

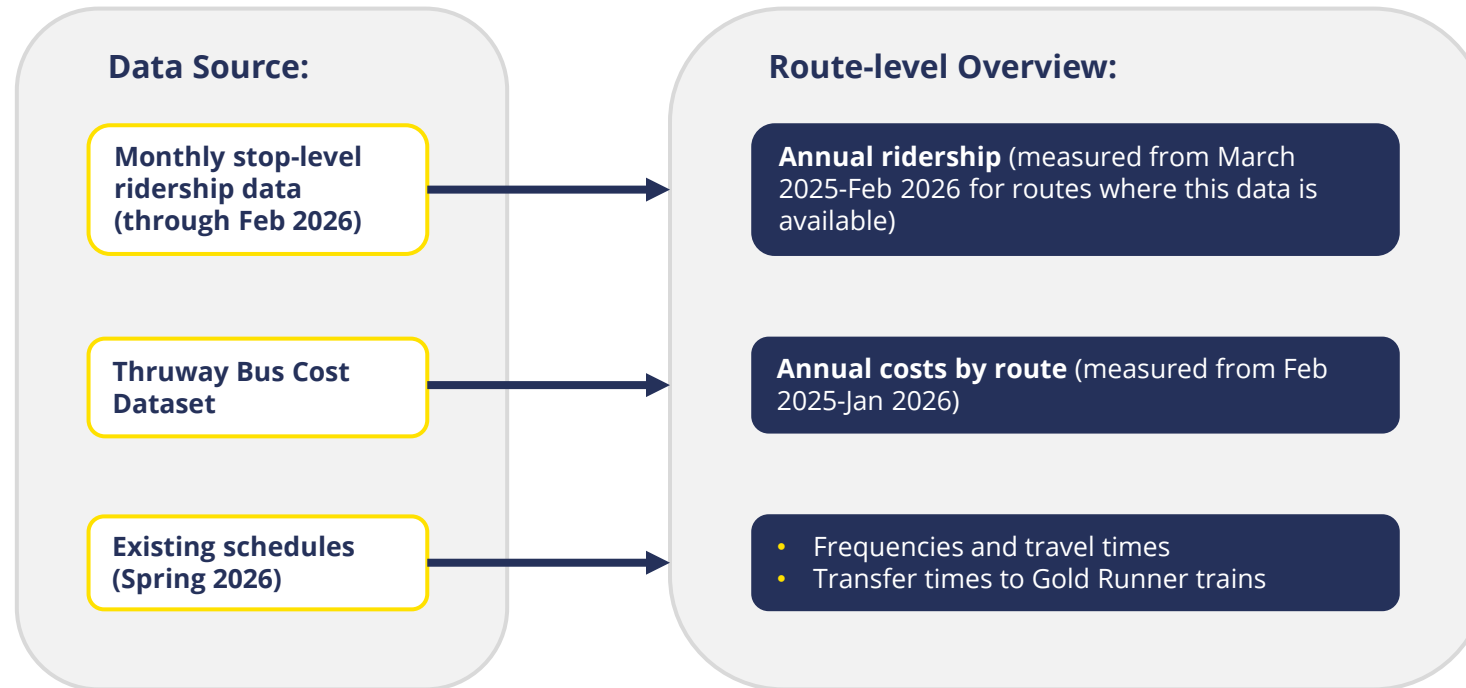


SJJPA Thruway Bus Study

Existing Route Profiles

June 5, 2026

Individual route overviews have been prepared using provided data



Route 1 Overview

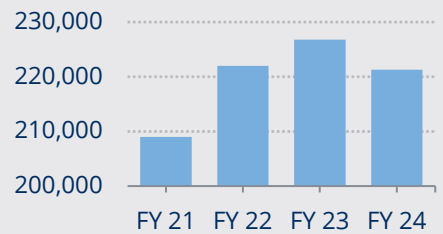


Annual Ridership:

Ons/Offs by stop (Mar '25-Feb '26)	
Bakersfield¹	239,318
Los Angeles	198,580
San Diego	9,331
Fresno	8,399
Santa Clarita ¹	7,955
Burbank Airport ¹	7,312
Glendale	5,685
Hanford	4,401
Oceanside	2,431
Anaheim	1,927
Santa Ana	1,570
Fullerton	1,467
Irvine	1,368
Solana Beach	531
San Juan Capistrano	43

Gold Runner transfer stations in bold

Route Ridership by FY



Schedule:

	Daily RT	Scheduled Travel Time
Bakersfield - Los Angeles	6*	2h 10m - 2h 30m
Bakersfield - San Diego	1	6h 30m - 8h 40m
Fresno - Los Angeles	1	4h 45m

* 3 RTs have multiple buses connecting to the same train



Operator:

SJJPA with Alvand



Annual Cost²:

\$6,729,859



Gold Runner Transfer Times (Bakersfield):

