

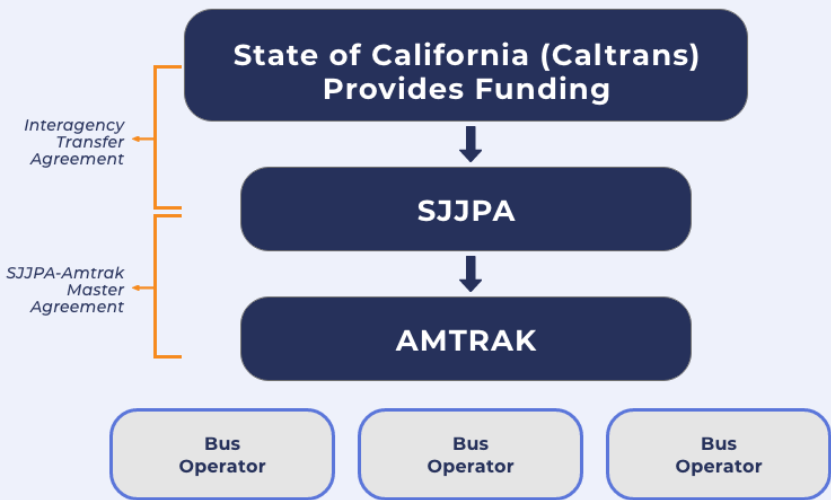
Measurement of Cost-Effectiveness

The Gold Runner service (train and Thruway Bus Network) operational subsidy is provided by the State of California (through Caltrans) using Public Transportation Account (PTA) funds. In recent years, rising costs for subsidizing the state-supported intercity passenger services (Gold Runner, Pacific Surfliner, and Capitol Corridor) have exceeded the amount available to the intercity services through the PTA. It is therefore important to the Authority and the State that Gold Runner Thruway Bus services are cost-effective – both as a network and as individual routes. The measurement of cost-effectiveness for the state-supported Thruway Bus services that connect to the intercity passenger rail services is dictated by specific language in the California Government Code, Section 14035.2a(3) states that Thruway Bus routes (“feeder routes”) that fail to reach the “break-even” point within a reasonable time period would be restructured or discontinued. The break-even point is defined as the revenue generated from both the bus and train portions of the trips made by Thruway Bus riders meeting or exceeding the cost of providing the Thruway Bus service/route. Section 14931.8f(3) states that a Thruway Bus route shall not be terminated unless it fails to meet the cost-effectiveness standard.

Management of Gold Runner Thruway Bus Routes

Amtrak currently manages the daily operations of most of the Gold Runner Thruway Bus services. Most of the routes are operated by private bus operators under contract with Amtrak. Funding for the routes comes from Caltrans through the Authority (see Figure 2). The Authority contracts with Amtrak for dedicated feeder bus services (i.e., Thruway Buses), and Amtrak then contracts with bus operators. The bus routes function as part of the Gold Runner intercity rail service, with coordinated connections, guaranteed seating, integrated fares and ticketing procedures, and inclusion in Amtrak’s central information and reservation system in the same manner as the trains.

Figure 2. Current Contract Structure for Thruway Bus Funding and Procurement



Characteristics of the Thruway Bus services managed by Amtrak are typically:

- guaranteed connections to Amtrak trains,
- coordinated connections to other carrier schedules, and
- modern intercity buses with amenities such as restrooms, reclining seating, leg rests, space for luggage, and individual lighting.

COVID-19 Pandemic Impacts

In early 2020, the COVID-19 pandemic significantly impacted ridership on Gold Runner trains and Thruway Bus routes. As a result, in 2020 and 2021, the Authority took action to make reductions to the Gold Runner Thruway Bus Network. The purpose of the changes was to maintain the viability of the overall Thruway Bus Network by reducing operational costs on underperforming routes while maintaining services in strong ridership corridors and markets for the foreseeable future. The Authority made the following route reductions to the Gold Runner Thruway Bus Network:

