



SHORT RANGE TRANSIT PLAN

Fiscal Years 2024/2025 – 2033/2034



San Joaquin Regional Transit District
Fiscal Year 2025 Short Range Transit Plan
June 20, 2025

The preparation of this Short Range Transit Plan (S RTP) has been prepared by the San Joaquin Regional Transit District (RTD) staff. The contents of this S RTP reflect the views of the RTD and are not necessarily those of the United States Department of Transportation (USDOT), the Federal Transit Administration (FTA), or the San Joaquin Council of Governments (S JCOG). RTD is solely responsible for the accuracy of the information presented in this S RTP.

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Fiscal Year 2025 Short Range Transit Plan

San Joaquin Regional Transit District

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1. Introduction

The San Joaquin Regional Transit District (RTD) Short Range Transit Plan (SRTP) serves as a vital strategic document guiding the planning, operation, and development of public transit services across San Joaquin County over the next ten years. Prepared in close coordination with the San Joaquin Council of Governments (SJCOG) guideline, the SRTP aligns with federal, state, and regional mandates to ensure the delivery of efficient, equitable, and sustainable transit that meets the evolving needs of the region's communities.

This SRTP fulfills critical requirements established by federal legislation including the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Fixing America's Surface Transportation Act (FAST Act), and Title 49 of the U.S. Code, that collectively call for performance-based transportation planning and programming. These laws direct metropolitan planning organizations like SJCOG, in partnership with transit providers, to maintain coordinated regional plans such as the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP), which integrate transit priorities and funding allocations.

At the state level, the plan supports compliance with the California Department of Transportation's (Caltrans) State of Good Repair Program by identifying infrastructure needs and capital investment strategies that preserve and enhance the transit system's condition. The SRTP also plays a foundational role in the annual unmet transit needs assessment process, Transportation Development Act (TDA) audits, and aligns with local funding measures such as Measure K, which directs resources to projects consistent with SJCOG's Regional Transit Systems Plan.

Beyond regulatory and funding compliance, the SRTP is a forward-looking tool that addresses San Joaquin County's dynamic growth and development patterns. With increasing housing, employment centers, and transit-oriented activity hubs emerging, the plan forecasts ridership and service needs while outlining operational and capital priorities that support expanded mobility options and regional connectivity. The SRTP's actionable recommendations and performance targets help translate this long-range vision into tangible service improvements and investments.

In summary, the RTD SRTP aims to:

- Provides a ten-year framework for transit service planning, operations, and capital investment.
- Aligns with federal and state performance-based planning and funding requirements.

- Supports the submission and programming of federal, state, and regional transit funds.
- Coordinates with local agencies at all levels to ensure transit competes as a viable mode of transportation and that all transportation system investments are strategic and socially and economically equitable.
- Establishes goals and standards to monitor and improve service effectiveness and accountability.
- Maintains sound financial management by implementing system efficiency standards and diversifying RTD's revenue streams.
- Helps to reduce traffic congestion and air pollution in the San Joaquin Valley in order to meet regional air quality goals.

RTD's primary mission is to provide a safe, reliable, and efficient transportation system for the region. Its vision is to be the transportation service of choice for the residents we serve.

RTD's core values include the following:

- Customer Service
 - We serve our customers well because we are empowered by the strength, contributions, and dedication of our employees. We treat each other, our customers, and our community with respect, integrity, and loyalty.
- Safety
 - We commit to creating a safe and responsible environment for our employees, our customers, and our community.
- Positive Work Environment
 - We promote a positive work environment by supporting each other through effective communication, teamwork, and appreciation for our diverse abilities and contributions.
- Sustainability
 - We commit to a sustainable business model that includes environmental and fiscal responsibility, business continuity, and succession planning.

Developing and updating the SRTP is a critical step in the ongoing efforts of the RTD Board of Directors and staff in fulfilling its mission and vision. The SRTP proposes strategies that will guide transit development while containing costs within available revenues.

RTD will continue to work cooperatively with federal, state, regional, and local governments; businesses, and citizens to coordinate transit planning with land-use planning. RTD is committed to improving public transit services to accommodate all user needs, as well as supporting other environmentally-friendly transportation

initiatives that promote walking, cycling, and high-capacity transit use. RTD will continue to maintain its network of transit services and propose cost-effective and efficient improvements to meet increased demand brought about by continued growth in the San Joaquin County. Expansion will be necessary to meet future mobility needs, improve air quality and quality of life, and assist in the development of a strong, integrated, and diverse economy.

2. Transit System Overview

This section provides an overview of RTD's history, organizational structure, service network, revenue fleet, and facilities.

A. Background (History)

RTD is the regional transit provider for San Joaquin County and a political subdivision of the State of California, organized and existing under the San Joaquin Regional Transit District Act, as found in the California Public Utilities Code, commencing with Section 50000. Established in 1963 as the Stockton Metropolitan Transit District (SMTD), SMTD began providing service in 1965. With the expansion of its service area to all of San Joaquin County and the Bay Area, SMTD became the San Joaquin Regional Transit District in 1994. RTD is a special district and fiscally independent of the City of Stockton and San Joaquin County as far as neither makes budget appropriations to RTD.

RTD provides the following services throughout San Joaquin County and surrounding counties with its commuter bus service:

- Twenty-seven Stockton Metropolitan Area (SMA) and adjacent unincorporated area routes.
- Five Bus Rapid Transit routes.
- Seven County Hopper deviated fixed routes.
- Seven Metro Hopper deviated fixed routes.
- Two Commuter routes to Sacramento and Dublin/Pleasanton Bay Area Rapid Transit (BART) Station with connections to the Bay Area.
- Dial-A-Ride service for customers who, due to their disability, are unable to use fixed-route service.
- Van Go! mobility on-demand service.

RTD is designated as Manager of Access San Joaquin (ASJ) programs. AJS is a Consolidated Transportation Services Agency (CTSA) formed by multiple transit operators in San Joaquin County. One of its primary goals is to improve the quality of

transportation services, especially for low-mobility groups such as seniors and people with disabilities.

RTD has four transfer stations in south, central, and north Stockton: Downtown Transit Center (DTC), Union Transfer Station (UTS), Hammer Transfer Station (HTS), and Mall Transfer Station (MTS) to provide convenient connections between its routes and services.

RTD has 131 revenue vehicles, a total of 342 employees in administration, transportation, and maintenance, working in its three Stockton operations and administrative locations: County Transportation Center (CTC), DTC, and Regional Transportation Center (RTC).

In 2013, through a California Energy Commission grant and its partnership with Proterra, RTD introduced northern California's first 100% battery electric buses (BEBs) into service. RTD implemented the nation's first all-electric BRT corridor in South Stockton. In 2024, RTD implemented the next phase of clean vehicle technology with a hydrogen fuel cell electric bus pilot project. The pilot project includes the installation of a liquid hydrogen refueling trailer and five Fuel Cell Electric Buses.

RTD has consistently delivered innovative, high-quality service and consistently passes reviews and audits. RTD received multiple awards, the notable ones were the "Outstanding Public Transportation System Achievement Award," a very prestigious award that only goes to those public transit systems in North America that have excelled in service and leadership. RTD received the 2022 AdWheel First Place and Grand Award for the Best Comprehensive Campaign to Highlight Transit Needs/Funding for the Marketing for Workforce Recruitment ads from the American Public Transportation Association. RTD was among 16 esteemed organizations drawn from 300 entries to receive recognition. Building on its success, RTD received three 2025 Adwheel First Place Awards from APTA for Best Marketing and Communication on Workforce Development for Operator Recruitment and Employee Appreciation, as well as Best Marketing and Communications for Educational Initiatives featuring the Rosa Parks Bus Wrap Design. That same year, RTD also achieved its first two Gold Awards from APTA in the categories of Bus Safety and Bus Security. RTD has consistently been a recipient of the "Excellence in Financial Reporting Award" for nineteen years in a row.

Key Milestones and Strategic Shifts in Service Focus

Over the past several years, RTD has navigated significant challenges and opportunities that have shaped the evolution of its transit services. These key milestones and strategic shifts reflect RTD's commitment to delivering safe, efficient, and equitable mobility options to all communities throughout San Joaquin County.

COVID-19 and Service Adaptation

The COVID-19 pandemic, which began in early 2020, marked a turning point in transit service delivery across the nation. RTD, like many agencies, experienced a dramatic decline in ridership and faced operational constraints due to health guidelines and staffing limitations. In response, RTD temporarily suspended several services, implemented enhanced cleaning and safety protocols, and adopted fare-free policies to reduce contact and support essential travel.

These challenges prompted a deeper assessment of how transit services are planned and delivered. The pandemic highlighted the essential role of public transit for frontline workers and transit-dependent individuals, reinforcing RTD's commitment to equity, access, and community-based planning.

Next Gen System Redesign and Recovery

To meet the moment, RTD launched the Next Gen System Redesign in 2020, a comprehensive review of the transit network intended to align services with emerging travel patterns and long-term sustainability goals. Informed by extensive community input and performance analysis, this initiative led to a redesigned system with the following key outcomes:

- Adjustments to route alignments and service frequencies based on rider demand and community feedback.
- Phased restoration of service levels to meet or exceed pre-pandemic performance benchmarks.
- Targeted reinvestment in local routes, commuter services, and intercity connections.
- Continued support for mobility-on-demand options such as Van Go!, as well as expanded ADA paratransit and travel training services.

The redesign was adopted by RTD's Board of Directors in 2022 and began phased implementation in 2023. These changes have positioned RTD to adapt effectively to post-pandemic travel needs while expanding access in historically underserved areas.

Strategic Approach to Service Delivery

RTD's evolving approach to transit planning is grounded in a strategic framework that emphasizes:

- Focus on Accessibility and Community Need
- RTD prioritizes service improvements and capital investments that address the mobility needs of individuals who rely most on public transportation, including low-income populations, older adults, and persons with disabilities. RTD's planning process continues to emphasize meaningful community engagement to

ensure that service decisions are informed by local needs and rider input. Efficiency and Sustainability

- RTD aligns service delivery with available funding and regional travel demand, while advancing environmental goals through continued investments in zero-emission vehicles—including battery electric and hydrogen fuel cell buses.
- Customer Experience and Accessibility
 - Improving transit usability remains a top priority. RTD continues to explore real-time information tools, modernized stop amenities, and streamlined routing to reduce barriers and enhance the overall rider experience.

This SRTP builds upon these guiding principles to outline a forward-looking strategy for maintaining and expanding RTD’s role as a vital mobility provider for San Joaquin County

B. Organizational Structure

Board of Directors

RTD is governed by a five-member Board of Directors. The Stockton City Council appoints two members, the San Joaquin County Board of Supervisors appoints two, and the City Council and Board of Supervisors appoint one. Each Director serves a four-year term.

The RTD Board of Directors include:

- Gary Giovanetti, Chair
- Les Fong, Vice-Chair
- Michael Restuccia, Director
- Balwinder Singh, Director
- Stephan Castellanos, Director

Per RTD’s Rules of Procedure, the Chair of the Board of Directors may create standing, special, and/or ad hoc committees consisting of not more than two Directors and one alternate Director to advise the Board on matters assigned to the committees. Per Rule of Procedure 3.13.3, the Chair shall fill any vacancy. The following are RTD’s current Board Standing Committees.

Facilities Committee

- Construction and remodeling Projects

- Land Needs
- Site Selection Review.

Finance and Audit Committee

- Pre-Audit Conference
- Post-Audit Conference
- Budget Reviews
- Financial Reviews.

Personnel Committee (Human Resources)

- Reviews and recommends Salary Schedule
- Review of personnel policies and guidelines
- CEO's Annual Review.

City/County/Transit Liaison Committee

- Apprise RTD of policy issues regarding transit in the region.

Retirement Board

- Manage Retirement Plan accounts in accordance with the Retirement Plan.

SJCOG Ex-Officio

- Serves on the SJCOG Board as RTD's Ex-Officio representative.

Executive Management Team

Alexander Clifford, Chief Executive Officer

Ciro Aguirre, Chief Operating Officer

Robert Kyle, Chief Financial Officer

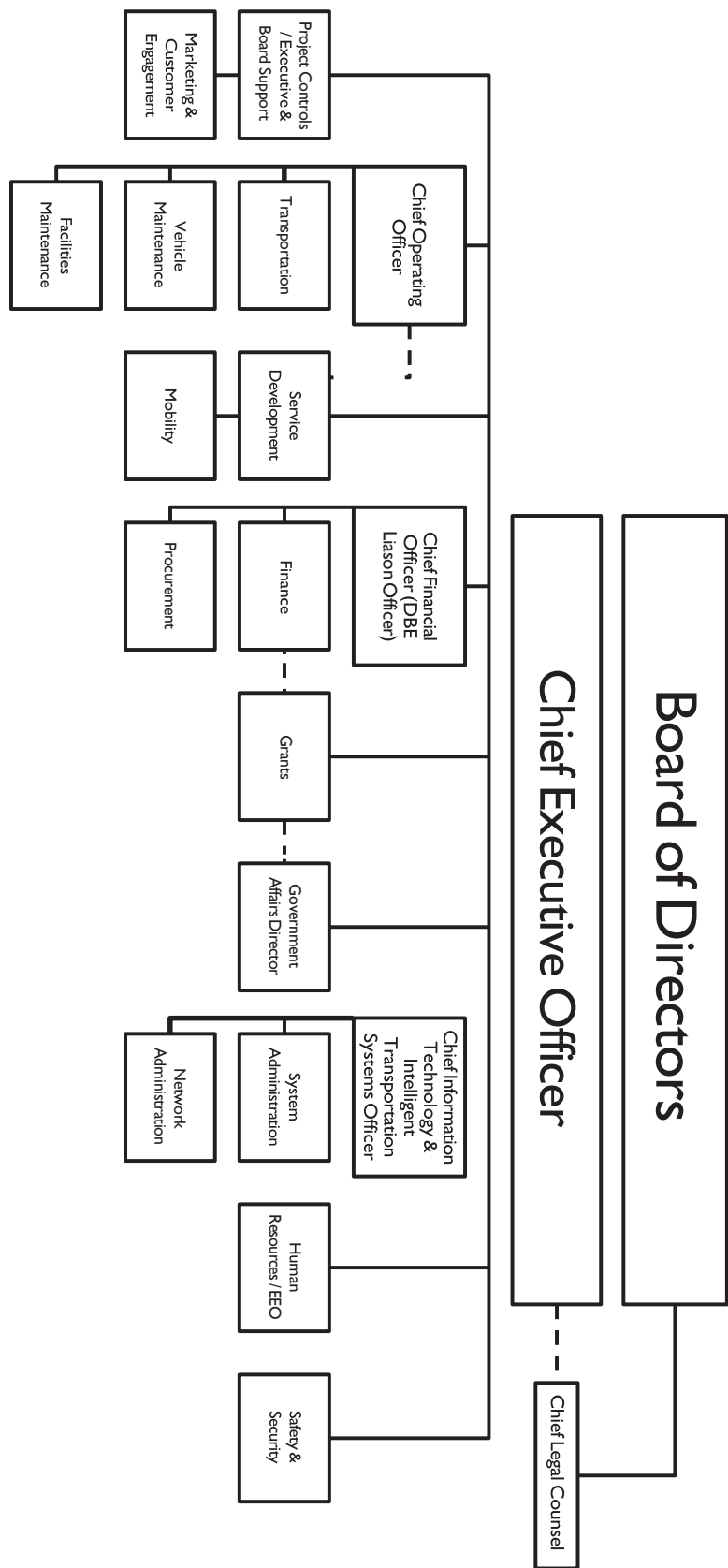
John Hodson, Chief Information Officer

Julie Sherman, Chief Legal Counsel

Additional information can be found on the RTD website:

<https://sanjoaquinrtd.com/board-of-directors/>

Organizational Chart



C. Transit Services Provided and Areas Served

RTD provides services within San Joaquin County, Sacramento, and to the Dublin BART Station. RTD services cover 1,426 square miles with services to the Stockton Metropolitan Area (SMA), including its adjacent San Joaquin unincorporated areas, connections to the City of Manteca, City of Tracy, City of Lodi, City of Lathrop, City of Escalon, and City of Ripon.



RTD continues to provide a wide range of transit services in response to the everchanging demographic, economic, and urban characteristics of San Joaquin County. RTD's transit services are based on demand and its financial ability to provide those services.

Service Programs Overview



Bus Rapid Transit (BRT) Express

BRT Express routes 40, 43, 44, 47, and 49 operate within SMA with fewer stops and more frequent trips than regular bus service to make it fast, reliable, and with convenient connections at the following RTD's major transfer locations: Routes 40, 44, and 47 at DTC, Routes 40 and 43 at HTS, Routes 44 and 49 at UTS, and Route 40 at MTS.



