

Fehr & Peers

Manteca Fixed- Route Redesign Study

Prepared for:
City of Manteca

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1. Introduction

The Manteca Fixed-Route Redesign Study is a comprehensive evaluation of fixed-route bus services operated by Manteca Transit. The study assesses current service performance, identifies gaps between existing coverage and community need, and recommends a redesigned network that responds to Manteca's changing land use and travel patterns.

The City of Manteca established Manteca Transit in November 2006. The system currently operates four fixed-route buses within city limits, a local Dial-A-Ride service, and a shuttle connecting riders to the ACE commuter rail.

The City of Manteca is growing rapidly. New residential development is underway south of Woodward Park and along Woodward Avenue toward McKinley Avenue, and the commercial base continues to expand with new hotels, restaurants, a bowling center, and the Great Wolf Lodge. The Family Entertainment Zone and the forthcoming Altamont Corridor Express (ACE) Station will further reshape travel demand across the city. The City's Short-Range Transit Plan anticipated this growth and recommended two responses: expanding the reach of transit services, and conducting a comprehensive route redesign study. The Manteca Fixed-Route Redesign Study was conducted in response to that recommendation.

The report is structured as follows:

- **Chapter 1. Introduction:** provides study background, context, and an overview of the report structure.
- **Chapter 2. Existing Transit Service:** reviews Manteca Transit's current operations, including routes, schedules, connections, and fare policies, and evaluates the performance of the fixed-route system, individual routes, and the Dial-A-Ride and ACE shuttle services.
- **Chapter 3. Travel Market Assessment:** presents the service area's demographics, employment base, and planned growth areas, and uses travel pattern analysis and future development projections to identify opportunities to better align transit resources with community needs.
- **Chapter 4. Public Outreach and Stakeholder Engagement:** summarizes findings from outreach activities conducted in Winter 2025 and Spring 2026 with stakeholders, riders, non-riders, and bus operators.

The following chapters are under development and will come at a later date:

- **Chapter 5. Recommended Service Plan:** presents the recommended network and schedule.
- **Chapter 6. Implementation Plan:** outlines funding and implementation plan for carrying out the recommended changes.

2. Existing Transit Service

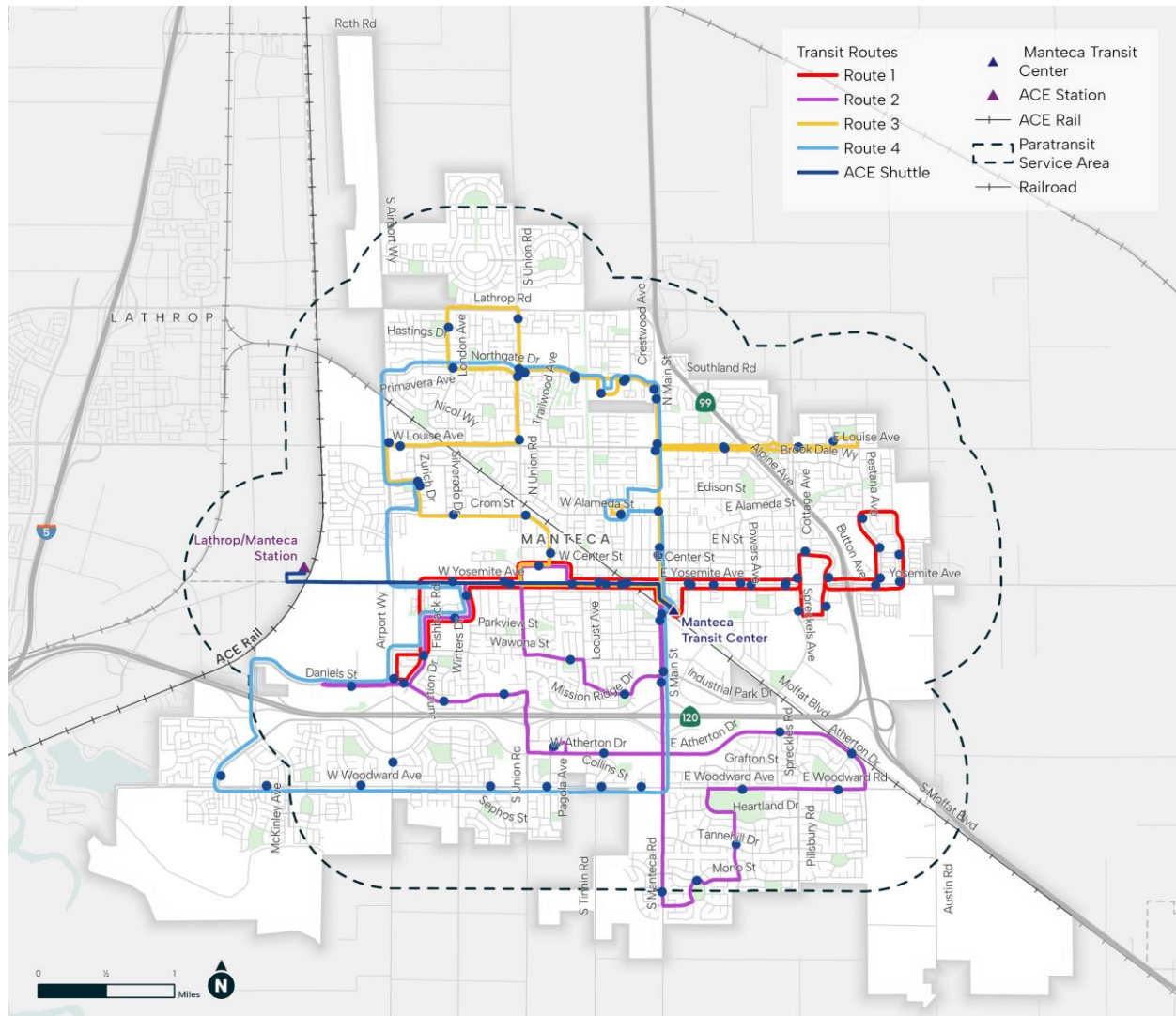
This section evaluates the existing transit services provided by Manteca Transit and summarizes key service characteristics such as service span, frequency, fares, and regional connectivity.

Manteca Transit Routes

Manteca Transit operates three services designed to meet the mobility needs of residents, employees, and visitors.

- The **fixed-route bus network** operates along four routes within the City, and is centered around the Manteca Transit Center, which serves as the system's primary transfer hub. Riders can also connect from Manteca Transit to regional services operated by Stanislaus Regional Transit Authority (StanRTA) and San Joaquin Regional Transit District (RTD). The existing fixed-route service is shown in **Figure 1**.
- **Dial-A-Ride** is Manteca's paratransit service. It is a door-to-door, shared, demand-response service, providing accessible transportation for eligible riders. Eligible riders include seniors aged 62 and older, persons with disabilities, and Medicare cardholders. The service operates in the City within a ¾-mile radius of all fixed routes. Eligible riders may schedule a trip by calling Access San Joaquin at (209) 242-9965.
- Manteca Transit also provides an **ACE shuttle service** connecting riders from the Manteca Transit Center to the ACE commuter rail system.

Figure 1. Current Manteca Transit Service



Source: Fehr & Peers, 2026.

Frequency & Span

Fixed-Route Bus Service

The fixed-route network operates on hourly headway throughout the day, as detailed in **Table 1**. Routes 1, 2 and 3 operate similar weekday and Saturday service with a 60-minute headway. Saturday service is reduced Route 4 operates only on weekdays with a 60-minute headway.

Dial-A-Ride/Paratransit

Manteca Transit Dial-A-Ride service runs Monday–Friday 6:00 a.m. to 7:00 p.m., and Saturday 9:00 a.m. to 4:00 p.m. (Saturday service serves Dial-A-Ride). Dial-A-Ride is available within the fixed-route service area.

ACE Shuttle Service

The ACE shuttle operates on weekdays, with schedules oriented around ACE commuter rail departures and arrivals, as detailed in Table 1.

Table 1. Manteca Transit Current Service Span

Route	Hours	Headway
Route 1	Weekdays: 6:00 AM - 7:00 PM Saturdays: 9:00 AM - 4:00 PM	60 minutes
Route 2	Weekdays: 6:00 AM - 7:00 PM Saturdays: 9:00 AM - 4:00 PM	60 minutes
Route 3	Weekdays: 6:00 AM - 7:00 PM Saturdays: 9:00 AM - 4:00 PM	60 minutes
Route 4	Weekdays: 6:00 AM - 7:00 PM Saturdays: no service operated	60 minutes
ACE Shuttle	2 morning round trips and 4 afternoons round trips aligned with the ACE train schedule	

Source: Fehr & Peers, 2026.

Fares

Manteca Transit offers several fare options for both fixed-route and Dial-A-Ride services, including single-ride fares, day passes, 10-ride passes, and monthly passes. **Table 2** summarizes the fare categories offered by Manteca Transit.

For fixed-route service, the standard adult fare is \$1.00 per trip. Youth riders (ages 2–18) pay \$0.75, reflecting a 25% discount, while seniors, persons with disabilities, and Medicare cardholders pay \$0.50, half the adult fare. Middle and high school students (grades 6–12) ride fixed-route service free year-round by showing a valid student ID. This benefit is funded through a Caltrans Low Carbon Transit Operations Program (LCTOP) grant. Continuity of the program is subject to grant renewal. Children under 2 also ride free. Transfers are provided at no cost for all riders.

10-ride passes offer modest savings for riders. Savings are approximately 10% for adults and seniors/reduced-fare riders, and about 7% for youth. Monthly passes, valid for 31 consecutive days, provide a more meaningful discount for riders who use the system frequently. The break-even point varies by rider category. Adults need roughly 4 round trips per week to come out ahead, youth approximately 4.5, and seniors and riders with disabilities around 6.5 round trips per week, making the monthly pass comparatively less cost-effective for that group.

Dial-A-Ride fares are higher across all pass types. At \$2 per trip, the 10-ride pass offers no discount over paying for single rides, and the monthly pass at \$60 requires approximately 3.5 round trips per week to break even, the lowest threshold of any category. Frequent Dial-A-Ride users stand to benefit the most from a monthly pass in absolute dollar terms.

Table 2. Manteca Transit Service Fares

Fare ⁴	One-way Fare	10-Ride Pass	Monthly Pass ¹
Adult	\$1.00	\$9.00 (10% discount)	\$35.00 (~4.0 round trips/week)
Youth (age 2-18) ²	\$0.75 (25% discount)	\$7.00 (~7% discount)	\$28.00 (~4.5 round trips/week)
Seniors, Persons with Disabilities & Medicare ³	\$0.50 (50% discount)	\$4.50 (10% discount)	\$28.00 (~6.5 round trips/week)
Child (under 2)	Free		
Transfers	Free		
Dial-a-Ride	\$2.00	\$20.00 (no discount)	\$60.00 (3.5 round trips/week)

Source: City of Manteca, 2025.

Notes:

1. Valid for 31 consecutive days.
2. Middle and high school students (grades 6–12) ride free on fixed-route service with valid student ID.
3. One personal care attendant (PCA) ride free.
4. Day passes, implemented on July 1, 2026 are not included in this analysis.

Ridership and Operational Metrics

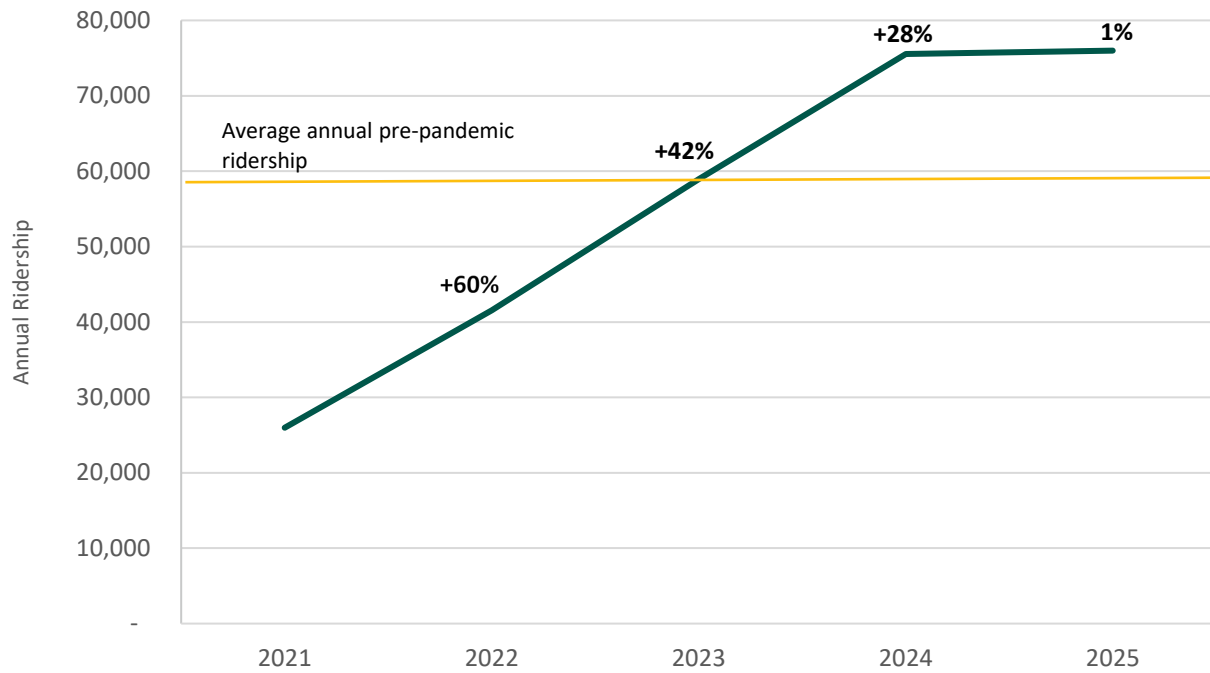
This section presents ridership and operational performance for Manteca Transit's fixed-route and ACE shuttle services, including system-level trends, route-level analysis, and stop-level analysis.

Fixed-route ridership has recovered steadily since the COVID-19 pandemic and has surpassed pre-pandemic levels. ACE shuttle ridership has fluctuated since 2021, but recorded its largest annual increase in 2024, growing 238% over the prior year. For both services, 2025 has seen the highest post-pandemic ridership to date.

Fixed-Route Bus Service

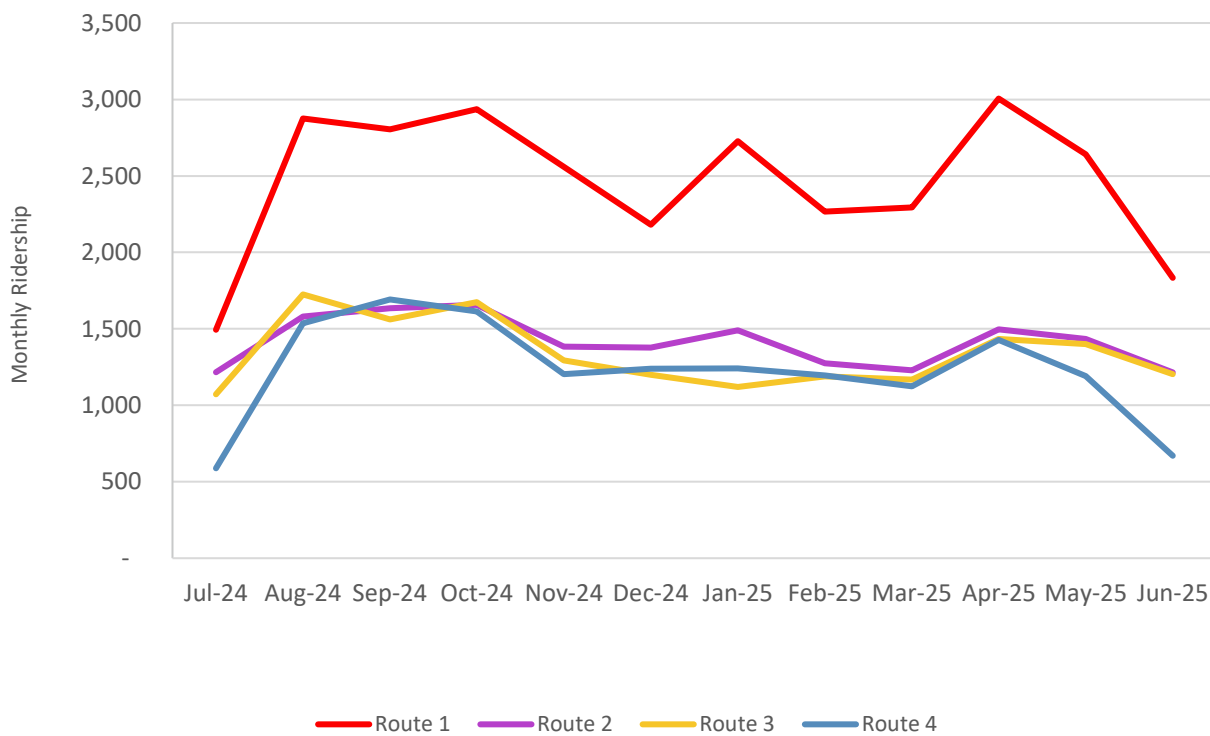
Ridership across the fixed-route system has recovered gradually since the COVID-19 pandemic, increasing steadily between 2021 and 2025. The year 2025 represents the highest post-pandemic ridership to date, as shown in **Figure 2**. Route 1, operating east-west along Yosemite Avenue through downtown and the city's primary commercial corridors, accounts for approximately 40% of total system ridership, as shown in **Figure 3**. Routes 2, 3, and 4 each account for roughly 20% of annual ridership. Route 4 matches Routes 2 and 3 in ridership share despite not operating on Saturdays, indicating strong weekday demand along its corridor.

Figure 2. Manteca Fixed Route Annual Total Ridership (2021 - 2025)



Source: City of Manteca, 2025.

