



Memorandum

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Subject: **San Joaquin Regional Mobility Hub Plan – Demonstration Project Action Plan**

This memorandum outlines the Demonstration Project Action Plan prepared for the San Joaquin Council of Governments (SJCOG) as part of the *San Joaquin Regional Mobility Hub Plan*. Led by SJCOG, the *San Joaquin Regional Mobility Hub Plan* comprises two phases: a planning phase and a demonstration project phase.

The planning phase establishes the foundation for a long-term, self-sustaining network of mobility hubs designed to promote sustainable travel, enhance access to opportunities, and address the needs of disadvantaged communities. The demonstration project phase will put the *San Joaquin Regional Mobility Hub Plan* into action by planning, designing, and implementing mobility hub improvements at a selected location. This demonstration project will result in a permanent infrastructure improvement and serve as a model to guide future mobility hub development and community enhancement efforts throughout the region.

The following three sites have been shortlisted for consideration for the demonstration project:

- The Downtown Lodi Multimodal Transit Station in Lodi, CA
- The Robert J. Cabral Station in Stockton, CA
- The Tracy Transit Station in Tracy, CA

This memorandum presents the site selection process, a brief overview of existing conditions, and conceptual site plans accompanied by sketch renderings of the recommended mobility hub improvements. The information provided will support the selection of a preferred site to be designed and implemented as part of the demonstration project phase. Additionally, this memorandum includes the project schedule, covering design, community engagement, construction, and the anticipated opening date.



1.0 Selection of Shortlisted Sites

All three sites under consideration for the demonstration project were selected from the recommended mobility hub network identified in the *San Joaquin Regional Mobility Hub Plan*. This recommended network was determined based on priority neighborhoods identified in the *San Joaquin Regional Mobility Hub Suitability Report* (SJCOC, November 2024) and through engagement with the Partner Agency Group (PAG). The PAG is 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 (SJRRRC)
- San Joaquin RTD
- San Joaquin Valley Air Pollution Control District

The recommended priority neighborhoods were shared with the PAG for review in October 2024, including a meeting held on October 3, 2024, to discuss the findings of the Mobility Hub Suitability Report. In November 2024, the recommended mobility hub network and the three shortlisted sites for the demonstration project were presented to the PAG for review, including a meeting held on November 12, 2024, to present and discuss the recommendations.

SJCOC applied the scoring criteria outlined in **Table 1** to estimate prioritization scores and identify optimal sites for the demonstration project. The scoring evaluation was conducted for all 42 recommended mobility hub sites across the region. Only sites meeting 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

The three sites in Lodi, Stockton, and Tracy all met the screening criteria. The Tracy Transit Station received the highest score, earning 22 out of a maximum 24 points. The Downtown Lodi Multimodal Transit Station and the Robert J. Cabral Station both scored 20 points, tying for the second-highest score. Scoring worksheets for all three sites are included in **Attachment 1** for reference. The three sites were selected for further evaluation to inform the selection of a preferred site for the demonstration project phase.



Table 1: 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 SJCOC Designated Multimodal Corridor (1 Point Max)	Adjacent to SJCOC 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, April 2025.



2.0 Existing Conditions

Fehr & Peers conducted an existing conditions assessment for all three sites under consideration for the demonstration project, summarized below.

2.1 Downtown Lodi Multimodal Transit Station

The Downtown Lodi Multimodal Transit Station site is shown in **Figure 1**. Existing infrastructure and services provided at and around the site are described below.

2.1.1 Transit Infrastructure & Services

The Downtown Lodi Multimodal Transit Station operates as Regional Commuter Hub, offering regional and local travel options, including Amtrak rail service as well as bus services from the City of Lodi GrapeLine, Amtrak Thruway, Greyhound and connections to the San Joaquin Transit District (RTD). Additionally, the City of Lodi runs the on-demand door-to-door VineLine ADA Complementary Paratransit Service for individuals who are ADA-certified and are unable to use the fixed route bus services.

Facilities at the station include sheltered waiting areas, seating, restrooms, and information kiosks offering route maps, schedules, and assistance with trip planning. The station's central location places it within walking distance of retail shops, restaurants, hotels, and cultural attractions, encouraging the use of public transit for local activities and reducing reliance on personal vehicles.

Rail Services

The Amtrak San Joaquins Line provides intercity rail service with multiple daily departures, connecting Bakersfield with Oakland and Sacramento. Trains stop directly at the Downtown Lodi Multimodal Transit Station. Northbound, there is just one daily departure to Sacramento and Southbound, there is just one daily departure to Bakersfield, with no Sunday service provided. The Northbound train departs at 11:43 PM and the Southbound train departs at 7:04 AM.

Bus Services

The following transit operators currently provide service at the Downtown Lodi Multimodal Transit Station.

Lodi GrapeLine

The Lodi GrapeLine is the City of Lodi's public transportation system, offering fixed-route bus services that connect various neighborhoods and key destinations to the Downtown Lodi Multimodal Transit Station. The Lodi GrapeLine currently offers both fixed-route and Dial-A-Ride/ADA VineLine services with varying operating hours throughout the week. The fixed-route buses operate from Monday to Friday, starting at 6:30 AM and continuing until 7:30 PM. On Saturdays, the service runs from 7:30 AM to 6:30 PM. It's important to note that Express Routes 1, 2, and 6 are seasonal services, running from August to June to accommodate increased demand during those months. Express Routes do not operation during the Summer, from June to July.



Figure 1: Downtown Lodi Multimodal Transit Station Area



The Dial-A-Ride/ADA VineLine services begin slightly earlier on weekdays, operating from 6:10 AM to 7:30 PM. On Saturdays, these services are available from 7:30 AM to 6:30 p.m., and on Sundays, they run from 7:30 AM to 3:30 p.m.

The GrapeLine fixed-routes that service the Downtown Station are summarized in **Table 2**

Table 2: Downtown Lodi Multimodal Transit Station Transit Service

Route	Route Limits	Weekdays		Weekends	
		Hours	Headways ¹	Hours	Headways ¹
Amtrak					
702/703	Bakersfield to Sacramento Valley Station	SB 7:04 AM; NB 10:43 PM	One/Day	SB 7:04 AM; NB 10:43 PM	One/Day
710	Southbound: San Francisco to Los Angeles	7:00 AM – 4:35 PM	One/Day	7:00 AM – 4:35 PM	One/Day
712	Southbound: San Francisco to Los Angeles	9:00 AM – 6:35 PM	One/Day	9:00 AM – 6:35 PM	One/Day
714	Southbound: San Francisco to Los Angeles	11:00 AM – 8:35 PM	One/Day	11:00 AM – 8:35 PM	One/Day
716	Southbound: San Francisco to Los Angeles	12:50 PM – 10:35 PM	One/Day	12:50 PM – 10:35 PM	One/Day
718	Southbound: San Francisco to Los Angeles	4:40 PM – 2:15 AM	One/Day	4:40 PM – 2:15 AM	One/Day
711	Northbound: Los Angeles to San Francisco	1:00 AM – 10:45 AM	One/Day	1:00 AM – 10:45 AM	One/Day
713	Northbound: Los Angeles to San Francisco	5:00 AM – 2:50 PM	One/Day	5:00 AM – 2:50 PM	One/Day
715	Northbound: Los Angeles to San Francisco	9:00 AM – 6:55 PM	One/Day	9:00 AM – 6:55 PM	One/Day
717	Northbound: Los Angeles to San Francisco	10:50 AM – 8:50 PM	One/Day	10:50 AM – 8:50 PM	One/Day
719	Northbound: Los Angeles to San Francisco	12:50 PM – 10:45 PM	One/Day	12:50 PM – 10:45 PM	One/Day
Lodi GrapeLine					
1//30	Lodi Transit Station to Kettleman & Lower Sacramento	6:30 AM – 7:18 PM	60 minutes	7:30 AM – 3:18 PM	60 minutes
2/22	Lodi Transit Station to Kettleman & Lower Sacramento	6:30 AM – 7:16 PM	60 minutes	7:30 AM – 3:16 PM	60 minutes
3	Lodi Transit Station to Kettleman & Lower Sacramento	6:30 AM – 7:17 PM	60 minutes	N/A	N/A
4	Lodi Transit Station to Kettleman & Lower Sacramento	6:30 AM – 7:19 PM	60 minutes	N/A	N/A
5/31	Lodi Transit Station to Stockton and Century Blvd	6:30 AM – 7:19 PM	60 minutes	7:30 AM – 3:22 PM	60 minutes
Express 1	Lodi Transit Station to Elm & Ham	6:55 AM – 8:09 AM; 2:40 PM – 4:05 PM	25 – 30 minutes	N/A	N/A



Table 2: Downtown Lodi Multimodal Transit Station Transit Service

Route	Route Limits	Weekdays		Weekends	
		Hours	Headways ¹	Hours	Headways ¹
Express 2	Lodi Transit Station to Central & Cypress	6:45 AM – 8:15 AM; 2:26 PM – 4:29 PM	25 – 30 minutes	N/A	N/A
Express 6A/P	Lodi Transit Station to Central & Hillborn	6:50 AM- 8:13 AM; 2:30 PM – 4:29 PM	30 minutes	N/A	N/A
34	Lodi Transit Station to Kettleman & Lower Sacramento	N/A	N/A	7:30 AM – 3:19 PM	60 minutes
San Joaquin RTD					
93	Lodi Transit Station to Stockton Downtown Transit Center (DTC)	6:00 AM – 7:57 PM	50 – 120 minutes	N/A	N/A
South County Transit					
HWY 99 Express	Galt to Lodi Transit Center	5:20 AM – 7:20 PM	60 minutes	8:20 AM – 4:20 PM	60 minutes (Saturday only)

Source: Amtrak, Lodi GrapeLine, San Joaquin RTD, South County Transit websites, January 2025.

Amtrak Thruway Bus Service

Amtrak Thruway bus services are an integral part of Amtrak's transportation network, extending the reach of train routes to areas not directly served by rail to the Yosemite Valley, San Jose, and Los Angeles. These bus services are timed to connect seamlessly with Amtrak trains, providing passengers with coordinated travel options.

Route 3 provides daily service connecting Stockton to the Sacramento Valley Station, with stops in Lodi and Elk Grove. It operates multiple trips per day, departing Stockton in the morning and afternoon. Return trips from Sacramento are scheduled to connect with southbound trains. This route enables passengers to reach California's capital city and offers connections to additional Amtrak services, such as the Capitol Corridor and California Zephyr.

San Joaquin RTD

San Joaquin RTD operates Route 93, which connects Lodi with Stockton, providing access to the broader RTD network. This route stops directly at the Downtown Lodi Multimodal Transit Station, offering convenient transfers for passengers. On weekdays, buses run every 60 minutes from 5:30 AM to 8:30 PM. Saturdays maintain the same 60-minute frequency, operating from 7:30 AM to 7:30 PM. On Sundays, service is limited, and travelers are encouraged to check the schedules for exact times.