NB train departures from Bakersfield

4:58a	6:58a	8:58a	10:58a	2:02p	4:02p	6:02p
18 min	18 min	18 min	18 min	17 min	17 min	17 min

SB train arrivals to Bakersfield

12:05a	12:41p	2:39p	4:39p	6:39p	8:39p	10:51p
5 min	9 min	6 min	6 min	6 min	6 min	4 min

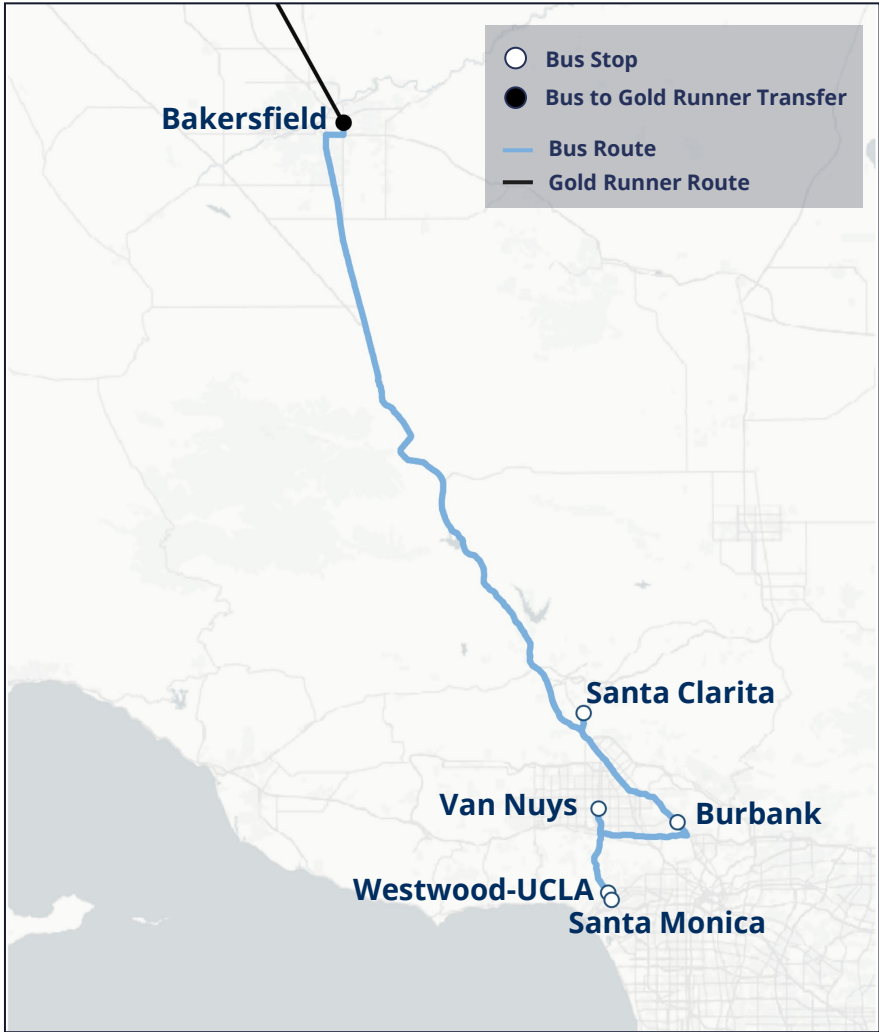


Key Insights:

- Core of the route is between Bakersfield and Los Angeles.
- Highest service levels and ridership of any Gold Runner Thruway bus route.
- San Diego and Fresno exhibit high ridership despite having 1 RT per day each.

(1) Boardings at these stops represent combined ridership on Route 1 and Route 1C
 (2) Annual costs are measured from Feb 2025 through Jan 2026

Route 1C Overview

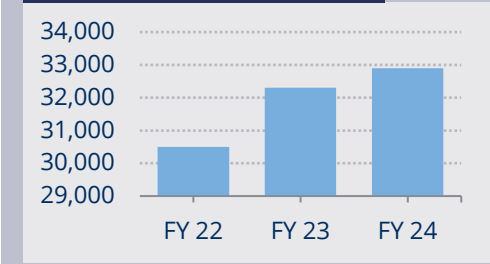


Annual Ridership:

Ons/Offs by stop (Mar '25-Feb '26)	
Bakersfield¹	239,318
Van Nuys	12,543
Santa Clarita ¹	7,955
Burbank Airport ¹	7,312
Westwood-UCLA	6,918
Santa Monica Pier	1,462

Gold Runner transfer stations in bold

Route Ridership by FY



Schedule:

	Daily RT	Scheduled Travel Time
Bakersfield - Santa Monica	2	3h 30m

Operator:

SJJPA with Alvand

Annual Cost¹:

\$1,143,031

Gold Runner Transfer Time (Bakersfield):

NB train departures from Bakersfield

4:58a	6:58a	8:58a	10:58a	2:02p	4:02p	6:02p
-	-	-	-	17 min	17 min	-

SB train arrivals to Bakersfield

12:05a	12:41p	2:39p	4:39p	6:39p	8:39p	10:51p
-	-	6 min	6 min	-	-	-

Key Insights:

- Route 1C is unlikely to be cost effective with ridership not aligning with costs. Routing needs to be evaluated to explore other markets that this route can serve competitively in order to boost cost effectiveness.

