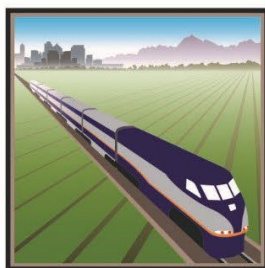


Supervisor **Doug Verboon**, Chair, Kings County
 Supervisor **Diane Burgis**, Vice-Chair, Contra Costa County
 Supervisor **Patrick Hume**, Vice-Chair, Sacramento County
 Supervisor **Vito Chiesa**, Stanislaus County
 Mayor **Christina Fugazi**, City of Stockton
 Supervisor **Leticia Gonzalez**, Madera County
 Supervisor **David Haubert**, Alameda County
 Supervisor, **Josh Pedrozo**, Merced County
 Supervisor **Amy Shuklian**, Tulare County
 Mayor **Freddy Valdez**, City of Firebaugh



San Joaquin
 Joint Powers Authority

Alternate **Nancy Howze**, City of Hanford
 Alternate **Aaron Meadows**, City of Oakley
 Alternate **Bobbie Singh-Allen**, Sacramento County
 Alternate **George Carr**, City of Hughson
 Alternate **Leo Zuber**, City of Ripon
 Alternate **Jose Rodriguez**, City of Madera
 Alternate **Melissa Hernandez**, Alameda County
 Alternate **Matt Serratto**, City of Merced
 Alternate **Eddie Valero**, Tulare County
 Alternate **Rey León**, City of Huron

SAN JOAQUIN JOINT POWERS AUTHORITY SPECIAL BOARD MEETING

Thursday, July 16, 2026 – 10:00 am

Robert J. Cabral Station
 949 E. Channel Street
 Stockton, CA 95202

Teleconference Locations 📞

700 H Street Suite 2450 Sacramento CA 95814	1111 I Street Modesto, CA 95354	601 W. Grangeville Blvd. Hanford, CA 93230
County Administrative Office Board of Supervisors 2800 W. Burrel Avenue Visalia, CA 93291	4501 Pleasanton Avenue Pleasanton, CA 94566	Merced County Behavioral Health and Recovery Services 301 E. 13 th Street Merced, CA 95341

Members of the public may attend the meeting at the above addresses, or may observe the meeting by using the link or dial-in information below:

Join Zoom Meeting

<https://us06web.zoom.us/j/82522454870>

Or Telephone: +1 669 444 9171 US

Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the Gold Runner Rail Service shall state their names and address and make their presentation. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. If a member of the public wishes to make a public comment:

- 1. Submit written comments to SJJPA staff via email at clerk@sjrrc.com, in which staff will read the comment aloud during the public comment period.**
- 2. Complete a Request to Speak form (available at the entrance to the meeting room) and give it to the SJJPA Board Clerk before the Item is considered by the Board.**

MEMBER AGENCIES

Alameda County - Contra Costa County Transportation Authority - Fresno Council of Governments - Kings County Association of Governments - Madera County Transportation Commission
 Merced County Association of Governments - Sacramento Regional Transit - San Joaquin Regional Rail Commission - Stanislaus Council of Governments - Tulare County Association of Governments

3. Join from the Zoom meeting link and notify staff by alerting them via the “Raise hand” or “Chat” function; call +1 669 444 9171, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak. Please note that if participating using Zoom, all members of the public will be placed on mute until such times allow for public comments to be made.

Public comments should be limited to three (3) minutes per comment.

This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability-related modification or accommodation in order to participate in the meeting should contact San Joaquin Regional Rail Commission staff, at 209-944-6220, during regular business hours, at least twenty-four hours prior to the time of the meeting.

All proceedings before the Authority are conducted in English. Any writings or documents provided to a majority of the Authority regarding any item on this agenda will be made available for public inspection at the offices of the San Joaquin Regional Rail Commission located at 949 E. Channel Street, Stockton, CA, 95202 during normal business hours or by calling (209) 944-6220. The Agenda and meeting materials are also available on the San Joaquin Joint Powers Authority Website: <http://www.sjipa.com/Home>.

Disclosures: *Directors shall disclose any agenda item in which they have a conflict of interest under State law and acknowledge whether they will recuse from hearing that item. Among other State laws, the Levine Act (Gov. C. §84308) may require recusal on agenda items involving a contract or entitlement before the Authority where a campaign donor is a participant, and the campaign contribution totals more than \$250 within the 12-month period before the decision on the item.*

1. **Call to Order, Pledge of Allegiance**
Vice-Chair Burgis

2. **Roll Call**

3. **Public Comment**

Persons wishing to address the Authority on any item of interest to the public regarding SJJPA and the San Joaquins Rail Service shall state their names and address and make their presentation. The Authority cannot take action on matters not on the agenda unless the action is authorized by Section 54954.2 of the Government Code. Materials related to an item on the Agenda submitted to the Board of Directors after distribution of the agenda packet are available for public inspection in the Commission Office at 949 E. Channel Street, Stockton, CA, 95202 during normal business hours. These documents are also available on the San Joaquin Joint Powers Authority website at <https://sjipa.com/events/> subject to staff’s ability to post the documents prior to the meeting. Public comments should be limited to three (3) minutes per comment.

4. **Consent Calendar**

- 4.1 Approve Minutes of May 15, 2026 Board Special Meeting

ACTION

4.2 Adopt a Resolution Authorizing the Deputy Executive Director to Make, Execute, Endorse, and Deliver in the Name of and on Behalf of the Chief Executive Officer (CEO), but Shall Not be Limited to, Any and All Written Instruments, Agreements, Documents, Execution of Deeds, Transfers, Assignments, Contracts, Obligations, Certificates, Certifications and Assurances, and Other Instruments of Whatever Nature that the CEO is Authorized to Enter Into on Behalf of the Authority

ACTION

4.3 Adopt a Resolution Approving Ongoing Professional and Contracted Service Agreements and Professional and Contracted Service Amendments for Fiscal Year 2026/2027 as Listed Below and Authorizing the Chief Executive Officer, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects, Including Any and All Amendments thereto within Their Spending Authority

ACTION

Vendor/Firm	Project Description	Current Contract Amount	FY 2627 Amount	New Not to Exceed
Rogers, Anderson, Malody & Scott, LLP	Financial Auditing Services	\$72,530	\$19,120	\$91,650
Four Nines Technologies	Technical Assistance for New Ticketing System	\$1,286,870	\$106,680	\$1,393,550

4.4 Operating Expense Report

INFORMATION

4.5 Washington Update

INFORMATION

5. **Adopt a Resolution Authorizing the Chief Executive Officer (CEO), or Designee, to Execute a Cooperative Agreement with Redding Area Bus Authority (RABA) for the Operation of Thruway Bus Route 5, fixed route from Redding to Sacramento, Subject to Approval as to Form by General Counsel, and Authorizing the CEO, or Designee, to Execute Any and All Agreements, Certifications and Assurances, and Any Other Documents Necessary to Initiate Operations for Route 5**

ACTION

Presented by: Michael Hanebutt (Senior Planner)

6. **Thruway Bus Study Update**

INFORMATION

Presented by: Dan Leavitt (Manager of Regional Initiatives) and Rene Guterrez (Senior Regional Initiatives Coordinator)

7. **Oakley Station Update** **INFORMATION**
Presented by: Christine Inouye (Director of Capital Programs)
8. **Update and Discussion of Marketing and Outreach Efforts in Southern California for the Gold Runner** **INFORMATION**
Presented by: Ahdel Ahmed (Public Relations Manager), Martha Valenzuela (MTI Vice President of Community Programs), and Gabriella Rodriguez (MTI Director of Public Relations)
9. **Gold Runner Student Ambassador Program Update and Recognition of Gold Runner Student Ambassador's Service** **INFORMATION/ PRESENTATION**
Presented by: Carmen Setness (Community Outreach Coordinator)
10. **Board Member Comments**
11. **Chief Executive Officer's Report**
Chris Orlando
12. **CLOSED SESSION**
Threatened or Anticipated Litigation: Government Code §54956.9(d)(2); One Case; Conference with Legal Counsel Regarding Significant Exposure to Litigation Concerning The National Railroad Passenger Corporation (Amtrak).
13. **Return to Open Session**
Janice D. Magdich (General Counsel)
14. **Adjournment**
The next regular meeting scheduled for September 25, 2026, at 10:00 am is cancelled.

The next scheduled special meeting is scheduled for September 18, 2026, at 10:00 am.

SAN JOAQUIN JOINT POWERS AUTHORITY

Special Meeting of July 16, 2026

Item 4.1

ACTION

Minutes of San Joaquin Joint Powers Authority May 15, 2026 Board Meeting

The regular meeting of the San Joaquin Joint Powers Authority (Authority) was held at 10:00 am on May 15, 2026, in the Robert J. Cabral Board Room, 949 E Channel St., Stockton, CA. Board Members attended this meeting in person and via videoconference.

1. Call to Order and Pledge of Allegiance

Chair Verboon called the meeting to order at 10:00 am and led the audience in the Pledge of Allegiance.

2. Roll Call

Directors Present: Chiesa, Fugazi, Shuklian (remote), Pedrozo (remote), Alternate Singh-Allen (remote), Chair Verboon

Directors Absent: Haubert, Valdez, Vice-Chair Burgis

3. Public Comment

Michael Barnbaum, a member of the public, shared suggestions for future board meeting coordination.

4. Consent Calendar

- | | | |
|-----|--|---------------|
| 4.1 | Approve Minutes of March 19, 2026 Board Special Meeting | ACTION |
| 4.2 | Adopt a Resolution Appointing Gloria Valdovinos to the San Joaquin Valley Rail Committee as a New Member Representing Merced County | ACTION |
| 4.3 | Adopt a Resolution Authorizing the Chief Executive Officer to Submit an Application for the California State Transportation Agency's (CalSTA) 2026 Transit and Intercity Rail Capital Program (TIRCP) Cycle 8 for \$40,000,000 and Further Authorizing the Chief Executive Officer, or Designee, to Negotiate and Execute Any Grant Agreements, Standard Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements Regarding the Same | ACTION |
| 4.4 | Adopt a Resolution Approving Amendment 02 to the Agreement with Compass Group USA, Inc. dba Canteen, for the Food and Beverage Pilot Program Increasing the Compensation Amount by \$555,000 for a new Not-to-Exceed Amount of \$3,655,000, and Authorizing the Chief Executive Officer, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project Including Any and All Amendments thereto within Their Spending Authority | ACTION |

- | | | |
|-----|---|--------------------|
| 4.5 | Adopt a Resolution Approving Amendment 02 to the Agreement with DB E.C.O. North America Inc. for On-Call Planning Consulting Services Increasing the Compensation Amount by \$478,000 for a new Not-To-Exceed Amount of \$1,278,000, and Authorizing the Chief Executive Officer, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Their Spending Authority | ACTION |
| 4.6 | Adopt a Resolution Approving an Agreement with National Railroad Passenger Corporation (Amtrak) for Procurement, Construction and/or Construction Management Services for the Fiscal Years 2024/2025 and 2025/2026 Minor Capital Program Projects in the Amount Not-to-Exceed of \$522,000, and Authorizing the Chief Executive Officer to Revise Project Cost Estimates and to Add or Remove Projects within Existing Board Approved Funding Limits, and Authorizing the Chief Executive Officer, or Designee to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects including Any and All Amendments thereto within Their Spending Authority | ACTION |
| 4.7 | Operating Expense Report | INFORMATION |
| 4.8 | Washington Update | INFORMATION |

There were no comments on this item.

M/S/C (Fugazi/Chiesa) to approve Item 4.1-4.8 of the Consent Calendar.

Passed and Adopted by the Authority Board on May 15, 2026, by the following vote to wit:

AYES:	7	Chiesa, Fugazi, Gonzalez, Shuklian, Pedrozo, Alternate Singh-Allen, Chair Verboon
NOES:	0	
ABSTAIN:	0	
ABSENT:	3	Haubert, Valdez, Vice-Chair Burgis

5. **Update on California High-Speed Rail Authority (CHSRA) Draft 2026 Business Plan** **PRESENTATION**

Dan Leavitt, Manager of Regional Initiatives; and Mark Tollefson, Chief of Staff for CHSRA, gave a presentation on this item.

Supervisor Pedrozo praised the improved communication and partnership with CHSRA, noting upcoming meetings to discuss station planning.

Chair Verboon expressed concerns about the proposed sales tax capture near stations and emphasized the need for better involvement of Kern County in future discussions.

Chair Verboon requested an annual CHSRA presentation to the Authority Board.

6. **Adopt a Resolution Adopting the Final 2026 San Joaquin Joint Powers Authority Annual Business Plan Update and Authorizing and Directing the Chief Executive Officer, or Designee, to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2026/2027**

ACTION

Momoko Tamaoki, Deputy Director of Planning, Grants, and Programming; gave a presentation on this item.

Mr. Barnbaum echoed comments left in the Zoom chat by other members of the public regarding café cars.

M/S/C (Gonzalez/Chiesa) to Approve Adopting the Final 2026 San Joaquin Joint Powers Authority Annual Business Plan Update and Authorizing and Directing the Chief Executive Officer, or Designee, to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2026/2027

Passed and Adopted by the Authority Board on May 15, 2026, by the following vote to wit:

AYES: 7 Chiesa, Fugazi, Gonzalez, Shuklian, Pedrozo,
Alternate Singh-Allen, Chair Verboon
NOES: 0
ABSTAIN: 0
ABSENT: 3 Haubert, Valdez, Vice-Chair Burgis

7. **Adopt a Resolution Approving Amendment 05 to the Agreement with BNSF Railway (BNSF) for the Construction of Metal Security Fencing and Trespasser Mitigation Efforts by Increasing the Contract Amount by \$475,000, for a New Not-to-Exceed Amount of \$2,891,681, and Authorizing the Chief Executive Officer, or Designee, to Negotiate, Award, and Execute all Agreements and Documents Related to the Project, Including Approving any Amendments within Their Spending Authority**

ACTION

Tamika Smith, Director of Rail Services, and Autumn Gowan, Procurement and Contracts Manager, gave a presentation on this item.

Director Chiesa asked for clarification on which agency determines the type of fencing that is installed.

Ms. Smith explained that while BNSF Railway has decision-making authority over the fencing installation, the Authority funds the project.

M/S/C (Chiesa/Fugazi) to Approve Amendment 05 to the Agreement with BNSF Railway (BNSF) for the Construction of Metal Security Fencing and Trespasser Mitigation Efforts by Increasing the Contract Amount by \$475,000, for a New Not-to-Exceed Amount of \$2,891,681, and Authorizing the Chief Executive Officer, or Designee, to Negotiate, Award, and Execute all Agreements and Documents Related to the Project, Including Approving any Amendments within Their Spending Authority.

Passed and Adopted by the Authority Board on May 15, 2026, by the following vote to wit:

AYES: 7 Chiesa, Fugazi, Gonzalez, Shuklian, Pedrozo,
Alternate Singh-Allen, Chair Verboon
NOES: 0
ABSTAIN: 0
ABSENT: 3 Haubert, Valdez, Vice-Chair Burgis

- 8. Adopt a Resolution Approving a Revision to Route 18 from its Current Year-Round Service to a Seasonal Service Pilot Plan and Authorize the Chief Executive Officer, or Designee, to Execute Any and All Agreements Necessary to Implement the Seasonal Service Pilot Plan in an Amount Not to Exceed \$36,000 Annually**

ACTION

Teri Hayes, Connecting Services Manager, gave a presentation on this item.

Directors Chiesa and Pedrozo offered their support for the pilot programs.

Mr. Barnbaum provided a public comment suggesting potential reinvestment of savings into other routes such as Route 10 and maintaining service along State Route 99.

M/S/C (Pedrozo/Chiesa) to Approve a Revision to Route 18 from its Current Year-Round Service to a Seasonal Service Pilot Plan and Authorize the Chief Executive Officer, or Designee, to Execute Any and All Agreements Necessary to Implement the Seasonal Service Pilot Plan in an Amount Not to Exceed \$36,000 Annually.

Passed and Adopted by the Authority Board on May 15, 2026, by the following vote to wit:

AYES: 7 Chiesa, Fugazi, Gonzalez, Shuklian, Pedrozo,
Alternate Singh-Allen, Chair Verboon
NOES: 0
ABSTAIN: 0
ABSENT: 3 Haubert, Valdez, Vice-Chair Burgis

9. Thruway Bus Study Update

INFORMATION

Director Pedrozo and Alternate Singh-Allen left the meeting at 11:04 am.

Mr. Leavitt gave a presentation on this item.

Mr. Barnbaum echoed the comments he made on the previous item regarding targeted marketing and potential reinvestment of savings into other routes.

This was an information item only.

10. Quarter 3 Gold Runner Service Performance Update

INFORMATION

Chad Duvauchelle, Transportation Research Analyst II, and Nathan Alastra, Operations Superintendent, gave a presentation on this item.

Director Chiesa asked why there was a cancellation of a roundtrip.

Chris Orlando, Chief Executive Officer, stated there was temporary pause due to mechanical challenges and the roundtrip has since been reinstated.

There were no comments on this item.

This was an information item only.

11. Update and Discussion of Bay Area Marketing and Outreach Efforts for the Gold Runner Service

INFORMATION

Ahdel Ahmed, Public Relations Manager, and Christian Ollano, Winter Project Manager, gave a presentation on this item.

Mr. Barnbaum suggested additional marketing opportunities.

Director Fugazi shared potential partnerships that can be explored in Stockton.

This was an information item only.

12. Board Member Comments

There were no board member comments.

13. Chief Executive Officer's Report

Mr. Orlando shared details from recent trips, including Ag Day in Sacramento and One Voice® in Washington, DC.

Mr. Orlando also announced the receipt of the Structural Project of the Year award from the California Transportation Foundation for the Stockton Wye Culvert Project and thanked the external and internal staff who helped complete the project.

14. Adjournment

Chair Verboon adjourned the meeting at 11:44 am.

The next San Joaquin Joint Powers Authority regular meeting is scheduled for:
July 17, 2026 – 10:00 am.

SAN JOAQUIN JOINT POWERS AUTHORITY

Special Meeting of July 16, 2026

STAFF REPORT

Item 4.2

ACTION

Adopt a Resolution Authorizing the Deputy Executive Director to Make, Execute, Endorse, and Deliver in the Name of and on Behalf of the Chief Executive Officer (CEO), but Shall Not be Limited to, Any and All Written Instruments, Agreements, Documents, Execution of Deeds, Transfers, Assignments, Contracts, Obligations, Certificates, Certifications and Assurances, and Other Instruments of Whatever Nature that the CEO is Authorized to Enter Into on Behalf of the Authority

Background:

From time to time, it is necessary for the San Joaquin Joint Powers Authority (Authority) Chief Executive Officer (CEO) to grant and designate signing authority to certain person(s) to continue with day-to-day business operations when the CEO is not available. Staff is recommending that the Board authorize and approve the Deputy Executive Director to sign on behalf of the CEO when the CEO is unavailable.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

Adopt a Resolution Authorizing the Deputy Executive Director to Make, Execute, Endorse, and Deliver in the Name of and on Behalf of the Chief Executive Officer (CEO), but Shall Not be Limited to, Any and All Written Instruments, Agreements, Documents, Execution of Deeds, Transfers, Assignments, Contracts, Obligations, Certificates, Certifications and Assurances, and Other Instruments of Whatever Nature that the CEO is Authorized to Enter Into on Behalf of the Rail Commission.

SJJPA RESOLUTION 26/27 -

RESOLUTION AUTHORIZING THE DEPUTY EXECUTIVE DIRECTOR TO MAKE, EXECUTE, ENDORSE, AND DELIVER IN THE NAME OF AND ON BEHALF OF THE CHIEF EXECUTIVE OFFICER (CEO), BUT SHALL NOT BE LIMITED TO, ANY AND ALL WRITTEN INSTRUMENTS, AGREEMENTS, DOCUMENTS, EXECUTION OF DEEDS, TRANSFERS, ASSIGNMENTS, CONTRACTS, OBLIGATIONS, CERTIFICATES, CERTIFICATIONS AND ASSURANCES, AND OTHER INSTRUMENTS OF WHATEVER NATURE THAT THE CEO IS AUTHORIZED TO ENTER INTO ON BEHALF OF THE AUTHORITY

WHEREAS, from time to time, it is necessary for the San Joaquin Joint Powers Authority (Authority) Chief Executive Officer (CEO) to grant and designate signing authority to certain person(s) when they are unavailable.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby Authorizes the Deputy Executive Director to Make, Execute, Endorse, and Deliver in the Name of and on Behalf of the Chief Executive Officer (CEO), but Shall Not be Limited to, Any and All Written Instruments, Agreements, Documents, Execution of Deeds, Transfers, Assignments, Contracts, Obligations, Certificates, Certifications and Assurances, and Other Instruments of Whatever Nature that the CEO is Authorized to Enter Into on Behalf of the Authority.

PASSED AND ADOPTED, by the Authority Board on this 16th day of July 2026, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

CHRIS ORLANDO, Secretary

DIANE BURGIS, Vice-Chair

SAN JOAQUIN JOINT POWERS AUTHORITY
Special Meeting of July 16, 2026

STAFF REPORT

Item 4.3

ACTION

Adopt a Resolution Approving Ongoing Professional and Contracted Service Agreements and Amendments to Professional and Contracted Service Agreements for Fiscal Year 2026/2027 as Listed Below and Authorizing the Chief Executive Officer, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects, Including Any and All Amendments thereto within Their Spending Authority

Vendor/Firm	Project Description	Current Contract Amount	FY 2627 Amount	New Not to Exceed
Rogers, Anderson, Malody & Scott, LLP	Financial Auditing Services	\$72,530	\$19,120	\$91,650
Four Nines Technologies	Technical Assistance for New Ticketing System	\$1,286,870	\$106,680	\$1,393,550

Background:

Annually, the San Joaquin Joint Powers Authority (Authority) utilizes option years for applicable professional and contracted services agreements. The Agreements have been previously approved by the Board for the base term and pricing. The Authority also has professional and contracted services that are ongoing, which require annual review and approval.

The following amendments or ongoing services are under \$250,000 and within the Chief Executive Officer's Expenditure Authority for the 2026/2027 fiscal year:

Vendor/Firm	Project Description	Current Contract Amount	FY 2627 Amount	New Not to Exceed
Rogers, Anderson, Malody & Scott, LLP	Financial Auditing Services	\$72,530	\$19,120	\$91,650
Four Nines Technologies	Technical Assistance for New Ticketing System	\$1,286,870	\$106,680	\$1,393,550

To enter into the above amendments, staff coordinated with the consultants and vendors to confirm or negotiate option year pricing. Procurement and Contracts staff reviewed the final pricing for all amendments and deemed them fair and reasonable.

Fiscal impact:

Expenses and Revenues for this year of the listed contracts are identified in the Fiscal Year 2026/2027 SJJPA Operating Budgets. Contracts with future years will be included in the SJJPA Operating Budget, which will be brought before the Board for consideration as part of the annual approval process.

Recommendation:

Adopt a Resolution Approving Ongoing Professional and Contracted Service Agreements and Amendments to Professional and Contracted Service Agreements for Fiscal Year 2026/2027 as Listed Below and Authorizing the Chief Executive Officer, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects, Including Any and All Amendments thereto within Their Spending Authority.

Vendor/Firm	Project Description	Current Contract Amount	FY 2627 Amount	New Not to Exceed
Rogers, Anderson, Malody & Scott, LLP	Financial Auditing Services	\$72,530	\$19,120	\$91,650
Four Nines Technologies	Technical Assistance for New Ticketing System	\$1,286,870	\$106,680	\$1,393,550

SJJPA RESOLUTION 26/27 -

RESOLUTION APPROVING ONGOING PROFESSIONAL AND CONTRACTED SERVICE AGREEMENTS AND AMENDMENTS TO PROFESSIONAL AND CONTRACTED SERVICE AGREEMENTS FOR FISCAL YEAR 2026/2027 AS LISTED BELOW AND AUTHORIZING THE CHIEF EXECUTIVE OFFICER, OR DESIGNEE, TO NEGOTIATE, AWARD, AND EXECUTE ANY AND ALL AGREEMENTS AND DOCUMENTS RELATED TO THE PROJECTS, INCLUDING ANY AND ALL AMENDMENTS THERETO WITHIN THEIR SPENDING AUTHORITY

Vendor/Firm	Project Description	Current Contract Amount	FY 2627 Amount	New Not to Exceed
Rogers, Anderson, Malody & Scott, LLP	Financial Auditing Services	\$72,530	\$19,120	\$91,650
Four Nines Technologies	Technical Assistance for New Ticketing System	\$1,286,870	\$106,680	\$1,393,550

WHEREAS, annually, the San Joaquin Joint Powers Authority (Authority) utilizes option years for applicable professional and contracted services agreements; and

WHEREAS, the following amendments or ongoing services are under \$250,000 and within the Chief Executive Officer's Expenditure Authority for the 2026/2027 fiscal year; and

Vendor/Firm	Project Description	Current Contract Amount	FY 2627 Amount	New Not to Exceed
Rogers, Anderson, Malody & Scott, LLP	Financial Auditing Services	\$72,530	\$19,120	\$91,650
Four Nines Technologies	Technical Assistance for New Ticketing System	\$1,286,870	\$106,680	\$1,393,550

WHEREAS, to enter into the above amendments, staff coordinated with the consultants and vendors to confirm or negotiate option year pricing; and

WHEREAS, Procurement and Contracts staff reviewed the final pricing for all amendments and deemed them fair and reasonable.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby Approves Ongoing Professional and Contracted Service Agreements and Amendments to Professional and Contracted Service Agreements for Fiscal Year 2026/2027 as Listed Below and Authorizes the Chief Executive Officer, or Designee, to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Projects, Including Any and All Amendments thereto within Their Spending Authority.