Figure 3: Route Level Monthly Total Ridership (Jul 2024 - Jun 2025)



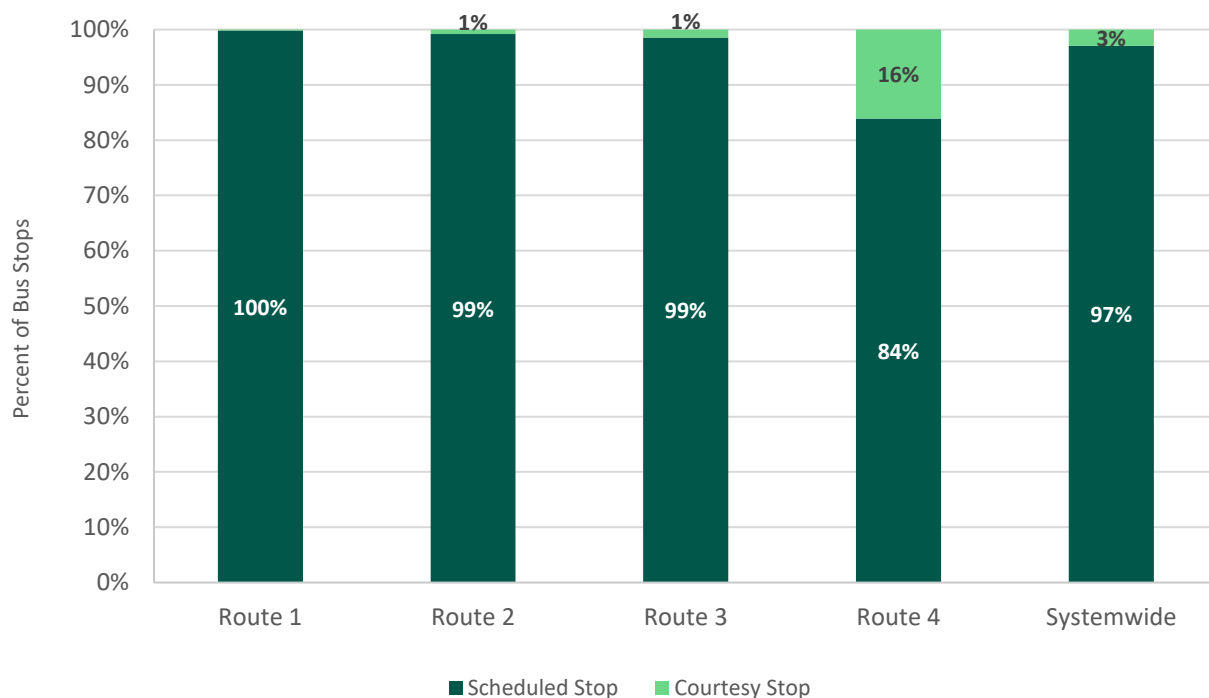
Source: City of Manteca, 2025.

STOP LEVEL ACTIVITY

Stop level activity measures the sum of boardings and alightings at each stop. Manteca's stop-level boardings data includes both scheduled stops and unscheduled stops made by the driver outside the fixed stop locations (courtesy stops). Courtesy stops improve rider convenience and accessibility, especially for seniors and people with mobility challenges who can't easily reach a formal stop. Courtesy stops account for approximately 3% of systemwide stop-level activity. Route 4 has the highest courtesy stop share of all routes at 16%, while Route 1 activity occurs exclusively at scheduled stops, as shown in **Figure 4**.

Infill stops close the gaps that make courtesy stops necessary in the first place: when spacing between existing stops exceeds 800-1,200 feet, riders who can't comfortably walk to the nearest stop may rely on drivers pulling over wherever they happen to be. **Adding stops at major intersections and midblock locations at trip generators (parks, shopping centers and other generators) wherever that gap is too large improves the predictability and simplicity of the service and reduces the walking distance for riders. Having more regular, planned stops also supports more predictable schedule and on-time performance.**

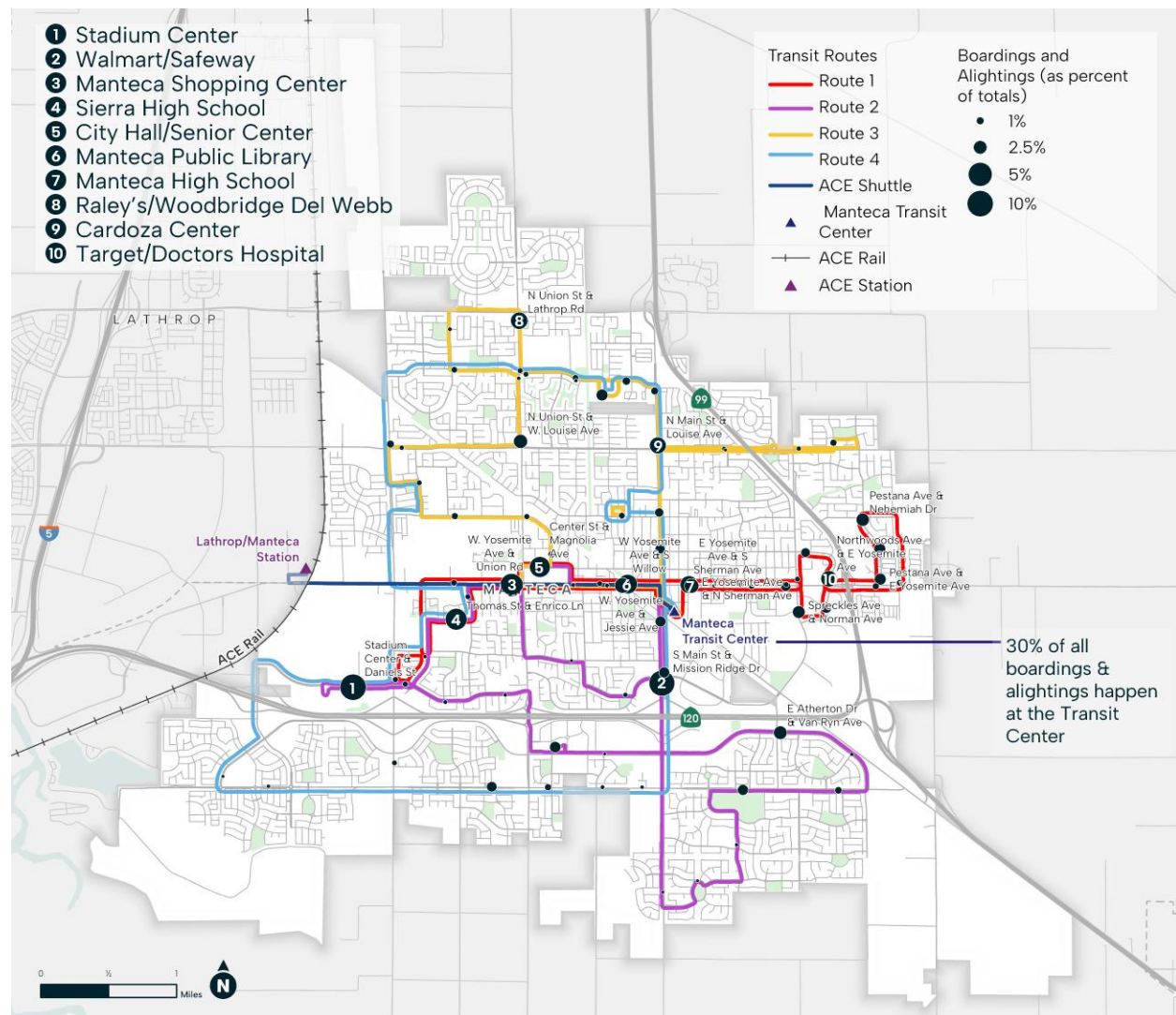
Figure 4. Fixed Route Stop Level Activity (2022-2025)



Source: City of Manteca, 2025.

Approximately 30% of all boardings and alightings occur at the Manteca Transit Center, the primary hub of the system. Routes 2, 3, and 4 feed riders to Route 1, which is the only route that serves the primary commercial corridor on Yosemite Avenue east of Main Street. The other routes serve primarily residential neighborhoods. Because Route 1 does not directly reach most residential areas, its ridership depends on passengers transferring from Routes 2, 3 and 4 at the Transit Center. Productivity of each of these routes depend on the connectivity and ease of transfers between these routes. **Providing more direct service between the residential and commercial areas without the need to transfer at the Transit Center can help increase systemwide ridership by reducing travel times, wait times, and the complexity of the system.**

Figure 5. Top 10 stops with the highest stop-level activity systemwide (FY2025)



Source: City of Manteca, 2025.

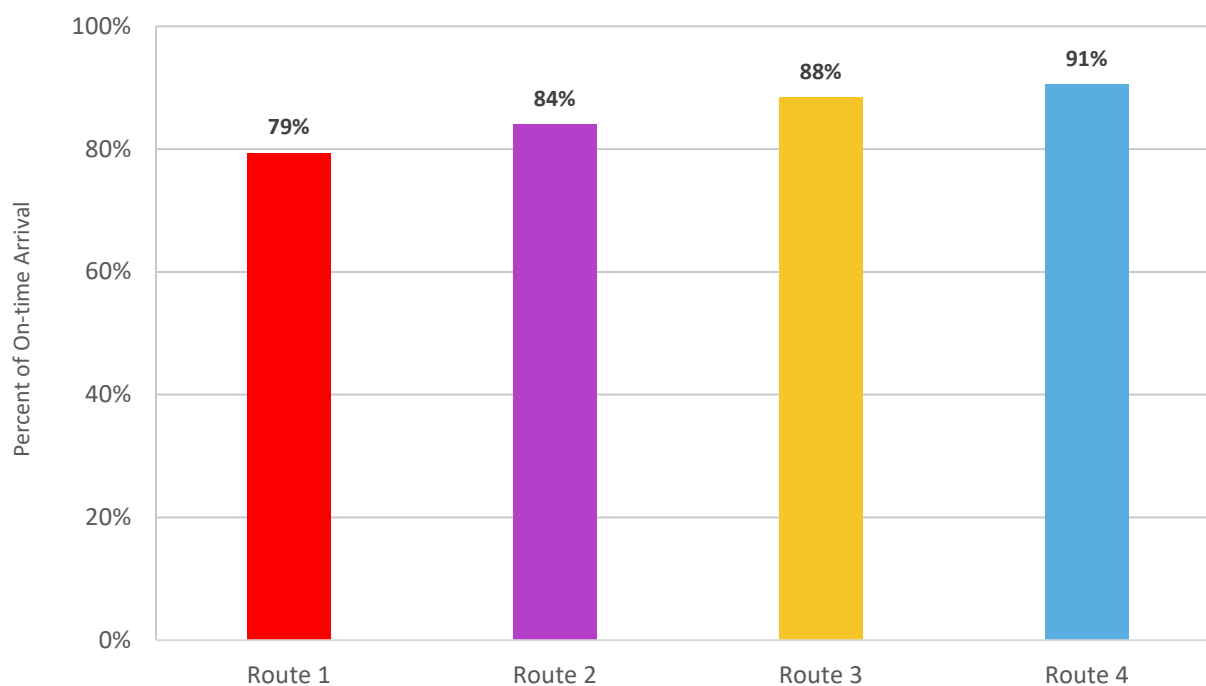
ON TIME PERFORMANCE

On-time performance (OTP) measures how consistently a transit vehicle arrives at (or departs from) scheduled timepoints within an acceptable window. It's usually reported as the percentage of trips or timepoint arrivals that fall within that window across a given period. On-time performance matters for a few reasons:

- **Rider trust and mode choice:** Riders plan their day around the schedule; unreliable service pushes people toward driving or other modes, which erodes ridership.
- **Transfer reliability:** In a connected network, a late bus can cascade into missed transfers on other routes, multiplying the impact of a single delay.
- **Operational diagnostics:** Persistent OTP problems at specific segments or times of day flag where recovery time, signal priority, stop consolidation, or schedule padding are needed.

Manteca Transit considers a bus on time if it arrives no more than one minute early or five minutes late. **Figure 6** compares average on-time performance for all four routes. Across the fixed-route system, on-time performance ranges from approximately 79% to 91%. Route 1 has the lowest on-time performance in the system, which is consistent with its position as the highest-ridership route operating through the City's busiest corridors. Boarding activity and traffic variability along Yosemite Avenue introduce delays that compound over the course of a trip. Route 4 has the highest on-time performance systemwide, though field visits found great variability in travel times between stops. Field observations also found that the rapid development in the City significantly affects the reliability of service, as intersections and entire corridors are regularly under construction and expansion, which leads Manteca Transit to detour bus service relatively often, sometimes for weeks or months.

Figure 6. Fixed Route Average On-time Performance (FY2025)

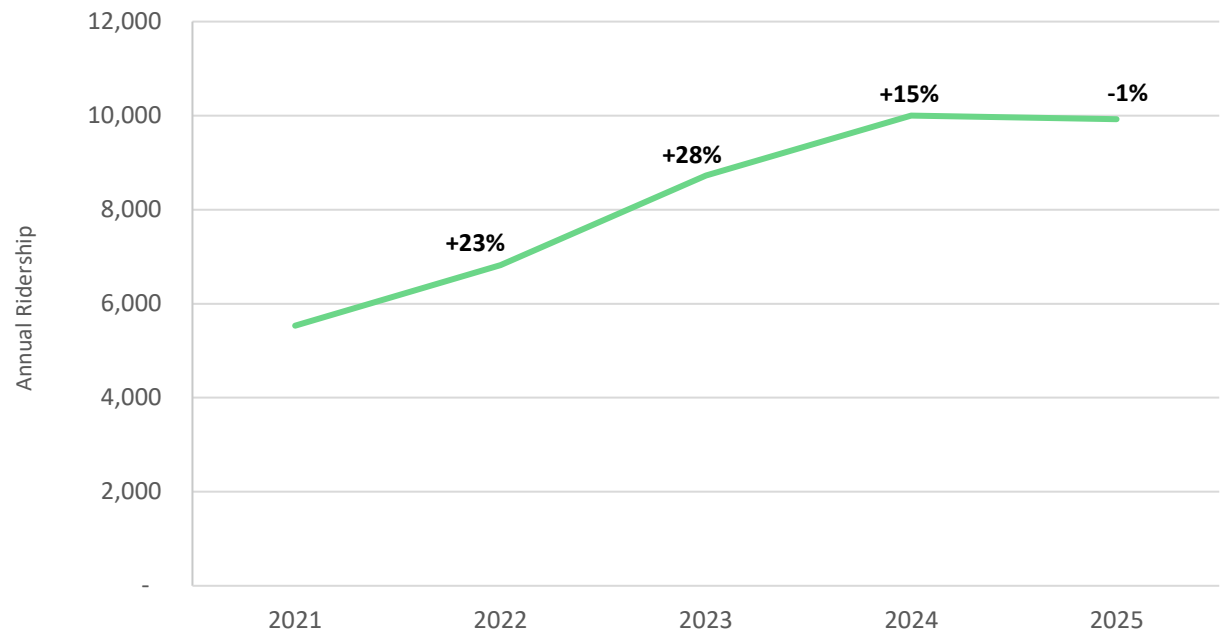


Source: City of Manteca, 2025.

Dial-A-Ride/Paratransit

Dial-A-Ride ridership has grown consistently since 2022, increasing 23% in 2022, 28% in 2023, and 15% in 2024, as shown in **Figure 7**. Ridership stabilized in 2025 at about 10,000 annual trips, suggesting the service has reached a steady state following its post-pandemic recovery.

Figure 7. DAR/Paratransit Ridership (2021 – 2025)

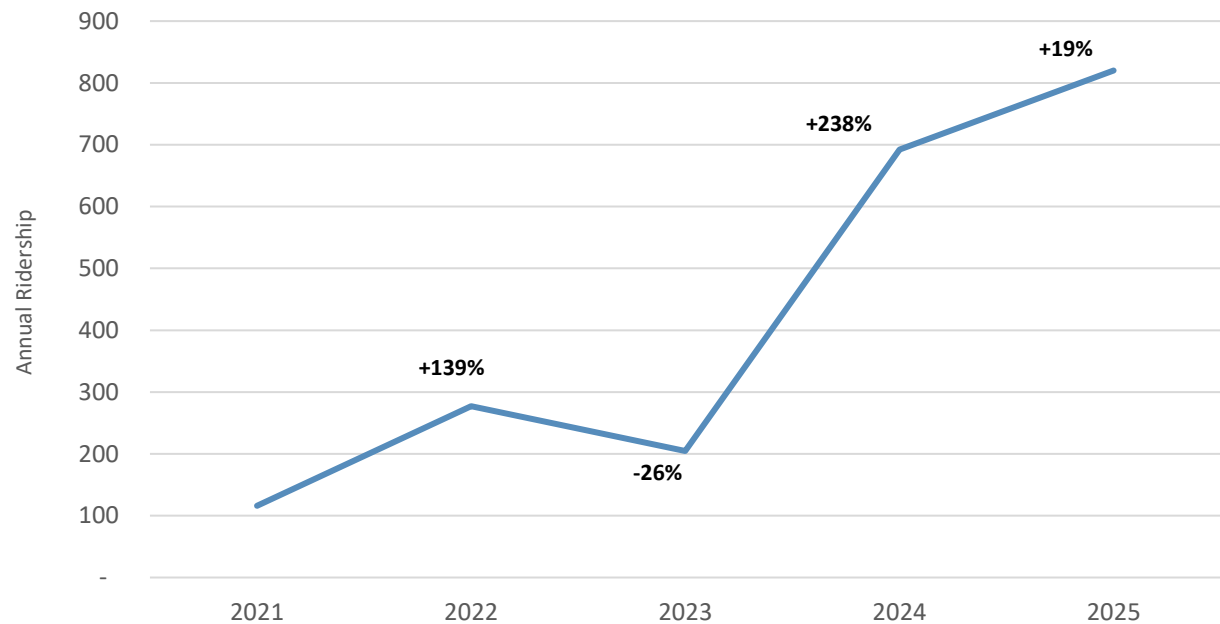


Source: City of Manteca, 2025.

ACE Shuttle Service

ACE shuttle ridership grew by 238% in 2024, the largest single-year increase in the service's history, as shown in **Figure 8**. Between July 2024 and June 2025, the shuttle averaged approximately 70 passengers per month.

Figure 8. ACE Shuttle Annual Ridership (2021 – 2025)



Source: City of Manteca, 2025.

Regional Transit Connectivity

Manteca sits at a regional transfer point for two counties: San Joaquin County and Stanislaus County. San Joaquin Regional Transit District (RTD) and Stanislaus Regional Transit Authority (StanRTA) connect Manteca to neighboring cities including Stockton, Tracy, Lathrop, Ripon, and Modesto. StanRTA also operates an ACE shuttle stopping at the Lathrop/Manteca ACE Station, providing coverage for ACE connections that the Manteca shuttle does not serve. RTD and Stan RTA routes serving Manteca are shown in **Figure 9**.

San Joaquin RTD

On the San Joaquin County side, Manteca connects into RTD's countywide network mainly through the County Hopper, RTD's deviated fixed-route service providing intercity connections between Stockton, Tracy, Lodi, Manteca, Ripon, Lathrop and Escalon, with five weekday routes operating 5:30 AM to 9 PM. This is also how Manteca riders reach RTD's broader Stockton network (BRT Express, Local, and the Downtown Transit Center), and from there onward to Amtrak, Capitol Corridor, and other regional providers. The Manteca Transit Center is directly served by County Hopper Routes 91, 95, 97 and 797. County Hoppers can deviate up to one mile from their fixed routes to accommodate ADA-certified passengers, with a two-day notice.

