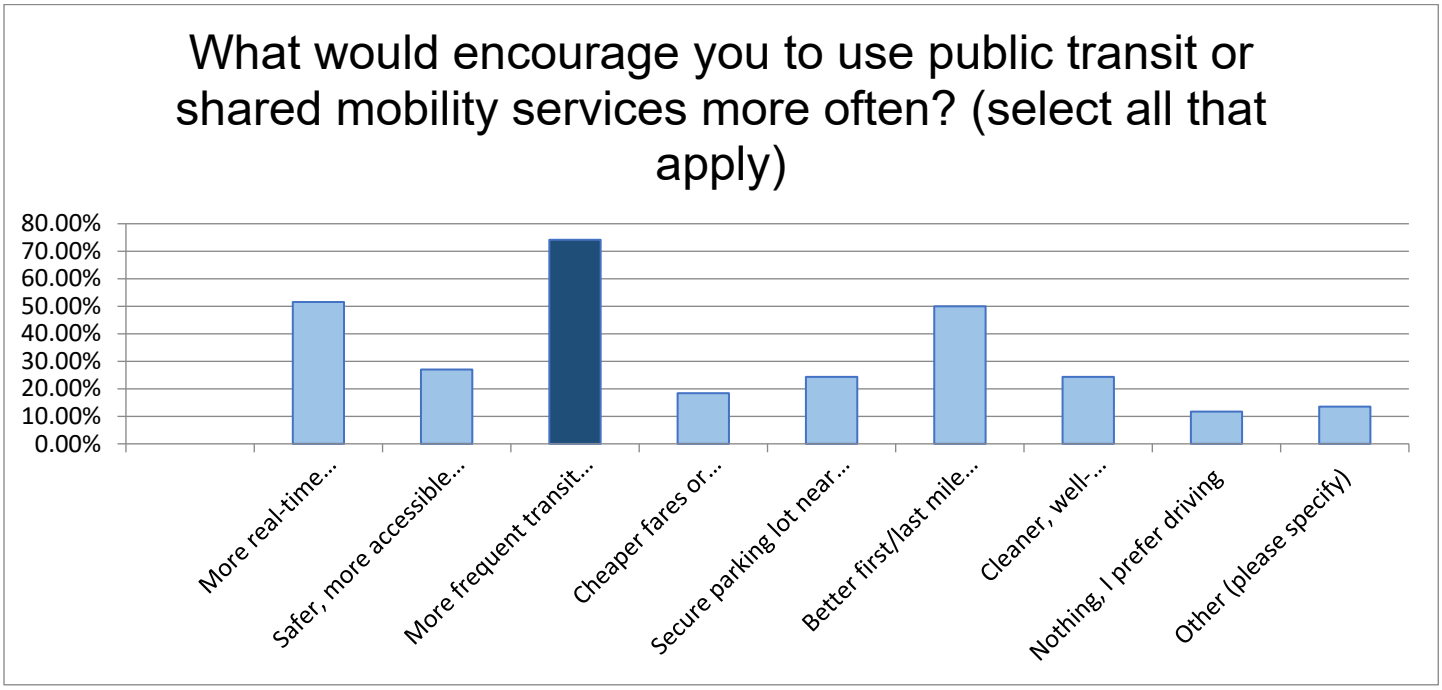
- Infrequent or unreliable service - **37.84%**
- High cost of transit fares - **27.03%**
- **Lack of nearby transit options - 45.95%**
- Long travel times - **35.14%**
- Safety concerns - **29.73%**
- It is hard to walk to or bike to - **21.62%**
- Lack of secure parking near transit stops - **11.71%**
- Other (please specify) - **11.71%**

Other (please specify)

- Transit needs to be cleaner, come more often, and be available more during off-peak times
- Lack of frequent connection outside the city
- Sunday service!
- Transit delays
- Cost of service
- Have a disability/ accessibility and ramps are hard to find
- The bus doesn't go where I want to go
- Can’t find where to go easily

- I am 81 so it won't be long before I stop driving and take transit
- I need the autonomy and privacy of transporting myself.
- Usually have my kids with me
- Busses stop running too early/don't run to or from Stockton at good times
- Lack of bike lanes
- Inconsistent service
- The service doesn't run when I need it to go
- It takes too much time to transfer between services
- The transit is scary – I would like more options for safety or security
- Lack of weekend service
- I tried Greyhound to Sacramento for a flight - dirty, scary
- Childcare services
- The Ace train does not stop in Lodi yet
- Many times, I need my truck and tools
- The bus runs 5-10minutes earlier than scheduled timed stop, causing riders to miss the bus
- Too lazy to do the "right thing."

Question 6: What would encourage you to use public transit or shared mobility services more often? (select all that apply) (275 answered; 32 skipped)



Results:

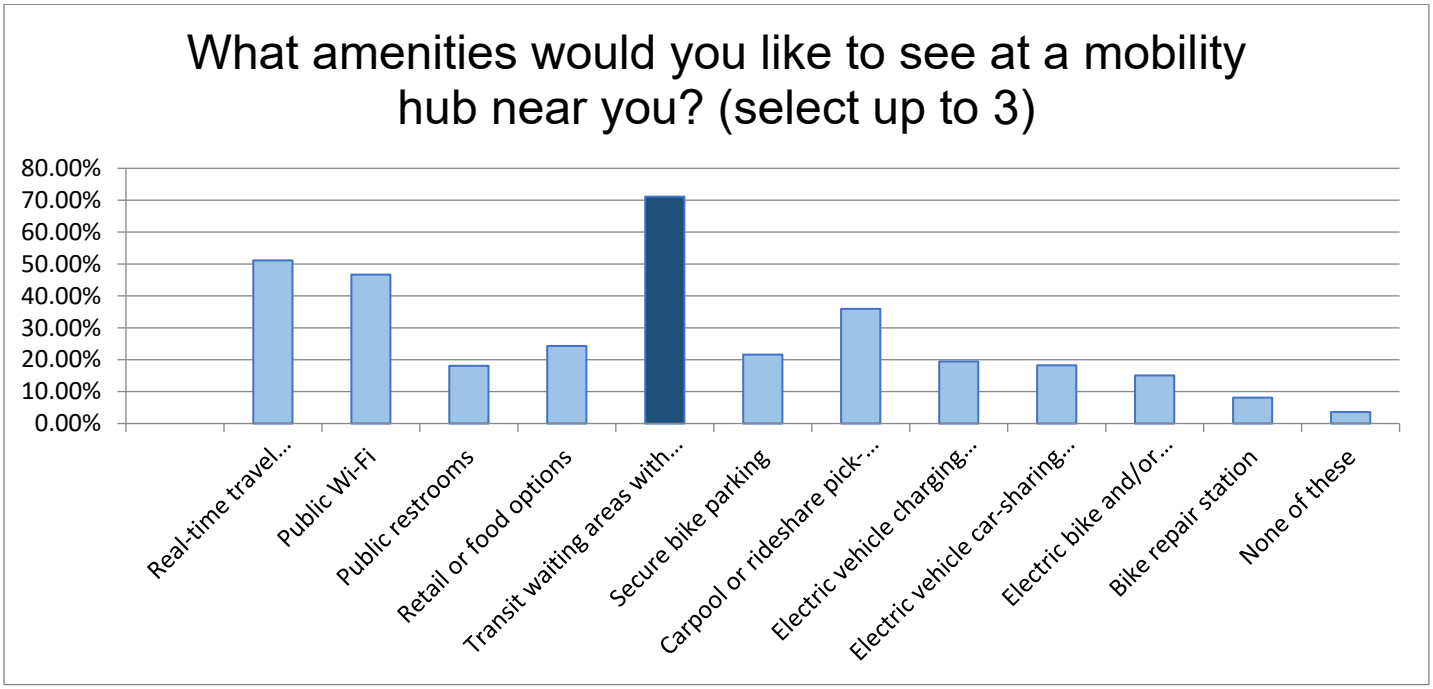
- More real-time information on transit schedules **- 51.53%**
- Safer, more accessible transit stops - **27.03%**

- More frequent transit services - **74.17%**
- Cheaper fares or discounts - **18.42%**
- Secure parking lot near transit stop - **24.32%**
- **Better first/last mile connections (e.g., sidewalks, bike lanes, safe street crossings) - 49.97%**
- Cleaner, well-maintained buses and trains - **24.32%**
- Nothing, I prefer driving - **11.71%**
- Other (please specify) - **13.51%**

Other (please specify)

- Proper education around when it's coming and leaving, also more on-demand services
- Dedicated bus lanes and improved transit times
- Water Fountains
- Food and places for my family to go
- Better lines on roads, more lanes
- More frequent service
- USB Charging stations
- Better routes. Weekend service
- ...for now. I may be unable to take all my stuff home from my destinations.
- Buses or trains that went where I wanted to go.
- Better inter-city connections
- Activities and programming at the space
- Proximity to other destinations
- Shade
- Community events
- Protection from weather
- Clean vehicles
- Seating
- Community owned space
- More bike lanes
- Vendors and retail options
- Accessible options
- Need more options between Lodi to Sacramento and San Francisco
- Stations that are conveniently located
- Bus drivers not running "hot"
- Real-time information
- Nicer vehicles for transit.
- Bundled ticket options – 2 for 1 use
- Is there an app to use?
- Faster times to the destination
- Public art – community space
- Better bike stations
- Cheaper fares at the hubs
- Since I have not used PT, all of the above would be important if I did!

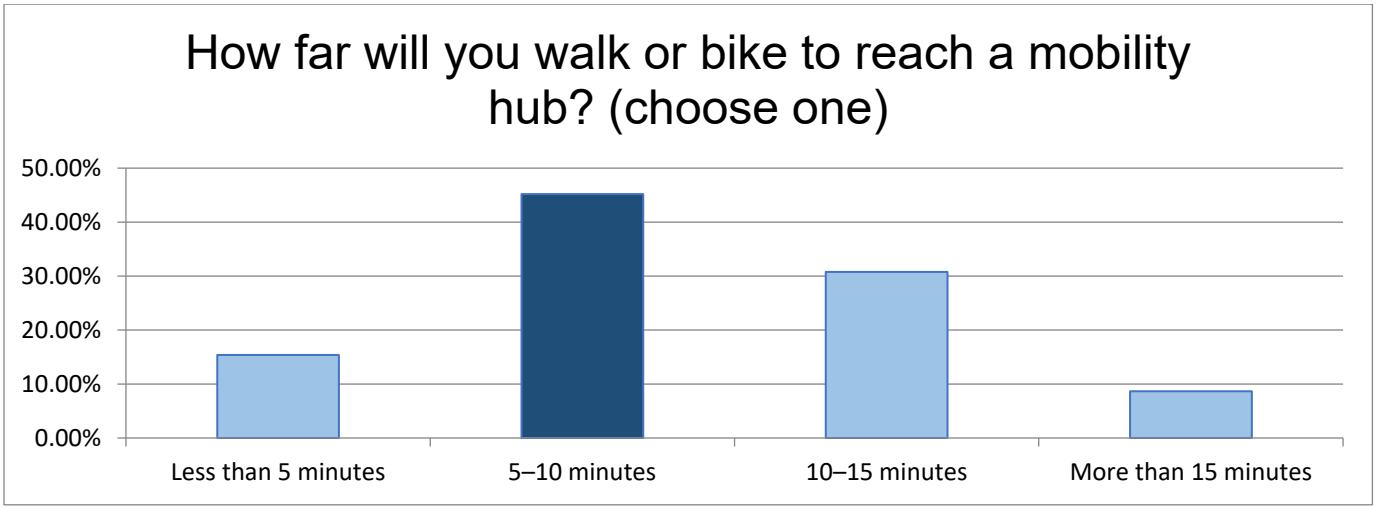
Question 7: What amenities would you like to see at a mobility hub near you? (select up to 3) (273 answered; 34 skipped)



Results:

- Real-time travel information displays - **51.17%**
- Public Wi-Fi - **46.67%**
- Public restrooms - **18.11%**
- Retail or food options - **24.32%**
- **Transit waiting areas with shelter and seating - 71.12%**
- Secure bike parking - **21.62%**
- Carpool or rideshare pick-up/drop-off zones - **35.94%**
- Electric vehicle charging stations - **19.43%**
- Electric vehicle car-sharing services - **18.24%**
- Electric bike and/or scooter sharing - **15.11%**
- Bike repair station - **8.11%**
- None of these - **3.60%**

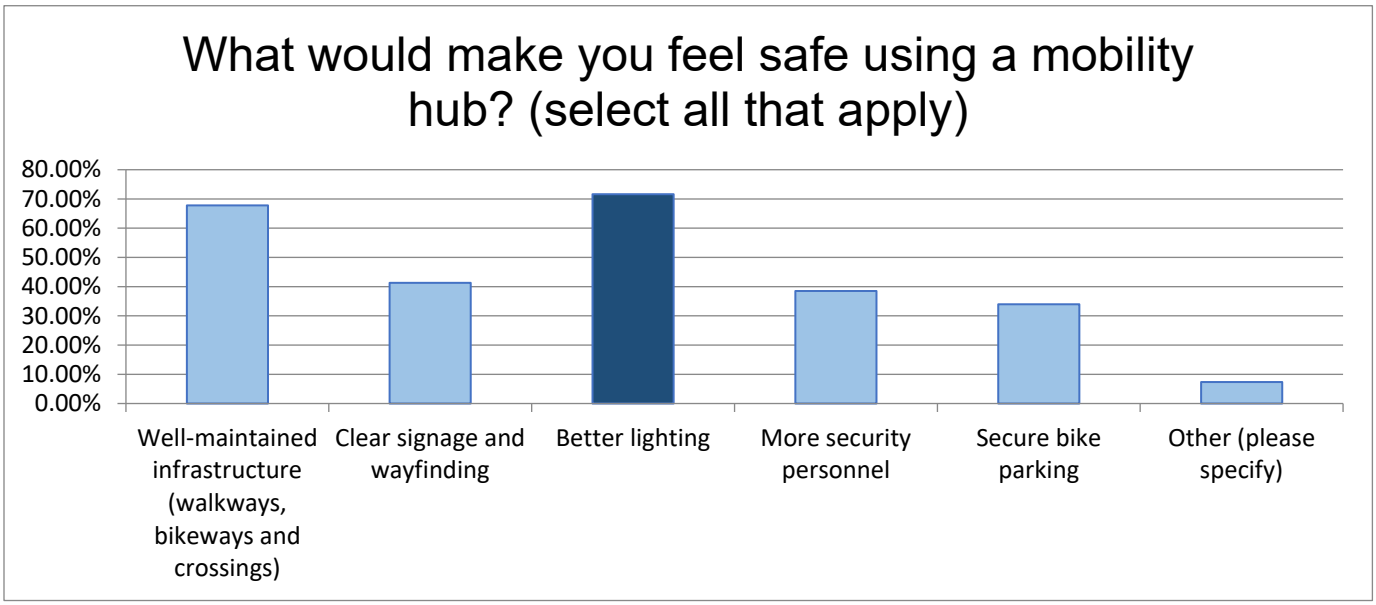
Question 8: How far will you walk or bike to reach a mobility hub? (choose one) (273 answered; 32 skipped)



Results:

- Less than 5 minutes - **15.38%**
- 5–10 minutes - **45.19%**
- 10–15 minutes - **30.77%**
- More than 15 minutes - **8.65%**

Question 9: What would make you feel safer using a mobility hub? (select all that apply) (270 answered; 37 skipped)