Vendor/Firm	Project Description	Current Contract Amount	FY 2627 Amount	New Not to Exceed
Rogers, Anderson, Malody & Scott, LLP	Financial Auditing Services	\$72,530	\$19,120	\$91,650
Four Nines Technologies	Technical Assistance for New Ticketing System	\$1,286,870	\$106,680	\$1,393,550

PASSED AND ADOPTED, by the Authority Board on this 16th day of July 2026, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

CHRIS ORLANDO, Secretary

DIANE BURGIS, Vice-Chair

San Joaquin Joint Powers Authority
Operating Expense Report
MAY 2026
92% of Budget Year Elapsed

OPERATING EXPENSES	SJJPA FY 25/26 ALLOCATION	EXPENSE THRU MAY 2026	YTD PERCENT EXPENDED
Administrative Expenses			
Salaries/Benefits/Contract Help	4,355,670	3,304,704	76%
Office Expense	19,510	6,139	31%
Subscriptions/Periodicals/Memberships	13,800	11,402	83%
Office Equipment Lease	20,000	7,441	37%
Computer Systems	5,460	-	0%
Communications	4,200	1,516	36%
Motor Pool	20,953	17,614	84%
Transportation/Travel	42,800	25,230	59%
Training	9,917	5,920	60%
Audits Regulatory Reporting	47,580	18,465	39%
Professional Services Legislative	355,400	326,028	92%
Professional Services Legal	167,280	81,984	49%
Professional Services General	850,650	781,620	92%
Professional Services Grants	254,800	228,281	90%
Publications/Legal Notices	12,500	188	2%
Professional Services Operations	-	-	0%
Communications, Operations	16,605	15,312	92%
Maintenance of Headquarters Structures/Grounds	221,424	135,597	61%
Insurance	190,432	173,172	91%
Insurance Management Fees	10,000	6,014	60%
Security Services/Safety Program	121,066	76,754	63%
Administrative Expenses Subtotal	6,740,047	5,223,382	77%
Marketing Expense			
Marketing & Outreach	1,850,000	1,686,372	91%
Marketing Expenses Subtotal	1,850,000	1,686,372	91%
Contract Expense			
San Joaquin Intercity Rail Operations (All Contracts)	100,651,051	80,829,304	80%
Contract Expense Subtotal	100,651,051	80,829,304	80%
TOTAL OPERATING EXPENSES	109,241,098	87,739,058	80%

PREPARED BY TAI GINSBERG &
ASSOCIATES, LLC



JUNE
2026

MONTHLY REPORT

LATEST LEGISLATIVE &
REGULATORY UPDATES

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Union Pacific & Norfolk Southern Merger	11

EXECUTIVE SUMMARY

JUNE PRIORITIES

June was defined by appropriations gridlock, continued momentum on surface transportation reauthorization, and a series of significant agency-level actions.

On the legislative front, the Senate Appropriations Committee stalled on Fiscal Year (FY) 2027 spending bills after Senate Appropriations Committee Chair Susan Collins (R-ME) and Ranking Member Patty Murray (D-WA) failed to reach agreement on a top-line spending number, which led to the postponement and cancellation of multiple markup sessions. In the House of Representatives, the House Appropriations Committee advanced the FY 2027 Transportation, Housing and Urban Development, and Related Agencies (THUD) bill out of committee by a vote of 34-27, providing \$92.224 billion in total discretionary funding - \$10.659 billion below FY 2026 enacted levels.

At the agency level, the U.S. Department of Transportation (USDOT) announced a range of investments, including \$1.86 billion in emergency relief funding for roads and bridges damaged by recent natural disasters, a \$626.7 million investment in freight and highway projects, and a new supply chain transparency initiative. The Surface Transportation Board (STB) continued its review of the proposed Union Pacific (UP) and Norfolk Southern (NS) merger, with additional filings expected in July.

LOOKING FORWARD

The Senate must advance additional appropriations bills ahead of the September 30 deadline to fund the government.

The Senate must advance a surface transportation reauthorization bill to prevent a lapse in funding for federal highway, transit, and rail programs. If a reauthorization bill is not agreed to, lawmakers must pass a short-term extension to maintain existing spending levels and authorities while negotiations continue.



NOTABLE JUNE HEARINGS & MARKUPS

JUNE 3 - HOUSE COMMITTEE ON APPROPRIATIONS MARKUP OF FY 2027 THUD BILL

On June 3, the House Committee on Appropriations passed the FY2027 THUD bill out of committee by a vote of 34-27. The THUD bill provides a total discretionary allocation of **\$92.22 billion**, which is \$10.659 billion (10.4%) below the FY 2026 enacted level.

The bill provides a discretionary total of **\$28.3 billion for the Department of Transportation (DOT)**, which is \$1.17 billion above the FY2026 enacted level and \$1.46 billion above the budget request. This bill also provides a total of **\$71.3 billion for the Department of Housing and Urban Development (HUD)**, which is \$5.94 billion below the FY2026 enacted level.

Key Transportation Funding Levels

- **\$22.665 billion for the Federal Aviation Administration (FAA):**
 - \$9.275 billion to fully fund air traffic control operations and increased ATC hiring
 - \$241 million in Community Project Funding for 118 airport improvement projects requested by 101 Members.
- **\$64.531 billion for the Federal Highway Administration (FHWA):**
 - \$63.396 billion in highway trust fund programs.
 - \$725 million in Community Project Funding for 468 highway infrastructure projects requested by 231 Members.
- **\$3.043 billion for the Federal Railroad Administration (FRA)**
 - \$271 million for rail safety and operations.
 - \$2.1 billion for Amtrak, of which \$650 million is for the Northeast and \$1.45 billion is for the National Network
 - \$523 million for the Consolidated Rail Infrastructure Safety Improvements (CRISI) program, including \$23 million in Community Project Funding for 27 projects requested by 26 Members.
 - 100 million for the Railroad Crossing Elimination Program
- **\$16.51 billion for the Federal Transit Administration (FTA)**
 - \$14.642 billion in transit programs
 - \$737 million for Capital Investment Grants.
- **\$927 million for the Federal Motor Carrier Safety Administration (FMCSA)**
- **\$1.261 billion for the National Highway Traffic Safety Administration (NHTSA)**

NOTABLE JUNE HEARINGS & MARKUPS

JUNE 3 - HOUSE COMMITTEE ON APROPRIATIONS MARKUP OF FY 2027 THUD BILL (CONT.)

Key Transportation Policy Debates & Amendments

The "Kill Switch" / Anti-Drunk Driving Technology Mandate

Representative Michael Cloud (R-TX) offered an amendment to defund a provision in the IIJA that mandates advanced anti-drunk driving technology in new vehicles. Representative Cloud argued the mandate functions as a “kill switch” that passively monitors drivers and risks forcing innocent individuals to prove their innocence just to drive

Several Democrats who support the mandate, endorsed by Mothers Against Drunk Driving (MADD), argued the technology is still in the research phase and does not constitute a kill switch. Representative Debbie Wasserman Schultz (D-FL) stated, "There is nothing in the *HALT Act* that allows for a kill switch to be used. *The amendment was adopted by a vote of 33-26.*

Automated Traffic Enforcement and License Plate Readers (ALPRs)

Representative Andrew Clyde (R-GA) offered two amendments targeting automated transportation surveillance, arguing they violate 5th Amendment due process rights by creating a "presumption of guilt."

- **Traffic Cameras:** One amendment sought to ban federal funding for red light and speed cameras, specifically targeting exemptions for school and construction zones.
- **License Plate Readers:** The other amendment sought to ban funding for Automated License Plate Readers (ALPRs), calling them "mass government surveillance."

Chairman Stecve Womack (R-AK) opposed both and Representative John Rutherford (R-FL), a former sheriff, forcefully defended the technologies, stating that "25,000 children are injured every year in school zone incidents," arguing that ALPRs are vital to counter human trafficking and locating missing children. *Both amendments were defeated via bipartisan votes.*

Passenger Ferry Grants

Representative Chellie Pingree (D-ME) offered an amendment to restore \$40 million for passenger ferry grants, noting their vital role in coastal and island communities. Chairman Womack opposed the amendment citing allocation limits and noting that \$916 million remains in unobligated balances for ferry programs from the IIJA. *The amendment was defeated.*

NOTABLE JUNE HEARINGS & MARKUPS

JUNE 3 - HOUSE COMMITTEE ON APROPRIATIONS MARKUP OF FY 2027 THUD BILL (*CONT.*)

Key Transportation Policy Debates & Amendments

Air Traffic Control Towers

Two members highlighted local Air Traffic Control (ATC) tower replacement projects. Representative John Moolenaar (R-MI) praised the bill for highlighting the Gerald R. Ford International Airport's tower replacement. Representative Mark Pocan (D-WI) thanked the committee for including language to assess the Madison, Wisconsin ATC tower, which was severely damaged by hail.

Federal Rail Funding

Representative Mike Levin (D-CA) highlighted the urgent need for federal partnership to address support funding for rail infrastructuring, highlighting the closures along the Los Angeles- San Diego- San Luis Obispo (LOSSAN) Rail Corridor in Southern California, due to seaside bluff erosion.

Headlight Intensity

Representative Marie Gluesenkamp Perez (D-WA) advocated for report language urging the DOT to brief Congress on the safety impacts of excessively bright vehicle headlights, noting it is a major quality-of-life issue for rural and older drivers. The amendment was adopted by voice vote.

JUNE 3 - SENATE EPW COMMITTEE // HEARING TO EXAMINE THE FEDERAL HIGHWAY ADMINISTRATION'S PROPOSED FISCAL YEAR 2027 BUDGET

Senate EPW Chair Capito (R-WV) led a hearing examining FHWA's proposed **\$66 billion FY 2027 budget**, including roughly \$65 billion from the Highway Trust Fund and approximately \$1.5 billion from the General Fund.

FHWA Administrator Sean McMaster testified, outlining efforts to cut red tape and reform the National Environmental Policy Act (NEPA) environmental review process. The administration's proposal to eliminate unobligated National Electric Vehicle Infrastructure (NEVI) Electric Vehicle charging funds emerged as a focal point in the hearing. Senator Alex Padilla (D-CA) pressed Administrator McMaster to explain the administration's backlog of USDOT grants. Senator Kevin Cramer (R-ND) used the hearing to highlight the need for EVs to pay into the Highway Trust Fund.

NOTABLE JUNE HEARINGS & MARKUPS

JUNE 4 - HOUSE TRANSPORTATION AND INFRASTRUCTURE (T&I) AVIATION SUBCOMMITTEE HEARING // CONNECTING RURAL AMERICA TO THE NATIONAL AIRSPACE SYSTEM

On Thursday, House T&I Aviation Subcommittee Chairman Troy Nehls (R-TX) convened the hearing to examine current trends, opportunities, and challenges facing small communities and rural commercial service airports, providing members a forum to discuss priorities for ensuring their constituents maintain commercial air service options.

JUNE 9 - SENATE COMMERCE COMMITTEE HEARING // THE NEED FOR SPEED: HOW TECHNOLOGICAL ADVANCES ARE DRIVING TRANSPORTATION INNOVATION

This hearing focused on the integration of advanced technologies across the transportation sector, including autonomous vehicles (AVs), rail inspection systems, and connected infrastructure. Key issues included the need for a preemptive federal AV framework, the debate between performance based and prescriptive regulations, and the repeal of the federal excise tax on heavy-duty trucks to incentivize fleet modernization.

Witnesses and Members discussed the balance between deploying automated track inspections and maintaining human oversight in the rail industry. Members also expressed concern over national security threats posed by Chinese connected vehicles and the economic impact of state-level electric vehicle mandates. The trucking industry and labor representatives highlighted the need to combat freight fraud and ensure workforce protections as automation advances.



*Ms. Laura Chace, President & CEO,
ITS America*



*Mr. Ian Jefferies, President & CEO
Association of American Railroads*

NOTABLE JUNE HEARINGS & MARKUPS

JUNE 23RD - SENATE COMMERCE SUBCOMMITTEE ON AVIATION HEARING // CLOSE CALLS: IMPROVING SAFETY ACROSS THE NATIONAL AIRSPACE SYSTEM

On June 23, the Senate Commerce Subcommittee on Aviation, Space and Innovation, chaired by Senator Jerry Moran (R-KS), held a hearing convening industry leaders to address a rise in near-miss incidents. Airlines for America CEO Chris Sununu told lawmakers that the publicly known incidents represent only a fraction of the true figure, claiming there are "hundreds" of near misses every single day across U.S. airspace.

The hearing largely centered on Automatic Dependent Surveillance-Broadcast (ADS-B) In technology, with Air Line Pilots Association (ALPA) President Jason Ambrosi calling for a mandate and integrated cockpit displays, General Aviation Manufacturers Association (GAMA) President James Viola urging performance-based requirements that account for general aviation's diversity, and American Association of Airport Executives (AAAE) CEO Todd Hauptli highlighting surface surveillance tools expected at over 200 airports in the coming months.

JUNE 24TH - SENATE COMMERCE COMMITTEE HEARING // NOMINATIONS

The Senate Commerce Committee considered the following nominees:

- Thomas B. Chapman, of Maryland, to be a Member of the National Transportation Safety Board (NTSB)
- Edward Eppler, of Connecticut, to be Chief Financial Officer, Department of Transportation
- Karen Jean Hedlund, of New York, to be a Member of the Surface Transportation Board (STB)
- Brien Lorenze, of Virginia, to be a Commissioner of the Consumer Product Safety Commission (CPSC)
- Karen Sessions, of Texas, to be a Commissioner of the Consumer Product Safety Commission (CPSC)

The CPSC nominations carried particular urgency: following the 2025 removals of three commissioners and a subsequent resignation, the agency has been operating with Acting Chairman Peter Feldman as its sole commissioner, and with his term set to expire in October 2026, confirming Lorenze and Sessions would restore a functioning quorum. Chair Ted Cruz (R-TX) used the hearing to criticize the Biden administration's CPSC, arguing it had pursued an environmental regulatory agenda rather than focusing on protecting consumers from unsafe products, and expressed confidence that Lorenze and Sessions would refocus the agency on its core mission.

ON THE HILL

FY 2027 APPROPRIATIONS

Senate Appropriations Committee action stalled in June. The process of drafting and advancing spending bills to fund the government has reached an impasse largely due to disagreements over defense versus domestic spending.

Senate Appropriations Committee Chair Collins (R-ME) and Ranking Member Murray (D-WA) have stated separately that the disagreement over top-line numbers led to the postponements of committee action.



Senate Appropriations Committee Chair Susan Collins (R-ME) and Ranking Member Patty Murray (D-WA)

SURFACE TRANSPORTATION REAUTHORIZATION

Senate EPW Chair Shelley Moore Capito (R-WV) indicated interest in advancing a surface transportation reauthorization bill before the September 30 deadline, but noted a short-term extension would likely be needed, stating, ““If we can get it done sooner, great...[b]ut, in reality, I think to meet that deadline at the end of September is a challenge.”

Leaders on the Senate Commerce Committee and Senate Banking Committee, which share jurisdiction over surface transportation reauthorization bills with Senate EPW, have not commented on the timing on introduction or release of bill text of their respective titles.



Senate EPW Chair Shelley Moore Capito (R-WV)



Senate EPW Ranking Member Sheldon Whitehouse (D-RI)



USDOT & AGENCY UPDATES

SUPPLY CHAIN INITIATIVE

USDOT Secretary Sean Duffy announced a new USDOT initiative to bolster America's supply chains for American businesses and families. The American Supply Chain Sovereignty Initiative will launch a high-visibility dashboard connecting major hubs like the Port of Los Angeles directly to ocean carriers, trucking companies, railroads, and retailers like Walmart.

Secretary Duffy stated that a more transparent supply chain will accelerate cargo processing, lower logistics costs, and empower America's transportation workforce. He called on Congress to include necessary provisions in this year's *National Defense Authorization Act*.

AVIATION

AIRPORT INFRASTRUCTURE FUNDING

Secretary Duffy announced that the FAA has invested more than \$523 million in airports nationwide to modernize infrastructure, improve safety and deliver a more efficient travel experience for American families.

The Department delivered 332 grants to airports in 43 states through the Airport Infrastructure Grants program to support runway rehabilitation, apron and taxiway improvements, terminal upgrades, and other airfield investments.

USDOT & AGENCY UPDATES

HIGHWAY

INFRA NOTICE OF FUNDING OPPORTUNITY (NOFO)

On June 9, USDOT Secretary Duffy announced a **\$626.7 million** investment in Nationally Significant Multimodal Freight and Highway Projects (INFRA) funding, with a priority for large-scale projects over \$150 million. View the NOFO [here](#).

- Track 1 (\$426.7 Million) funding is designated to support surface transportation projects of national and regional significance. Applications are due July 1, 2026.
- Track 2 (\$200 Million) funding is designated to increase commercial motor vehicle parking. Applications are due July 15, 2026.

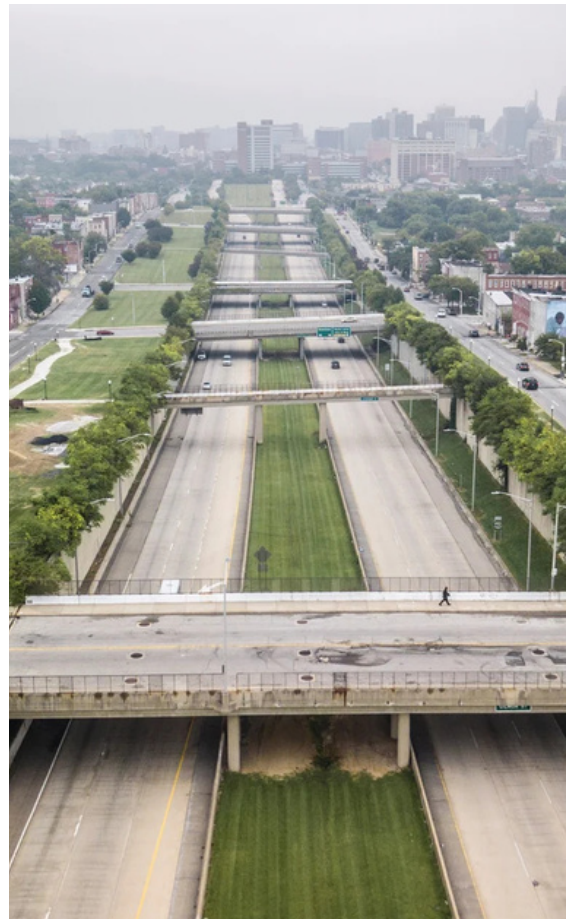
INNOVATIVE FINANCE AND ASSET CONCESSION PROGRAM

Secretary Duffy and the Build America Bureau announced **\$46.97 million** in Innovative Finance and Asset Concession Program awards across 27 states to build infrastructure projects with the help of public-private partnerships.

EMERGENCY RELIEF FUNDING TO REPAIR ROADS

On June 18, Secretary Duffy announced **\$1.86 billion** in emergency relief funding designated to help states accelerate critical repairs to roads, bridges, and other transportation infrastructure damaged by recent natural disasters and catastrophic events. The funding includes more than \$908 million to repair damage caused by Hurricane Helene.

This investment brings the FHWA's total infrastructure commitment for Hurricane Helene damage to \$3.4 billion across all impacted states, with \$2.9 billion to North Carolina alone.



USDOT & AGENCY UPDATES

RAIL

NEW PUBLIC DASHBOARD

On June 8, the FTA announced the development of a new public dashboard that measures key family-friendly metrics on transit systems across America. Transit systems can use this dashboard to track their progress in becoming more family-friendly.

FTA is seeking input from the public via a [Request for Information](#) through August 3, 2026.

FREIGHTWAVES SONAR

USDOT has awarded a contract to FreightWaves Sound Navigation and Ranging (SONAR) to provide high-frequency freight market data in support of federal transportation analysis and economic research. According to USDOT, SONAR's data will help monitor freight market health, inform regulatory enforcement, and supply timely insights to the Department's Office of the Assistant Secretary for Research and Technology.

BRIGHTLINE INVESTMENTS

Secretary Duffy announced that following the Trump Administration's expedited deployment of a \$25 million investment, trespassing incidents and train-vehicle collisions on Brightline Florida are down 30% year-over-year in Q1 2026.



UP & NS MERGER

OVERVIEW

Union Pacific (UP) and Norfolk Southern (NS) plan to deliver the additional merger information requested by the STB in two batches, with the first likely coming in early July and the second closer to the late July deadline set by the board.

UNION COMPLAINTS

The Brotherhood of Locomotive Engineers and Trainmen (BLET) and Teamsters Rail Conference applauded the recent action by the House Appropriations Committee to urge the STB to conduct a rigorous review of the proposed UP-NS merger. BLET and the Rail Conference worked with partners in the Stop the Rail Merger Coalition to include the language in the FY 2027 THUD Appropriations bill, which was included in the Committee's bipartisan markup of the bill.

The language on page 112 of the Appropriations Committee THUD bill report directs the STB to conduct a rigorous and comprehensive review of the proposed transaction to ensure it delivers substantial public benefits, enhanced competition for rail shippers, and protections for the U.S. economy and consumers.

Members of the International Association of Machinists and Aerospace Workers (IAM) District 19 have also come out against the UP-NS merger, citing concerns over job security and the long-term impact on workers. District 19 represents about 2,000 locomotive and heavy equipment mechanics and other shop workers at UP and NS.





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SAN JOAQUIN JOINT POWERS AUTHORITY
Special Meeting of July 16, 2026

STAFF REPORT

Item 5

ACTION

Adopt a Resolution Authorizing the Chief Executive Officer (CEO), or Designee, to Execute a Cooperative Agreement with Redding Area Bus Authority (RABA) for the Operation of Thruway Bus Route 5, fixed route from Redding to Sacramento, Subject to Approval as to Form by General Counsel, and Authorizing the CEO, or Designee, to Execute Any and All Agreements, Certifications and Assurances, and Any Other Documents Necessary to Initiate Operations for Route 5

Background

Starting in 2014, the Shasta Region has been pursuing ways to expand intercity transportation to major airports and passenger rail facilities in Sacramento and the San Francisco Bay Area, with the goal of improving connections to state, national, and international destinations. A 2016 feasibility study recommended an express bus between Redding and Downtown Sacramento via the Interstate 5 (I-5) corridor, supported by feeder routes to rural Northern California counties, to provide a more direct option than the existing Amtrak Thruway Bus Route 3 along State Route 99 (SR-99).

In 2017, the Shasta Regional Transportation Agency (SRTA), in partnership with the San Joaquin Joint Powers Authority (Authority), advanced plans for the service previously known as the “Salmon Runner”, an I-5 express bus as part of the North State Intercity Bus System. In 2018, SRTA secured Transit and Intercity Rail Capital Program (TIRCP) funding to purchase electric buses and make related capital improvements. The initial plan called for two (2) daily round-trips, expandable to four (4), serving Redding, Red Bluff, Orland (Valley Feeder connection), Williams, Sacramento International Airport, and Downtown Sacramento. Launch was delayed indefinitely due to the COVID-19 pandemic and lack of electric over-the-road equipment.

Since 2018, the Authority’s Annual Business Plans have identified a long-term strategy to truncate Route 3 in Chico—approximately 75 miles south of Redding—to reduce costs and free resources to support an eventual express service between Redding and Sacramento. In January 2024, the Authority approved this truncation and allowed bus-only ticket sales between all Redding and Red Bluff stop pairs. This action strengthened the foundation of the future Route 5, as it was done with the understanding that Route 5 was the ultimate goal, and Redding Area Bus Authority’s (RABA’s) operation between Redding and Chico would be the first phase of the eventual I-5 express route operation between Redding and Sacramento.

In August 2024, this initial strategy was implemented when RABA began operating the Redding–Chico segment of service under both an interline agreement with Amtrak and a separate agreement with the Authority for management responsibilities and operational support. This first phase has allowed RABA to demonstrate service performance and begin preparations, including motorcoach acquisition, for the planned Redding–Sacramento route.

Route 5 Development

In April 2025, the North State Intercity Bus to Rail Plan and recommendations were submitted and adopted by the SRTA Board. With the return of Gold Runner's 7th round-trip, it was determined that an opportunity existed to advance an I-5 express bus connection to Sacramento. Staff are now completing final preparations for the anticipated launch of Route 5 in late July/early August 2026. The start of service is dependent on execution of a ticketing agreement between RABA and Amtrak. The Route 5 service will provide two (2) daily round-trips between Redding and Sacramento along the newly served I-5 corridor. Including the route endpoints, stops along the route will be at Redding, Red Bluff, Orland, Williams, Sacramento International Airport, and Downtown Sacramento at the Sacramento Valley Station.