StanRTA

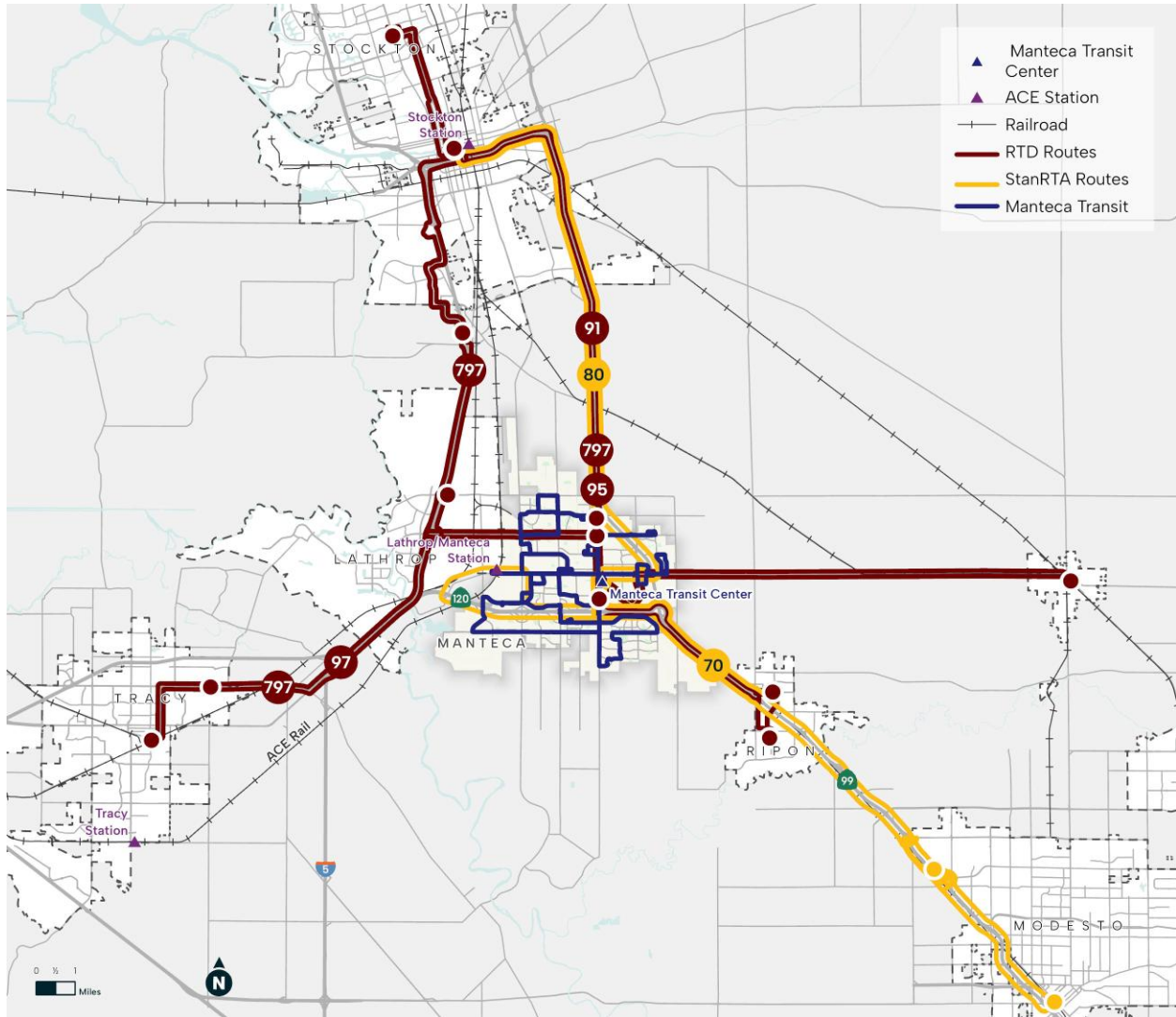
On the Stanislaus County side, StanRTA provides the connection south toward Modesto and the rest of Stanislaus County. StanRTA routes 70 and 80 provide direct service to the Manteca Transit Center and ACE station.

ACE

The other major regional connector is the ACE commuter rail. Manteca Transit runs a weekday shuttle linking the Lathrop/Manteca ACE station to the Transit Center, and ACE commuter rail service itself is expected to begin at a newly constructed platform along the Union Pacific line by 2026, as part of the Valley Rail Merced Extension project. That will give Manteca a direct rail link westward into the Bay Area in addition to its existing bus connections

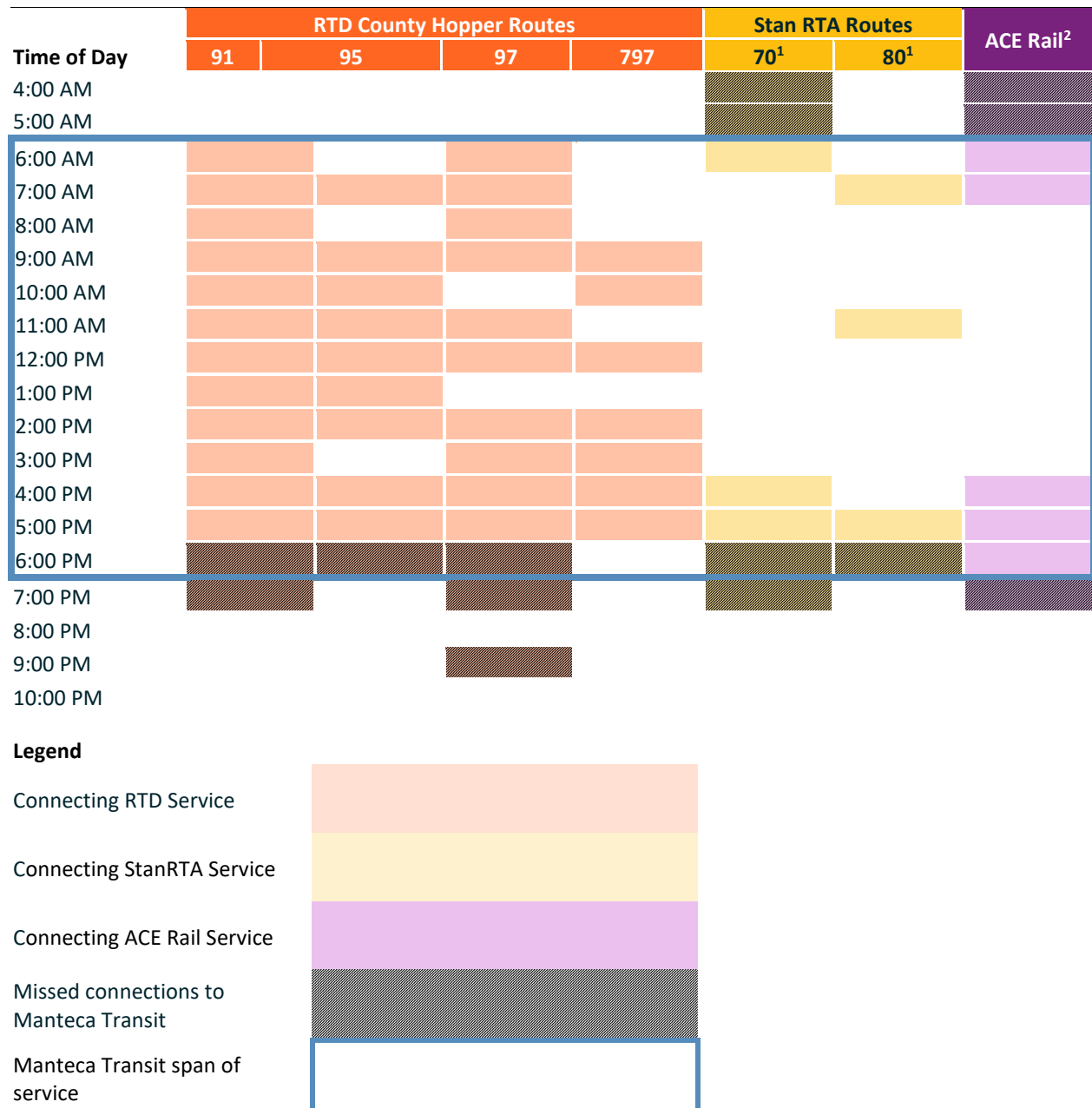
Service spans from connecting RTD and StanRTA routes are shown in **Figure 10**. A schedule analysis identifies missed connections where regional services connect at the Manteca Transit Center either before the first trip or after the last trip from Manteca fixed-route services takes place. Two morning ACE trips currently fall into this gap. StanRTA's existing stop at the Lathrop/Manteca ACE Station presents a partnership opportunity to cover these trips without requiring StanRTA to extend to the Manteca Transit Center for all runs.

Figure 9: RTD and StanRTA Routes



Source: Fehr & Peers, 2026.

Figure 10. RTD and StanRTA Service Span



Source: RTD, StanRTA, and ACE 2025.

Notes:

1. StanRTA Routes 70 and Route 80 stop at the ACE Lathrop/Manteca Station and does not stop at the Manteca Transit Center.
2. ACE Rail connects that the ACE Lathrop/Manteca Station.

3. Travel Market Assessment

The travel market assessment uses demographic, employment, and travel behavior data to understand where, when, and how people travel in and around Manteca, providing a foundation for a fixed-route network that effectively serves residents, workers, and visitors. The assessment draws on three primary data sources:

- **2025 American Community Survey (ACS) five-year estimates**, which identify demographic factors correlated with higher transit usage such as low-income households, seniors, people with disabilities, and school-age children Data from 2022 from the U.S;
- **2022 US Census Longitudinal Employer-Household Dynamics (LEHD) data**, which describes the location and concentration of employment citywide; and
- **Replica travel model data**, which estimates travel patterns between census block groups by time of day using land use characteristics, mobile app data, and traffic counts.

Overall, the analysis finds that Manteca's existing fixed-route network is well aligned with the City's densest residential neighborhoods, primary employment corridors, and populations most likely to depend on transit, including low-income households, zero-vehicle households, and seniors. At the same time, the data point to specific opportunities for the redesign to build on, particularly:

- **Internal travel dominance.** Nearly half of all resident trips (47%) stay entirely within Manteca, and another 36% stay within San Joaquin County, making intra-city travel the focus of the fixed-route redesign.
- **Car-oriented travel patterns.** Automobile travel accounts for 81% of trips citywide, with transit capturing a small share of the remaining trips, underscoring the scale of the opportunity and the challenge facing the redesign.
- **Student ridership as a core market.** Student travel drives a substantial share of system ridership, tracking closely with the school calendar, and each of the city's high schools draws students from areas beyond a reasonable walk to existing stops.
- **Planned growth areas.** Future development concentrated in the southwest and along the Yosemite Avenue corridor will shift travel demand over time and should inform decisions about service frequency and coverage.

The remainder of this section presents these findings in two parts: first, the service area characteristics that describe Manteca's demographics and planned growth, and second, the travel patterns analysis that identifies residents' travel needs and characteristics in more detail.

Service Area Characteristics

This section summarizes the demographic characteristics and community factors that influence transit demand in Manteca. To visualize the demographic and employment data described in this section, each map applies a uniform hexagonal grid across the city. This approach aggregates data at a consistent spatial resolution, smoothing over irregularities in parcel size and census geography to produce a clearer, more comparable picture of where different populations and characteristics concentrate across Manteca. Each map in this section, showing population density, job density, income, vehicle access, and other characteristics, is built on this same hexagonal grid and shown alongside the existing fixed-route network for reference.

Manteca is home to approximately 94,000 people. **Figure 11** shows population density alongside existing fixed-route alignments and stops. The most densely populated areas are near Downtown and on the eastern side and southwest corner of the city. Higher-density areas represent a larger potential ridership market within walking distance of a stop, and the current fixed-route network aligns well with Manteca's most densely populated areas.

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Job Density

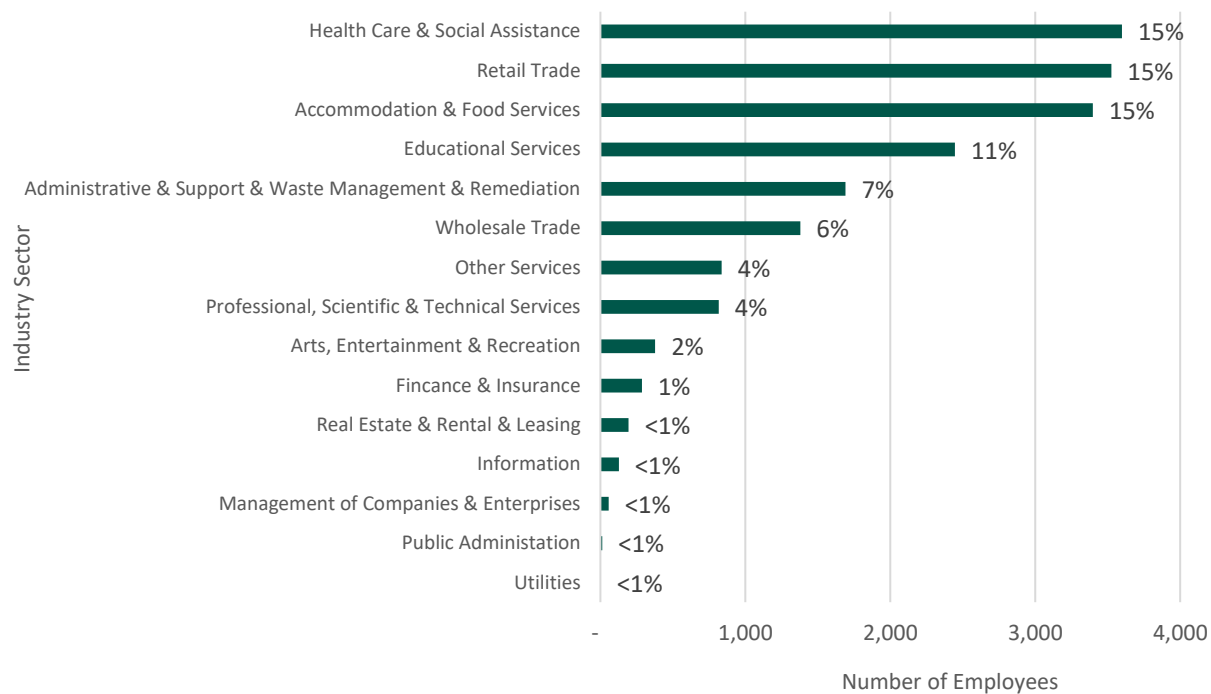
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This map displays the Manteca Transit Routes, which are shown as blue lines connecting various stops. The background is color-coded to represent the number of jobs per square mile, excluding shiftwork employment. The legend indicates five categories: 0 - 500 (lightest orange), 501 - 2,000, 2,001 - 4,500, 4,501 - 10,000, and 10,001 - 32,750 (darkest red). The map includes major roads such as I-5, I-205, and SR 99, as well as the ACE Rail line. Key locations like Lathrop and Manteca are labeled. A scale bar (0 to 1 mile) and a north arrow are located in the bottom left corner.

Health Care & Social Assistance, Retail Trade, and Accommodation & Food Services each account for 15% of citywide employment, together comprising 45% of all jobs. Educational Services adds another 11%. These sectors are largely consumer- and service-facing, with employment distributed across commercial corridors and institutional sites that mostly align with existing route coverage.

Shiftwork employment accounts for approximately 20% of all jobs citywide. These positions are difficult to serve effectively by fixed-route transit due to non-standard shift start and end times, variable schedules, and the tendency for shift-work job sites to be dispersed in car-oriented locations. **Figure 12** shows the distribution of employment by industry sectors across the city.

Figure 13. Employment by Industry sector



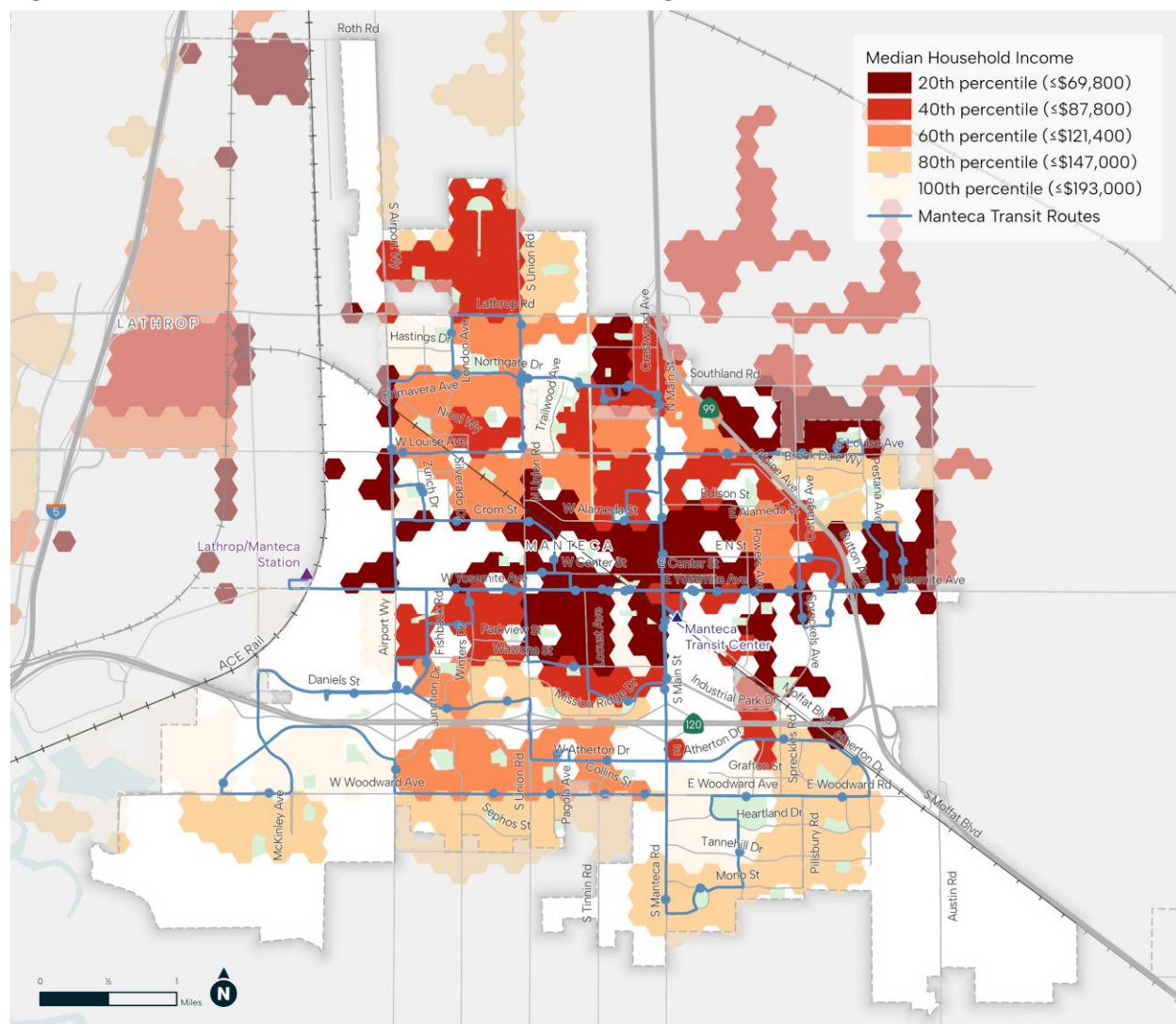
Source: 2022 Longitudinal Employer-Household Dynamics (LEHD).