(1) Boardings at these stops represent combined ridership on Route 1 and Route 1C
 (2) Annual costs are measured from Feb 2025 through Jan 2026

Route 3 Overview

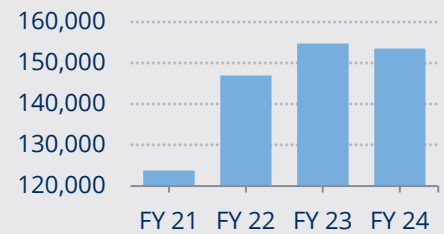


Annual Ridership:

Ons/Offs by stop (Mar '25-Feb '26)	
Stockton (Amtrak)	125,035
Sacramento	113,145
Chico	29,833
Davis	16,218
Redding	4,522
Marysville	4,537
Elk Grove	4,018
Oroville	3,292
Lodi	2,873
Red Bluff	1,903
Stockton (ACE)	1,722
Roseville	- 2

Gold Runner transfer stations in bold

Route Ridership by FY



Schedule:

	Daily RT	Scheduled Travel Time
Stockton - Chico	4*	3h 10m - 3h 40m
Stockton - Sacramento	5	1h 0m - 1h 20m
Chico - Redding	2	1h 35 min

* 1 RT Sacramento-Chico



Operator:

SJJPA with Avalon (Stockton-Chico) / RABA (Chico-Redding)



Annual Cost¹:

\$3,498,340



Gold Runner Transfer Time (Stockton/Sacramento):

NB train arrivals

9:19a (Stockton)	12:38p (Stockton)	1:19p (Stockton)	3:19p (Stockton)	6:25p (Stockton)	8:25p (Stockton)	11:30p (Sac)
4 min	17 min	11 min	11 min	10 min	10 min	-

SB train departures

7:09a (Sac)	10:05a (Stockton)	12:05p (Stockton)	2:05p (Stockton)	4:05p (Stockton)	5:09p (Stockton)	7:33p (Stockton)
14 min	65 min	20 min	20 min	50 min	19 min	18 min



Key Insights:

- Route 3 is one of the two primary ridership anchors of the Thruway network, with boardings concentrated at Stockton and Sacramento.
- Potential for local partnership between Sacramento and Chico.
- Route 3R is to be discontinued when Route 5 (Redding to Sacramento) to be operated by RABA begins (expected late July 2026)

(1) Annual costs are measured from Feb 2025 through Jan 2026

(2) Data not available

Route 6 Overview

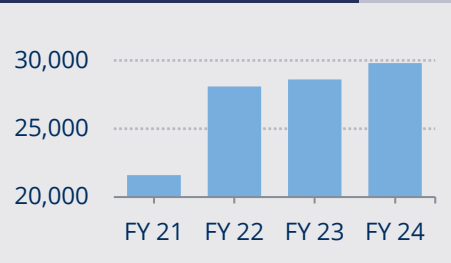


Annual Ridership:

Ons/Offs by stop (Mar '25-Feb '26)	
Stockton (Amtrak)	26,110
San Jose ²	22,584
Stockton (ACE)	1,790
Dublin-Pleasanton	1,783
Fremont Bus	1,455
Livermore (TC)	1,178
Tracy	932
Fremont	428
Pleasanton (ACE)	162
Tracy (ACE)	159
Livermore (ACE)	25
Scotts Valley	No Data
Santa Cruz	No Data

Gold Runner transfer stations in bold

Route Ridership by FY



Schedule:

	Daily RT	Scheduled Travel Time
Stockton – San Jose	2	2h 5m - 2h 15m
San Jose – Santa Cruz	All Day Service	45-60m

Operator:

SJJPA with White Castle (Stockton-San Jose) / SC Metro (San Jose-Santa Cruz)

Annual Cost¹:

\$650,117

Gold Runner Transfer Time (Stockton):

NB train arrivals to Stockton

9:19a	11:27a	1:19p	3:19p	6:25p	8:25p	10:24p
11 min	-	-	11 min	-	-	-

SB train departures from Stockton

7:09a	10:05a	12:05p	2:05p	4:05p	5:20p	7:33p
-	1h05m	-	-	1h05m	-	-

Key Insights:

- Route 6 has relatively infrequent service and moderate ridership but is financially self-sufficient.
- SJJPA's contribution to Santa Cruz service is minor, so this segment does not have a significant effect on cost effectiveness.
- Performance needs to be evaluated in light of Route 40 debut, which offers a more efficient connection from the Central Valley to San Jose.