Local

RTD's Local services connect to RTD's BRT Express, Hopper, and Commuter services at RTD's major transfer locations; the Downtown Transit Center (DTC), Mall Transfer Station (MTS), and Hammer Transfer Station (HTS).



Metro and County Hopper

Metro Hopper is a deviated fixed-route service serving popular destinations throughout the Stockton city limits. There are seven weekday routes that operate Monday – Friday, 6:00 a.m. to 6:30 p.m. Metro Hopper can deviate from its normal route for ADA-certified customers a distance of up to one mile with advance reservation. 75% of ADA-certified customers in SMA use deviated Metro Hopper service.

County Hopper is a deviated fixed-route service serving San Joaquin County and provides intercity connections between Stockton, Tracy, Lodi, Manteca, Ripon, Lathrop, and Escalon. There are five weekday routes that operate from 5:30 a.m. to 9:00 p.m. and two weekend routes that operate from 8:40 a.m. to 6:45 p.m. County Hopper can deviate from its normal route a distance of up to one mile to accommodate customers who are not able to reach their destinations within a rural area.

Deviation requires advance reservation.



Commuter Services

Commuter services connect San Joaquin County customers to Dublin BART (Route 150) and Sacramento (Route 163). "Park and Ride" are free parking facilities for commuters to park their cars and connect with RTD's Commuter services.



Van Go!

Van Go! is a pilot on-demand micro-transit rideshare service that offers seamless trips throughout San Joaquin County. Effective September 2024, service is no longer provided for trips that both begin and end within the Stockton Urbanized Area due to its high cost of operation, and there is an available alternative service. The service requires advance booking and can be booked using Van Go! Desktop web app or mobile app. Van Go! service is provided in safe and accessible vehicles

(it can transport wheelchairs). Drivers are professionally trained and ready to help.



Paratransit Service

RTD offers paratransit service for Americans with Disabilities Act (ADA)-certified passenger within SMA. This program provides curb-to-curb service to eligible individuals who, due to their disability, are functionally unable to use fixed-route services.

This service is available seven days a week by advance reservation during SMA service hours and within three-quarters of a mile of SMA fixed routes. Persons interested in this service must obtain certification under the ADA through an eligibility process.

RTD will provide free transportation to and from the ADA eligibility in-person interview if needed. Individuals may bring a family member or a Personal Care Attendant (PCA) to accompany them to the interview. To schedule an eligibility interview, call (209) 242-9965.

Routes Overview

Route 40 BRT Express operates seven days a week and provides access to the DTC, Miracle Mile, University of the Pacific, San Joaquin Delta College, MTS, HTS, Lincoln Center, residential areas, grocery stores and several employers and businesses in the area. It currently runs every 15 minutes during peak time and 30 minutes during off-peak times. The route serves fourteen (14) census tracts, nine (9) of which are identified as underserved communities (1.00, 4.02, 13.00, 14.00, 31.11, 31.13, 33.05, 33.07, 33.08).

Route 43 BRT Express operates seven days a week and provides access to the (HTS Walmart Super Center, residential areas, grocery stores, medical offices and several employers and businesses in the area. It currently runs every 15 minutes during peak time and 30 minutes during off-peak times. It provides service to residential areas on Hammer Lane in both directions, improving access to shopping areas and commercial corridors along the route. The route serves thirteen (13) census tracts, ten (10) of which are identified as underserved communities (32.16, 32.17, 33.06, 33.07, 33.10, 34.05, 34.06, 34.07, 34.10, 35.00).

Route 44 BRT Express operates seven days a week and provides access to the DTC, Robert Cabral ACE Station, the UTS), residential areas, grocery stores, Amazon Fulfillment Center, the San Joaquin County Office of Education and several employers and businesses in the area. It currently runs every 20 minutes. It provides service to residential areas on Ralph Avenue and Airport Way in both directions, improving access to shopping areas and commercial corridors along the route. The route serves eight (8) census tracts (1.00, 5.00, 6.00, 22.01, 22.02, 28.00, 37.00, 38.03), all of which are identified as underserved communities.

Route 47 BRT Express operates seven days a week and provides access to the DTC, Eastland Plaza Shopping Center, pharmacies, Franklin High School, residential areas, grocery stores and several employers and businesses in the area. It currently runs every 30 minutes, with a 15-minute frequency during peak times. It provides service to residential areas on Fremont Street in both directions, improving access to shopping areas and commercial corridors along the route. The route serves nine (9) census tracts (1.00, 3.00, 5.00, 8.01, 16.00, 18.00, 19.00, 20.00, 27.01), all of which are identified as underserved communities.

Route 49 BRT Express operates seven days a week and provides access to the UTS, residential areas, grocery stores, Edison High School, and businesses southeast of Martin Luther King Boulevard. It currently runs every 30 minutes. It provides service to Houston Avenue with one morning and one afternoon trip serving the area during peak hours. The route serves ten (10) census tracts (6.00, 7.00, 8.01, 19.00, 21.00, 22.01, 22.02, 23.00, 24.01, 25.04), all of which are identified as underserved communities.

Route 40 SMA Local operates seven days a week and provides access to the DTC, Miracle Mile, University of the Pacific, San Joaquin Delta College, MTS, HTS, Lincoln Center, residential areas, grocery stores and several employers and businesses in the area. It currently runs every 30 minutes. Route 40 Local operates along the same corridor as Route 40 BRT Express, complementing it by offering more frequent service and access to additional bus stops. While the Express operates at 15-minute frequency during peak times and 30-minute during off-peak hours, Route 40 Local enhances frequency along the Pacific Avenue corridor and provides service to stops not currently served by the Express route. The route serves fourteen (14) census tracts, nine (9) of which are identified as underserved communities (1.00, 4.02, 13.00, 14.00, 31.11, 31.13, 33.05, 33.07, 33.08).

Route 315 SMA Local operates on weekdays and provides access to the DTC, Edison High School, Houston Avenue, residential areas and grocery stores. It has one roundtrip in the morning and one roundtrip in the afternoon. The route serves six (6) census tracts (1, 7, 8.01, 23, 24.01, 25.04), all of which are identified as underserved communities.

Route 335 SMA Local operates on weekdays and provides access to the MTS, Stagg High School, Chavez High School, Walmart Super Center, medical offices, residential areas, grocery stores and several employers and businesses in the area. It has one roundtrip in the morning and one roundtrip in the afternoon. The route serves nine (9) census tracts (31.11, 31.13, 33.05, 33.08, 33.12, 33.13, 34.07, 34.09, 35.00), all of which are identified as underserved communities.

Route 340 SMA Local operates on weekdays and provides access to the HTS, Hammer Lane, Walmart Shopping Center, Cesar Chavez High School, Franklin High School, residential areas, grocery stores and several employers and businesses in the area. It has one trip in the morning and one trip in the afternoon. The route serves twenty (20) census tracts, sixteen (16) of which are identified as underserved communities (15.00, 17.00, 18.00, 19.00, 20.00, 27.01, 33.06, 33.07, 33.1, 33.11, 34.05, 34.06, 34.07, 34.09, 34.1, 35.00).

Route 345 SMA Local operates on weekdays and provides access to the MTS, Kaiser Permanente Medical Offices, Kermit Lane, Walmart Shopping Center, Morada Lane, Cesar Chavez High School, residential areas, grocery stores and several employers and businesses in the area. It has one roundtrip in the morning and one trip in the afternoon. The route serves thirteen (13) census tracts (31.11, 33.05, 33.06, 33.08, 33.1, 33.12, 33.13, 34.05, 34.06, 34.07, 34.10, 35.00, 41.02), all of which are identified as underserved communities.

Route 360 SMA Local operates on weekdays and provides access to the DTC, Eastland Plaza Shopping Center, Cherokee Road, Sanguinetti Lane, Chavez High School, residential areas, grocery stores and several employers and businesses in the area. It

has one trip in the morning and one trip in the afternoon. The route serves seven (7) census tracts (1.00, 5.00, 15.00, 16.00, 17.00, 35.00, 36.01), all of which are identified as underserved communities.

Route 371 SMA Local operates on weekdays and provides access to the MTS, Chavez High School, Walmart Super Center, Knickerbocker Drive, medical offices, residential areas, grocery stores and several employers and businesses in the area. It has one roundtrip in the morning and one roundtrip in the afternoon. The route serves twelve (12) census tracts (31.11, 33.05, 33.08, 33.12, 33.13, 34.03, 34.04, 34.05, 34.06, 34.07, 34.09, 35.00), all of which are identified as underserved communities.

Route 375 SMA Local operates on weekdays and provides access to the DTC, Airport Way, Cherokee Road, Chavez High School, Walmart Shopping Center, residential areas, grocery stores and several employers and businesses in the area. It has one roundtrip in the morning and one roundtrip in the afternoon. The route serves eight (8) census tracts, seven (7) of which are identified as underserved communities (1.00, 4.02, 5.00, 15.00, 16.00, 17.00, 35.00).

Route 378 SMA Local operates on weekdays and provides access to the DTC, the Community Medical Center, 8th Street, Dameron Hospital, medical offices, residential areas, grocery stores, Victory Park, Stagg High School, the MTS and several employers and businesses in the area. It has one roundtrip in the morning and one roundtrip in the afternoon. The route serves twenty (20) census tracts, seventeen (17) of which are identified as underserved communities (1.00, 3.00, 4.01, 4.02, 5.00, 6.00, 9.00, 16.00, 19.00, 21.00, 22.01, 22.02, 31.11, 31.13, 33.05, 33.08, 37.00).

Route 380 SMA Local operates on weekdays and provides access to Franklin High School, Farmington Road, 8th Street, Airport Way, B Street, residential areas, grocery stores and several employers and businesses in the area. It has two trips in the morning and two trips in the afternoon. The route serves six (6) census tracts (21.00, 22.01, 22.02, 27.01, 28.00, 37.00), all of which are identified as underserved communities.

Route 385 SMA Local operates on weekdays and provides access to the DTC, Eastland Plaza Shopping Center, Fremont Street, Franklin High School, Oro Avenue, Farmington Road, 8th Street, B Street, San Joaquin County Office of Education, Arch Road, residential areas, grocery stores and several employers and businesses in the area. It has one trip in the morning and one trip in the afternoon. The route serves twelve (12) census tracts (1.00, 5.00, 16.00, 18.00, 19.00, 20.00, 21.00, 22.02, 27.01, 28.00, 37.00, 38.03), all of which are identified as underserved communities.

Route 390 SMA Local operates on weekdays and provides access to the DTC, Eastland Plaza Shopping Center, Fremont Street, Franklin High School, Oro Avenue, Farmington Road, 8th Street, Pock Lane, San Joaquin County Office of Education, Arch Road, 99 Frontage Road, residential areas, grocery stores and several employers and

businesses in the area. It has one roundtrip in the morning and one roundtrip in the afternoon. The route serves fourteen (14) census tracts, thirteen (13) of which are identified as underserved communities (1.00, 5.00, 16.00, 18.00, 19.00, 20.00, 21.00, 22.01, 22.02, 27.01, 28.00, 37.00, 38.03)

Route 510 SMA Local operates on weekdays and provides access to the DTC, residential areas, Amtrak Station, San Joaquin County Hospital, VA Clinic, San Joaquin County Jail, residential areas, several employers and businesses in the area. It currently runs every 30 minutes. The route serves six (6) census tracts (1.00, 7.00, 23.00, 24.01, 24.02, 38.03), all of which are identified as underserved communities.

Route 515 SMA Local operates on weekdays and provides access to the DTC, San Joaquin Superior Court, Department of Motor Vehicles (DMV), St. Mary's Dining Room, Boggs Tract Community Center, Edison High School, residential areas, grocery stores and several employers and businesses in the area. It currently runs every 30 minutes. The route serves seven (7) census tracts (1.00, 3.00, 7.00, 8.01, 24.01, 25.03, 25.04), all of which are identified as underserved communities.

Route 520 SMA Local operates on weekdays and provides access to the DTC, St. Joseph's Medical Center, Kaiser Permanente Medical Offices, Costco Wholesale, residential areas, medical offices, grocery stores and several employers and businesses in the area. It currently runs every 30 minutes. The route serves ten (10) census tracts (1.00, 4.02, 13.00, 14.00, 15.00, 34.05, 34.06, 34.07, 34.09, 34.10), all of which are identified as underserved communities.

Route 525 SMA Local operates on weekdays and provides access to the DTC, Franklin High School, residential areas, grocery stores and several employers and businesses in the area. It currently runs every 30 minutes. The route serves seven (7) census tracts (1.00, 5.00, 6.00, 19.00, 20.00, 27.01, 27.02), all of which are identified as underserved communities.

Route 545 SMA Local operates on weekdays and provides access to the MTS, residential areas, grocery stores, Country Club area, Stagg High School, Hoover Elementary School, Flora Arca Mata Elementary School, the Community Center for the Blind and Visually Impaired and several employers and businesses in the area. It currently runs every 30 minutes. During peak hours, the route is extended to serve the DTC, offering direct service from the MTS and the Country Club area to DTC. The route serves thirteen (13) census tracts, nine (9) of which are identified as underserved communities (1.00, 3.00, 4.01, 9.00, 31.10, 31.11, 31.12, 31.13, 33.05).

Route 555 SMA Local operates on weekdays and provides access to the DTC, Edison High School, Weston Ranch, residential areas, grocery stores and several employers and businesses in the area. It currently runs every 30 minutes. The route serves nine

(9) census tracts (1.00, 7.00, 23.00, 24.01, 24.02, 25.03, 25.04, 38.01, 38.02), all of which are identified as underserved communities.

Route 566 SMA Local operates on weekdays and provides access to the HTS, residential areas, medical offices, grocery stores, and businesses northwest of Hammer Lane, Kennedy Elementary School, Delta Sierra Middle School and Beer Creek High School, and the Trinity Parkway area. It currently runs every 30 minutes. The route serves twelve (12) census tracts, five (5) of which are identified as underserved communities (32.13, 33.06, 33.07, 33.10, 33.11).

Route 576 SMA Local operates on weekdays and provides access to the DTC, Eastland Plaza Shopping Center, pharmacies, the Community Medical Center and several employers and businesses in the area. It currently runs every 30 minutes. The route serves four (4) census tracts (1.00, 5.00, 16.00, and 15.00), all of which are identified as underserved communities.

Route 578 SMA Local operates on weekdays and provides access to the DTC, Dameron Hospital, medical offices, residential areas, grocery stores, Victory Park, Stagg High School, the MTS and several employers and businesses in the area. It currently runs every 30 minutes. The route serves thirteen (13) census tracts, nine (9) of which are identified as underserved communities (1.00, 3.00, 4.01, 4.02, 9.00, 31.11, 31.13, 33.05, 33.08).

Route 580 SMA Local operates on weekdays and provides access to the DTC, the Community Medical Center, 8th Street, residential areas and several employers and businesses in the area. It currently runs every 30 minutes. The route serves nine (9) census tracts (1.00, 5.00, 6.00, 16.00, 19.00, 21.00, 22.01, 22.02, 37.00), all of which are identified as underserved communities.

Route 150 Commuter operates seven days a week and provides access to the DTC, the Tracy Transit Station, the Dublin BART Station, Lathrop, residential areas and several employers and businesses in the area. It has three morning and three afternoon trips to Dublin BART Station. The route serves twenty-one (21) census tracts, fifteen (15) of which are identified as underserved communities (1.00, 3.00, 7.00, 8.01, 9.00, 24.01, 24.02, 25.03, 38.02, 38.03, 51.19, 51.27, 51.29, 54.05, 54.06).

Route 163 Commuter operates on weekdays and provides access to Calvary First Church, the HTS, Lodi Park N Ride, Sacramento, and several employers and businesses in the area. It has two morning and two afternoon trips to Sacramento. The route serves eighteen (18) census tracts, fourteen (14) of which are identified as underserved communities (32.16, 32.17, 33.06, 33.07, 33.1, 34.05, 34.06, 34.07, 34.1, 35, 41.02, 44.04, 45.01, 45.02).

Metro Hopper 1 operates on weekdays and provides access to the MTS, Social Security Office, the Community Center for the Blind and Visually Impaired, residential areas, medical offices, grocery stores and several employers and businesses in the area. It currently runs every hour. The route serves seven (7) census tracts, six (6) of which are identified as underserved communities (31.10, 31.11, 31.12, 31.13, 31.14, 33.05, 33.08).

Metro Hopper 2 operates on weekdays and provides access to the MTS, Swain Road, Hammer Lane, Sutter Gould Medical Center, the HTS, Otto & Estate, residential areas and several employers and businesses in the area. It currently runs every hour. The route serves fourteen (14) census tracts, seven (7) of which are identified as underserved communities (31.10, 31.11, 32.13, 32.16, 32.17, 33.05, 33.07).