Note: Shiftwork industries, including Agriculture, Forestry, Fishing and Hunting; Construction; Manufacturing; and Transportation and Warehousing, are excluded from this analysis because non-standard schedules and dispersed, car-oriented work sites make these jobs difficult to serve with fixed-route service.

Income

Manteca's median household income is \$94,718. As shown in **Figure 14**, the highest concentrations of lower-income households, with median household incomes at or below \$69,800, cluster along the Yosemite Avenue and Main Street corridors and in the City's core, all within a quarter mile of existing transit stops. Transit plays a critical role in connecting lower-income residents to employment, healthcare, schools, and recreation, making service quality, frequency, and span of hours in these corridors both a performance consideration and an equity imperative.

Figure 14. Manteca Media Household Income and Existing Transit Routes



Source: ACS data, 5-year estimates 2025; Fehr & Peers, 2026.

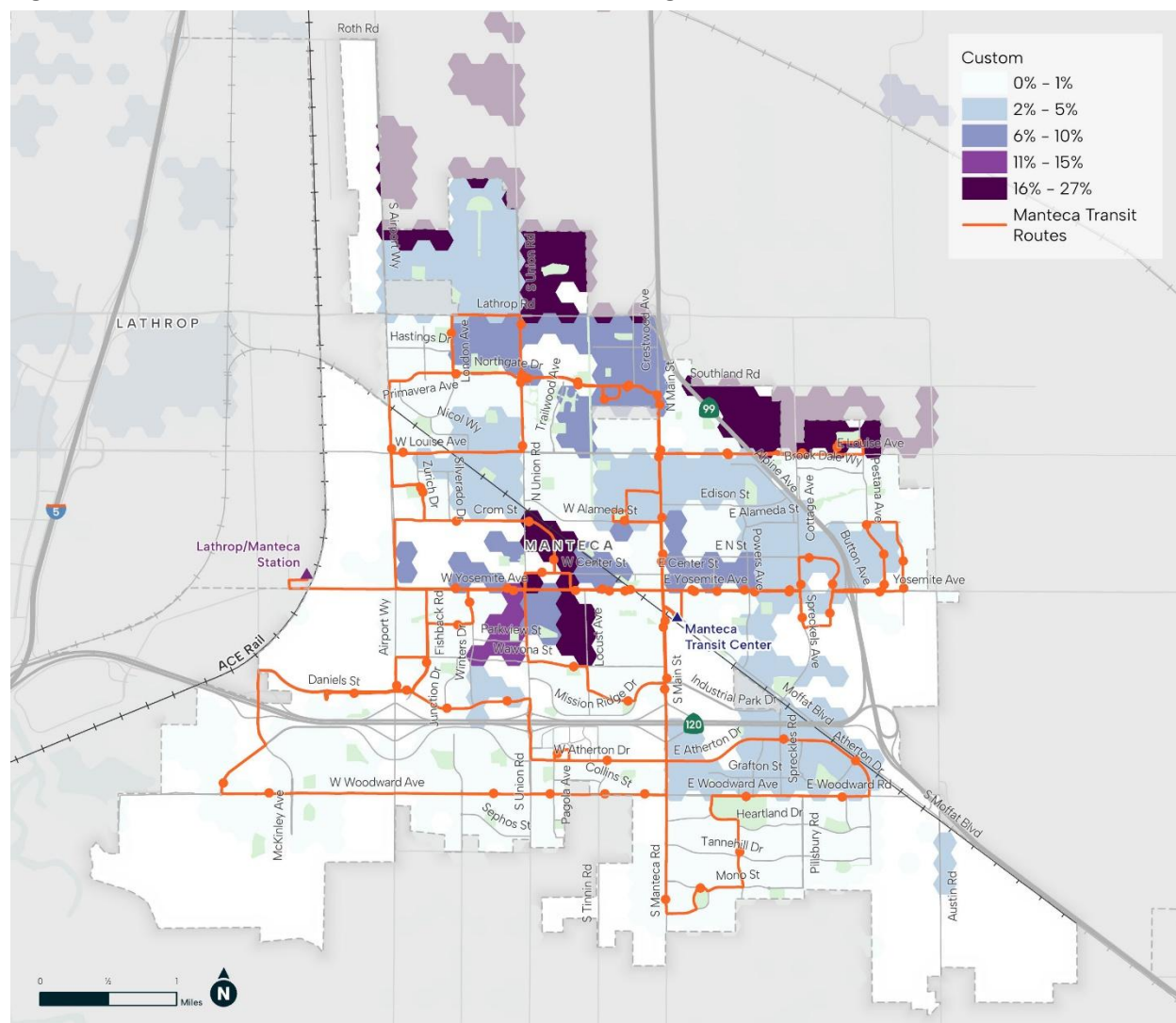
Vehicle Access

Manteca households own an average of 2.3 vehicles per household. Approximately 3% of households citywide have no access to a vehicle, a relatively small share, though one that represents a transit-dependent population with limited mobility alternatives. As shown in **Figure 15**, zero-vehicle households are not evenly distributed across the city. The highest concentrations ranging from 11% to 27% of households are found in and around Downtown Manteca and along the North Main Street corridor, areas that are largely covered by the existing fixed-route network. These households represent a core transit market, and ensuring reliable service where they are concentrated is essential to meeting their basic mobility needs.

High average vehicle ownership does not necessarily mean every household member has reliable access to a car for every trip. In households with two working adults commuting to different job sites, or in multi-generational households with several members needing transportation at overlapping times, vehicle availability can be constrained even when a household owns two or more cars. This dynamic is particularly relevant for getting high school students to school or other opportunities when parents are unavailable to provide rides, a pattern

examined further in the Travel Demand and Patterns section below. Transit still has opportunity even where vehicle ownership is high: young adults and seniors are less likely to drive and may have different travel needs than other members of a driving household, and some residents prefer not to drive for every trip, even when a car is available. That said, the relatively high rate of vehicle access across most of the city means that convenience, frequency, and travel time will be important factors in attracting riders.

Figure 15: Manteca Household Vehicle Access and Existing Transit Routes

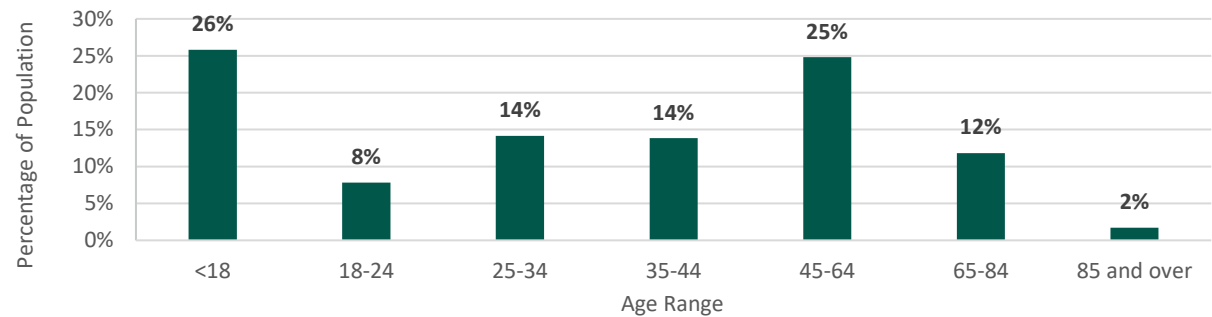


Source: ACS data, 5-year estimates 2025; Fehr & Peers, 2026.

Senior Population

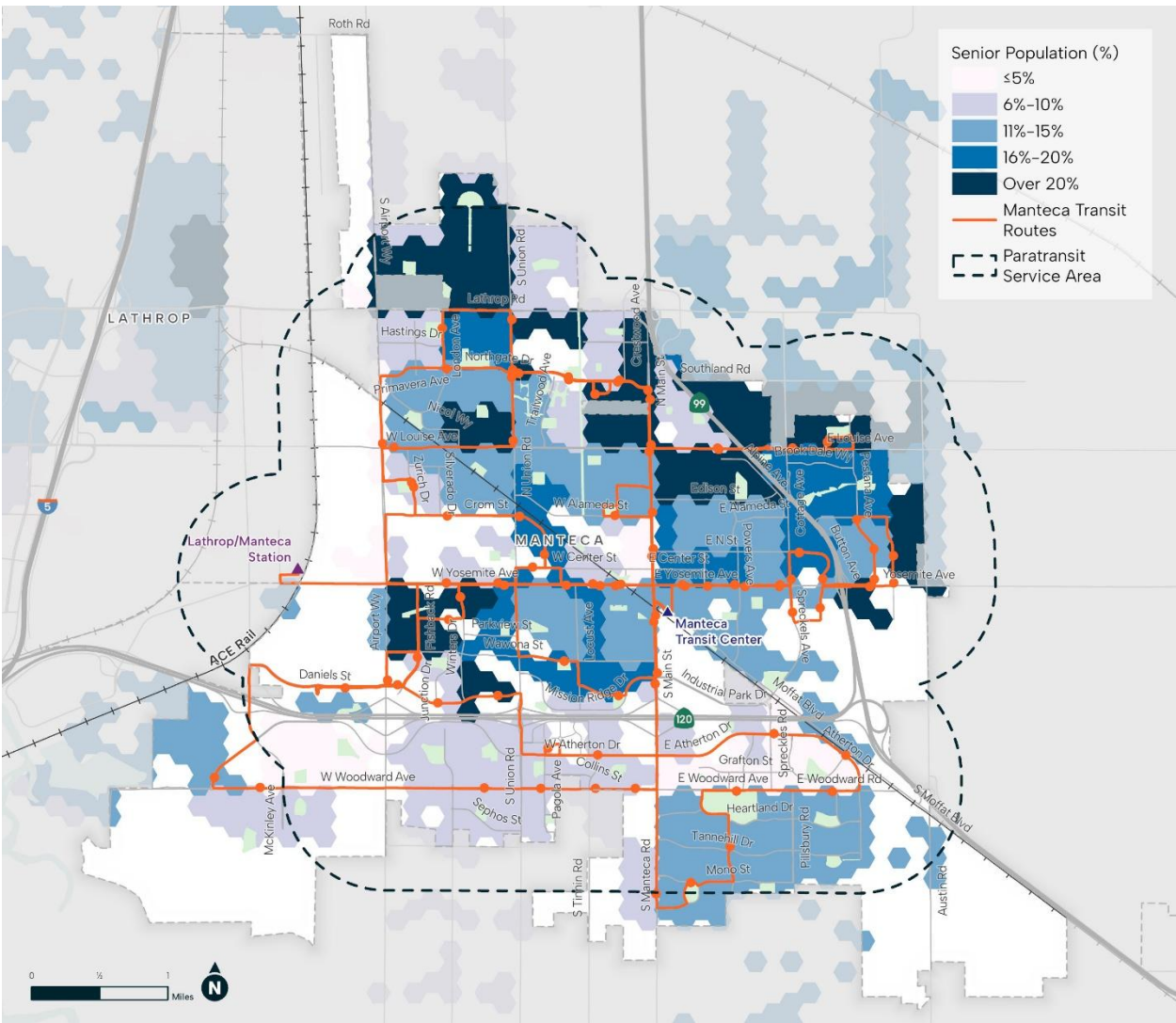
Seniors aged 65 and older make up 14% of Manteca's population, as shown in **Figure 16**. **Figure 17** shows that concentrations exceeding 20% of senior population are found in the northern part of the city, primarily served by Routes 2 and 3. Seniors may be less comfortable driving and tend to make frequent local trips for medical appointments, groceries, and errands. The fixed-route network covers most areas with notable senior concentrations, and Dial-A-Ride paratransit provides an important option for seniors with limited mobility who cannot use fixed-route service.

Figure 16. Manteca Age distribution



Source: ACS data, 5-year estimates 2025.

Figure 17. Manteca Senior Population and Existing Transit Routes

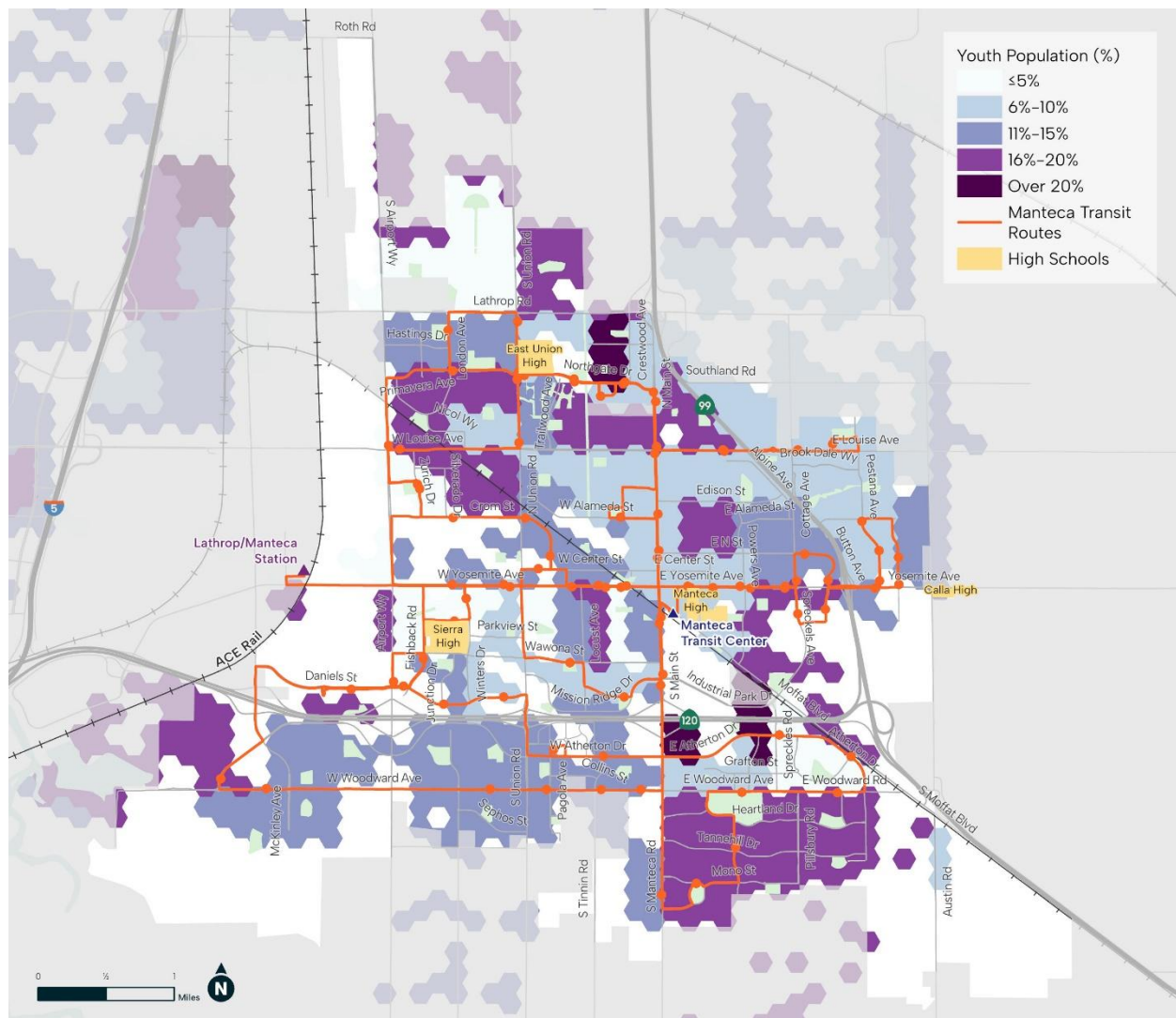


Source: ACS data, 5-year estimates 2025; Fehr & Peers, 2026.

Youth Population

Residents under 18 make up approximately 26% of the population, one of the city's largest age cohorts. As shown in **Figure 18**, concentrations are higher in the north-central area near East Union High, the south-central area around Tannehill Drive and Mono Street, and the southwest along Woodward Avenue. Areas with higher youth concentrations tend to generate stronger transit demand, particularly since California high school students often rely on public transit and may have limited resources for private vehicles. Three of Manteca's four high schools (East Union, Sierra, and Manteca High) are directly served by existing routes; Calla High, on the far eastern edge of the city along Yosemite Avenue, is not. High school students ride free, removing a key financial barrier for this age group. Given the significant role student travel plays in overall system demand, high school ridership patterns are examined in more detail in the Travel Demand and Patterns section below.