- Route 12 between Bakersfield and Victorville was eliminated
- Route 34 between Stockton and San Francisco was eliminated
- Route 1b between Bakersfield and San Pedro was truncated at Los Angeles Union Station (becoming part of Route 1)
- Route 1c between Bakersfield and Torrance was truncated at Santa Monica
- Route 7 between Martinez and McKinleyville was truncated at Cal Poly Humboldt (Arcata)
- Route 9 (now part of Route 10)
- Route 19 between Bakersfield and Hemet/Indio was truncated at San Bernardino

Due to COVID-19 service impacts, the Authority implemented significant changes including the above reductions, constituting a discontinuation total of 34+ scheduled trips, removal of 21 stops, and a reduction of 16 buses and 6,061 daily miles.

Senate Bill 742 (SB 742)

To increase ridership on Thruway Buses and reduce operating costs, the Authority worked with Senator Allen and RailPAC on Senate Bill 742 (SB 742) in 2019. SB 742 was passed by the Legislature in September 2019 and signed by the Governor on October 8, 2019. The primary purpose of SB 742 was to remove portions of Section 14035.55 of the California Government Code that require state-supported Amtrak Thruway bus passengers to have a rail trip as part of their ticket. The passage and implementation of SB 742 supports increasing ridership by enabling Thruway Buses to pick up any passengers (rather than only those transferring from Amtrak trains), offering an additional opportunity to increase ridership and increase transportation options for current and future customers. The new ticketing structure that allows non-Amtrak passengers onto the Thruway Bus service is being implemented on a route-by-route basis. This new ticketing structure is referred to as “bus-only” ticketing since passengers can travel on the Thruway buses without a train trip as part of their ticket.

Since the enactment of SB 742, SJJPA has implemented bus-only ticketing on seven routes—Routes 1C, 3R (Redding and Red Bluff to Chico, Oroville, Marysville, and Sacramento), 7, 10, 18, 19, and the new Route 40 (Merced– Los Banos–Gilroy–San José). These corridors were prioritized for shared-use operations due to their rural/interregional mix and limited alternatives. SB 742 requires coordination with local, regional transit, and private intercity bus providers before opening a Thruway Bus route for bus-only ticketing. Bus-only ticketing is also allowed on the Yosemite Area Regional Transportation System

(YARTS) regional transit routes (Gold Runner Routes 15, 15A, and 15B) that serve Yosemite. Routes that allow bus-only ticketing improve load factors, increase fare revenue, advance environmental and equity goals, and complement local/regional transit. The Authority plans to continue to expand the number of Thruway Bus routes with bus-only ticketing consistent with the provisions of SB 742. More details on the status of the implementation of SB 742 and the reductions to the Gold Runner Thruway Bus network during the COVID-19 Pandemic are provided in Appendix A.

Strategic Partnerships with Other Agencies

The Authority will pursue strategic partnerships with regional agencies and stakeholders to enhance Thruway Bus performance, expand intercity connectivity, integrate services with local/ regional networks and reduce PTA costs borne by the Authority through new local, regional, and state funding contributions. Efforts emphasize leveraging partner investments, pursuing new grant programs, aligning travel patterns, improving travel times, reducing duplication, and preserving seamless access/integrated ticketing for Gold Runner passengers. Interline agreements enable Gold Runner passengers to use partner intercity bus services with integrated ticketing, extending reach beyond the core network. The Authority will evaluate these agreements for cost-effectiveness, customer benefit, and alignment with program goals through performance and financial analysis. In addition, the Authority is actively positioning Gold Runner to integrate with the California High-Speed Rail Authority's (CHSRA) Early Operating Segment between Merced and Bakersfield, anticipated to begin service by 2033. This effort is focused on advancing coordinated service planning, infrastructure readiness, and operational alignment to ensure Gold Runner trains and buses are prepared to connect seamlessly with high-speed rail as a critical part of an integrated statewide intercity transportation network.