South County Transit (SCT)

SCT Link's Highway 99 Express provides service connecting Galt with the Downtown Lodi Multimodal Transit Station, Elk Grove, and South Sacramento. The Highway 99 Express operates Monday through Friday beginning at 5:20 AM and ending at 7:20 pm, and on Saturdays from 8:20 AM to 4:20 pm.



Greyhound

Greyhound provides intercity bus services at the Downtown Lodi Multimodal Transit Station connecting Lodi to cities such as Sacramento, Reno, Bay Area, Los Angeles and more.

2.1.2 Carpooling and Vanpooling

SJCOG operates the dibs program, which provides referral services to those interested in joining a car or vanpool. Match lists can be obtained by calling or submitting an online application to dibs. The Downtown Lodi Multimodal Transit Station is suitable for Carpooling services.

2.1.3 Pedestrian Access

The Downtown Lodi Multimodal Transit Station is situated in the heart of Downtown Lodi, providing convenient access for pedestrians. The transit center is a key element of the City's Downtown Specific Plan. The surrounding area features well-maintained sidewalks and clearly marked crosswalks to ensure safe and convenient access for pedestrians.

The station is bordered by sidewalks on South Sacramento Street and adjacent streets, providing direct pedestrian routes to the station entrance. These sidewalks are designed to accommodate a high volume of foot traffic, ensuring ample space for pedestrians.

At the intersection of South Sacramento Street and Pine Street, near the station, crosswalks are clearly marked and curb extensions are provided to facilitate safe street crossings. These crosswalks are equipped with pedestrian signals to assist in safely navigating the intersection.

The City of Lodi has implemented measures to enhance pedestrian safety and accessibility around the transit station, including:

- Installing pedestrian-scale lighting to improve visibility during evening and early morning hours.
- Maintaining curb ramps at crosswalks to accommodate individuals with mobility devices, in compliance with ADA standards.
- Ensuring sidewalks and crosswalks are well-maintained and free of obstructions to provide a safe walking environment.

2.1.4 Micromobility Infrastructure & Services

While the Downtown Station does not offer bike-sharing or scooter-sharing services directly on-site, it supports micromobility through the provision of bicycle racks and storage facilities. Cyclists can securely park their bikes at the station, promoting the use of bicycles as a convenient mode of transportation to and from the station. Dedicated bikeways are not currently provided along either Sacramento Street or Pine Street, which bound the Downtown Station.



2.1.5 Parking Infrastructure & Ridesharing Services

Off-Street Parking

The Downtown Lodi Transit Station Parking Structure is across West Pine Street with three floors and 330 parking spaces. The structure is conveniently located adjacent to the transit station, ensuring sufficient capacity for commuters, day-trippers, and visitors to the Downtown area. There are currently two electric vehicle (EV) charging stations available on the ground floor of the parking garage. The peak parking demand for typical weekday conditions typically ranges between 50 and 60 vehicles at the garage based on parking occupancy data collected in 2015 by City of Lodi, which was also verified by parking occupancy observations conducted on December 3, 2024. Parking demand for the garage can be substantially higher on weekends and during events held in Downtown Lodi.

In addition to the parking structure, there is also a dedicated Station Parking Lot with 39 spaces. This lot includes designated accessible parking to accommodate individuals with disabilities. Parking demand was observed at about 30 vehicles at the parking lot on December 3, 2024.

On-Street Parking

On-street parking is currently provided the station frontage streets. In general, on-street parking in the vicinity of the Downtown Station has 90 minute time restrictions, including along Pine Street, Sacramento Street, School Street, Locust Street, Elm Street, Oak Street, and Walnut Street providing convenient access for those who need to visit the station or nearby Downtown amenities.

2.1.6 Placemaking Context

Downtown Lodi is a vibrant area known for its walkable streets, local wineries, unique shops, and community events that foster a strong sense of place. Placemaking in this context emphasizes enhancing public spaces to strengthen connections between people and the Downtown environment, supporting economic vitality and social interaction. The Downtown Lodi Multimodal Transit Station plays a crucial role in this effort by serving as a mobility hub that connects residents and visitors to the heart of the city. By providing accessible transportation options and integrating transit-oriented design principles, the station helps reduce reliance on cars, encourages foot traffic, and creates a link between neighborhoods and the Downtown core. Its presence supports the activation of nearby spaces, facilitates the flow of people to local businesses, and enhances the overall experience of Downtown Lodi as a people-centered destination.

The Downtown Lodi Multimodal Transit Station provides several placemaking amenities, such as pedestrian-scale lighting, public art installations, wayfinding signage, benches, and planters. Commercial uses are also provided adjacent to the station along Sacramento Street. The City of Lodi is currently underway preparing the Downtown Lodi Specific Plan, which will evaluate transportation infrastructure and land use improvements that can create a greater sense of place within the Downtown core and the neighborhood just east of the railroad tracks. The Downtown Multimodal Transit Station will be a focus area as part of that plan.



2.2 Robert J. Cabral Station

The Robert J. Cabral Station site is shown in **Figure 2**. Existing infrastructure and services provided at and around the site are described below.

2.2.1 Transit Infrastructure & Services

The Robert J. Cabral Station operates a Regional Commuter Hub, offering regional and local travel options, including Amtrak and Altamont Corridor Express (ACE) rail services, as well as bus services from Amtrak Thruway and San Joaquin RTD. San Joaquin RTD offers additional on-demand transportation options, including Dial-A-Ride and Van Go! services which can be utilized for travel to and from the Robert J. Cabral Station in Stockton.

The Robert J. Cabral Station is five blocks from the San Joaquin RTD Downtown Transit Center (DTC) and ten blocks from the waterfront area. This station is one of two in Stockton where travelers board and disembark some of Amtrak's trains including Amtrak San Joaquins.

The Robert J. Cabral Station provides several placemaking amenities and services to support the passenger experience. Waiting areas inside the station offer seating for travelers awaiting their trains. Bench seating is available outside on the platform but has minimal shade which can be a public health concern in the heat. Public restrooms are available within the station's waiting area, ensuring convenience for passengers. Additionally, vending machines are present for snacks and beverages, but the station does not provide an ATM or WiFi. Payphones are available on-site, and the platform is accessible, featuring a wheelchair lift to assist passengers with mobility challenges. Same-day accessible parking is available near the station, though the availability of overnight accessible parking remains uncertain. The station supports unaccompanied child travel, making it accommodating for younger travelers. However, the station does not have an elevator.

Rail Services

Amtrak

The Amtrak San Joaquins Line provides intercity rail service with multiple daily departures, connecting Bakersfield with Oakland and Sacramento. Trains stop directly at the Robert J. Cabral Station. Northbound services include four daily departures to Oakland and two to Sacramento. Southbound, there are six daily departures to Bakersfield. Trains operate daily, departing approximately every 2 to 3 hours, ensuring flexible scheduling for passengers.

ACE

ACE offers weekday commuter rail service between Stockton and San Jose, with a direct stop at the Robert J. Cabral Station. Westbound trains to San Jose have four morning departures starting from approximately 4:20 AM to 7:05 AM. Eastbound trains returning to Stockton feature four evening arrivals between 5:30 PM and 8:30 PM. It is important to note that ACE does not provide service on weekends. ACE service summaries are provided in **Table 3**

Bus Services

The following transit operators currently provide service at the Robert J. Cabral Station.



Figure 2: Robert J. Cabral Station Area



Table 3: Robert J. Cabral Station Transit Service

Route	Route Limits	Weekdays		Weekends	
		Hours	Headways ¹	Hours	Headways ¹
Amtrak					
702/703	Bakersfield to Sacramento Valley Station	SB 7:04 AM; NB 10:43 PM	One/Day	SB 7:04 AM; NB 10:43 PM	One/Day
710	Southbound: San Francisco to Los Angeles	7:00 AM – 4:35 PM	One/Day	7:00 AM – 4:35 PM	One/Day
712	Southbound: San Francisco to Los Angeles	9:00 AM – 6:35 PM	One/Day	9:00 AM – 6:35 PM	One/Day
714	Southbound: San Francisco to Los Angeles	11:00 AM – 8:35 PM	One/Day	11:00 AM – 8:35 PM	One/Day
716	Southbound: San Francisco to Los Angeles	12:50 PM – 10:35 PM	One/Day	12:50 PM – 10:35 PM	One/Day
718	Southbound: San Francisco to Los Angeles	4:40 PM – 2:15 AM	One/Day	4:40 PM – 2:15 AM	One/Day
711	Northbound: Los Angeles to San Francisco	1:00 AM – 10:45 AM	One/Day	1:00 AM – 10:45 AM	One/Day
713	Northbound: Los Angeles to San Francisco	5:00 AM – 2:50 PM	One/Day	5:00 AM – 2:50 PM	One/Day
715	Northbound: Los Angeles to San Francisco	9:00 AM – 6:55 PM	One/Day	9:00 AM – 6:55 PM	One/Day
717	Northbound: Los Angeles to San Francisco	10:50 AM – 8:50 PM	One/Day	10:50 AM – 8:50 PM	One/Day
719	Northbound: Los Angeles to San Francisco	12:50 PM – 10:45 PM	One/Day	12:50 PM – 10:45 PM	One/Day
Altamont Corridor Express (ACE)					
2	Eastbound: San Jose to Stockton	2:10 PM – 4:32 PM	One/Day	N/A	N/A
4	Eastbound: San Jose to Stockton	3:35 PM – 5:47 PM	One/Day	N/A	N/A
6	Eastbound: San Jose to Stockton	4:35 PM – 6:47 PM	One/Day	N/A	N/A
8	Eastbound: San Jose to Stockton	5:35 PM – 7:47 PM	One/Day	N/A	N/A
1	Westbound: Stockton to San Jose	4:10 AM – 6:22 AM	One/Day	N/A	N/A
3	Westbound: Stockton to San Jose	5:35 AM – 7:47 AM	One/Day	N/A	N/A
5	Westbound: Stockton to San Jose und	6:40 AM – 8:52 AM	One/Day	N/A	N/A
7	Westbound: Stockton to San Jose	7:32 AM – 9:44 AM	One/Day	N/A	N/A



Table 3: Robert J. Cabral Station Transit Service

Route	Route Limits	Weekdays		Weekends	
		Hours	Headways ¹	Hours	Headways ¹
San Joaquin RTD					
Metro Hopper 5	Fremont – Eastland Plaza to Mall Transfer Station (MTS)	7:35 AM – 7:15 PM	60 minutes	N/A	N/A
Metro Hopper 9	DTC to Wilcox - Waterloo	6:02 AM – 7:23 PM	60 minutes	N/A	N/A
Express Route 47	Lincoln – Washington (DMV) to Myrtle – Oro Ave	5:40 AM - 10:08 PM	30 minutes	8:14 AM – 7:20 PM	60 minutes
Commuter 340	Myrtle – Oro to Hammer Transfer Station (HTS)	7:15 AM – 8:10 AM; 3:45 PM – 4:43 PM	Twice/Day	N/A	N/A
Commuter 360	DTC to Holman – Windflower	7:40 AM – 8:12 AM; 3:45 PM – 4:22 PM	Twice/Day	N/A	N/A
Commuter 378	Section – Oro to Mall Transfer Station (MTS)	7:20 AM – 8:09 AM; 3:40 PM – 4:33 PM	Twice/Day	N/A	N/A
Commuter 385	Frontage 99 – Boeing (PG&E Venture) to DTC	7:32 AM – 8:25 AM; 3:35 PM – 4:24 PM	Twice/Day	N/A	N/A
Commuter 390	99 Frontage – Marfargoa to DTC	7:01 AM – 7:38 AM; 3:40 PM – 4:28 PM	Twice/Day	N/A	N/A
576	DTC to Alpine - Sanguinetti	6:35 AM – 7:24 PM	15 – 20 minutes	N/A	N/A
580	DTC to Section – Oro	6:26 AM – 7:51 PM	30 minutes	N/A	N/A
725	Acacia & Lincoln to Main & Gertrude	N/A	N/A	7:55 AM – 6:43 PM	45 – 50 minutes

Source: Amtrak, ACE and San Joaquin RTD websites, January 2025.