Figure 18. Manteca Youth Population and Existing Transit Routes



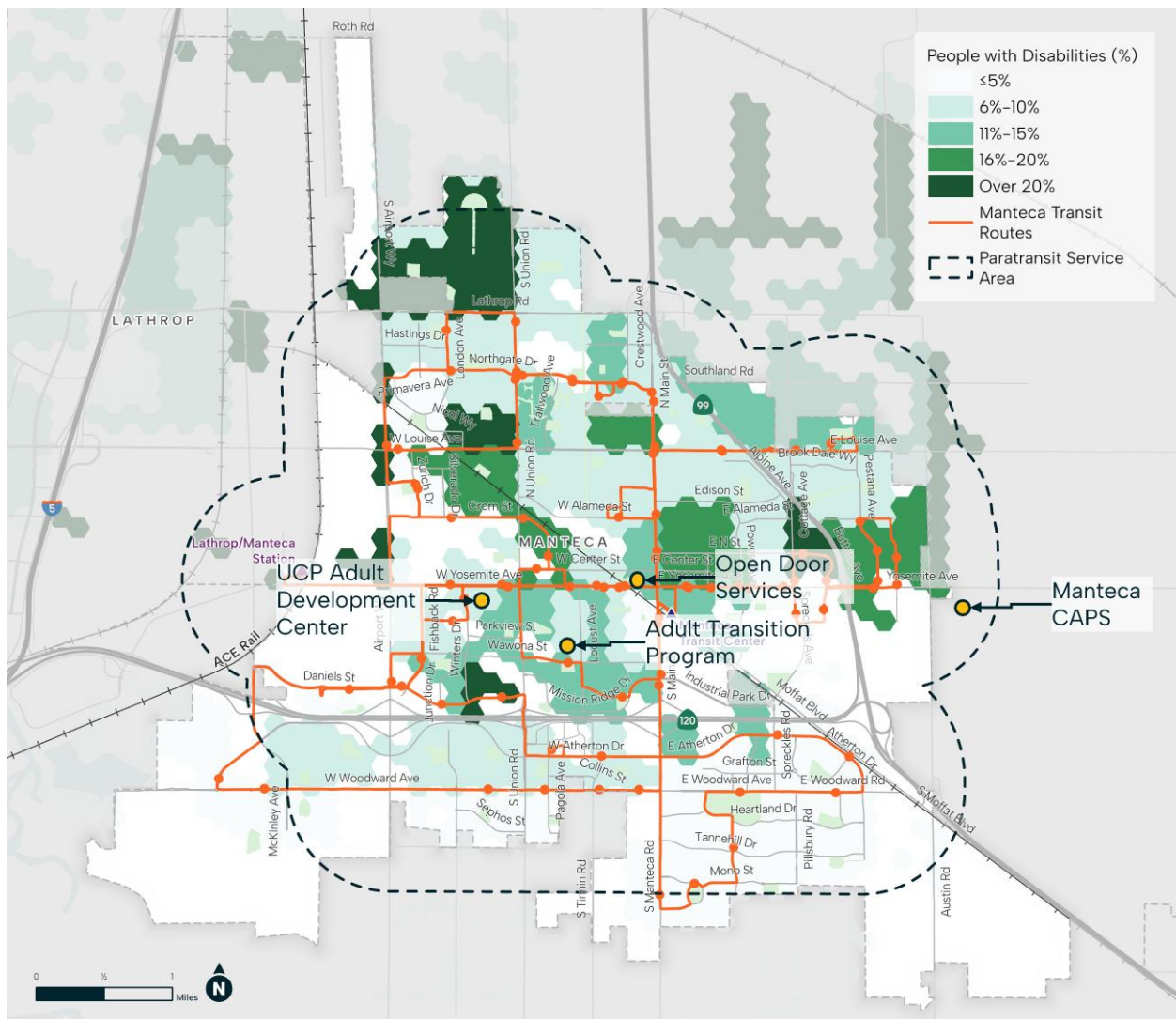
Source: ACS data, 5-year estimates 2015; Fehr & Peers, 2026.

People with Disabilities

Approximately 11% of Manteca residents live with a disability. As shown in **Figure 19**, this population is disproportionately concentrated in the northwest corner of the city and in residential pockets north of Yosemite Avenue, with some areas exceeding 20%. The broader distribution ranges from 6-15% across most neighborhoods within the fixed-route service area.

Residents with disabilities may rely on public transit as a primary means of transportation, particularly when their disability prevents them from operating a motor vehicle. Centers and facilities serving people with disabilities fall within either the fixed-route service area or the Dial-A-Ride boundary, ensuring that this population has access to at least one form of publicly provided transportation. People with disabilities also qualify for the reduced fare of \$0.50 per trip on fixed-route service.

Figure 19. Manteca Distribution of People with Disabilities

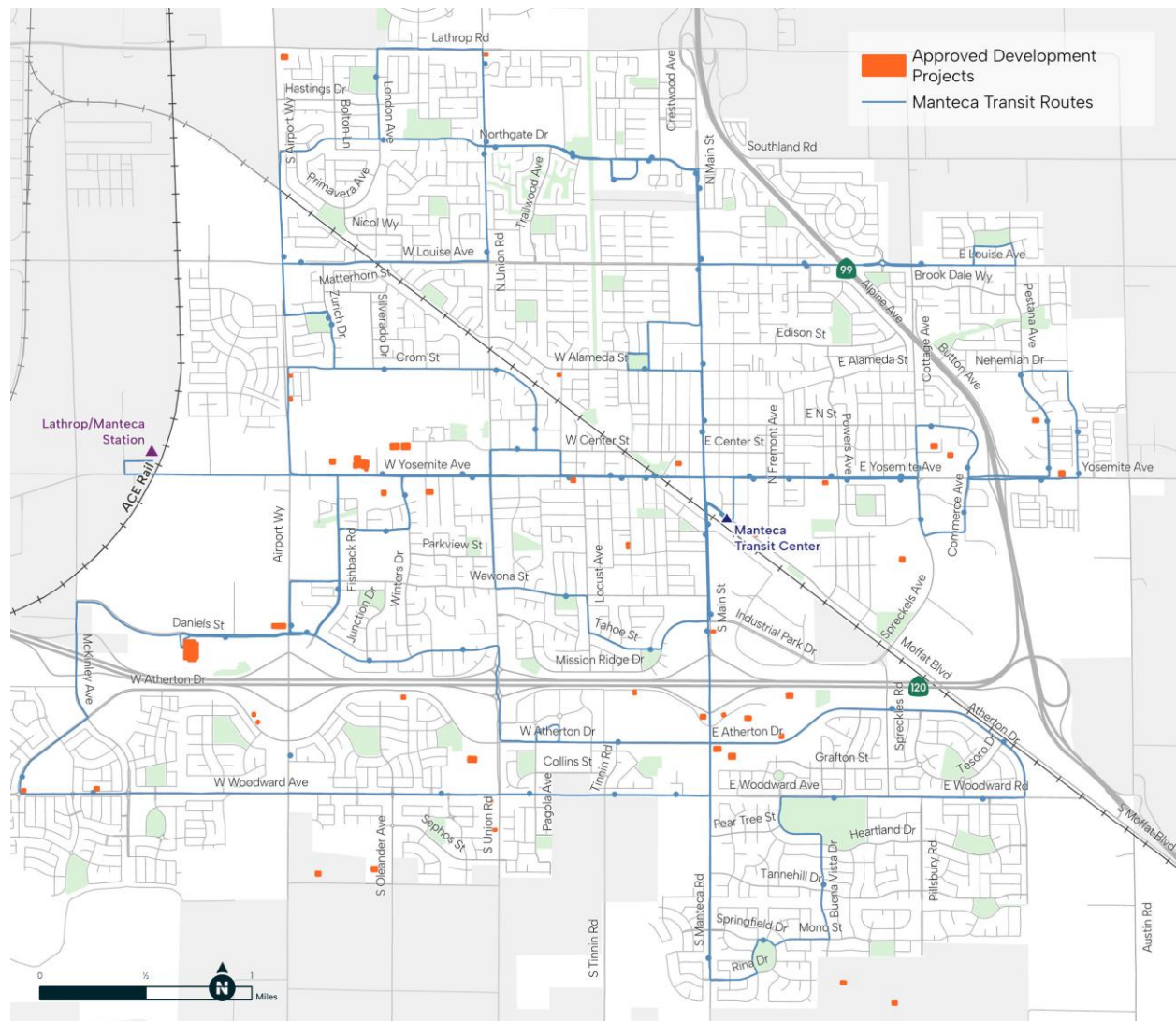


Source: ACS data, 5-year estimates 2015; Fehr & Peers, 2026.

Planned Growth

Future residential development is concentrated primarily in the southwest, in areas currently served by Route 4 as shown in **Figure 20**. This underscores the importance of maintaining or expanding service there as growth materializes. A second concentration of approved development lies along the Yosemite Avenue corridor and south of SR 120, both already anchored by existing service, reinforcing the case for evaluating frequency and coverage in these corridors as part of the redesign.

Figure 20. Manteca Approved Development Projects



Source: City of Manteca, 2026; Fehr & Peers, 2026.

Travel Demand and Patterns

This section identifies travel demand through a Transit Propensity Index and analyzes travel patterns within Manteca and between Manteca and neighboring communities. Trip density data is drawn from the Replica Fall

2025¹ activity-based travel demand model for a typical weekday, providing insight into how well Manteca Transit serves key travel markets. Travel demand markets reflect total estimated travel between places and can be segmented by traveler type such as seniors or students or by trip purpose, such as work or recreation.

Transit Propensity

A Transit Propensity Index combines demographic and employment factors, including population, youth and senior shares, disability status, household income, vehicle availability, and non-shift employment concentrations, to identify where transit demand is highest. As shown in **Figure 21**, the highest-scoring areas are North Manteca, East Manteca, Downtown, and the southwest, broadly corresponding to the city's densest neighborhoods and primary employment corridors. Future growth in the southwest will further strengthen propensity there over time. The existing network generally serves the highest-propensity areas well, though the index also helps identify gaps that may warrant attention.

¹ Replica is a nationwide activity-based travel demand model developed using connected vehicle data, location-based services, and public traffic and transit data.

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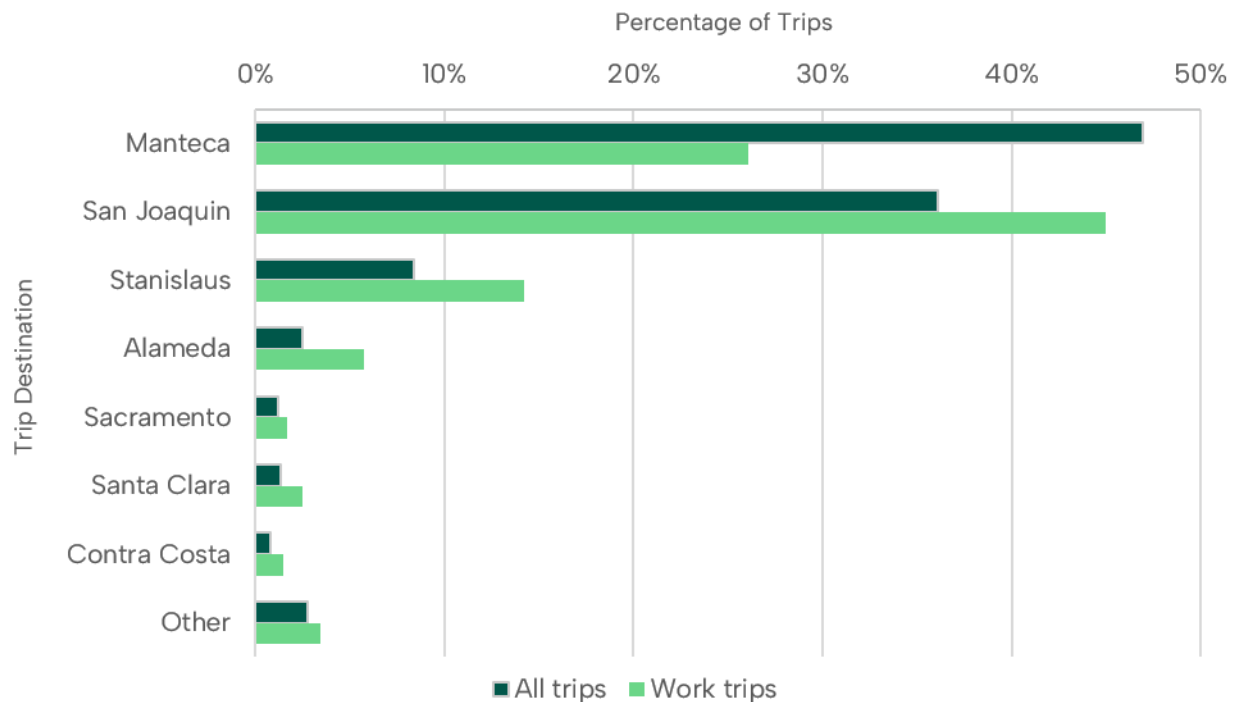
28

Trip Geography

Nearly half of resident trips (47%) stay entirely within Manteca, while 36% travel elsewhere within San Joaquin County. More distant trips account for the remainder: 8% to Stanislaus County, 2% to Alameda County, and 1% each to Santa Clara and Contra Costa counties (**Figure 22**). Because no single external destination concentrates enough trips to warrant new direct service beyond what regional providers like San Joaquin RTD and StanRTA already offer, the redesign's focus is on strengthening the internal market rather than expanding regional coverage. This predominance of internal trips is a clear opportunity for fixed-route transit, since these are the trips the existing network can most directly serve and where service improvements are most likely to attract and retain riders. The redesign therefore focuses on strengthening coverage, frequency, and connectivity for intra-city travel.

Commute trips tell a different story. Only about 25% of resident commute trips stay within Manteca, meaning most residents commute to destinations outside the city. This makes regional connections, not just internal circulation, an important part of the broader transportation system, and highlights a distinction worth keeping in mind throughout this section: Manteca functions as a largely self-contained travel market for daily errands and social trips, and less so for work.

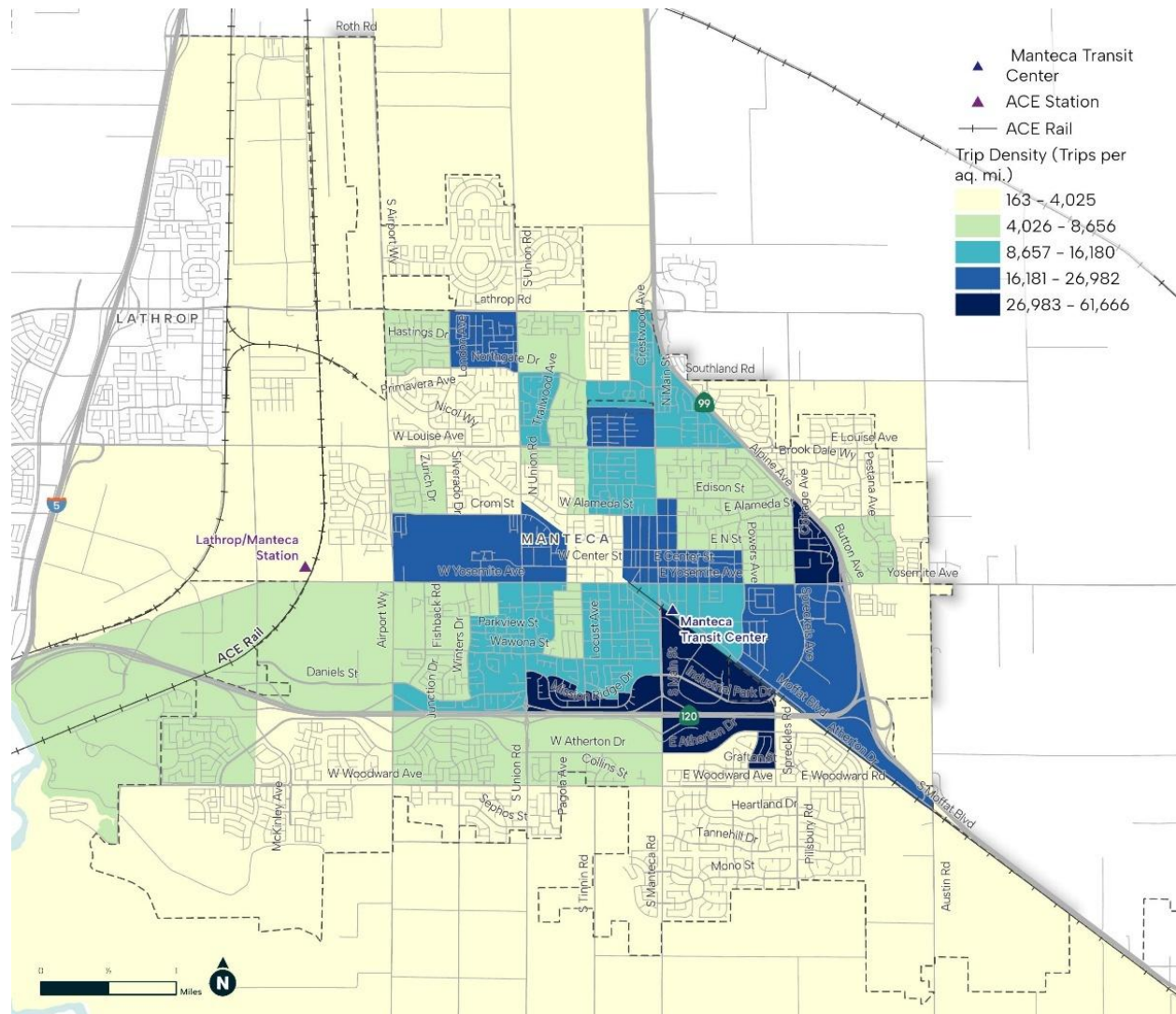
Figure 22. Destinations of Manteca Trips



Source: Replica, 2025.

Figure 23 shows that trip density is highest in and around Downtown and along the Yosemite Avenue corridor near the Transit Center, with a secondary concentration in the north-central part of the city. The southwest currently shows lower trip density, consistent with its status as a developing area, though projected residential growth will increase demand there over time.

Figure 23. Manteca Trip Density

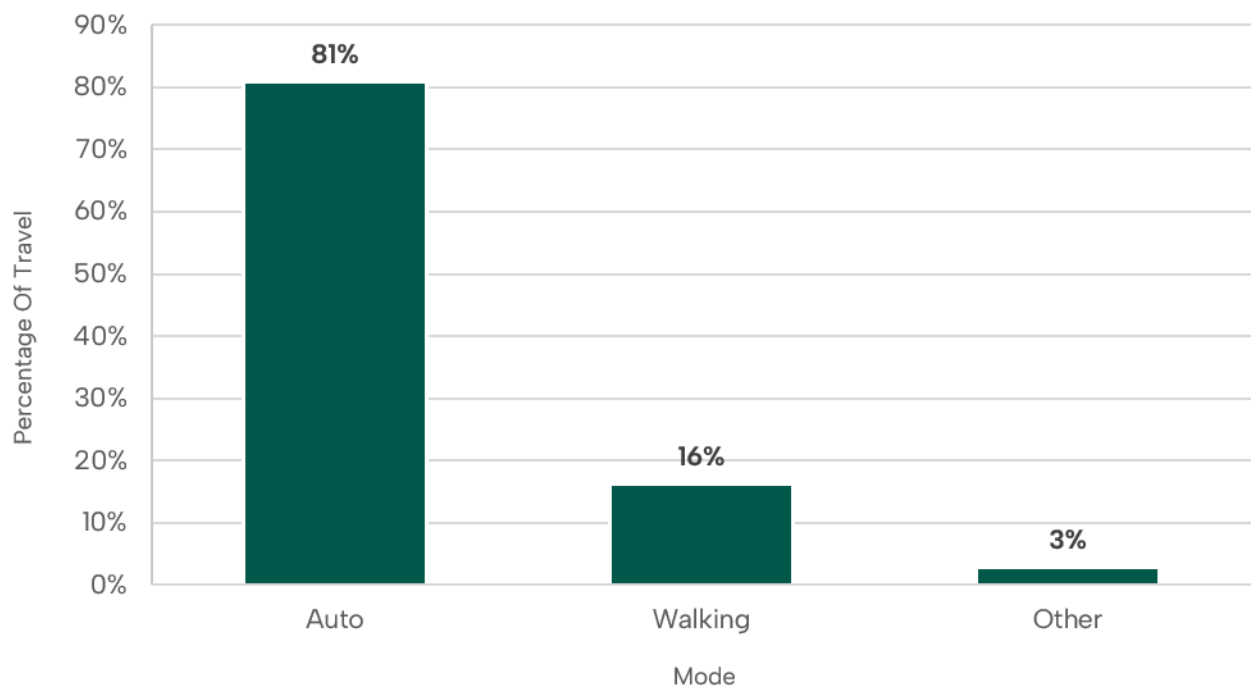


Source: Replica 2026.