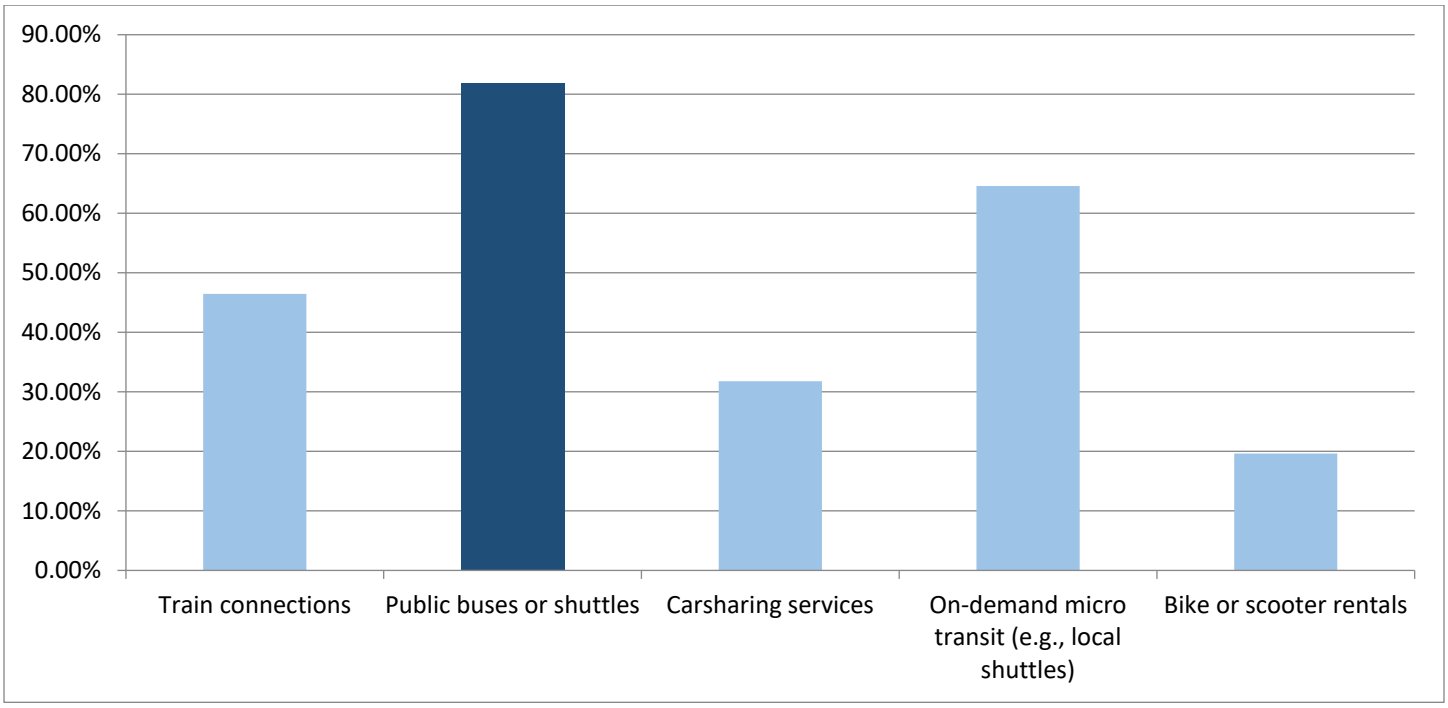
Results:

- Well-maintained infrastructure (walkways, bikeways and crossings) **- 67.80%**
- Clear signage and wayfinding - **41.28%**
- **Better lighting - 71.62%**
- More security personnel - **38.53%**
- Secure bike parking **- 33.94%**
- Other (please specify) **- 7.34%**

Other:

- Cameras.
- Fewer transients in these locations.
- Nice and well-maintained bikes.
- Safe bikeways
- High visibility and frequently used location
- Areas for service dogs to walk around
- Sidewalks, buffered bike lanes
- Security officers
- Clear signage
- Cleanliness
- Parking my bike where they can see it from the road
- Shade at bus stops, spritz lines for hot summer days
- Connected low-stress route to get there- wouldn't want to go to the hub in a dangerous section of town
- Plenty of parking
- Translation services
- Security guard
- Lockers

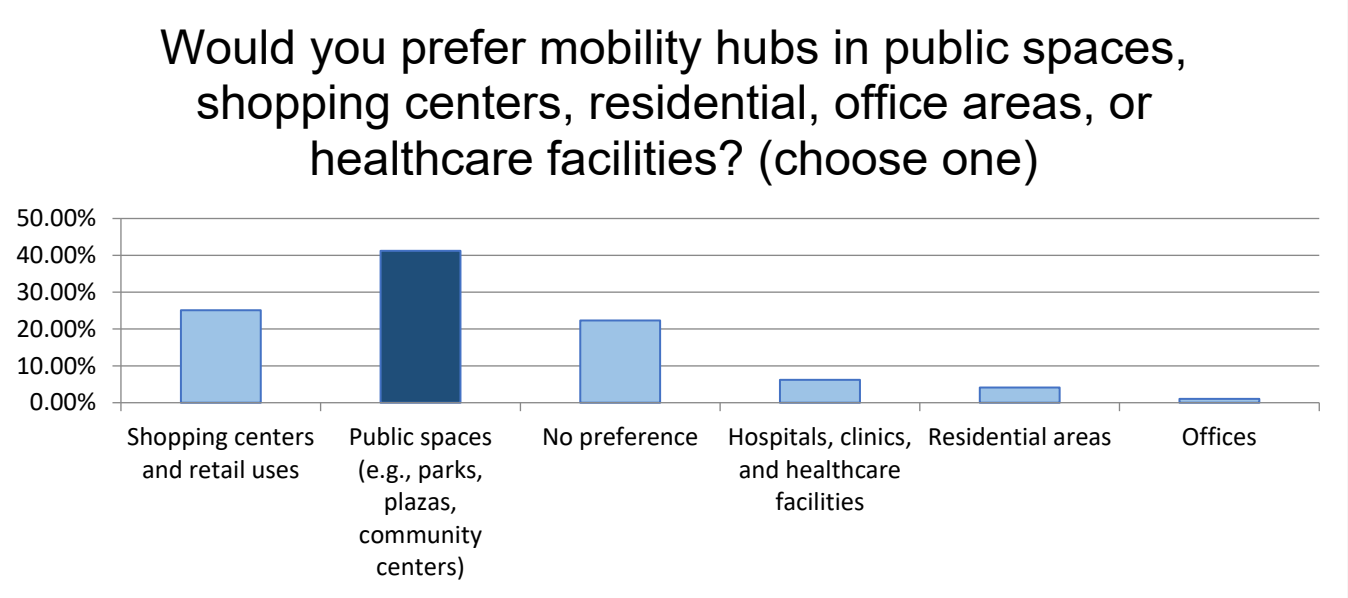
Question 10: Which of the following transportation options would you like to see more of at a mobility hub near you? (select all that apply)



Results:

- Train connections - **46.45%**
- **Public buses or shuttles- 81.88%**
- Carsharing services - **31.78%**
- On-demand micro transit (e.g., local shuttles) - **64.58%**
- Bike or scooter rentals - **19.63%**

Question 11: Would you prefer mobility hubs in public spaces, shopping centers, residential, office areas, or healthcare facilities? (choose one) (281 answered; 26 skipped)



Results:

- Shopping centers and retail uses **- 25.08%**
- **Public spaces (e.g., parks, plazas, community centers) - 41.23%**
- No preference - **22.33%**
- Hospitals, clinics, and healthcare facilities - **6.19%**
- Residential areas - **4.12%**
- Offices - **1.05%**

Question 12: Is there a specific location for a new mobility hub in your area that you would recommend for consideration? (short answer)

Results:

- Sacramento
- Parking lots
- Near Great Wolf Lodge?
- Where the Stockton Kings play!
- The empty lots near the current Lodi Transit Station, Corners of E Pine St & Main St
- Somewhere in South Tracy and the middle of Tracy along Central
- Regarding the proposed ACE station for West Lodi: We need Class 1 bike paths (and frequent shuttles) from the station to various points.

- 1846 Spring Haven Way. Lodi. Ca
- Manteca
- Lakewood Plaza Lodi
- Mall off Pacific and March Lane
- No, but a central location (e.g., downtown, shopping centers)
- East Lodi
- Near the sports complex in Manteca
- District 4 in Lodi
- The city-owned site surrounding the water tower on Main Street, next to the historic fire station being rehabbed.
- Silva Park
- Stockton Miracle Mile
- Plaza on March and West Lane.
- Park West Place off Eight Mile Rd in Stockton
- Legacy Fields or Tracy Mall; shopping center near Kelley Dr; East Lodi
- None. I do not want more mobility hubs near where I live and work. I would prefer the city of Lodi, San Joaquin County focus on prosecuting criminal activities in our communities.
- Corners of Stockton
- Near the Walmart Supercenter on Hammer Lane
- The Promenade Shops
- Costco/Sprouts? IKD: Lodi is doing alright
- Lincoln Center Shopping Mall
- Stockton - UOP/Miracle Mile neighborhood
- No. Please, please, please consider better cycling infrastructure. We need class IV bike lanes!!!!
- Raleys shopping center
- Sherwood Place/Pacific Ave
- Near Anderson Park in Stockton
- Lodi's transit station is fine. Not enough public transportation stops there. No reliable Uber/Lyft.
- 7th Street Lathrop post office
- Northeast Stockton
- Somewhere near I-205, somewhere near the Tracy Transit Station
- Oak Park/California St
- Any library
- Children’s parks to encourage use
- Somewhere in east Stockton. We have RTD located in east Stockton and no station/hub.
- Kettleman and Lower Sac (Bevmo and Applebee’s side) should be a mobility hub for both RTD and Grapeline for ease of transferring for ADA, senior and regular paying passengers
- North Stockton, north of the Hammer Triangle Station
- Panella Park/Arnold Rue Community Center
- Liberty Park Playground
- The main entrance to the Fairgrounds

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SJCOG: Regional Mobility Hub Plan
Community Survey Summary
AIM Consulting – November 2024

Public Awareness Campaign:

Phone Calls and Emails

Throughout October, two project team members from AIM Consulting called stakeholders throughout the project area to educate and inform community organizations, stakeholders, and business owners about the project goals and survey. Team members spoke about the project at each location with business representatives, emailing survey flyers after their call. The calls aimed to get constituents directly working in or owning a business in San Joaquin County to interact with the survey.

Targeted Social Posts

Two boosted social media graphics with links to the survey in English and Spanish were put out, targeting community members living in or near SJCOG and their member jurisdictions. The purpose of the boosted posts was to inform people living in the area about the survey and project. The boosted posts ran for one week during the survey activation, reaching 1,228 Facebook users and engaging 112 people on the first post and reaching 1,701 Facebook users and engaging 132 people on the second.

Appendix B
Built Environment & Land Use Maps

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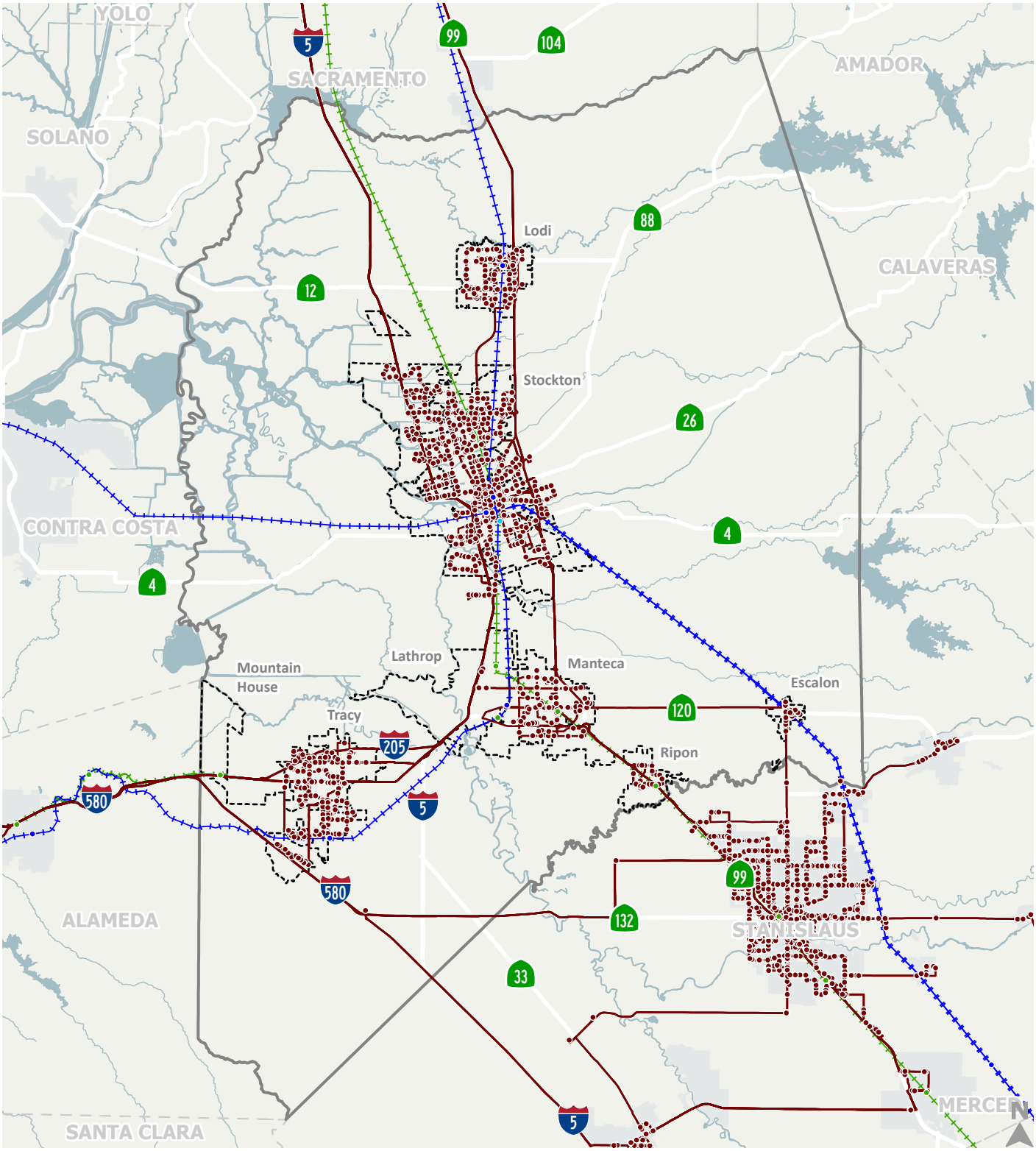


Figure A

Transit Network

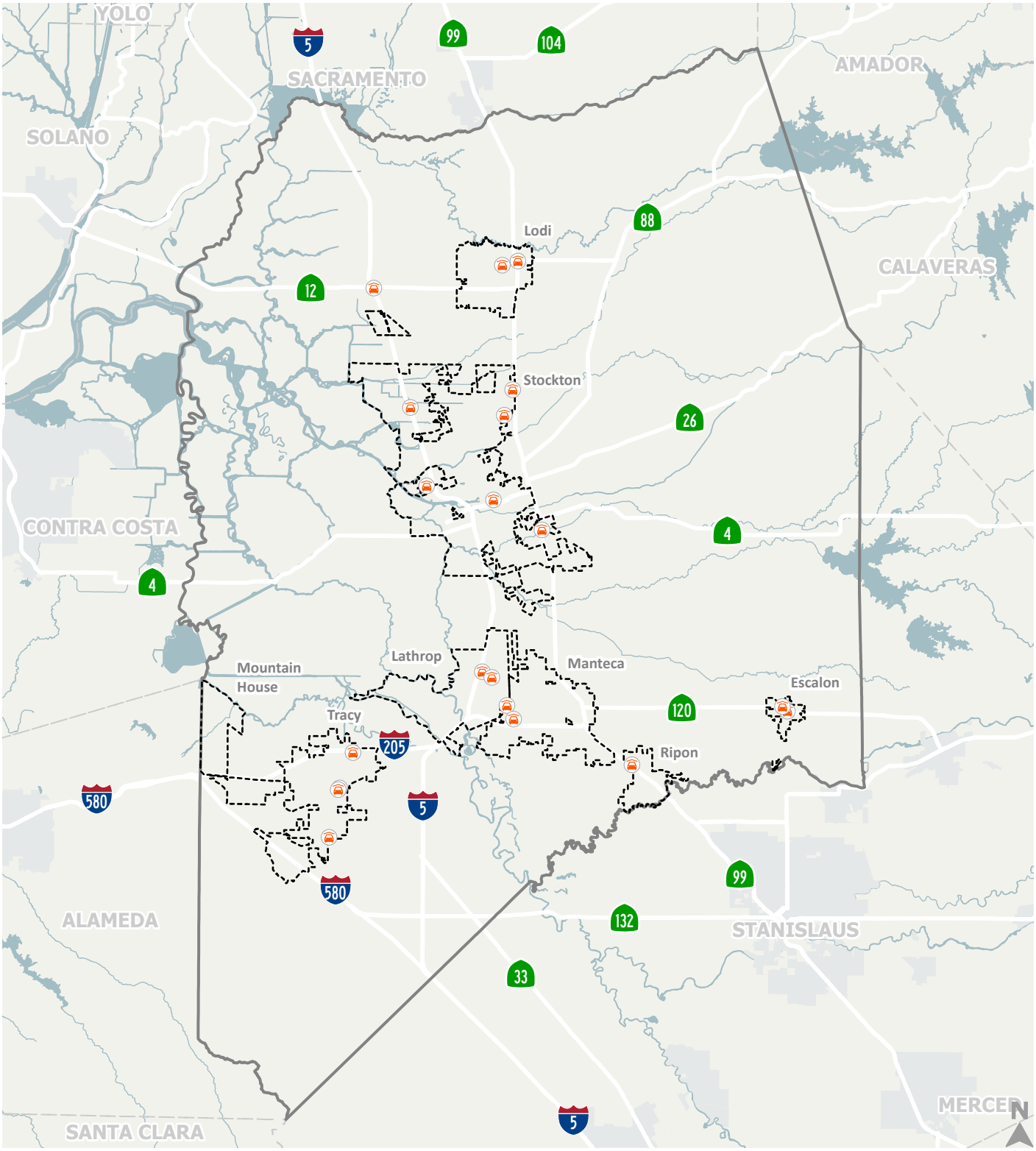
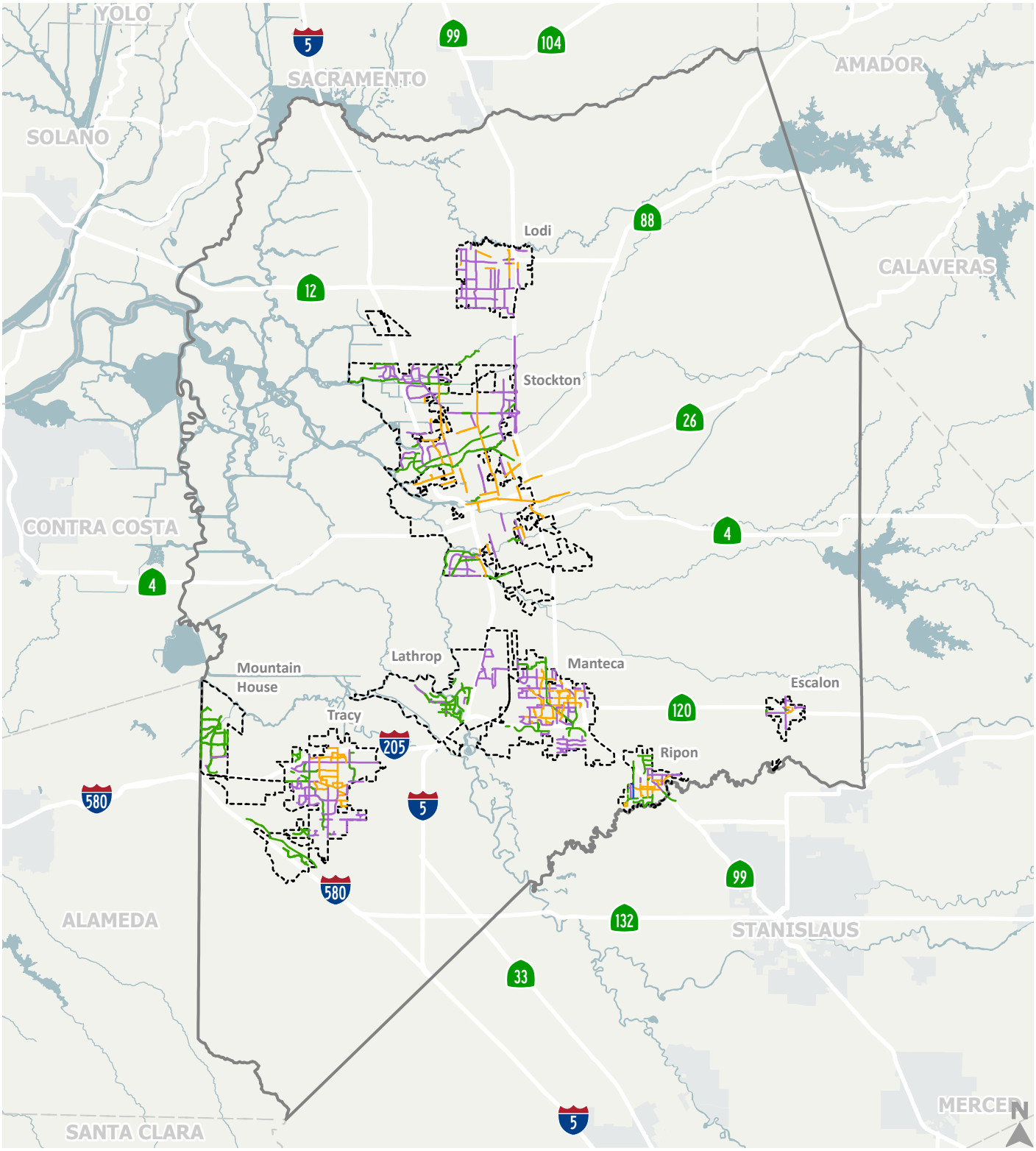