Amtrak Thruway

The Amtrak Thruway operates three routes with stops at the Robert J. Cabral Station, in addition to seasonal routes. Service summaries for the three regular service routes are summarized in **Table 3**. Seasonal Thruway buses operate between Stockton and destinations like Reno, Nevada, and South Lake Tahoe, catering to recreational travelers heading to the Sierra Nevada region. These services run during peak tourist seasons, such as summer and winter holidays. Departures from Stockton are scheduled in the morning to maximize time at the destination, with return trips in the late afternoon or early evening. These routes provide access to popular vacation destinations not directly served by Amtrak trains.



San Joaquin RTD

San Joaquin RTD operates Hopper Route 5 and 9 plus regular service routes 47, 340, 360, 378, 385, 390, 576, 580 with stops adjacent to the Robert J. Cabral Station. Additional RTD route information is provided in **Table 3**.

San Joaquin RTD also operates Dial-A-Ride and Van Go! services, which provide on-demand, curb-to-curb transit services for areas not served by fixed routes, offering pickup and drop-off at the Robert J. Cabral Station. Dial-A-Ride caters to seniors and persons with disabilities, operating during regular bus hours. Van Go! is available to the general public and runs daily from 5:00 AM to 10:00 PM. Passengers can book these services in advance via phone or mobile app.

2.2.2 Pedestrian Access

The area surrounding the Robert J. Cabral Station generally offers a pedestrian-friendly environment with consistent and continuous sidewalks along the adjacent roadways to the station including North Sacramento Street, Channel Street, Aurora Street, Weber Avenue, and Miner Avenue. However, sidewalk gaps currently exist along both sides of Weber Avenue between railroad and Union Street. Sidewalk gaps are also provided on Union Street in the vicinity of the station.

The City of Stockton is also planning on constructing various complete street improvements, including pedestrian infrastructure improvements, as part of the Channel Street Corridor Improvements Project, which proposes improvements along the following roadway segments in the vicinity of the Robert J. Cabral Station:

- Channel Street between Aurora Street and American Street
- Aurora Street between Miner Avenue and Weber Avenue
- Grant Street between Miner Avenue and Weber Avenue
- Stanislaus Street between Miner Avenue and Weber Avenue

The Channel Street Corridor Improvements Project will install various measures including crosswalks, bike lanes, bulb-outs, directional curb ramps, sidewalks, curb and gutter, pavement and lighting to improve the project area's safety and aesthetics. Construction of the project is anticipated to begin as early as 2025.

2.2.3 Micromobility Infrastructure & Services

The Robert J. Cabral station does not currently offer micromobility services directly on-site, however, the station has supportive infrastructure with five bike racks located outside the main entrance and next to a security kiosk.

Class II buffered bicycle lanes currently exist along Miner Avenue, connecting the Station to the Weber Point Events Center at the Downtown Waterfront. Weber Avenue is also classified as a Class III bicycle route between Airport Way and the Interstate 5 (I-5) underpass. The Channel Street Corridor Improvements Project will also implement Class III bicycle route improvements along the following roadway segments within the vicinity of the Robert J. Cabral Station:



- Channel Street between Aurora Street and American Street
- Aurora Street between Miner Avenue and Weber Avenue
- Grant Street between Miner Avenue and Weber Avenue
- Stanislaus Street between Miner Avenue and Weber Avenue

Construction of the Channel Street Corridor Improvements Project is anticipated to begin as early as 2025.

2.2.4 Parking Infrastructure & Ridesharing Services

The Robert J. Cabral Station offers a variety of parking options. There are multiple parking lots within two blocks, along with substantial on-street parking in the vicinity of the station. The parking facilities within the vicinity of the station are shown in **Figure 2** and described below.

Off-Street Parking

The station provides off-street parking facilities designed to accommodate staff, daily commuters, long-distance travelers, and visitors. There are two parking lots directly serving the station at the northern end and southern end of the project site. The northern parking lot is designated for staff (SJRRRC), permitted parking only and has about 30 spaces, two of which are handicapped, and the southern parking lot provides 11 stalls, nine of which are designated ADA stalls. EV charging stations are not currently provided on-site.

As shown on **Figure 2**, two additional off-street parking lots, owned and operated by ACE, are provided to the south of the Station and on the west side of the railroad tracks. Both of these lots combined provide 147 parking stalls. An overflow parking lot is provided on Weber Avenue east of the railroad tracks, however, this site planned to be developed as a future ACE office building. Based on observations shared by ACE staff, the parking lot utilization for the lots south of Weber Avenue often exceeds 90 percent of the supply on typical weekdays.

On-Street Parking

Limited on-street parking is provided along North Sacramento Street and Channel Street (north/south) with about 20 parking spaces (overnight parking is not allowed) for visitors. On-street parking along Channel Street (east/west) is for area residents with a residential parking permit. Substantial unrestricted on-street parking is also provided along several streets in the vicinity of the station.

Ridesharing & Carsharing Services

Ridesharing drivers can pick-up and drop-off passengers at the station; however, there is not a designated pick-up or drop-off zone for ridesharing services. Carsharing services are not currently available at the station.

2.2.5 Placemaking Context

The Robert J. Cabral Station, located in Downtown Stockton, serves as a key gateway to the city's historic and culturally rich urban core. Downtown Stockton is characterized by its diverse architectural heritage, waterfront access, and ongoing revitalization efforts aimed at fostering a dynamic and inclusive environment. Placemaking in this context focuses on creating inviting public spaces, enhancing



walkability, and supporting economic development through improved connectivity and community engagement. As an anchor for regional rail services, the Robert J. Cabral Station plays a pivotal role in supporting these goals by seamlessly connecting the city to broader regional transportation networks. Its strategic location encourages transit-oriented development, attracts visitors to the Downtown area, and promotes sustainable mobility. By integrating multimodal transportation options and aligning with placemaking principles, the station can contribute to the reactivation of surrounding spaces, encourage investment, and enhance the overall vitality of Downtown Stockton as a vibrant, interconnected urban center.

The Robert J. Cabral Station provides a few placemaking amenities, such as pedestrian-scale lighting, a clock tower, benches, and planters. The City of Stockton is currently underway with preparing the Downtown Stockton Multimodal Transportation Network and Land Use Plan, which will evaluate transportation infrastructure and land use improvements that can create a greater sense of place within the Downtown core. The Robert J. Cabral Station will be a focus area as part of that plan.

2.3 Tracy Transit Station

The Tracy Transit Station site is shown in **Figure 3**. Existing infrastructure and services provided at and around the site are described below.

2.3.1 Transit Infrastructure & Services

The Tracy Transit Station operates a Regional Mobility Hub providing various bus services options for regional and local travel. Currently, the station does not have rail service, despite its close proximity to the railroad tracks.

Bus Services

The following transit operators currently provide service at the Tracy Transit Station.

TRACER Fixed Routes

The City of Tracy's TRACER system offers 11 fixed bus routes stopping at the Tracy Transit Station, connecting key destinations such as schools, workplaces, Downtown Tracy, Prime Outlets, West Valley Mall, and Walmart. Fixed-route service operates Monday to Friday (7:00 AM–7:00 PM) and Saturday (9:00 AM–7:00 PM). No fixed-route service is available on Sundays, but TRACER Plus On-Demand provides curb-to-curb service during non-operating hours. TRACER routes that service the Tracy Transit Station are summarized in **Table 4**.

Routes A, B, C, and D operate Monday through Saturday, while Commuter Routes E, F, G, and H operate only on weekdays. Pilot services include the South Tracy Shuttle (serving southern Tracy), the ACE Shuttle (aligned with ACE train schedules), and the Arbor Shuttle (serving the Arbor Avenue area).

TRACER Plus On-Demand offers shared-ride service within city limits during non-operating hours of fixed-route services, bridging transportation gaps. Operating seven days a week except on holidays, its hours vary by day, ensuring flexible and reliable transit for residents and visitors.

For eligible individuals with disabilities, TRACER Paratransit provides door-to-door service within city limits Monday to Friday (7:00 AM–8:00 PM) and Saturday (9:00 AM–7:00 PM). Together, these services support Tracy's diverse transit needs efficiently and reliably.



Figure 3: Tracy Transit Station Area



Table 4: Tracy Transit Station Transit Service

Route	Route Limits	Weekdays		Weekends	
		Hours	Headways ¹	Hours	Headways ¹
TRACER					
A	Tracy Transit Station to West Valley Mall	7:00 AM – 7:00 PM	30 minutes	9:00 AM – 7:00 PM	30 minutes
B	Tracy Transit Station to West Valley Mall	7:00 AM – 7:00 PM	30 minutes	9:00 AM – 7:00 PM	30 minutes
C	Tracy Transit Station to Hidden Lake	7:00 AM – 7:00 PM	60 minutes	9:00 AM – 7:00 PM	60 minutes
D	Tracy Transit Station to 11 th Street/Lammers/Kimball High	7:00 AM – 7:00 PM	60 – 75 minutes	9:00 AM – 7:00 PM	60 – 75 minutes
Commuter E	Tracy Transit Station to West High School	7:35 AM – 8:30 AM; 1:25 PM – 4:40 PM	Four/Day	N/A	N/A
Commuter F	Tracy Transit Station to ACE Station	7:20 AM – 8:15 AM; 2:30 PM – 4:50 PM	Thrice/Day	N/A	N/A
Commuter G	Tracy Transit Station to 11 th Street/Lammers	2:30 PM – 5:05 PM	Twice/Day	N/A	N/A
Commuter H	Tracy Transit Station to Kimball High/Lammers	7:50 AM – 8:50 AM; 2:30 PM – 5:05 PM	Thrice/Day	N/A	N/A
San Joaquin RTD					
90	Tracy Transit Station to Pacific & Yokuts	5:37 AM – 9:11 PM	60 minutes	N/A	N/A
97	Tracy Transit Station to Manteca Transit Center	6:00 AM – 9:00 PM	60 - 90 minutes	N/A	N/A
150	DTC to Dublin BART Station	4:00 AM – 8:20 PM	60 minutes	7:00 AM – 7:00 PM (Saturday Extended Service 7:30 PM – 10:30 PM)	90 minutes

Source: Fehr & Peers, January 2025.