Trip Mode and Trip Purpose

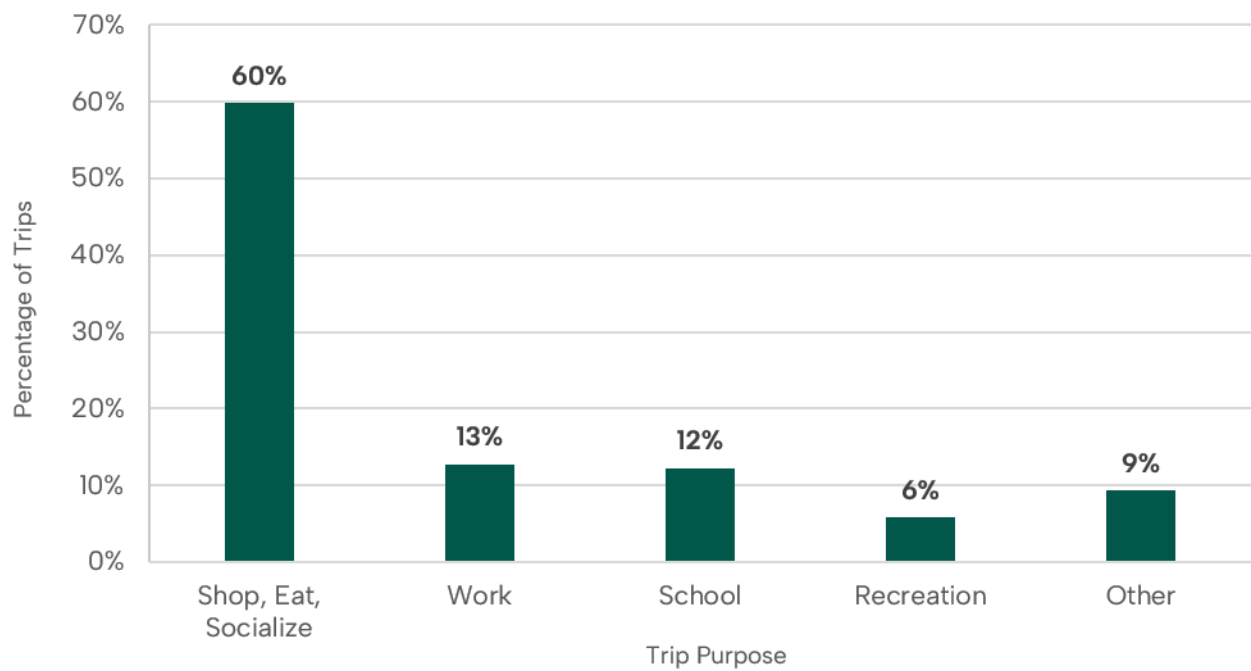
Automobile travel accounts for 81% of resident trips, walking is second at 16%, and all other modes, including transit, collectively account for just 3%, reflecting the City's car-oriented travel patterns (**Figure 24**). Shopping, eating, and socializing together represent 60% of all trips, making retail, food service, and social destinations a central consideration for network design. Work trips account for 13% and school trips for 12%, together representing the most time-sensitive markets for transit. Recreation accounts for 6%, with other purposes making up the remaining 9% (**Figure 25**).

Figure 24. Mode Share of Manteca Trips



Source: Replica, 2025.

Figure 25. Trip Purpose of Manteca Residents

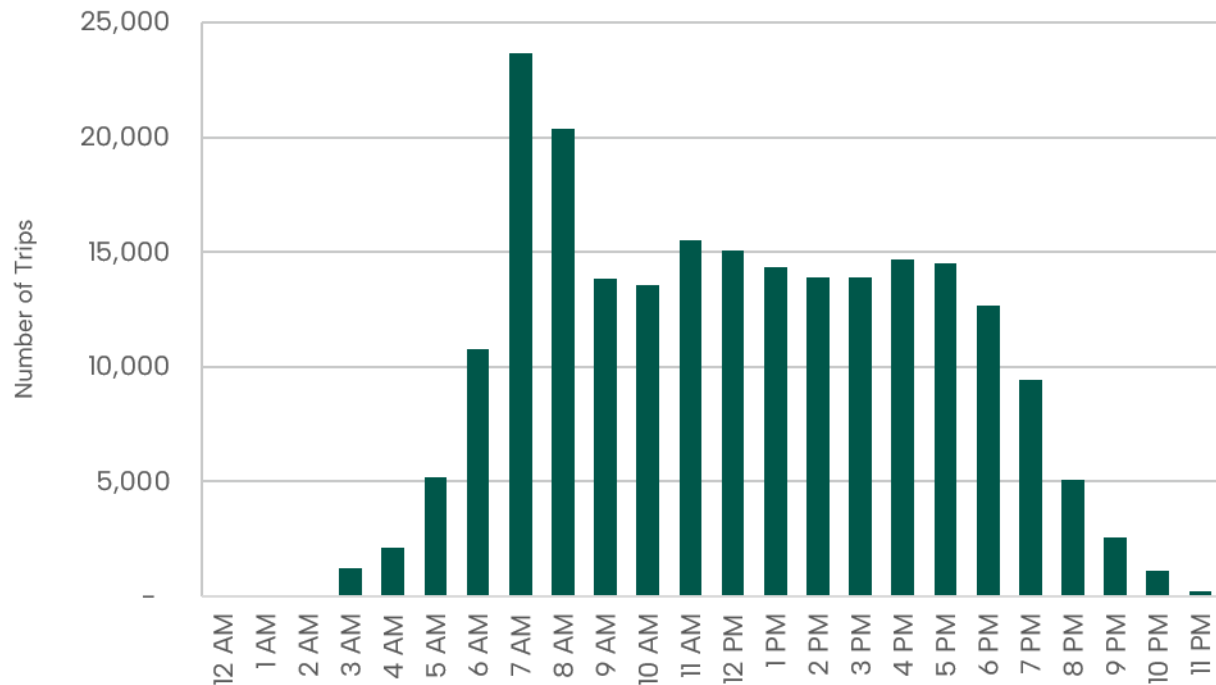


Source: Replica, 2025.

Trip Time of Day

The hourly distribution of Manteca trips throughout the day is shown in **Figure 26**. Trip activity begins to build around 5 AM, peaks sharply at 7 AM, and remains relatively steady through midday and afternoon before tapering off after 7 PM. About 12% of trips occur outside the current service span, suggesting modest but real demand beyond existing operating hours.

Figure 26. Manteca Trips by Time of Day



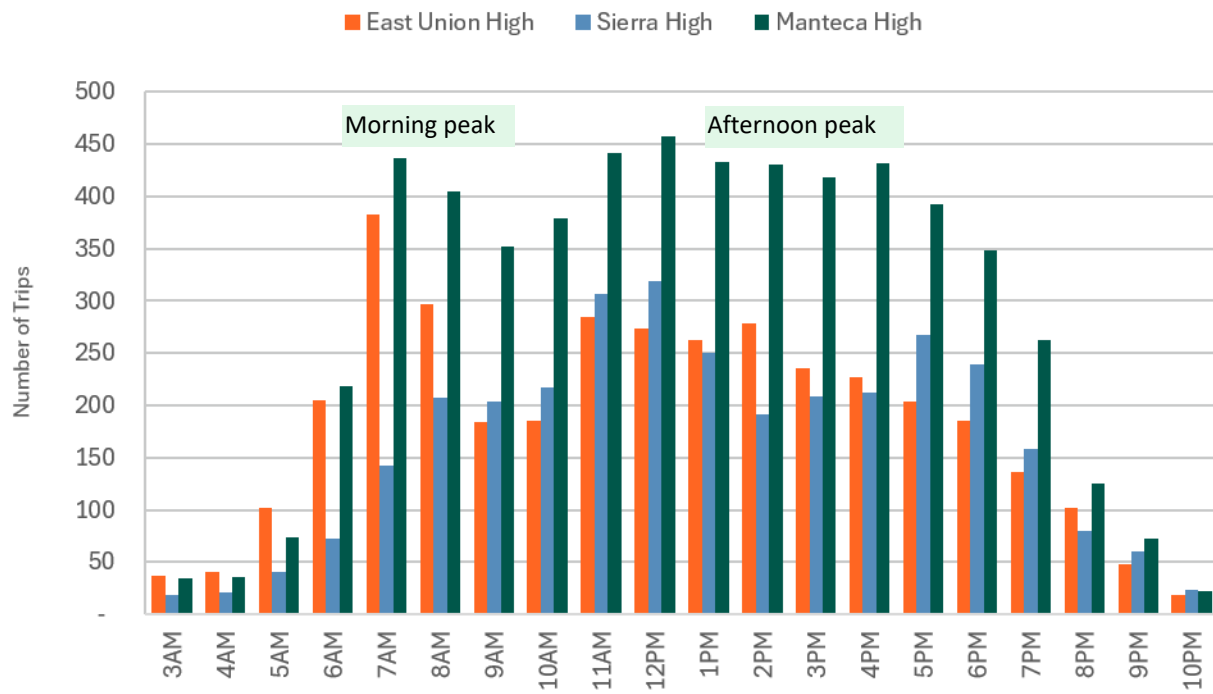
Source: Replica, 2025.

High School Students

Student ridership plays a significant role in driving overall system performance. As shown in **Figure 27**, monthly ridership tracks closely with the school calendar, peaking from August through October and dropping sharply during the June-July summer break, with the busiest months nearly double the summer low. Trip activity data for census block groups around the three served high schools (East Union, Sierra, and Manteca High) shows distinct morning and afternoon peaks aligned with school arrival and dismissal, with morning activity building sharply from 6 AM and afternoon activity peaking around noon and 1 PM, reflecting varied dismissal schedules.

As shown in **Figure 28** and **Figure 28**, each school draws students from attendance boundaries that extend well beyond the immediate surrounding neighborhood, with East Union High drawing from areas as far north as Stockton and Sierra High serving a large portion of southwestern Manteca. While the existing routes currently provide stops near all three schools, a significant share of students in each attendance boundary live beyond a reasonable walking distance of existing stops, suggesting potential to expand coverage and capture additional student ridership. The corridors serving these schools may also support broader travel markets beyond students, including workers and residents traveling during similar time windows.

Figure 27. Census block group trip activity by time of day



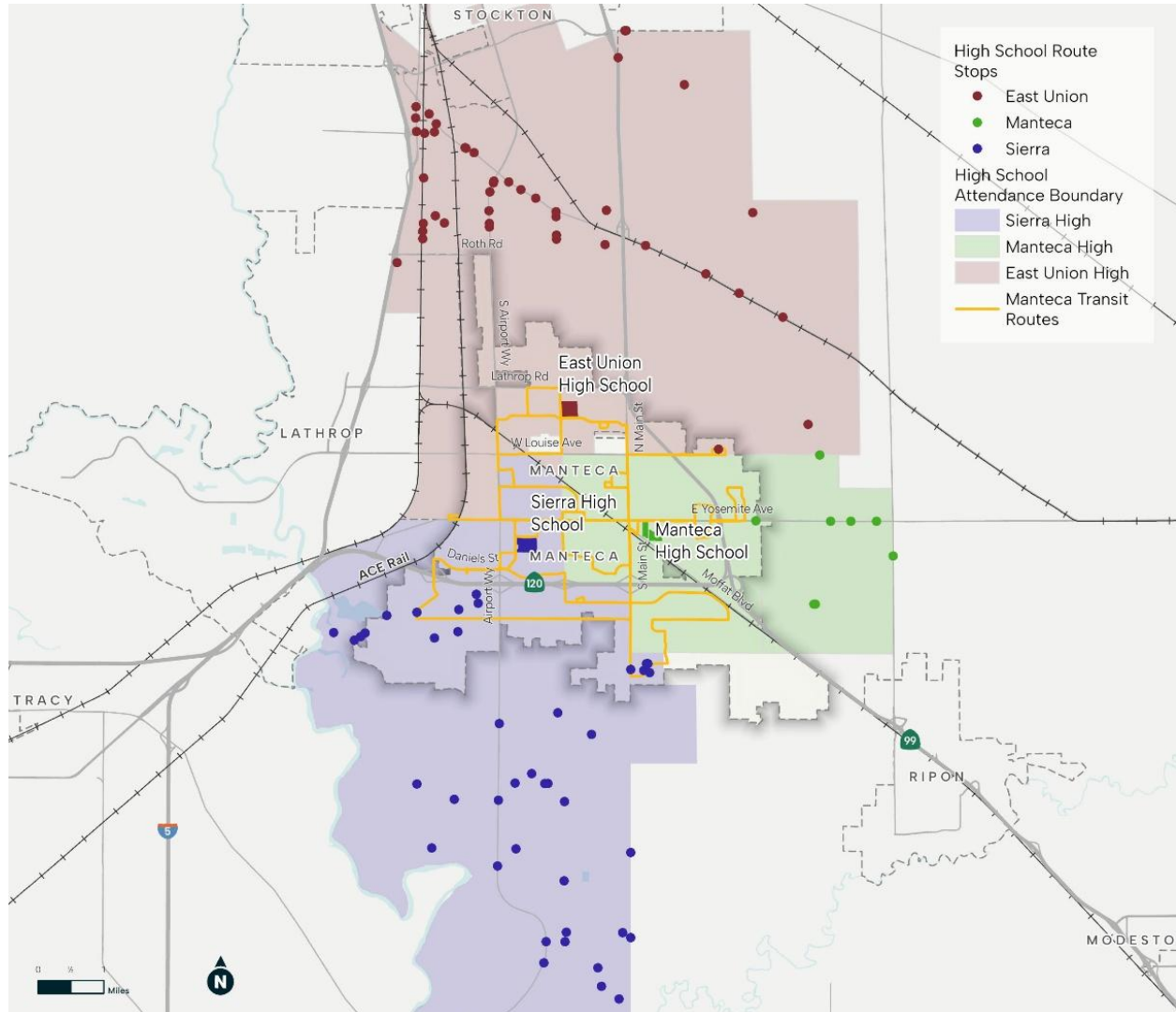
Source: Replica, 2025.

Table 3. School Enrollment in Manteca Unified School District

		School of Enrollment		
		East Union High	Manteca High	Sierra High
School of Residence	East Union High	1,110	88	85
	Manteca High	149	1,556	119
	Sierra High	41	52	1,372

Source: Manteca Unified School District, 2025.

Figure 28. High School Attendance Boundaries and Unified School District Stop Locations



Source: Manteca Unified School District, 2025.

4. Public Outreach and Stakeholder Engagement

This section summarizes feedback gathered through public outreach and stakeholder engagement, focused on understanding the perspectives of riders, non-riders, and bus operators on what is working well and what could be improved with the existing transit system.

Community engagement surfaced consistent themes from riders, residents, and operators that inform the direction of the redesign:

- **Frequency, convenience, and affordability** are the service characteristics that matter most to the community. Frequency stands out as the area most clearly in need of improvement, while safety, comfort, and seating availability are generally rated as performing well.
- **Service span and weekend coverage** emerged as priorities, with 30% of survey respondents seeking service after 6 PM and 20-25% expressing interest in weekend service. Operators echoed this, recommending extended evening hours and Sunday service.
- **Coverage gaps** were identified in several locations, particularly newer residential development in the southwest, major retail and entertainment destinations such as Bass Pro Shops and Great Wolf Lodge, schools including Nile Garden and New Haven Elementary, and senior living and faith-based facilities.
- **Operational challenges** along key corridors, including Yosemite Avenue, Main Street, Airport Way, and Daniels Street, affect on-time performance. Operators also flagged vehicle reliability, bus stop conditions, and the need for sheltered, well-lit stops as priorities.
- **Dial-A-Ride awareness is limited**, with many survey respondents indicating they were unfamiliar with the service. Among users, hours of operation, physical accessibility, and the trip reservation process were identified as the most important features and the areas most in need of improvement.

Together, these findings point to a clear direction for the redesign: improve frequency and span on the corridors where demand is highest, close coverage gaps in growing and underserved areas, and address operational and rider-experience issues that affect day-to-day reliability. The remainder of this section presents the engagement approach and detailed findings behind these takeaways.

Engagement Overview

Outreach was divided into two phases:



mantecatransit

PUBLIC WORKSHOPS

Manteca Transit Fixed Route Redesign Concept

WORKSHOP OBJECTIVE

The City of Manteca – Transit Division, in partnership with Fehr & Peers, invites the community to participate in two upcoming workshops at the Manteca Transit Center as part of the Fixed Route Redesign Update.

These workshops will introduce the proposed service concept and provide an overview of how the redesigned network could improve efficiency, frequency, and connectivity throughout Manteca.

Input gathered during these workshops will play an important role in shaping a transit fixed route network that is more accessible, and convenient to the community.