Metro Hopper 3 operates on weekdays and provides access to the MTS, Hammer Lane, Tam O'Shanter Drive, Kaiser Permanente Medical Offices, residential areas and several employers and businesses in the area. It currently runs every hour. The route serves fifteen (15) census tracts (31.1, 31.11, 31.13, 33.05, 33.06, 33.07, 33.08, 33.10, 33.12, 34.03, 34.04, 34.05, 34.06, 34.07, 34.10), all of which are identified as underserved communities.

Metro Hopper 4 operates on weekdays and provides access to the DTC, Dameron Hospital, Pixie Woods, the Community Center for the Blind and Visually Impaired, the Mall Transfer Station, residential areas and several employers and businesses in the area. It currently runs every hour. The route serves thirteen (13) census tracts, ten (10) of which are identified as underserved communities (1.00, 3.00, 4.01, 4.02, 9.00, 31.1, 31.11, 31.12, 31.13, 33.05).

Metro Hopper 5 operates on weekdays and provides access to the DTC, Eastland Plaza Shopping Center, St. Joseph's Medical Center, Health Careers Academy High School, Mall Transfer Station (MTS), residential areas, medical offices, grocery stores and several employers and businesses in the area. It currently runs every hour. The route serves eleven (11) census tracts (1.00, 4.02, 5.00, 13.00, 14.00, 16.00, 31.11, 31.13, 33.05, 33.08, 33.12), all of which are identified as underserved communities.

Metro Hopper 6 operates on weekdays and provides access to the Mall Transfer Station, Hammer Lane, Walmart Shopping Center, Bianchi Road, residential areas and several employers and businesses in the area. It currently runs every hour. The route serves eleven (11) census tracts (31.11, 31.13, 33.05, 33.08, 33.12, 33.13, 34.05, 34.07, 34.09, 34.1, 35.00), all of which are identified as underserved communities.

Metro Hopper 9 operates on weekdays and provides access to the DTC, Eastland Plaza Shopping Center, Waterloo Road, Wilcox Road, residential areas and several employers and businesses in the area. It currently runs every hour. The route serves six (6) census tracts (1.00, 5.00, 15.00, 16.00, 17.00, 27.01), all of which are identified as underserved communities.

County Hopper 90 operates on weekdays and provides access to the DTC, the MTS, Weston Ranch, the San Joaquin County Hospital, Lathrop, the Tracy Transit Station, residential areas, grocery stores and several employers and businesses in the area. It currently provides seven (7) roundtrips. The route serves twenty-six (26) census tracts, twenty-three (23) of which are identified as underserved communities (1.00, 3.00, 4.02, 7.00, 8.01, 13.00, 14.00, 24.01, 24.02, 25.03, 25.04, 31.11, 33.05, 33.08, 33.12, 38.01, 38.02, 38.03, 51.19, 51.27, 51.29, 54.05, 54.06).

County Hopper 91 operates on weekdays and provides access to the DTC, the MTS, the Manteca Transit Center, Ripon, residential areas, grocery stores and several employers and businesses in the area. It currently provides nine (9) trips. The route serves twenty-eight (28) census tracts, twenty-one (21) of which are identified as underserved communities (1, 4.02, 6, 13, 14, 19, 20, 21, 27.01, 28, 31.11, 33.05, 33.08, 33.12, 37, 38.03, 51.08, 51.09, 51.1, 51.26, 51.33).

County Hopper 93 operates on weekdays and provides access to the DTC, the MTS, the HTS, Kaiser Medical Center, the Lodi Transfer Station, medical offices, residential areas, grocery stores and several employers and businesses in the area. It currently provides eight (8) round trips. The route serves twenty-eight (28) census tracts, twenty-four (24) of which are identified as underserved communities (1.00, 3.00, 4.02, 13.00, 14.00, 31.1, 31.11, 33.05, 33.06, 33.07, 33.08, 33.1, 33.12, 34.03, 34.04, 34.05, 34.06, 34.07, 34.1, 41.02, 43.02, 43.03, 43.07, 43.08).

County Hopper 95 operates on weekdays and provides access to the DTC, the Manteca Transit Center, Escalon, residential areas, grocery stores and several employers and businesses in the area. It currently provides five (5) roundtrips. The route serves twenty (20) census tracts, thirteen (13) of which are identified as underserved communities (1.00, 6.00, 19.00, 20.00, 21.00, 27.01, 28.00, 37.00, 38.03, 49.01, 49.02, 50.03, 51.08, 51.09, 51.1, 51.13, 51.14, 51.26, 51.31, 51.35)

County Hopper 97 operates on weekdays and provides access to the Tracy Transit Station, Manteca Transit Center, Lathrop, and several employers and businesses in the area. The route provides ten (10) roundtrips. The route serves eighteen (18) census tracts, nine (9) of which are identified as underserved communities (51.08, 51.09, 51.10, 51.19, 51.26, 51.27, 51.29, 54.05, 54.06).

Route 710 SMA Local operates on weekends and provides access to the DTC, residential areas, Amtrak Station, Weston Ranch, San Joaquin County Hospital, San Joaquin County Jail, and several employers and businesses in the area. It currently runs every hour. The route serves seven (7) census tracts (1.00, 7.00, 23.00, 24.01, 24.02, 38.02, 38.03), all of which are identified as underserved communities.

Route 715 SMA Local operates on weekends and provides access to the DTC, San Joaquin Superior Court, Department of Motor Vehicles (DMV), St. Mary's Dinning Room, Boggs Tract Community Center, Edison High School, residential areas, grocery stores

and several employers and businesses in the area. It currently runs every hour. The route serves seven (7) census tracts (1.00, 3.00, 7.00, 8.01, 24.01, 25.03, 25.04), all of which are identified as underserved communities.

Route 720 SMA Local operates on weekends and provides access to the DTC, St. Joseph's Medical Center, Wilson Way Flea Market, residential areas, medical offices, and several employers and businesses in the area. It currently runs every hour. The route serves six (6) census tracts, five (5) of which are identified as underserved communities (1.00, 4.02, 13.00, 14.00, 15.00).

Route 725 SMA Local operates on weekends and provides access to the DTC, Dameron Hospital, St. Edwards Catholic Church, residential areas, grocery stores and several employers and businesses in the area. It currently runs every hour. The route serves ten (10) census tracts (1.00, 3.00, 4.01, 4.02, 5.00, 6.00, 19.00, 20.00, 27.01, 27.02), all of which are identified as underserved communities.

Route 745 SMA Local operates on weekends and provides access to the MTS, residential areas, grocery stores, Country Club area, Stagg High School, Hoover Elementary School, and several employers and businesses in the area. It currently runs every hour. The route serves nine (9) census tracts, five (5) of which are identified as underserved communities (31.10, 31.11, 31.12, 31.13, 33.05).

County Hopper 793 operates on weekends and provides access to the DTC, the MTS, the HTS, Kaiser Medical Center, the Lodi Transfer Station, medical offices, residential areas, grocery stores and several employers and businesses in the area. It currently runs every hour. The route serves twenty-eight (28) census tracts, twenty-four (24) of which are identified as underserved communities (1.00, 3.00, 4.02, 13.00, 14.00, 31.1, 31.11, 33.05, 33.06, 33.07, 33.08, 33.1, 33.12, 34.03, 34.04, 34.05, 34.06, 34.07, 34.1, 41.02, 43.02, 43.03, 43.07, 43.08).

County Hopper 797 operates on weekends and provides access to the DTC, Weston Ranch, the San Joaquin County Hospital, Lathrop, the Tracy Transit Station, the Manteca Transit Center, residential areas, grocery stores and several employers and businesses in the area. It currently provides five (5) roundtrips. The route serves thirty-five (35) census tracts, twenty-eight (28) of which are identified as underserved communities (1.00, 3.00, 6.00, 7.00, 8.01, 19.00, 20.00, 21.00, 24.01, 24.02, 25.03, 25.04, 27.01, 28.00, 37.00, 38.01, 38.02, 38.03, 51.08, 51.09, 51.10, 51.19, 51.26, 51.27, 51.29, 51.33, 54.05, 54.06).

Access San Joaquin

Access San Joaquin is a Consolidated Transportation Services Agency (CTSA) formed by multiple transit operators in San Joaquin County. RTD is designated as the manager of ASJ programs. CTSA programs are fully funded by the Transportation Development Act - Local Transportation Funds (TDA-LTF).



One of the primary goals of ASJ is to improve the quality of transportation services for low-mobility groups such as seniors and people with disabilities who are unable to use traditional public transit services. ASJ provides centralized information for countywide transit services, which includes Altamont Corridor Express, Escalon eTrans, Lodi Grapeline, Manteca Transit, Ripon Blossom Express, Tracy Tracer, City of Lathrop, and San Joaquin RTD. ASJ provides the following services:



ADA Eligibility Assessment

ADA-certified individuals are qualified to use ADA complementary Dial-A-Ride services within San Joaquin County. This program is specifically designed for those individuals who, due to their disability, are functionally unable to use fixed route services. Call (209) 242-9965 to schedule an interview.



Travel Training Program

Dedicated professionals teach seniors and persons with disabilities how to use public transit so they can navigate independently to specific destinations, maneuver mobility aids on and off buses, identify landmarks, and travel to and from bus stops using public transportation services of RTD, Lodi Grapeline, Tracy Tracer, Manteca Transit, Ripon Blossom Express, and Escalon eTrans.



Discount Fare Card (DFC) Program

Offers discounted fares of no more than half the regular base fare to DFC holders, who meet the eligibility criteria (seniors, and persons with disabilities). Any person, regardless of age or condition, may ride for a discount fare when displaying a Medicare Card or Department of Motor Vehicle (DMV) placard and a photo ID (under Federal Law).



My Ride

It is a self-directed, practical, and empowering mileage reimbursement service program that enables ADA-certified passengers to compensate their friends and neighbors for providing them with transportation assistance within San Joaquin County.

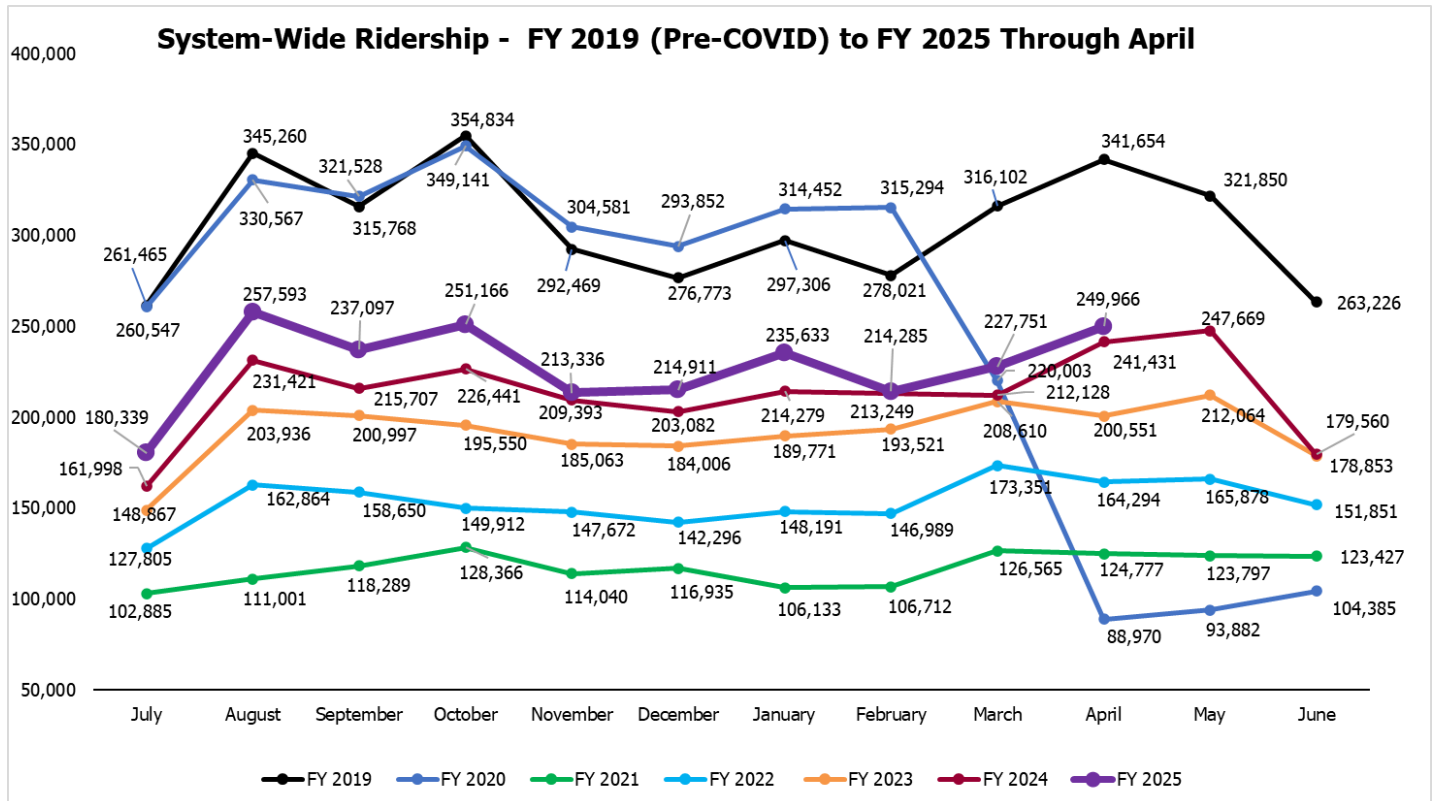


Access Pass

The pass allows ADA-certified passengers to ride most fixed-route services free of charge on all systems in San Joaquin County. All buses are ADA-accessible; without the requirement of making advanced reservations (as is necessary for ADA Dial-A-Ride service), this provides greater freedom to limited mobility passengers.

Ridership

The graph below shows RTD's system-wide ridership trends from the COVID-19 pandemic to current (April 2025).



D. Revenue Fleet

RTD currently has 131 revenue vehicles that provide service throughout the City of Stockton, connecting cities and communities within San Joaquin County, and interregional connections with commuter bus service.

All vehicles assigned to RTC support the SMA and Metro Express BRT fixed routes. All vehicles assigned to CTC support fixed and deviated routes operating outside of the SMA, Metro Hopper routes operating within the SMA, and Mobility on-Demand (Van Go!) service. Each facility has buses equally balanced regarding the age of the fleet to ensure an equitable replacement of vehicles. The current year span of RTD's fleet ranges from 2009 to 2025. The oldest vehicle at CTC is 2009 (an Intercity Hopper) and the oldest vehicle at RTC is 2011 (a BRT bus). The newest vehicle at RTC and CTC is 2024 (SMA Local, BRT Express, Metro Hopper, and County Hopper buses). Table 1 displays RTD's current active revenue fleet.

Dial-A-Ride Fleet Composition

RTD no longer maintains a Dial-A-Ride fleet. All Dial-A-Ride operations are contracted through Rydetrans. RTD owns fifteen 25-foot cutaway vehicles that are used by UCP of San Joaquin, Calaveras, and Amador Counties.

Support Fleet

RTD uses support vehicles to assist in maintaining and supervising in-house operations. There are currently 40 vehicles available for administrative, maintenance, field supervision, driver relief, and passenger transportation purposes when needed.

Hybrid Bus Fleet

RTD has been proactive in adopting technology that improves air quality in the region. It is because of RTD's ongoing commitment to the region and its unique environment that RTD is replacing its current fleet with hybrid buses. On October 8, 2004, RTD rolled out the first two low-emission hybrid buses in the state of California. Through effective grant applications and RTD's fleet replacement program, RTD purchased diesel-electric hybrid buses for both SMA, Intercity, and BRT Express service. In 2013, RTD completed the conversion of 100% of its SMA, Intercity, and BRT Express fleet to diesel-electric hybrid buses.

Environmentally speaking, hybrid buses provide two major benefits: low emissions and reduced fuel consumption. These hybrid-powered transit vehicles provide improved fuel economy compared to traditional diesel buses, produce up to 60% fewer nitrogen oxide emissions, and deliver 90% fewer particulate hydrocarbon and carbon monoxide emissions.

Other benefits of the diesel-electric hybrid buses include: reduced maintenance costs resulting from extended brake, engine oil, and transmission oil life, 50% faster acceleration compared with conventional diesel buses, and reduced operating sound levels.