(1) Annual costs are measured from Feb 2025 through Jan 2026
 (2) Ridership data only includes San Jose-Stockton route passengers

Route 7 Overview



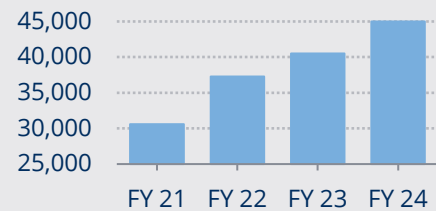
Annual Ridership:

Ons/Offs by stop (Mar '25-Feb '26)

Martinez	35,062
Santa Rosa	10,794
Eureka	5,750
Napa	5,313
Arcata (TC)	5,284
Ukiah	5,103
Vallejo	3,678
Arcata (Cal Poly)	3,620
Petaluma	3,053
Rohnert Park	2,613
Fortuna	1,802
Laytonville	1,691
Willits	1,643
Garberville	1,090
Cloverdale	575
Healdsburg	447
Leggett	92

Gold Runner transfer stations in bold

Route Ridership by FY



Schedule:

	Daily RT	Scheduled Travel Time
Martinez - Santa Rosa	2	1h 15m - 2h 15m
Martinez - Arcata	2	6h 35m - 6h 50m

Operator:

SJJPA with American Star

Annual Cost¹:

\$3,182,692

Gold Runner Transfer Time (Martinez):

NB train arrivals to Martinez

10:16a	-	2:18p	4:18p	7:24p	9:23p	-
9 min	-	7 min	7 min	11 min	-	-

SB train departures from Martinez

-	-	8:59a	11:07a	1:07p	3:07p	6:35p
-	-	Missed	-	22 min	22 min	50 min

Key Insights:

- Route 7 has a long runtime, moderate service frequency, and dispersed demand which may lead to elevated operating costs.
- Discovery Kingdom was eliminated as a seasonal stop in 2024, and schedules were modified to improve connectivity and cost effectiveness.
- Route includes a 40-minute rest stop in Ukiah

(1) Annual costs are measured from Feb 2025 through Jan 2026

Route 10 Overview

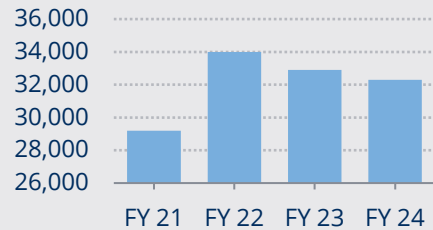


Annual Ridership:

Ons/Offs by stop (Mar '25-Feb '26)	
Bakersfield	29,859
Oxnard	9,787
Santa Barbara	5,068
Las Vegas Strip	5,015
UCSB	4,431
Las Vegas Downtown	4,426
Ventura	2,802
Mojave	2,317
Barstow Amtrak	1,713
Santa Paula	1,292
Carpinteria	1,003
Barstow Bus	782
Tehachapi	570
Fillmore	405

Gold Runner transfer stations in bold

Route Ridership by FY



Schedule:

	Daily RT	Scheduled Travel Time
Las Vegas - Santa Barbara	1	11h 35m

Operator:

SJJPA with Alvand

Annual Cost¹:

\$300,000

Gold Runner Transfer Time (Bakersfield):