Figure B

Existing Park and Ride Network



Countywide Bicycle Facilities
- Class I Shared-Use Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Separated Bike Lane

- City Boundary
- San Joaquin County Boundary

Figure C

Existing Bicycle Network

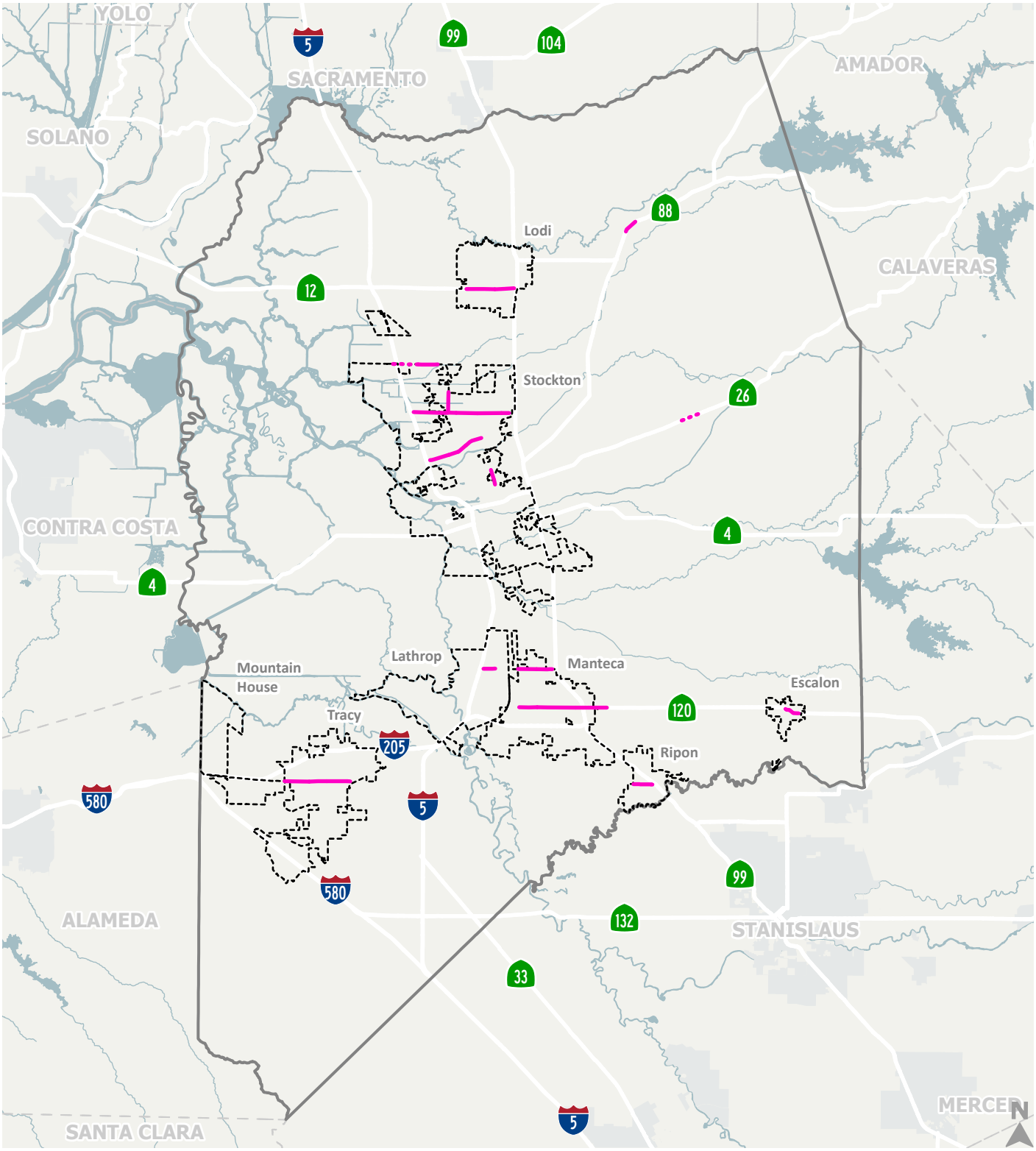
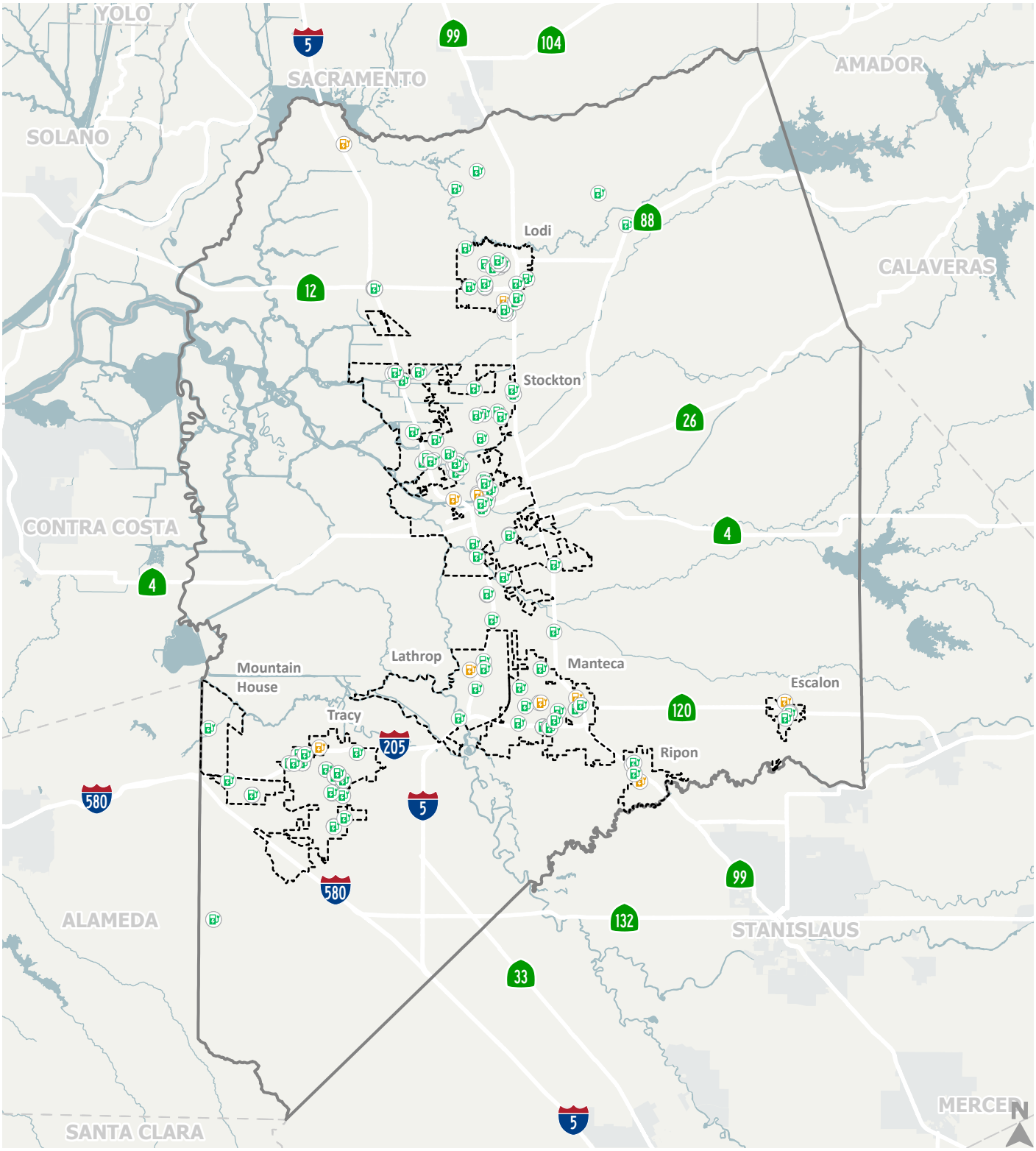


Figure D

Multimodal Corridors



Existing EV Charging Station
Planned EV Charging Station
City Boundary
San Joaquin County Boundary