Electric Bus Fleet

In 2012, RTD, in partnership with Proterra Inc., received an award from the California Energy Commission (CEC) to purchase and monitor the performance of two electric buses. These fully electric buses offer revolutionary battery technology and construction elements that allow for a 2-hour service window with a 10-minute charge. Since the pilot, RTD has purchased 12 40-foot electric buses that are used primarily on SMA routes, including BRT Express Route 44, as the nation's first all-electric BRT route. The first generation of electric buses can travel up to 40 miles or two hours on a charge. The RTD charging stations take about 10 minutes to completely recharge a bus.

Hydrogen Bus Fleet

The RTD Board of Directors has approved the purchase of up to four hydrogen fuel cell electric buses (FCEBs) from New Flyer, Inc., at a total cost not to exceed \$6.6 million. This approval launches a three-year FCEB pilot program to evaluate performance, cost-efficiency, and operational viability compared to battery electric and hybrid buses. The total program cost, including infrastructure, fuel, and administrative expenses, is approximately \$10.75 million. FCEBs offer greater range and faster refueling than battery electric buses and produce zero emissions, emitting only water vapor. This initiative supports RTD's goal of transitioning to a zero-emissions fleet and reflects its commitment to improving air quality and advancing environmental sustainability in the region.

Table 1 - Current Active Revenue Fleet

Year	Life Expectancy	Manufacturer	Model	Fuel	Seat + Standee Capacity	Fleet	Size	Use	Suggested Retirement
2011	12	Gillig	Hybrid	Diesel	38/27	2	40'	BRT	2023
2012	12	Gillig	Hybrid	Diesel	39/27	6	40'	BRT	2024
2014	12	Nova	Hybrid	Diesel	54/112	6	62'	BRT	2026
2016	13	Proterra	Electric	Electric	40/37	5	40'	BRT	2029
2018	13	Proterra	Catalyst BE-40	Electric	40/37	5	40'	BRT	2031
2009	12	Gillig	Hybrid	Diesel	40/31	1	40'	Hopper	2021
2010	12	Gillig	Hybrid	Diesel	40/31	2	40'	Hopper	2022
2013	12	Gillig	Hybrid	Diesel	40/29	20	40'	SMA	2025
2016	13	Proterra	Electric	Electric	40/37	5	40'	SMA	2029
2022	12	Gillig	Engineering Gen 2.5 BEB	Electric	38/29	9	40'	SMA/BRT	2034
2024	12	Gillig	Hybrid	Diesel	38/29	6	40'	SMA/BRT	2036
2024	12	New Flyer	Hydrogen/Electric Urban Transit	Hydrogen	40/29	5	40'	SMA/BRT	2036
2024	10	Gillig	Engineering Gen 2.5 BEB	Electric	38/29	1	40'	SMA/BRT	2034
2017	8	Glaval	Titan II / CutAway	Gasoline	19/25	22	26'	Hopper	2025
2020	8	Arboc Bus Co	Spirit of Mobility	Gasoline	19/9	4	26'	Hopper	2028
2024	7	Arboc Bus Co	Spirit of Mobility	Gasoline	19/9	7	26'	Hopper	2031
2013	18	MCI	J4800	Diesel	55	2	45'	Commuter	2031
2018	12	Gillig	Hybrid	Diesel	39	12	40'	Commuter	2030
2021	12	MCI	D45 CRT LE	Diesel	50	2	45'	Commuter	2033
2016	10	Starcraft	TRANSIT 350 HD	Diesel	9	6	26'	Van Go!	2026
2019	5	Glaval	Transit 350 HD	Gasoline	8	9	21'	Van Go!	2024

E. Existing Facilities

RTD Facilities

Regional Transportation Center

- Location: 2849 East Myrtle Street, Stockton, CA 95205
- Built: 2015
- Functions: Central hub for vehicle maintenance, dispatching, procurement, and administration. Includes an outdoor vehicle storage lot and on-site fueling stations for gasoline and diesel vehicles.

County Transportation Center Location: 120 North Filbert Street, Stockton, CA 95205

- Built: 1963 (Annex added in 1973)
- Functions: Supports vehicle dispatching and administrative activities, with outside vehicle storage.

Downtown Transit Center

- Location: 421 East Weber Avenue, Stockton, CA 95202
- Built: 1959 (Remodeled in 2006)
- Functions: Administrative and bus station (with public access).

Hammer Transfer Station

- Location: 7735 Lower Sacramento Road, Stockton, CA 95210
- Built: 1959 (Remodeled in 1995)
- Functions: E-Bike repair and bus station (no public access). Amenities include benches, bus shelters, garbage cans, and route signs.

Union Transfer Station

- Location: 1505 South Union Street, Stockton, CA 95206
- Built: 2018
- Functions: Bus station (non-public) featuring benches, overhead canopies, garbage cans, and route signage.

Transit Centers

Downtown Transit Center

421 East Weber Avenue, Stockton, CA 95202
General offices and Customer Engagement offices.



Regional Transportation Center

2849 East Myrtle Street, Stockton, CA 95205
Central maintenance and operations facility for Metro services and general offices.



County Transportation Center

120 North Filbert Street, Stockton, CA 95205
Central operations facility for County services.



Transfer Stations

Hammer Transfer Station

7735 N Lower Sacramento Road, Stockton, CA



Mall Transfer Station

Yokuts and Pacific Avenues



Union Transfer Station

1505 South Union Street, Stockton CA 95206



Regional Mobility Hub Integration

RTD acknowledges the importance of SJCOG's Regional Mobility Hub Plan and supports efforts to develop a connected, multimodal transportation network throughout San Joaquin County. Mobility hubs are key elements of this vision, serving as strategically

located transfer points that integrate various transportation modes, improve first/last mile access, and enhance rider experience.

RTD's existing facilities, such as the Downtown Transit Center (DTC), Hammer Triangle Station, and Union Transfer Station, are already functioning as critical transfer hubs within Stockton. As SJCOG advances implementation of its Mobility Hub Plan, RTD will continue efforts to ensure that its facilities and services are aligned with the regional hub network. RTD will also work to identify opportunities for future enhancements—such as real-time information and improved amenities—that support seamless connectivity for transit riders.

Customer Amenities

Park-and-Ride Lots

Park-and-Ride lots are “change of mode” facilities where individuals meet and travel as a group to their destinations via transit, vanpool, or carpool. Park-and-Ride facilities vary from vacant lots, church parking lots, or intermodal transportation facilities linking individuals to other modes of transportation including transit, airport access, and rail. RTD currently serves several formal and informal Park-and-Ride lots throughout the region. RTD manages Park-and-Ride facilities by maintaining individual lease agreements funded by Measure K. This agreement provides funding to RTD to lease Park-and-Ride lots and/or to improve those lots by providing pavement markings, commuter orientation signs, and/or designated parking spaces.

Bus Stops

RTD maintains approximately 850 bus stops throughout the transit network. Every active stop includes a route sign and pole. Some stops also include benches and garbage cans, which vary in installation type (pole mounts and floor mounts).

Bicycle Facilities

RTD operates an electric bicycle program based out of the Hammer Transfer Station, supporting sustainable transportation alternatives.

Neighboring Jurisdiction Stations

The City of Lodi opened Lodi Station in 2000, designed around a renovated rail depot along the Union Pacific railroad tracks. This station is located in downtown Lodi at the intersection of East Pine Street and Sacramento Street. Lodi's GrapeLine buses provide local fixed-route services at the station. Lodi VineLine and Dial-A-Ride buses provide demand-response service within the City of Lodi and to Woodbridge, Acampo, and Villa Cerezos Mobile Home Park. RTD operates daily service to this multimodal station via County Hopper 93 and 793. At this station, customers can also transfer to Amtrak San Joaquins trains and buses, Greyhound buses, and SCT/LINK from Galt, Elk Grove, and

south Sacramento. The station provides on-site parking and use of a public parking structure across the street.

The City of Tracy opened Tracy Transit Station in 2011. RTD operates service to the station via County Hopper 90, 97, and 797 and Commuter Route 150 and connects to services provided by Tracy TRACER and Greyhound buses. The Tracy Transit Station is located east of Central Avenue and south of Sixth Street in downtown Tracy. There are two parking areas with 220 parking spaces, including nine spaces dedicated to disabled parking.

The City of Manteca opened Manteca Transit Center in 2013. RTD serves the Manteca Transit Center via Hopper Routes 91, 95, 97, and 797 and Commuter Route 150, and connects to services provided by Manteca Transit. Manteca Transit Center is located east of Main Street and south of Moffat Boulevard in downtown Manteca. The Transit Center has 104 parking spaces, including four spaces dedicated to disabled parking, as well as two spaces dedicated to electric vehicle charging, and it has four bicycle lockers.

3. Public Outreach Summary

As part of the development of the SRTP, RTD conducted a comprehensive public outreach campaign to ensure community involvement and equitable representation in the planning process. This outreach adhered to the requirements of the FTA Title VI Circular, with particular attention to engaging populations less represented in public decision-making processes. For a more in-depth look at the survey results, see Appendix A.

Survey Objectives

The SRTP survey was designed to achieve three core objectives:

1. Identify the Demographic Profile of transit riders throughout San Joaquin County.
2. Understand Travel Patterns and Rider Characteristics, such as frequency, trip purposes, and transfer habits.
3. Collect Origin/Destination Information to support data-driven service planning.

This information directly supports regional planning efforts through SJCOG and ensures funding and service decisions are data-informed and community-driven.

Outreach Approach

RTD used a three-part outreach strategy to maximize community participation and accessibility.

Two public workshops were held on March 26 and 27, 2025, with both in-person and virtual options available. The workshops aimed to introduce the SRTP, explain its purpose, goals, and planning processes, and invite community feedback. As a result, community members actively engaged with staff, asked questions, and learned how to participate in the planning process.

An online rider survey was open from March 26 to April 9, 2025, gathering 131 responses in English and Spanish. To ensure broad participation, the survey was distributed through various channels, including QR codes, the RTD website, social media platforms, public notices, and during the workshop events.

As the final step in the SRTP public engagement process, RTD hosted a concluding community workshop to present the rider survey results and summarize feedback received throughout earlier outreach efforts. This session allowed community members to see how their input helped shape the plan and provided an opportunity for final comments before the SRTP was finalized.

Survey Highlights

Who Uses RTD?

- 85.5% of respondents are active transit users.
- Over 55% do not have access to a car, highlighting transit's role as a lifeline service.
- Nearly 40% live with a mobility-limiting disability, underscoring the importance of ADA-compliant services.
- Respondents reflect a broad mix of age groups, household sizes, occupations, and income levels.

How and Why Do People Ride?

- Top reasons for riding: Shopping, personal business, work, and medical appointments.
- Top routes used: Route 40, Route 43, Route 520, and several Metro Hopper services.
- Transfer points: Downtown Transit Center, Hammer Transfer Station, and Mall Transfer Station.
- Riding frequency: Nearly 72% use the bus two or more times per week.

Where Do Riders Want to Go?

Respondents identified key areas lacking adequate transit access, including:

- Retail Hubs: WinCo, Walmart, Costco, and March Lane/West Lane corridor
- Employment Centers: Amazon (Stockton & Tracy), FedEx, UPS, Arch-Airport Industrial Zone
- Regional Connections: Lodi, Manteca, Mountain House
- Community Spaces: Micke Grove Park, Trinity Parkway, faith-based centers

Prioritized Improvements:

Top priorities for riders were:

1. Expand service area
2. Add more routes to underserved communities
3. Increase frequency
4. Extend evening and weekend hours
5. Enhance bus stops and amenities

Open-ended feedback also highlighted needs such as:

- Real-time bus tracking and clearer signage
- More lighting, seating, and shade at stops
- More affordable fares and student discounts
- Earlier commuter services and later evening options

Community Engagement

RTD's outreach efforts were guided by a strong commitment and focus on ensuring meaningful participations from individuals across the community, particularly those who depend on public transit for their daily mobility needs. The survey was offered in both English and Spanish to remove language barriers and support participation from limited English proficient (LEP) individuals.

- Outreach materials were shared through multiple channels, including in-person workshops, online platforms, and digital communications, to reach a wide and varied audience.
- Respondents represented a broad range of income levels, employment types, and mobility needs, helping RTD gain insights from those who rely most on transit.

This process reflects RTD’s commitment to equitable planning and inclusive decision-making, ensuring that no voice is left unheard in shaping the future of our transit system.

Demographics

It is important to note that the survey sample is relatively small and may not accurately reflect the demographic composition of RTD’s entire rider population. With a larger, more representative sample, we could better understand the actual ethnic and demographic breakdown. The 2020 U.S. Census data for San Joaquin County provides a more reliable source of information on population diversity. Table 2 provides a side-by-side comparison of survey demographics and census data.

Table 2 – Demographic

Ethnicity	Survey Data (%)	2020 San Joaquin County Census Data (%) *
White	29.40%	26.70%
Hispanic	28.20%	42.70%
Black or African American	20.00%	8.20%
Asian	14.10%	20.40%
Two or More Races	4.70%	5.70%
Native American	3.50%	0.90%

*<https://www.census.gov/quickfacts/fact/table/sanjoaquincountycalifornia/PST045224>

Conclusion

The results from the public outreach process are directly informing the development of RTD’s SRTP. The community’s feedback is being used to:

- Guide service enhancements
- Identify capital and operational priorities
- Support funding requests through SJCOG and other regional partners

RTD remains committed to ensuring that transit services in San Joaquin County are accessible, equitable, and reflective of the needs of all community members.

4. Service and System Evaluation

This section provides an overview of RTD’s transit service performance in San Joaquin County, examining key indicators such as ridership, cost efficiency, and service reliability using the most recent available data. It includes an evaluation of both fixed-

route and paratransit services, along with efforts to enhance accessibility for seniors and individuals with disabilities through coordination with programs like ASJ. The section also summarizes RTD's compliance with federal and state requirements, including Title VI and performance audits, and outlines any resulting actions. Additionally, it highlights progress made since the previous Short Range Transit Plan and describes ongoing initiatives to strengthen regional connectivity and improve access to major employment centers within and outside the county.

A. Performance Trends and Evaluation

Performance Trends

Tables 3, 4, and 5 display RTD's system-wide performance trends from Fiscal Year (FY) 2018 through FY 2024, focusing on key transit indicators such as passenger trips, revenue hours, and revenue miles. These metrics provide a clear picture of RTD's operations over time. The data reflects how service levels and ridership have shifted in response to major events—such as the COVID-19 pandemic—and ongoing changes in travel demand. Tracking these trends helps RTD understand how riders are using the system, how service levels have adapted, and where future improvements may be needed.

Table 3 - Total Annual Passenger Trips FY 18-24

Service Types	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
BRT	1,780,151	2,271,002	1,745,550	1,041,752	1,264,452	1,536,700	1,453,223
SMA Fixed Route	1,023,766	753,221	634,011	178,293	343,900	452,854	689,502
Metro Hopper	185,358	232,196	205,934	62,310	104,893	149,380	201,625
County Hopper	143,381	123,359	131,225	47,808	29,090	44,420	91,028
Commuter Services	155,996	154,848	113,840	32,625	33,308	36,345	38,992
Demand Response	55,975	66,628	60,150	24,061	35,054	49,936	87,515
Mobility On Demand	36,936	15,320	57,615	16,078	29,056	32,154	24,735
System-wide	3,469,638	3,700,580	3,024,942	1,415,945	1,854,542	2,322,776	2,613,051

Table 4 - Total Annual Revenue Hours FY 18-24

Service Types	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
BRT	47,858	69,785	63,846	58,970	60,644	67,392	68,586
SMA Fixed Route	63,348	49,422	37,062	32,329	38,727	44,446	69,077
Metro Hopper	26,323	26,708	20,275	20,344	23,097	25,042	27,257
County Hopper	16,979	19,421	18,832	14,769	5,786	10,358	19,661
Commuter Services	14,018	14,858	13,634	9,898	6,210	8,296	10,055
Demand Response	14,429	18,342	17,428	3,893	12,388	22,327	34,318
Mobility On Demand	10,501	14,228	35,134	11,593	18,235	19,803	15,532
System-Wide	203,425	222,219	214,501	154,308	166,681	200,560	248,199

Table 5 - Total Annual Revenue Miles FY 18-24

Service Types	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
BRT	566,584	766,262	690,533	640,740	661,327	734,020	740,674
SMA Fixed Route	750,078	583,389	434,570	366,143	446,347	498,234	792,584
Metro Hopper	259,685	261,617	199,857	203,827	232,247	249,477	277,532

County Hopper	392,727	425,475	406,216	317,752	119,534	217,669	403,072
Commuter Services	459,908	492,740	425,941	306,901	189,968	256,040	310,133
Demand Response	336,311	430,270	387,208	108,255	177,284	286,441	561,354
Mobility On Demand	362,310	176,839	577,549	207,582	341,312	370,410	307,422
System-Wide	3,232,911	3,250,646	3,223,594	2,176,274	2,179,642	2,635,339	3,420,818

Performance Evaluation

While the performance trend data highlights historical changes in ridership and service delivery, RTD also evaluates how current performance compares against established targets. The following section reviews system performance across key metrics relative to RTD's performance targets.