Figure 1: Route 5 Map



Williams will serve as both a dedicated stop and rest point for passengers, as required by the route length, and since current and future equipment are not equipped with restrooms. Route 5 will deliver a direct travel option that improves regional mobility and provides a new connection for rural Northern California counties and Sacramento area residents to the Sacramento International Airport. Future operations of Route 5 will also include the replacement of aging motorcoaches with new zero-emissions equipment that is consistent with SRTA's 2018 TIRCP award.

Connections for Route 5 passengers include local transit at Redding and Red Bluff and regional daytime transit connections at Orland using Glenn Ride for service to Chico. In addition to Sacramento Regional Transit connections at the Sacramento Valley Station, Route 5 will have convenient connections to Gold Runner trains and Route 3 connecting buses, as well as Capitol Corridor trains and local transit. The Route 5 schedule (Figure 2 below) will be monitored by both the Authority and RABA staff for ridership and revenue, with adjustments made and noticed to riders as needed.

Figure 2: Route 5 Schedule

Runtime	SB						NB	Runtime		
0	9:00 AM	1:20 PM		RDD	Redding	RDD		40	4:55 PM	11:25 PM
35	9:35 AM	1:55 PM		RBF	Red Bluff	RBF		45	4:15 PM	10:45 PM
45	10:20 AM	2:40 PM		OLD	Orland	OLD		40	3:30 PM	10:00 PM
50	11:10 AM	3:30 PM		WLD	Williams	WLD		55	2:50 PM	9:20 PM
50	12:00 PM	4:20 PM		SIA	Sacramento International Airport - Terminal A	SIB		5	1:55 PM	8:25 PM
5	12:05 PM	4:25 PM		SIB	Sacramento International Airport - Terminal B	SIA		20	1:50 PM	8:20 PM
20	12:25 PM	4:45 PM		SAC	Sacramento Valley Station	SAC		0	1:30 PM	8:00 PM
3 hr 25 m								3 hr 25 m		
	3814	704			7-day GR connections				701	3717
	Bus	Train							Train	Bus
	Daily	Daily							Daily	Daily
	12:40 PM	5:20 PM							12:38 PM	7:50 PM

Funding

The Authority has served as the primary point of contact with Caltrans to secure the remaining operational funding needed for the initial years of Route 5 operations. Staff are confident that there is sufficient funding available through a combination of federal, state, regional, and projected fare revenue to cover operating costs. Utilizing cost savings from truncating Route 3 at Chico, the Authority will also contribute a revenue guarantee (not-to-exceed \$400,000) contribution to subsidize operating costs.

With assistance from Authority staff, RABA has obtained \$300,000 of 5311(f) operations funding through Caltrans. Beyond the initial award, RABA will submit a Federal Transit Administration (FTA) Section 5311(f) application annually to Caltrans to secure ongoing operating support. Caltrans has advised that new applications be submitted once the service is operational, given current statewide funding constraints in the 5311(f) program. Caltrans has also confirmed that State Highway Account funding is committed to the service for a one-time amount of \$470,000. Authority staff are working with Caltrans to finalize the process and timing for transferring these funds to RABA as the operating agency. To further maximize available funding, RABA has

coordinated with Caltrans' transit program staff on the fund transfer process needed to secure regional Congestion Mitigation and Air Quality (CMAQ) funds from Tehama County for \$100,000 annually for start-up service in the initial years and is responsible for continuing to secure this funding. Lastly, the Authority's revenue guarantee will come from the existing contribution to RABA that is allocated for Route 3 operations, representing no new costs for the Authority in support of Route 5 operations. The Authority will receive the revenue for any train travel portion of a Route 5 trip, with this train revenue and associated ridership contributing to the cost effectiveness of the route.

With funding sources identified and final preparations underway, Route 5 is anticipated to begin operations in late July/early August 2026. The service represents a significant step forward in improving mobility along the I-5 corridor, offering enhanced and more direct connections between Redding and Sacramento while strengthening integration with the Gold Runner service. The partnership between the Authority, RABA, SRTA, and Caltrans has positioned this project for success, ensuring that the North State will benefit from a sustainable and competitive intercity transportation option for years to come. The cooperative agreement with RABA to operate Route 5 is the culmination of a long-standing vision and a testament to the work of the partner agencies to bring desirable connecting service to rural Northern California counties. These communities have tirelessly advocated for enhanced service connections to Sacramento. Route 5 service will provide a highly desired connection to the Sacramento International Airport and serve as a gateway to central and southern California.

Based upon these funding commitments, and with data from Route 3 operations and Route 5 ridership projections, this new Route 5 service is expected to perform at a cost-effective level after an initial ramp-up period, with ongoing monitoring of route performance. This cost-effective performance analysis would include both ridership and revenue from bus-only trips on Route 5, as well as connecting train travel trips. Should the expected performance not materialize, staff will then further evaluate the route with consideration of further adjustments to schedule, trips, and stops, and as a last resort, cessation of service.

Fiscal Impact:

The funds to support Route 5 service are outlined in the 2026 Annual Business Plan.

Recommendation:

Adopt a Resolution Authorizing the Chief Executive Officer, or Designee, to Execute a Cooperative Agreement with Redding Area Bus Authority (RABA) for the Operation of Thruway Bus Route 5, fixed route from Redding to Sacramento, Subject to Approval as to Form by General Counsel, and Authorizing the CEO, or Designee, to Execute Any and All Agreements, Certifications and Assurances, and Any Other Documents Necessary to Initiate Operations for Route 5.

SJJPA RESOLUTION 26/27 –

RESOLUTION AUTHORIZING THE CHIEF EXECUTIVE OFFICER (CEO), OR DESIGNEE, TO EXECUTE A COOPERATIVE AGREEMENT WITH REDDING AREA BUS AUTHORITY (RABA) FOR THE OPERATION OF THRUWAY BUS ROUTE 5, FIXED ROUTE FROM REDDING TO SACRAMENTO, SUBJECT TO APPROVAL AS TO FORM BY GENERAL COUNSEL, AND AUTHORIZING THE CEO, OR DESIGNEE, TO EXECUTE ANY AND ALL AGREEMENTS, CERTIFICATIONS AND ASSURANCES, AND ANY OTHER DOCUMENTS NECESSARY TO INITIATE OPERATIONS FOR ROUTE 5

WHEREAS, starting in 2014, the Shasta Region has been pursuing ways to expand intercity transportation to major airports and passenger rail facilities in Sacramento and the San Francisco Bay Area, with the goal of improving connections to state, national, and international destinations; and

WHEREAS, in 2017, the Shasta Regional Transportation Agency (SRTA), in partnership with the San Joaquin Joint Powers Authority (Authority), advanced plans for the service previously known as “Salmon Runner”, an I-5 express bus as part of the North State Intercity Bus System; and

WHEREAS, in 2018, SRTA secured Transit and Intercity Rail Capital Program (TIRCP) funding to purchase electric buses and make related capital improvements; and

WHEREAS, the initial plan called for two (2) daily round-trips, expandable to four (4), serving Redding, Red Bluff, Orland (Valley Feeder connection), Williams, Sacramento International Airport, and Downtown Sacramento; and

WHEREAS, launch was delayed indefinitely due to the COVID-19 pandemic and lack of electric over-the-road equipment; and

WHEREAS, staff are now completing final preparations for the launch of Route 5 in late July 2026; and

WHEREAS, Route 5 will deliver a direct travel option that improves regional mobility and provides seamless connections to Gold Runner trains and Thruway route, other intercity services, and local transit options; and

WHEREAS, future operations of Route 5 will also include the replacement of aging motorcoaches with new zero-emissions equipment that is consistent with SRTA’s 2018 TIRCP award; and

WHEREAS, in addition to Sacramento Regional Transit connections at the Sacramento Valley Station, Route 5 will have convenient connections to Gold Runner trains and Route 3 connecting buses, as well as Capitol Corridor trains; and

WHEREAS, the Authority has served as the primary point of contact with the California Department of Transportation (Caltrans) to secure the remaining operational funding needed for the initial years of Route 5; and

WHEREAS, utilizing cost savings from truncating Route 3 at Chico, the Authority will also contribute a revenue guarantee (not-to-exceed \$400,000) contribution to subsidize operating costs; and

WHEREAS, with assistance from Authority staff, the Redding Area Bus Authority (RABA) has obtained \$300,000 of 5311(f) operations funding through Caltrans; and

WHEREAS, Caltrans has also confirmed that State Highway Account funding is committed to the service for a one-time amount of \$470,000 and Authority staff are working with Caltrans to finalize the process and timing for transferring these funds to RABA as the operating agency; and

WHEREAS, with funding sources identified and final preparations underway, Route 5 is anticipated to begin operations in late July/early August 2026; and

WHEREAS, the funds to support Route 5 service are outlined in the 2026 Annual Business Plan.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the San Joaquin Joint Powers Authority Hereby Authorizes the Chief Executive Officer (CEO), or Designee, to Execute a Cooperative Agreement with Redding Area Bus Authority (RABA) for the Operation of Thruway Bus Route 5, fixed route from Redding to Sacramento, Subject to Approval as to Form by General Counsel, and Authorizes the CEO, or Designee, to Execute Any and All Agreements, Certifications and Assurances, and Any Other Documents Necessary to Initiate Operations for Route 5.

PASSED AND ADOPTED, by the San Joaquin Joint Powers Authority this 16th day of July 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN JOINT POWERS
AUTHORITY

CHRIS ORLANDO, Secretary

DIANE BURGIS, Vice-Chair

SAN JOAQUIN JOINT POWERS AUTHORITY

Special Meeting of July 16, 2026

STAFF REPORT

Item 6

INFORMATION

Thruway Bus Study Update

Background:

The San Joaquin Joint Powers Authority (Authority) is responsible for managing, improving, and planning for the future of the Gold Runner Intercity Passenger Rail Service (operated by Amtrak), which runs between Bakersfield in the south and Oakland and Sacramento in the north. A large network of 13 Thruway Bus routes connects Gold Runner passengers to destinations throughout California and into Nevada. This Thruway Bus network is integral to the success of the Gold Runner service, with a significant portion of the Gold Runner service's ridership supported by Thruway Bus connections to Los Angeles and other major population centers as an extension of the rail network.

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

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, responsive to structural shifts in demand, highly constrained Public Transportation Account 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)

The Thruway Bus Study 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 "Gold Runner Thruway Bus Study" webpage (<https://sjjpa.com/gold-runner-thruway-bus-study/>) was added to the Authority's website on June 5, 2026. The webpage includes details about the Thruway Bus Study, initial documents for review, and how to provide input to the study. Documents available on the webpage include drafts of the first two chapters for the Thruway Bus Study Report. Chapter 1 is the "Introduction" for the report and provides background regarding the Authority, the Gold Runner Thruway Bus Network, the State's expectations for cost-effectiveness for Thruway Bus routes, governance structure for the Thruway Bus services, the purpose of the Thruway Bus Study, and other key background information regarding the Thruway Bus Network. Chapter 1 also describes the agency and public outreach conducted to support this

Thruway Bus Study and includes the “Outreach Plan and Public Engagement Strategy” (Appendix B). Chapter 2 provides ridership, cost, and cost-effectiveness data for each of the Gold Runner Thruway Bus Routes. The webpage also includes a survey which helps provide public input to the Thruway Bus Study effort.

Summaries of agency and public input received via the Thruway Bus Study webpage/surveys and e-mails to Authority staff are included as attachments to this staff report. Authority staff have also had discussions with a number of partner agencies including CalSTA, Caltrans, Amtrak, Capitol Corridor Joint Powers Authority, LOSSAN Joint Powers Authority, the San Joaquin Valley Regional Policy County Working Group (with members from all San Joaquin Valley Regional Transportation Planning Agencies), Butte County Association of Governments, and Humboldt Transit Authority, and had a meeting with RailPac to receive input from their members.

The measurement of the 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. For a route to meet the State’s standard for cost-effectiveness, its “Cost Recovery Ratio” needs to be 100% or greater. The Cost Recovery Ratios provided by Amtrak for the Thruway Bus routes are a key component of Chapter 2 of the Draft Thruway Bus Study Report and are provided below in Table 1.

Table 1. Annual ridership (FY 25) and cost effectiveness data (Oct 2024 - Sep 2025) by route

No.	Route	Annual Ridership (FY 25)	Annual Operating Cost (Oct '24 – Sep '25)	Cost Recovery Ratio (Oct '24 – Sep '25)
1	Fresno – Bakersfield – San Diego	221,418	\$6,381,082	149%
1C	Bakersfield – Santa Monica	32,899	\$1,142,129	88%
3	Stockton – Redding	153,403	\$3,231,275	145%
3R	Chico – Redding (RABA)	4,616	Not Available	Not Available
6	Stockton – Santa Cruz	27,043	\$641,228	129%
7	Martinez – Arcata	46,809	\$3,044,503	51%
10	Santa Barbara – Las Vegas	32,280	Not Available	Not Available
15	Yosemite – Mammoth Lakes			
15A	Merced – Yosemite	4,566	\$381,221	19% ¹
15B	Fresno – Yosemite			
18	Visalia – Santa Maria	10,623	Not Available	Not Available
19	Bakersfield – San Bernardino	41,705	\$1,635,106	102%
40	Merced – San Jose	4,707 (Jan-Apr '26)	\$244,355 (Jan-Mar '26)	Not Available
99	Oakland – San Francisco	42,758	\$510,745	340%

¹ Includes ridership, revenue, and cost from seasonal routes 15, and 15B.

The data provided by Amtrak in Table 1 shows Route 99 as the most cost-effective route of the network, in part due to its short length and high ridership. Route 1 and Route 3 have the highest ridership and also exhibit high-cost recovery ratios, reflecting the success in serving high-demand markets and offsetting the higher costs caused by the distance of these routes. The three routes serving Yosemite (15, 15A, and 15B) and Route 7 (Martinez – Arcata) have very low-cost recovery ratios, and do not meet the State’s standard for cost-effectiveness.

Authority staff and its consultant team are currently working on draft recommendations for each Thruway Bus Route as part of Chapter 3 of the Draft Thruway Bus Study Report. The completed Draft Thruway Bus Study Report is expected to be uploaded to the Authority’s Website by August 19, 2026. Public and agency outreach (as outlined in Appendix B of Chapter 1) will be conducted to receive input on the Draft Thruway Bus Study Report following its release. Staff expects to present to the Authority again at the September board meeting, regarding the Thruway Bus Study, requesting approval of the Thruway Bus Study Report, and also presenting initial implementation strategies.

Gold Runner Thruway Bus Routes

- Route 1: Fresno to San Diego
- Route 1c: Bakersfield to Santa Monica
- Route 3: Stockton to Chico
- Route 5: Redding to Sacramento
- Route 6: Stockton to Santa Cruz
- Route 7: Martinez to Arcata
- Route 10: Santa Barbara to Las Vegas
- Route 15: Yosemite to Mammoth Lakes (seasonal)
- Route 15A: Merced to Yosemite
- Route 15B: Fresno to Yosemite (seasonal)
- Route 18: Visalia to Hanford (KART); Hanford to Cal Poly San Luis Obispo (seasonal)
- Route 19: Bakersfield to San Bernardino
- Route 40: Merced to San Jose
- Route 99: Emeryville to San Francisco



Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no requested action.

Gold Runner Thruway Bus Study

Response Statistics

557

Survey Visits

98

Total Responses

98

Completed Responses

0

Partial Responses

0

Disqualified Responses

0

Over Quota Responses

Help Shape the Future of Gold Runner Thruway Bus Service

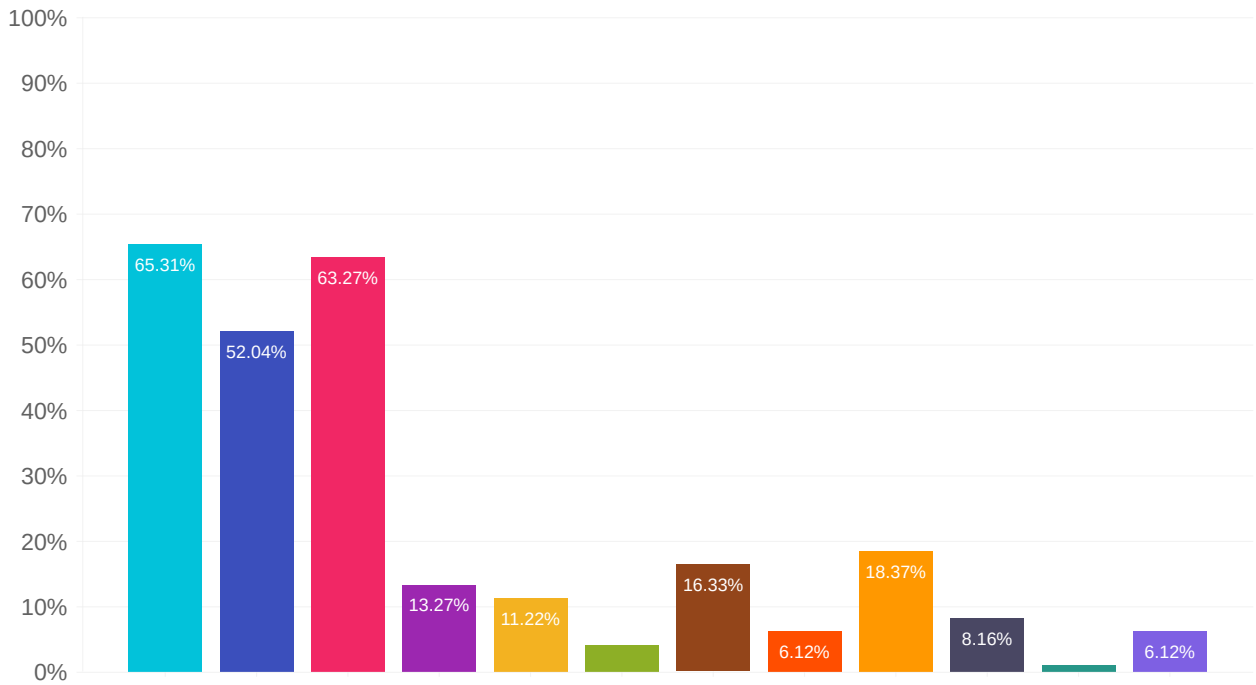
The Gold Runner Thruway Bus Study is evaluating opportunities to improve intercity bus connections throughout California. Your feedback will help identify service improvements, travel needs, and future investment priorities.

No Responses

Q1

What best describes you? (select all that apply)

Answered: 98 Skipped: 0



- Gold Runner Train Passenger
- Gold Runner Thruway Bus Passenger
- Local Resident
- Student
- Senior (65+)
- Veteran
- Tourist/Visitor
- Transit Agency Staff
- Local Government Representative
- Community-Based Organization
- Business Organization/Chamber of Commerce
- Other (Please specify)

Choices	Response percent	Response count
Gold Runner Train Passenger	65.31%	64
Gold Runner Thruway Bus Passenger	52.04%	51
Local Resident	63.27%	62
Student	13.27%	13
Senior (65+)	11.22%	11
Veteran	4.08%	4
Tourist/Visitor	16.33%	16
Transit Agency Staff	6.12%	6
Local Government Representative	18.37%	18
Community-Based Organization	8.16%	8
Business Organization/Chamber of Commerce	1.02%	1
Other (Please specify)	6.12%	6

Q2

Where do you typically begin your trip?

Answered: 96 Skipped: 2

Field label	Response percent	Response count
Zip Code	96.88%	93 Responses
City	98.96%	95 Responses
County	94.79%	91 Responses

Q3

Where do you travel most often?

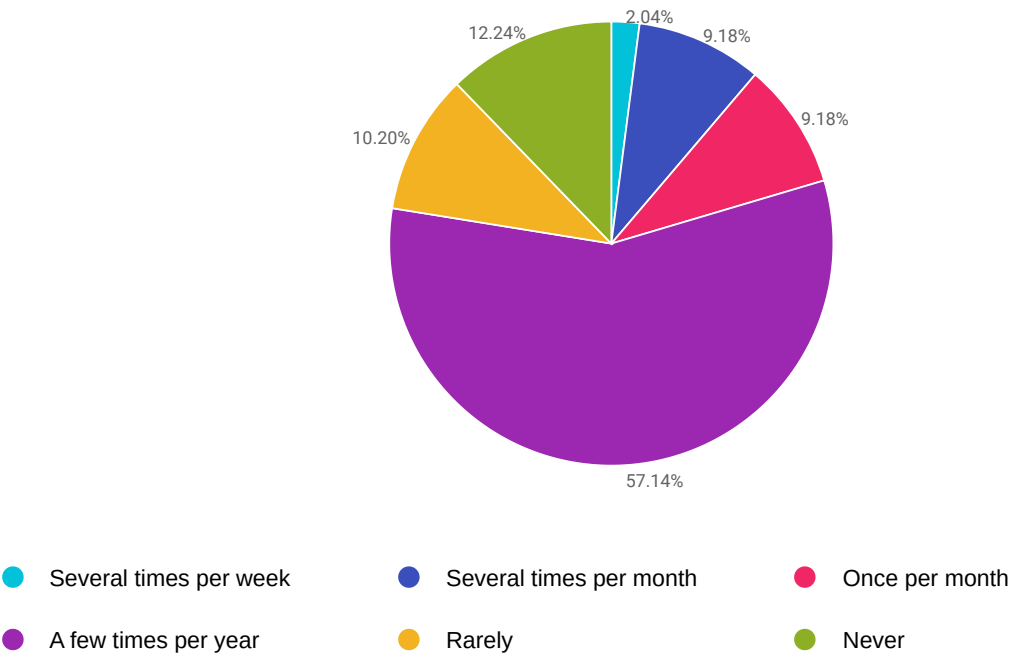
Answered: 94 Skipped: 4

Field label	Response percent	Response count
County	87.23%	82 Responses
City	96.81%	91 Responses
Specific destination	58.51%	55 Responses

Q4

How often do you use Gold Runner Rail or Thruway Service?