Figure E

EV Charging Network

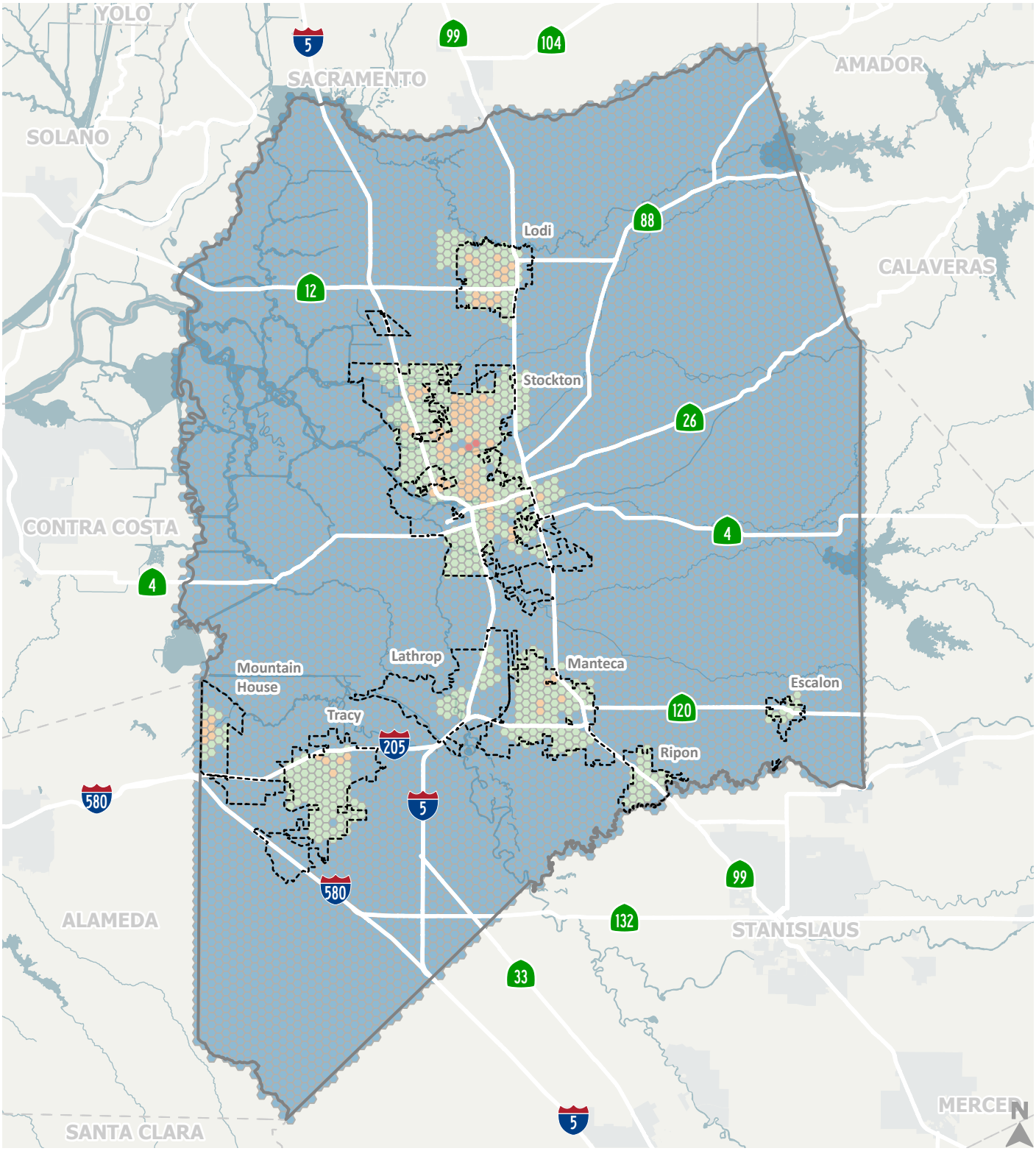


Figure F

Base Year (2021) Housing Density

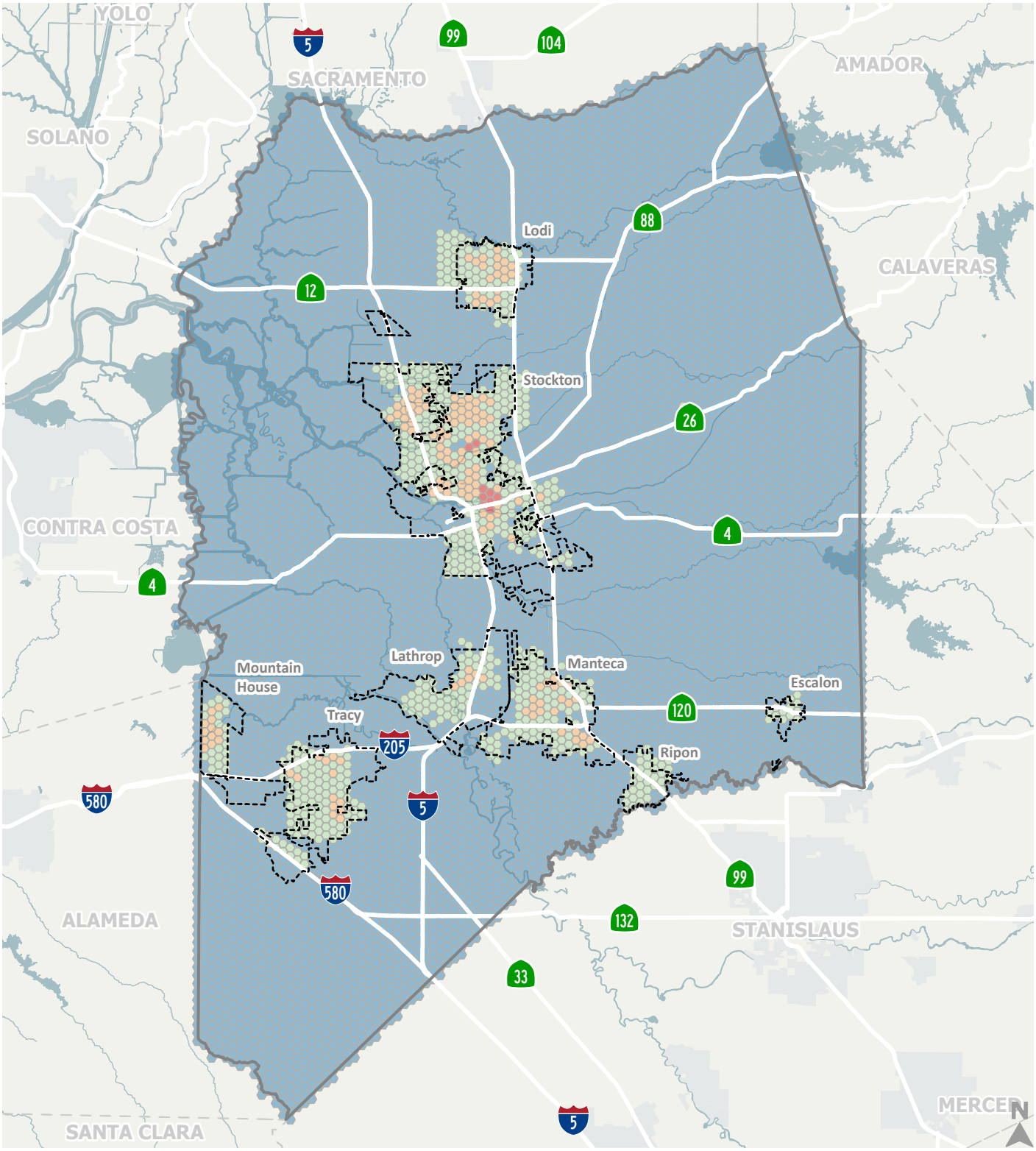


Figure G

Cumulative Year (2046) Housing Density

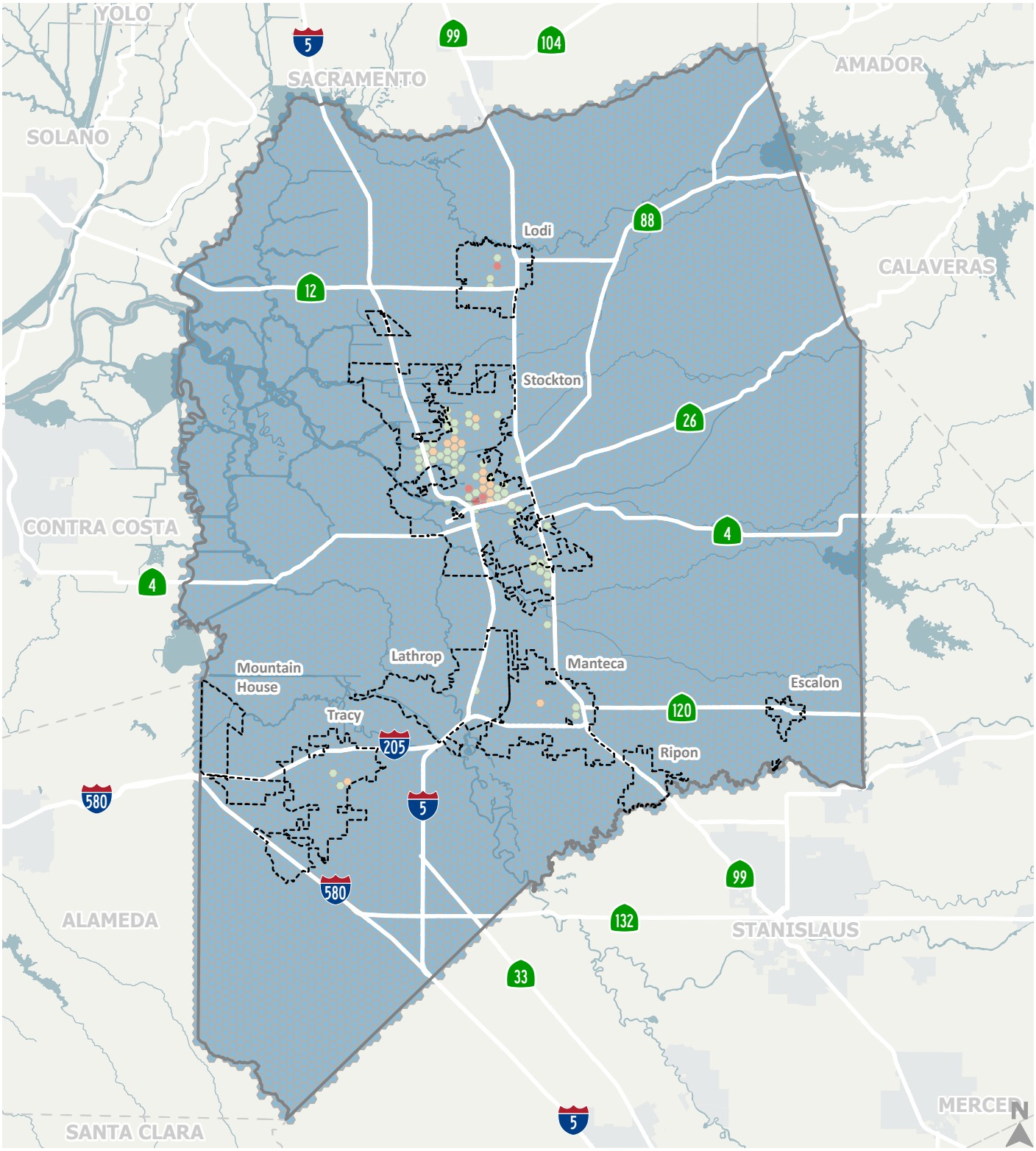


Figure H

Base Year (2021) Job Density

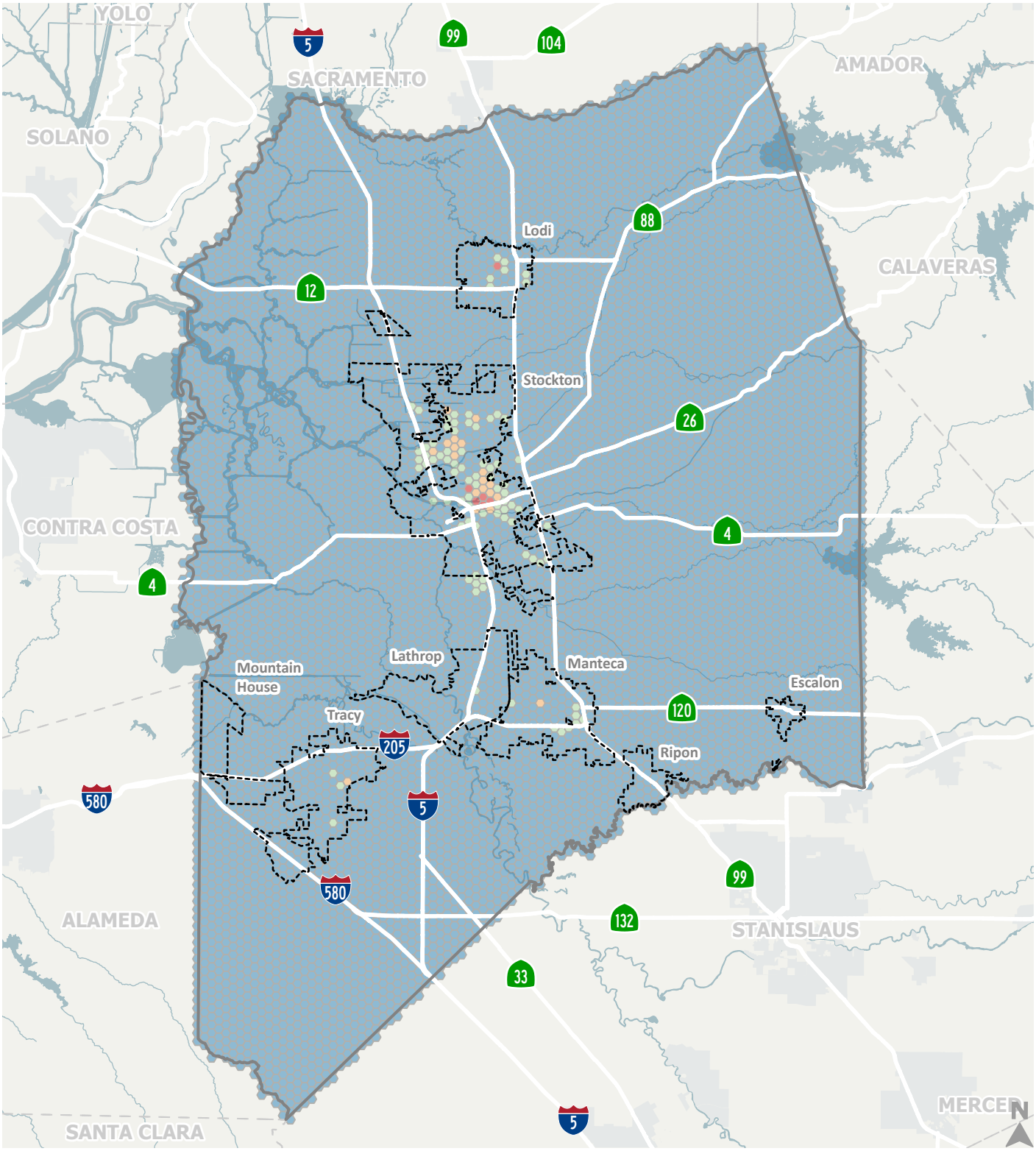


Figure I

Cumulative Year (2046) Job Density

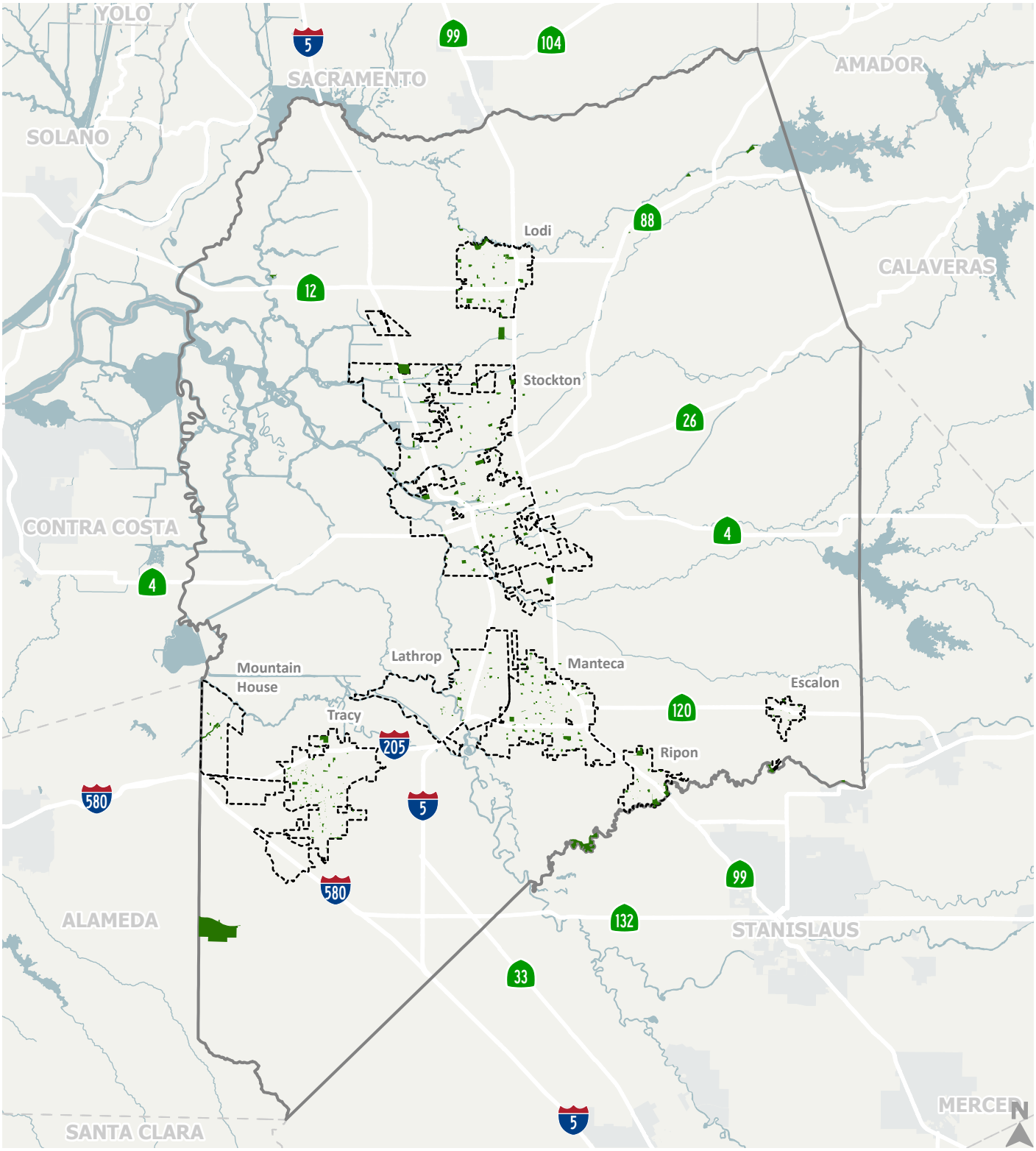
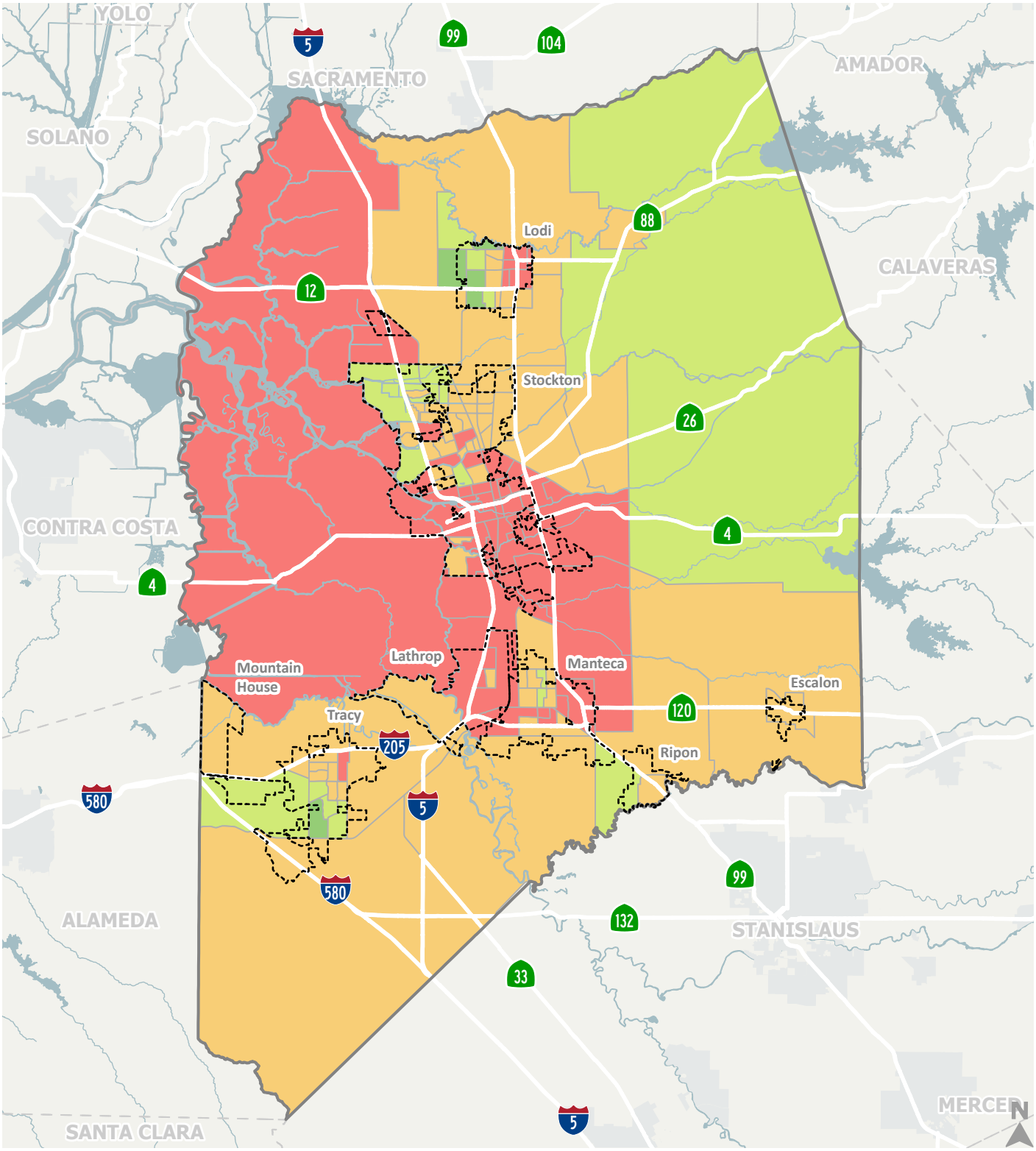