Performance Goals for Gold Runner Thruway Bus Network

Given the size and importance of the Gold Runner Thruway Bus network, there is a need for the Authority to investigate the existing routes, performance, and governance of the Gold Runner Thruway Bus routes to ensure that the service provided achieves the following goals:

1. A preferred and convenient option for intercity travelers that connects to Gold Runner rail services and increases Gold Runner ridership while driving mode shift away from the highway network.
2. A cost-effective service that is responsive to structural shifts in demand, highly constrained PTA funding, and increasing costs of providing service (including maximized utilization of available funding from partner agencies for Thruway service benefits).
3. Effective business models/governance structure to oversee and administer the Thruway Bus service.
4. Providing safe, reliable, and competitive connectivity to key travel markets throughout California – particularly for transit-dependent residents (focusing on near-term improvements/changes)

Gold Runner Thruway Bus Study

The Authority is undertaking a Gold Runner Thruway Bus Study (initiated May 2026) that is intended to be tactical in nature and focused on delivering specific, feasible, and short-term recommendations for improving the Gold Runner Thruway Bus routes/network. The primary deliverable of this study will be a Gold Runner Thruway Bus Study Report. In addition to this introductory chapter, the report will have two additional chapters. "Route Characteristics" (Chapter 2) will provide an overview of each of the Gold Runner Thruway Bus routes that includes recent detailed ridership information, and "Short-term Service Optimization" (Chapter 3) that will provide recommendations and the rationale behind these recommendations for any proposed changes to the Gold Runner Thruway Bus routes.

As part of the study, public/agency outreach will be conducted by Authority staff and consultants to gain valuable insights. In support of the public/agency outreach efforts, a Gold Runner Thruway Bus Study webpage has been added to the Authority's website to enable agencies and the public to get easy access to Gold Runner Thruway Bus Study information and documents and to provide input to the Authority. The Gold Runner Thruway Bus Study effort is being developed by a Technical Working Group that includes Authority staff from Operations, Passenger Experience and Marketing, Planning, Grants, and Programming, and Fiscal departments, as well as a representative from Caltrans. Initial agency and public outreach to support the Gold Runner Thruway Bus Study will be carried out in early June 2026. The Public Outreach Plan for this Thruway Bus Study is provided as Appendix B to this report. Authority staff expect to present to the Authority Board at their July 16, 2026, Board Meeting regarding existing service characteristics and proposed goals for the service as well as input from initial outreach. Additional agency and public outreach to get input on the Thruway Bus Study Draft Report will be carried out in August. Staff expect to request approval of the Gold Runner Thruway Bus Study Report at the Authority's September 25, 2026, Board Meeting and to also discuss implementation strategies.

APPENDIX A

Status of SB 742 Implementation Efforts by SJJPA & Reductions made during COVID Pandemic

San Joaquin Joint Powers Authority (Authority) staff began working with Amtrak and coordinating with the Capitol Corridor and LOSSAN JPA on preparing for the implementation of SB 742 shortly after SB 742 was signed by the Governor on October 9, 2019. It was not practicable for the Authority to roll out the program on all Thruway bus routes at the same time because of the size of the network, and the coordination and documentation needed. Thus, the Authority concluded that the implementation of SB 742 needed to be phased in over time. Authority staff decided to start SB 742 implementation with routes that were underutilized and had the fewest conflicts with other existing private intercity operators and local/regional transit services. Since the passing of SB 742, Authority staff has continued to seek new partnerships with public or private bus operators with the goal of more efficient operations and allowing non-Amtrak passengers to utilize excess seating capacity on buses that connect with San Joaquin's trains to save on operations costs.



As specified in SB 742, before offering bus-only tickets on Thruway bus routes contracted to private operators and funded by the state, Authority staff extensively researched and coordinated with existing public and private operators along these routes. Authority staff consulted with and considered relevant local and regional public transit operators to determine whether a local or regional public transit operator could provide the planned service and attempted to avoid conflicts with existing public transit services. Staff also coordinated with private motor carrier services that provide intercity bus services along these routes. Authority staff researched the differences, including time of day, between the proposed motor carrier services and the existing services in communities served by the routes where bus-only ticketing was being proposed. These efforts were documented, presented, and available for public review in advance of Authority board meetings. Agencies, private operators, and the public were given the opportunity to comment on proposed actions.