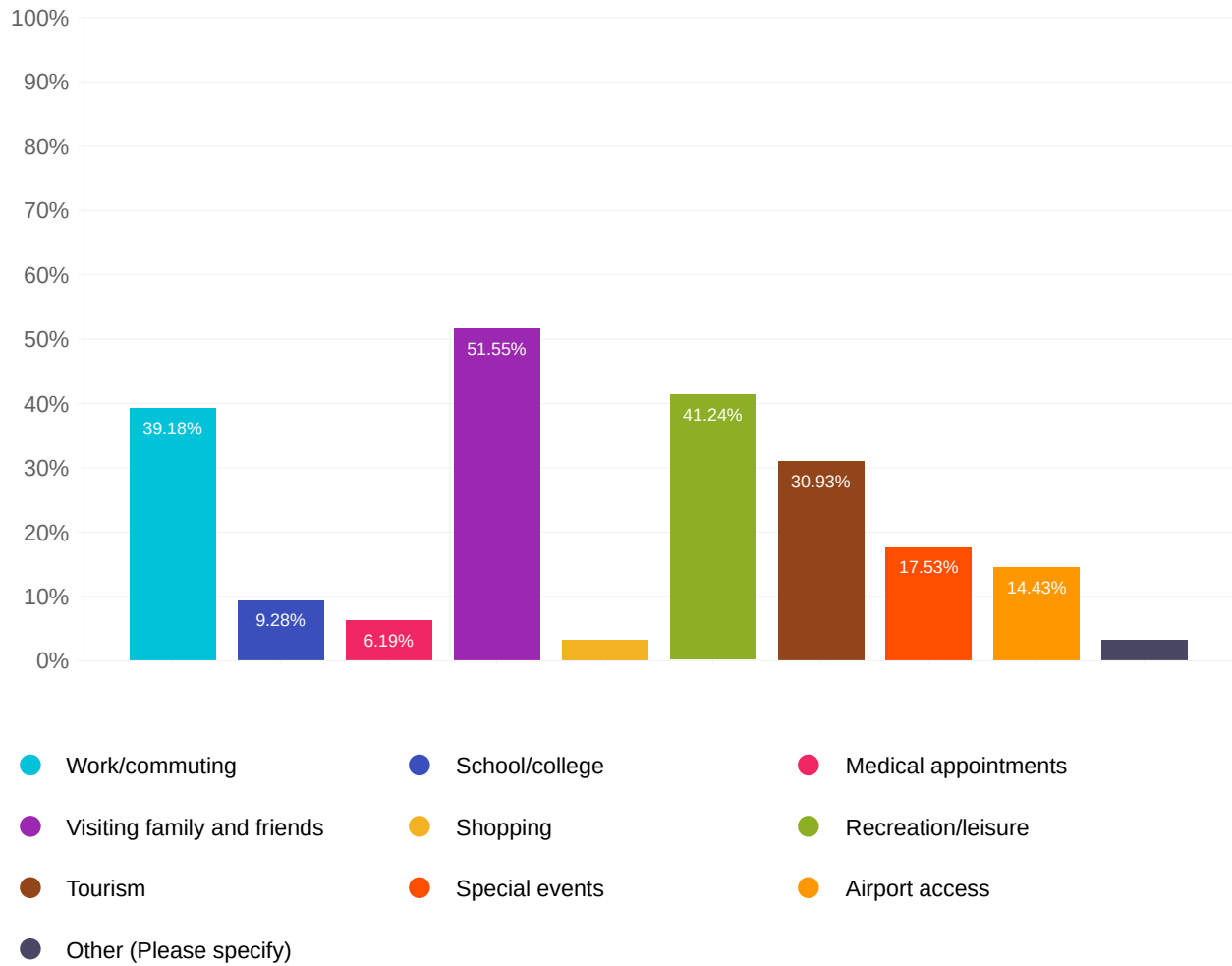
Answered: 98 Skipped: 0



Choices	Response percent	Response count
Several times per week	2.04%	2
Several times per month	9.18%	9
Once per month	9.18%	9
A few times per year	57.14%	56
Rarely	10.20%	10
Never	12.24%	12

What are your primary reasons for travel? (Select up to three)

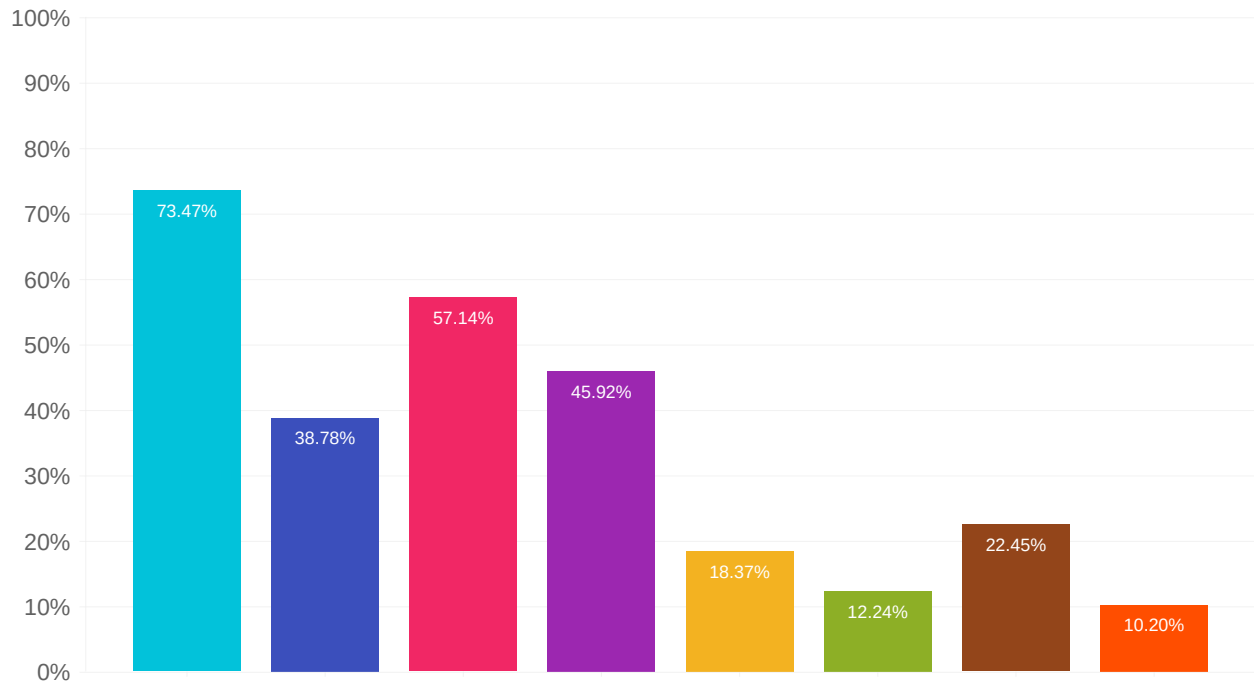
Answered: 97 Skipped: 1



Choices	Response percent	Response count
Work/commuting	39.18%	38
School/college	9.28%	9
Medical appointments	6.19%	6
Visiting family and friends	51.55%	50
Shopping	3.09%	3
Recreation/leisure	41.24%	40
Tourism	30.93%	30
Special events	17.53%	17
Airport access	14.43%	14
Other (Please specify)	3.09%	3

Which transportation modes do you typically use on your trip? (Select all that apply)

Answered: 98 Skipped: 0

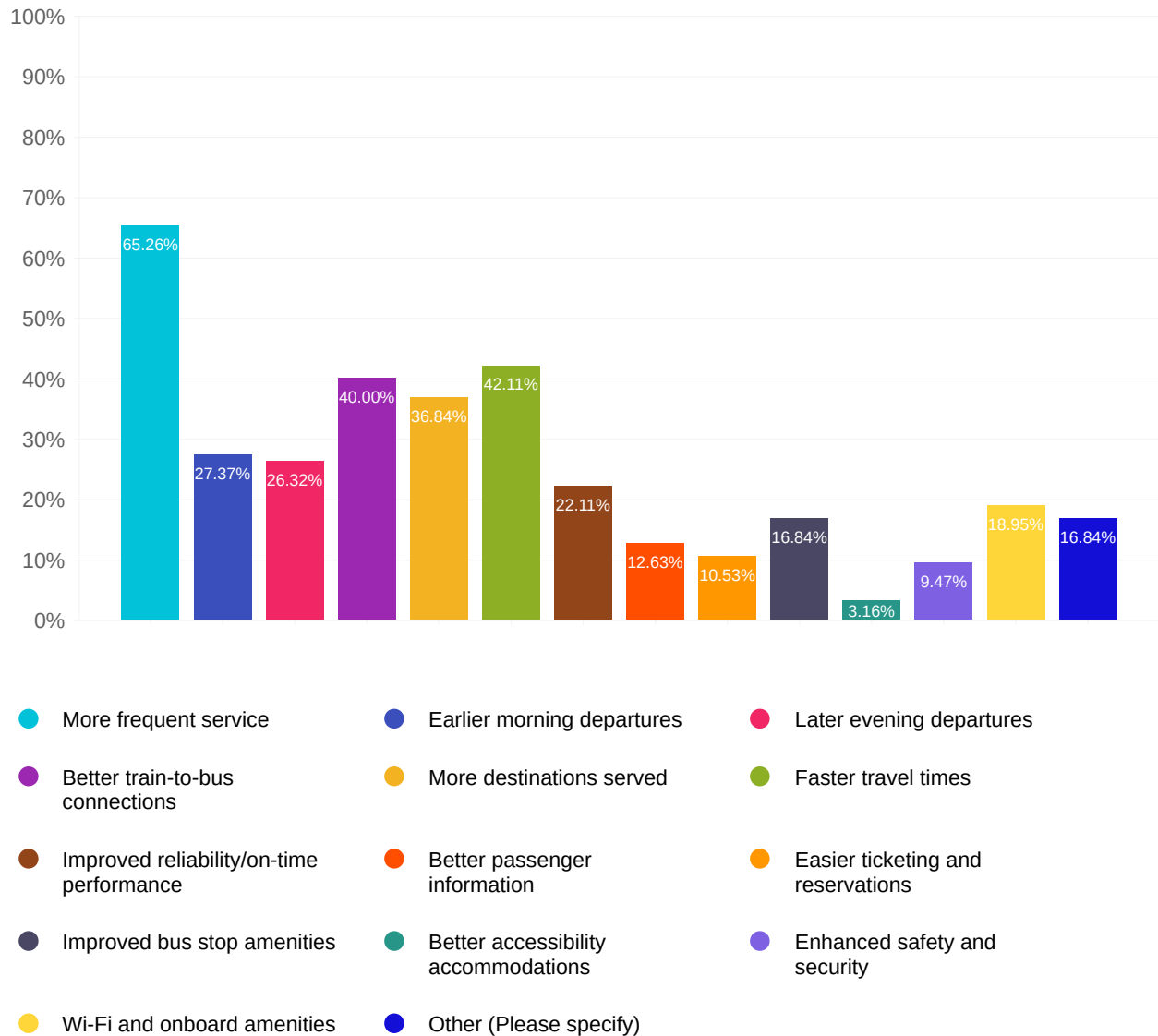


- Gold Runner Train
- Local Transit Bus
- Gold Runner Thruway Bus
- Personal Vehicle
- Rideshare (Uber/Lyft)
- Bicycle
- Walking
- Other (Please specify)

Choices	Response percent	Response count
Gold Runner Train	73.47%	72
Local Transit Bus	38.78%	38
Gold Runner Thruway Bus	57.14%	56
Personal Vehicle	45.92%	45
Rideshare (Uber/Lyft)	18.37%	18
Bicycle	12.24%	12
Walking	22.45%	22
Other (Please specify)	10.20%	10

What improvements would most encourage you to use Thruway Bus service more often? (Select up to five)

Answered: 95 Skipped: 3

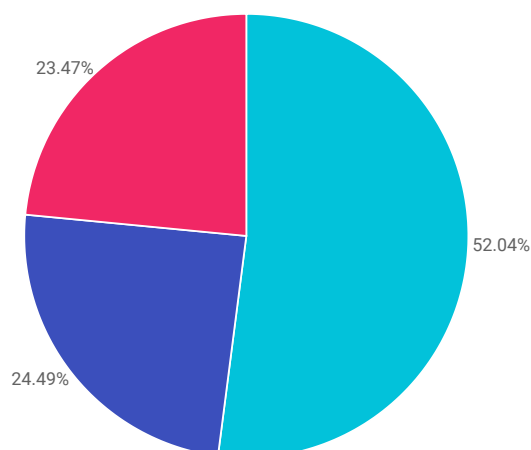


Choices	Response percent	Response count
More frequent service	65.26%	62
Earlier morning departures	27.37%	26
Later evening departures	26.32%	25
Better train-to-bus connections	40.00%	38
More destinations served	36.84%	35
Faster travel times	42.11%	40
Improved reliability/on-time performance	22.11%	21
Better passenger information	12.63%	12
Easier ticketing and reservations	10.53%	10
Improved bus stop amenities	16.84%	16
Better accessibility accommodations	3.16%	3
Enhanced safety and security	9.47%	9
Wi-Fi and onboard amenities	18.95%	18
Other (Please specify)	16.84%	16

Q8

Would you use the Gold Runner/Thruway service to access an airport?

Answered: 98 Skipped: 0



☒ Yes

☐ No

- Maybe

Choices	Response percent	Response count
Yes	52.04%	51
No	24.49%	24
Maybe	23.47%	23

Q9

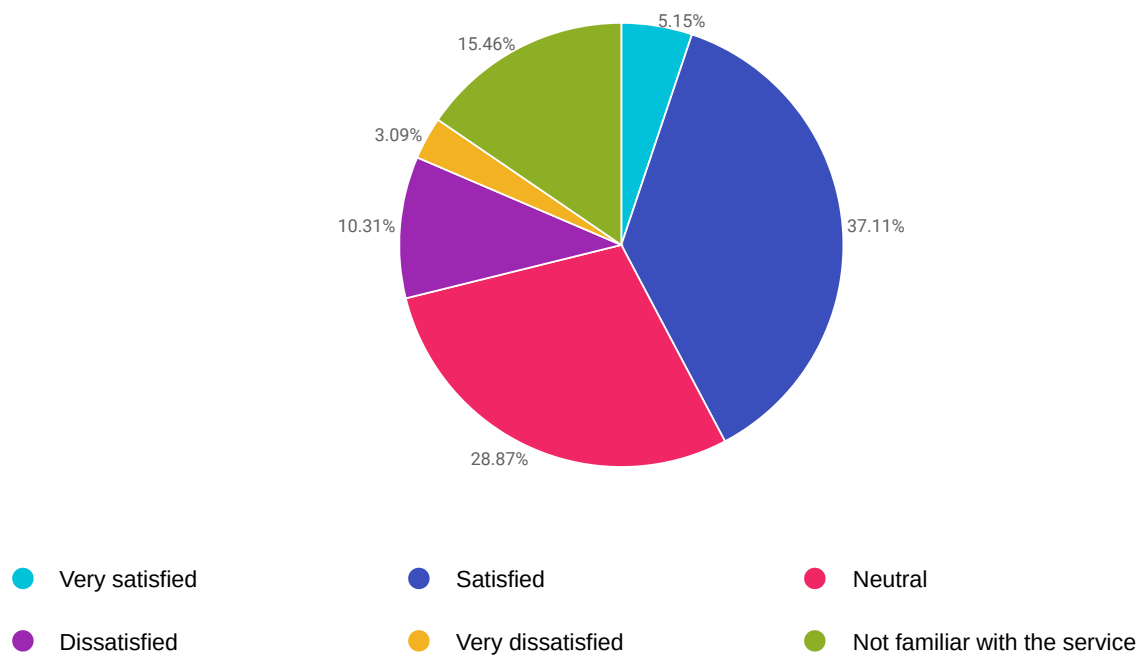
Are there destinations you would like to see better connected by Gold Runner Thruway Bus service?

Answered: 62 Skipped: 36

Q10

How satisfied are you with the current Gold Runner Thruway Bus connections?

Answered: 97 Skipped: 1

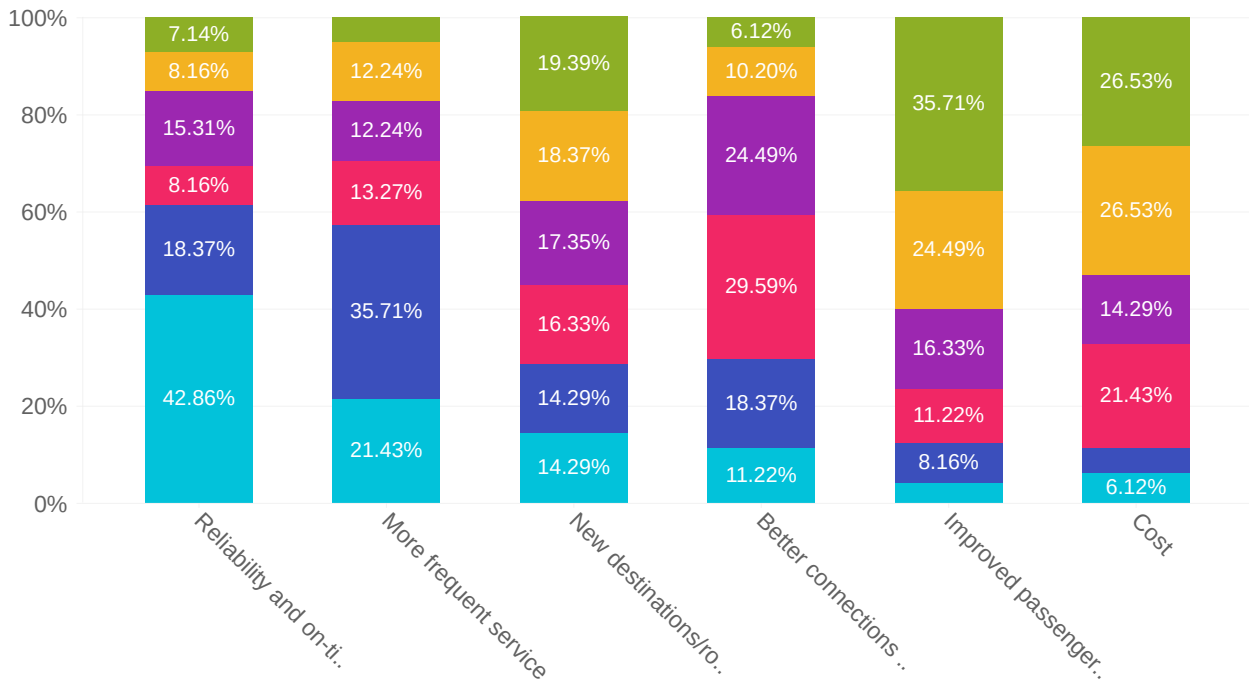


Choices	Response percent	Response count
Very satisfied	5.15%	5
Satisfied	37.11%	36
Neutral	28.87%	28
Dissatisfied	10.31%	10
Very dissatisfied	3.09%	3
Not familiar with the service	15.46%	15

Q11

Please rank the following priorities from most important (1) to least important (6).

Answered: 98 Skipped: 0



Choices	1	2	3	4	5	6	Score	Rank	Response count
Reliability and on-time performance	42.86% (42)	18.37% (18)	8.16% (8)	15.31% (15)	8.16% (8)	7.14% (7)	4.51	1	98
More frequent service	21.43% (21)	35.71% (35)	13.27% (13)	12.24% (12)	12.24% (12)	5.10% (5)	4.27	2	98
New destinations/routes	14.29% (14)	14.29% (14)	16.33% (16)	17.35% (17)	18.37% (18)	19.39% (19)	3.31	4	98
Better connections with trains and transit	11.22% (11)	18.37% (18)	29.59% (29)	24.49% (24)	10.20% (10)	6.12% (6)	3.78	3	98
Improved passenger amenities	4.08% (4)	8.16% (8)	11.22% (11)	16.33% (16)	24.49% (24)	35.71% (35)	2.44	6	98
Cost	6.12% (6)	5.10% (5)	21.43% (21)	14.29% (14)	26.53% (26)	26.53% (26)	2.70	5	98

Q12

What should be the highest priority for future Gold Runner Thruway Bus investments?

Answered: 76 Skipped: 22

Q13

What should be the second highest priority for future Gold Runner Thruway Bus investments?

Answered: 66 Skipped: 32

Q14

Please share any additional comments, ridership experience, ideas, or concerns regarding Gold Runner Thruway Bus service.

Answered: 44 Skipped: 54

**SJIPA Thruway Bus Study Survey Update
Responses for Questions 9,12,13,14**

Q9. Are there destinations you would like to see better connected by Gold Runner Thruway Bus service?

Answered: 62 Skipped: 36

1. Outdoor recreation areas - Kings Canyon NP, Mammoth Lakes, Joshua Tree, Palm Springs
2. My main issue is that I have to buy tickets from Modesto to get to San Jose, even if my point of origin is Stockton. It's frustrating that when I want to take express routes around the South peninsula, there are very limited options. I want to get to Redwood City, or at least Palo Alto from Modesto or Stockton. And there is no way for me to take a train from Modesto or Stockton to Hayward or Fremont, and then take a bus over the San Mateo bridge so I can get right to Menlo Park, Palo Alto, or Redwood City. Huge gap, especially as ferry service across the bay is extremely limited, so you waste an hour just going all the way through Oakland, Martinez or SF or all the way down to Santa Clara or San Jose.
3. I wish I could take the Thruway Bus from Hanford through to Visalia, Tulare, and maybe even Three Rivers.
4. Yosemite. There is a goldrunner bus, bus 40 I believe, from San Jose to Merced...I would like to see more runs of Bus 40, to make it easier to take YARTS. Currently, Bus 40 only connects with one YARTS run.
5. Not that I can think of
6. Windsor, CA and connect to the SMART train as well as Sonoma County airport.
7. I have to get driven from Tecopa to Barstow to catch the Thruway bus, and I have to be picked up in Martinez to get to my destination in Hercules. It would be much more convenient if the Thruway bus had a stop in Baker, as it would reduce the time burden of the person dropping me off and picking me up by a total of 4 hours (1 hour each way for drop-off and then again for pick-up). Also, it would be wonderful if the planned train station in Hercules were built, as it would save the person picking me up and dropping me off on that end a total of 80 minutes (20 minutes each way for pick-up and then again for drop-off). I only travel twice a year to see family, but a new bus stop in Baker, even if just by reservation only, would have a huge impact for me while only slowing down through passengers by a couple minutes. I know the train station in Hercules is a big project, but I am looking forward to that too.
8. Bay area
9. Stockton to Bay Area
10. Mid-day service to San Jose. Connection from Fresno to Kingsburg. Some more service from Hanford to neighboring cities/ partnerships with local municipalities to make getting to and from the train station easier. More service to Solvang(+plus other local cities) and San Luis obispo.
11. Anywhere in the central valley, such as Merced and Modesto
12. Central California to Los Angeles, Central California to Central Coast
13. Beverly Hills, Dixon
14. I live in Visalia, and 100% transit reliant. If I had more bus times to my local stations I'd travel more frequently.
15. N/A

16. Hollywood
17. Fresno to San Luis Obispo

Fresno to Salina's / Monterey Bay Area

Bakersfield to Fresno - Train that leaves Bakersfield later than 6 pm

18. Sacramento to Redding
19. It would be great if there was a late evening bus from San Francisco to Fresno so that valley passengers could do day trips to the Bay Area and come back later at night. Current train leaving Emeryville around 6 pm only gives you 6 to 7 hours in the Bay Area and precludes dining out in SF or going to any late night events.
20. Better connections between major cities and between Northern and Southern California.
21. Sonoma Valley (Broadway at Napa Road) should be a Bus Stop to access Capitol Corridor.
22. Better regional options: Alhambra, Santa Barbara, Paso Robles.
23. Las Vegas, NV
24. Monterey.
25. Airport
26. Fresno- Kings Canyon NP
27. Fresno or Hanford to the central coast for connections to the Pacific Surfliner.
28. For frequent buses from LA to Bakersfield. Direct non-stop service except for one stop in Glendale for select trips
29. I'd like to see Route 6 allow bus-only trips and also be timed not only with Bakersfield direction trips, but also Sacramento direction trips.
30. I just travel to San Diego
31. SAN LUIS OBISPO AND PASO ROBLES
32. Roseville California needs more frequent service. Would like to get a bus to Lake Tahoe.
33. More direct service to southern California communities, more service to Roseville and I-80 corridor to Reno and Tahoe area. Better connections to Yosemite. Better service from Gold Runner to Central Coast.
34. Add a connection to Salinas (perhaps from Fresno) and restore/improve connections to San Luis Obispo & San Jose.
35. Trinity County to Redding and Sacramento airports
36. Monterey, santa cruz ca
37. SMF
38. Bus route to the west side of LA is currently very slow due to deviation to Burbank airport
39. Monterey
40. Orange County, desert cities like indio.
41. Sacramento airport
42. LAX would be a good destination. A Bakersfield-LAX direct bus would enable the whole central valley to get to the airport very easily, and could drop off at the new Metro Center after the people mover opens.
43. Bakersfield to Los Angeles. I am attempting to plan a trip from Emeryville to Bakersfield and onto Los Angeles. There is no direct bus route. You have to somehow transfer in Wasco to go to Los Angeles. This is not well defined. I know I can take Amtrak Coast Starlight from Emeryville to Los Angeles, I would like to explore more routes.
44. No

45. Fullerton, Anaheim, Santa Ana
46. LAX transit depot
47. El portal, Mariposa
Bishop, mono
Monterey, Monterey
48. San Jose and South Bay in general. Doesn't make any sense to go up to Oakland just to get to Fresno.
49. Better connection along Central Coast to Monterey and Salinas
50. Connections to and from SMART trains in Santa Rosa
North from Eureka to Amtrak in Eugene, Or.
51. I am not sure, but if there were a stop in Los Banos going to a large airport (SF, San Jose, Sacramento, et.) I would consider.
52. More service into Western SF and other parts of the Peninsula that are far away from the current bus stop at the Salesforce Transit Center. It would also be nice to be able to book a trip from SFC to CLM instead of having to book one from EMY or RIC.
53. The new Madera Gold Runner Station on Avenue 12 when it opens.
54. I would like to see enhanced service on Route 10 where all trips out of Santa Barbara end in Las Vegas rather than the trips terminate in Bakersfield. This would become a very attractive route that would avoid the popular Interstate 10 and Interstate 15 from Los Angeles. I would also eliminate Route 99 between Emeryville and San Francisco and let AC Transit operate this service instead of Amtrak.
55. SMF, Lodi
56. San Luis Obispo. The single daily trip since the pandemic has not been convenient
57. Don't get rid of the Hanford to SLO route. Cal Poly to a Sacramento is a key connection that will be much more difficult without this service
58. Chico, California
59. I live in Long Beach. I would get on in Long Beach and ride to Union Station in LA and then on to Bakersfield. This would save stress from having to transfer from the A line at union station and could be an express route between the two.
60. Long Beach
61. More connections per day between Roseville and Sacramento, to both Capitol Corridor and Gold Runner services
62. Yosemite

Q12. What should be the highest priority for future Gold Runner Thruway Bus investments?

Answered: 76 Skipped: 22

1. Bring back more buses to Riverside! Several buses were cut and it's made me less likely to use Gold Runner
2. Change the design of the buses so that there are appropriate bike racks or sections for bikes, rather than cyclists having to wait to board last given the luggage all has to be stored first and then the bikes are stacked on top of each other amidst bus chains and other random things in the compartment
3. Replacing bus routes with regional rail
4. More connections with other transit services

5. New connections— linkages to central valley
6. New destinations and routes
7. Connections that bridge where other transit does not go, plus consistent regular service.
8. Convenience to customers
9. Optimize the existing system. Smooth transfer from bus to train in Bakersfield is important. It is OK if the trip is only 1-2 times a day since I can plan around it.
10. Reliability and on-time performance.
11. Engagements with Local businesses
12. Many Inland Empire students are first-gen college students from working class households. Would like to see better student fares.
13. Affordability
14. Increase destinations
15. Improved amenities
16. More train connections for overall better travel coverage over California.
17. I love the bus portion of the thruway bus. I find the drivers are friendly easily accommodating. If anything I believe they could use more support like bathroom breaks on the road stretch breaks for their safety and relaxation because they truly do so much during onboarding and deboarding. I like the idea of trying out electric smaller fleets like "speedway" routes.
18. Accommodating no matter the delays of other trains , if there are several hours delay , accommodate another transport option
19. Allowing bus-only routes to be sold online, so we dont have to always bundle rail service
20. More destinations. Those without a car shouldn't be limited. It'd be great to get to the San Luis Obispo faster and more often.
21. Safety
22. Expansion of the service as well as easier bus only trips
23. High speed rail connecting major cities in northern and Southern California.
24. Te-route through Sonoma Valley
25. Cost of travel
26. Service frequency
27. Safety
28. Lower cost
29. REEDING TO SAC AIRPORT!
30. Cafe car
31. Fresno or Hanford to central coast
32. More frequency connecting communities.
33. Location/scheduling that makes it possible for more people to use.
34. Make trains and buses more bike friendly. The bike racks that are also luggage racks in the new train cars are awful. We need the luggage cars back. I am not even sure where I would put my bicycle on a thruway bus.
35. Reliability
36. Restore service to the Central Coast
37. More locations and times available
38. Business class on the train with a dedicated bus
39. Prioritize investments in the train to make it clear to riders (and taxpayers) that the agency understands: The train is the reason we are riding the bus.