As part of RTD's commitment to providing a safe, reliable, and efficient transportation system for the region, the agency conducts ongoing evaluation of both individual services and overall system performance. This evaluation process is a critical component of short-range transit planning, enabling data-driven decisions that support effective service delivery and long-term system sustainability.

RTD uses a set of performance measures to assess service effectiveness across multiple dimensions, including ridership, productivity, and cost-efficiency. These metrics provide a foundation for monitoring how well the system is performing and identifying opportunities for improvement. Key performance indicators include:

- **Cost Efficiency (Operating Cost Per Revenue Hour)**
 - The key indicators of cost efficiency are operating cost per revenue hour, operating cost per revenue mile, and operating cost per passenger trip. Operating cost per revenue hour measures the hourly cost of providing transit services, including the full allocation of overhead costs and administration.
- **Service Efficiency (Passengers per Revenue Hour [PPRH])**
 - The effectiveness of RTD's routes can be measured by customer volume, which is measured by calculating the total trips, or boardings, for the route. The efficiency of the route can be assessed by reviewing the PPRH. This measure indicates how many passengers use the services provided and if that service is effective when compared against peer transit services.
- **Service Effectiveness (Farebox Recovery Ratio)**
 - RTD is responsible for collecting its fares. The TDA determines the fare requirement, reflected as the amount of farebox revenues received divided by the cost to operate the service. Specifically, the farebox

recovery ratio is the ratio of total farebox revenues and special service revenues to fully allocated operating costs.

Tables 6, 7, and 8 show the trends in RTD's system performance by program over the past seven years, compared to the agency's performance targets. These targets were established prior to the COVID-19 pandemic and have not yet been formally updated. Due to the ongoing effects of the pandemic, such as shifts in travel behavior, workforce challenges, and changes in service demand, RTD is currently using these pre-pandemic targets as a reference point. As ridership continues to recover, RTD is in the process of reviewing and updating its performance targets to better reflect current operations and regional transit needs.

Table 6 - Cost Efficiency - Operating Cost Per Revenue Hour

Service Types	Target ≤	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
BRT	\$205.0	\$194.4	\$208.6	\$240.5	\$324.6	\$222.1	\$229.1	\$205.3
SMA Fixed Route	\$211.0	\$199.0	\$219.6	\$240.4	\$329.4	\$232.5	\$239.1	\$208.7
Metro Hopper	\$115.0	\$134.6	\$127.9	\$118.5	\$167.1	\$166.3	\$203.9	\$164.1
County Hopper	\$119.0	\$146.6	\$134.6	\$132.5	\$163.4	\$192.2	\$235.8	\$194.6
Intercity	\$117.0	\$141.0	\$132.3	\$119.1	NA	NA	NA	NA
Commuter Services	\$123.0	\$158.4	\$143.6	\$143.0	\$186.9	\$228.3	\$277.6	\$237.6
Demand Response	\$133.0	\$168.7	\$162.4	\$155.2	\$236.1	\$190.6	\$152.5	\$169.3
Mobility On Demand	\$160.0	NA	\$125.9	\$101.9	\$149.5	\$165.8	\$180.4	\$172.1
System-Wide	\$171.0	\$177.4	\$179.3	\$180.2	\$264.2	\$207.4	\$217.4	\$196.9

*This performance measure meets the target if the value is less than or equal to the target.

Table 7 - Service Efficiency - Passengers per Revenue Hour (PPRH)

Service Types	Target ≥	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
BRT	35.3	37.2	32.5	27.3	17.7	20.9	22.8	21.2
SMA Fixed Route	21.1	16.2	15.2	17.1	5.5	8.9	10.2	10.0
Metro Hopper	6.7	7.0	8.7	10.2	3.1	4.5	6.0	7.4
County Hopper	10.1	8.4	6.4	7.0	3.2	5.0	4.3	4.6
Intercity	12.2	14.2	11.0	12.3	NA	NA	NA	NA
Commuter Services	12.1	11.1	10.4	8.4	3.3	5.4	4.4	3.9
Demand Response	4.0	3.9	3.6	3.5	6.2	2.8	2.2	2.4
Mobility On Demand	2.0	NA	1.1	1.6	1.4	1.6	1.6	1.6
System-Wide	17.8	18.2	16.9	14.3	9.2	11.1	11.7	10.9

*This performance measure meets the target if the value is greater than or equal to the target.

Table 8 - Service Effectiveness - Farebox Recovery Ratio

Service Types	Target ≥	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
BRT	15.0%	14.5%	9.4%	5.1%	3.6%	6.0%	8.3%	10.1%
SMA Fixed Route	6.0%	6.2%	4.2%	3.4%	1.1%	2.4%	3.5%	4.6%
Metro Hopper	5.0%	3.9%	4.1%	4.3%	1.1%	1.6%	1.2%	2.6%
County Hopper	7.0%	4.4%	2.8%	2.3%	1.2%	1.5%	0.8%	1.4%
Intercity	9.0%	7.5%	5.4%	6.0%	NA	NA	NA	NA
Commuter Services	44.0%	34.8%	37.0%	27.7%	9.4%	12.8%	8.8%	9.4%

Demand Response	6.0%	7.4%	7.5%	8.5%	16.7%	6.2%	4.6%	4.5%
Mobility On Demand	5.0%	NA	1.9%	4.3%	3.7%	3.9%	3.5%	3.4%
System-Wide	11.0%	10.2%	8.0%	5.8%	3.1%	4.5%	5.2%	6.0%

*This performance measure meets the target if the value is greater than or equal to the target.

B. Paratransit Services

RTD is dedicated to ensuring equitable mobility for all residents, particularly individuals with disabilities who are unable to use traditional fixed-route public transportation. In accordance with the ADA, RTD offers specialized paratransit services tailored to meet the unique needs of these individuals and provide them with safe, reliable, and dignified transportation options.

RTD's ADA paratransit program operates 7 days a week and is available by reservation. The service area extends within $\frac{3}{4}$ mile of RTD's SMA fixed routes and operates during the same hours. Eligibility is determined through a thorough, in-person ADA certification process that ensures services are reserved for those who need them.

Recognizing the importance of accessible transportation every day of the week, RTD is expanding its fixed-route service to include weekends beginning in July 2025. In alignment with this expansion, RTD has coordinated with provider RydeTrans to ensure paratransit coverage mirrors this new schedule. Looking ahead, RTD plans to issue an updated Request for Proposals (RFP) by the end of 2026 to further enhance paratransit service delivery.

Since 2009, RTD has partnered with UCP to supply vehicles for essential trips, covering maintenance and fuel, to enhance their clients' independence. This partnership not only improves the quality of life for individuals with disabilities but also aligns with RTD's mission to foster strong, mutually beneficial community relationships. With UCP's specialized expertise in serving individuals with disabilities, they can offer a higher level of care and tailored accommodations to meet their clients' unique needs.

Access San Joaquin: A Countywide Mobility Collaboration

As the designated CTSA for San Joaquin County, RTD operates ASJ, a collaborative initiative that unites RTD mobility staff, contractors, and representatives from local cities and the County. Together, they serve on the Technical Advisory Committee (TAC) to guide strategic mobility improvements throughout the region.

ASJ enhances coordination and accessibility across all jurisdictions, serving as a central hub for specialized transportation resources and information. ASJ plays a pivotal role in expanding mobility options for seniors, veterans, and individuals with disabilities. Through strong regional partnerships, ASJ connects passengers with a broad range of services including RTD, Lodi Grapeline, Tracy TRACER, Manteca Transit, Escalon eTrans, and Ripon Blossom Express.

Key ASJ Programs and Services

- **ADA Eligibility Assessment:** In-person evaluations to determine eligibility for ADA paratransit services.
- **Travel Training:** Personalized training designed to empower riders—especially seniors and individuals with disabilities—to navigate public transit with confidence.
- **Discount Fare Cards:** Cards offering reduced fares (no more than 50% of the base fare) for seniors, individuals with disabilities, and Medicare recipients.
- **Access Pass:** Free access to most fixed-route services for ADA-certified passengers.
- **My Ride:** A rider reimbursement program allowing ADA-certified individuals to receive rides from friends or family members, promoting flexibility and independence.

Ongoing Evaluation and Improvement

RTD remains deeply committed to maintaining high standards of accessibility and customer service. Through ongoing performance monitoring, community engagement, and collaboration with local and regional partners, RTD and ASJ continually refine programs to meet evolving needs. These efforts reinforce RTD’s mission to provide accessible, inclusive, and efficient mobility solutions that improve quality of life for all residents of San Joaquin County.

C. Title VI Compliance

RTD is committed to ensure equitable access to transit services in compliance with Title VI of the Civil Rights Act of 1964 and the associated requirements outlined in the FTA Circular C4702.1B. The agency’s most recent Title VI Program Report was submitted to FTA in May 2023. This report covers FY 2023 through FY 2026.

The RTD Title VI Program, as submitted to the FTA, includes all elements required under FTA Circular C4702.1B, ensuring a comprehensive approach to equitable service delivery. These components include:

- Title VI notice to the public, complaint procedures, and records of complaints received.
- Public Participation Plan, which details the agency’s approach to engaging communities, particularly minority, low-income, and limited English proficient populations, in service planning and decision-making processes.

- Language Assistance Plan to address the needs of individuals with limited English proficiency using the Four-Factor Analysis.
- Major Service Change Policy, Disparate Impact Policy, and Disproportionate Burden Policy, which guide the equity analysis of major service or fare changes.
- Systemwide service standards and policies, including those related to vehicle load, headways, on-time performance, and service availability.
- Detailed demographic and service profile of RTD's service area.
- Service monitoring program to assess whether services are provided equitably across demographic groups.
- Public outreach to share information and solicit feedback on the proposed Title VI policies and the draft program report itself. Input received during this process helped inform the final content of the report and ensured that community perspectives were incorporated into RTD's Title VI compliance efforts.
- Formal approval of the Title VI Program by the RTD Board of Directors, as required by the FTA.

In addition to including all the required components outlined in FTA Circular C4702.1B, RTD follows a standardized process to ensure ongoing compliance. This process includes the following key activities:

- Preparing and submitting a Title VI Program every three years.
- Monitoring transit service performance to assess equity across demographic groups.
- Evaluating the impacts of major service or fare changes in line with RTD's Major Service Change Policy, Disparate Impact Policy, and Disproportionate Burden Policy.
- Conducting demographic and service area analyses to ensure equitable access to transit services.
- Providing meaningful access to individuals with LEP through targeted language assistance and outreach efforts.
- Facilitating public participation by engaging diverse communities through inclusive and accessible outreach practices.

The full Title VI Program Report is available on the RTD website at <https://sanjoaquinrtd.com/title-vi/>. The most recent equity analysis was conducted for RTD's service changes implemented in January 2024 and July 2024, with the findings included in Appendix A.

D. FTA and TDA Reviews Overview

FTA Triennial Review

RTD's most recent FTA Triennial Review was completed in FY 2023 and performed by Interactive Elements Inc. During the virtual site visit, the Reviewer discussed the administrative and statutory requirements and reviewed Recipient documents. The FY 2023 Triennial Review focused on RTD's compliance in 23 areas. Deficiencies related to the COVID-19 relief funds have been clearly identified as part of the deficiency description in the respective review area. Importantly, no repeat deficiencies were noted from the FY 2019 review. RTD received recommendations in two areas: procurement and the Section 5307 program. In response, RTD collaborated with relevant parties and implemented appropriate remedial actions to address these findings. On March 20, 2024, RTD received official confirmation that all recommended corrective actions had been fully addressed, with no additional correspondence necessary.

TDA Triennial Performance Audit

RTD's most recent TDA Triennial Performance Audit was completed in FY 2021. In 2021, SJCOG selected Moore & Associates, Inc., to prepare Triennial Performance Audits of itself as the RTPA and the seven transit operators to which it allocates State of California TDA funding. The California Public Utilities Code requires all recipients of TDA Article 4 funding to undergo an independent performance audit on a three-year cycle in order to maintain funding eligibility. Audits of Article 8 recipients are encouraged. The Triennial Performance Audit is designed to be an independent and objective evaluation of the RTD as a public transit operator, providing operator management with information on the economy, efficiency, and effectiveness of its programs across the prior three fiscal years. In addition to assuring legislative and governing bodies (as well as the public) that resources are being economically and efficiently utilized, the Triennial Performance Audit fulfills the requirement of PUC Section 99246(a) that the RTPA designates an entity other than itself to conduct a performance audit of the activities of each operator to whom it allocates funds. Based on discussions with RTD staff, analysis of program performance, and a review of program compliance and function, the audit team did not identify either compliance or functional findings for the current audit cycle. For the FY 2024 Triennial Performance Audit, RTD received a draft report indicating general compliance with TDA requirements. The auditor, Moore & Associates, noted that aside from impacts related to a recent cyberattack, RTD remained in compliance. Several recommendations were provided to address temporary disruptions caused by the cyberattack during the current and following audit periods.

E. Previous SRTP Accomplishments

The COVID-19 pandemic had a major impact on public transportation across the country, and RTD was no exception. Due to health concerns, declining ridership, staffing shortages, and changes in funding, RTD temporarily reduced or suspended many services. During this time, the agency focused on system recovery, especially in historically underserved communities.

Although some of the goals outlined in RTD’s original SRTP were delayed, the agency stayed committed to restoring equitable service and strengthening operations for the long term. Key efforts included bringing back fixed-route services, expanding coverage in underserved areas of Stockton, and introducing clean-air vehicles on routes serving communities disproportionately affected by health issues like asthma and heart disease.

In 2021, the agency launched the NextGen Study to evaluate and reimagine its network in response to new travel patterns shaped by the pandemic. The study provided a roadmap for both service restoration and future growth. In August 2022, the RTD Board of Directors approved the study’s findings and the phased implementation plan. Table 9 outlines the service improvements RTD has made as part of this ongoing effort.

Table 9 – RTD Service Improvements

Period	Service Improvements
July 2022	RTD extended the span of service to later at night on BRT Routes 43, 44, 47, and 49 from 7 p.m. or earlier to approximately 10:00 p.m. to align with BRT Route 40 on weekdays. This improvement was to provide better connections, consistency in the span of service and accommodation to late work schedules, as well as shopping or going out at night.
January 2023	RTD extended the span of service to later in the evening on all Local routes (weekdays and weekends) from approximately 5:30 p.m. and 6:30 p.m. to approximately 7:30 p.m. and 8:30 p.m. This improvement was to provide better connections to other routes and accommodation to late work schedules, as well as shopping or going out in the evening.
July 2023	RTD increased frequency from 1 hour to 30 minutes on the top four highest performance Local routes, Routes 510, 515, 520, & 525. All these routes serve underserved communities and a high percentage of minorities and low-income populations covering hospitals, schools, community centers, and employment.
January 2024	RTD made improvements to the fixed route service further by increasing frequency from 1 hour to 30 minutes on 6 Local routes. RTD implemented one new local route with a 30-minute frequency on the corridor with the highest performance.
January 2025	RTD reinstated and expanded weekend service on County Hopper Routes 793 and 797, providing connections between Stockton and Lodi via route 793 and connections between Tracy, Lathrop, Stockton, and Manteca via route 797.

Since its launch in 2018, Van Go! has provided on-demand, accessible rideshare service across San Joaquin County. Analysis showed that approximately 75% of trips occurred within the SMA. Despite multiple adjustments to the service model to improve efficiency and reduce costs, Van Go! consistently experienced low ridership and the highest cost per passenger in RTD’s system. A comprehensive review of travel patterns revealed that 79% of weekday trips and 45% of weekend trips could be served by RTD’s expanded fixed-route network, which now offers increased frequency. Following extensive public

outreach and hearings, RTD discontinued Van Go! trips that both originate and terminate within the Stockton Urbanized Area where fixed-route service is available, effective September 2024. The service continues to operate in areas of San Joaquin County without fixed-route coverage, including trips to and from the Stockton Urbanized Area to other destinations in the county.

RTD has made significant progress in advancing its capital priorities to support a more sustainable, reliable, and efficient transit system. Major accomplishments include the installation of solar power and energy storage systems at key facilities, expansion of the RTC, and ongoing upgrades to stations, passenger amenities, and charging infrastructure. While RTD originally aimed to transition to a 100% zero-emission fleet by 2025, technological and financial limitations prompted a strategic shift; in August 2023, RTD revised its goal to achieve full zero-emission operations by 2040. The agency continues to follow a 12-year bus replacement cycle, expand its electric fleet, maintain a contingency fleet, and enhance spare parts management. In addition, RTD has fully implemented its Transit Asset Management (TAM) Plan in compliance with FTA requirements, ensuring that all assets are effectively monitored, prioritized, and maintained in a state of good repair. Additional details can be found in the Capital Plan section.