NB train departures from Bakersfield

4:58a	6:58a	8:58a	10:58a	2:02p	4:02p	6:02p
-	-	-	-	-	17/48 min	-

SB train arrivals to Bakersfield

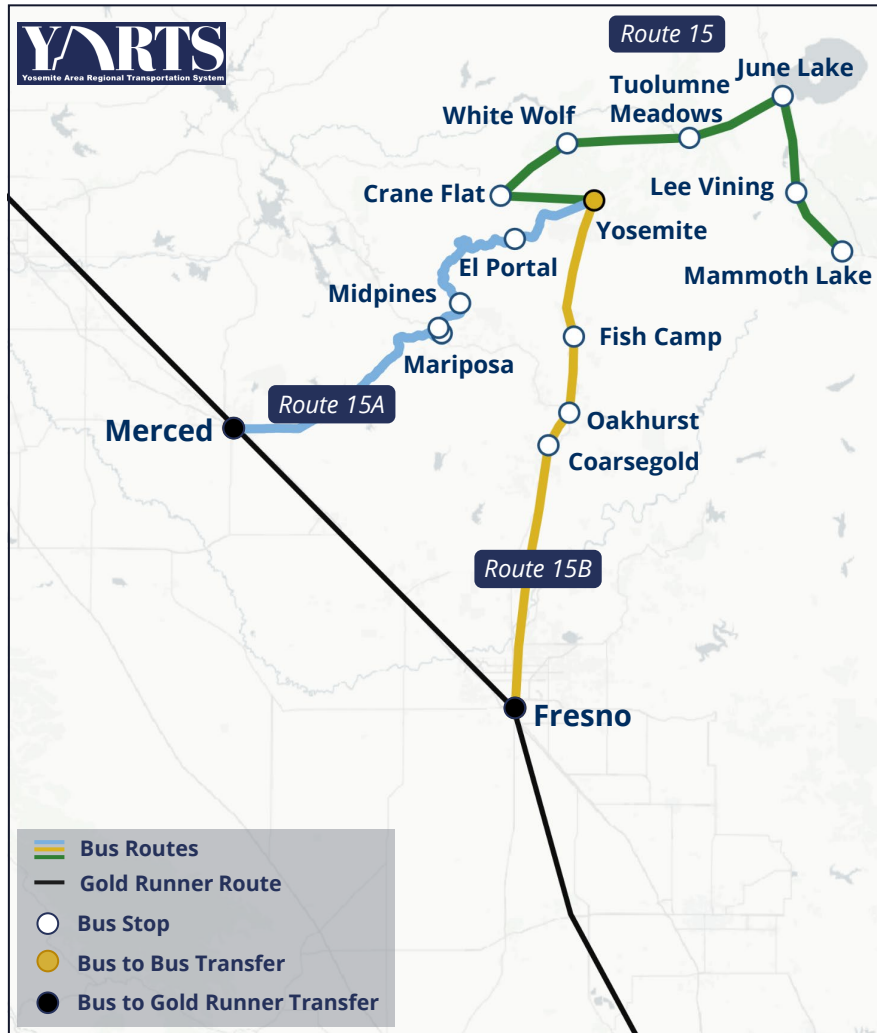
12:05a	12:41p	2:39p	4:39p	6:39p	8:39p	10:51p
-	-	-	27/38 min	-	-	-

Key Insights:

- Route 10 serves a very long intercity corridor with only one daily round trip, limiting schedule utility but connecting several distinct markets.
- Cost effectiveness is difficult to evaluate with constraints of interlining agreement.

(1) Cost data for Route 10 is incomplete. Annual cost forecast for 2026 is noted instead, representing minimum revenue guaranteed by SJJPA to operator.

Route 15/15A/15B Overview

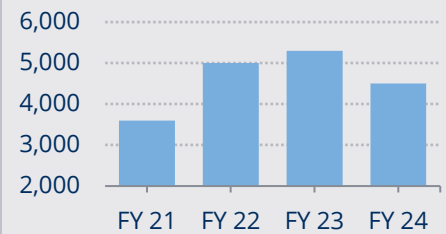


Annual Ridership¹:

Ons/Offs by stop (Mar '25-Feb '26)	
Merced	3,442
Yosemite Curry Village	1,296
Yosemite Valley Lodge	884
Yosemite Visitor Center	628
Mariposa (Midtown)	209
Mariposa (Park & Ride)	180
El Portal	157
Midpines	95
Lee Vining	78
Oakhurst	18
Mammoth Lakes	4
Coarsegold	4
Fresno	1

Gold Runner transfer stations in bold

Route Ridership by FY



Schedule:

	Daily RT	Scheduled Travel Time
15 Yosemite - Mammoth Lakes	2	3h 35m
15A Merced - Yosemite	4	2h 21m - 3h 29m
15B Fresno - Yosemite	2	2h 5m - 2h 40m

Operator:

YARTS

Annual Cost³:

\$384,993

Gold Runner Transfer Time (Merced):

NB train departures from Merced

	8:05a	10:05a	12:05p	2:05p	5:11p	7:11p	9:11p
Bus to train	-	-	49 min	-	-	18 min	47 min
Train to bus	1h45m	1h45m	1h45m	-	24 min	-	-

SB train departures from Merced

	9:23a	11:23a	1:23p	3:23p	5:23p	7:34p	8:47p
Bus to train	-	7 min	-	49 min	-	41 min	23 min
Train to bus	27 min	27 min	22 min	-	12 min	-	-

Key Insights:

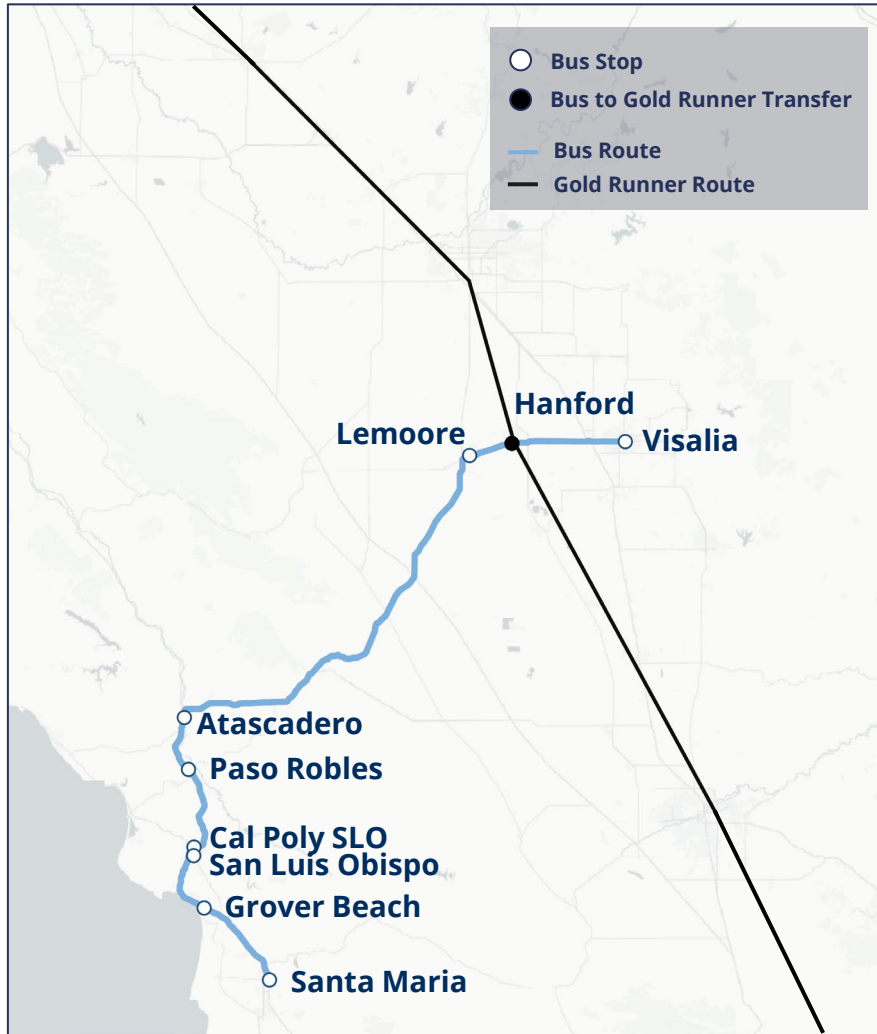
- Route 15, 15A, and 15B are primarily geared towards Yosemite employees and tourists, and are not well aligned with Gold Runner schedules.
- Route 15 is a seasonal route and has very low ridership from Gold Runner trains.
- Route 15A has several call ahead stops that are used infrequently. Most riders are aboard the entire trip between Merced and Yosemite.
- Route 15B has limited ridership. Based on available data route is mainly utilized for intra-Yosemite travel.

(1) Ridership values represent connecting Gold Runner passengers only.

(2) Ridership at these stops represents the total Route 15+15A+15B ridership.

(3) Annual costs are measured from Feb 2025 through Jan 2026. This value represents the annual contribution by SJJPA, and does not include other funding sources.

Route 18 Overview

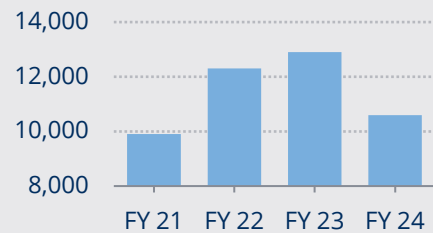


Annual Ridership:

Ons/Offs by stop (Mar '25-Feb '26)	
Hanford	8,957
San Luis Obispo	3,199
Visalia	2,170
Santa Maria	2,003
San Luis Obispo (Cal Poly)	1,735
Grover Beach	1,454
Paso Robles	1,097
Atascadero	419
Lemoore	414

Gold Runner transfer stations in bold

Route Ridership by FY



Schedule:

	Daily RT	Scheduled Travel Time
Visalia - Santa Maria	1	4h 5m

Operator:

SJJPA with American Star

Annual Cost¹:

\$127,218

Gold Runner Transfer Time (Hanford):

NB train departures from Hanford

6:21a	8:21a	10:21a	12:21p	3:24p	5:24p	7:24p
-	-	-	21 min	-	-	-

SB train arrivals to Hanford

11:08a	1:08p	3:25p	5:25p	7:25p	9:38p	10:48p
-	47 min	-	-	-	-	-

Key Insights:

- Route 18 has low ridership and is unlikely to be cost effective.
- Route 18 service will change after May 31, 2026. Partnership with KART will continue service between Visalia and Hanford. Hanford to Cal Poly will run as a seasonal service.

(1) Annual costs are measured from Feb 2025 through Jan 2026. Cost data related to interlining agreement is incomplete.