San Joaquin RTD

San Joaquin RTD operates Routes 90, 97, and 150, which connect Tracy to Lathrop, Manteca, Stockton and the Dublin BART Station. These RTD routes serve commuters between Tracy and other cities in San Joaquin and Alameda Counties. Additional route information is provided in **Table 4**.

Greyhound

Greyhound provides intercity bus services at the Tracy Transit Station connecting Tracy to cities such as Sacramento, Reno, Bay Area, Los Angeles and more.



Private Employer Shuttles

Employers, such as Google and other Bay Area companies, currently provide shuttle service at the Tracy Transit Station. Shuttle services are limited to company employees and contractors, the general public does not have access to these services. According to City of Tracy staff, approximately seven to nine shuttles stop per day at the Tracy Transit Station.

2.3.2 Pedestrian Access

The Tracy Transit Station is generally supported by continuous sidewalks that connect the station to surrounding streets, including Central Avenue and adjacent neighborhoods. Sidewalk gaps currently exist on the south side of 6th Street on the west and east side of the station. Marked crosswalks with are present at key intersections, such as the 6th Street/Central Avenue roundabout intersection.

2.3.3 Micromobility Infrastructure & Services

The Tracy Transit Station offers bike racks near the main entrance for added security. While bike lockers are available at the station, they are currently not operational. There are no shared scooter or bike services directly at the station. Class II bike lanes are provided on Central Avenue south of 6th Street.

2.3.4 Parking Infrastructure & Ridesharing Services

Off-Street Parking

A designated park-and-ride lot is provided on the south side of the railroad tracks with approximately 94 stalls intended for daily commuters. Approximately 50 - 60 stalls were occupied around 4:00 PM based on field observations conducted on December 3, 2024.

An off-street parking lot with approximately 107 stalls is also provided on the east side of the station. Parking in this lot is restricted to four hours between 9:00 AM and 6:00 PM, Monday through Friday. In addition to serving transit users, this parking lot is also used by visitors and workers of Downtown Tracy. Two EV charging stations are also available in the parking lot. The parking lot was observed to be 90% utilized during field observations on December 3, 2024.

A third parking lot is also provided on the northwest side of the 6th Street/Central Avenue roundabout intersection, this lot provides approximately 60 parking stalls. Parking in this lot is also restricted to four hours between 9:00 AM and 6:00 PM, Monday through Friday. This lot is primarily used by visitors and workers of Downtown Tracy.

On-Street Parking

Limited on-street parking is provided along select segments 6th Street and Central Avenue in the vicinity of the station. On-street parking along 6th Street is limited to four hours Monday through Friday between 9:00 AM and 6:00 PM. On-street parking along Central Avenue in the vicinity of station is limited to two hours Monday through Friday between 9:00 AM and 6:00 PM

Ridesharing & Carsharing Services

A passenger loading zone is provided along eastbound 6th Street in front of the station. This zone is designated for passenger drop-offs and pick-ups, and is also utilized by ridesharing services.



Although not available at the Tracy Transit Station site, Miocar operates a carshare service at the Tracy Homes Community Center, located at 340 W. 4th Street in Tracy. This location is approximately 0.4 miles from the station, less than a 10-minute walk away.

2.3.5 Placemaking Context

The Tracy Transit Station serves as a vital mobility hub connecting the City of Tracy to the broader region while anchoring the surrounding Downtown area. Downtown Tracy is a charming and rapidly evolving destination, known for its historic buildings, boutique shops, local dining, and a strong sense of community. Placemaking efforts in this area emphasize fostering a pedestrian-friendly environment, enhancing public spaces, and creating opportunities for community engagement and economic growth.

The Tracy Transit Station supports these goals by providing a mobility hub that links residents and visitors to local and regional destinations via bus services. Its proximity to Downtown Tracy encourages transit-oriented development, can reduce reliance on cars, and boosts foot traffic to nearby businesses and cultural venues. By integrating thoughtful design and placemaking principles, the station serves as a catalyst for creating a vibrant, accessible, and connected urban experience in and around Downtown Tracy.

Inside the Tracy Transit Station offers waiting area seating, public restrooms, and customer service staff available. In addition to the amenities for passengers, the station also offers rooms for public rental, suitable for meetings and events, each equipped with audio/visual systems. The Tracy Transit Station offers several other placemaking amenities, such as pedestrian-scale lighting, public art installations, information boards, benches, and planters. Commercial uses are also provided adjacent to the station along 6th Street. Two parklets currently exist across from the station on 6th Street, adjacent to commercial buildings.



3.0 Site Recommendations

The Tranzito consultant team, together with SJCOG staff, visited all three sites under consideration for the demonstration project on December 3, 2024. Representatives from the following partner agencies also participated in the site visits:

- City of Lodi
- City of Stockton
- City of Tracy
- ACE
- SJRRC

The site visits marked the first step in evaluating site conditions to identify potential mobility hub improvements for each location. A second visit to all three sites was made on February 18, 2025, with members of the San Joaquin Regional Climate Collaborative (SJRCC), SJCOG staff, and the consultant team. The purpose of the site visits was to obtain community input on mobility and placemaking elements to be considered for the site recommendations. The consultant team utilized input from partner agencies, community groups, the existing conditions analysis summarized above, along with the typology and design principles outlined in the *San Joaquin Regional Mobility Hub Plan*, to develop conceptual site recommendations for each station.

The recommended mobility improvement concept site plans are included in **Attachment 2**, concept level renderings are presented in **Attachment 3**. These improvements are also described in greater detail below.

3.1 Design Principles

The *San Joaquin Regional Mobility Hub Plan* recommends the design principles established by the Shared-Use Mobility Center (SUMC) in the *Mobility Hubs: Where People Go to Move* (SUMC, June 2019) study. The 10 design principles for implementing successful mobility hubs are listed below.

1. **Strong Transit Stops:** Locate hubs near high-frequency transit.
2. **Electrification:** Ensure sufficient power for current and future electrified transportation options.
3. **Transit-Oriented Development:** Place hubs where people already live and work to maximize usage.
4. **User Safety:** Design hubs with good lighting, visibility, and well-trafficked locations to ensure comfort and safety.
5. **Comfort & Walkability:** Include seating, shelter, traffic calming, and accessible pedestrian connections.
6. **Placemaking:** Integrate cultural and community elements like gardens, art, or gathering spaces to enhance user experience.
7. **Multiple Transportation Options:** Offer at least three transportation modes to provide convenience and flexibility.



8. **Seamless Transfers & Wayfinding:** Include clear signage, maps, and interactive tools to support smooth transfers between modes and services.
9. **Visibility & Branding:** Use consistent design and branding to establish a reliable and recognizable network.
10. **Marketing & Education:** Promote hubs to inform the public about their benefits, safety, and ease of use.

The Tranzito consultant team applied Principles 1 through 8 to guide the development of conceptual site improvements for all three sites. Principles 9 and 10 will serve as guidance during the design and implementation phase of the demonstration project once a preferred site has been selected.

3.1.1 Typology & Mobility Hub Elements

All three sites under consideration for the demonstration project currently function as Regional Commuter Hubs, providing regional transit services that connect residents to other cities within and beyond San Joaquin County. Additionally, all three sites offer substantial off-street parking, enabling residents who cannot walk or bike to a station to drive instead, thereby incentivizing the use of regional transit services. Although a portion of their commute may involve driving, the use of regional transit services is still expected to reduce vehicle miles traveled (VMT) for these users. Beyond their role as Regional Commuter Hubs, all three transit stations also connect to local bus routes, linking residents to regional bus services or surrounding downtown areas.

The *San Joaquin Regional Mobility Hub Plan* provides guidance on the types of design elements and services that can be considered for mobility hub improvements based on typology. This guidance is summarized in **Table 5**. The information in **Table 5** was also used to inform potential site improvements included in the conceptual site recommendations for all three sites.

3.2 Stakeholder Engagement

Stakeholder engagement played a crucial role in shaping the conceptual design process. At the December 3, 2024, meeting with partner agencies, discussions focused on existing site conditions and planning context for the station areas. The City of Lodi shared plans for upcoming affordable housing developments on Main Street near the station, while the City of Stockton outlined pedestrian and infrastructure improvements. The City of Tracy provided insights on private employer buses utilizing the Tracy Transit Station for passenger loading. This information was essential in developing site plan recommendations.

February 18, 2025 site visits with the SJRCC, a coalition of community-based organizations focused on climate change mitigation, helped refine mobility and placemaking elements for the project. Community members emphasized the need for safe pedestrian crossings and cultural art integration through physical installations or painted elements. As a result, public art components have been incorporated into placemaking recommendations at all three sites. The mobility and placemaking vision boards developed during the site visits, reflecting input from SJRCC members on preferred amenities, are shown below. These vision boards directly informed the site plan recommendations.

Currently, site recommendations remain conceptual. The demonstration project phase will include substantial community engagement, with potential collaboration with local arts commissions to guide placemaking elements as part of the demonstration project.



Table 5: 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



February 18, 2025 Site Visit Vision Boards
 (Magenta dots represent input on – Downtown Lodi Multimodal Transit Station, green dots – Robert J. Cabral Station, orange dots – Tracy Transit Station)



3.3 Downtown Lodi Multimodal Transit Station Recommendations

A conceptual site plan of the recommended improvements for the Downtown Lodi Multimodal Transit Station is provided in **Attachment 2** and described below; concept level renderings are presented in **Attachment 3**. The recommendations also take into consideration the existing amenities and services provided at the site.

3.3.1 Transit Infrastructure & Services

The existing station includes various transit waiting areas and several fixed-route transit services. Although the GrapeLine bus stop shelters are equipped with digital displays for real-time travel information, these displays are currently non-operational. At present, only the Amtrak service provides real-time travel information. The following transit infrastructure improvements are recommended:

- Adjust curb line at GrapeLine and San Joaquin RTD bus stops to provide sawtooth bus bay design to facilitate improve bus access to stops
- Activate or replace digital displays on GrapeLine bus shelters with electronic paper to support real-time transit information displays

3.3.2 Pedestrian Access

The area surrounding the station on the west side of the railroad tracks features continuous and connected sidewalks, along with high-visibility crosswalks, providing adequate pedestrian connections between Downtown Lodi and the station. Curb extensions at the northeast and southeast corners of the Sacramento Street/Oak Street intersection are recommended to reduce pedestrian crossing distances and enhance connectivity between the station and Downtown Lodi.

3.3.3 Micromobility Infrastructure & Services

The following micromobility infrastructure improvements are recommended for the Downtown Lodi Multimodal Station:

- Installation of Bikeep smart racks, offering bicycle and scooter parking options, including electric charging facilities for e-bicycles and scooters
- Bikelink bicycle lockers with e-bike charging stations
- Bicycle repair fix-it station

The installation of Bikeep smart racks is intended to provide parking for visitors' bicycles; however, the Bikeep system can also be repurposed to accommodate future bikesharing services implemented by others.