The provisions of SB 742 became effective on January 1, 2020. At the January 24, 2020, Authority Board Meeting, the Authority took action to open selected bus stop pairs for bus-only ticketing on Route 10 (Bakersfield – Santa Barbara) and Route 12 (Bakersfield – Victorville). At the March 27, 2020, Authority Board Meeting, Authority took action to open selected bus stop pairs for bus-only ticketing on Route 1C (Bakersfield – Van Nuys – West Los Angeles – Torrance), Route 19 (Bakersfield – Pasadena - San Bernardino – Indio – Hemet), and Route 40 (Merced – Los Banos – Merced). However, after the COVID-19 pandemic hit California, the deployment of bus-only ticketing and further implementation of SB 742 needed to be delayed because of the capacity restrictions and need to make service reductions for the Gold Runner Thruway Bus routes. The Authority took action on May 29, 2020, to make reductions to several of the Gold Runner Thruway Bus routes. These reductions included shortening several of the routes and indefinitely suspending some routes.

The suspension of Routes 9, 10, and 18 was included as part of the Authority Board action from May 29, 2020, and the Authority had Amtrak terminate the existing contracts for these routes. However, Amtrak was able to negotiate revenue-sharing agreements with private operators to continue providing connecting bus service along these three routes. Routes 9 and 10 were merged into a single Route 10 (Santa Barbara – Bakersfield – Las Vegas). Once Amtrak entered into the revenue sharing agreements, bus-only ticketing became available for all bus stop pairs along these routes. Bus-only ticketing had historically been available for all bus stop pairs along Route 18 since this privately operated route had pre-dated the Amtrak operated Gold Runner service.

With capacity constraints no longer in place on Gold Runner Thruway buses and service being restored to near pre-pandemic levels, Authority staff presented plans to the Authority Board to re-initiate the implementation of SB 742 for approved Gold Runner Thruway bus routes at the September 24, 2021, Authority Board Meeting. Additional action was taken at that Authority Board meeting to continue a number of the reductions that had been approved on May 29, 2020 (as a result of the pandemic) for the foreseeable future because these reductions resulted in a more cost-effective network. Action was also taken on May 29, 2020, to enable bus-only ticketing for bus stop pairs to and from Santa Monica for Route 1C. Action was taken at the November 19, 2021, SJJPA Board Meeting to open specified bus stop pairs for bus-only ticketing for Route 7. In coordination with Amtrak, bus-only ticketing became available on Routes 1C, 7, and 19 on December 13, 2021. Based on the conclusion of a study led by Caltrans on Route 7, the Authority took action on July 21, 2023, to open all bus stop pairs to bus-only ticketing. On January 26, 2024, the Authority took action to enable bus-only ticketing on Route 3 for bus stop pairs with at least one end at Redding or Red Bluff, between Redding and Sacramento. Table 1 lists the SB 742 implementation status by route.

Table 1. SB 742 Implementation Status by Route:

Route	SB 742 Implementation Status	Notes
Route 1 Bakersfield – Los Angeles – San Diego	Will be implemented upon coordination with public/ private operators and SJJPA Board action	Coordination will be needed with Greyhound, Flixbus, and public operators along the route in advance of bringing a future action item to the SJJPA Board.
Route 1B Bakersfield – Los Angeles – Long Beach – San Pedro	Route truncated	This route was truncated at Los Angeles Union Station during the pandemic. SJJPA took action to continue the truncation of this route for the foreseeable future at their September 24, 2021, Board Meeting. Bus only ticketing would be done through action on Route 1.