For more information or any questions, please contact Manteca Transit at (209) 456-8775. Members of the public can provide comments/feedback via email at info@mantecatransit.com

TWO IN-PERSON PUBLIC WORKSHOPS:

January 29, 2026

- 12:00PM
- 6:00PM

Manteca Transit Center
220 Moffat Blvd
Manteca, CA 95336

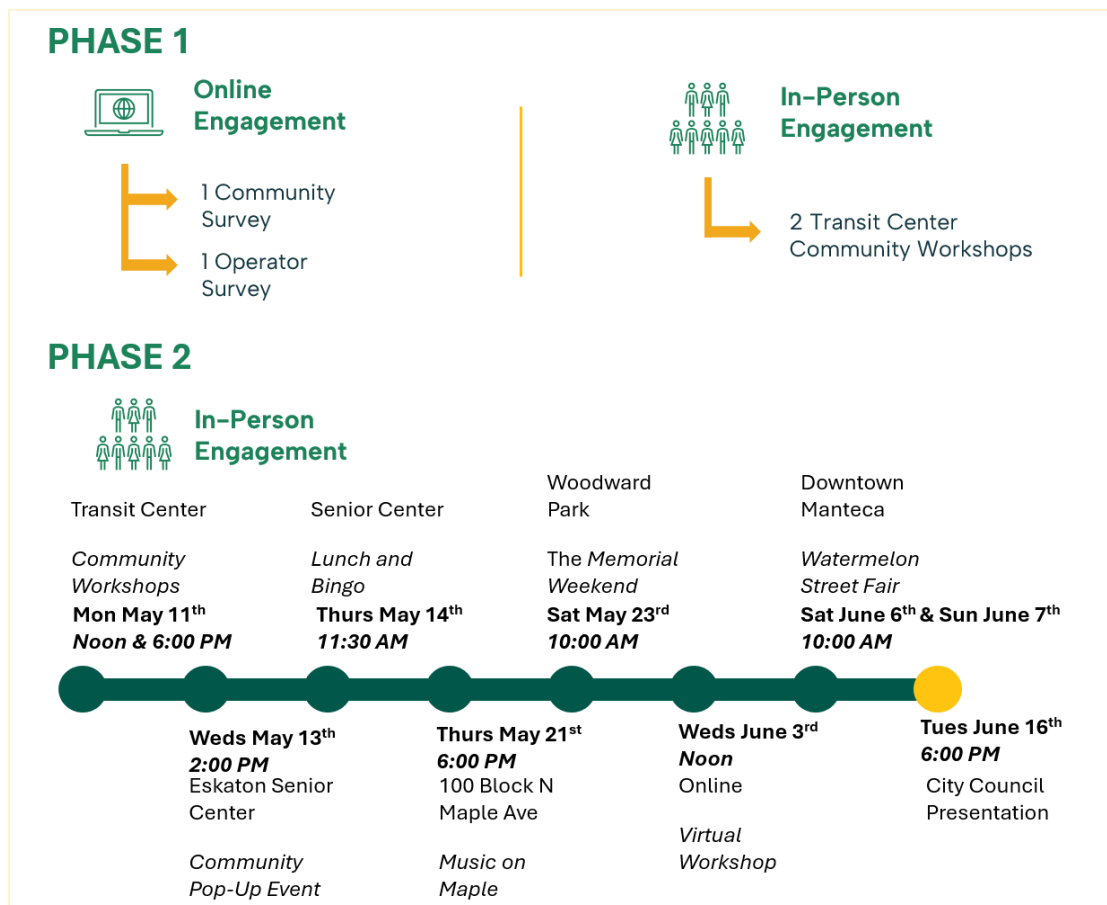
Public Workshop Flyer

- **Phase 1:** Understanding Transit Needs (December 2025-February 2026)
- **Phase 2:** Feedback on Service Concepts (February 2026-May 2026)

Outreach activities included both online and in-person engagement. A project website hosted on Social Pinpoint gave the public access to all study information, including the online survey, details of in-person engagement activities, and study progress updates.

Manteca has a predominantly Latino population, with Spanish as the second most common language spoken at home². All engagement materials were provided in both English and Spanish. Feedback from this phase, combined with the existing transit service analysis, informed the service concepts presented in Chapter 5. The outcomes of all engagement activities for both phases are detailed below.

Figure 29. Summary of Engagement Activities



Source: Fehr & Peers, 2026.

What We Heard From Riders

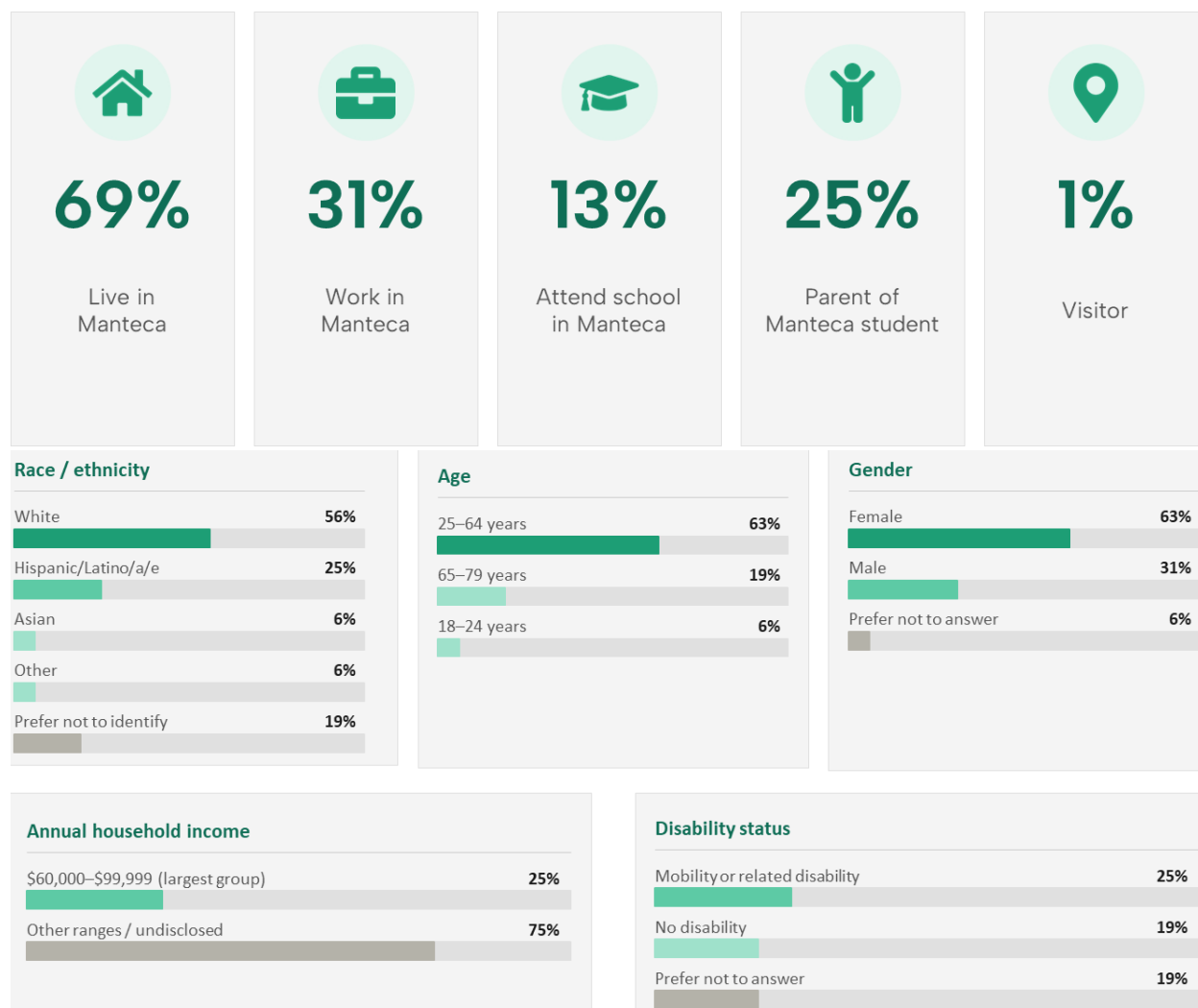
The community survey received a total of 18 responses from residents, workers, students, and parents connected to Manteca (**Figure 30**). The survey reached a demographically diverse group, though respondents skew toward

² Selected Population Profile, Table S1601 Language Spoken at Home, American Community Survey 5-Year Estimates (2020-2024).

transit users relative to the general Manteca population, where transit accounts for less than 1% of all trips. The complete survey is included in Appendix A.

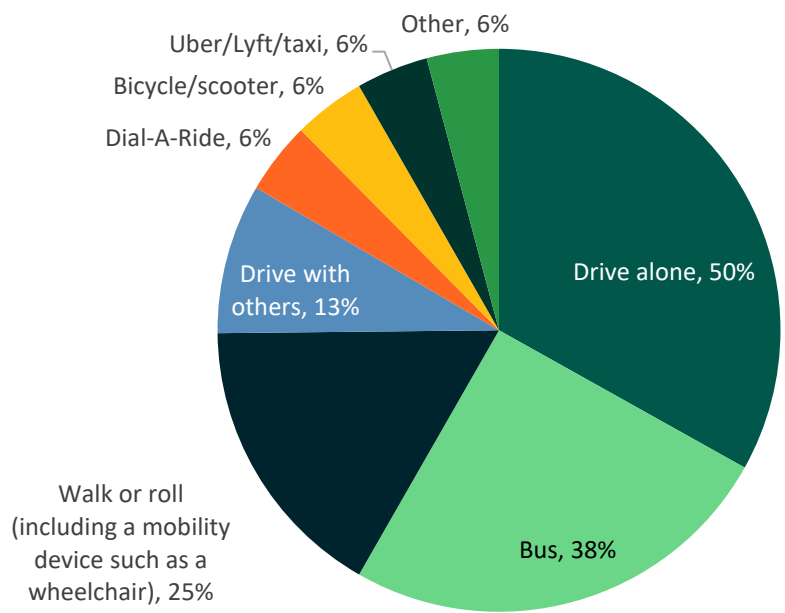
On a typical day, 38% of respondents use the bus to get around, 50% drive alone, and 25% walk or roll (**Figure 31**). Among bus riders, 25% ride at least once a week and 13% ride daily (**Figure 32**), suggesting the survey captured a core group of regular transit users whose needs and experiences are central to this study.

Figure 30. Profile of Survey Respondents



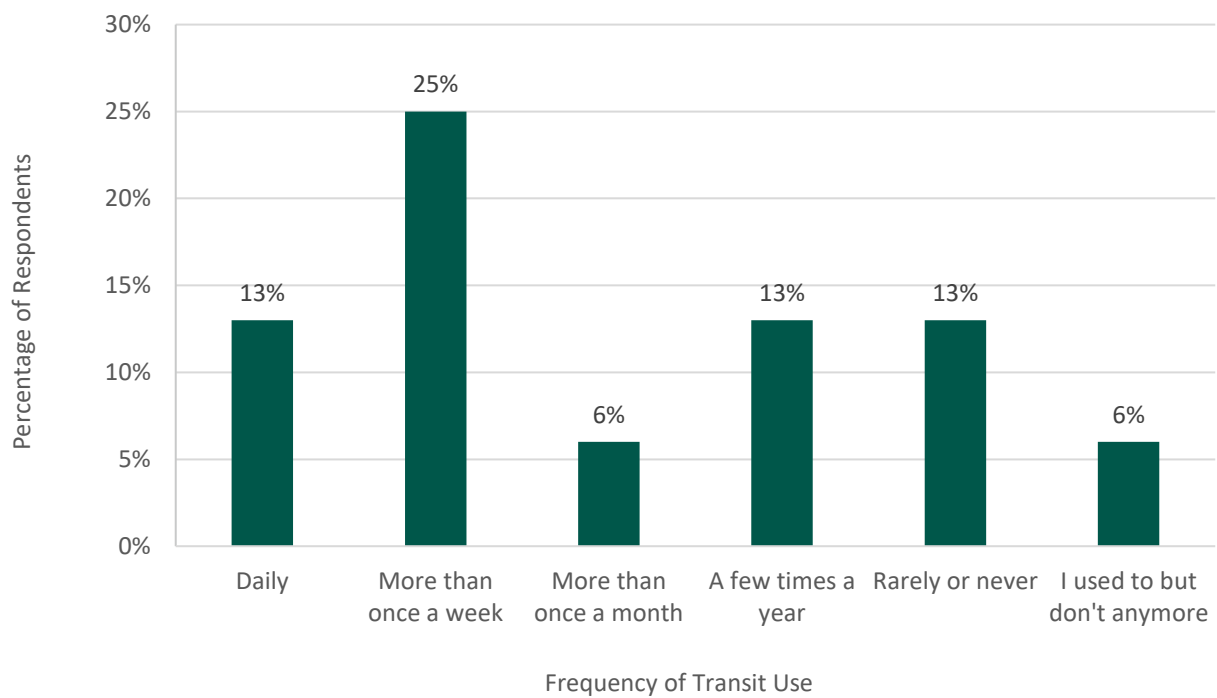
Source: Manteca Community Survey, 2026.

Figure 31. Travel Mode Share of Community Survey Respondents



Source: Manteca Community Survey, 2026.

Figure 32. Frequency of Fixed-Route Use Among Community Survey Respondents

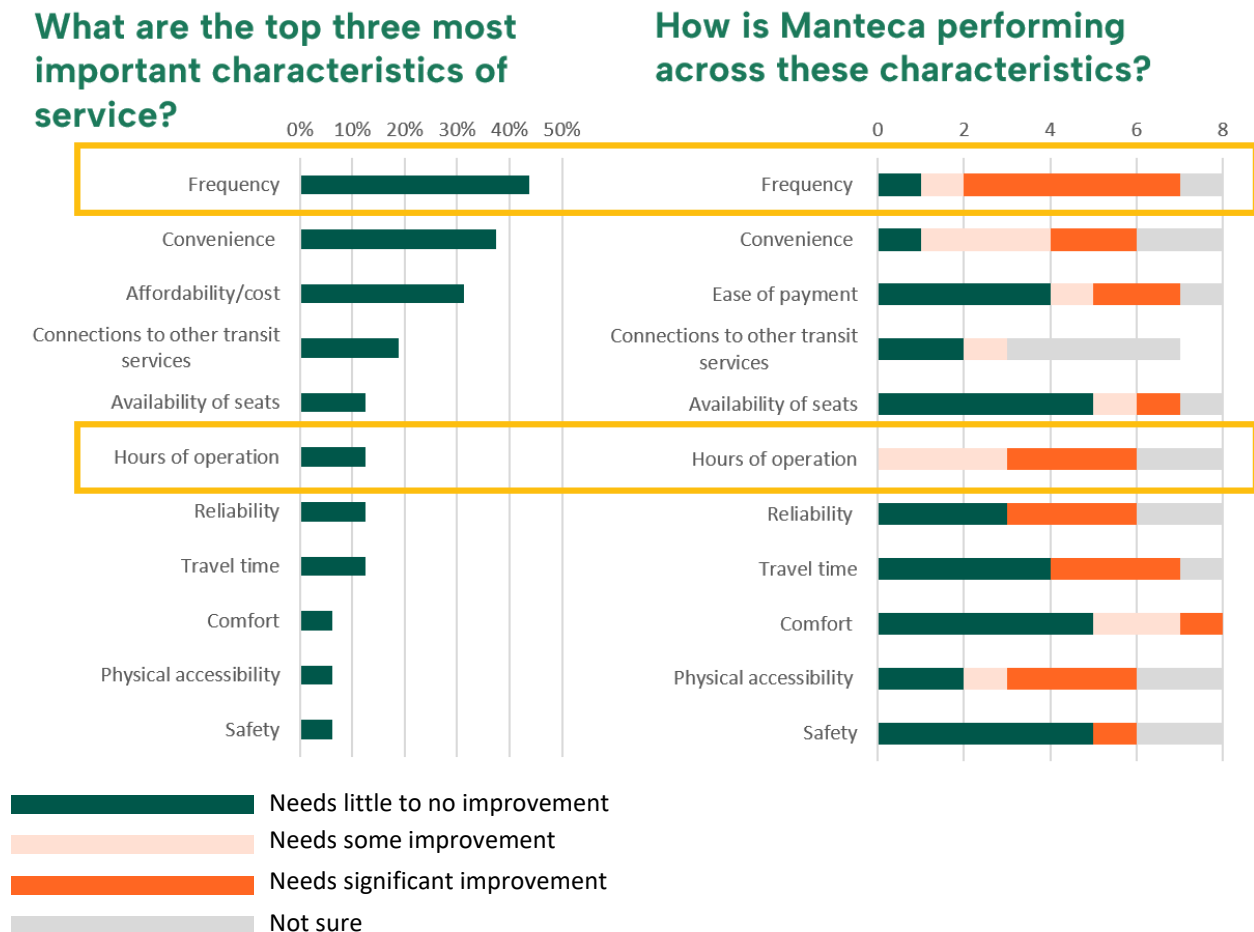


Source: Manteca Community Survey, 2026.

Service Priorities

Respondents identified frequency, convenience, and affordability as the three most important characteristics of a good transit system (**Figure 33**). When asked how Manteca Transit currently performs, frequency and hours of operation stood out as the top priorities for improvement. Notably, while only 13% of respondents ranked hours of operation as a top priority, it received among the poorest performance ratings, suggesting that even riders who have adapted to the current schedule recognize it as a significant gap. Physical accessibility was also flagged as an area for attention.

Figure 33. Service Priorities and Performance Ratings of Manteca Fixed-Route Service

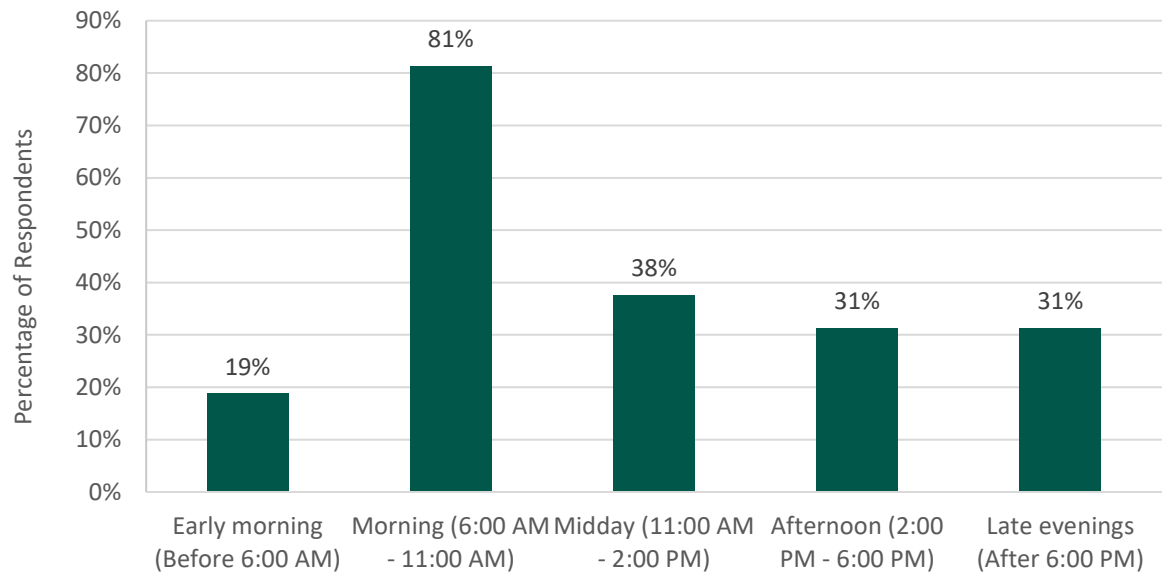


Source: Manteca Community Survey, 2026.