3.3.4 Parking Infrastructure & Ridesharing Services

The following parking infrastructure and ridesharing services are recommended for the Downtown Lodi Multimodal Station:

- Repurpose on-street parking lane on northbound Sacramento street to provide a 100' passenger pick-up and drop-off zone for ridesharing services and programs
- Installation of two EV charging stations either in the station parking lot or ground floor of the parking garage

The new EV charging stations are intended to support e-carsharing services to be implemented by others.

3.3.5 Placemaking Amenities & Services

Several retail businesses are located in Downtown Lodi near the station, enhancing the placemaking potential of the station area. The following amenities are recommended to further support placemaking within the station area:

- Installation of a Soofa digital kiosk to improve wayfinding and provide real-time community messaging and public service announcements
- Replacement of the existing bulletin board at the Amtrak station building with an e-paper communication screen
- Installation of an e-paper sign and post adjacent to the passenger pick-up and drop-off zone on Sacramento Street to support dynamic signage, enhancing curbside management controls based on the time of day
- Decorative crosswalks
- Outdoor accent string lighting
- Integrated public art with seating

As part of a separate project, the City of Lodi is planning to implement a permanent street closure of Sacramento Street between Pine and Elm Streets, adjacent to the World of Wonders (WOW) Science Museum. If implemented, this street closure would further enhance the placemaking potential of the station area. Due to the timing of the street closure, a parklet and activation area adjacent to the northeast corner of the Sacramento Street/Pine Street intersection could be considered as part of a separate future project to enhance the placemaking potential of the planned closure.



Street Signage & Digital Information Kiosk ("[Milpitas](#)" by [Soofa](#).)



Decorative Crosswalk Painting ("[One Square of Crosswalk, Oakland Chinatown](#)" by [deb roby](#) is licensed under [CC BY 2.0](#).)

3.4 Robert J. Cabral Station Recommendations

A conceptual site plan of the recommended improvements for the Robert J. Cabral Station is provided in **Attachment 2** and described below; concept level renderings are presented in **Attachment 3**. The recommendations also take into consideration the existing amenities and services provided at the site.

3.4.1 Transit Infrastructure & Services

The existing station includes indoor and outdoor waiting areas for passenger rail services, as well as sheltered waiting areas with benches for the local San Joaquin RTD bus service. However, no shelter or benches are currently provided for the Amtrak Thruway service, which stops on Channel Street adjacent to the outdoor train waiting area. To enhance passenger comfort and convenience, it is recommended to add a shelter and bench on Channel Street to support the Amtrak Thruway service and any future bus routes that may stop along this segment of Channel Street.

Other long-term improvements that could be considered, separate from the demonstration project, include a potential transit circulator service connecting the Robert J. Cabral Station to the Downtown Transit Center and the San Joaquin Street Amtrak Station. The planned ACE service expansion as part of the Valley Rail project, along with potential future development around the Robert J. Cabral Station, is expected to increase ridership at the Robert J. Cabral Station and potentially the Downtown Transit Center and San Joaquin Street Amtrak Station.

A transit circulator, whether autonomous or driver-operated, could enhance connections between the three stations. If implemented by others, the improved Amtrak Thruway bus stop on northbound Channel Street could also serve as a stop for the circulator.



Autonomous Microtransit Vehicle ("Mobileye Autonomous Shuttle IAA 2021 1X7A0213" by Alexander Migl is licensed under CC BY-SA 4.0.)

3.4.2 Pedestrian Access

The off-street parking lots located south of Weber Avenue provide 147 parking stalls and are heavily utilized by ACE customers. Most ACE customers arrive at the station between 4:00 and 7:00 AM to catch early morning trains heading to the Bay Area. Customers parking in the lots south of Weber Avenue must cross Weber Avenue, often before sunrise. The existing Weber Avenue crosswalk connecting the station and the parking lot spans approximately 80 feet and includes a median pedestrian refuge island.

The travel lanes on Weber Avenue are unstriped and approximately 24 feet wide per lane in each direction. These wide lanes can encourage speeding, posing a safety concern for pedestrians crossing Weber Avenue between the station and parking lot.



To improve pedestrian safety, curb extensions are recommended at the existing Weber Avenue crosswalk, which could reduce the crossing distance by 16 feet or more. Additionally, installing rapid flashing beacon controls at the crosswalk would enhance pedestrian crossing safety, especially during early morning hours before sunrise, by alerting drivers on Weber Avenue when pedestrians are present in the crosswalk.

The recommended curb extensions and rapid flashing beacons would also help reduce vehicle speeds on Weber Avenue, further improving pedestrian crossing conditions. Given the crosswalk's proximity to the existing at-grade railroad crossing, further coordination with the California Public Utilities Commission (CPUC) will be required during subsequent design phases. This coordination will determine whether rapid flashing beacons are acceptable traffic controls and if additional infrastructure improvements, such as an at-grade crossing system interconnect, are necessary for implementation.

The City of Stockton, as part of the Channel Street Corridor Improvements Project, will also improve first-mile/last-mile pedestrian connectivity along the following roadway segments in the vicinity of the station:

- Channel Street between Aurora Street and American Street
- Aurora Street between Miner Avenue and Weber Avenue
- Grant Street between Miner Avenue and Weber Avenue
- Stanislaus Street between Miner Avenue and Weber Avenue

3.4.3 Micromobility Infrastructure & Services

The following micromobility infrastructure improvements are recommended for the Robert J. Cabral Station:

- Bikelink bicycle lockers with e-bike charging stations
- Bicycle repair fix-it station
- Site for micromobility service corral to support future bikeshare and/or scootershare services that could potentially be implemented by others

The City of Stockton, as part of the Channel Street Corridor Improvements Project, will also improve first-mile/last-mile bicycle connectivity by implementing Class III bicycle route improvements along the following roadway segments in the vicinity of the station:

- Channel Street between Aurora Street and American Street
- Aurora Street between Miner Avenue and Weber Avenue
- Grant Street between Miner Avenue and Weber Avenue
- Stanislaus Street between Miner Avenue and Weber Avenue

3.4.4 Parking Infrastructure & Ridesharing Services

The following parking infrastructure and ridesharing services are recommended for the Robert J. Cabral Station:

- Repurpose a portion of the northbound Channel Street bus stop lane to provide an 80' passenger pick-up and drop-off zone for ridesharing services and programs
- Installation of two EV charging stations in the station employee parking lot for use by the public



The new EV charging stations are intended to support e-carsharing services to be implemented by others.

3.4.5 Placemaking Amenities & Services

The land uses surrounding the station are mainly industrial, residential, with some retail uses. The following amenities are recommended to further support placemaking within the station area:

- Installation of a Soofa digital kiosk to improve wayfinding and provide real-time community messaging and public service announcements
- Installation of an e-paper sign and post adjacent to the passenger pick-up and drop-off zone on Channel Street to support dynamic signage, enhancing curbside management controls based on the time of day
- Installation of removable bollards along a section of N. Sacramento Street in front of the main Station building to also the street segment to be used as event pop-up space
- Picnic tables with seating and umbrella
- Outdoor accent string lighting
- Integrated public art with seating

3.5 Tracy Transit Station Recommendations

A conceptual site plan of the recommended improvements for the Tracy Transit Station is provided in **Attachment 2** and described below; concept level renderings are presented in **Attachment 3**. The recommendations also take into consideration the existing amenities and services provided at the site.

3.5.1 Transit Infrastructure & Services

The existing Tracy Transit Station includes various transit waiting areas and several fixed-route transit services. While the station provides a real-time information display inside its main building, such displays are not available outdoors. It is recommended to install real-time information displays at each of the eight on-site bus stop shelters.

Two bulletin boards are currently provided outdoors at the station. It is recommended that these bulletin boards be upgraded with e-paper displays, which can also be used to provide real-time transit information.

3.5.2 Pedestrian Access

The area surrounding the station features continuous and connected sidewalks, along with high-visibility crosswalks, providing adequate pedestrian connections between Downtown Tracy and the station. The following improvements are recommended to enhance pedestrian access to the station:

- Provide a marked cross-walk with directional curb ramps on eastbound 6th Street just west of the inbound driveway for buses
- Provide directional curb ramp on the west of the bus stop island platform, to improve pedestrian and ADA access from Central Avenue
- Enhance existing pedestrian crossing on south leg of Central Avenue/6th Street intersection

3.5.3 Micromobility Infrastructure & Services

The following micromobility infrastructure improvements are recommended for the Tracy Transit Station:

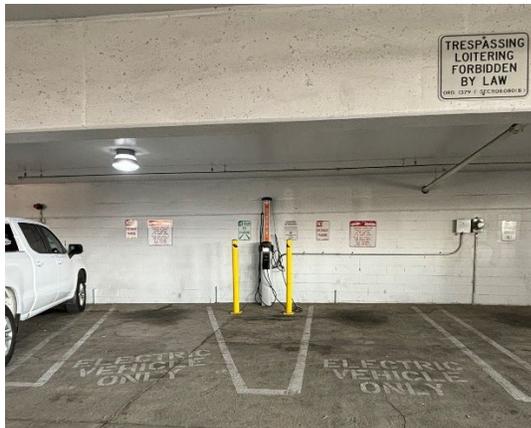
- Bikelink bicycle lockers with e-bike charging stations
- Bicycle repair fix-it station
- Site for micromobility service corral to support future bikeshare and/or scootershare services that could potentially be implemented by others

3.5.4 Parking Infrastructure & Ridesharing Services

The following parking infrastructure and ridesharing services are recommended for the Tracy Transit Station:

- Implement 100' passenger pick-up and drop-off zone within park-and-ride lot to support ridesharing services and programs, included shelter and bench for users
- Upgrade park-and-ride signage to better advertise carpool program(s) with quick response (QR) code and branding
- Installation of two EV charging stations either in the parking lot located on the east side of the station

The new EV charging stations are intended to support e-carsharing services to be implemented by others.



Existing EV Charging Station at Downtown Lodi Multimodal Transit Station



Existing EV Charging Station at Tracy Transit Station



3.5.5 Placemaking Amenities & Services

The Tracy Transit Station is surrounded by retail buildings in Downtown Tracy and residential neighborhoods. Parklets are currently provided on westbound 6th Street across the station. The station also provides. In addition to the amenities for passengers, the station also offers rooms for public rental, suitable for meetings and events, each equipped with audio/visual systems. The Tracy Transit Station generally provides more on-site and site adjacent placemaking amenities than the Downtown Lodi Multimodal Transit Station and Robert J. Cabral Station.

The following amenities are recommended to further support placemaking within the station area:

- Installation of a Soofa digital kiosk to improve wayfinding and provide real-time community messaging and public service announcements
- Upgrading existing on-site bulleting boards with e-paper to provide real-time community messaging and public service announcements
- Picnic tables with seating and umbrella
- Shade structure with relocated bench seating
- Public art integration into the building façade or as a pavement inlay treatment
- Activation of existing community rooms provided within station

3.6 Cost Planning

Cost plans were prepared for the conceptual level site recommendations to provide an estimate of soft costs to account for planning, design and permitting of recommended improvements, in addition to the capital expenditures (CapEx) and operational expenditures (OpEx) for an 18-month period. The CapEx and annual OpEx estimates for each site are summarized in **Table 6**; the detailed cost plans are provided in **Attachment 4**. The CapEx costs are divided into a base scope and an optional scope. The demonstration project is expected to implement the base scope. Additional partner agency engagement is needed to determine whether any optional items can be incorporated into the base scope of work.