Route	SB 742 Implementation Status	Notes
Route 1C Bakersfield – Van Nuys – West LA	Implemented on approved bus stop pairs	Bus-only ticketing for selected bus stop pairs was approved at the March 27, 2020, SJJPA Board Meeting for this route. Subsequent to that approval, Route 1C was changed. Several stops were eliminated, and a new terminus stop at Santa Monica was added. On September 24, 2021, SJJPA Board approved bus-only ticketing for bus stop pairs to and from Santa Monica.
Route 3 Stockton – Sacramento – Chico – Redding	Currently only available between bus stop pairs with one end at either Redding or Red Bluff – between Redding and Sacramento (approved January 26, 2024). Working with BCAG to develop a partnership to allow bus only ticketing between Chico and Sacramento.	SJJPA staff are working in partnership with the Redding Area Bus Authority (RABA) and Shasta Regional Transportation Agency (SRTA) to bring new bus service (Route 5) between Redding and Sacramento along the I-5 corridor (that would include bus-only ticketing throughout this new route). The implementation of this new service is expected by the end of July 2026. Once this new intercity bus service is in operation, the Route 3 service will be truncated at Chico. SJJPA has been working with Butte Council of Governments (CAG) to study the possibility of Butte CAG providing bus service for San Joaquins passengers between Chico and Sacramento/Stockton that would include bus-only ticketing.
Route 6 Stockton – Dublin/Pleasanton – Fremont – San Jose	Will be implemented upon coordination with public/ private operators and SJJPA Board action	Coordination will be needed with Greyhound, Flixbus, and public operators along the route in advance of bringing an action item to the SJJPA Board. Staff will coordinate with San Joaquin Regional Transit District (RTD) to determine whether a partnership can be developed to have RTD operate this route in the future.
Route 7 Martinez – Santa Rosa – Arcata	Implemented on all bus stop pairs	SJJPA staff coordinated with Greyhound and public operators along the route in advance of the SJJPA Board taking action on November 19, 2021. SJJPA worked with Caltrans, Greyhound, and local/regional agencies on an integration study for the Route 7 corridor that concluded that SJJPA should enable bus-only ticketing for all bus stop pairs. SJJPA took action on July 21, 2023, to open all bus stop pairs for bus-only ticketing.
Route 9 Bakersfield – Las Vegas	Route consolidated with Route 10	This route is currently in a revenue sharing interline service agreement between a private bus vendor and Amtrak. This route is now part of Route 10.
Route 10 Bakersfield – Santa Barbara	Implemented on all bus stop pairs (which includes the previous Route 9)	Bus only ticketing for selected bus stop pairs was approved for this route at the January 24, 2020, SJJPA Board Meeting. However, this route is now in a revenue sharing interline service agreement between the bus vendor and Amtrak, with the operations costs shifted to the bus vendor in exchange for a portion of bus revenue generated from the route. Bus-only ticketing is available on Route 10 through the interline agreement for all bus stop pairs.
Route 12 Bakersfield – Palmdale – Victorville	Route suspended	Bus-only ticketing was approved at the January 24, 2020, SJJPA Board Meeting; however, SJJPA took action May 29, 2020, to suspend this route at the beginning of the pandemic. On September 24, 2021, SJJPA took action to suspend this route for the foreseeable future because it was not a cost-effective route prior to the pandemic.
Routes 15, 15a, & 15b Merced – Yosemite	Implemented on all bus stop pairs	These routes are operated by the public local/regional provider Yosemite Area Regional Transportation System (YARTS). Bus-only ticketing is available on these routes through YARTS and has been available for many years since it is operated by a public agency.
Route 18 Visalia – Hanford – San Luis Obispo – Santa Maria	Implemented on all bus stop pairs	This route is currently in a revenue sharing interline service agreement between a private intercity bus carrier and Amtrak. Bus-only ticketing is available through the interline agreement for the entire route. The future partnership with KCAPTA and Visalia Transit for additional service between Visalia and Hanford will also allow for bus-only ticketing on that publicly operated service. Bus-only ticketing has been available on this route for many years because its previous operator's service predated Amtrak.