Desired Span of Service

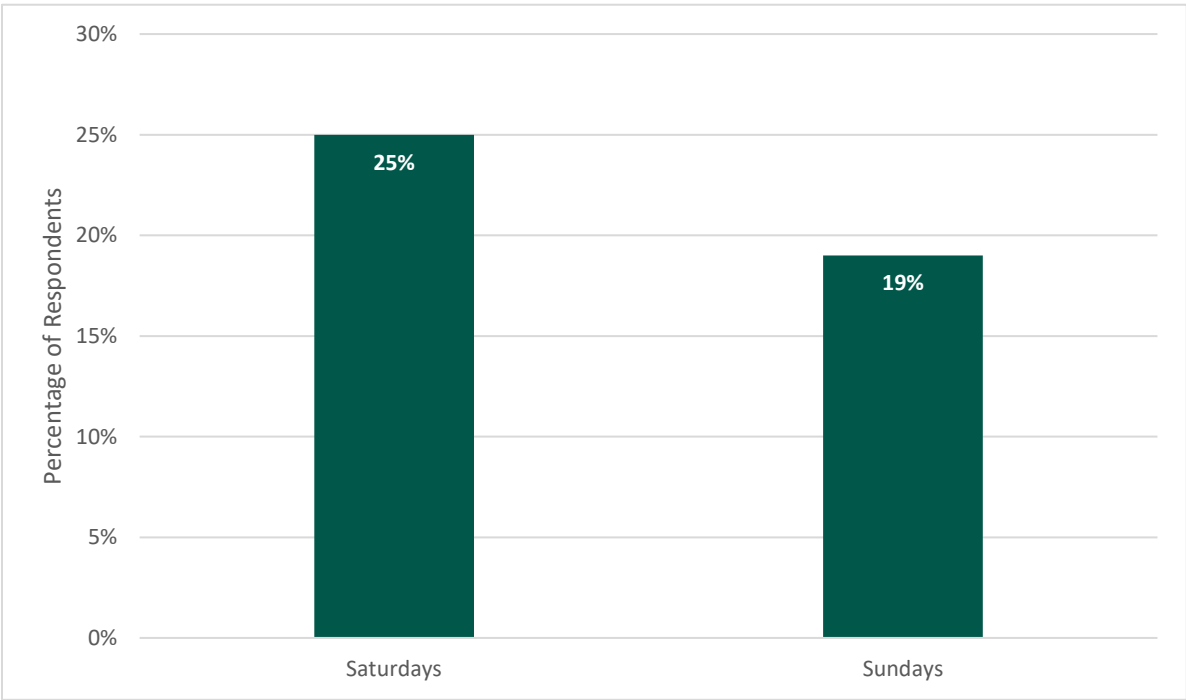
Morning service (6:00 AM-11:00 AM) was the most desired span, selected by 81% of respondents. Midday service (11:00 AM-2:00 PM) was selected by 38%, and afternoon and late evening service by 31% each. 20-25% of respondents would like weekend service. Desired time-of-day and week-of-day service spans are shown in **Figure 34** and **Figure 35**.

Figure 34. Desired Time of Day Service for Fixed-Route Service



Source: Manteca Community Survey, 2026

Figure 35. Desired for Fixed-Route Weekend Service



Source: Manteca Community Survey, 2026

Underserved Locations

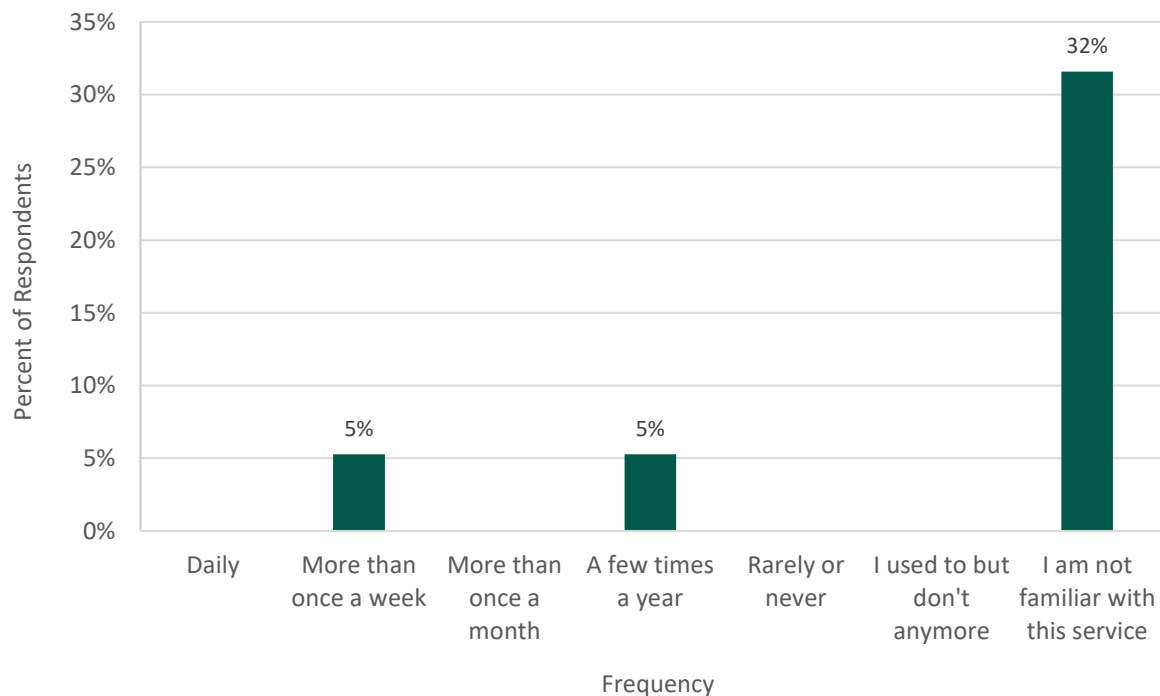
Respondents identified the following locations as underserved by the current bus network:

- South Main Street at Lion/Springfield
- London Avenue and Northgate Drive
- Bass Pro Shops, Great Wolf Lodge
- Nile Garden Elementary
- New Haven Elementary
- Crumbl and Living Spaces
- Villa Ticino (new development near Airport Way & Louise Ave)
- Raymus Village at Lathrop Road and Pueblo Drive
- The Collective Senior Living
- Church on Crossroads Drive, Christian Worship Center, St. Anthony's & The Refuge Church
- Second Harvest Food Bank

What We Heard From Dial-A-Ride Users

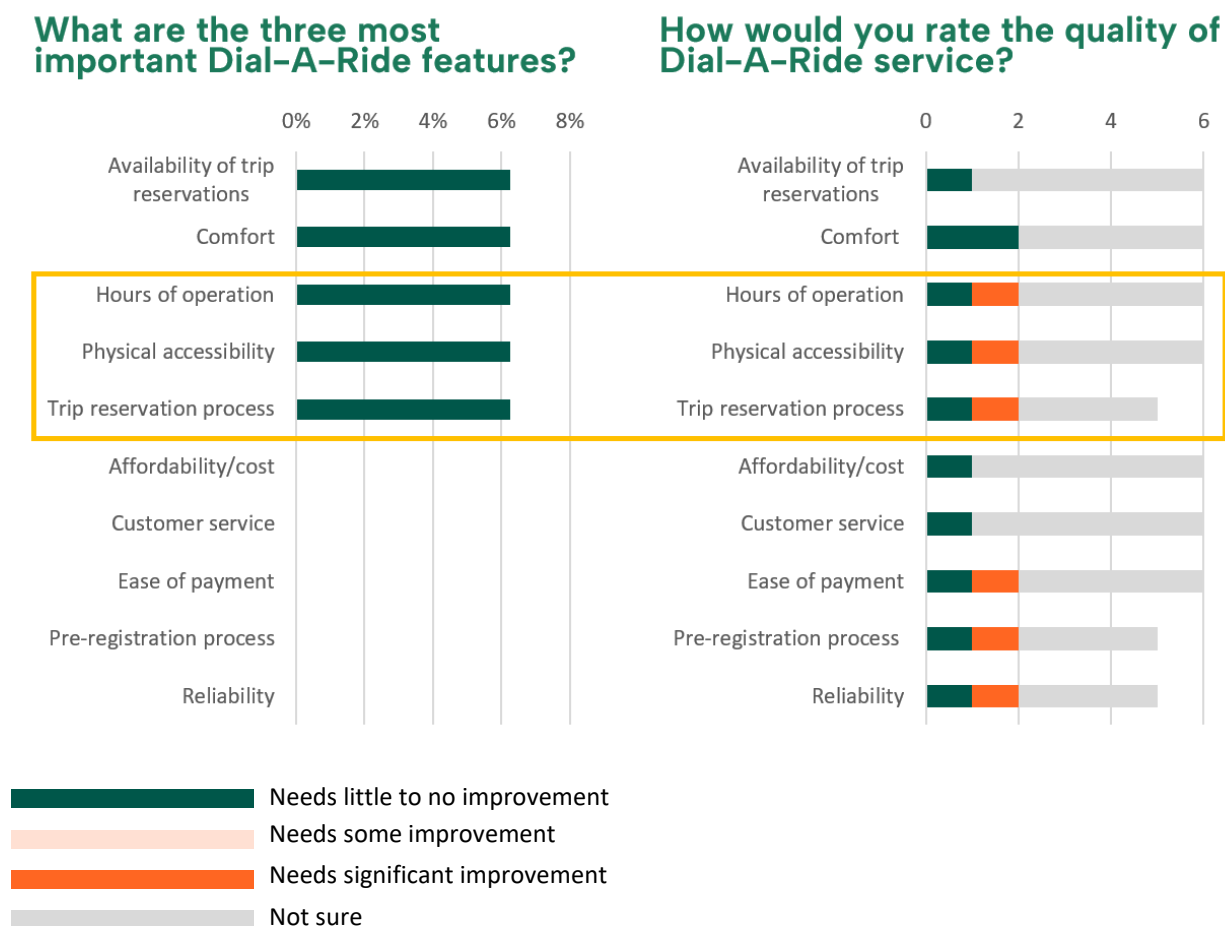
A large share of survey respondents indicated they are not familiar with the Dial-A-Ride service, suggesting awareness is a barrier to use (**Figure 36**). Among those who do use it, most ride a few times a year or less. Respondents identified hours of operation, physical accessibility, and the trip reservation process as the three most important Dial-A-Ride features and rated all three as needing significant improvement (**Figure 39**). Reliability and the pre-registration process were also flagged as areas for improvement.

Figure 36. Frequency of Dial-A-Ride Use



Source: Manteca Community Survey, 2026.

Figure 37. Service Priorities and Performance Ratings of Dial-A-Ride Service



Source: Manteca Community Survey, 2026.

What We Heard From Bus Operators

Operators provide a unique on-the-ground perspective on service performance, rider needs, and operational challenges, complementing rider input. Eight drivers completed the fixed-route operator survey (**Appendix B**), and three completed the Dial-A-Ride operator survey (**Appendix C**).

Service Improvements

Operators suggested six areas of improvement to the existing system:

- Extending the span of service beyond 7 PM and adding Sunday service
- Implementing shorter and more frequent routes, with 30-minute service intervals
- Adding service near Union Crossing and Lathrop Road
- Improving connections to Lathrop Road
- Reviewing the East Union High School stop location, where safety concerns were raised
- Constructing sheltered bus stops with lighting to improve rider experience and safety

Operational Concerns

Operators identified the following corridors and locations as experiencing the most congestion, which can affect on-time performance, listed below. Notably, several operator-identified congestion corridors, particularly Yosemite Avenue and Main Street, overlap with locations riders flagged as underserved, reinforcing these corridors as priority areas for the redesign.

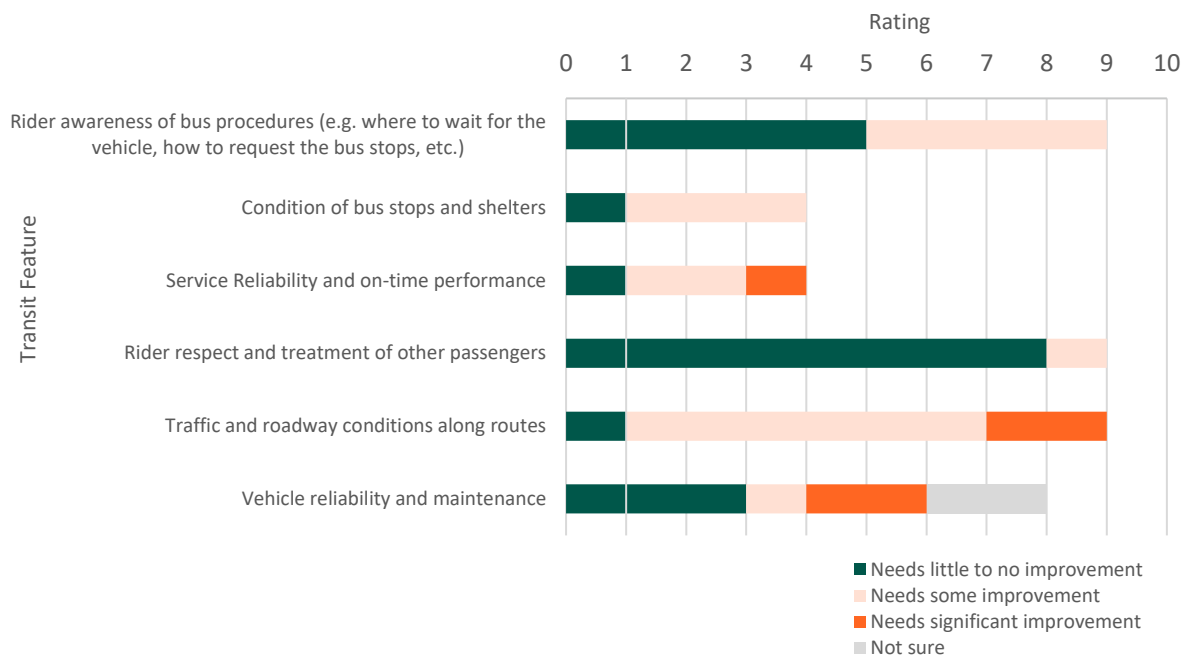
- Yosemite Avenue, Main Street, Airport Way, Daniels Street, and Northwoods Avenue
- The Walmart and Grocery Outlet areas
- High schools during arrival and dismissal periods
- Railroad track crossings

Traffic and roadway conditions, along with vehicle reliability and maintenance, ranked as the top areas needing attention (**Figure 38**). Service reliability, bus stop and shelter conditions, and rider awareness of bus procedures were also noted. Passenger conduct was rated favorably by most respondents.

Operators also identified stops they consider critical to riders, even if not among the busiest, typically ones serving transit-dependent populations or destinations with limited alternative access. This pattern informed stop prioritization in the service analysis.

- **Route 1:** Kaiser, Stadium Center, Yosemite Avenue/Spreckels Avenue, and El Rancho Supermarket
- **Route 2:** Bass Pro Shops, Main Street at Reina, and Sequoia Park
- **Route 3:** Main Street/Northgate Drive, and Louise Avenue/Airport Way
- **Route 4:** Joshua Stop, Kaiser, and Main Street

Figure 38. Quality Ratings of Fixed-Route Transit Service Among Operator Survey Respondents



Source: Operator Survey, 2026

Community Workshops and Pop-Up Events

Phase 1

Two public workshops took place on January 29, 2026, at the Manteca Transit Center — one at noon and one in the evening to maximize participation across different schedules. The City invited a broad range of stakeholders including Manteca Unified School District, San Joaquin County Human Services Agency, disability advocates, healthcare providers, and community organizations representing seniors, students, and other key groups.

At each workshop, the project team provided a progress update and collected input through two activities: a mapping exercise asking participants where they ride transit to identify key destinations, and a feedback activity on what features matter most and where the system could improve. A child-friendly version of the mapping activity was also available to engage younger attendees.

Figure 39. Phase 1 Community Workshops



Source: Fehr & Peers, 2026

Phase 2

Community Workshops

The two public workshops took place on May 11, 2026, at the Manteca Transit Center, one at noon and one in the evening to maximize participation across different schedules. At each workshop, the project team presented what the study had learned from Phase 1 outreach and service analysis, the proposed service concept, a walk access analysis, and next steps. The project team then invited community members to provide feedback on the proposed service concept through a mapping activity and open comment opportunities.

Figure 40. Phase 1 Community Workshops



Source: Fehr & Peers, 2026

Pop-up Events

The project team organized pop-up events at community gatherings to reach residents outside of the formal workshop setting. These included a community pop-up at

- Eskaton Senior Living on May 13, 2026
- Senior Center Lunch and Bingo event on May 14, 2026
- Music on Maple on May 21, 2026
- Memorial Weekend on May 23, 2026, and
- Watermelon Street Fair on June 6, 2026

Pop-up events allowed the team to engage residents where they already gather, reaching community members who may not attend a traditional public workshop.

5. Recommended Service Plan

This chapter summarizes the approach to developing the recommended service concepts. The recommendation is the product of a collaborative process in which the consultant team iterated closely with City staff to refine and evaluate multiple service concepts. Three service plans were initially developed. The concept presented in this chapter reflects the preferred direction based on alignment with study goals, community feedback, and operational feasibility. The alternative concepts that were not selected are documented in **Appendix D** for reference. **The fixed-route redesign is guided by the following goals, established at the outset of the study:**

- A ground-up redesign of the network to mark Manteca Transit's 20th anniversary
- Realignment of services to reflect the expansion of city limits and growth patterns
- Planning for future residential and commercial development
- Increased service frequency to key destinations
- Improved local and regional transit connections
- Improved access for students to high schools, with service aligned to school bell schedules
- A network that more people choose to use

The service evaluation, travel market assessment, and community engagement surfaced several findings that shaped the redesign:

- Additional neighborhood stops would improve access for residents in newer parts of the city
- The current four-route network is stretched thin and difficult for riders to understand
- Key destinations along East Yosemite Avenue require a transfer, limiting one-seat travel across the city
- Service ends in the early evening, restricting evening trips downtown, errands, community events, and regional transit connections at the Transit Center
- Alignment with high school bell schedules presents room for improvement

Redesign Principles

The proposed service concept is built on the following principles:

- ✓ Maintain and improve coverage of all high schools
- ✓ Provide an additional one-seat ride east of Main Street
- ✓ Connect more neighborhoods directly to main corridors
- ✓ Increase frequency along the city's primary corridors, Main Street and Yosemite Avenue
- ✓ Simplify the route network for ease of use