Table 6: Mobility Hub Site Improvement Cost Plans

Cost Type	Downtown Lodi Multimodal Transit Station	Robert J. Cabral Station	Tracy Transit Station
Capital Expenditures & Direct Costs (2025 \$)	\$639,798 (Base Scope) \$778,134 (Optional Scope)	\$668,884 (Base Scope) \$579,138 (Optional Scope)	\$663,967 (Base Scope) \$583,339 (Optional Scope)
18-Month Operational Expenditures (2025 \$)	\$469,600	\$469,600	\$469,600

Source: Tranzito Consultant Team, April 2025.



3.7 Demonstration Project Preferred Site Recommendation

As shown in **Table 6**, base CapEx and direct costs are similar across all three sites, the optional scope of work is highest at the Downtown Lodi Multimodal Transit Station and lowest at the Robert J. Cabral Station. **Table 7** summarizes the site prioritization score and estimated daily ridership data provided by City of Lodi, City of Stockton, San Joaquin RTD and ACE for all three sites under consideration for the demonstration project.

Table 7: Demonstration Project Site Comparison

Cost Type	Downtown Lodi Multimodal Transit Station	Robert J. Cabral Station	Tracy Transit Station
Mobility Hub Site Prioritization Score ¹	20	20	22
Estimated Existing Daily Ridership ^{2,3}	340	380	290
Average Citywide Daily Home-Based-Work VMT per Capita	14.6	17.4	19.1
Average Citywide Daily Home-Based-VMT per Capita	23.0	25.4	29.7

Notes:

1. Prioritization scoring worksheets provided in **Attachment 1**.
2. Daily ridership estimates based on ridership data provided by City of Lodi, City of Tracy, San Joaquin RTD and ACE. Ridership is approximate, Greyhound ridership was not available for Lodi or Tracy Stations. Total ridership includes boardings and alightings
3. Tracy Transit Station ridership numbers do not account for riders of private employer shuttles that service the station.

Source: Tranzito Consultant Team, April 2025.

Table 7 also summarizes the average daily Home-Based-Work and Home-Based-VMT per capita for the cities of Lodi, Stockton and Tracy based on Fehr & Peers’ VMT+ tool, which uses Streetlight Data’s location-based services to estimate existing VMT data for each city. As shown in **Table 7**, Tracy residents generate more VMT per capita than Lodi and Stockton residents. Lodi residents generate the lowest VMT per capita of among residents of all three cities.

All three sites under consideration for the demonstration project meet the *San Joaquin Regional Mobility Hub Plan* goals:

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



The consultant team recommends the Tracy Transit Station site for the demonstration project for the following reasons:

- The site has the highest prioritization score, earning 22 out of 24 points (see **Attachment 1**). The prioritization score evaluates neighborhood suitability and site readiness. Field visits by the consultant team on December 3, 2024, and February 18, 2024, confirmed that the Tracy Transit Station site currently offers more amenities and higher quality infrastructure that can complement the recommended mobility hub improvements.
- Tracy residents generate the highest VMT per capita among the three sites under consideration. This suggests that shifting from single-occupant vehicles (SOV) to carpooling or transit modes among Tracy residents could result in greater reductions in local and regional VMT compared to Lodi and Stockton residents.

The Lodi and Stockton sites were close contenders to the recommended Tracy site. The recommendation for the Tracy Transit Station is primarily based on its readiness for the proposed mobility hub improvements.

SJCOG intends to pursue additional public funding sources to support further mobility hub improvements within San Joaquin County. Both the Downtown Lodi Multimodal Transit Station and the Robert J. Cabral Station will remain candidates for mobility hub enhancements as more funding becomes available.

The concept site plans, concept level renderings, and cost estimates provided in **Attachments 2, 3 and 4** serve as valuable planning resources for the City of Lodi, City of Stockton, ACE, and SJRRC. The mobility hub site plan recommendations can be incorporated into ongoing local planning efforts, such as the Downtown Lodi Specific Plan Update and the Downtown Stockton Multimodal Transportation Network and Land Use Plan.

Additionally, the cost estimates could assist local agencies in updating transportation impact fee programs to include the recommended mobility hub improvements at the Lodi and Stockton stations. If either city chooses to generate additional funding through development impact fees, these plans could serve as a basis for establishing a nexus for such improvements.



4.0 Demonstration Project Next Steps

SJCOG has selected the Tracy Transit Station as the preferred demonstration project site. The Tranzito consultant team will initiate the schematic design process in April 2025. The full design development, including construction documents and permitting, is expected to be completed by December 2025. Construction of the demonstration project is anticipated to begin in January 2026, with a targeted opening date in June 2026. The demonstration project schedule is summarized in **Table 8**. SJCOG and the Tranzito consultant team are investigating potential approaches to streamline the implementation schedule, therefore the schedule provided in **Table 8** is subject to change.

Substantial community engagement will be integrated into the design process of the Tracy Transit Station. The Tranzito consultant team is currently coordinating with SJCOG and City of Tracy to develop the community engagement approach for the demonstration project. Community engagement efforts are expected to span between May and August 2025 and will likely include pop-up events and a community workshop.

Table 8: Demonstration Project Schedule

Task	Date
Demonstration Project Site Design & Permitting	April – December 2025
Demonstration Project Community Engagement	May – August 2025
Demonstration Project Site Construction	January – June 2026
Demonstration Project Opening	June 2026

Source: Tranzito Consultant Team, April 2025.

Once constructed, the Tranzito consultant team proposes to monitor performance of the mobility hub six months and 18-months after project opening. Recommended metrics to be considered for monitoring include:

- Average Daily Transit Boardings & Alightings
- Average Daily Bike Parking Utilization
- Peak Period Carpooling/Ridesharing Trips with Trip End at Mobility Hub
- Average Daily Off-Street Parking Utilization

Please contact Gene Oh (510-205-3006) or Francisco martin (209-210-5609) with any questions or comments on the information provided in this technical memorandum.



Attachments:

Attachment 1: Mobility Hub Site Prioritization Evaluation Worksheets

Attachment 2: Concept Site Plans

Attachment 3: Concept Level Renderings

Attachment 4: Concept Level Cost Plans

Attachment 1

Mobility Hub Site Prioritization Evaluation Worksheets



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
<i>Demonstration Project Site Selection Criteria</i>		
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
<i>Mobility Hub Site Prioritization Score</i>		
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 Downtown Lodi Specific Plan boundary
Total Prioritization Score	20	

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 (SJRRRC)	
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 SJRRRC
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 Prioritization 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	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 Prioritization 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	

Attachment 2

Concept Site Plans





- PROPOSED INFRASTRUCTURE IMPROVEMENTS
- PROPOSED SITE FURNITURE IMPROVEMENTS
- OPTIONAL IMPROVEMENTS
- FUTURE PEDESTRIAN MALL – SEE NOTE 15
- PROPOSED PLACEMAKING FEATURE
- OPTIONAL PLACEMAKING FEATURE

- 1 PROPOSED 100' RIDESHARE PICK-UP & DROP-OFF ZONE.
- 2 REPLACE EXISTING ELECTRONIC MESSAGING SIGNS WITH E-PAPER SIGNS.
- 3 OPTIONAL 13-INCH E-PAPER POLE COMM SIGN
- 4 PROPOSED TWO NEW PUBLIC E-CHARGING PARKING STALLS ON THE GROUND FLOOR OF THE PARKING GARAGE.
- 5 PROPOSED PARK AND RIDE KIOSK (SOOFA OR APPROVED EQUAL)
- 6 CONVERT TO SAWTOOTH BUS BAY DESIGN FOR TRANSIT STOPS
- 7 BIKE REPAIR / FIX-IT STATION
- 8 OPTIONAL SECURE MICRO-MOBILITY LOCATION, TO ACCOMMODATE FUTURE CITY PROJECTS INCLUDE MICRO-MOBILITY INFRASTRUCTURE. SECURE FEATURES INCLUDE: "BIKEEP" SMART RACKS THAT REQUIRE ELECTRICAL AND COMMUNICATION LEADS.
- 9 OPTIONAL SECURE MICRO-MOBILITY LOCATION, TO ACCOMMODATE FUTURE CITY PROJECTS INCLUDE MICRO-MOBILITY INFRASTRUCTURE. SECURE FEATURES INCLUDE: "BIKEEP" SMART RACKS THAT REQUIRE ELECTRICAL AND COMMUNICATION LEADS.
- 10 OPTIONAL UPGRADE TO EXISTING INFO BOARD IN FRONT OF THE BUILDING TO E-PAPER COMM SCREEN
- 11 SECURE BIKE PARKING LOCATION (REPLACES CURRENT BIKE PARKING POSTS) FEATURES INCLUDE: FOUR(4) "BIKELINK" BIKE LOCKERS POWER REQUIRED FOR E-BIKE CHARGING.
- 12 CONVERT EXISTING SIGN PANEL WITH E-PAPER SCREEN HAVING REAL TIME TRANSIT INFORMATION (NOTE: E-PAPER SCREENS MAY NOT FACE WEST DUE TO GLARE CHALLENGES)
- 13 OPTIONAL LOCATION FOR E-CHARGING PARKING STALLS (2) – REPLACE THREE EXISTING PARKING STALLS WITH TWO E-CHARGING STALLS WITH ACCESS AISLE
- 14 OPTIONAL INSTALLATION OF CURB EXTENSION TO IMPROVE THE PEDESTRIAN CROSSING. PENDING REVIEW OF BUS TURNING MOVEMENTS.
- 15 LOCATION OF POTENTIAL PEDESTRIAN MALL ON N. SACRAMENTO STREET TO BE IMPROVED BY OTHERS IN ASSOCIATION WITH THE "WOW" MUSEUM PROJECT.
- 16 OPTIONAL PARKLET IN ASSOCIATION WITH FUTURE STREET CLOSURE.
- 17 COMMUNITY ACTIVATION AREA.
- 18 PROPOSED EIGHT (8) OUTDOOR RATED GFCI RECEPTACLES FOR ACCENT STRING LIGHTING AT STRUCTURE AND TREE LOCATIONS.
- 19 OPTIONAL DECORATIVE SEAT WALL WITH UPDATED TRANSIT SIGN.
- 20 OPTIONAL PAINTED BUILDING FACADE UPDATES.
- 21 OPTIONAL DECORATIVE CROSSWALK TREATMENT.
- 22 OPTIONAL INTEGRATED PUBLIC ART WITH SEATING.
- 23 OPTIONAL DETECTABLE WARNING SURFACE.