Figure J

Existing Open Space and Parks

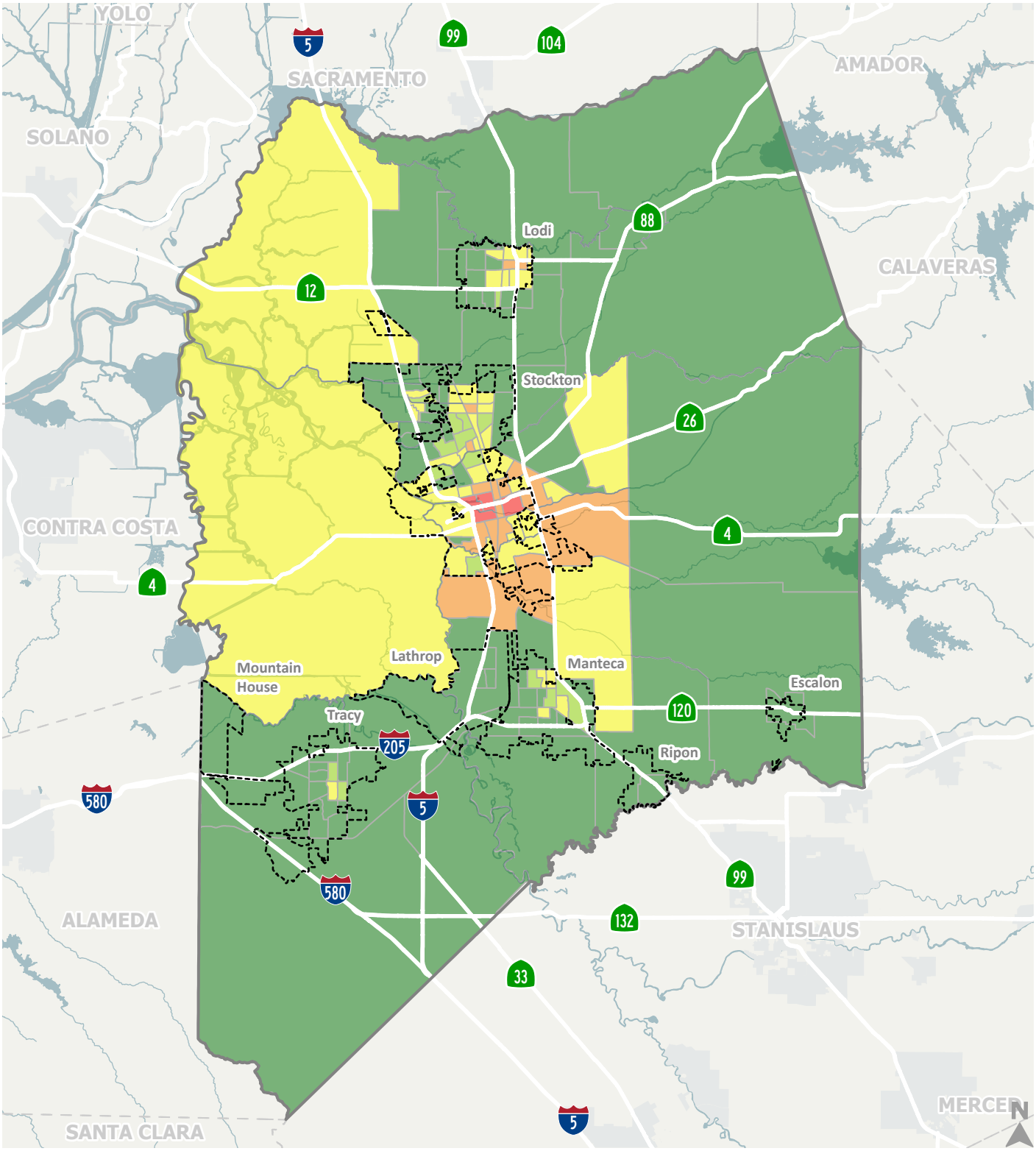


CalEnviroScreen 4.0
- 75 - 100 Percentile
- 50 - <75 Percentile
- 25 - <50 Percentile
- <25 Percentile

- City Boundary
- San Joaquin County Boundary

Figure K

CalEnviroScreen 4.0



Climate Economic Justice Screening Tool (CEJST)

- 7+ Categories Exceeded
- 5 - 6 Categories Exceeded
- 3 - 4 Categories Exceeded
- 1 - 2 Categories Exceeded
- 0 Categories Exceeded

- City Boundary
- San Joaquin County Boundary

Figure L

Climate and Economic Justice Screening Tool (CEJST)

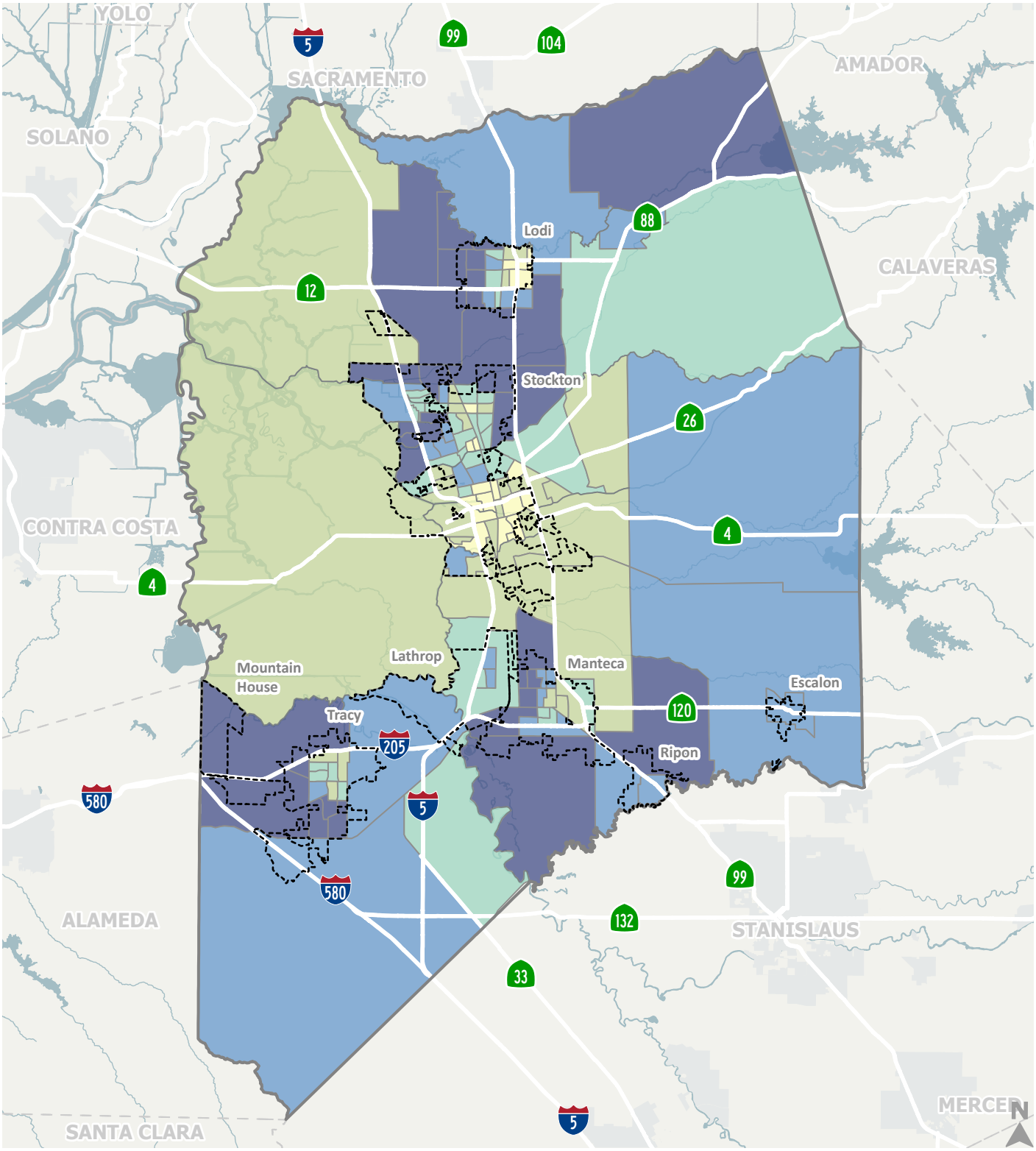
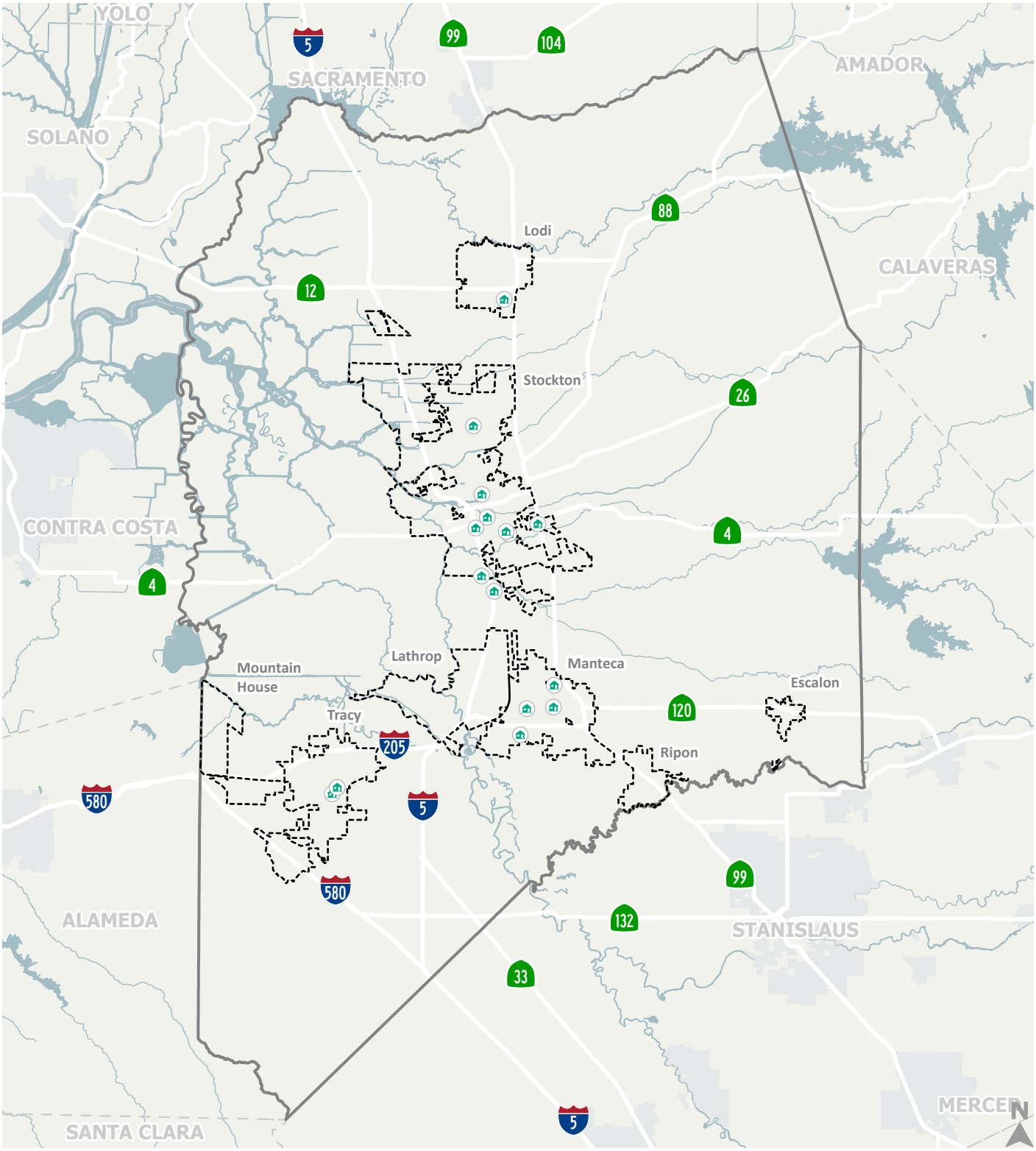


Figure M

COG Geography TCAC/HCD Opportunity Map Composite Score - (HCD, 2023) - Census Tracts



Regional Housing Fund Development Pipeline

City Boundary

San Joaquin County Boundary

Regional Housing Fund Development Pipeline data current as of November 6th, 2024.

Figure N

Regional Housing Fund Development Pipeline

Appendix C
Mobility Hub Suitability Scoring Methodology

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Table C-1: Mobility Hub Suitability Score Methodology – Built Environment

Category	Mobility Hub Suitability Factors	Score Attribute	Data Source	Scoring Criteria	Max Score	Notes
Built Environment (Max 50 Points)	Within 1/2 Mile of Transit Stop or Train Station (Max 20 Points)	Transit Facility Score	Transit network data provided by SJCOG, ACE, Amtrak, City of Escalon, City of Lodi, City of Manteca, City of Ripon, City of Tracy, and San Joaquin RTD	Within 1/2 Mile of Existing Local Bus Stop	10	Max(local bus stop, existing transit center/train station, future transit center/train station)
				Within 1/2 Mile of Existing Transit Center or Commuter Train Station	20	
				Within 1/2 Mile of Future Transit Center or Commuter Train Station	15	
	Park & Ride Lots (Max 10 Points)	Park & Ride Score	Caltrans, San Joaquin RTDa, City of Lodi	Within 1/2 Mile of Existing Park & Ride	10	
	Bike Network Connectivity (Max 10 Points)	Bike Network Score	2023 RCMP, City of Stockton, San Joaquin County	Class I and/or Class IV Within Hexagon	10	Max(Class I/IV, Class II, Class III)
				Class II Within Hexagon	6	
				Class III Within Hexagon	3	
	Multimodal Corridors (Max 5 Points)	Multimodal Corridor Score	2023 RCMP	Existing or Future Multimodal Corridor is within Hexagon	5	
	EV Charging Stations (Max 5 Points)	EV Charging Facility Score	San Joaquin County Alternative Fuels Vision Plan	Within Hexagon	5	

Source: Fehr & Peers, September 2024.

Table C-2: Mobility Hub Suitability Score Methodology – Land Use

Category	Mobility Hub Suitability Factors	Score Attribute	Data Source	Scoring Criteria	Max Score	Notes
Land Use (Max 50 Points)	Base Year 2021 Dwelling Unit Density (Max 15 Points)	Base Year 2021 Housing Density Score	2022 RTP/SCS	>=7 dwelling units/acre	15	Max score combined for Base Year and Cumulative Year Housing Density does not exceed 20 points
				>=4 dwelling units/acre and < 7 dwelling units/acre	10	
	Cumulative Year 2046 Dwelling Unit Density (Max 10 Points)	Cumulative Year 2046 Housing Density Score	2022 RTP/SCS	If Base Year Housing Density >= 7 DU/acre and Cumulative Year Housing Density > Base Year Housing Density	5	
				If Base Year Housing Density < 4 DU/acre and Cumulative Year Housing Density >=7 DU/acre	10	
				If Base Year Housing Density >=4 DU/acre and < 7 DU/acre and Cumulative Year Housing Density >=7 DU/acre	5	
				If Base Year Housing Density < 4 DU/acre and Cumulative Year Housing Density >=4 DU/acre and < 7 DU/acre	5	
	Base Year 2021 Job Density (Max 15 Points)	Base Year 2021 Job Density Score	2022 RTP/SCS	>= 20 jobs/acre	15	Max score combined for Base Year and Cumulative Year Job Density does not exceed 20 points
				>=10 jobs/acre and < 20 jobs/acre	10	
				>=5 jobs/acre and <10 jobs/acre	5	
	Cumulative Year 2046 Job Density (Max 5 Points)	Cumulative Year 2046 Job Density Score	2022 RTP/SCS	If Base Year Job Density >= 20 jobs/acre and Cumulative Year Job Density > Base Year Job Density	5	
				If Base Year Job Density < 20 and Cumulative Year Housing Density >=20 jobs/acre	5	
				If Base Year Job Density < 10 jobs/acre and Cumulative Year Job Density >=10 jobs/acre and <20 jobs/acre	5	
				If Base Year Job Density < 5 jobs/acre and Cumulative Year Job Density >=5 jobs/acre and <10 jobs/acre	3	
	Parks/Open Space (Max 10 Points)	Park Score	Open Source	Public Park Within Hexagon	10	

Source: Fehr & Peers, September 2024.