40. Utilize the Salesforce Transit Center Upper deck in San Francisco! I ride the thruway bus to/from Emeryville and San Francisco a few times a week. The trip would be A LOT faster if the bus were to use the upper deck instead of navigating through city streets to the stop on the curb. The current location also has no amenities aside from an analog sign. There is no shelter and the seating is limited to the plaza. During the day there are food trucks along the curb making getting on and off the bus challenging. I also see Amtrak buses idling on city streets across bike lanes and driveways because they cannot stage at the current stop location. I've also been on a bus before that was very delayed getting to the stop because a commercial vehicle was staged in the curb lane blocking the bus from pulling in. We all had to wait until the driver returned to get off the bus which was extremely frustrating for everyone.

If the buses were to use the upper deck of the Transit Center, it would mean a faster trip into and out of San Francisco, better amenities in areas designed for passengers including shelter, lighting, security and digital information displays that can be updated in real time. PLEASE consider utilizing the Transit Center. I understand there is a cost but the current stop location is really a disservice to the passengers and drivers. This is a very well utilized bus service, when I ride in the weekday afternoons its always at capacity and most of the time it is sold out

41. Airport access from Trinity County and rural areas
42. Connecting people with transportation to jobs/travel destinations
43. Reliability, more frequent service, better connection times.
44. Frequency
45. More connections
46. improving existing service and improved travel times
47. I'm not sure
48. Reliability and on-time performance are the highest priority. Having trains delayed by more than a few minutes is not acceptable and puts people off from using them.
49. Tie Bay Area to Stockton, Sacramento, Bakersfield to Los Angeles. Maybe add in Yosemite park.
50. Useful information about how to pay fares.
More detailed information via Google Maps and Amtrak website.
Specifically, whether travel from Rohnert Park to Healdsburg is permitted.
Google seems to imply that it is, the website didn't say, and the operator didn't seem to understand the question.
If you have empty seats going where I want to go, common sense suggests you should let me ride, for a suitable fare.
Reddit indicates otherwise.
51. Later busses to Orange County
52. More and more frequent service
53. More busses so you don't have to schedule your day around the bus.
54. Better coverage across California
55. More and faster frequencies
56. frequency
57. Customer service

58. Better seating and passenger comfort. I am a big guy and avoid riding busses because of the cramped quarters.
59. Special schedules to provide additional service for holidays and weekends.
60. Expanding the bus network in the Bay Area so that it makes sense to take the bus to the train instead of taking BART to the train.
61. use it only to develop a customer base for new train service
62. Through way connections with each Gold Runner station community/area
63. Reliability and on-time performance
64. Please try to speed up travel times. Specifically for the UCLA/Westwood to Bakersfield route, please remove the barely-used and very out of the way Burbank Airport stop and instead only serve Van Nuys for the San Fernando Valley stop. This would save close to a half-hour per trip.
65. More frequency. Better buses. Invest in more frequent bus refresh (new equipment) cycles.
66. Enhancing Route 10 while eliminating Route 99.
67. Advertising
68. it would be ideal to treat the gold runner and it's thruway bus connections as an intercity bus network. Washington, Oregon, and Colorado have extensive state funded bus service. It would be ideal to allow bus-only tickets for gold runner buses and more frequency, even if buses don't have a train connection.
69. Replacing them with rail connections.
70. Restoring service frequencies to pre-pandemic levels.
71. Frequency and reliability
72. More stops
73. I think the highest priority should be letting people know that this service exists. I just learned about it in the past couple of months and I am a transportation advocate. There should be more info about it on social media and such.
74. Get people on the bus to fill those trains
75. Technology improvements to improve pre-travel experience. Example: live bus tracking
76. Reduced travel times, better on time performance, and more frequent service.

Q13. What should be the second highest priority for future Gold Runner Thruway Bus investments?

Answered: 66 Skipped: 32

1. More connections to more places
2. Please provide optional bus service from Stockton to Modesto, given that there are extremely limited local bus options to get from Stockton to Modesto, and that the trains are consistently delayed
3. Better schedules
4. food service enhancements
5. More destinations
6. More evening routes
7. Quick bus connections to major hubs.
8. More destination options
9. Keep costs affordable. If it is cheaper for me to drive myself, then the system has failed.

10. adding more frequent service.
11. New RFP or vendors Food and beverage contracts
12. Need more materials on services/routes that can be shared with our students. Most are unaware that this bus/train service is available.
Flyers/rack cards/tv screen ads/ etc.
13. Punctuality
14. Connections
15. faster service (less stops)
16. More destinations.
17. I experience more delays on rail more than thruway bus. For this particular reason I'd prefer station amenities as my second priority. Bathrooms are always locked - unnecessary if you have security staff monitoring. Keep them unlocked. Have the stations open longer and staffed longer. More nutrition options via kiosk or store for passenger and staff comfort. I LOVE your bike boxes. Would love an amtrak marketing informational on how that could benefit me as a commuter.
18. bus-only routes
19. Cost - train and buses are way too crowded. The snacks provided For example, the drinks are hot, but the price keeps going up.
20. Punctuality
21. More departures including later departures from Southern California to Bakersfield and north.
22. New routes and destinations.
23. Reliability and on time performance
24. Expanding destinations
25. Convenience
26. Quicker routes
27. More times
28. Cafe Car
29. Improving travel speed
30. Competitive costs
31. More frequent service
32. Hourly Service on the LA Thruways
33. Nicer buses. More legroom.
34. More frequent service
35. Maintain the level of connecting bus service. The bus feeders support the train ridership, and the train ridership is why the agency exists.
36. My first and second priority is to use the Salesforce Transit Center's Upper Deck and stop using street level stopping locations that are not meant to be used as passenger waiting or loading locations. Also navigating to takes up a lot of travel time instead of using bus priority infrastructure that was built for this type of service.
37. Provide safe and reliable transportation
38. New destinations, routes
39. Later departures
40. Frequency
41. reliability.
42. I'm not sure
43. Frequency is the second highest priority.

44. Sonoma / Napa to Fairfield, expanding access to those counties. Tie in Sacramento Airport to SAC station.
45. Better frequencies
46. Better connections and integration with other services, i.e. timed transfers, reduced dead space between bus and train departures
47. Reliability so you know a bus will be there when it says it will.
48. Better frequencies
49. Improved signage at Thruway stops. Do not assume passengers can use QR codes at bus stops. Use plain English and Spanish at stops.
50. speed
51. More schedule availability
52. Connect areas that would reduce the amount of cars on the most congested roads.
53. Express schedules Friday-Monday.
54. Speeding up service to be more competitive with driving, using express/carpool lanes where possible and advocating for more bus-only infrastructure
55. Reliability and on-time performance
56. Cost
57. Use the actual Salesforce transit center in San Francisco, not a curb stop in front of it. Pay what is needed to be inside the station.
58. More frequency on all existing Thruway bus routes so that riders have the flexibility as to what train to connect to and connect from.
59. Building passenger rights of way.
60. Restoring service frequencies to pre-pandemic levels.
61. More frequent service and additional destinations, the current level of amenities is fine, money would be better spend on improving frequency or coverage
62. Serve more California communities.
63. I think the highest priority should be letting people know that this service exists. I just learned about it in the past couple of months and I am a transportation advocate. There should be more info about it on social media and such.
64. Allow bus-only trips, e.g., ones that don't require a train ticket to use. Sometimes I don't need to ride the train to get from point A to point B. If Gold Runner was also a regional bus system that could help a lot.
65. Technology improvements to improve pre-travel experience. Example: live bus tracking
66. Business class option on buses.

Q14. Please share any additional comments, ridership experience, ideas, or concerns regarding Gold Runner Thruway Bus service.

Answered: 44 Skipped: 54

1. The bus at SFC should stop in the bus deck of the transbay terminal, so that riders can be sheltered from weather and enjoy express access to the Bay Bridge.

I am satisfied with the amenities on the buses, which about as good as you can get on a bus, but I am not satisfied with the amenities on the Gold Runner train and stations. Eliminating the cafe car was a mistake. My typical Gold Runner trip is more than 10 hours. Every other mode of transit of that length has an option for hot food -

- international flights provide meals, in your car you can stop at a rest stop, and most intercity bus stops stop at rest areas as well. Gold Runner is at a real disadvantage.
2. Are there bathrooms on the bus? I don't think so, and if that is the case, there a thousand percent needs to be.
 3. I would use Gold Runner a lot more if there were rail service to LA. The two biggest problem with the current service are a lack of a cafe car and the fact that the train doesn't continue into Los Angeles. Bus service is a really poor substitute for both problems. No one wants to ride on a cramped coach bus, especially after having no real food service on a 9-hour train ride!
 4. Overall good job
 5. N/A
 6. Lack of snack car on the new trains is a huge problem. I am on the train all the way from Bakersfield to Martinez. That is in addition to sitting on the bus from Barstow to Bakersfield. There needs to be a designated meal break if you don't restore the snack car. At least make it clear what the situation is so I can plan accordingly, as I would normally eat on the train and not pack a meal.
 7. There needs to be better visibility of the other, non-Gold Runner Amtrak train and bus services (Capitol Corridor, Surfliner, and Amtrak long distance). The three JPAs, Caltrans, CalSTA and Amtrak need to get together and publish one "Amtrak California" map and schedule- with all services shown in one place
 8. Rarely have a reason to use bus service
 9. Overall very satisfied. Ideally for my trip today I would have preferred leaving directly from my location (Beverly Hills) and earlier (seven or eight o'clock versus 10:30 from WES). Ideally I would like a bus connection from Davis train station to Dixon where I live.
 10. I ADORE public transit but had a lot of route failures and delays that I'd be happy to share more if necessary.
 11. increase frequency, and allow people to buy bus-only routes online
 12. I still can't believe we had to lose the good cars. It could have elevated the journey for all the new passengers you are wanting to reach. They never took an Amtrak back in the day.
 13. Silvia Lopez mid-day driver from LA to Bakersfield is above and beyond fantastic!! She deserves recognition for her exceptional service!
 14. Keep the Central Valley to central coast route.
 15. Bring back the cafe car, please. The complimentary snacks are nice, but cold drinks and ice would be nice.
 16. Mote trips between LA and Bakersfield
 17. I haven't taken any trips on the thruway buses because they seem much slower than than the train, there is not much room to move around, and bus interiors seem dirty. They are fine for the trip from Emeryville to San Francisco, but I would not want to be on a bus for several hours.
 18. Definitely need more reliability and cafe cars.
 19. Better inspections of the buses. They tend to break down a lot.
 20. Return the cafe car to the trains. Having to change from bus to train is much more enticing when you can purchase hot food or a cold beverage after boarding. Likewise, it's great to buy a snack on the train to take on the bus.
 21. Some of the bus operators are not kind to passengers. Especially when it comes to loading luggage.

22. I like the new gold runner bus between Merced and San Jose I've flew out of the San Jose Airport before. Now that it stops in Gilroy I can take it there to shop at the outlets.
23. Na
24. I do think there is a market of people who wouldn't consider a normal bus seat, but would consider a business class seat (ie, a row up front where you offered 2+1 seating, so a solo traveler could get their own seat or at least a seat wider than the normal bus seats, and a pair traveling together would still have wide seats.) I get that with a subsidized route, there is little appetite for subsidizing this kind of thing, but I suspect dedicating a row or two to this would bring in more money, reducing the subsidy.
25. A often commute Chico - Sacramento, using a CIC-DAV ticket.

The recent schedule changes really crushed this commute option, as the 7:15 southbound bus used to get me to the office by 9:30 in the morning but now puts me in closer to 11:00, and the return trip lost the 5:00 option and only has 3:00 and 8:00 departures now (though I do appreciate having the 8:00 so I can socialize in Sacramento if I want to).

This has also made it harder to take my kids to town for a day trip; our options are either to cut the trip short early or plan to stay much later than we should.

26. One simple change to increase ridership would be to make it possible to book all buses without a connecting train ticket. This is now allowed by state law, and should have been done long ago.
27. I like the idea of tying in California bus system with the rail system. This allows for day trips to visit areas without the worry of traffic.
28. More comfortable seats with better legroom
29. Improve connections to and from SMART trains.
30. san Diego gets one bus per day and the timing is bad. i could transfer to the surfliner in LA but that train is slow and I'd rather not make the transfer.
31. I have no experience with the Gold Runner Thruway Bus service but I would try it in the future if the price were right, the destination is somewhere I would go anyway, and I were comfortable during the ride.
32. Crowded buses make the experience unmeasurably worse
33. Making Amtrak travel more competitive with private automobile. On rail it is about a 1 hour difference, which is manageable, but greatly increases every time you have to make a transfer.
34. the focus should be on more and enhanced train service - not more buses.
35. I have only had a few experiences on the Thruway Bus service, each time the bus ride was good, although the train connections were infrequent, late, and unreliable.
36. Please add back the cafe cars on the Gold Runner / San Joaquins route. Amtrak is slower than Flixbus (something that should be addressed) but can be cheaper and more comfortable, and the cafe car was a big part of that. This is the number one thing that would bring me back to Amtrak, with faster travel times a very close second. Third would be increased frequencies so I can have more flexibility in when I leave. Sometimes there is a four hour gap between bus departures which is really limiting.
37. The connections times on trips from Southern California are too long in Bakersfield. Too often my bus shows up to Bakersfield very early and the train doors aren't open, forcing

me to either stand on the platform or, when hot, inside the station which is a rather unpleasant experience. There are only metal benches, poor air conditioning, and a lack of power outlets. Long story short, either: reduce the schedule pad, open the trains either, or invest in making the Bakersfield station a much nicer place to sit for a half hour.

38. In many markets, focus on providing service to campuses of universities so as to make it easier service to use on the campus community as a whole. This is a targeted market that would help to increase ridership as well as to increase revenue.
39. Get Gold Runner into Los Angeles by rail. Either find a way to run it on the Tehachapi Pass or build a new right of way along SR-58 to bridge the gap from the central valley to the LA basin.
40. The hour and five minute connection from #3710 and #3810 to #710 in Stockton really discourages me from taking that train. The station's location at San Joaquin St makes that transfer particularly unappealing, so I typically take #702 instead.
41. In general the Goldrunner Thruway bus services are excellent, better than most of the Amtrak system. Investment in bus connections will always be key to the success of the service. More routes and higher frequency on existing routes is always needed
42. No comment
43. Pick me up from Long Beach!!!
44. Please clarify (to both customers and drivers) the exact policy on allowed baggage, specifically bicycles and micromobility. Also, bus-only ticketing should be the norm, with bus-only tickets capped (maybe 50% of capacity) to give priority to rail passengers making a connection.

Gold Runner Thruway Bus Study: Initial Input from Thruway Bus Webpage & Emails

On June 4, 2026, San Joaquin Joint Powers Authority (Authority) staff opened the Thruway Bus network and service to public input via <https://sjjpa.com/gold-runner-thruway-bus-study/> as part of the Thruway Bus Study. The attached responses were collected from June 4 to June 25 through the “**Provide Input on Gold Runner Thruway Bus Services**” section at the bottom of the Gold Runner Thruway Bus Study Webpage, e-mails sent to Authority staff, and other feedback from key stakeholders like the California Department of Transportation (Caltrans).

Additional input from the Gold Runner Thruway Bus Survey (also on the webpage) is summarized in a separate document.

Contents

Pg. 3 – Bay Area and North Coast

- Libby Payan, *Napa Valley Transportation Authority*
- Doug Kerr, *RailPAC*
- David Ripperda, *Sonoma County Transportation and Climate Authorities (SCTA)*
- Dana Turrey, *SCTA*
- Emily Betts, *Sonoma County Transit*
- Katie Collender, *Humboldt Transit Authority*
- Samuel Borick, *San Benito COG*
- Dan Bell, *unassociated*
- Stephen Schmitz and David Ripperda, *Sonoma County Transit and SCTA*

Pg. 20 – San Joaquin Valley

- Adam Barth, *StanRTA*
- Rob Ball, *KernCOG*
- Alan Rowe, *unassociated*
- David Keenan, *unassociated*

Pg. 24 – Sacramento Valley and North State

- John Hoeflich, *unassociated*

- Chris Devine, *Butte CAG*

Pg. 26 – Southern California

- Stephen Inoue, *unassociated*
- Denise Campos, *Los Angeles World Airports*
- Xiomara Pena, *Hispanas Organized for Political Equality*
- Laura Muna-Landa, *The Claremont Colleges Services*

Pg. 29 – Not associated with a region

- Regina Clayton, *unassociated*
- Consolidated Meeting Notes, *RailPAC*
- Discussion Notes, *Caltrans*
- Thruway Bus Analysis, *Caltrans Division of Rail & Division of Data and Digital Services*



Thruway Bus Study Submission

From San Joaquin Joint Powers Authority <frodriguez@sjrrc.com>

Date Fri 6/5/2026 4:02 PM

To Planning Programming <planningprogramming@sjrrc.com>

Name: Libby Payan

Email: lpayan@nvta.ca.gov

Message:

The Gold Runner Thruway Bus Service provides a critical connection via Route 7 between Napa and Sonoma Counties. Currently, there is no public transit service that directly connects these two popular adjacent counties. The Gold Runner provides that crucial link allowing riders to connect to Downtown Napa from Petaluma, Rohnert Park, Santa Rosa, Healdsburg and Cloverdale. During this planning effort, it's important to acknowledge this link and ensure that this service continues into the near future.

Comments from Doug Kerr regarding Route 7 (taken from notes of RailPac meeting on June 24, 2026):

- Doug Kerr
 - Need for good connections - the JPA does not have a good history
 - Service to several north coast communities was discontinued, with the alternative being a connection to HTA in Ukiah, which was not guaranteed. Doug has monitored the connection and found out that it was missed several times a month and is not a viable alternative to serving the discontinued stops.
 - Marin-Sonoma Coordinated Transit Plan
 - Coordination between SMART and Golden Gate Transit at San Rafael
 - Any change in Thruway bus schedule should account for connections to other transit agencies
 - Can try to coordinate with HTA and terminate Thruway bus service at Ukiah with a connection
 - Bus 6311 has two problems:
 - Bus can't even make its own schedule on most days even if it leaves Martinez on time due to Napa, Solano, and Sonoma County traffic - schedule is unrealistic
 - Train 711 that it connects with is also quite often late
 - Whether Napa is even served is something to think about
 - There are 3 agencies on the North Coast that coordinate their schedules
 - Mendocino transit (Santa Rosa to Ukiah)
 - HTA (Ukiah to Eureka)
 - Redwood Coast Transit (Eureka to Crescent City)

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Good morning Rene,

I hope you are doing well. Thank you for passing this along, we also got an email from Hugo about the study.

SCTCA would appreciate if SJRRC staff could do a virtual presentation on this topic at our July 8th Transit Technical Advisory Committee meeting. I've copied Dana Turrey from our staff who leads the committee and leads our transit planning efforts and coordination with our transit operators.

I've also attached a previous email chain we had with David Sorrell about the study and ideas about changes to Route 7.

Thank you,

David Ripperda | Director of Projects & Programming
[Sonoma County Transportation and Climate Authorities](#) 
411 King Street, Santa Rosa, CA 95404
[707.565.2180](tel:707.565.2180)

RE: Feedback Request: Gold Runner Thruway Bus Study

From Dana Turrey <dana.turrey@scta.ca.gov>

Date Wed 6/17/2026 12:19 PM

To Rene Gutierrez <rgutierrez@sjrrc.com>; David Ripperda <David.Ripperda@scta.ca.gov>

Cc Hugo Castro-Ponce <hponce@sjrrc.com>; David Sorrell <DSorrell@sjrrc.com>; Teri Hayes <thayes@sjrrc.com>; Tom van der List <tvanderlist@ka-pow.com>

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Thank you, Rene. I look forward to the presentation. Please send me a PDF copy of your presentation or any other materials you would like to include in the agenda packet by June 30.

Thanks,

Dana Turr y | Senior Transportation Planner

411 King Street, Santa Rosa, CA 95404

Main 707.565.5373 | Direct 707.565.5376



From: Rene Gutierrez <rgutierrez@sjrrc.com>

Sent: Wednesday, June 17, 2026 11:58 AM

To: Dana Turrey <dana.turrey@scta.ca.gov>; David Ripperda <David.Ripperda@scta.ca.gov>

Cc: Hugo Castro-Ponce <hponce@sjrrc.com>; David Sorrell <DSorrell@sjrrc.com>; Teri Hayes <thayes@sjrrc.com>; Tom van der List <tvanderlist@ka-pow.com>

Subject: Re: Feedback Request: Gold Runner Thruway Bus Study

EXTERNAL

Thank you Dana!

Please add me on the TAC meeting agenda for a Gold Runner Update presentation for now. I'll confirm next week if the staff member changes.

Rene Gutierrez (he/him)

Senior Regional Initiatives Coordinator

209.649.6917 cell | rgutierrez@sjrrc.com

San Joaquin Regional Rail Commission

949 East Channel Street Stockton, CA

sjrrc.com | sjjpa.com | acerail.com | goldrunner.com

From: Dana Turrey <dana.turrey@scta.ca.gov>
Sent: Wednesday, 17 June 2026 11:41:18
To: Rene Gutierrez <rgutierrez@sjrrc.com>; David Ripperda <David.Ripperda@scta.ca.gov>
Cc: Hugo Castro-Ponce <hponce@sjrrc.com>; David Sorrell <DSorrell@sjrrc.com>; Teri Hayes <thayes@sjrrc.com>; Tom van der List <tvanderlist@ka-pow.com>
Subject: RE: Feedback Request: Gold Runner Thruway Bus Study

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Hi Rene,

The July 8 Transit TAC meeting is from 10-11:30am and is a hybrid in-person and Zoom meeting. A presentation around 15-minutes plus Q & A would work well. I would be happy to put this item early or late on the agenda if it helps with staff availability. Please let me know what works best for your team.

Thank you,

Dana Turr y | Senior Transportation Planner
411 King Street, Santa Rosa, CA 95404
Main 707.565.5373 | Direct 707.565.5376



From: Rene Gutierrez <rgutierrez@sjrrc.com>
Sent: Wednesday, June 17, 2026 11:31 AM
To: David Ripperda <David.Ripperda@scta.ca.gov>
Cc: Hugo Castro-Ponce <hponce@sjrrc.com>; David Sorrell <DSorrell@sjrrc.com>; Dana Turrey <dana.turrey@scta.ca.gov>; Teri Hayes <thayes@sjrrc.com>; Tom van der List <tvanderlist@ka-pow.com>
Subject: Re: Feedback Request: Gold Runner Thruway Bus Study

EXTERNAL

Good morning David,

Thank you for the opportunity to present virtually. What time is the meeting? How much time do we get to present and Q&A? This will help us identify available staff.

Rene Gutierrez (he/him)
Senior Regional Initiatives Coordinator
209.649.6917 cell | rgutierrez@sjrrc.com
San Joaquin Regional Rail Commission
949 East Channel Street Stockton, CA
sjrrc.com | sjjpa.com | acerail.com | goldrunner.com

From: David Ripperda <David.Ripperda@scta.ca.gov>
Sent: Wednesday, 17 June 2026 11:20:44
To: Rene Gutierrez <rgutierrez@sjrrc.com>
Cc: Christian Ollano <christian@winterconsultants.com>; Hugo Castro-Ponce <hponce@sjrrc.com>; David Sorrell <DSorrell@sjrrc.com>; Dana Turrey <dana.turrey@scta.ca.gov>
Subject: RE: Feedback Request: Gold Runner Thruway Bus Study

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Good morning Rene,

I hope you are doing well. Thank you for passing this along, we also got an email from Hugo about the study.

SCTCA would appreciate if SJRRC staff could do a virtual presentation on this topic at our July 8th Transit Technical Advisory Committee meeting. I've copied Dana Turrey from our staff who leads the committee and leads our transit planning efforts and coordination with our transit operators.

I've also attached a previous email chain we had with David Sorrell about the study and ideas about changes to Route 7.

Thank you,

David Ripperda | Director of Projects & Programming
Sonoma County Transportation and Climate Authorities 
411 King Street, Santa Rosa, CA 95404
[707.565.2180](tel:707.565.2180)



SCTCA
Sonoma County
Transportation and Climate
Authorities

From: Rene Gutierrez <rgutierrez@sjrrc.com>
Sent: Monday, June 15, 2026 9:19 AM
To: Rene Gutierrez <rgutierrez@sjrrc.com>
Cc: Christian Ollano <christian@winterconsultants.com>
Subject: Feedback Request: Gold Runner Thruway Bus Study
Importance: High

EXTERNAL

Good morning!