Route	SB 742 Implementation Status	Notes
Route 19 Bakersfield – Pasadena – Riverside – San Bernardino	Implemented on approved bus stop pairs	SJJPA approved bus-only ticketing on Route 19 at the March 27, 2020, SJJPA Board Meeting. Pre-COVID, Route 19 operated a split route schedule that served two extensions beyond the core route between Bakersfield and San Bernardino. SJJPA took action on September 24, 2021, to continue the truncation of this route (to have all buses end in San Bernardino) for the foreseeable future. The extensions to the Palm Springs area and Hemet area contributed minor amounts of ridership and revenue to the overall route's performance and added considerable operational costs. For passengers who want to connect beyond San Bernardino, local and regional transit connections can be utilized to complete those trips.
Route 34 Stockton – Oakland – San Francisco	Route canceled	SJJPA took action to suspend this route at the May 29, 2020, Board Meeting during the beginning of the pandemic. SJJPA Board took action on September 24, 2021, to suspend this route for the foreseeable future because it was not a cost-effective route prior to the pandemic.
Route 40 Merced – Los Banos – San Jose	Implemented on all bus stop pairs	SJJPA approved bus-only ticketing on selected bus stop pairs at the March 27, 2020, SJJPA Board Meeting. This route was to be deployed in 2020 but has been delayed as a result of the COVID-19 pandemic. Route 40 was deployed in FY 2025-2026 with bus-only ticketing allowed for all bus stop pairs.
Route 99 Emeryville – San Francisco	Not suitable for implementation	No changes to service are recommended at this time. Emeryville to SF market is served by AC Transit. This route is not well suited for bus-only tickets since the route is very short and already served by frequent/low-cost public transportation.

APPENDIX B

Outreach Plan & Public Engagement Strategy

Outreach Plan Summary

The Gold Runner Thruway Bus Study outreach program will provide a comprehensive, multi-phased public engagement effort designed to gather input from riders, partner agencies, stakeholders, and corridor communities regarding the future optimization of the Gold Runner Thruway Bus Network. Outreach activities will occur during two primary engagement periods: early June 2026 and August 2026, with both phases directing stakeholders and the public to a dedicated Thruway Bus Study webpage hosted on the San Joaquin Joint Powers Authority website. The outreach campaign will include coordinated social media promotions, e-mail marketing, onboard rider engagement, stakeholder briefings, and direct outreach to transit agencies, regional planning organizations, rail partners, and advocacy groups. The study webpage will serve as the central hub for project updates, surveys, study materials, meeting information, and opportunities for public comment. Outreach activities will be conducted in accordance with the SJJPA Public Participation Policy and will emphasize inclusive participation, multilingual accessibility, and broad regional coordination.

Outreach Objectives

1. Inform

Increase public and stakeholder awareness regarding the purpose, timeline, and goals of the Gold Runner Thruway Bus Study.

2. Engage

Gather operational, rider, and regional planning input from agencies, partners, riders, and corridor communities.

3. Coordinate

Align the study with concurrent statewide and regional mobility planning efforts, including intercity rail and bus integration initiatives.

4. Improve Customer Experience

Identify opportunities to improve:

- Schedule coordination
- Reliability
- Transfers
- Amenities
- Rider communications
- Multimodal connectivity

Outreach Phases

Outreach Phase	Timing	Focus
Phase 1 – Initial Outreach & Existing Conditions	Early June 2026	Introduce study, launch webpage, gather rider and stakeholder input
Phase 2 – Draft Recommendations & Alternatives	August 2026	Present preliminary findings and gather feedback on proposed improvements

Study Webpage Strategy

Dedicated Study Webpage

A dedicated “Gold Runner Thruway Bus Study” webpage will be created on the SJJPA website to the June 2026 outreach launch.

Proposed Webpage Features

- Study overview and purpose
 - Interactive corridor map
 - Public surveys
 - Timeline and milestones
 - Public meeting information
 - Stakeholder materials and presentations
 - Contact information
 - Study documents and updates
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Website Placement & Visibility

SJJPA Website Placement

The study webpage will be prominently featured:

- On the SJJPA homepage rotating banner/hero image
 - Within the “Projects & Planning” section
 - Through homepage news articles and announcements
 - Via featured “Latest Updates” links
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Gold Runner Website Placement

The study webpage link will also be highlighted:

- On the Gold Runner homepage banner
- Through rider alerts and travel updates
- Within Thruway Bus service pages
- In digital rider newsletters and trip-planning communications

Public Outreach & Marketing Activities

Social Media Campaign

The Gold Runner marketing team and consultants will conduct coordinated outreach across:

- Facebook
- Instagram
- X/Twitter
- LinkedIn

Content Types

- Study launch announcements
- Rider survey promotions
- “Tell Us About Your Trip” campaigns
- Corridor spotlight posts
- Behind-the-scenes bus ride observations
- Public meeting reminders
- Service optimization education graphics

Social Media Objectives

- Drive traffic to the study webpage
 - Increase survey participation
 - Reach existing and future riders
 - Engage underserved and rural communities
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E-Mail Marketing & E-Blasts

Stakeholder E-Blast Distribution List

Local & Regional Stakeholders

- Chambers of Commerce
- Visitor bureaus and tourism agencies
- Economic development organizations
- Community-based organizations
- Universities and colleges
- Local elected officials
- City and county staff

Transportation & Planning Agencies

- San Joaquin Valley Regional Policy Council (SJV RPC)
 - SJV RPC Passenger Rail, Transit & Land Use Working Group
 - Network Integration Study Stakeholder Working Group (SWG) participants
 - San Joaquin Valley Rail Committee
 - North State Super Region Working Group
 - Metropolitan Planning Organizations (MPOs), and Regional Transportation Planning Agencies (RTPAs)
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Rail & Transit Partners

- Capitol Corridor Joint Powers Authority
 - LOSSAN Rail Corridor Agency
 - Amtrak
 - California High-Speed Rail Authority
 - California Department of Transportation
 - California State Transportation Agency
 - Local/regional transit operators
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Private Operators & Advocacy Groups

- Greyhound Lines
 - FlixBus
 - Rail Passenger Association of California and Nevada (RailPAC)
 - Sacramento Advocates for Rail and Transit (SMART)
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Onboard & Field Outreach

Rider Engagement Activities

SJJPA staff and/or Gold Runner marketing consultants with direct corridor experience will:

- Ride select Thruway routes (or have ridden routes recently)
 - Conduct onboard observations
 - Speak with riders
 - Distribute surveys and promotional materials
 - Assess transfer conditions and passenger experience
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Potential Thruway Bus Routes for Ride-Alongs & Outreach

Recently Ridden / Previously Evaluated Routes

- Route 1: Bakersfield – Los Angeles – Santa Ana – Oceanside – San Diego
 - Route 1C: Bakersfield – Burbank – Westwood/UCLA – Santa Monica
 - Route 19: Bakersfield – Pasadena – Riverside – San Bernardino
 - Route 10: Santa Barbara – Bakersfield – Barstow – Las Vegas
 - Route 3: Stockton – Sacramento
 - Route 6: San Jose – Santa Cruz corridor connections
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Potential Future Ride-Alongs & Outreach Corridors

- Route 3: Stockton – Sacramento
 - Route 6: San Jose – Santa Cruz corridor connections
 - Route 7: Martinez - Arcadia
 - Route 15B: Fresno – Yosemite corridor connections
 - Route 18: (Seasonal) Hanford – San Luis Obispo
 - Route 40: Merced – San Jose connectivity routes
 - Route 99: Bay Area transfer corridors
 - Route 19: Inland Empire connections
 - Airport connection routes
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Stakeholder Engagement Meetings

Planned Coordination Activities

- Technical working group meetings
 - Stakeholder briefings
 - MPO/RTPA coordination meetings
 - Transit operator discussions
 - Public comment opportunities
 - Board and committee updates
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Public Participation Policy Compliance

Outreach activities will comply with the SJJPA Public Participation Policy by emphasizing:

- Broad public access
 - Transparency
 - Multilingual communication
 - Equity-focused outreach
 - ADA accessibility
 - Open public comment opportunities
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Expected Outreach Deliverables

- Outreach summary reports
- Rider survey results
- Stakeholder contact database
- Meeting summaries
- Social media analytics
- Public comment logs
- Final outreach findings memorandum