Appendix D
Mobility Hub Site Prioritization Scorecards

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Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	ESC.01	
Site Location	Downtown Escalon Park & Ride	
Address	Parcel on West Side of Main Street / Viking Street Intersection, Escalon, CA	
Property Owner	Escalon	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Escalon
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Site is about 1/2 from Heritage House development (1100 Escalon Avenue), within 1/2 mile of moderate income opportunity sites identified in the 2023-2031 Escalon Housing Element Update for parcels on the southwest side of the McHenry Avenue/Yosemite Avenue/Railroad tracks
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	San Joaquin RTD regional route 95 and eTrans local route 35 bus stop provided on-site
Is the site currently developed? (Yes or No)	Yes	Existing park and ride lot
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing park and ride lot
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Site appears to have existing power & water service on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	Maybe	Depends on the proposed improvements and the availability of partner agencies to facilitate a streamlined permitting process
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing park and ride lot
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	0	Existing bikeways not provided
Existing and/or Planned Transit Service (5 Points Max)	5	San Joaquin RTD regional route 95 and eTrans local route 35 bus stop provided on-site
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Existing park and ride lot
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	1	Site is about 1/2 from Heritage House development (1100 Escalon Avenue)
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**14**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	ESC.02	
Site Location	Main Street Park	
Address	1771 Main Street, Escalon, CA	
Property Owner	Escalon	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Escalon
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/2 mile of moderate income opportunity sites identified in the 2023-2031 Escalon Housing Element Update for parcels on the southwest side of the McHenry Avenue/Yosemite Avenue/Railroad tracks
Is transit service currently provided at or adjacent to site? (Yes or No)	No	Although eTrans route 35 operates on Main Street adjacent to site, existing bus stops are not provided adjacent to site
Is the site currently developed? (Yes or No)	Yes	Existing park with parking lot
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing park with parking lot
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing park with parking lot
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Although eTrans route 35 operates on Main Street adjacent to site, existing bus stops are not provided adjacent to site
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing park
Existing Pedestrian Walkways (3 Points Max)	2	Internal walkways and adjacent marked crosswalks provided, adjacent sidewalks are generally missing
Existing Bikeways (3 Points Max)	0	Existing bikeways not provided
Existing and/or Planned Transit Service (5 Points Max)	3	Although eTrans route 35 operates on Main Street adjacent to site, existing bus stops are not provided adjacent to site
Existing or Planned EV Charging Station (1 Point Max)	1	Existing EV charging station currently provided on-site
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	1	Limited off-street parking provided, substantial angled on-street parking provided along Main Street frontage
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	1	Within 1/2 mile of moderate income opportunity sites identified in the 2023-2031 Escalon Housing Element Update for parcels on the southwest side of the McHenry Avenue/Yosemite Avenue/Railroad tracks
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**11**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	ESC.03	
Site Location	Vista High School & Escalon High School	
Address	1204 Escalon - Bellota Road, Escalon, CA	
Property Owner	Escalon Unified School District	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by Escalon Unified School District
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Site is about 1/2 from Heritage House development (1100 Escalon Avenue), within 1/2 mile of moderate income opportunity sites identified in the 2023-2031 Escalon Housing Element Update for parcels on the southwest side of the McHenry Avenue/Yosemite Avenue/Railroad tracks
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	eTrans route 35 bus stop provided on Escalon Bellota Road near Vista High School driveway
Is the site currently developed? (Yes or No)	Yes	Existing high schools and school district office
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing high schools and school district office
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing high schools and school district office
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Although site is owned by public agency, agency is not an SJCOG member agency, which may require additional project development steps that may not allow for a streamlined process
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing high schools and school district office
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	2	Class II bike lanes provided on Escalon-Bellota Road, Class III bike route provided on Yosemite Avenue east of Escalon-Bellota Road
Existing and/or Planned Transit Service (5 Points Max)	3	eTrans route 35 bus stop provided on Escalon Bellota Road near Vista High School driveway
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Substantial off-street parking provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	1	Within 1/2 mile of moderate income opportunity sites identified in the 2023-2031 Escalon Housing Element Update for parcels on the southwest side of the McHenry Avenue/Yosemite Avenue/Railroad tracks
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**14**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	LAT.01	
Site Location	Lathrop/Manteca ACE Station	
Address	17800 Shideler Parkway, Lathrop, CA	
Property Owner	San Joaquin Regional Rail Commission (SJRRC)	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by SJRRC
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	ACE rail and shuttle service, StanRTA regional route 70
Is the site currently developed? (Yes or No)	Yes	Existing transit station
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing transit station
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing transit station
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing transit station
Existing Pedestrian Walkways (3 Points Max)	1	Internal walkways provided
Existing Bikeways (3 Points Max)	0	Existing bikeways not provided
Existing and/or Planned Transit Service (5 Points Max)	5	ACE rail and shuttle service, StanRTA regional route 70
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Park-and-ride currently provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**11**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	LAT.02	
Site Location	Lathrop Crossroads Shopping Center	
Address	15030 S. Harlan Rd, Lathrop, CA	
Property Owner	Private Owner	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	No	Site is privately owned
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	San Joaquin RTD regional routes 90 and 150 stops provided on-site
Is the site currently developed? (Yes or No)	Yes	Existing shopping center
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing shopping center
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing shopping center
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Site is privately owned and more than 1/2 mile from nearest existing affordable housing development
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing shopping center
Existing Pedestrian Walkways (3 Points Max)	2	Internal walkways and adjacent sidewalk, but no marked crosswalks
Existing Bikeways (3 Points Max)	2	Existing Class II bike lanes on Harlan Road
Existing and/or Planned Transit Service (5 Points Max)	5	San Joaquin RTD regional routes 90 and 150 stops provided on-site
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Park-and-ride currently provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**14**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	LAT.03	
Site Location	River Islands Parkway/McKee Boulevard Intersection	
Address	River Islands Parkway at MacKee Boulevard, Lathrop, CA	
Property Owner	Lathrop	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Lathrop
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	A capacity of 1,372 low-income units identified in 2023-2031 Housing Element for Census Bock Group: 51.19, future affordable housing assumed to be within 1/2 mile of site
Is transit service currently provided at or adjacent to site? (Yes or No)	No	Existing transit service not provided
Is the site currently developed? (Yes or No)	Yes	Landscaping and sidewalks currently provided
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Primarily via existing sidewalks
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Adjacent traffic signal infrastructure
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Existing transit service not provided
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	1	Low Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Landscaping and sidewalks currently provided
Existing Pedestrian Walkways (3 Points Max)	2	Sidewalks and adjacent marked crosswalks provided
Existing Bikeways (3 Points Max)	2	Existing Class II bike lanes partially provided on McKee Boulevard and River Islands Parkway
Existing and/or Planned Transit Service (5 Points Max)	3	Planned local transit service anticipated to be provided in the future per the Lathrop Transit Study that is underway
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	0	Off-street parking not provided
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	1	A capacity of 1,372 low-income units identified in 2023-2031 Housing Element for Census Bock Group: 51.19, future affordable housing assumed to be within 1/2 mile of site
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Mossdale Village Specific Plan boundary
Total Prioritization Score	**11**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	LAT.04	
Site Location	Lathrop Community Center & Senior Center	
Address	15557 5th Street, Lathrop, CA	
Property Owner	Lathrop	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Lathrop
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	No	Existing transit service not provided
Is the site currently developed? (Yes or No)	Yes	Existing park, community center and senior center
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing park, community center and senior center
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing park, community center and senior center
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development, existing transit service not provided
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing park, community center and senior center
Existing Pedestrian Walkways (3 Points Max)	2	Internal walkways and adjacent sidewalk, but no marked crosswalks
Existing Bikeways (3 Points Max)	2	Class II bike lanes provided on 5th Street
Existing and/or Planned Transit Service (5 Points Max)	3	Planned local transit service anticipated to be provided in the future per the Lathrop Transit Study that is underway
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Off-street parking provided
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**12**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	LAT.05	
Site Location	Champions Field Community Park	
Address	2100 Garden Farms Avenue, Lathrop, CA	
Property Owner	Lathrop	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Lathrop
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	A capacity of 1,372 low-income units identified in 2023-2031 Housing Element for Census Bock Group: 51.19, future affordable housing assumed to be within 1/2 mile of site
Is transit service currently provided at or adjacent to site? (Yes or No)	No	Existing transit service not provided
Is the site currently developed? (Yes or No)	Yes	Existing park
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing park with parking lot
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing park with lighting infrastructure
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Existing transit service not provided
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	1	Low Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing park
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	3	Existing Class I multi-use path and Class II bike lanes on River Islands Parkway
Existing and/or Planned Transit Service (5 Points Max)	3	Planned local transit service anticipated to be provided in the future per the Lathrop Transit Study that is underway
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Off-street parking provided
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	1	A capacity of 1,372 low-income units identified in 2023-2031 Housing Element for Census Bock Group: 51.19, future affordable housing assumed to be within 1/2 mile of site
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within West Lathrop Specific Plan boundary
Total Prioritization Score	**15**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	LAT.06	
Site Location	Future Valley Rail North Lathrop ACE Station	
Address	Just North of Lathrop Road/Railroad Crossing near McKinley Avenue, Lathrop,	
Property Owner	To Be Determined	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	No	Site owner to be determined, currently assumed that site is not publically owned
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	No	Existing transit service not provided
Is the site currently developed? (Yes or No)	No	Site is currently vacant
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	No	Site is currently vacant
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	No	Site is currently vacant
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Site is currently vacant and more than 1/2 mile from nearest existing affordable housing development
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	0	Site is currently vacant
Existing Pedestrian Walkways (3 Points Max)	2	Existing sidewalks and marked crosswalks provided on Lathrop Road adjacent to site
Existing Bikeways (3 Points Max)	2	Class II bike lanes provided on Lathrop Road
Existing and/or Planned Transit Service (5 Points Max)	5	Planned Valley Rail ACE station on-site
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	1	Adjacent to Lathrop Road Multimodal Corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Off-street parking planned as part of Valley Rail ACE station project
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**14**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	LOD.01	
Site Location	Old City Hall	
Address	114 N. Main Street, Lodi, CA	
Property Owner	Lodi	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Lodi
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/2 mile of Lodi Hotel Senior Housing (7 S. School Street), affordable housing sites also being planned as part of Downtown Specific Plan update that is underway
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	GrapeLine route 5 bus stop currently provided adjacent to site
Is the site currently developed? (Yes or No)	Yes	Existing municipal uses on-site
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Most area on-site is hardscaped
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Site appears to have existing power & water service on-site or on adjacent street
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Site is identified as an EPA facility of concern, suggesting potential environmental issues that will likely require mitigation
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	4	Top Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing buildings on-site
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	2	Class II bike lanes N. Stockton Street
Existing and/or Planned Transit Service (5 Points Max)	3	GrapeLine route 5 bus stop currently provided adjacent to site
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	1	Limited use off-street parking provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	1	Within 1/2 mile of Lodi Hotel Senior Housing (7 S. School Street), affordable housing sites also being planned as part of Downtown Specific Plan update that is underway
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Dowtown Lodi Specific Plan boundary
Total Prioritization Score	**16**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	LOD.02	
Site Location	Hale Park	
Address	208 E. Locust Street, Lodi, CA	
Property Owner	Lodi	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Lodi
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/2 mile of Lodi Hotel Senior Housing (7 S. School Street), affordable housing sites also being planned as part of Downtown Specific Plan update that is underway
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	GrapeLine route 5 bus stop currently provided adjacent to site
Is the site currently developed? (Yes or No)	Yes	Existing park on-site
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Concrete is limited within the open space
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Site appears to have existing power & water service on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	Maybe	Depends on the proposed improvements and the availability of partner agencies to facilitate a streamlined permitting process
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	4	Top Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing park on-site
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	2	Class II bike lanes on Elm Street and N. Stockton Street
Existing and/or Planned Transit Service (5 Points Max)	3	GrapeLine route 5 bus stop currently provided adjacent to site
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Public parking provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	1	Within 1/2 mile of Lodi Hotel Senior Housing (7 S. School Street), affordable housing sites also being planned as part of Downtown Specific Plan update that is underway
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Dowtown Lodi Specific Plan boundary
Total Prioritization Score	**17**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	LOD.03	
Site Location	Lawrence Park & American Legion Hall	
Address	350 N. Washington Street, Lodi, CA	
Property Owner	Lodi	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Lodi
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	GrapeLine bus stops for express route 1 and route 5 bus stop currently provided adjacent to site
Is the site currently developed? (Yes or No)	Yes	Existing park and American Legion Hall provided on-site
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Limited concrete provided on-site, adjacent on-street parking lanes available on N. Washington Street
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing park and buildings on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	4	Top Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing park and buildings on-site
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	3	Westbound Class I bikeway provided on E. Lockerford Street + eastbound Class II bike lane, Class III bike route provided on N. Calaveras Street
Existing and/or Planned Transit Service (5 Points Max)	5	GrapeLine bus stops for express route 1 and route 5 bus stop currently provided adjacent to site
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	1	Limited use off-street parking provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**17**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	LOD.04	
Site Location	Downtown Lodi Multimodal Transit Station	
Address	24 S. Sacramento Street, Lodi, CA	
Property Owner	Lodi	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Lodi
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/4 mile of Lodi Hotel Senior Housing (7 S. School Street), affordable housing sites also being planned as part of Downtown Specific Plan update that is underway
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	Existing Amtrak service, GrapLine bus stops for express routes 1, 2 and 4, and routes 1, 2, 3, 4, and 5 provided on-site
Is the site currently developed? (Yes or No)	Yes	Existing transit station and parking garage provided on-site
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing transit station and parking garage provided on-site
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Site appears to have existing power & water service on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	Maybe	Depends on the proposed improvements and the availability of partner agencies to facilitate a streamlined permitting process
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	4	Top Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing transit station and parking garage provided on-site
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	0	No existing adjacent bikeways
Existing and/or Planned Transit Service (5 Points Max)	5	Existing Amtrak service, GrapLine bus stops for express routes 1, 2 and 4, and routes 1, 2, 3, 4, and 5 provided on-site
Existing or Planned EV Charging Station (1 Point Max)	1	Existing and planned EV charging stations provided on-site
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Public parking garage provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	3	Within 1/4 mile of Lodi Hotel Senior Housing (7 S. School Street), affordable housing sites also being planned as part of Downtown Specific Plan update that is underway
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Dowtown Lodi Specific Plan boundary
Total Prioritization Score	**20**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	LOD.05	
Site Location	E. Elm Street Lot	
Address	17 E. Elm Street, Lodi, CA	
Property Owner	Lodi	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Lodi
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/2 mile of Lodi Hotel Senior Housing (7 S. School Street), affordable housing sites also being planned as part of Downtown Specific Plan update that is underway
Is transit service currently provided at or adjacent to site? (Yes or No)	No	Nearest transit service is one block away at Hale Park
Is the site currently developed? (Yes or No)	No	Site is vacant
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	No	Site is vacant
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	No	Site is vacant
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Site is vacant
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	4	Top Priority Neighborhood
Site is on Developed Property (1 Point Max)	0	Site is vacant
Existing Pedestrian Walkways (3 Points Max)	0	Sidewalks not provided on-site or site-adjacent
Existing Bikeways (3 Points Max)	0	No existing adjacent bikeways
Existing and/or Planned Transit Service (5 Points Max)	0	No existing adjacent transit service
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	0	Off-street parking not available on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	1	Within 1/2 mile of Lodi Hotel Senior Housing (7 S. School Street), affordable housing sites also being planned as part of Downtown Specific Plan update that is underway
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Dowtown Lodi Specific Plan boundary
Total Prioritization Score	**6**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	LOD.06	
Site Location	Salas Park	
Address	2101 S. Stockton Street, Lodi, CA	
Property Owner	Lodi	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Lodi
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/4 mile of Lodi Commons at Salas Park (6304 Danny Drive) development identified in the Regional Housing Fund Development Pipeline
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	GrapeLine route 5 bus stop currently provided adjacent to site
Is the site currently developed? (Yes or No)	Yes	Existing park on-site
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Large parking lot provided on-site
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing lighting infrastructure provided on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	Maybe	Depends on the proposed improvements and the availability of partner agencies to facilitate a streamlined permitting process
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing park on-site
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	2	Existing Class II bike lanes provided on Stockton Street
Existing and/or Planned Transit Service (5 Points Max)	3	GrapeLine route 5 bus stop currently provided adjacent to site
Existing or Planned EV Charging Station (1 Point Max)	1	EV charging station current planned for site
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Public parking provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	3	Within 1/4 mile of Lodi Commons at Salas Park (6304 Danny Drive) development identified in the Regional Housing Fund Development Pipeline
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**17**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	LOD.07	
Site Location	Westgate Water Tank & Sub-Station	
Address	2800 W. Kettleman Lane, Lodi, CA	
Property Owner	Lodi	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Lodi
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	Although bus stops are not provided adjacent to site, GrapeLine routes 1, 2, 3, and 4 operate on Westgate Drive adjacent to site
Is the site currently developed? (Yes or No)	No	Site is mostly vacant
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	No	Site is mostly vacant
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing sub-station provided on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Site is mostly vacant
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	0	Site is mostly vacant
Existing Pedestrian Walkways (3 Points Max)	2	Adjacent sidewalk and marked crosswalk
Existing Bikeways (3 Points Max)	2	Existing Class II bike lanes provided on Westgate Drive
Existing and/or Planned Transit Service (5 Points Max)	3	Although bus stops are not provided adjacent to site, GrapeLine routes 1, 2, 3, and 4 operate on Westgate Drive adjacent to site
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	0	Off-street parking not available on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**9**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	LOD.08	
Site Location	Midway Transfer Point	
Address	2420 W. Kattleman Lane, Lodi, CA	
Property Owner	Caltrans (street frontage), Private Owner (adjacent parcel)	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	No	Although Lodi owns the street right-of-way, adjacent fronting parcel is privately owned
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/4 mile of Tienda Drive Senior Apartments (2245 Tienda Drive)
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	GrapeLine local routes 1, 2, 3, 4 and San Joaquin RTD regional route 93 currently service existing bus stop provided on-site
Is the site currently developed? (Yes or No)	Yes	Existing bus stop and adjacent shopping center
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing bus stop and adjacent shopping center
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing bus stop and adjacent shopping center
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Although Lodi owns the street right-of-way, adjacent fronting parcel is privately owned
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing bus stop and adjacent shopping center
Existing Pedestrian Walkways (3 Points Max)	3	Adjacent sidewalk and marked crosswalk
Existing Bikeways (3 Points Max)	2	Existing Class II bike lanes provided on Kettleman Lane
Existing and/or Planned Transit Service (5 Points Max)	5	GrapeLine local routes 1, 2, 3, 4 and San Joaquin RTD regional route 93 currently service existing bus stop provided on-site
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	1	Kettleman Lane designated as existing Multimodal Corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Off-street parking available on adjacent shopping center
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	3	Within 1/4 mile of Tienda Drive Senior Apartments (2245 Tienda Drive)
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**19**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	MAN.01	
Site Location	Manteca Transit Center	
Address	220 Moffat Boulevard & 133/155 E. Wetmore Street, Manteca, CA	
Property Owner	Manteca	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site owned by City of Manteca
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/2 mile of planned Navigation Center/mixed-used affordable housing project (682 S. Main Street) as well as the planned Yosemite Senior Living project (309 W. Yosemite, 105 Sycamore Avenue) identified in the Regional Housing Fund Development Pipeline
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	Local Manteca Transit service (routes 1, 2, 3, and 4), Regional San Joaquin RTD service (routes 80, 91, 95, and 97), ACE shuttle service (Lathrop/Manteca ACE Station)
Is the site currently developed? (Yes or No)	Yes	Existing transit center
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing transit center
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Site appears to have existing power & water service on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	Maybe	Depends on the proposed improvements and the availability of partner agencies to facilitate a streamlined permitting process
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	4	Top Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing transit center
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	3	Existing Class I multi-use path connects to station, Class II bike lanes provided on Main Street
Existing and/or Planned Transit Service (5 Points Max)	5	Local Manteca Transit service (routes 1, 2, 3, and 4), Regional San Joaquin RTD service (routes 80, 91, 95, and 97), ACE shuttle service (Lathrop/Manteca ACE Station)
Existing or Planned EV Charging Station (1 Point Max)	1	Existing charging station provided on-site
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	1	Limited use off-street parking provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	1	Within 1/2 mile of planned Navigation Center/mixed-used affordable housing project (682 S. Main Street) as well as the planned Yosemite Senior Living project (309 W. Yosemite, 105 Sycamore Avenue) identified in the Regional Housing Fund Development Pipeline
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**19**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	MAN.02	
Site Location	Manteca City Hall	
Address	1001 W. Center Street, Manteca, CA	
Property Owner	Manteca	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site owned by City of Manteca
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	Local Manteca Transit service (routes 1, 2, and 3) provided adjacent to site
Is the site currently developed? (Yes or No)	Yes	Existing City Hall and various parking lots
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing City Hall and various parking lots
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing buildings provided on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	4	Top Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing City Hall
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	2	Class II bike lanes provided on Center Street, Class III bike route provided on Cherry Lane
Existing and/or Planned Transit Service (5 Points Max)	3	Local Manteca Transit service (routes 1, 2, and 3) provided adjacent to site
Existing or Planned EV Charging Station (1 Point Max)	1	Charging station planned on-site
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Public parking provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**16**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	MAN.03	
Site Location	Big Leage Dreams Sports Park	
Address	1077 Milo Candini Drive, Manteca, CA	
Property Owner	Big League Dreams USA, LLC	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	No	Site is privately owned
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	Local Manteca Transit service (routes 1 and 2) provided adjacent to site
Is the site currently developed? (Yes or No)	Yes	Existing sports park
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing sports park
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing sports park
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Not publically owned and more than 1/2 mile from nearest existing affordable housing development
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing sports park
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	0	Existing bikeways not provided
Existing and/or Planned Transit Service (5 Points Max)	3	Local Manteca Transit service (routes 1 and 2) provided adjacent to site
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Public parking provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**11**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	MTH.01	
Site Location	Future Mountain House Valley Link Station	
Address	23577 S. Mountain House Parkway, Mountain House, CA	
Property Owner	To Be Determined	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	No	Site owner to be determined, currently assumed that site is not publically owned
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	No	Existing transit service not provided
Is the site currently developed? (Yes or No)	No	Site is currently vacant
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	No	Site is currently vacant
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	No	Site is currently vacant
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Site is currently vacant
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Site is currently vacant
Existing Pedestrian Walkways (3 Points Max)	0	Site is currently vacant
Existing Bikeways (3 Points Max)	0	Site is currently vacant
Existing and/or Planned Transit Service (5 Points Max)	5	Planned Valley Link rail station to be provided on-site
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Planned Valley Link parking lot to be provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Mountain House Master Plan area
Total Prioritization Score	**11**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	MTH.02	
Site Location	Altamont Park	
Address	328 W. Saint Francis Avenue, Mountain House, CA	
Property Owner	Mountain House	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Mountain House
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	No	Existing transit service not provided
Is the site currently developed? (Yes or No)	Yes	Existing park
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing park
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing lighting infrastructure provided on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing park
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	0	Existing bikeways not provided
Existing and/or Planned Transit Service (5 Points Max)	0	Existing transit service not provided
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	0	Existing off-street parking not provided
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Mountain House Master Plan area
Total Prioritization Score	**7**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	MTH.03	
Site Location	Bethany Village Park	
Address	570 S. Escuela Drive, Mountain House, CA	
Property Owner	Mountain House	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Mountain House