I'm requesting your help to take the Thruway Bus Study survey and help spread the word within your community network that uses or may use the Gold Runner services if improvements are made.

The San Joaquin Joint Powers Authority (Authority) is undertaking a Gold Runner Thruway Bus Study focused on delivering specific, feasible, and short-term recommendations for improving the Gold Runner Thruway Bus routes. Please see the Authority's new "Gold Runner Thruway Bus Study" webpage (<https://sjjpa.com/gold-runner-thruway-bus-study/>) for details about the study, initial documents for review, and to provide input to the study.

Staff expect to present to the Authority at their July 17, 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 Gold Runner Thruway Bus Study Draft Report will be done in early August. Staff expect to request approval of the Gold Runner Thruway Bus Study Report at the Authority's September 18, 2026, Board Meeting and also discuss Implementation Strategies. **Public input will be accepted until the approval of the study in September, but initial input received by June 21** will be summarized and presented to the Authority Board at their July 17, 2026, Board Meeting.

Please contact me if you have any questions.

Greatly appreciated,

Rene Gutierrez (he/him)
Senior Regional Initiatives Coordinator
209.649.6917 cell | rgutierrez@sjrrc.com
San Joaquin Regional Rail Commission
949 East Channel Street Stockton, CA
sjrrc.com | sjjpa.com | acerail.com | goldrunner.com

 **Take Gold Runner to Castle Air Museum's Cockpit Day**

 May 23, 2026 - Atwater, CA

 [Learn more](#)

RE: Gold Runner Thruway Bus Study

From Emily Betts <Emily.Betts@sonomacounty.gov>

Date Sun 6/7/2026 6:58 AM

To Hugo Castro-Ponce <hponce@sjrrc.com>

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Hugo,

Thank you for including us on your outreach list. Please feel free to reach out directly if any coordination is needed with Sonoma County Transit. We will be making some changes to the Route 60 (to Cloverdale) in the next year and there may be some opportunities for timing with the Gold Runner in Northern Sonoma County.

Best,
Emily



Emily Betts

Transit Systems Manager

Sonoma County Transit

Office: 707-565-8211

Cell : 415-385-6914

emily.betts@sonomacounty.gov

355 W. Robles Ave

Santa Rosa, CA 95407

From: Hugo Castro-Ponce <hponce@sjrrc.com>

Sent: Friday, June 5, 2026 3:10 PM

To: Hugo Castro-Ponce <hponce@sjrrc.com>

Subject: Gold Runner Thruway Bus Study

EXTERNAL

Hello!

The San Joaquin Joint Powers Authority (Authority) is undertaking a Gold Runner Thruway Bus Study focused on delivering specific, feasible, and short-term recommendations for improving the Gold Runner Thruway Bus routes. Please see the Authority's new "Gold Runner Thruway Bus Study" webpage (<https://sjjpa.com/gold-runner-thruway-bus-study/>) for details about the study, initial documents for review, and to provide input to the study.



July 2, 2026

Re: Support for Continued Amtrak Gold Runner Route 7 Service to Humboldt County

To Whom It May Concern,

I am writing to express my strong support for the continued operation and investment in Amtrak Gold Runner Route 7 serving Humboldt County. This service provides an essential transportation connection for our region and fulfills a role that cannot be replicated by existing local or regional transit services.

Humboldt County is one of California's most geographically isolated regions. While our local public transit network provides vital mobility within the county and to those adjacent, residents have very limited options for traveling to the rest of the state. Gold Runner Route 7 provides direct connections from Humboldt County to Martinez and numerous communities throughout Northern California, where passengers can seamlessly connect to Amtrak's statewide rail network and other transit services. This connection opens access to destinations throughout California that would otherwise require lengthy drives or prohibitively expensive flights.

It is important to recognize that Gold Runner Route 7 serves a fundamentally different purpose than Humboldt Transit Authority's North State Express Route 101. North State Express is designed as a limited intercity regional service connecting Humboldt County with Mendocino County in Ukiah. Gold Runner Route 7, however, is an interregional connector that integrates Humboldt County into California's passenger rail network, providing access to destinations across the state. These services complement one another but serve different purposes and clientele. For the same reasons it is not as cost effective to serve this area, the North State Express 101 is also facing financial hardship.

This distinction is especially important given the demographics of Humboldt County. Our county has approximately 132,000 residents, a median household income of only about \$61,000, well below the California median, and nearly one in five residents lives below the federal poverty level. Many residents are students, seniors, individuals with disabilities, and families living on fixed or modest incomes.

Therefore, for most residents, commercial air travel is financially out of reach. Humboldt County's geographic isolation and limited commercial air service frequently result in airfare that is significantly more expensive than in larger metropolitan areas. As a result, many residents simply cannot afford to fly, severely limiting their ability to access other areas. This is particularly significant because many specialty medical services are unavailable locally. Residents regularly travel outside Humboldt County for advanced medical treatment, specialist appointments, and surgical procedures. Gold Runner Route 7 provides an affordable and dependable transportation option that helps reduce barriers to accessing these critical healthcare services.



133 V Street
Eureka, CA 95501

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Fax: (707) 443-2032
www.hta.org

The value of Route 7 extends beyond individual trips. For rural communities like Humboldt County, transportation equity means ensuring residents have affordable access to the rest of California. Gold Runner Route 7 is that connection to the state's broader passenger transportation network. Losing this service would disproportionately affect those with the fewest transportation alternatives and create additional barriers for rural residents seeking healthcare, education, employment, and family connections.

We respectfully urge continued support and investment in Amtrak Gold Runner Route 7. Maintaining this service ensures that Humboldt County residents remain connected to opportunities throughout California and that rural communities receive the transportation access necessary to participate fully in our state's economy and public life.

Sincerely,

A handwritten signature in blue ink that reads 'Katie Collender'.

Katie Collender, General Manager
Humboldt Transit Authority
133 V St., Eureka, CA 95501
(707) 443-0826 x 115
Katie@hta.org

From: Samuel Borick <sborick@sanbenitocog.org>
Sent: Thursday, March 12, 2026 2:53 PM
To: Momoko Tamaoki <mtamaoki@sjrrc.com>; Dan Leavitt <dleavitt@sjrrc.com>
Cc: Binu Abraham <babraham@sanbenitocog.org>
Subject: Gold Runner 40 Bus Route - Stop at Casa de Fruta

Some people who received this message don't often get email from sborick@sanbenitocog.org. [Learn why this is important](#)

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Good afternoon Momoko and Dan,

My name is Samuel Borick, Transportation Planner with the San Benito County Local Transit Authority.

I am reaching out to enquire about the possibility of getting the Gold Runner 40 Bus Route to add a stop at Casa de Fruta off SR 152.

Best Regards,

Samuel Borick

Transportation Planner

Council of San Benito County Governments

County of San Benito Local Transportation Authority

sborick@sanbenitocog.org

831-637-7665 ext 205

Re: Amtrak Connector Buses

From Dan Bell <dan.martin.bell@gmail.com>

Date Fri 2/20/2026 4:23 PM

To David Sorrell <DSorrell@sjrrc.com>

You don't often get email from dan.martin.bell@gmail.com. [Learn why this is important](#)

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

David: Thank you for the detailed explanation. I can not imagine AC Transit would object to the Bus-Only ticket for the Route 99 Connector Bus between SFTC and Emeryville Amtrak, since AC Transit does not even serve the Emeryville Amtrak Station. That aside, I agree loading on the SFTC 3rd deck for the Route 99 is far superior than loading on Mission Street, where inclement weather and the "street population" are challenging at times. You might consider routing Route 7 through the Town of Sonoma (as I described) and the Napa Transit center to attract more Amtrak passengers. Dan Bell, Sonoma Valley

Sent from my iPhone

On Feb 20, 2026, at 11:11 AM, David Sorrell <DSorrell@sjrrc.com> wrote:

Hi Dan,

SB742 allows for select buses in the thruway network to be activated for bus-only ticketing. This is either through agreement with our service exclusively or a partnership with a route that has no duplicative service.

In the case of Thruway Route 7, there are no duplicative intercity services throughout the entire route (along Highway 101) from Martinez to Arcata; which is different than Route 99 (Salesforce TC to Emeryville) where there is an existing AC Transit Route (Transbay Routes F and J) to connect San Francisco and Emeryville (granted, it is a 10 minute walk to the Emeryville platform). Offering Bus-Only Ticketing for Route 99 would be in conflict with AC Transit since that is a duplicative service to the East Bay. Because this is also a route that connects with Gold Runner, Capital Corridor, and Long-Distance services, we need to have Route 99 exclusively for those services (and not an extra Transbay Route).

Long-term, my desire is to have Route 99 start *inside* of the Salesforce Transit Center since we feel that is a safe, secure, and warm location for our riders to travel between Emeryville and SF. There are no plans to open the route to Bus-Only ticketing.

As for Route 7, we do offer some limited service between Napa and Sonoma Counties. I've made a note of this ask from you, because we are going to review our route in Sonoma County for long-term planning. Between our service (5 stops in Sonoma County), MASCOTS, and the SMART extension to Healdsburg in 2028, I do recognize the need to streamline our service in the County, empower our local partners to offer service, *and* connect to Napa (since that is a market that would benefit for more service). If I understand the route, we're using Highway 12 to Sonoma or Highway 37 to Vallejo.

Please reach out if you have additional questions or feedback. Thanks for reaching out to me. Have a good weekend.

Dave Sorrell, TDM-CP (He/Him/Y'all- [Why is this important?](#))

Senior Planner (Bay Area Region), Planning, Grants, & Programming Department
San Joaquin Regional Rail Commission

<Outlook-nqhkxwyr.gif>

[<Outlook-yafuiqri.png>](#) [Book time to meet with me](#)

From: Dan Bell <dan.martin.bell@gmail.com>

Sent: Friday, February 20, 2026 10:54 AM

To: David Sorrell <DSorrell@sjrrc.com>

Subject: Amtrak Connector Buses

[You don't often get email from dan.martin.bell@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Mr. Sorrell: I viewed the 2-11-26 Sonoma County Transportation Authority TAC and have a question for you. I am aware that a passenger can purchase a Bus-Only ticket on the Connector Bus Route 7. I understand that one cannot purchase a Bus-Only ticket for the Connector Bus between Sales Force Transit Center and Emeryville Amtrak Station. Can you tell me why? Who should I talk to about changing this policy and allowing purchase of a Bus-Only ticket? Thank you, Dan Bell, Sonoma Valley.

ps: It would sure be nice if Bus Route 7 was re-routed to travel through Sonoma Valley along Leveroni Road/Napa Road on its way to Napa. There is presently NO transit service available connecting Sonoma and Napa Counties!

Hwy. 116/121 Roundabout - Bus Stop at P&R Lot for Amtrak Route 7?

From Steven Schmitz <Steven.Schmitz@sonomacounty.gov>

Date Wed 4/8/2026 2:05 PM

To David Sorrell <DSorrell@sjrrc.com>; David Ripperda <David.Ripperda@scta.ca.gov>; Teri Hayes <thayes@sjrrc.com>

Cc Dana Turrey <dana.turrey@scta.ca.gov>; Emily Betts <Emily.Betts@sonomacounty.gov>; Charles Smith <Charles.Smith@sonomacounty.gov>

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Sounds good...thanks, Dave!



Steven Schmitz

Transit Specialist

Phone: 707-565-8288

steven.schmitz@sonomacounty.gov

355 W. Robles Ave

Santa Rosa, CA 95407

From: David Sorrell <DSorrell@sjrrc.com>

Sent: Wednesday, April 8, 2026 12:51 PM

To: David Ripperda <David.Ripperda@scta.ca.gov>; Teri Hayes <thayes@sjrrc.com>

Cc: Dana Turrey <dana.turrey@scta.ca.gov>; Steven Schmitz <Steven.Schmitz@sonomacounty.gov>

Subject: Re: SR 116/121 Roundabout - Bus Stop at PNR Lot - Route 7?

Hi David,

Thanks again for mentioning this at today's meeting (and the follow up). You all and another person from Golden Gate's Bus Passengers Committee connected with me on the same concept - adding Sonoma - but I really appreciate that potential stop location (I forgot that the roundabout at 116 is finished!)

I'm looping in our Connected Services Manager, @Teri Hayes who I assist with service planning items with our Thruways.

We are starting to undergo a comprehensive review of the entire thruway network in our Gold Runner service, including Route 7. We anticipate bringing in many of our stakeholders, including you, to the conversation about adding stops and making all of our services more accessible, with short- and long-term solutions. At this time, we will take into consideration adding stops to the corridor, although we cannot commit any changes in the immediate future.

As our study kicks off this spring and summer, we will review whether or not we have the capability to add stops as needed. I'm also taking into account the Santa Rosa Transit Mall and Healdsburg/Windsor suggestions as well. My initial thoughts when doing the pre-work would be that we should connect with SMART; with five stops in the county and MASCOTS, could provide an opportunity to bridge some of the gaps in the county but also aware that we need to be cognizant of our running time since the journey to Arcata is over 6 hours. I acknowledge that losing the 101 will be an adjustment but with SMART operating 30-60 minutes may be an opportunity to streamline efforts in the County (maybe utilizing the #7 as an regional express).

I'll ask our team with any insights of the ridership in and out of the County. I, Hugo, or Teri will be in touch as we start the study. Please reach out if you have any additional suggestions or questions.

Dave Sorrell, TDM-CP (He/Him/Y'all - [Why is this important?](#))

Senior Planner (Bay Area Region), Planning, Grants, & Programming Department

San Joaquin Regional Rail Commission (ACE Rail & Amtrak Gold Runner)

949 East Channel Street, Stockton, CA

(209) 395-8329 cell | DSorrell@sjrrc.com (email is faster than phone) | sjrrc.com | Goldrunner.com | Acerail.com

 [Book time to meet with me](#)

Upcoming OOO:

- April 22-July 1 (Paternity Leave)

If you are not the intended recipient of this transmission or a person responsible for delivering it to the intended recipient, any disclosure, copying, distribution, or other use of any of the information in this transmission in error, please notify me immediately by replying to this email or by telephone at (209) 395-8329

From: David Ripperda <David.Ripperda@scta.ca.gov>

Sent: Wednesday, April 8, 2026 11:35 AM

To: David Sorrell <DSorrell@sjrrc.com>

Cc: Dana Turrey <dana.turrey@scta.ca.gov>; Steven Schmitz <Steven.Schmitz@sonomacounty.gov>

Subject: FW: SR 116/121 Roundabout - Bus Stop at PNR Lot - Route 7?

You don't often get email from david.ripperda@scta.ca.gov. [Learn why this is important](#)

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Hi David,

Per the discussion at the SCTCA T-TAC meeting today, I've attached the plans for the bus stop at the brand new SR 116/121 Roundabout and Park and Ride lot that I mentioned that could be a potential "City of Sonoma" stop for Route 7 without having to deviate too much from the existing route between Napa and Petaluma. There is currently no local bus service to the PNR lot.

There is a video here showing the completed roundabout that shows the PNR lot, which has a sidewalk pad for bus boarding at the left of the image below:

<https://www.youtube.com/watch?v=oh60ZOX4ohg>



Thank you,

David Ripperda | Director of Projects & Programming
[Sonoma County Transportation and Climate Authorities](#) 
411 King Street, Santa Rosa, CA 95404
[707.565.2180](tel:707.565.2180)



From: David Ripperda
Sent: Wednesday, March 11, 2026 4:27 PM
To: Steven Schmitz <Steven.Schmitz@sonomacounty.gov>; Emily Betts <Emily.Betts@sonomacounty.gov>
Cc: Charles Smith <Charles.Smith@sonomacounty.gov>; Seana Gause <seana.gause@scta.ca.gov>; Connie Fremier <connie.fremier@gmail.com>; La Serna, Fabio@DOT <fabio.laserna@dot.ca.gov>
Subject: RE: SR 116/121 Roundabout - SCT Bus Stop at PNR Lot

Thanks Steven!

David Ripperda | Director of Projects & Programming
[Sonoma County Transportation and Climate Authorities](#) 
411 King Street, Santa Rosa, CA 95404
[707.565.2180](tel:707.565.2180)



From: Steven Schmitz <Steven.Schmitz@sonomacounty.gov>
Sent: Wednesday, March 11, 2026 4:08 PM
To: David Ripperda <David.Ripperda@scta.ca.gov>; Emily Betts <Emily.Betts@sonomacounty.gov>
Cc: Charles Smith <Charles.Smith@sonomacounty.gov>; Seana Gause <seana.gause@scta.ca.gov>; Connie Fremier <connie.fremier@gmail.com>;

La Serna, Fabio@DOT <fabio.laserna@dot.ca.gov>

Subject: SR 116/121 Roundabout - SCT Bus Stop at PNR Lot

Thanks for checking in, David. We haven't had a route through Schellville in years, even way before COVID. And Golden Gate Transit ceased their operations out there even farther back. We don't anticipate reinstituting transit service out there in the foreseeable future. So, no problem removing the poles.



Steven Schmitz

Transit Specialist

Phone: 707-565-8288

steven.schmitz@sonomacounty.gov

355 W. Robles Ave

Santa Rosa, CA 95407

From: David Ripperda <David.Ripperda@scta.ca.gov>

Sent: Wednesday, March 11, 2026 4:02 PM

To: Emily Betts <Emily.Betts@sonomacounty.gov>

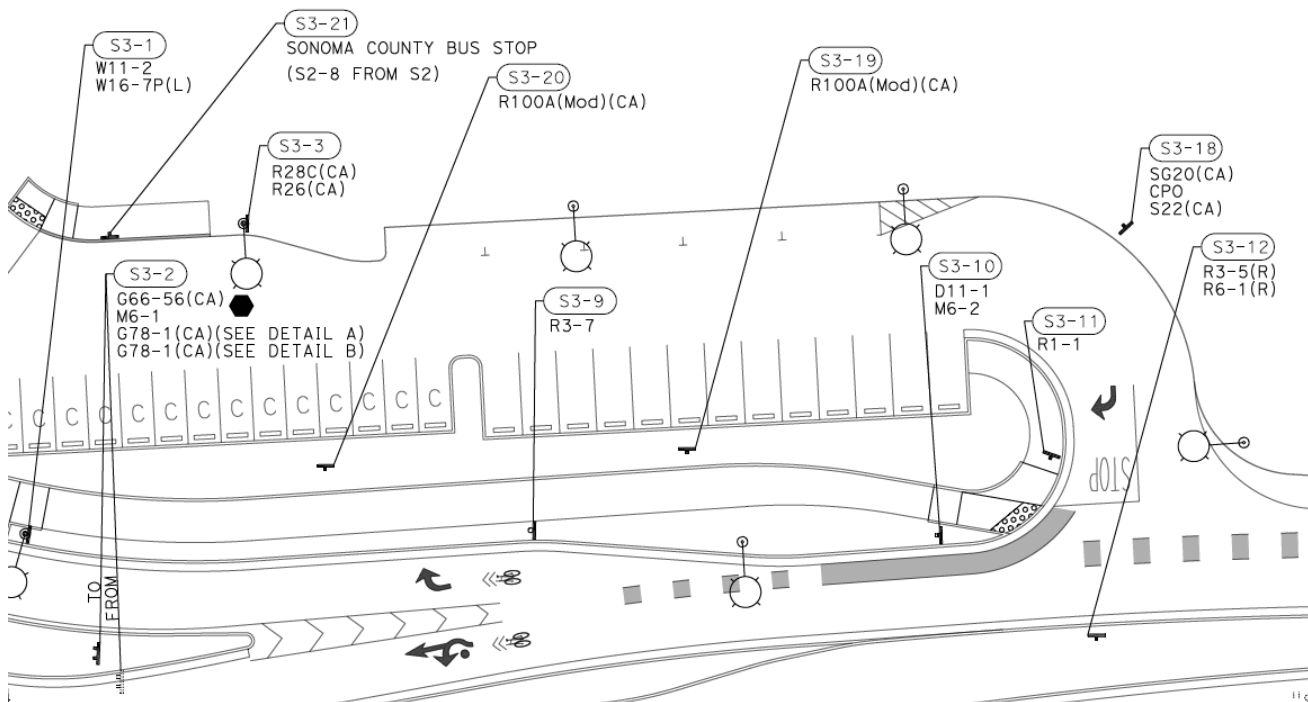
Cc: Steven Schmitz <Steven.Schmitz@sonomacounty.gov>; Charles Smith <Charles.Smith@sonomacounty.gov>; Seana Gause <seana.gause@scta.ca.gov>; Connie Fremier <connie.fremier@gmail.com>; La Serna, Fabio@DOT <fabio.laserna@dot.ca.gov>

Subject: SR 116/121 Roundabout - SCT Bus Stop at PNR Lot

Good afternoon Emily,

Hope you're doing well. Pre-COVID SCT used to have a stop at the PNR lot at SR 116/121. The route was cut during COVID prior to construction of the roundabout, and I believe the bus stop signs were removed at that time. Caltrans removed the poles during construction, and now as they work on closing out the construction they were wondering if there is any desire to put poles and SCT bus stop signs back up for the new stop within the relocated PNR Lot? I wasn't sure if you're planning to potentially restore that route in the future.

See below and attached plan sheets.



Thank you,

David Ripperda | Director of Projects & Programming
Sonoma County Transportation and Climate Authorities

411 King Street, Santa Rosa, CA 95404

[707.565.2180](tel:707.565.2180)

Thruway Bus Study Submission

From San Joaquin Joint Powers Authority <frodriguez@sjrrc.com>

Date Mon 6/8/2026 3:55 PM

To Planning Programming <planningprogramming@sjrrc.com>

Name: Adam Barth

Email: abarth@stanrta.org

Message:

There should be coordination between public transit providers and the Gold Runner Thruway Bus provider to ensure that there is not overlapping service and/or to coordinate efforts so that the use of resources are used in the best way possible. Duplication of services or similar services that are branded differently, different fares, technology, etc make it very difficult to use as a rider. We need to make the service simple, easy to use and easy to understand, while still providing the best service possible. The Gold Runner Thruway Bus and public transit routes should not be competing for the same passengers, but should be working together.

Thruway Bus Study Submission

From San Joaquin Joint Powers Authority <frodriguez@sjrrc.com>

Date Mon 6/8/2026 3:38 PM

To Planning Programming <planningprogramming@sjrrc.com>

Name: Rob Ball

Email: rball@kerncog.org

Message:

Need Route from Madera Stn (Not Merced!) to Gilroy/San Jose. The route will reduce time to the Bay Area from L.A., by more than an hour, increasing the ridership and revenue between L.A. and Madera. When is SJVRR going to go after this untapped ridership?

Thruway Bus Study Submission

From San Joaquin Joint Powers Authority <frodriguez@sjrrc.com>

Date Fri 6/5/2026 6:38 PM

To Planning Programming <planningprogramming@sjrrc.com>

Name: Alan Rowe

Email: alandrowe123@gmail.com

Message:

I enjoy travelling by both train and bus for the convenience and flexibility although do not travel that frequently. Recently I had been trying to travel between two California cities (Sacramento to Stockton) and found it very confusing how to actually use the Throughway bus as a traveler. While the bus connections were shown on timetables and departure boards I was not able to buy a ticket to travel on the bus as it was not going to be in conjunction with a rail journey. This meant that although the bus times were perfect for my travel, I was not allowed to use the service and had to travel on a much earlier train. This in turn meant an earlier start then hanging about at the other end as I was too early for my appointment which was very inconvenient. Fortunately I discovered this before starting my journey and I was able to adjust my travel plans to the train times as if I had relied on the published timetable I would have been too late for the train and not able to use the bus. Signage and information online (when I tried to order a ticket) and in stations did not make this clear - I only discovered when I spoke to station staff the day before.

I would like for there to be more services through the day as it is easy to be stranded in a location with no train or bus service till much later - last time I had to rent a car to complete a journey rather than a train/bus due to lack of services.

Thruway Bus Study Submission

From San Joaquin Joint Powers Authority <frodriguez@sjrrc.com>

Date Wed 6/17/2026 5:24 PM

To Planning Programming <planningprogramming@sjrrc.com>

Name: David Keenan

Email: chainblaster@gmail.com

Message:

Would like to see more bus service as a "bridge" between the infrequent train runs Sacramento-Stockton-Emeryville -- right now Stockton is a "transit island" with scant services to the "outside world". It'll be quite a while before we see more trains, with the varying timeline of the Stockton Diamond grade separation project and with ACE being limited by the host railroad. Also, though, there needs to be much better interface with local transit in Stockton to both train stations.

Thruway Bus Study Submission

From San Joaquin Joint Powers Authority <frodriguez@sjrrc.com>

Date Wed 6/17/2026 11:38 AM

To Planning Programming <planningprogramming@sjrrc.com>

Name: John Hoeflich

Email: johnhoeflich@yahoo.com

Message:

The Amtrak Bus Route 3 had all buses with toilets. The plan now is to eliminate all buses with toilets. The plan is NO Toilets on buses ! In fact til recently new buses were ordered without wheelchair lifts, a violation of ADA. No toilets is federal violation.