CONCEPT PLAN TO REFLECT UPCOMING AMTRAK IMPROVEMENTS



- PROPOSED INFRASTRUCTURE IMPROVEMENTS
 - PROPOSED SITE FURNITURE IMPROVEMENTS
 - OPTIONAL IMPROVEMENTS
 - FUTURE CHANNEL STREET IMPROVEMENTS – SEE NOTE 11
 - PROPOSED PLACEMAKING FEATURE
 - OPTIONAL PLACEMAKING FEATURE
- 1 FUTURE MICROMOBILITY SERVICE CORRAL (BIKESHARE AND/OR SCOOTERSHARE)
 - 2 OPTIONAL PARK AND RIDE KIOSK (SOOFA OR APPROVED EQUAL)
 - 3 OPTIONAL COVERED PASSENGER WAITING AREA
 - 4 PROPOSED 13-INCH E-PAPER POLE COMM SIGN
 - 5 ADDITION OF COVERED PASSENGER WAITING AREA
 - 6 OPTIONAL 80' RIDE SHARE AND AUTONOMOUS VEHICLE PICK-UP & DROP-OFF ZONE.
 - 7 OPTIONAL REDUCTION OF THE LENGTH OF BUS ONLY ZONE TO 110'
 - 8 REPLACE EXISTING BIKE RACKS WITH NEW "BIKELINK" LOCKERS INCORPORATING THE FOLLOWING PROPOSED UPGRADES:
 - FIX-IT REPAIR STAND WITH AIR PUMP
 - E-BIKE CHARGING STATIONS
 - LOCKER MISUSE DETECTION SOFTWARE
 - 9 PROPOSED TWO NEW PUBLIC E-CHARGING PARKING STALLS, AS FOLLOWS:
 - REPLACE THREE EXISTING PARKING STALLS WITH TWO E-CHARGING STALLS WITH ACCESS AISLE
 - 10 OPTIONAL: IF DETERMINED FEASIBLE IN CONSIDERATION OF LANE WIDTHS AND WITHOUT MODIFICATIONS TO NEARBY RAIL CROSSING, ADD RAPID FLASHING BEACONS, DECORATIVE CROSSWALK TREATMENT, AND CONSIDER CURB EXTENSIONS IF ALLOWABLE BASED ON PROXIMITY TO GRADE CROSSING.
 - 11 CHANNEL STREET CORRIDOR IMPROVEMENTS PROJECT TO BE IMPLEMENTED BY THE CITY OF STOCKTON
 - 12 FUTURE AUTONOMOUS VEHICLE CIRCULATOR TO SJRTD TRANSFER CENTER TO BE IMPLEMENTED BY OTHERS.
 - 13 OPTIONAL EVENT POP-UP SPACE WITH REMOVABLE BOLLARDS FOR SAFETY.
 - 14 OPTIONAL 13-INCH E-PAPER POLE COMM SIGN.
 - 15 PROPOSED THREE (3) PICNIC TABLE/SEATING WITH UMBRELLA.
 - 16 OPTIONAL FOUR (4) OUTDOOR RATED GFCI RECEPTACLES FOR ACCENT STRING LIGHTING.
 - 17 OPTIONAL TWO (2) INTEGRATED PUBLIC ART WITH SEATING.



- PROPOSED INFRASTRUCTURE IMPROVEMENTS
 - PROPOSED SITE FURNITURE IMPROVEMENTS
 - OPTIONAL IMPROVEMENTS
 - PROPOSED PLACEMAKING FEATURE
 - OPTIONAL PLACEMAKING FEATURE
- 1 PROPOSED SECURE MICROMOBILITY LOCATION TO ACCOMMODATE "BIKEKEEP" SMART RACKS THAT REQUIRE ELECTRICAL AND COMMUNICATION LEADS.
 - 2 EXISTING BIKE LOCKERS TO BE IMPROVED WITH THE FOLLOWING PROPOSED UPGRADES:
 - FIX-IT REPAIR STAND WITH AIR PUMP
 - E-BIKE CHARGING STATIONS
 - LOCKER MISUSE DETECTION SOFTWARE
 - 3 OPTIONAL ADDITION OF TWO NEW PUBLIC E-CHARGING PARKING STALLS, WITH LOCATION TO BE FINALIZED DURING DESIGN.
 - 4 OPTIONAL INSTALLATION MARKED CROSSWALK
 - 5 OPTIONAL INSTALLATION OF REAL-TIME DISPLAYS AT BUS STOP SHELTER
 - 6 OPTIONAL INSTALLATION OF ADDITIONAL CURB-RAMP
 - 7 UPDATE PARK-N-RIDE SIGN TO BETTER ADVERTISE CARPOOL PROGRAM WITH QR CODE/BRANDING
 - 8 PROPOSED 100' RIDESHARE PICK-UP & DROP-OFF ZONE.
 - 9 PROPOSED THREE (3) EXISTING PARALLEL PARKING SPACES TO BE REMOVED IN PLACE OF RAISED PARK & RIDE SEATING AREA WITH PREFABRICATED SHELTER.
 - 10 PROPOSED PARK AND RIDE KIOSK (SOOFA OR APPROVED EQUAL).
 - 11 COMMUNITY ACTIVATION AREA.
 - 12 PROPOSED (3) PICNIC TABLE/SEATING WITH UMBRELLA.
 - 13 PROPOSED FOUR (4) OUTDOOR RATED GFCI RECEPTACLES FOR ACCENT STRING LIGHTING.
 - 14 OPTIONAL PUBLIC ART INTEGRATION INTO THE BUILDING FACADE OR AS A PAVEMENT INLAY TREATMENT.
 - 15 OPTIONAL ENHANCE CROSSWALK STRIPING AND OPTIONAL ADD PEDESTRIAN LIGHTING.

Attachment 3

Concept Level Renderings



Downtown Lodi Multimodal Transit Station Renderings











Robert J. Cabral Station Renderings











Tracy Transit Station Renderings











Attachment 4

Concept Level Cost Plans





QUOTE	Good for 90 days from Date
DATE	4/3/25
PROJECT	Lodi Mobility Hub Demonstration Project
CONTACT	John Isahack
NOTES	Preliminary estimates for furniture, digital integrations, civil work, ground markings, soft costs, and other direct costs.

Consultant	Description	Exhibit Reference	Unit Price	Qty	Sub-total	Tax	Labor	S&H	Total
Tranzito	Bus shelter ePaper screen	2	\$2,000	2	\$4,000	\$330	\$4,000		\$8,330
Tranzito	Dual port EV charging station	4	\$13,200	2	\$26,400	\$2,178	\$7,500		\$36,078
Tranzito	Park & Ride kiosk	5	\$18,000	1	\$18,000	\$1,485	\$4,000		\$23,485
Tranzito	Fixit Plus repair stand & Air Kit 4	7	\$2,750	1	\$2,750	\$227	\$1,000	\$300	\$4,277
Tranzito	BikeLink charging bicycle lockers	11	\$9,900	4	\$39,600	\$3,267	\$2,600		\$45,467
Tranzito	BikeLink access hub	11	\$2,750	1	\$2,750	\$227	\$2,000		\$4,977
Tranzito	BikeLink service agreement (1 year)	11	\$1,200	1	\$1,200	\$99			\$1,299
Tranzito	Trackside ePaper screen	12	\$8,000	1	\$8,000	\$660	\$4,000		\$12,660
Psomas	Outdoor rated GFCI Receptacle at structure/trees	18	\$3,000	8	\$24,000	\$1,980			\$25,980
Psomas	Electrical service cabinet upgrade (if necessary)	18	\$20,000	1	\$20,000	\$1,650			\$21,650
Psomas	Soft Costs (plans, permits, fees)	All					\$7,500		\$7,500
Psomas	Bollards	3, 4, 5, 7	\$1,500	8	\$12,000	\$990			\$12,990
Psomas	Aluminum Road Signs	1, 4, 6	\$3,000	1	\$3,000	\$248			\$3,248
Psomas	Pavement Markings and Striping	1, 4, 13					\$6,000		\$6,000
Psomas	Staging / Setup / Traffic Control	1					\$20,000		\$20,000
Psomas	EV Charging Station Accessible Route	4					\$20,000		\$20,000
Psomas	EVCS Electrical (trenching, feeder, pedestal, ext.)	4					\$80,000		\$80,000
Psomas	Sawtooth Bus Bay Conversion	6					\$125,000		\$125,000
Psomas	Bike Locker Electrical / Trenching	11					\$15,000		\$15,000
LDA	ODC - Structure								\$12,000
LDA	ODC - Electrical								\$8,000
LDA	ODC - Landscape Arch								\$5,000
LDA	ODC - GEOTECH								\$12,000
AIM	Website expenses								\$900
AIM	Printing & notifications								\$1,000
AIM	Pop up expenses								\$1,200
F&P	Monitoring Data Collection Vendor								\$6,000
F&P	Communications, Travel, and Reproduction								\$6,000
Tranzito	Construction Management						\$120,000		
Tranzito	Transport / Storage						\$7,125		\$7,125
	20% Contingency								\$106,633
					\$161,700	\$13,340	\$425,725	\$300	\$639,798

OPTIONAL ITEMS (NOT INCLUDED IN CURRENT COST ESTIMATE TOTAL)									
Tranzito	Carpool app integration		\$100,000	1	\$100,000	\$8,250			\$108,250
Tranzito	ePaper pole signs	3	\$5,000	2	\$10,000	\$825	\$4,000		\$14,825
Tranzito	Dual port EV charging station	13	\$13,200	2	\$26,400	\$2,178	\$7,500		\$36,078
Tranzito	Bikekeep smart scooter charging dock (5)	8	\$18,500	1	\$18,500	\$1,526	\$4,000	\$2,500	\$26,526
Tranzito	Bikekeep smart bike charging dock (5)	9	\$18,500	1	\$18,500	\$1,526	\$4,000	\$2,500	\$26,526
Tranzito	Terminal entrance ePaper sign	10	\$8,000	1	\$8,000	\$660	\$4,000		\$12,660
Psomas	Decorative Seat Wall with Updated Transit Sign	19	\$30,000	1	\$30,000	\$2,475			\$32,475
Psomas	Painted Building Façade Updates (per SF)	20	\$8	11500	\$92,000	\$7,590			\$99,590
Psomas	Decorative crosswalk treatment (per SF)	21	\$20	2760	\$55,200	\$4,554			\$59,754
Psomas	Intergrated public art with seating	22	\$25,000	1	\$25,000	\$2,063			\$27,063
Psomas	Update Curb Ramp Detectable Warning Surface	23	\$7,800	2	\$15,600	\$1,287	\$8,000		\$24,887
Psomas	Soft Costs (plans, permits, fees)	All					\$7,500		\$7,500
Psomas	Pavement Markings and Striping	14					\$2,000		\$2,000
Psomas	Staging / Setup / Traffic Control	All					\$20,000		\$20,000
Psomas	Bikekeep Electrical / Trenching	8					\$15,000		\$15,000
Psomas	Bikekeep Electrical / Trenching	9					\$15,000		\$15,000
Psomas	EV Charging Station Accessible Route	13					\$50,000		\$50,000
Psomas	Intersection Bulbouts	14					\$100,000		\$100,000
Psomas	Parklet	16					\$100,000		\$100,000
									\$778,134

Operations Detailed	Unit Cost	Months	TOTAL
Project Management	\$10,000	18	\$180,000
Technology Integrations	\$8,000	18	\$144,000
Administration	\$3,500	18	\$63,000
Auditor (monthly rotation)	\$1,000	18	\$18,000
Capital replenishment / repairs	\$1,389	18	\$25,000
Janitorial	\$1,200	18	\$21,600
Utilities	\$1,000	18	\$18,000
Total Funding Required			\$469,600



QUOTE	Good for 90 days from Date
DATE	4/3/25
PROJECT	Stockton Mobility Hub Demonstration Project
CONTACT	John Isahack
NOTES	Preliminary estimates for furniture, digital integrations, civil work, ground markings, soft costs, and other direct costs.