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	No	Existing transit service not provided
Is the site currently developed? (Yes or No)	Yes	Existing park
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing park
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing lighting infrastructure provided on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing park
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	0	Existing bikeways not provided
Existing and/or Planned Transit Service (5 Points Max)	0	Existing transit service not provided
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	0	Existing off-street parking not provided
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Mountain House Master Plan area
Total Prioritization Score	**7**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	RIP.01	
Site Location	Future Ripon Valley Rail ACE Station	
Address	142 S. Industrial Avenue, Ripon, CA	
Property Owner	To Be Determined	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	No	Site owner to be determined, currently assumed that site is not publically owned
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development, nearby sites for low-income housing not identified in 2023-2031 Housing Element
Is transit service currently provided at or adjacent to site? (Yes or No)	No	Existing transit service not currently provided
Is the site currently developed? (Yes or No)	No	Although municipal and industrial uses exists on-site, the Valley Rail ACE station project has not yet been constructed
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Municipal and industrial uses exist on-site
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Municipal and industrial uses exist on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Existing transit service not currently provided
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	0	Although municipal and industrial uses exists on-site, the Valley Rail ACE station project has not yet been constructed
Existing Pedestrian Walkways (3 Points Max)	0	Pedestrian walkways not currently provided
Existing Bikeways (3 Points Max)	1	Class III bike route provided on Industrial Avenue
Existing and/or Planned Transit Service (5 Points Max)	5	Planned Valley Rail ACE station on-site
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Off-street parking currently provided on-site and planned as part of Valley Rail ACE station project
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development, nearby sites for low-income housing not identified in 2023-2031 Housing Element
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**10**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	RIP.02	
Site Location	Downtown Ripon	
Address	Main Street between Walnut Avenue and Nourse Street, Ripon, CA	
Property Owner	Ripon	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Street frontages are within City of Ripon jurisdiction
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development, nearby sites for low-income housing not identified in 2023-2031 Housing Element
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	Existing Ripon Blossom Express (local service) bus stop provided at the Main Street/N. Stockton Avenue intersection
Is the site currently developed? (Yes or No)	Yes	Existing commercial buildings front on this segment of Main Street
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing commercial buildings front on this segment of Main Street
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing commercial buildings front on this segment of Main Street
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development, nearby sites for low-income housing not identified in 2023-2031 Housing Element
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing commercial buildings front on this segment of Main Street
Existing Pedestrian Walkways (3 Points Max)	2	Sidewalks and marked crosswalks (pavers) provided
Existing Bikeways (3 Points Max)	0	Existing bikeways not provided
Existing and/or Planned Transit Service (5 Points Max)	3	Existing Ripon Blossom Express (local service) bus stop provided at the Main Street/N. Stockton Avenue intersection
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	1	Adjacent to Main Street multimodal corridor (Jack Tone Road to Stockton Street)
Off-Street Parking Available or Planned On-Site? (2 Points Max)	1	On-street parking is available for repurposing into Downtown Hub
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development, nearby sites for low-income housing not identified in 2023-2031 Housing Element
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**10**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	RIP.03	
Site Location	SR 99/Jack Tone Road Park & Ride Lot	
Address	1501 Jack Tone Road, Ripon, CA	
Property Owner	Caltrans	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by Caltrans
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Site is less than 1/2 mile from underutilized MU zoned parcels adjacent to Huff Drive/Santos Ave and near Jack Tone Rd/River Rd, approximately 1/2 mile from vacant R4U zoned parcels near the Warren Rd/Colony Rd intersections. These parcels were identified as potential opportunity sites for low income housing in Ripon's 2023-2031 Housing Elelement
Is transit service currently provided at or adjacent to site? (Yes or No)	No	Transit service not currently provided
Is the site currently developed? (Yes or No)	Yes	Existing park and ride lot
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing park and ride lot
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing park and ride lot, lighting infrastructure exists on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Transit service not currently provided
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing park and ride lot
Existing Pedestrian Walkways (3 Points Max)	2	Existing internal walkways and marked crosswalks on adjacent intersection provided, however, adjacent street sidewalk connections not provided to site
Existing Bikeways (3 Points Max)	3	Existing Class I multi-use path provided along east side of Jack Tone Rd in vicinity of site
Existing and/or Planned Transit Service (5 Points Max)	0	Transit service not currently provided
Existing or Planned EV Charging Station (1 Point Max)	1	EV charging station planned on-site
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Existing park and ride lot
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	1	Site is less than 1/2 mile from underutilized MU zoned parcels adjacent to Huff Drive/Santos Ave and near Jack Tone Rd/River Rd, approximately 1/2 mile from vacant R4U zoned parcels near the Warren Rd/Colony Rd intersections. These parcels were identified as potential opportunity sites for low income housing in Ripon's 2023-2031 Housing Elelement
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Directly adjacent to North Pointe Specific Plan boundary
Total Prioritization Score	**13**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	SJC.01	
Site Location	Garden Acres Park & Community Center	
Address	607 Bird Avenue, San Joaquin County, CA	
Property Owner	San Joaquin County	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by San Joaquin County
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing or planned affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	No	Existing transit service not provided, although San Joaquin RTD routes 525 and 725 operate on Cardinal Ave, one block west of the Community Center site.
Is the site currently developed? (Yes or No)	Yes	Existing park and community center
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing park and community center
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing park and community center
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	More than 1/2 mile from nearest existing or planned affordable housing development, transit service does not currently operate adjacent to site
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	1	Low Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing park and community center
Existing Pedestrian Walkways (3 Points Max)	1	Internal walkways provided
Existing Bikeways (3 Points Max)	0	Existing bikeways not provided
Existing and/or Planned Transit Service (5 Points Max)	0	Existing transit service not provided, although San Joaquin RTD routes 525 and 725 operate on Cardinal Ave, one block west of the Community Center site.
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Off-street parking provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing or planned affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Garden Acres Sustainable Communities Plan
Total Prioritization Score	**6**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	SJC.02	
Site Location	San Joaquin General Hospital	
Address	500 W. Hospital Road, San Joaquin County, CA	
Property Owner	San Joaquin County	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by San Joaquin County
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/2 mile of Victory Gardens Apartments (295 W. Matthews Road, French Camp); within 1/4 mile of Bridge 3 development (7501 S. El Dorado Street) and potentially within 1/2 mile of French Camp - VA Surplus Land project identified in the Regional Housing Fund Development Pipeline
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	San Joaquin RTD routes 90, 510 and 710 service provided on-site
Is the site currently developed? (Yes or No)	Yes	Existing hospital
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing hospital
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Site appears to have existing power & water service on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	Maybe	Depends on the proposed improvements and the availability of partner agencies to facilitate a streamlined permitting process
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	1	Low Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing hospital
Existing Pedestrian Walkways (3 Points Max)	1	Internal walkways provided
Existing Bikeways (3 Points Max)	0	Existing bikeways not provided
Existing and/or Planned Transit Service (5 Points Max)	5	San Joaquin RTD routes 90, 510 and 710 service provided on-site; route 90 is a regional route
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Off-street parking provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	3	Within 1/2 mile of Victory Gardens Apartments (295 W. Matthews Road, French Camp); within 1/4 mile of Bridge 3 development (7501 S. El Dorado Street) and potentially within 1/2 mile of French Camp - VA Surplus Land project identified in the Regional Housing Fund Development Pipeline
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**13**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	SJC.03	
Site Location	Future Lodi Valley Rail ACE Station	
Address	2851 W. Harney Lane, San Joaquin County, CA	
Property Owner	Private Owner	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	No	Site owner to be determined, currently assumed that site is not publically owned
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing or planned affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	No	More than 1/2 mile from nearest existing or planned affordable housing development
Is the site currently developed? (Yes or No)	No	Although industrial uses exist on-site, the Valley Rail ACE station project has not yet been constructed
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	No	Minimal concrete/pavement provided on-site
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing buildings provided on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Site not owned by partner agency, more than 1/2 mile from nearest existing or planned affordable housing development, transit service does not currently operate adjacent to site
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	1	Low Priority Neighborhood
Site is on Developed Property (1 Point Max)	0	Although industrial uses exist on-site, the Valley Rail ACE station project has not yet been constructed
Existing Pedestrian Walkways (3 Points Max)	0	Existing walkways not provided
Existing Bikeways (3 Points Max)	0	Existing bikeways not provided
Existing and/or Planned Transit Service (5 Points Max)	5	Planned Valley Rail ACE station on-site
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Off-street parking planned as part of Valley Rail ACE station project
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing or planned affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**8**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	STK.01	
Site Location	South Airport Way	
Address	1501 S. Airport Way, Stockton, CA	
Property Owner	Stockton	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	No	Land not currently owned by public agency
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	Affordable housing sites do not exist within 1/2 mile
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	Local San Joaquin RTD routes 44, 49
Is the site currently developed? (Yes or No)	No	Site is currently vacant
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	No	Site is vacant, however, is adjacent to Union Transfer Station, which is built out with concrete
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	No	Site is currently vacant
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Site is vacant
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	0	Site is vacant
Existing Pedestrian Walkways (3 Points Max)	1	No internal walkwas, adjacent discountinous sidewalks, existing marked crosswalk to Union Transfer Station
Existing Bikeways (3 Points Max)	0	No existing bikeways, although Class II bike lanes are planned on Airport Way
Existing and/or Planned Transit Service (5 Points Max)	3	Local San Joaquin RTD routes 44, 49
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	0	Off-street parking not provided
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	Affordable housing sites do not exist within 1/2 mile
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within South Stockton Community Mobility Assessment
Total Prioritization Score	**7**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	STK.02	
Site Location	South Shore/Channel	
Address	402 W. Weber Avenue, Stockton, CA	
Property Owner	Stockton	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Stockton
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/4 mile of Steamboat Landing Apartments (25 S. Commerce Street) 1/2 mile of Filipino Center (6 W. Main Street)
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	Local San Joaquin RTD routes 47, 515
Is the site currently developed? (Yes or No)	Yes	Childrens's Museum of Stockton exists on-site, however, rest of site is vacant
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Yes, but only the Children's Museum parking lot provides pavement that can be potentially used for a demonstration project
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Site appears to have existing power & water service on-site or on adjacent street
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Site is identified as an EPA facility of concern, suggesting potential environmental issues that will likely require mitigation
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	4	Top Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Childrens's Museum of Stockton exists on-site, however, rest of site is vacant
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	1	Class III bikeway on Weber Avenue
Existing and/or Planned Transit Service (5 Points Max)	3	Regional Transit Service (5 points), Local Transit Service (3 points)
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	1	Off-street parking provided, but limited to Children's Museum of Stockton use
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	3	Within 1/4 mile of Steamboat Landing Apartments (25 S. Commerce Street), within 1/2 mile of Filipino Center (6 W. Main Street)
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Downtown Stockton Multimodal Transportation Network and Land Use Plan area currently being developed by City of Stockton
Total Prioritization Score	**17**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	STK.03	
Site Location	North Shore/Channel	
Address	135 W. Fremont Street, Stockton, CA	
Property Owner	Stockton (partially), Other (TBD)	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	APN 13719030 is not owned by City of Stockton, but the rest of the site is owned by City of Stockton
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/4 mile of Anchor Village Apartments (601 N. Hunbter Street), within 1/2 mile of Delta Plaza Apts (702 N. San Joaquin Street); also within a 1/4 mile of the planned The Hunter House development (610 N. Hunter Street) identified in the Regional Housing Fund Development Pipeline
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	Local San Joaquin RTD routes 4, 545, 725
Is the site currently developed? (Yes or No)	Yes	Existing parking lots on-site
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing parking lots on-site
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Site appears to have existing power & water service on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	Maybe	Depends on the proposed improvements and the availability of partner agencies to facilitate a streamlined permitting process
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	4	Top Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing parking lots on-site
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	0	No existing adjacent bikeways
Existing and/or Planned Transit Service (5 Points Max)	5	Local San Joaquin RTD routes 4, 545, 725; route 4 provides express service
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	2	Substantial off-street public parking provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	3	Within 1/4 mile of Anchor Village Apartments (601 N. Hunbter Street), within 1/2 mile of Delta Plaza Apts (702 N. San Joaquin Street); also within a 1/4 mile of the planned The Hunter House development (610 N. Hunter Street) identified in the Regional Housing Fund Development Pipeline
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Downtown Stockton Multimodal Transportation Network and Land Use Plan area currently being developed by City of Stockton
Total Prioritization Score	**19**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	STK.04	
Site Location	Robert J. Cabral ACE & Amtrak Station	
Address	949 Channel Street, Stockton, CA	
Property Owner	San Joaquin Regional Rail Commission (SJRRC)	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by SJRRC
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/4 mile of Silvercrest Residence Senior Housing (123 N. Stanislaus Street), within 1/2 mile of Dewey Apartments (507 N. Pilgrim Street)
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	ACE, Amtrak, and San Joaquin RTD service provided
Is the site currently developed? (Yes or No)	Yes	Existing transit station on-site
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing transit station on-site
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Site appears to have existing power & water service on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	Maybe	Depends on the proposed improvements and the availability of partner agencies to facilitate a streamlined permitting process
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	4	Top Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing transit station on-site
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	2	Existing Class II bike lanes on E. Miner Ave, existing Class III bikeway on Weber Ave
Existing and/or Planned Transit Service (5 Points Max)	5	Regional rail service, local bus service
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	1	Limited off-street parking provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	3	Within 1/4 mile of Silvercrest Residence Senior Housing (123 N. Stanislaus Street), within 1/2 mile of Dewey Apartments (507 N. Pilgrim Street)
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Downtown Stockton Multimodal Transportation Network and Land Use Plan area currently being developed by City of Stockton
Total Prioritization Score	**20**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	STK.05	
Site Location	San Joaquin Street Amtrak Station	
Address	735 S. San Joaquin Street, Stockton, CA	
Property Owner	Amtrak	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	No	Site is owned by Amtrak
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/2 mile of Villa De San Joaquin Apartments (324 E. Jackson Street), Sierra Vista II Apartments (Phelps Street), Ladan Apartments (402 S. San Joaquin Street), Quan Ying Senior Apartments (301 S. San Joaquin Street), Filipino Community Building of Stockton (443 E. Sonora Street), Vintage Plaza (336 California Street). Also within 1/4 mile of planned Bridge 1 development (1117 S. San Joaquin Street) identified in Regional Housing Fund Development Pipeline.
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	Amtrak and San Joaquin RTD service provided
Is the site currently developed? (Yes or No)	Yes	Existing transit station on-site
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing transit station on-site
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing buildings on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Site is not owned by a public agency
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing transit station on-site
Existing Pedestrian Walkways (3 Points Max)	2	Internal walkways and adjacent sidewalk, but no marked crosswalks
Existing Bikeways (3 Points Max)	0	No existing walkways
Existing and/or Planned Transit Service (5 Points Max)	5	Regional rail service, local bus service
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	1	Limited off-street parking provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	3	Within 1/2 mile of Villa De San Joaquin Apartments (324 E. Jackson Street), Sierra Vista II Apartments (Phelps Street), Ladan Apartments (402 S. San Joaquin Street), Quan Ying Senior Apartments (301 S. San Joaquin Street), Filipino Community Building of Stockton (443 E. Sonora Street), Vintage Plaza (336 California Street). Also within 1/4 mile of planned Bridge 1 development (1117 S. San Joaquin Street) identified in Regional Housing Fund Development Pipeline.
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Downtown Stockton Multimodal Transportation Network and Land Use Plan area currently being developed by City of Stockton
Total Prioritization Score	**15**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	STK.06	
Site Location	RTD Downtown Transit Center	
Address	421 E. Weber Avenue, Stockton, CA	
Property Owner	San Joaquin Regional Transit District (RTD)	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by San Joaquin RTD
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/4 mile of Cal Weber Apartments (512 E. Weber Avenue), Medici Artist Lofts (242 N. Sutter Street), Silvercrest Residence Senior Housing (123 N. Stanislaus Street), Villas de Amistad (601 E. Main Street), Main Street Manor/Almond View (648 E. Main Street), Hotel Stockton (133 E. Weber Avenue), within 1/2 mile of Ladan Apartments (402 S. San Joaquin Street), Quan Ying Senior Apartments (301 S. San Joaquin Street), Filipino Community Building of Stockton (443 E. Sonora Street), Vintage Plaza (336 California Street). Also within a 1/2 mile of the planned The Hunter House development (610 N. Hunter Street) identified in the Regional Housing Fund Development Pipeline.
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	Local and regional San Joaquin RTD bus service, including StanRTA regional bus service
Is the site currently developed? (Yes or No)	Yes	Existing transit center and office building on-site
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing transit center and office building on-site
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Site appears to have existing power & water service on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	Maybe	Depends on the proposed improvements and the availability of partner agencies to facilitate a streamlined permitting process
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	4	Top Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing transit center and office building on-site
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	1	Class III bikeway on Weber Avenue
Existing and/or Planned Transit Service (5 Points Max)	5	Local and regional San Joaquin RTD bus service, including StanRTA regional bus service
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available or Planned On-Site? (2 Points Max)	1	Limited off-street parking provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	3	Within 1/4 mile of Cal Weber Apartments (512 E. Weber Avenue), Medici Artist Lofts (242 N. Sutter Street), Silvercrest Residence Senior Housing (123 N. Stanislaus Street), Villas de Amistad (601 E. Main Street), Main Street Manor/Almond View (648 E. Main Street), Hotel Stockton (133 E. Weber Avenue), within 1/2 mile of Ladan Apartments (402 S. San Joaquin Street), Quan Ying Senior Apartments (301 S. San Joaquin Street), Filipino Community Building of Stockton (443 E. Sonora Street), Vintage Plaza (336 California Street). Also within a 1/2 mile of the planned The Hunter House development (610 N. Hunter Street) identified in the Regional Housing Fund Development Pipeline.
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Downtown Stockton Multimodal Transportation Network and Land Use Plan area currently being developed by City of Stockton
Total Prioritization Score	**19**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	TRA.01	
Site Location	Tracy ACE Station	
Address	4800 Tracy Boulevard, Tracy, CA	
Property Owner	San Joaquin Regional Rail Commission (SJRRC)	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by SJRRC
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/4 mile of large opportunity mixed-income development site identified in Draft City of Tracy Housing Element at 4100 South Tracy Boulevard
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	ACE regional rail and local shuttle service, Tracer route D and commuter routes F, G and H
Is the site currently developed? (Yes or No)	Yes	Existing train station and parking lot
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing train station and parking lot
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Site appears to have existing power & water service on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	Maybe	Depends on the proposed improvements and the availability of partner agencies to facilitate a streamlined permitting process
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	3	High Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing train station and parking lot
Existing Pedestrian Walkways (3 Points Max)	2	Internal walkways and adjacent sidewalk, but no marked crosswalks
Existing Bikeways (3 Points Max)	2	Class II bike lanes provided on Tracy Boulevard
Existing and/or Planned Transit Service (5 Points Max)	5	ACE regional rail and local shuttle service, Tracer routes D, F, G and H
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available On-Site? (2 Points Max)	2	Park-and-ride currently provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	3	Within 1/4 mile of large opportunity mixed-income development site identified in Draft Housing Element at 4100 South Tracy Boulevard
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Tracy Industrial Area Specific Plan boundary
Total Prioritization Score	**19**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	TRA.02	
Site Location	Tracy Transit Station	
Address	50 E. 6th Street, Tracy, CA	
Property Owner	Tracy	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	Yes	Site is owned by City of Tracy
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Within 1/2 mile of Tracy Garden Village Apartments (662 East Street) and Tracy Village Apartments (435 E. 6th Street); site is also within 1/4 mile of the planned The Junction development (601 N. Central Avenue) and 1/2 mile of planned Tracy Senior Phase 1 project (301 West Street) identified in Regional Housing Fund Development Pipeline
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	Local Tracer routes A, B, C, and D; Tracer commuter routes E, F, G, and H; regional San Joaquin RTD routes 90, 97, 150
Is the site currently developed? (Yes or No)	Yes	Existing transit center and parking lot
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing transit center and parking lot
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Site appears to have existing power & water service on-site
Is the site potentially suitable for streamlined permitting process? (Yes or No)	Maybe	Depends on the proposed improvements and the availability of partner agencies to facilitate a streamlined permitting process
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	4	High Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing transit station and parking lot
Existing Pedestrian Walkways (3 Points Max)	3	Internal walkways, adjacent sidewalks and marked crosswalks
Existing Bikeways (3 Points Max)	2	Class II bike lanes provided on N. Central Ave, Class III bike route provided on E. 6th Street
Existing and/or Planned Transit Service (5 Points Max)	5	Local Tracer routes A, B, C, D, E, F, G, and H; regional San Joaquin RTD routes 90, 97, 150
Existing or Planned EV Charging Station (1 Point Max)	1	Existing charging station provided on-site
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available On-Site? (2 Points Max)	2	Park-and-ride currently provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	3	Within 1/2 mile of Tracy Garden Village Apartments (662 East Street) and Tracy Village Apartments (435 E. 6th Street); site is also within 1/4 mile of the planned The Junction development (601 N. Central Avenue) and 1/2 mile of planned Tracy Senior Phase 1 project (301 West Street) identified in Regional Housing Fund Development Pipeline
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Downtown Tracy Specific Plan boundary
Total Prioritization Score	**22**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	TRA.03	
Site Location	Northgate Village Park & Ride Lot	
Address	1005 E. Pescadero Avenue, Tracy, CA	
Property Owner	To Be Determined	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	No	Site is privately owned
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	Adjacent bus stop for Tracy commuter route E provided
Is the site currently developed? (Yes or No)	Yes	Existing shopping center
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	Yes	Existing shopping center
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	Yes	Existing shopping center
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Site is privately owned and more than 1/2 mile from nearest existing affordable housing development
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	1	Existing shopping center
Existing Pedestrian Walkways (3 Points Max)	2	Internal walkways and adjacent sidewalk, but no marked crosswalks
Existing Bikeways (3 Points Max)	3	Class I multi-use path provided on E. Pescadero Ave
Existing and/or Planned Transit Service (5 Points Max)	3	Adjacent bus stop for Tracy commuter route E provided
Existing or Planned EV Charging Station (1 Point Max)	0	Existing EV charging stations not provided or planned
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available On-Site? (2 Points Max)	2	Off-street parking provided on-site
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within I-205 Corridor Specific Plan
Total Prioritization Score	**14**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	TRA.04	
Site Location	Future I-205/Corral Hollow Road Mobility Hub	
Address	Site Location Not Specified, Tracy and/or Caltrans, CA	
Property Owner	To Be Determined	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	No	Specific site not yet identified by City of Tracy
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	Yes	Specific site not yet selected by City of Tracy, but assumed to be located in the vicinity of the West Valley Mall, which was identified as a large opportunity site for low income housing in Draft Tracy Housing Element
Is transit service currently provided at or adjacent to site? (Yes or No)	Yes	Tracy route A operates along Corral Hollow Rd and West Valley Mall Driveway
Is the site currently developed? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	0	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Existing Pedestrian Walkways (3 Points Max)	1	Existing sidewalks provided on Corral Hollow Rd and West Valley Mall driveway
Existing Bikeways (3 Points Max)	2	Class II bike lanes provided on Corral Hollow Rd
Existing and/or Planned Transit Service (5 Points Max)	3	Tracy route A operates along Corral Hollow Rd and West Valley Mall Driveway
Existing or Planned EV Charging Station (1 Point Max)	0	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available On-Site? (2 Points Max)	0	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	3	Specific site not yet selected by City of Tracy, but assumed to be located less than 1/4 mile of the east side of the West Valley Mall area, which was identified as a large opportunity site for low income housing in Draft Tracy Housing Element
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within I-205 Corridor Specific Plan
Total Prioritization Score	**12**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	TRA.05	
Site Location	Future I-205/Chrisman Road Interchange Park & Ride Lot	
Address	Site Location Not Specified, Tracy and/or Caltrans, CA	
Property Owner	To Be Determined	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	No	Specific site not yet identified by City of Tracy
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	No	Existing transit service not provided
Is the site currently developed? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	1	Low Priority Neighborhood
Site is on Developed Property (1 Point Max)	0	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Existing Pedestrian Walkways (3 Points Max)	0	Existing pedestrian walkways not provided
Existing Bikeways (3 Points Max)	0	Existing bikeways not provided
Existing and/or Planned Transit Service (5 Points Max)	0	Existing transit service not provided
Existing or Planned EV Charging Station (1 Point Max)	0	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available On-Site? (2 Points Max)	0	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**1**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	TRA.06	
Site Location	Future I-205/Lammers Road Interchange Mobility Hub	
Address	Site Location Not Specified, Tracy and/or Caltrans, CA	
Property Owner	To Be Determined	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	No	Specific site not yet identified by City of Tracy
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	No	Existing transit service not provided
Is the site currently developed? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	2	Moderate Priority Neighborhood
Site is on Developed Property (1 Point Max)	0	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Existing Pedestrian Walkways (3 Points Max)	0	Existing pedestrian walkways not provided
Existing Bikeways (3 Points Max)	0	Existing bikeways not provided
Existing and/or Planned Transit Service (5 Points Max)	0	Existing transit service not provided
Existing or Planned EV Charging Station (1 Point Max)	0	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available On-Site? (2 Points Max)	0	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	0	Not within a Community Plan or Specific Plan boundary
Total Prioritization Score	**2**	