RTD has enhanced online trip planning and integrated with Google Transit and will continue to monitor and improve these tools to provide better customer experience. RTD is also working regionally to support the Vamos App, which enables mobile ticketing and is already in use by passengers. Additionally, RTD continues to coordinate with cities and developers to integrate transit into land use planning and to support transit-oriented development, in close collaboration with SJCOG and jurisdictions throughout San Joaquin County. RTD is actively monitoring and making ongoing improvements to ASJ programs to better meet the needs of seniors and individuals with disabilities. Through performance evaluations, customer feedback, and coordination with regional partners, RTD continues to implement service enhancements and operational adjustments.

RTD is actively planning and developing technology-driven solutions to enhance customer experience and improve system performance. Key initiatives include advancing real-time information capabilities, strengthening tools to better manage service disruptions and delays, and expanding Intelligent Transportation System (ITS) features such as real-time bus tracking and voice-over-IP (VoIP) communications. These efforts reflect RTD's ongoing commitment to delivering a responsive, dependable, and passenger-focused transit system.

F. Intercity and Interregional Transit Connectivity

RTD has already taken significant steps to enhance intercity and interregional transit connectivity, beginning with the reinstatement and expansion of County Hopper weekend service. Building on these initial improvements, RTD plans to further enhance Hopper routes in 2025 with a strong focus on serving historically underserved communities throughout San Joaquin County.

The upcoming service expansion will increase the frequency of both Metro and County Hopper routes and extend County Hopper routes to additional RTD transfer stations, creating a more connected and accessible regional network. According to the Climate and Economic Justice Screening Tool, 70.2% of the census tracts served by Metro Hopper and 70.5% of those served by County Hopper are identified as underserved communities, demonstrating RTD's commitment to equitable service delivery.

The improvements to the Metro Hopper will enhance regional connectivity by allowing riders in the SMA to make faster and more frequent transfers to County Hopper routes, enabling more efficient travel to rural areas and other cities within the region. The improvements to County Hopper will improve access and connections between Stockton, Lodi, Manteca, Tracy, and Lathrop. This will make intercity travel more convenient and reliable, especially for riders in rural and underserved areas.

To successfully implement this service expansion, RTD is applying for funding through the Regional Transportation Impact Fee (RTIF) program to procure additional cutaway buses. These vehicles are essential to launching the next phase of Hopper service improvements planned for 2025. With the added fleet, RTD will be able to increase service frequency, expand route coverage, and improve connectivity between communities across the county. Securing this funding is a critical step in delivering faster, more reliable, and more equitable transit options for San Joaquin County residents.

RTD's phased approach, first restoring essential services, then expanding to meet evolving community needs, demonstrates a thoughtful and sustainable strategy for regional transit development. With support from strategic capital investments and strong interagency partnerships, RTD is building the foundation for a more seamless, connected, and equitable transit network that will better serve residents across San Joaquin County for years to come.

5. Goals and Standards

RTD establishes and updates its goals through a collaborative, data-informed process that aligns with federal and state mandates, including Title VI of the Civil Rights Act of 1964, FTA Circular 4702.1B, Performance-Based Planning and Programming (PBPP), TAM requirements, the Safety Management System (SMS) framework, and California Senate Bill 743 (SB 743). This goal-setting process incorporates community

engagement, stakeholder coordination, and consistency with regional transportation strategies such as SJCOG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). RTD uses a broad range of inputs to inform planning decisions, including public outreach and onboard survey data (e.g., the 2025 SRTP survey with 131 responses), ridership and demographic trends, and route-level performance.

Short-Range Goals and Standards (0–5 Years)

RTD's short-range goals focus on enhancing transit reliability, accessibility, and environmental sustainability, while ensuring compliance with all applicable regulatory requirements and addressing the needs of riders who depend most on transit.

Statutory and Regulatory Compliance

- Maintain full compliance with Title VI and FTA Circular 4702.1B, including service and fare equity analyses.
- Ensure performance monitoring of all RTD routes, which are classified as minority routes per Title VI.
- Implement PBPP metrics and maintain a State of Good Repair (SGR) under TAM guidelines.
- Monitor and evaluate all five Title VI service standards: vehicle load, vehicle headways, on-time performance, service availability, and distribution of transit amenities.
- Apply recommendations from performance audits and safety evaluations to support continuous improvement.
- Establish and track Safety Performance Targets annually to align with RTD's Public Transportation Agency Safety Plan.
- Safety Performance Standards include:
 - Fatalities: 0 per 100,000 revenue miles
 - Injuries: ≤ 0.50 per 100,000 revenue miles
 - Safety Events: ≤ 0.80 per 100,000 revenue miles
 - Major Mechanical Failures: ≤ 20 per 100,000 revenue miles
 - System Reliability: $\geq 5,000$ miles between major failures

Scheduling and Route Planning

- Maintain SMA Fixed Route headways at 30-60 minutes and Metro Express BRT at 15–30 minutes during peak hours.

- Provide service availability to 90% of SMA residents within ½-mile of a bus stop.
- Evaluate needs identified in the SRTP survey, such as enhanced weekend and evening service and access to employment hubs (e.g., Amazon, ACE, WinCo, Trinity Parkway).
- Use real-time performance data and customer feedback to adjust schedules and transfers at key hubs.

Vehicle Load

- Maintain seat-to-passenger load ratios of 1.0 during off-peak hours and 1.25 during peak hours.
- Monitor vehicle load using APC and AVL data to determine where additional service or larger capacity vehicles are required.
- Adjust service frequencies or deploy larger vehicles on routes where consistent overloads occur.

On-Time Performance (OTP)

- RTD defines on-time performance as a bus departing a timepoint no more than five minutes late and no earlier than the scheduled time (up to :59 seconds early).
- The agency sets a target for at least 80% of all fixed-route and deviated fixed-route service to operate on time.
- RTD uses Automatic Vehicle Location (AVL) software to continuously track and report OTP and shares results through internal performance dashboards and monthly reviews.
- Riders frequently emphasized the importance of timely service and real-time updates in the SRTP survey. OTP performance is a core measure of reliability and rider satisfaction.

Customer Service and Engagement

- Expand real-time trip planning tools via RTD Now!, Google Maps, Vamos App, and the Transit App.
- Enhance public communications through web platforms and social media (Facebook, Instagram, X (formerly Twitter), YouTube, LinkedIn).
- Maintain participation in 40+ outreach events annually, facility tours, and programs like Stuff the Bus.
- Simplify fare transactions and improve customer's travel journey with tap-to-pay option and real-time trip planning features.

Environmental and Social Justice

- Prioritize service improvements for Disadvantaged Communities (DACs) and zero-vehicle households (55.56% of survey respondents).
- Address accessibility concerns raised by riders, including shelter needs and ADA-friendly improvements.
- Evaluate the expansion of ADA services and bus stop conditions for safety and accessibility, as identified in the SRTP survey.
- Maintain the distribution of transit amenities based on ridership, customer needs, and neighborhood demographics.
- Ensure equitable distribution of transit amenities by applying performance-based thresholds, such as 50 or more daily boardings for shelters and 25–49 boardings for benches, while considering neighborhood demographics and ridership patterns.

Fares and Transfers

- Implement contactless fare media and promote regional integration.
- Support equitable access through the Bulk Pass Program (50% discount for nonprofit and low-income riders).
- Continue evaluating free or reduced fare options for students and low-income groups, as identified in the SRTP survey.
- Pilot fare capping to encourage frequent use and reduce cost barriers.

Sustainability and Climate Resiliency

- Maintain and expand the solar energy system at RTC (resulting in \$162,497 in annual energy savings).
- Continue deployment of zero-emission vehicles and electric depot charging infrastructure (13 chargers, BESS).
- Use battery electric and hydrogen fuel cell vehicles strategically, based on terrain, route distance, and refueling needs.
- Align fleet and facility upgrades with the Clean Fleet Policy and regional climate goals.

Capital Investment and State of Good Repair

- Implement TAM performance targets: no more than 10% of revenue vehicles and 20% of service vehicles exceed Useful Life Benchmark (ULB).
- Maintain facility TERM scores at or above 3.0.

- Track and prioritize capital needs in alignment with RTD’s TAM Plan and FY24–25 Capital Budget.
- Expand use of asset management software for condition monitoring and investment prioritization.

Safety and Risk Mitigation

- Apply Safety Risk Management (SRM) processes to identify and mitigate hazards across operations.
- Upgrade door access control systems at facilities with smart security and breach alert technology.
- Implement GPS tracking for non-revenue vehicles to enhance oversight and emergency response.
- Maintain Emergency Preparedness Protocols and update safety technology based on the Safety Management System (SMS).

Long-Range Goals and Standards (5+ Years)

Sustainability and Zero-Emission Transition

- Transition to a 100% zero-emission fleet by 2040, leveraging battery electric buses (BEBs) and hydrogen fuel cell electric buses (FCEBs).
- Expand renewable energy and storage infrastructure (e.g., hydrogen fueling station, BESS at Union Transit Station).
- Advance climate adaptation strategies, including backup power systems and resiliency planning.

Service Expansion and Regional Mobility

- Evaluate intercity and commuter services with new and restored weekend service to Manteca, Lathrop, and Mountain House, as identified in the SRTP survey.
- Evaluate unmet travel needs for workers and students with expanded off-peak and reverse commute service.
- Evaluate the feasibility of implementing ADA upgrades across all bus stops and passenger amenities.
- Establish a permanent Emergency Command Center and equip a mobile response vehicle.
- Ensure safety improvements including smart security at RTC entry points.
- Enhance accessibility at all facilities using Universal Design principles.

- Regularly update the Public Transit Agency Safety Plan and safety targets in coordination with FTA requirements.

Technology and Innovation

- Continue to monitor and improve online trip planning tools and explore opportunities to enhance ITS features, including mobile ticketing and real-time information services.
- Explore GPS tracking options for non-revenue vehicles to enhance safety and oversight.
- Collaborate with private sector and regional agencies to pilot emerging transit technologies.

Financial Sustainability

- Leverage grants, revenue contracts, and strategic partnerships as key accelerators to fostering sustainable ridership growth.
- Revamp RTD's business strategy with thorough input from community, driving financial resiliency.
- Align business decisions with robust key performance indicators, transparency, and a steadfast commitment to fiduciary accountability.
- Continue to monitor farebox recovery and reduce fare evasion.
- Continue to explore cost savings opportunities.

Principles for New or Modified Service Implementation

- Prioritize services that improve access to jobs, education, healthcare, and underserved areas.
- Evaluate service changes using Title VI equity criteria to prevent disparate impacts or disproportionate burdens.
- Use community feedback and survey results (e.g., SRTP survey showing 91.3% agree transit is essential) to guide decisions.
- Coordinate with local jurisdictions for amenities and leveraging regional planning resources.

RTD's short- and long-range goals align with federal and state standards while addressing local priorities for access, sustainability, and customers needs. By incorporating community input, compliance frameworks, and performance-based planning, RTD ensures responsive, data-driven service that supports regional growth and mobility for all San Joaquin County residents.

6. Operations Plan and Budget

This section outlines RTD's planned transit services and financial strategy for the duration of the SRTP. It details anticipated service levels for fixed-route, demand-responsive, and paratransit operations, divided into short- and long-term phases, and aligns them with agency goals, regulatory requirements, and available funding. The accompanying operations budget demonstrates how these service plans will be sustained through a balanced approach to expenses, revenues, and capital investment.

A. Operations Plan

The Operations Plan provides a framework for how RTD manage and deliver fixed-route and demand-response transit services over the next 10 years planning horizon. It outlines current service levels, anticipated modifications, and key initiatives aimed at improving operational efficiency, customer needs, and reliability. This section incorporates state and federal compliance requirements, including Title VI and performance-based planning mandate, and integrates feedback from the 2025 SRTP survey to ensure service delivery aligns with evolving community needs and priorities.

As part of the survey, RTD invited riders to share suggestions for system improvements. The feedback revealed clear trends, which helped inform this Operations Plan and its phased recommendations. Rider input was categorized into near-term (short-range) service adjustments and broader, long-range enhancements.

Short-Range Operational Priorities (0–5 Years)

Service Improvements

- Increase frequency on high-ridership routes and extend service hours on weekdays and weekends.
- Add weekend service to routes that currently do not operate.
- Expand commuter service options, including more trips to Sacramento and the Dublin/Pleasanton BART station, and better connections with Amtrak.
- Implement service increase and improvements especially to the underserved communities, places of employment, and of leisure activities.

Rider Experience Enhancements

- Install additional benches and shelters at stops that are accessible and safe.
- Enhance access to amenities like restrooms and station lobbies, especially in early morning hours.

- Address boarding challenges at certain stops to make them safer and more accessible.
- Educate the public on Hopper route deviations to support ADA riders.
- Ensure services not only meet but exceed customer expectations for a seamless transportation experience by addressing customer needs.

Safety and Security

- Improve the lighting at stops and stations.
- Enhance driver training to ensure better rider experience.
- Increase monitoring at key locations to improve safety for all riders.
- Implement forefront security technologies and safety protocols to significantly enhance customer safety.

Better Communication and Information

- Upgrade real-time tracking tools and station displays.
- Improve signage and announcements at major stations.
- Develop resources to support visually impaired riders and those with other disabilities.

Fares and Accessibility

- Reevaluate transfer policies and explore fare options for students and low-income riders.
- Improve scheduling and reservation systems for Dial-A-Ride and Van Go! services.
- Expand outreach about available services, especially in underserved areas.
- Installation of fareboxes in all RTD fleet.

Long-Range Operational Considerations (5+ Years)

Network Expansion

- Explore service to new areas like Mountain House and River Islands.
- Explore extending daily and weekend service to connect to regional job centers, including Oakland, San Francisco, and San Jose.
- Explore the possibility of longer service hours on key routes.

Innovative Service Models

- Consider fare model to increase ridership and reduce barriers to access.
- Collaborate with local cities and developers to support transit-oriented development.
- Partner with employers, schools, and community organizations to enhance local mobility options.

Accessibility and Infrastructure Upgrades

- Pursue funding opportunities to enhance pedestrian access and safety near transit stops through crosswalk improvements, curb ramp installations, and the addition of safety beacons.
- Identify and secure funding to expand the transit stop network in high-growth areas, ensuring all new infrastructure meets ADA standards.
- Improve coordination across city lines for paratransit and other ADA services.
- Expand digital tools to help riders better understand service areas and plan accessible trips.

RTD will use this feedback to guide ongoing service planning, ensuring operations remain responsive to community needs while meeting state and federal performance expectations.

Planned Service Levels

Tables 10 and 11 outline RTD's projected annual service hours and miles by program from FY 2025 to FY 2034.

Table 10 - Projected Revenue Service Hours FY 2025 to FY 2034

Service Types	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034
BRT	70,699	76,517	79,540	82,696	85,996	89,443	93,048	96,817	100,759	104,884
SMA Fixed Route	87,649	122,141	126,965	132,003	137,270	142,774	148,528	154,544	160,837	167,421
Metro Hopper	27,448	43,850	45,582	47,391	49,282	51,258	53,323	55,483	57,742	60,106
County Hopper	21,879	47,278	49,146	51,096	53,134	55,265	57,492	59,821	62,257	64,805
Commuter Services	9,887	24,187	25,142	26,140	27,183	28,273	29,412	30,604	31,850	33,154
Demand Response	30,408	39,201	40,750	42,366	44,057	45,823	47,670	49,601	51,621	53,734
Mobility On Demand	9,487	10,135	10,535	10,953	11,390	11,847	12,324	12,824	13,346	13,892
Grand Total	257,457	363,309	377,660	392,646	408,313	424,683	441,797	459,693	478,411	497,995

Table 11 - Projected Revenue Service Miles FY 2025 to FY 2034

Service Types	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034
BRT	746,056	805,740	837,569	870,804	905,550	941,856	979,812	1,019,501	1,061,013	1,104,445
SMA Fixed Route	1,004,207	1,258,357	1,308,065	1,359,969	1,414,233	1,470,934	1,530,211	1,592,195	1,657,027	1,724,856
Metro Hopper	279,464	465,896	484,299	503,517	523,607	544,600	566,547	589,496	613,500	638,613
County Hopper	429,417	771,983	802,478	834,321	867,610	902,396	938,761	976,787	1,016,561	1,058,173
Commuter Services	298,470	664,604	690,857	718,271	746,930	776,877	808,184	840,921	875,163	910,987
Demand Response	407,556	476,039	494,844	514,479	535,007	556,457	578,882	602,331	626,857	652,517
Mobility On Demand	168,939	178,964	186,034	193,416	201,133	209,197	217,627	226,443	235,663	245,310
Grand Total	3,334,109	4,621,583	4,804,145	4,994,777	5,194,070	5,402,318	5,620,024	5,847,674	6,085,783	6,334,900

B. Operations Budget

RTD is committed to its long-term financial health, economic stability, and viability to provide continued services to its customers. Prudent financial planning is essential to achieve this commitment. The key element of prudent financial planning is to ensure that there are sufficient reserves to cover current operating and capital cash flows. RTD has been very diligent in monitoring expenses and proactively reacting to revenue changes. However, there are uncontrollable risks. Reserves will allow RTD to prepare for unforeseen disruptions in cash flow and revenue sources. Strategic expense management is only as good as the employees who uphold it. RTD will require strong cost controls and continue to build up cash reserves to mitigate potential deficits in the future when there is an unforeseen or severe economic downturn. RTD was able to set aside funds for reserves from prior years' cost savings from low service levels during the pandemic, staff shortages, and unanticipated increases in state funding.