The problem is a 5 hour bus trip with no toilets. !

Also frequency of buses has been cut by 50%

Bus fares for Seniors are expensive when other transit agencies have Free Rides for Seniors

7/2/2026 E-mail from Chris Devine with Butte County Association of Governments (BCAG):

Hi Michael,

Look forward to catching up next week and sorry I missed your call. Here is an update on where we are at:

BCAG anticipates initiating service between Chico and Sacramento in March 2027 with nine to eleven round trips per day. Six 28-seat Glaval Freightliners have been purchased and are scheduled for delivery by the end of the year. BCAG is working with its consultant team to advance project details including refining the schedule and routing for the service, including exploring potential service to the Sacramento International Airport as an additional stop on the route between Chico and Sacramento Valley Station. BCAG is also entering into contracts with Kuba and Littlepay via Cal-ITP to provide tap-to-pay payment systems on all six buses. Next steps include developing bus wrap designs and continued coordination with various agencies to develop required agreements and ensure the system integrates with existing transit services. Marketing efforts are expected to begin roughly three months prior to initiation of service.

Chris



Thruway Bus Study Submission

From San Joaquin Joint Powers Authority <frodriguez@sjrrc.com>

Date Mon 6/15/2026 1:39 PM

To Planning Programming <planningprogramming@sjrrc.com>

Name: Stephen Inoue

Email: sinoue@yahoo.com

Message:

Double track and electrify California's rail so Amtrak can run rail service on freight lines without delay.
Restore the Bakersfield to LA rail line.

Feedback Request: Gold Runner Thruway Bus Study

 Summarize this email



To: ● Rene Gutierrez

Tue 6/16/2026 4:17 PM

Cc: Gabriella Rodriguez <gaby@moderntimesinc.com>; ● Teri Hayes; +3 others



You replied on Tue 6/16/2026 4:24 PM

You don't often get email from dcampos2@lawa.org. [Learn why this is important](#)

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Good afternoon, Rene,

I will share this with the LAWA team, cc'ing Amy Imamura here, who is Director of Capital Program Outreach & Engagement for the Airport Development Group.

Thank you,

Denise Campos

Communications Manager, ATMP Roadway Improvements Project

Los Angeles World Airports

323-979-8489 (c)

dcampos2@lawa.org



To:  Rene Gutierrez

Wed 6/24/2026 9:00 AM

Cc: Gabriella Rodriguez <gaby@moderntimesinc.com>; +4 others

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Good morning,

Thank you so much for sharing this with us—we're sharing with our network in the region to provide input.

PS - would love to connect in August to share updates about our upcoming work in the Central Valley. Let us know some dates/times that work on your end for us to coordinate a zoom meeting!

Looking forward to it!

Kind regards,

Xiomara Peña

Vice President, Community Engagement & Innovation

Hispanas Organized for Political Equality (HOPE)
800 Wilshire Boulevard, Suite 860
Los Angeles, CA 90017
(213) 610-3978 | www.latinas.org | xpena@latinass.org



Thruway Bus Study Submission

From San Joaquin Joint Powers Authority <frodriguez@sjrrc.com>

Date Wed 6/17/2026 3:18 PM

To Planning Programming <planningprogramming@sjrrc.com>

Name: Regina Clayton

Email: rclayton@bak.rr.com

Message:

The Gold Runner Thruway bus service is excellent. I have use many times.

Notes from June 24, 2026 meeting with RailPac:

Consolidated Comments:

1. Statewide Network Perspective and Governance

- Need Thruway bus services as a statewide network rather than individual routes.
- Marginal routes should not be evaluated solely on route-level performance; some routes may be revenue-positive when considering their contribution to the overall network.
- The decline of Greyhound service has increased the importance of Thruway buses as a form of public transportation, particularly in rural California.
- Questions were raised regarding who serves as the "guiding light" at the state level to ensure a coordinated statewide vision.
- Governance challenges remain significant, particularly because regional transit planning and funding often stop at county boundaries, making cross-county coordination difficult.
- Suggestion to examine county-based funding structures and governance limitations as part of broader implementation discussions.

2. SB 792 Implementation Challenges

- Gaps in implementation of SB 742 and importance of continued coordination among agencies, including CCJPA, LOSSAN, and other JPAs.

3. Rural Mobility and Equity

- Maintaining service to rural communities was identified as a critical public policy objective, especially given reductions in private intercity bus service.
- Service value should not be measured solely through financial performance.
- The North Coast region has significant mobility needs despite relatively low population density
- Discussion included whether certain lightly used routes should be evaluated through broader social and mobility benefits rather than strictly financial returns.

4. Connectivity and Schedule Coordination

- Reliable connections were repeatedly identified as one of the most important issues facing the network.
- Previous North Coast service reductions where riders were directed to transfer to local transit providers in Ukiah had frequently missed connections and did not provide a viable substitute for direct service.
- Examples of successful coordinated transit efforts such as:

- Marin-Sonoma Coordinated Transit Plan (MASCOTS)
 - SMART and Golden Gate Transit coordination at San Rafael
 - Scheduled connections with 10–15 minute transfer windows and guaranteed connections
- Any future changes to Thruway schedules should account for connections with local transit operators.
- Challenges arise because local agencies are often unwilling or unable to hold buses for delayed connections due to impacts on their own schedules.

5. North Coast Service Coordination

- Opportunities to strengthen coordination among North Coast transit providers:
 - Mendocino Transit Authority (Santa Rosa–Ukiah)
 - Humboldt Transit Authority (Ukiah–Eureka)
 - Redwood Coast Transit (Eureka–Crescent City)
- Existing coordination between these agencies provides a model that could potentially be strengthened through formalized guaranteed connections.
- Suggestion for Thruway buses to terminate in Ukiah and connect to local operators, provided those connections can be made reliable.

6. Route 7 and North Coast Operational Issues

- Several concerns were raised regarding Route 7 and Bus 6311:
 - Bus 6311 frequently cannot maintain its published schedule due to recurring congestion in Napa, Solano, and Sonoma Counties.
 - The schedule may be unrealistic under current operating conditions.
 - Train 711, which Bus 6311 connects to, is also frequently delayed.
 - Suggestion to refine Napa service

7. Passenger Information and Network Integration

- Identified problem: SJJPA largely presents only its own services in maps, online, and other customer information.
 - Riders generally do not distinguish between agencies and instead view travel options as a single transportation network.
 - Suggestions included:
 - Displaying connecting Thruway and local bus routes on all JPA maps.
 - Developing integrated passenger information across agencies.
 - Providing clearer wayfinding and transfer information.
- Customer-facing information should reflect the full network rather than organizational boundaries.
- Signage and passenger information issues:
 - QR code issue

- This creates accessibility barriers for riders without smartphones or reliable internet access.
- Many users are lower-income riders who may not have consistent access to mobile technology.

8. Service Integration and Codesharing

- Expand mobility through greater integration among operators.
- Given declining intercity bus service availability, there may be opportunities to:
 - Integrate schedules and ticketing across providers.
 - Expand codesharing arrangements.
 - Increase the number of available travel options without requiring entirely new services.
- Need codesharing

9. Future Analysis and Recommendations

- Recommendations:
 - Evaluate route performance based on total network rather than individual route profitability.
 - Consider role of Thruway services as public transportation in rural communities.
 - Incorporate governance and funding challenges into recommendations.
 - Strengthening schedule coordination and guaranteed connections.
 - Continue stakeholder engagement and reconvene the group in August to review draft recommendations.

1/6/26 - Caltrans Discussions (Thruway)

Tuesday, January 6, 2026 1:13 PM

Overview / Context

- Direction from Chad E regarding overlap analysis with local agencies
- Paused due to zero operations funding
- Look for opportunities for cost savings
- Proposals and feedback
- Data Analysis Worksheet by Caltrans:
https://analysis.dds.dot.ca.gov/thruway_intercity_bus/README.html

Comparative analysis statewide

Key routes that drive costs

- 1A (Los Angeles)
- 1C (West LA)
- 99 (Bay Bridge)
- 19 (Inland Empire)

Rural with no/limited connect large areas

- 3/5
- 7

Flow diagrams

Travel Time Analysis

- 99
 - o Padding with BART
 - o Add Martinez?
- 1 Newhall Pilot
 - o Schedules don't align properly in transfers
 - o Reduce transfer times to 15 minutes instead of ~48 minutes
- 1C
 - o Access is critical (esp. from Van Nuys)
 - o SFV is currently rough for transfers
 - o Westwood connections are possible with 792/797 Express
 - o Need to accommodate D Line extension to Westwood
 - o Low ridership at Santa Monica, move to Expo/Sepulveda? (UCLA/Westwood)
(May need validation - Amtrak 4/8 mentioned ridership is up)

Proposals

- Salesforce TC use
 - o Amtrak is taking lead
- Inadvisable for current schedules, but possible for feasibility with NewHall
 - o Explore with LOSSAN

Initiative - budget cycle forthcoming (FY27 or 28)

Lower expenditures expected

Possible short-term

6/40 analysis - Caltrans assistance (develop tasks and asks)

1C truncation

Bus-Only ticketing for 6 and 20

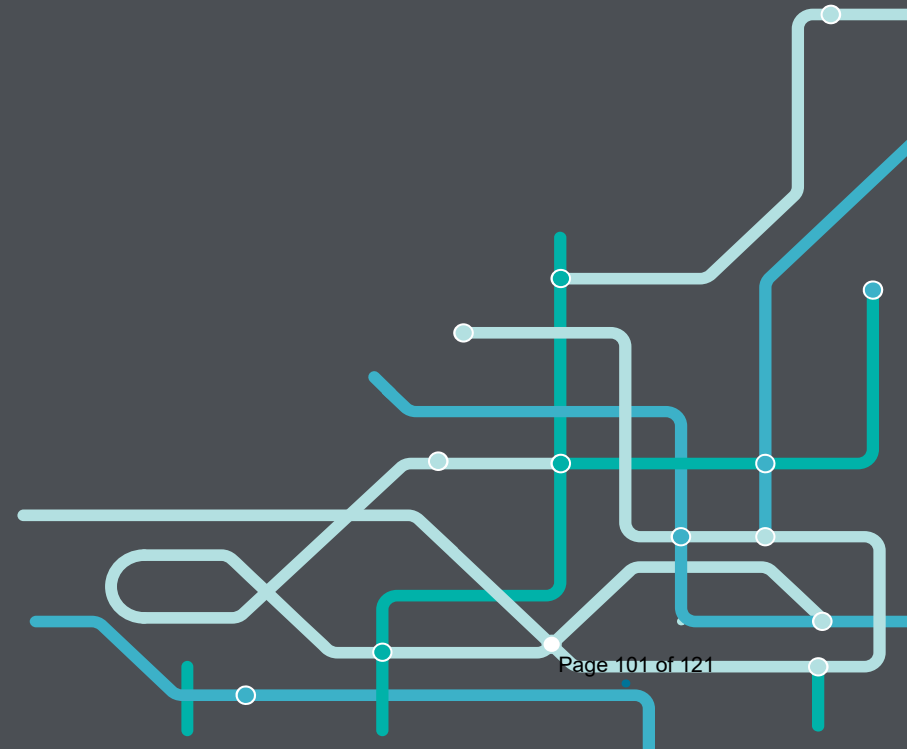
Route 34 and 7-8-9RT

Next step - Review qualitative points in slide deck to make short and long term cases



Thruway Bus Analysis

01/05/2026



Thruway Analysis Goal

Identify opportunities to improve the State's Thruway Bus System by making operational changes that increase ridership, reduce VMT, and save money

- Provide cost savings proposals for the top routes that drive the costs*

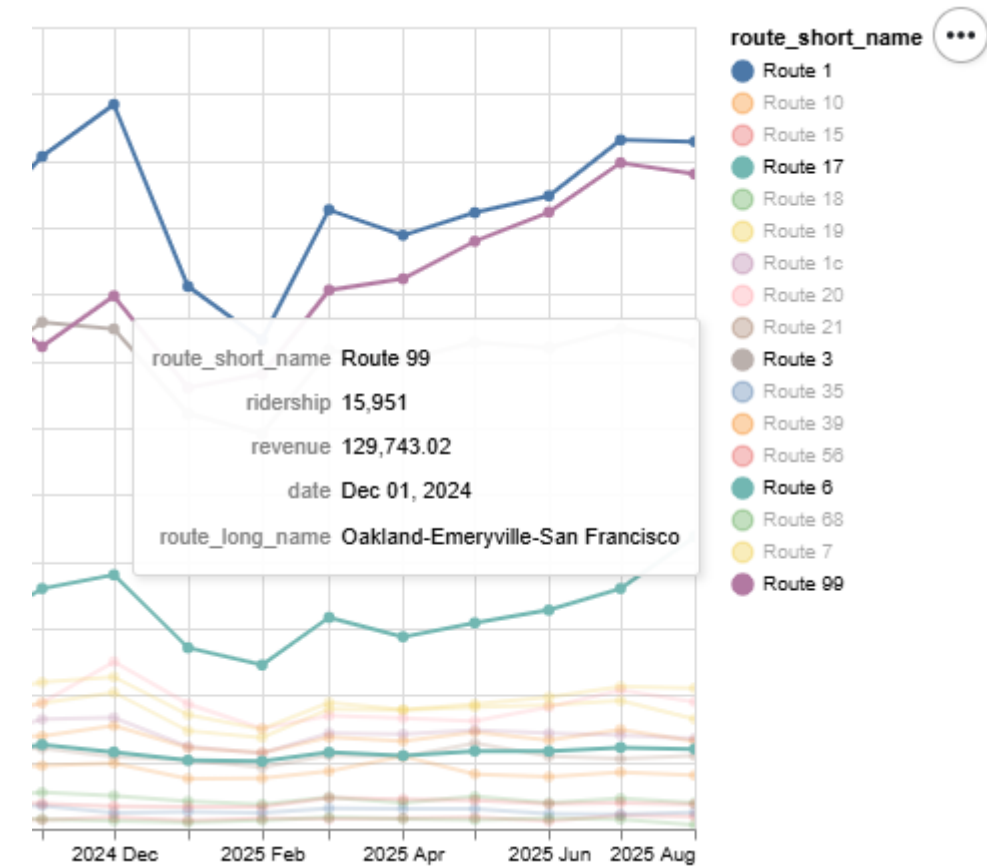


Data

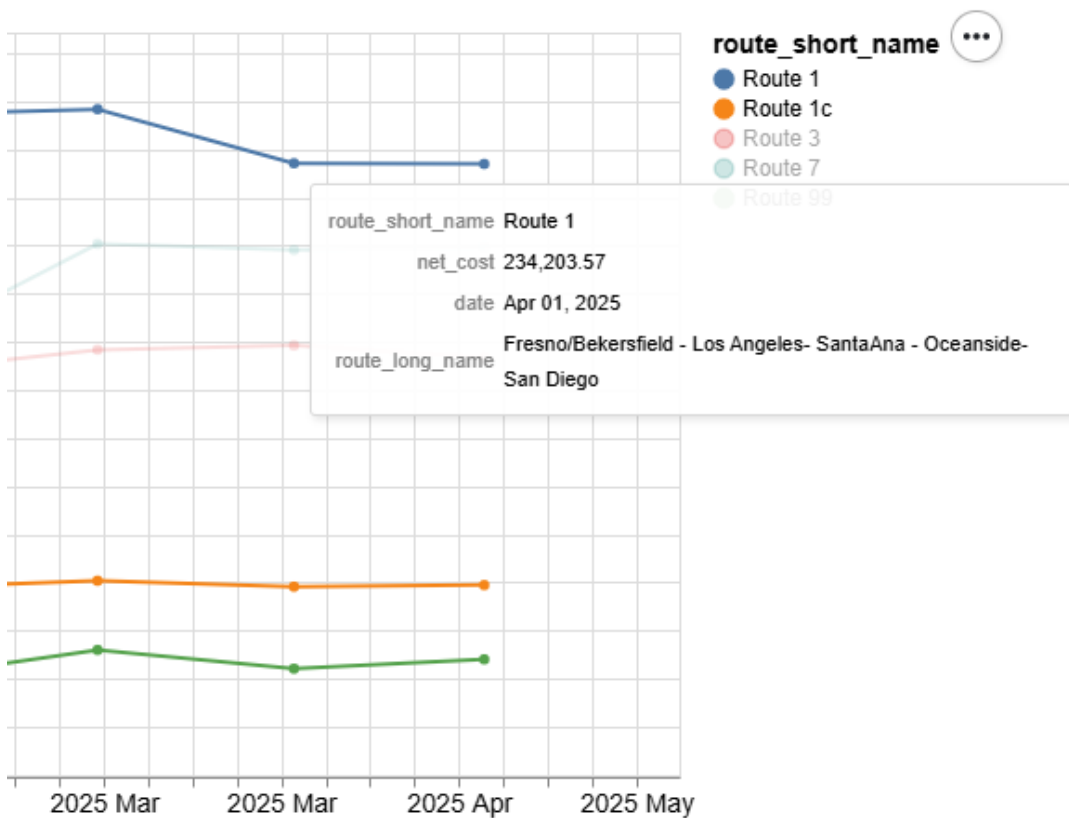
- Data sources
 - Origin/Destination Thruway Bus Ridership/Revenue Data (Amtrak)
 - Thruway Route Cost Data (by route, for CCJPA & SJJPA)
 - Thruway and local transit schedule data (GTFS)
- Data constraints
 - GTFS Schedule data only – does not reflect delays
 - Some inconsistency between Amtrak Ridership/Revenue, GTFS, and cost data sources

Statewide Ridership and Cost Data

RIDERSHIP LINK



COST LINK



Overview of Thruway Routes & Costs

Key routes that drive costs (with local alternatives):

1. Route 1a Bakersfield to LA Union Station
2. Route 1c Bakersfield to LAX
3. Route 99 Emeryville to SF
4. Route 19 Bakersfield to Inland Empire (future analysis)

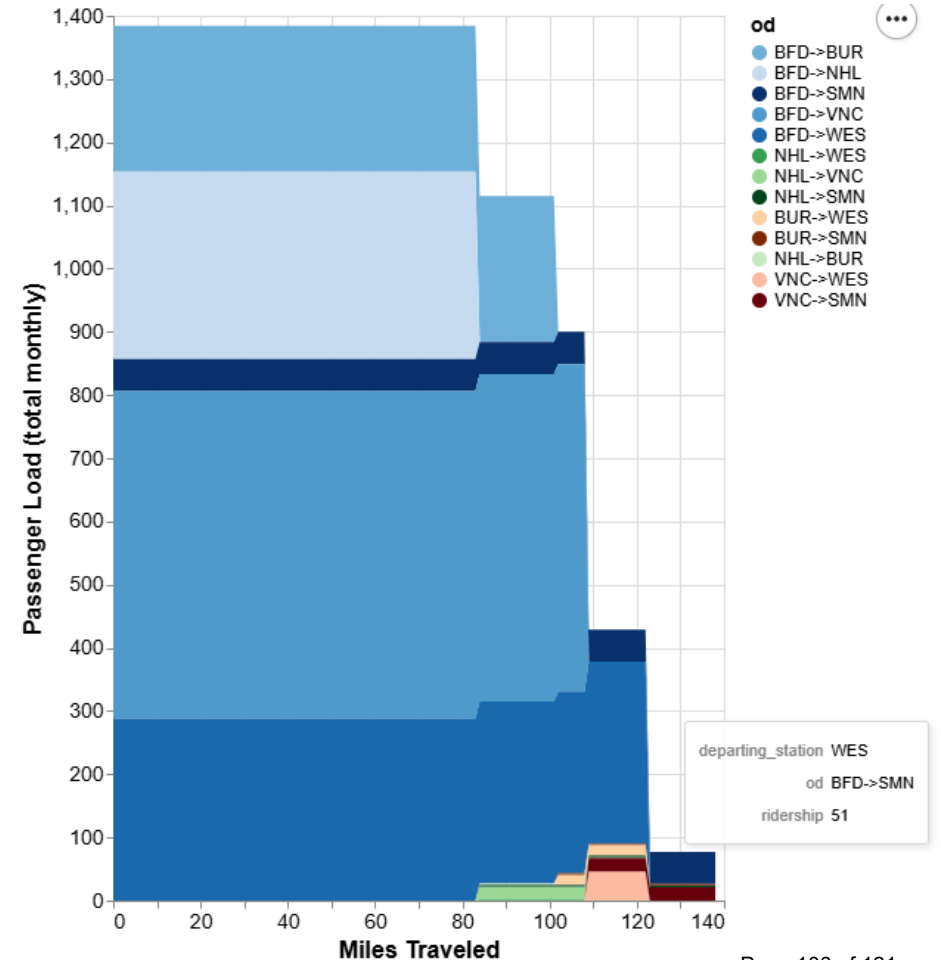
Rural and/or coverage routes (high costs, fewer local alternatives, connect large areas to rail service):

1. Route 3 Redding – Sacramento – Stockton
2. Route 7 Martinez – Santa Rosa – Arcata

Route specific ridership flow diagrams

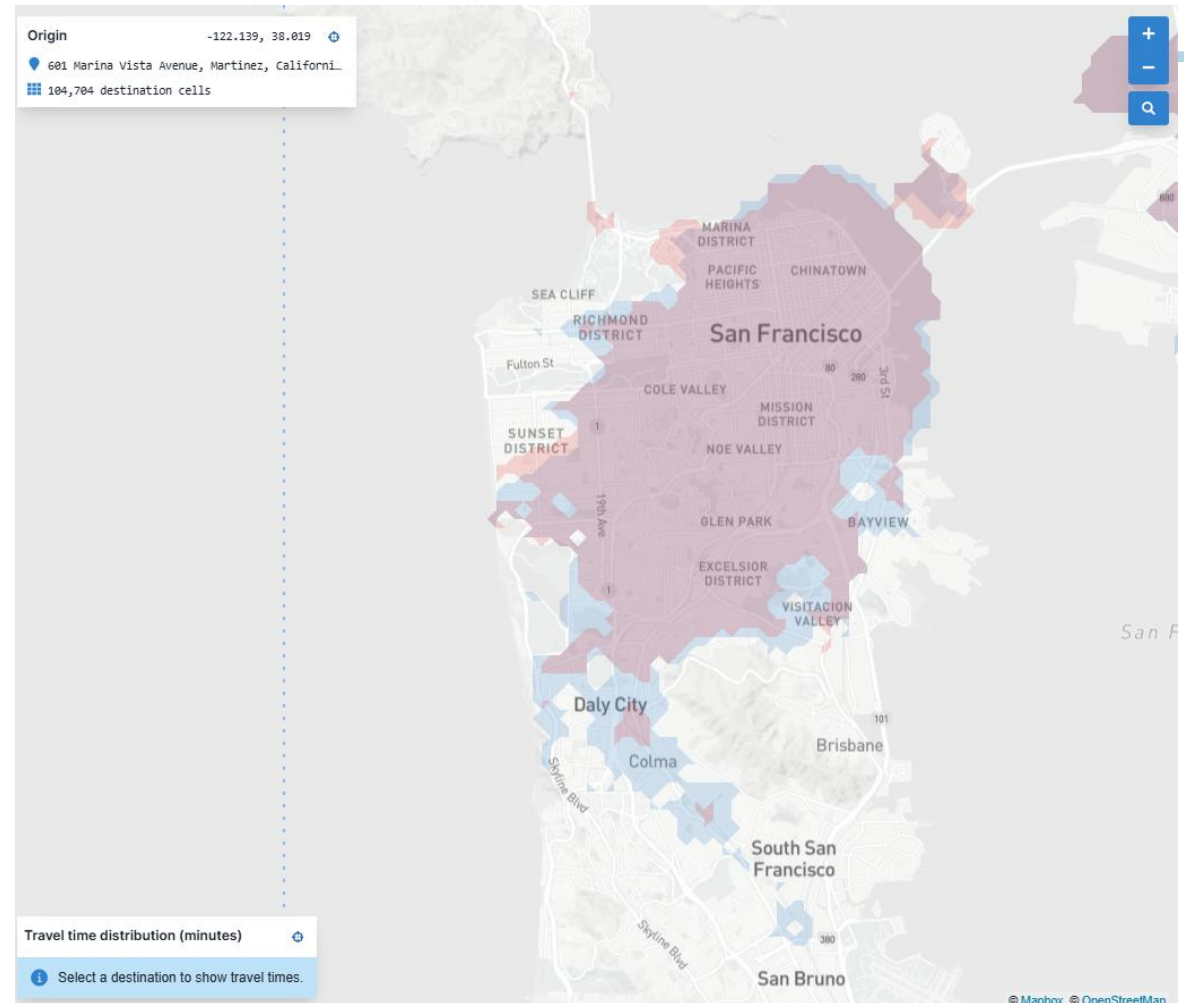
PASSENGER FLOW AND RIDERSHIP CHARTS BY ROUTE AND ORIGIN/DESTINATION — THRUWAY BUS ANALYSIS

- Monthly passenger load along each route
 - Hue indicates origin, darker shades indicate longer trips
 - Area of each box represents passenger miles in this chart
 - Mouse over for additional details
 - “Van Nuys is the most common Route 1c destination, and only ~80/month ride to Santa Monica”*
- Site linked in subtitle also includes charts with time, not distance, on the x-axis
- These charts show April 2025 data only