Route 19 Overview

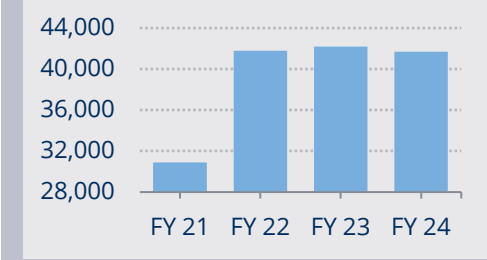


Annual Ridership:

Ons/Offs by stop (Mar '25-Feb '26)	
Bakersfield	39,935
Riverside	15,365
Ontario	8,732
San Bernardino	8,370
Pasadena	5,502
Claremont	4,650
La Crescenta	388

Gold Runner transfer stations in bold

Route Ridership by FY



Schedule:

	Daily RT	Scheduled Travel Time
Bakersfield - San Bernardino	2	4h 5m

Operator:

SJJPA with Alvand

Annual Cost¹:

\$1,641,460

Gold Runner Transfer Time (Bakersfield):

NB train departures from Bakersfield

4:58a	6:58a	8:58a	10:58a	2:02p	4:02p	6:02p
-	-	-	18 min	-	22 min	-

SB train arrivals to Bakersfield

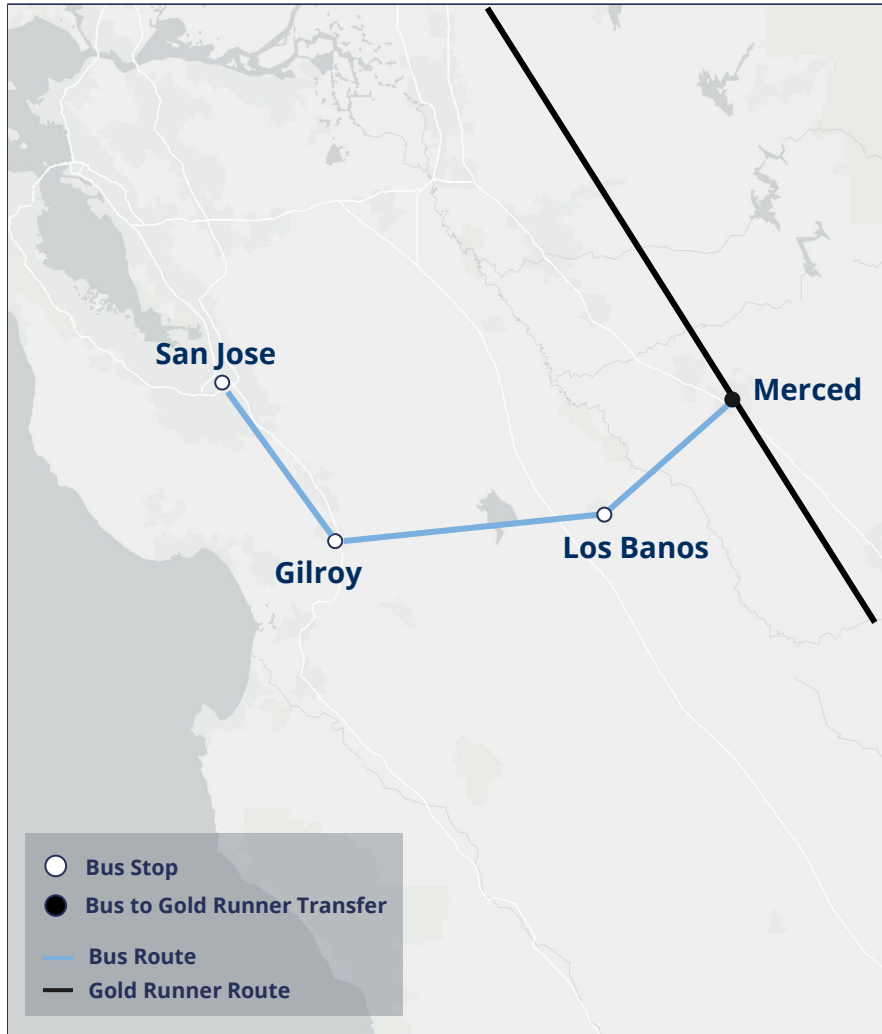
12:05a	12:41p	2:39p	4:39p	6:39p	8:39p	10:51p
-	9 min	-	6 min	-	-	-

Key Insights:

- Route 19 serves major population centers, but does not exhibit expected levels of ridership
- Potential to evaluate stop locations to promote intermodal connectivity
- While this line's service to Indio and Hemet was discontinued, potential for seasonal Coachella Valley service can be an option to consider