Consultant	Description	Exhibit Reference	Unit Price	Qty	Sub-total	Tax	Labor	S&H	Total
Tranzito	Bus shelter ePaper screen	4	\$5,000	1	\$5,000	\$450	\$2,000		\$7,450
Tranzito	Bus shelter (standard size)	5	\$22,000	1	\$22,000	\$1,980	\$4,000		\$27,980
Tranzito	BikeLink charging bicycle lockers	8	\$9,900	4	\$39,600	\$3,564	\$2,600		\$45,764
Tranzito	BikeLink access hub	8	\$2,750	1	\$2,750	\$248	\$2,000		\$4,998
Tranzito	BikeLink service agreement (1 year)	8	\$1,200	1	\$1,200	\$108			\$1,308
Tranzito	Fixit Plus repair stand & Air Kit 4	8	\$2,750	1	\$2,750	\$248		\$300	\$3,298
Tranzito	Dual port EV charging station	9	\$13,200	2	\$26,400	\$2,376	\$7,500		\$36,276
Psomas	Picnic Table/Seating with Umbrella	15	\$8,500	3	\$25,500	\$2,295			\$27,795
Psomas	Soft Costs (plans, permits, fees)	All					\$7,500		\$7,500
Psomas	Bollards	4, 9	\$1,500	4	\$6,000	\$540			\$6,540
Psomas	Aluminum Road Signs	6, 9	\$3,000	1	\$3,000	\$270			\$3,270
Psomas	Pavement Markings and Striping	9					\$1,000		\$1,000
Psomas	Staging / Setup / Traffic Control	All					\$20,000		\$20,000
Psomas	New Passenger Waiting Shelter	5					\$75,000		\$75,000
Psomas	Bike Locker Electrical / Trenching	8					\$15,000		\$15,000
Psomas	EV Charging Station Accessible Route	9					\$15,000		\$15,000
Psomas	EVCS Electrical (trenching, feeder, pedestal, ext.)	9					\$80,000		\$80,000
LDA	ODC - Structure								\$12,000
LDA	ODC - Electrical								\$8,000
LDA	ODC - Landscape Arch								\$5,000
LDA	ODC - GEOTECH								\$12,000
AIM	Website expenses								\$900
AIM	Printing & notifications								\$1,000
AIM	Pop up expenses								\$1,200
F&P	Monitoring Data Collection Vendor								\$6,000
F&P	Communications, Travel, and Reproduction								\$6,000
Tranzito	Construction Management						\$120,000		\$120,000
Tranzito	Transport / Storage						\$7,125		\$7,125
	20% Contingency								\$111,481
					\$107,200	\$9,648	\$352,725	\$300	\$668,884

OPTIONAL ITEMS (NOT INCLUDED IN CURRENT COST ESTIMATE TOTAL)									
Tranzito	Park & Ride shelter	3	\$15,000	1	\$15,000	\$1,238	\$4,000		\$20,238
Tranzito	Park & Ride kiosk	2	\$18,000	1	\$18,000	\$1,620	\$4,000		\$23,620
Tranzito	Park & Ride signage (non-digital)	6	\$2,000	1	\$2,000	\$180	\$2,000		\$4,180
Tranzito	ePaper pole signs (includes pole)	14	\$5,000	1	\$5,000	\$450	\$2,000		\$7,450
Tranzito	Bikeep smart bike charging dock (5)	1	\$18,500	1	\$18,500	\$1,526	\$4,000	\$2,500	\$26,526
Tranzito	Bikeep smart scooter charging dock (5)	1	\$18,500	1	\$18,500	\$1,526	\$4,000	\$2,500	\$26,526
Psomas	Removeable Bollards	13	\$2,500	10	\$25,000	\$2,063			\$27,063
Psomas	Outdoor rated GFCI Receptacle at light poles	16	\$3,000	4	\$12,000	\$990			\$12,990
Psomas	Electrical service cabinet upgrade (if necessary)	16	\$20,000	1	\$20,000	\$1,650			\$21,650
Psomas	Intergrated public art with seating	17	\$25,000	2	\$50,000	\$4,125			\$54,125
Tranzito	Autonomous EV Circulator	12	TBD	1	TBD				TBD
Tranzito	Carpool app integration		\$100,000	1	\$100,000	\$9,000			\$109,000
Psomas	Soft Costs (plans, permits, fees)	All					\$7,500		\$7,500
Psomas	Pavement Markings and Striping	6, 7	\$3,000	1	\$3,000	\$270			\$3,270
Psomas	Staging / Setup / Traffic Control	All					\$20,000		\$20,000
Psomas	Bikeep Electrical / Trenching	1					\$15,000		\$15,000
Psomas	Passenger Waiting Area Shelter	3					\$75,000		\$75,000
Psomas	Rapid Flashing Beacon Pedestrian Crossing	10					\$125,000		\$125,000
									\$579,138

Operations Detailed	Unit Cost	Months	TOTAL
Project Management	\$10,000	18	\$180,000
Technology Integrations	\$8,000	18	\$144,000
Administration	\$3,500	18	\$63,000
Auditor (monthly rotation)	\$1,000	18	\$18,000
Capital replenishment / repairs	\$1,389	18	\$25,000
Janitorial	\$1,200	18	\$21,600
Utilities	\$1,000	18	\$18,000
Total Funding Required			\$469,600



QUOTE	Good for 90 days from Date
DATE	4/3/25
PROJECT	Tracy Mobility Hub Demonstration Project
CONTACT	John Isahack
NOTES	Preliminary estimates for furniture, digital integrations, civil work, ground markings, soft costs, and other direct costs.

Consultant	Description	Exhibit Reference	Unit Price	Qty	Sub-total	Tax	Labor	S&H	Total
Tranzito	Bikeep smart bike charging dock (5)	1	\$18,500	1	\$18,500	\$1,526	\$4,000	\$2,500	\$26,526
Tranzito	Fixit Plus repair stand & Air Kit 4	2	\$2,750	1	\$2,750	\$227	\$1,000	\$300	\$4,277
Tranzito	Convert existing bike lockers to charging	2	\$14,000	1	\$14,000	\$1,155			\$15,155
Tranzito	Park & Ride shelter (expanded size)	9	\$35,000	1	\$35,000	\$2,888	\$4,000		\$41,888
Tranzito	Park & Ride kiosk	10	\$18,000	1	\$18,000	\$1,485	\$4,000		\$23,485
Psomas	Picnic Table/Seating with Umbrella	12	\$8,500	3	\$25,500	\$2,104			\$27,604
Psomas	Repaint Crosswalk Striping (per SF)	15	\$15	355	\$5,325	\$439			\$5,764
Psomas	Outdoor rated GFCI Receptacle at light poles	13	\$3,000	4	\$12,000	\$990			\$12,990
Psomas	Electrical service cabinet upgrade (if necessary)	13	\$20,000	1	\$20,000	\$1,650			\$21,650
Psomas	Soft Costs (plans, permits, fees)	All					\$7,500		\$7,500
Tranzito	Park & Ride signage (non-digital)	7	\$3,000	1	\$3,000	\$248	\$500		\$3,748
Psomas	Pavement Markings and Striping	8					\$2,000		\$2,000
Psomas	Aluminum Road Signs	3, 8	\$3,000	1	\$3,000	\$248			\$3,248
Psomas	Bollards	10	\$1,500	2	\$3,000	\$248			\$3,248
Psomas	Staging / Setup / Traffic Control	All					\$20,000		\$20,000
Psomas	Bike Locker Electrical / Trenching	2					\$15,000		\$15,000
Psomas	Bikeep Dock Electrical / Trenching	1					\$15,000		\$15,000
Psomas	Park and Ride Seating Area Conversion	9					\$125,000		\$125,000
LDA	ODC - Structure								\$12,000
LDA	ODC - Electrical								\$8,000
LDA	ODC - Landscape Arch								\$5,000
LDA	ODC - GEOTECH								\$12,000
AIM	Website expenses								\$900
AIM	Printing & notifications								\$1,000
AIM	Pop up expenses								\$1,200
F&P	Monitoring Data Collection Vendor								\$6,000
F&P	Communications, Travel, and Reproduction								\$6,000
Tranzito	Construction Management						\$120,000		\$120,000
Tranzito	Transport / Storage						\$7,125		\$7,125
	20% Contingency								\$110,661
					\$141,575	\$11,680	\$321,125	\$300	\$663,967

OPTIONAL ITEMS (NOT INCLUDED IN CURRENT COST ESTIMATE TOTAL)									
Tranzito	Bikeep smart scooter charging dock (5)	1	\$18,500	1	\$18,500	\$1,526	\$4,000	\$2,500	\$26,526
Tranzito	EV charging station	3	\$13,200	2	\$26,400	\$2,178	\$7,500		\$36,078
Tranzito	Bus shelter ePaper sign	5	\$5,000	1	\$5,000	\$413	\$2,000		\$7,413
Psomas	Integrated public art medallion on building	14	\$1,000	6	\$6,000	\$495			\$6,495
Psomas	Integrated public art mosaic pavement inlay	14	\$30,000	2	\$60,000	\$4,950			\$64,950
Psomas	Pedestrian Lighting for Roundabout Crossings	15	\$24,000	6	\$144,000	\$11,880			\$155,880
Tranzito	Carpool app integration		\$100,000	1	\$100,000	\$8,250			\$108,250
Psomas	Soft Costs (plans, permits, fees)	All					\$7,500		\$7,500
Psomas	Bollards	3	\$1,500	2	\$3,000	\$248			\$3,248
Psomas	Pavement Markings and Striping	3, 4					\$2,000		\$2,000
Psomas	Staging / Setup / Traffic Control	All					\$20,000		\$20,000
Psomas	Scooter Dock Electrical / Trenching	1					\$15,000		\$15,000
Psomas	EVCS Electrical (trenching, feeder, pedestal, ext.)	3					\$80,000		\$80,000
Psomas	New Pedestrian Crosswalk and Curb Ramps	4, 6					\$50,000		\$50,000
									\$583,339

Operations Detailed	Unit Cost	Months	TOTAL
Project Management	\$10,000	18	\$180,000
Technology Integrations	\$8,000	18	\$144,000
Administration	\$3,500	18	\$63,000
Auditor (monthly rotation)	\$1,000	18	\$18,000
Capital replenishment / repairs	\$1,389	18	\$25,000
Janitorial	\$1,200	18	\$21,600
Utilities	\$1,000	18	\$18,000
Total Funding Required			\$469,600