RTD updates its Business Continuity Plan and Emergency Guide accordingly to prepare for system failure disruptions during emergencies or Cyber-attacks. Managing transportation networks is extremely complex and fraught with uncertainty. Executive managers and department heads coordinate a multitude of organizational and technical resources to manage transportation network performance. \$1.4 million of the FY 2025 Capital Budget is programmed for RTD's communication and information technology upgrades.

RTD sets strategic goals and objectives, but success is uncertain because external and internal risk events can impact the achievement of these goals. There is still significant uncertainty about the economy and how inflation and recession may play out in the near term. Consumer spending is uncertain, and the recession will result in a reduction of RTD's revenue sources because its source is sales taxes collected from its residents. Reduction or unanticipated revisions in budgeted apportionments and reduced farebox revenues may not be enough to match RTD's projected expenses in the future because of increasing prices of commodities. Federal and State budget adoptions and deficit limits can affect revenue apportionments. Attempt to claim a portion of Stockton UZA's Federal Section 5307 funding will affect service to underserved neighborhoods.

Employee retention continues to be a challenge to RTD due to a very tight labor market. Hiring challenges are a nationwide problem for transit agencies, particularly at RTD, as we compete with other agencies in the same labor pool. Programs are being implemented to improve retention and make RTD an employer of choice.

RTD maintains insurance coverage for liability and loss of use of its assets. Any loss beyond insurance coverage levels can negatively impact RTD's finances.

Non-compliance with funding agencies' requirements, rules, regulations, and adverse audit opinions can affect RTD's ability to secure funding and may result in penalties.

Thanks to hardworking, well-trained, and dedicated staff, RTD has been compliant with requirements, rules, and regulations and has consistently received clean audit opinions from auditors.

RTD must continue to advocate for funding to ensure our industry's future and continue to improve the quality of life for everyone in San Joaquin County; learn about the latest issues, technologies, and advances; continue to tell compelling stories about the benefits we deliver that public transportation is an essential service in building stronger communities.

Force majeure, a clause in a contract that releases the contractor from fulfilling their contractual obligations when circumstances beyond their control impede them, is also a non-controllable budget risk that can negatively impact RTD finances.

This section outlines how RTD plans to manage its financial resources over the next 10 years to maintain and gradually enhance service for the communities it serves. The financial outlook is based on the most recent adopted budget and reflects local, state, and federal funding expectations.

Operations Budget Baseline

RTD's operations budget begins with the FY 2024–2025 Adopted Budget, which sets the baseline level of transit service across fixed routes (BRT, SMA Local routes, Hoppers, and Commuter) and demand response (Dial-a-Ride and Van Go!) modes. This budget also reflects service improvements already approved, including the hiring of additional drivers, expansion of commuter routes, and adjustments in underserved neighborhoods.

All future years in the SRTP are based on this FY 2025 baseline. Projected increases in service hours and miles aligned with the operation budgets. RTD's 10-year operating budget projections are presented in Tables 12 and 13.

Table 12 - Fixed-Route Ten-Year Operating Budget

Expenditure Purpose	FY 24-25 Budgeted	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34
Wages & Fringes	\$41,938,182	\$43,424,892	\$45,005,980	\$46,652,729	\$48,370,830	\$50,162,060	\$52,030,787	\$53,981,045	\$56,017,147	\$58,143,718
Services	\$5,388,649	\$5,598,133	\$5,878,040	\$6,171,942	\$6,480,539	\$6,804,566	\$7,144,794	\$7,502,034	\$7,877,135	\$8,270,992
Materials & Supplies	\$4,587,812	\$4,091,290	\$4,295,854	\$4,510,647	\$4,736,179	\$4,972,988	\$5,221,638	\$5,482,719	\$5,756,855	\$6,044,698
Utilities	\$1,372,031	\$1,440,632	\$1,512,664	\$1,588,297	\$1,667,712	\$1,751,098	\$1,838,653	\$1,930,585	\$2,027,115	\$2,128,470
Insurance	\$1,415,142	\$1,430,719	\$1,502,255	\$1,577,368	\$1,656,236	\$1,739,048	\$1,826,001	\$1,917,301	\$2,013,166	\$2,113,824
Taxes & Licenses	\$372,605	\$391,236	\$410,797	\$431,337	\$452,904	\$475,549	\$499,327	\$524,293	\$550,508	\$578,033
Purchased Transportation	\$171,600	\$180,180	\$189,189	\$198,648	\$208,581	\$219,010	\$229,960	\$241,458	\$253,531	\$266,208
Miscellaneous Expenditures	\$1,814,390	\$1,870,976	\$1,941,312	\$2,015,164	\$2,092,708	\$2,174,130	\$2,259,623	\$2,349,390	\$2,443,646	\$2,542,615
Total	\$57,060,413	\$58,428,058	\$60,736,091	\$63,146,131	\$65,665,689	\$68,298,448	\$71,050,781	\$73,928,825	\$76,939,103	\$80,088,558
Operating Revenue Sources	FY 24-25 Budgeted	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34
Passenger and Special Transit Fares	\$2,652,678	\$2,761,512	\$2,875,787	\$2,995,777	\$3,121,765	\$3,254,054	\$3,392,956	\$3,538,804	\$3,691,944	\$3,852,742
Auxiliary Trans Revenue - Advertising	\$106,291	\$106,291	\$106,291	\$106,291	\$106,291	\$106,291	\$106,291	\$106,291	\$106,291	\$106,291
Non Transportation	\$2,540,989	\$2,482,617	\$2,474,671	\$2,475,844	\$2,477,016	\$2,444,572	\$2,444,572	\$2,444,572	\$2,444,572	\$2,444,572
Dedicated Transportation Revenue - Property Tax	\$1,425,844	\$1,520,025	\$1,620,426	\$1,727,460	\$1,841,563	\$1,963,204	\$2,092,879	\$2,231,119	\$2,378,490	\$2,535,596
Measure K	\$5,706,030	\$5,706,030	\$5,706,030	\$5,991,030	\$5,991,030	\$5,991,030	\$5,991,030	\$5,991,030	\$5,991,030	\$5,991,030
LCTOP (State Funding)	\$1,766,265	\$1,817,681	\$1,870,593	\$1,925,046	\$1,981,084	\$2,038,754	\$2,098,102	\$2,159,177	\$2,222,031	\$2,286,714
TDA-STA Revenues	\$0	\$0	\$0	\$5,702,922	\$6,615,367	\$7,617,265	\$8,644,902	\$9,735,103	\$10,891,753	\$12,119,021
TDA-LTF Revenues	\$5,145,789	\$20,459,891	\$22,121,314	\$29,735,202	\$32,374,978	\$33,285,742	\$34,221,710	\$35,182,717	\$36,169,366	\$37,182,268
SB 125 TIRCP	\$23,697,332	\$11,878,358	\$11,878,358	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 125 ZETCP	\$3,123,299	\$1,752,095	\$1,752,095	\$1,752,095	\$0	\$0	\$0	\$0	\$0	\$0
Federal 5307	\$9,187,734	\$9,415,033	\$9,791,427	\$10,184,585	\$10,595,715	\$11,025,441	\$11,474,801	\$11,944,801	\$12,436,510	\$12,951,065
Federal 5311	\$1,708,163	\$528,527	\$539,098	\$549,880	\$560,879	\$572,097	\$583,539	\$595,211	\$607,116	\$619,259
Total	\$57,060,413	\$58,428,058	\$60,736,091	\$63,146,131	\$65,665,689	\$68,298,448	\$71,050,781	\$73,928,825	\$76,939,103	\$80,088,558

Note: These projections are based on FY 2025 service levels. The FY 2026 budget has not been approved as May 22, 2025.

Table 13 – Demand Response Ten-Year Operating Budget

Expenditure Purpose	FY 24-25 Budgeted	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34
Wages & Fringes	\$716,148	\$741,536	\$768,535	\$796,655	\$825,994	\$856,582	\$888,492	\$921,796	\$956,565	\$992,879
Services	\$274,281	\$284,944	\$299,191	\$314,150	\$329,858	\$346,351	\$363,668	\$381,852	\$400,944	\$420,991
Materials & Supplies	\$193,882	\$172,899	\$181,544	\$190,621	\$200,152	\$210,160	\$220,668	\$231,701	\$243,286	\$255,450
Utilities	\$33,047	\$34,699	\$36,434	\$38,256	\$40,169	\$42,177	\$44,286	\$46,500	\$48,825	\$51,267
Insurance	\$146,683	\$148,298	\$155,713	\$163,498	\$171,673	\$180,257	\$189,270	\$198,733	\$208,670	\$219,104
Taxes & Licenses	\$2,180	\$2,289	\$2,404	\$2,524	\$2,650	\$2,783	\$2,922	\$3,068	\$3,221	\$3,383
Purchased Transportation	\$2,313,848	\$2,429,540	\$2,551,017	\$2,678,568	\$2,812,497	\$2,953,122	\$3,100,778	\$3,255,816	\$3,418,607	\$3,589,538
Miscellaneous Expenditures	\$139,623	\$143,977	\$149,390	\$155,073	\$161,040	\$167,306	\$173,885	\$180,792	\$188,046	\$195,662
Total	\$3,819,692	\$3,958,182	\$4,144,227	\$4,339,346	\$4,544,033	\$4,758,736	\$4,983,968	\$5,220,259	\$5,468,165	\$5,728,272
Operating Revenue Sources	FY 24-25 Budgeted	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34
Passenger and Special Transit Fares	\$207,063	\$217,416	\$228,287	\$239,701	\$251,686	\$264,270	\$277,484	\$291,358	\$305,926	\$321,222
Auxiliary Trans Revenue - Advertising	\$2,475	\$2,475	\$2,475	\$2,475	\$2,475	\$2,475	\$2,475	\$2,475	\$2,475	\$2,475
Non Transportation	\$59,174	\$57,814	\$57,629	\$57,656	\$57,684	\$56,928	\$56,928	\$56,928	\$56,928	\$56,928
Dedicated Transp Revenue -Property Tax	\$33,204	\$35,398	\$37,736	\$40,228	\$42,886	\$45,718	\$48,738	\$51,957	\$55,389	\$59,048
Measure K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LCTOP (State Funding)							\$0	\$0	\$0	\$0
TDA-LTF Revenues	\$451,962	\$1,506,017	\$1,632,339	\$2,683,281	\$2,874,690	\$3,021,415	\$3,174,662	\$3,335,546	\$3,504,446	\$3,681,757
SB 125 TIRCP	\$1,832,482	\$918,537	\$918,537	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 125 ZETCP	\$93,408	\$52,400	\$52,400	\$52,400	\$0	\$0	\$0	\$0	\$0	\$0
Federal 5307	\$1,139,924	\$1,168,125	\$1,214,824	\$1,263,604	\$1,314,612	\$1,367,929	\$1,423,681	\$1,481,994	\$1,543,000	\$1,606,841
Federal 5311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$3,819,692	\$3,958,182	\$4,144,227	\$4,339,346	\$4,544,033	\$4,758,736	\$4,983,968	\$5,220,259	\$5,468,165	\$5,728,272

Note: These projections are based on FY 2025 service levels. The FY 2026 budget has not been approved as May 22, 2025.

Service Growth

RTD anticipates a gradual increase in transit service over the next decade, including more frequent service, new weekend options, and better connections to regional destinations. These enhancements are built into the financial plan, with service expansion reflected in projected revenue service hours and miles:

- FY 2025
 - Revenue Hours - 257,457
 - Revenue Miles - 3,334,109
- FY 2034
 - Revenue Hours - 497,995
 - Revenue Miles - 6,334,900

Operating Revenue and Expenses

The cost of operating the transit system includes driver wages, fuel, vehicle maintenance, insurance, contracted services, and general operations. RTD's operations are funded through a combination of local, state, and federal sources. Fare revenue and advertising also contribute to the budget.

Revenue Sources

RTD receives funds from fares, local, state, and federal sources, advertising revenue on its vehicles, and interest revenue. Certain revenue sources are restricted to operating or capital expenses, and other sources are flexible or fungible for use in operating or capital expenses.

Fare Revenue

Fares collected from passengers are used to fund operations. The Fare revenue growth is mostly dependent on an increase in ridership.

Fare revenue is projected to increase by 10% from the FY 2024 actuals due to a projected increase in service level, thereby increasing ridership, and due to a plan to reduce fare evasion. The Farebox Ratio, which is the ratio of fares over operating expenses, is one of the required efficiency criteria measures of the Transportation Development Act funding. The farebox ratio requirement was lifted through the end of FY 2026.

RTD will implement measures to curtail fare evasion to help improve its farebox ratio. The Stockton Unified School District and the San Joaquin County Office of Education

provide RTD with fare subsidies to allow their students to ride fare-free, except on Van Go!, Commuter routes, and Dial-A-Ride services.

Auxiliary and Non-Transportation Revenue

RTD receives operating revenues from advertisers on its buses, rental of its properties, sales proceeds of less than \$5,000 of fully depreciated properties, interest, and other revenues. There is an increase in Auxiliary and non-transportation revenue because of projected higher interest income from cash balance and an increase in interest rates. This revenue is being used for operations.

Property Tax Revenue

The property tax revenue is generated from the general property tax levy and distributed by the San Joaquin County Auditor-Controller pursuant to State Assembly Bill 8 (AB 8). AB 8 provides a share of the total property taxes collected within a community to each local government that provides services within that community. San Joaquin County Auditor's Office annually determines revenue that was collected in each Tax Rate Area (TRA) and allocates to each local government in the TRA the same amount of revenue it received in the prior year. Each local government then receives a share of any growth (or loss) in revenue that occurred within the TRA that year, such as assessed value growth for the year. The responsibility for allocating the property tax was assigned to the state by Proposition 13 which stated that property taxes were to be allocated "according to law". AB 8 allocated property taxes among the local governments within a county and provided fiscal relief to partially make up for property tax losses resulting from Proposition 13's tax limitation provisions.

The formulas contained in AB 8 were designed to allocate property taxes in proportion to the share of property taxes received by a local entity prior to Proposition 13. Over time, as assessed values grew, the amount of property taxes received by a local government also grew. However, the share rate of property taxes does not change. For example, if a county, city, special district, and school district each receive 25% percent of property taxes collected within a community under AB 8, they will continue to receive 25% percent of taxes collected regardless of property tax growth. These "AB 8 shares" were developed based on the historical share of property taxes received by local jurisdictions prior to Proposition 13. Local jurisdictions that had received a large share of property taxes prior to 1978 received a large share of property taxes under AB 8. Thus, the variation in property tax receipts in effect at the time was continued. Since 1978, there have been just two significant changes to the original property tax shares contained in AB 8: legislation designed to aid cities that receive no, or exceptionally low, property taxes and the property tax shifts of 1992-93 and 1993-94. Despite these changes, however, the state property tax allocation system developed in 1978 in response to Proposition 13 continues to be the basis for the property tax allocation

among local governments. RTD's share is currently at 0.1227% and is being used to support operations. RTD's FY 2025 property tax revenue is projected to increase by 6.6% of FY 2023 actuals based on a 5-year average increase.