(1) Annual costs are measured from Feb 2025 through Jan 2026

Route 40 Overview

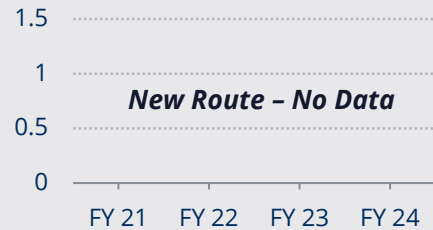


Annual Ridership (Jan-March 26)¹:

Ons/Offs by stop (Mar '25-Feb '26)	
Merced	3,673
San Jose	3,508
Gilroy	331
Los Banos	166

Gold Runner transfer stations in bold

Route Ridership by FY



Schedule:

	Daily RT	Scheduled Travel Time
Merced - San Jose	2	2h 35m

Operator:

SJJPA with Alvand

Annual Cost¹:

\$244,355

Gold Runner Transfer Time (Merced):

Bus from NB train arrivals to Merced

8:05a	10:05a	12:05p	2:05p	5:11p	7:11p	9:11p
-	10 min	-	-	-	19 min	-

Bus to SB train departures from Merced

9:23a	11:23a	1:23p	3:23p	5:23p	7:34p	8:47p
13 min	-	-	-	-	44 min	-

Key Insights:

- Route offers a more direct connection between the Central Valley and the Bay Area. It is anticipated that this route will divert some ridership from Route 6.

(1) This route only has ridership data between January and March 2026 as it is new.

(2) This route only has cost data between January and March 2026 as it is new.

Route 99 Overview

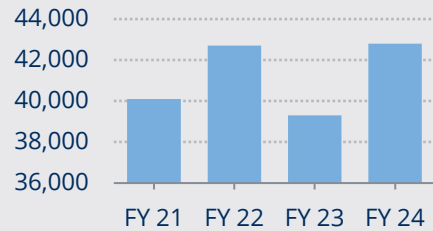


Annual Ridership:

Ons/Offs by stop (Mar '25-Feb '26)	
Emeryville	43,246
San Francisco	43,246

Gold Runner transfer stations in bold

Route Ridership by FY



Schedule:

	Daily RT	Scheduled Travel Time
Emeryville - San Francisco	19*	0h 25m - 0h 30m

* 5 RT connect to Gold Runner Service

Operator:

SJJPA with American Star

Annual Cost¹:

\$498,876

Gold Runner Transfer Time (Emeryville):

NB train arrivals to Emeryville

10:53a	2:52p	4:52p	7:54p	9:58p
7 min	8 min	8 min	6 min	7 min

SB train departures from Emeryville

8:18a	10:28a	12:28p	2:28p	5:28p
18 min	18 min	-	18 min	8 min

Key Insights:

- Route 99 is one of the most cost-effective routes in the system and offers a popular alternative for passengers opting to not use BART.

(1) Annual costs are measured from Feb 2025 through Jan 2026

2026 Business Plan Update: Ridership Summaries

Annual Ridership by Route

No.	Route	Annual Ridership (FY 25)
1	Fresno – Bakersfield – San Diego	254,317
1C	Bakersfield – Santa Monica	32,899
3	Stockton – Redding	153,403
3R	Chico – Redding (RABA)	4,616
6	Stockton – Santa Cruz	27,043
7	Martinez – Arcata	46,809
10	Santa Barbara – Las Vegas	32,280
15A/ 15B	Merced – Yosemite Valley/ Fresno – Yosemite Valley (YARTS)	4,566
18	Visalia – Santa Maria	10,623
19	Bakersfield – San Bernardino	41,705
56	San Jose - Stockton	8,846
99	Emeryville – San Francisco	42,758

Gold Runner Ridership by Station

Station	Ridership (With Thruway Bus Transfers)	Ridership (Without Thruway Bus Transfers)
Bakersfield	375,804	128,070
Fresno	302,826	310,301
Stockton	274,097	114,591
Merced	135,352	128,785
Hanford	121,466	121,129
Modesto	105,892	102,155
Emeryville	99,879	54,074
Martinez	92,206	52,669
Oakland	67,034	64,984
Richmond	43,705	43,516
Antioch	35,665	33,695
Sacramento	33,379	32,626
Turlock-Denair	31,948	30,758
Madera	25,460	26,533
Wasco	23,534	24,399
Corcoran	22,188	21,775
Stockton	4,974	4,917
Lodi	2,767	2,679

Highest Ridership Thruway Bus Stations

Station	Annual Ridership (FY 25) ¹
Los Angeles	196,251
Sacramento	153,656
San Francisco	46,602
Chico	28,933
San Jose	27,986
Riverside	14,525
Santa Rosa	12,975
San Diego	9,841
San Bernardino	8,925
Burbank	7,309
UCLA/Westwood	7,233
Eureka	6,102
Pasadena	5,871
Arcata	5,412
Yosemite Valley	3,846
Anaheim	1,926

(1) Station ridership numbers include ons + offs. Ridership is measured for FY 2025 (July 2024-June 2025).