Mobility Hub Site Prioritization Evaluation Worksheet		
Site ID	TRA.07	
Site Location	Future I-580/Corral Hollow Road Interchange Park & Ride Lot	
Address	Site Location Not Specified, Tracy and/or Caltrans, CA	
Property Owner	To Be Determined	
Criteria	**Results**	**Reviewer Comments**
Demonstration Project Site Selection Criteria		
Is site 100% within Public Right-of-Way? (Yes or No)	No	Specific site not yet identified by City of Tracy
Is site within 1/2 mile of existing or planned affordable housing site? (Yes or No)	No	More than 1/2 mile from nearest existing affordable housing development
Is transit service currently provided at or adjacent to site? (Yes or No)	No	Existing transit service not provided
Is the site currently developed? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Is there existing concrete infrastructure available to support future improvements? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Is there readily available power connection on-site or adjacent to the site? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Is the site potentially suitable for streamlined permitting process? (Yes or No)	No	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Mobility Hub Site Priorization Score		
Priority Neighborhood Designation (4 Points Max)	1	Low Priority Neighborhood
Site is on Developed Property (1 Point Max)	0	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Existing Pedestrian Walkways (3 Points Max)	0	Existing pedestrian walkways not provided
Existing Bikeways (3 Points Max)	0	Existing bikeways not provided
Existing and/or Planned Transit Service (5 Points Max)	0	Existing transit service not provided
Existing or Planned EV Charging Station (1 Point Max)	0	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Adjacent to SJCOG Designated Multimodal Corridor (1 Point Max)	0	Not adjacent to multimodal corridor
Off-Street Parking Available On-Site? (2 Points Max)	0	Site assumed to be vacant, specific site has not yet been identified by City of Tracy
Nearby Existing and/or Planned Affordable Housing Development (3 Points Max)	0	More than 1/2 mile from nearest existing affordable housing development
Within or Adjacent to Community Plan and/or Specific Plan Area (1 Point Max)	1	Within Tracy Hills Specific Plan boundary
Total Prioritization Score	**2**	