Route 99 Travel Time Analysis

- Similar travel times to SF and Peninsula using BART via Richmond or Route 99 via Emeryville
- Thruway connection has a slight edge in evening hours when BART is less frequent
- Travelers connecting to the Capitol Corridor or San Joaquins from SF will likely take earlier BART trains and wait 15-30min in Richmond to ensure they make the train, adding time
- CC or SJ train delays could also result in long waits at Richmond



From Martinez, 120 minutes, mid-morning. BART in blue, Thruway in red

Route 99 Qualitative Trip Factors

EMERYVILLE TO SAN FRANCISCO

- Thruway offers integrated ticketing and guaranteed connections
- Thruway has secure, dedicated luggage space
- Emeryville offers a more comfortable waiting area than Richmond, including a concession stand, restrooms*, and vending machines
- Fare is *lower* using BART connection (\$14.80 Martinez – Embarcadero vs. \$19 Martinez – Salesforce Transit Center with Thruway)
 - A transfer discount would provide an additional incentive
 - BART now accepts open-loop payments (no need for physical/virtual Clipper Card)
- Riders may view the Thruway service as worth paying the premium fare, net cost per rider around \$1.50 in 2025

*Richmond station restrooms are inside BART paid area and inaccessible from Amtrak side

Route 1 Metrolink Connection at Newhall (Southbound, weekday)

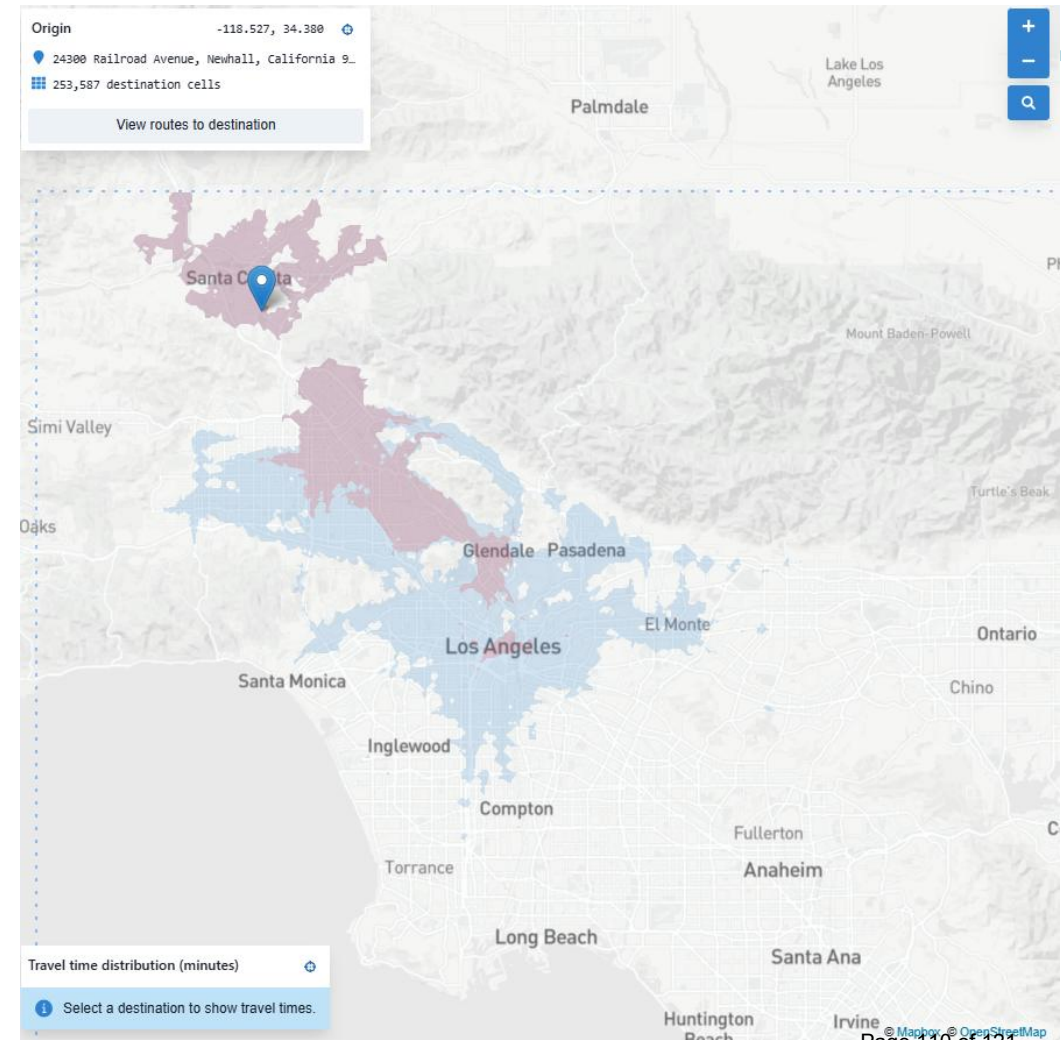
- With current schedules, this connection does not align well

San Joaquins Train	Thruway Leaves Bakersfield	Thruway Arrives Newhall	Transfer Wait	Metrolink AV Line Departs Newhall	Metrolink Arrives LA
774	9:35	11:10	1:18	12:28	13:20
702	12:05	13:40	0:48	14:28	15:20
710	14:05	15:40	0:48	16:28	17:20
712	16:05	17:40	1:48	19:28	20:20
715	18:05	19:40	1:48	21:28	22:20
716	20:05	21:40	1:48	23:28	0:20
748	23:59	1:20	-	-	-

Not all trips currently serve Newhall, times estimated using 95min travel time from Bakersfield to match current trips

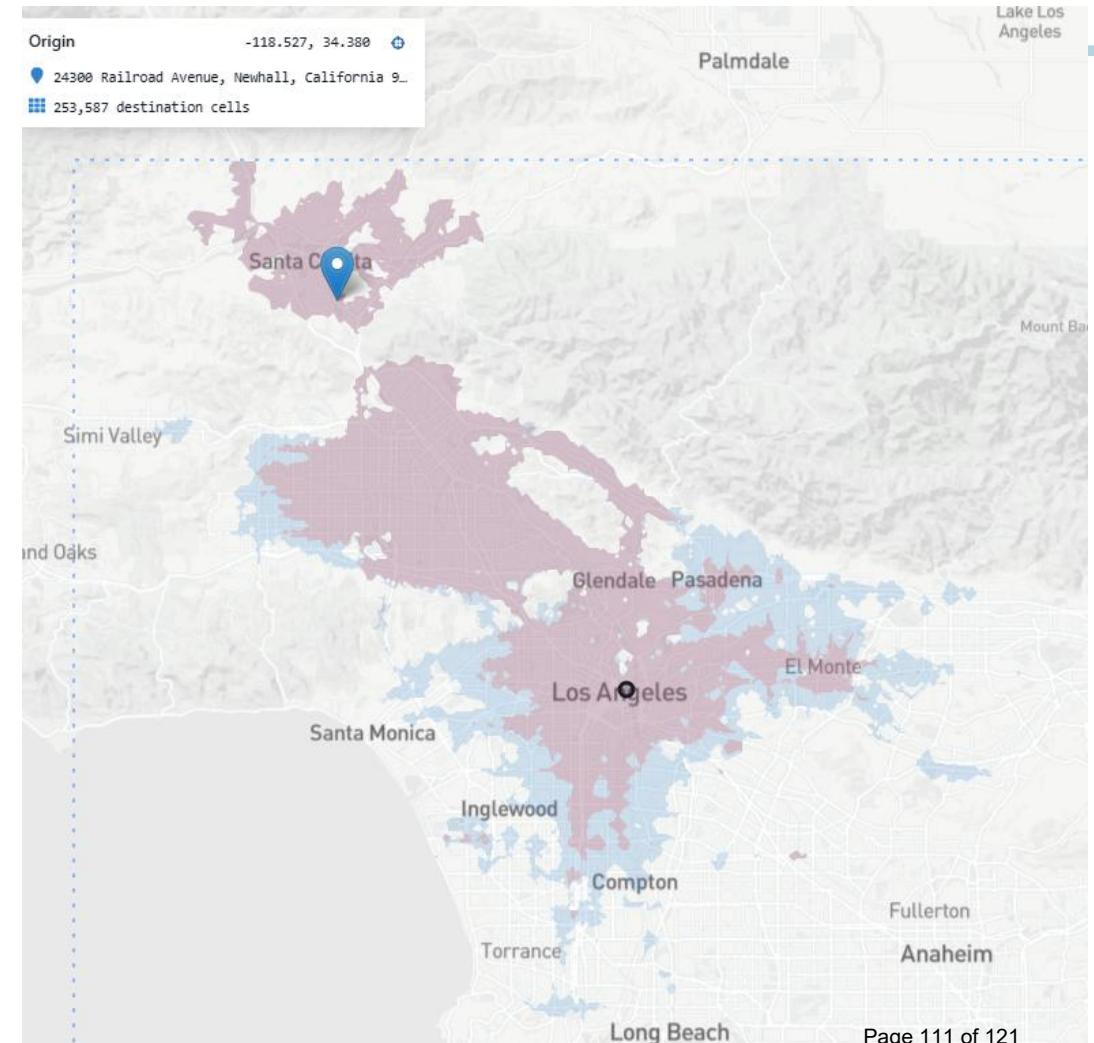
Route 1 Travel Time Analysis (48min Transfer Wait)

- In current best-case scenario, Thruway reaches many more destinations
- Similar in-vehicle time



Route 1 Travel Time Analysis (15min Transfer Wait)

- In a more ideal scenario with a 15-minute transfer wait, Metrolink more closely replicates Thruway access



From Newhall, 120 minutes. Thruway in blue, Metrolink in red

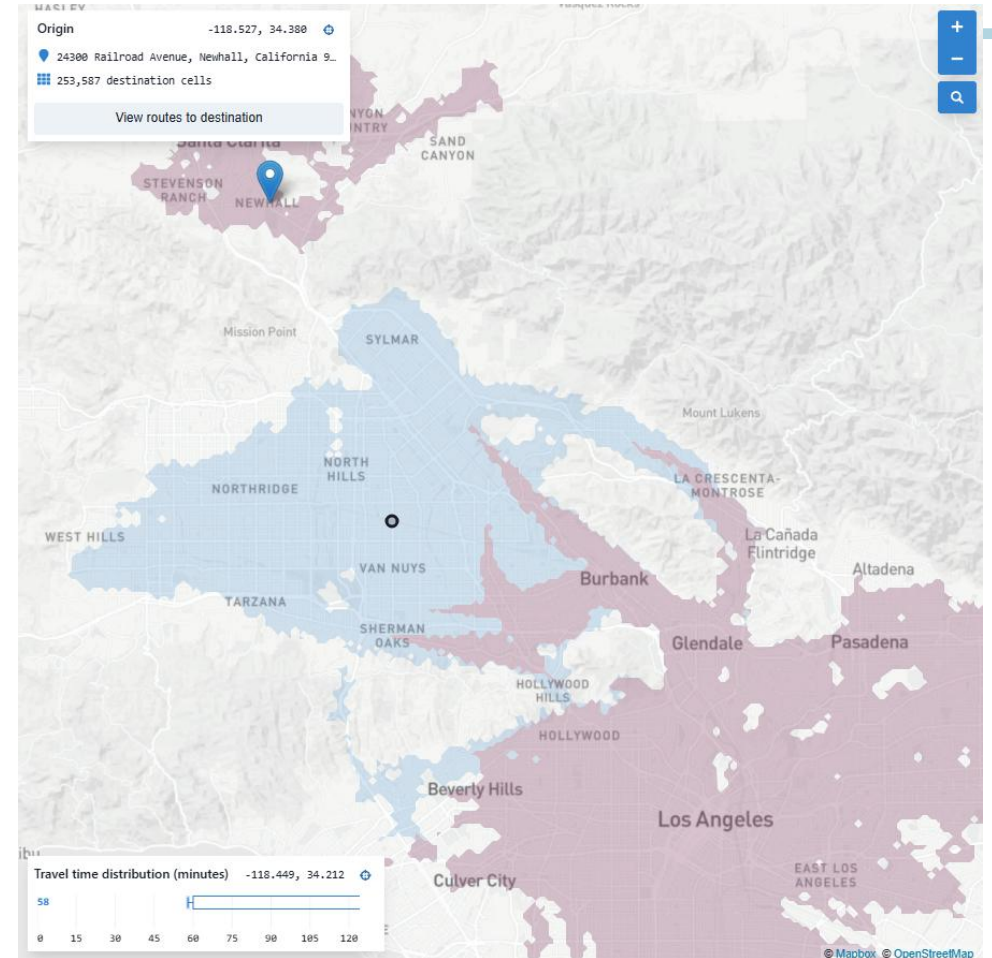
Route 1 Metrolink Connection at Newhall (Northbound, weekday)

- Certain northbound trips have a well-timed connection

Metrolink AV Line Departs LA	Metrolink Arrives Newhall	Transfer Wait	Thruway Departs Newhall	Thruway Arrives Bakersfield	San Joaquins Train
23:39	0:32	1:23	1:55	3:55	711
-	-	-	5:55	7:55	713
7:39	8:32	1:23	9:55	11:55	715
10:39	11:32	0:23	11:55	13:55	717
12:39	13:32	0:23	13:55	15:55	719
14:39	15:32	0:23	15:55	17:55	703
19:39	20:32	1:03	21:35	23:35	785

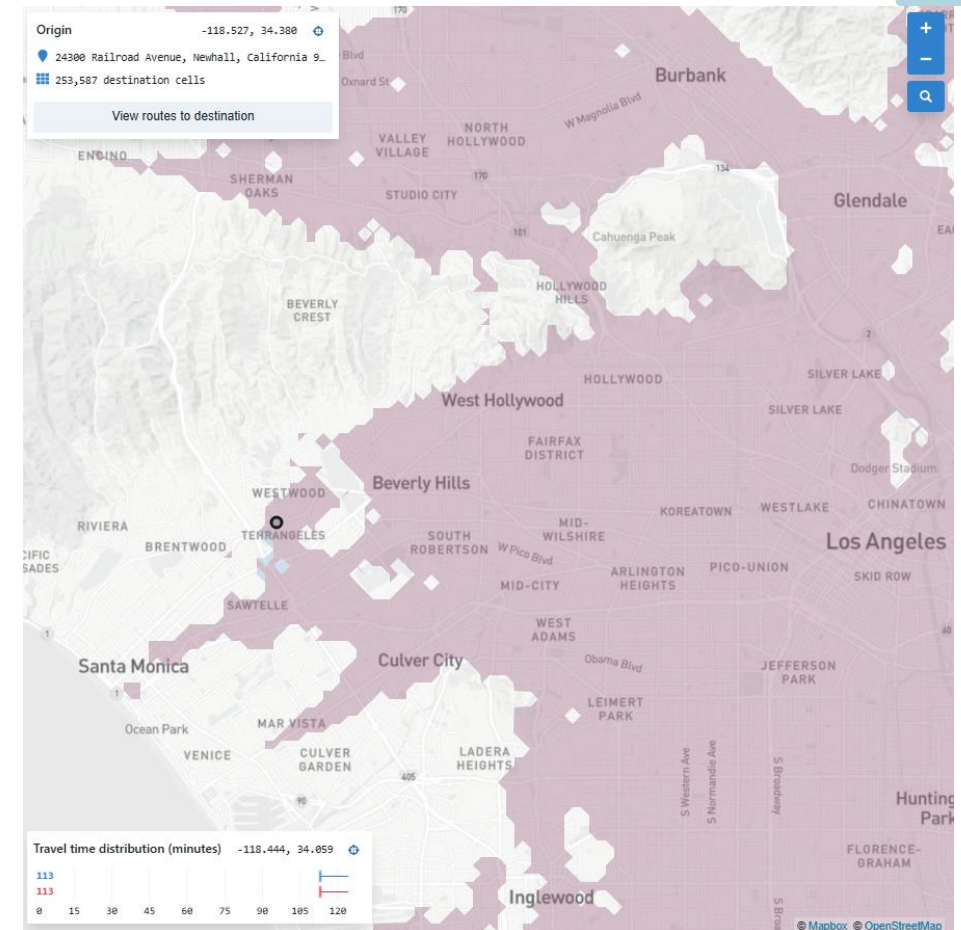
Route 1c Travel Time Analysis (Van Nuys)

- Current Thruway Route 1c in blue
- Red scenario assumptions:
 - No Thruway Route 1c past Newhall
 - Existing schedules with long transfer times to Metrolink
- Most of San Fernando Valley would be unreachable within 120 minutes from Newhall
- Van Nuys ridership 518/month
- Burbank ridership 231/month



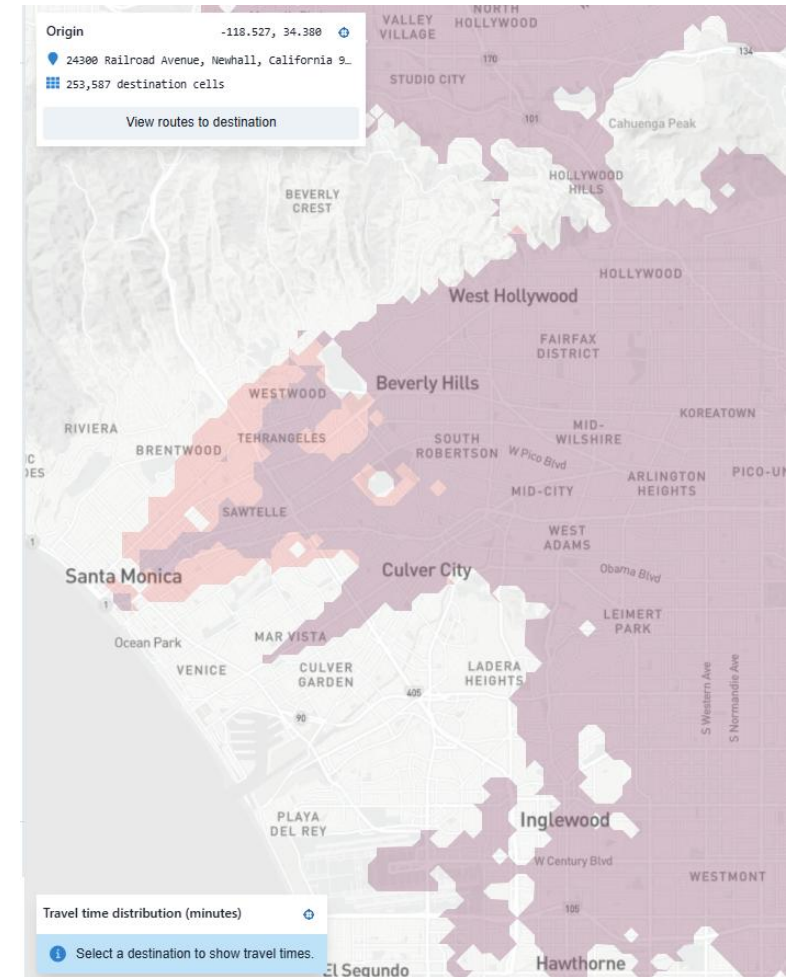
Route 1c Travel Time Analysis (Westside)

- Current Thruway Route 1c in blue
- Red scenario assumptions:
 - No Thruway Route 1c past Van Nuys
 - Thruway Route 1 service available to LA Union Station
- Similar travel times via Thruway 1c or local transit via LA Union Station
- Thruway is scheduled for 1 hour from Van Nuys to Santa Monica
- Possible connection with [Santa Clarita Transit Express 797/792](#)
 - One trip per day has a closely timed connection, may need route modification.
 - Current thruway service is 2/day



Route 1c Travel Time Analysis (Westside, D Line Phase 1)

- Assumptions:
 - No Thruway Route 1c past Van Nuys
 - Thruway Route 1 service available to LA Union Station
 - LA Metro D Line Extension (Wilshire Subway) Phase 1 open to Wilshire / La Cienega
- With D Line Extension Phase 1, travel via LA Union Station is faster than current Route 1c
 - Further improvement with Phase 2
 - Modeled with Thruway to Union Station, an *optimized* Metrolink connection at Newhall would be similar



From Newhall, 120 minutes. Thruway in blue, D Line Extension Phase 1 from Union Station in red

Route 1a/1c Qualitative Trip Factors

BAKERSFIELD TO LOS ANGELES (1A)/VALLEY, WESTWOOD, SANTA MONICA (1C)

- Thruway offers integrated ticketing and guaranteed connections
- Thruway has secure, dedicated luggage space
- These are long bus trips – riders could enjoy more space and restroom access on Metrolink
- Minimal transfer and waiting facilities at Newhall, Santa Clarita offers more but is less direct
- Route 1c travel times to Westside are similar to existing local connections.
 - That said, sitting on this Thruway bus may be more comfortable

Potential Cost Savings Proposals

- **Route 99**
 - Using the bus deck for direct access to Salesforce Transit Center would save time
 - Evaluate scheduled travel times during less congested periods
- **Route 1**
 - Inadvisable to make changes with current schedules, but if schedules were coordinated with LOSSAN/Metrolink truncation to Newhall/Santa Clarita is feasible
- **Route 1c**
 - Truncate to Van Nuys after D Line (Wilshire Subway) Phase 1 (**open** as of 5/8/2026)
 - Subway from LA Union Station provides faster Westside access than Route 1c
 - Future D Line extension phases will further reinforce this over the next 2 years
 - Other Options
 - Truncate back to Westwood/UCLA
 - Santa Monica ridership is limited (~80/month), local bus available from UCLA
 - Change terminal from Santa Monica to Expo/Sepulveda Station (LA Metro E Line). Improves connectivity for potential additional ridership and fare revenue.
 - Truncate to Van Nuys before D Line Phase 1
 - Likely ridership loss (~450/day to Westside)

Next Steps

1. SJJPA thoughts on cost savings proposals?
2. What does the State stand to save from initiating these proposals?
3. Does SJJPA have needs/asks for future coordination regarding Thruway Bus?
4. Recurring meeting? Coordination moving forward

SAN JOAQUIN JOINT POWERS AUTHORITY

Special Meeting of July 16, 2026

STAFF REPORT

Item 7

INFORMATION

Oakley Station Update

Background:

Staff will provide an update on the Oakley Station Project at the July 16, 2026 Board Meeting.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

SAN JOAQUIN JOINT POWERS AUTHORITY

Special Meeting of July 16, 2026

STAFF REPORT

Item 8

INFORMATION

Update and Discussion of Marketing and Outreach Efforts in Southern California for the Gold Runner

Background:

The Gold Runner service area, inclusive of both rail and bus services, covers nearly the entire state of California. To promote the service through grassroots outreach, partnership development, and drive community engagement, San Joaquin Joint Powers Authority (Authority) staff has developed a strategy by having four geographically located outreach teams to drive these initiatives at the local level. The Authority contracts with Modern Times, Inc. (MTI) to perform marketing and outreach activities for the Southern California market.

Grassroots Outreach: MTI staff is responsible for identifying and attending in-person and online events and leveraging a variety of marketing channels to promote usage of the Gold Runner service. The team will provide updates on the strategies they have used to grow interest in the service, how their metrics are tracked, and how they activate ridership in and out of Southern California.

Partnership Development: A critical component of the outreach program and a way marketing initiatives can be amplified is through local partnership development. MTI staff has been successful in launching and deepening diverse partnerships to help drive ridership. The work that they have done in this area has served as a blueprint for success for the other outreach teams.

Community Engagement: Engaging with Southern California stakeholders and their constituents has proved to be an effective investment to support Authority initiatives such as promoting trips throughout the Northern part of the corridor. MTI has also continued to grow the college and university partnership.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.

SAN JOAQUIN JOINT POWERS AUTHORITY

Special Meeting of July 16, 2026

STAFF REPORT

Item 9

INFORMATION/PRESENTATION

Gold Runner Student Ambassador Program Update and Recognition of Gold Runner Student Ambassador's Service

Background:

The Student Ambassador Program was conceived in Fiscal Year 2022 (FY22) and launched in FY23 to increase awareness of the Gold Runner service among college and university students. The program engages student leaders to promote the service through social media, peer-to-peer outreach, campus events, and first-hand travel experiences. Ambassadors receive training, promotional materials, branded merchandise, and travel opportunities that help them share the benefits of Gold Runner with their campus communities.

Today, the program includes ambassadors representing colleges and universities throughout the corridor and continues to serve as an important tool for expanding student awareness and encouraging ridership. Student ambassadors for the Gold Runner service helped drive awareness and engagement in FY26, with eight social media posts generating a total of 203,106 impressions. Student ambassador Maya created social media content in April and May that generated a combined 52,000 impressions, 307 likes, and 31 comments, demonstrating strong audience engagement and helping amplify Gold Runner service messaging.

Staff would like to recognize and thank Student Ambassador Maya, who recently graduated from Samuel Merit University in Oakland and majored in environmental and public health. Throughout her time in the program, she demonstrated exceptional commitment to promoting Gold Runner, supporting outreach events, and engaging fellow students. Her enthusiasm, professionalism, and dedication helped strengthen the program's presence on campus, social media, reach, and visibility. We are grateful for Maya's contributions and wish her continued success in her future endeavors.

Fiscal Impact:

There is no fiscal impact.

Recommendation:

This is an informational item. There is no action requested.