Measure K (MK)

MK is generated from the half-cent sales tax dedicated to transportation projects in San Joaquin County. Voters first approved MK in 1990 for a 20-year period. After experiencing the success and progress of MK, San Joaquin voters renewed the Measure K funding in November 2006 for an additional 30 years (extension became effective April 1, 2011, and ends March 31, 2041). The MK Ordinance and Expenditure Plan sets forth the eligible uses of MK funds and identifies the funding categories for various projects. SJCOG is still using the MK Categorical Allocations from the 2019 MK Renewal Strategic Plan pending its update. Categorical allocation for passenger rail, bus, and bicycles is 30%, 49% of which is bus transit share and 5% for BRT capital projects. MK partially funds RTD's BRT services, Commuter services, County Hopper services, passenger amenities projects, fleet/engine replacements, BRT capital projects, Bus purchase/replacements, and funds Park-and-Ride lot leases.

Transportation Development Act

The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination, known as the Transportation Development Act of 1971. TDA provides funding to be allocated to transit and non-transit-related purposes that comply with regional transportation plans. Efficiency criteria requirements of Transportation Development Act funding were lifted through the end of FY26. TDA established two funding sources: the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund.

TDA-Local Transportation Fund

LTF is one of the two TDA funding sources. It is generated from a quarter-cent of the general state tax collected statewide and is allocated through the California Department of Tax and Fee Administration (CDTFA). LTF's purpose is to provide a dependable source of funding to support public transit in California. It is apportioned by SJCOG to its jurisdiction based on the past two year's population estimate from the State Department of Finance. The FY 2025 apportionment basis is the January 2023 population estimate. The estimated apportionment for FY 2025 is \$63,342,000. SJCOG provides estimates in February before the start of the fiscal year, but the final apportionments are normally released in August or September after the fiscal year-end.

SJCOG's apportionments to agencies under its jurisdiction are calculated after off-the-top apportionments for:

- Administration and planning costs for SJCOG.

- 2% for county and cities' bicycle/pedestrian programs.
- 11.5% for San Joaquin Regional Rail Commission (ACE Services).
- 2% for CTSA programs, but the apportionment for CTSA programs has been waived for FY 2025 to spend down the balance from the prior year. RTD is designated as the Manager of CTSA programs in San Joaquin County.

TDA-State Transit Assistance (STA) Fund

STA is generated from sales tax on diesel fuel. STA is appropriated by the legislature to the State Controller's Office (SCO), then the SCO allocates by formula to SJCOG. STA revenues under PUC 99314 are allocated based on local revenues reported annually to the SCO by each entity throughout California. The amounts are published by the State Controller around March of each year. STA revenues under PUC 99313 are allocated between San Joaquin Regional Rail Commission (SJRRRC) and RTD after off-the-top apportionments of 2% to SJCOG for transportation planning and \$1,000 for SJ Auditor administration. The allocation between SJRRRC and RTD is based on ridership within the San Joaquin County. SJCOG has been using FY18 ridership data for the past years due to the irregularity of ridership brought about by the COVID-19 pandemic.

STA can be programmed for operating and/or capital projects. In FY 2025, RTD plans to use its STA apportionment for capital projects. The estimated apportionment for FY 2025 is \$8,268,754, which is \$30,199 higher than the FY24 estimate. The final apportionments are normally published after the fiscal year-end, around August or September.

The following factors affect RTD's STA apportionments:

- Diesel Fuel usage and/or price because the STA revenue source is from Diesel Fuel taxes.
- RTD's annual local revenues that was reported to SCO as it is the basis for PUC 99314 apportionment.
- RTD's relative ridership compared to SJRRRC's ridership within the SJCOG's jurisdiction because it is the basis for the remaining PUC 99313 apportionment.
- Adherence to TDA's 14 PUC compliance requirements for LTF and STA. RTD consistently passed annual and triennial compliance audits in the past years, and this compliance requirement is lifted through FY 2026.
- Off-the-top allocations affect RTD's apportionment. 2% of PUC 99313 planning apportionment and \$1,000 San Joaquin Auditor Administration for SJCOG is the only current off-the-top apportionment in FY 2025.
- San Joaquin County's ridership revenue compared to statewide data affects countywide apportionment, consequently RTD's apportionment. SJCOG selects

the audit firm to conduct Annual Financial Audits and Triennial Performance Audits to evaluate performance measures and standards that are required by TDA Statutes and the California Code of Regulations. Performance measures and standards requirements have been lifted temporarily from FY20 through FY26. This suspends penalties for non-compliance. RTD has consistently complied with compliance requirements.

State Of Good Repair

The State of Good Repair was established by Senate Bill 1 (SB1) on April 28, 2017. The State provides \$105 million annually to eligible recipients to provide resources to build a safe, resilient, and equitable transportation future. RTD's total share is \$820,630. \$115,530 was apportioned by the State Controller's Office under PUC 99314, and \$705,280 was apportioned under PUC 99313 by SJCOG based on population. RTD will use SB1 revenues to replace aging equipment and upgrade IT.

Low Carbon Transportation Operations Program (LCTOP)

The LCTOP is one of the state programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862.

The programs are funded by the auction proceeds from the California Air Resource Board's (ARB) Cap-and-Trade Program, with proceeds deposited into the Greenhouse Gas Reduction Fund (GGRF). Senate Bill 862 continuously appropriates 5% of the annual proceeds in the GGRF for LCTOP. It is apportioned in the same manner as STA. LCTOP was created to provide operating and capital assistance for transit agencies, with a priority on serving underserved communities. Its goal is to reduce greenhouse gas emissions and improve mobility.

Due to the timing of the apportionment amount, RTD is using the LCTOP grant for a year in arrears. i.e., the FY24 allocation will be used in FY 2025 operations. The FY24 allocation to RTD is \$164K thousand higher than in FY 2023. RTD will continue to use LCTOP to partially fund BRT Midtown Corridor Service for the seventh year in a row in FY 2025 because the five-year limitation for project use has been lifted.

Budget Act of 2023: Senate Bill 125 (SB 125)/ Assembly Bill 102 (AB 102)

In July 2023, California Governor Gavin Newsom signed two important bills into law — Assembly Bill (AB) 102, the Budget Act of 2023, and Senate Bill (SB) 125.

SB 125 focuses on transportation and helps allocate \$5.1 billion from AB 102's budget. This funding is meant to support transit providers with both their everyday operating expenses and capital projects, such as bus purchases. SB 125 also kickstarts the creation of the Transit Transformation Task Force, aimed at shaping the future of public transit in California.

SB 125 explains how funds will be shared across two important programs:

- **Transit and Intercity Rail Capital Program (TIRCP)** will divide \$4 billion based on population size to regional transportation planning agencies (RTPAs). These agencies can choose to spend the money on running transit services or on capital purchases such as buying buses. For San Joaquin County, the San Joaquin Council of Governments (SJCOG) is the RTPA tasked with the distribution of these funds in San Joaquin County.
- **Zero-Emission Transit Capital Program (ZETCP)** will provide \$1.1 billion to RTPAs. The money will be distributed using a formula that considers population size and transit revenues, helping to support zero-emission transit vehicles and operations. For San Joaquin County, SJCOG is the RTPA tasked with the distribution of these funds in San Joaquin County. These funds are highly flexible and can be used to address fiscal operating challenges and transit capital needs.

The total estimated SB 125 funding amount for San Joaquin County is \$93,471,272. RTD and SJCOG signed an SB 125 Fund Transfer Agreement effective October 30, 2024, that designates \$43,347,911 to RTD for funding years 1 (FY 2023/2024) and 2 (FY 2024/2025). RTD submitted three invoices at the time of this SRTP update and reimbursement payment has not been received by RTD.

Federal Section 5307: Urbanized Area Formula Program

The Urbanized Area Formula Funding program is authorized by 49 United States Code (U.S.C.) 5307. It provides funding to urbanized areas for qualified transit-related expenses. Federal funding levels are tied to congressional negotiations on other budget and policy issues and apportioned based on legislative formulas.

RTD is the designated recipient of the grant for the Stockton Urbanized Zone Area (UZA). The City of Stockton is under the "Urbanized Area with 200,000 and under 1,000,000 population group classification". The appropriation formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density. Funding apportionment for Stockton UZA is being split between RTD and SJRRC/ACE based on the applicable Federal Fiscal Year (FFY)'s Table of Formula Programs Apportionment Data Unit Values and/or mutually agreed upon ratio. The Federal Register that provides information on Federal funds for the fiscal year is not available until around February of the Fiscal Year, but the Section 5307 formula grant allows for pre-award authority to spend.

In FY 2025, RTD will use Section 5307 funds for Preventive Maintenance, Capital Cost of Contracting, 1% minimum mandated security projects, 1% minimum mandated for Transit Improvement, and revenue vehicle capital projects. RTD plans to use Toll Credits for Section 5307 required funding match, thereby allowing 100% expense reimbursements.

Federal Section 5311: Rural Area Formula Program

The FTA Section 5311 Program is authorized by 49 U.S.C. Chapter 53, Section 5311, as reauthorized under Fixing America's Surface Transportation (FAST) Act Section 3007. It provides capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000. Caltrans administers the program and RTD is a sub-recipient. Section 5311 funds 50% of RTD's eligible rural area operating expenses up to \$518K in FY25 to support County Hopper and County Van Go! services. The City of Ripon became eligible for Section 5311 funding effective in FY 2024 apportionment, so available funding is now apportioned to RTD, the City of Escalon, and the City of Ripon. RTD is using 5311 funds a year in arrears due to the timing of availability of funds.

Federal Section 5311: American Rescue Plan Act (ARPA)

RTD plans to use Section 5311 ARPA of \$1.19 million for eligible operating expenses. Section 5311 ARPA is the last available stimulus fund drawdown. Stimulus grants do not require a match, so they will reimburse 100% of eligible operating expenses. RTD will prioritize the use of these funds prior to using formula grant to avoid relinquishment.

Federal Section 5339 (a): Bus and Bus Facilities (Formula)

Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no-emission vehicles or facilities. RTD will use Section 5339 (a) grant for eligible capital projects, such as the installation of Pedestrian Collision and Avoidance Detection Systems (PCADS) and for IT-related upgrades.

Discretionary or Competitive Grants

RTD continuously applies for discretionary or competitive grants. When awarded, it will be presented to the Board as an amendment to the FY 2025 Capital Budget.

Alignment with Operational Plan

RTD's operating budget directly supports the goals outlined in the SRTP's operations plan, including:

- Adding weekend and late-night service on key routes.

- Expanding commuter service to Sacramento and BART connections.
- Improving service in underserved areas.
- Enhancing ADA accessibility and customer amenities.

These service improvements are built into the multi-year forecast.

Sustainability

Maintaining a balanced budget is a key focus for RTD's financial planning efforts. The FY 2025 budget is fully funded, and future years are projected to remain sustainable, assuming current funding sources remain available. If significant funding changes occur, RTD will adjust its budget and operations accordingly, while continuing to prioritize essential service delivery.

7. Capital Projects Highlights

RTD's capital investment strategy emphasizes maintaining a State of Good Repair (SGR), supporting safe and efficient transit operations, and preparing for future growth through facility expansion, fleet modernization, and alternative fuel initiatives. All capital projects are prioritized in alignment with FTA TAM requirements and SJCOG's RTP/SCS.

Capital Projects Goals

- Improve the safety and security of passengers and employees.
- Improve the customer experience with the implementation of technology and facility improvements.
- Keep RTD's Infrastructure and rolling stocks in a state of good repair.
- Reduce greenhouse gas emissions and focus on capital expenditures to improve services in disadvantaged neighborhoods.
- Comply with California Air Resources Board's (CARB) Innovative Clean Transit (ICT) Regulations by replacing vehicles that have reached their useful life with hydrogen FCEBs and Hybrid Electric Buses.
- Implement technology improvements, upgrades, and replace aging technology.

Solar Energy Project

In 2018, RTD identified a need to reduce its energy consumption and environmental footprint. To that end, RTD pursued a Solar Photovoltaic (PV) installation at the RTC. Construction began in January 2022, and the Permit to Operate was issued in February 2023. The project was funded through CMAQ (\$3,375,000 NTE) and STA funds. The

final cost of the design and construction phase was \$3,184,751.03. Energy cost comparisons show significant saving:

- FY 2023 (without solar): \$206,439
- FY 2024 (with solar): \$43,942
- Annual Savings: \$162,497

RTD also partnered with PG&E under a Senate Bill (SB) 350 Priority Review Project targeting disadvantaged communities. This included 13 depot chargers at RTC and a Battery Energy Storage System (BESS) at the Union Transit Station. RTD received \$559,639.80 in reimbursements for the BESS project.

Transitioning to Electric Fleet and Charging Infrastructure

While RTD originally aimed for a 100% zero-emission fleet by 2025, technological and financial constraints prompted a strategic shift in August 2023, when RTD revised its goal to achieve full zero-emission operations by 2040. Key challenges included:

- Manufacturer bankruptcies and technology reliability issues
- Range limitations tied to weather conditions
- Environmental concerns regarding battery mineral extraction

RTD currently operates a fleet that is 20% zero-emission, with 60% being hybrid-electric or near-zero-emission. RTD continues to pilot hydrogen fuel cell electric buses (FCEBs), which have shown promising range and refueling times. FCEBs cost approximately \$1.65 million per bus (\$6.6 million total for four vehicles), funded through FY 2021 CMAQ and FY 2022 State of Good Repair (SGR) funds.

RTC Improvements and Expansion

RTD continues to invest in critical infrastructure upgrades that support safe, efficient, and future-ready transit operations. Recent accomplishments demonstrate the agency's strong commitment to enhancing the rider experience, preparing for service growth, and maintaining facilities in a State of Good Repair.

Land and Pavement Projects:

RTD completed significant improvements at the Hammer Transfer Station, including full pavement replacement, installation of modernized water and sewer piping, improved site grading for drainage and safety, and curb rehabilitation. These upgrades improve accessibility and extend the facility's lifespan while enhancing comfort and convenience for passengers and staff alike.

RTC Administration Building Expansion:

In a strategic move to support long-term operational growth, RTD acquired the Sardee property (2731 E. Myrtle Street), located between the existing Operations and Maintenance Facility. This acquisition, completed in compliance with National Environmental Policy Act (NEPA) environmental review requirements, provides critical land for future expansion, including:

- Construction of a permanent hydrogen fueling facility (pending results from RTD's hydrogen bus pilot)
- Expansion of bus and employee parking to accommodate fleet growth and operational needs
- This forward-looking investment ensures RTD remains ready to adapt to evolving service demands and emerging technologies.

Fleet Replacement and Expansion

RTD's fleet planning efforts are aligned with FTA's Useful Life Benchmark (ULB) guidelines and the agency's TAM Plan. These efforts ensure that vehicles are replaced and expanded in a fiscally responsible manner that supports service reliability and sustainability goals.

Battery Electric Buses (BEBs):

RTD now operates 25 zero-emission buses, including 10 newly acquired Gillig BEBs and 15 existing Proterra units, signaling steady progress toward fleet electrification.

Cutaway Vehicles:

To support demand-responsive and community-based services, RTD is acquiring 16 new low-floor cutaways (7 arriving in May 2025 and 9 more on order), improving accessibility and operational flexibility.

Hybrid Buses:

In February 2023, RTD expanded its hybrid-electric fleet by six vehicles under a Washington State DES cooperative contract, totaling \$5.91 million. These units offer a reliable, lower-emission alternative as RTD continues evaluating long-term propulsion technologies. An order of 11 hybrid-electric buses is scheduled to be delivered in October 2025.

While battery electric buses have shown higher operating costs—nearly double per mile compared to hybrids—RTD is proactively piloting hydrogen FCEBs. These vehicles demonstrate significant promise, offering 300-mile ranges and rapid refueling (15–20 minutes), comparable to diesel and hybrid performance. RTD's data-driven approach ensures the best value and environmental outcomes for future procurements.

Commuter Fleet Replacement and Amenities

RTD is revitalizing its commuter operations to better serve regional travel patterns and restore public confidence. Following a period of reduced ridership, the agency has taken meaningful steps to modernize its commuter fleet, retiring older MCI coaches and adding four newer models (2021 and 2029 vintages).

Looking ahead to 2025, RTD plans to:

- Expand commuter and intercity routes to increase regional connectivity
- Offer weekend service levels that mirror weekday operations
- Improve commuter fleet utilization to facilitate accelerated replacement per ULB standards
- These enhancements position RTD to meet evolving mobility needs while reinforcing its role as a backbone of regional transit.

Facility and Maintenance Equipment

To support ongoing operations and safeguard public assets, RTD continues to maintain its facilities, equipment, and infrastructure in a State of Good Repair. The agency recently implemented a robust asset management software system, enabling staff to track asset conditions, optimize replacement cycles, and prioritize capital investments more effectively. This modern system reinforces RTD's commitment to transparent, data-informed decision-making.

Safety and Security

Emergency Command Center

In alignment with the FTA's Public Transit Agency Safety Plan, RTD is planning to establish an Emergency Command Center within an existing facility to serve as a centralized hub for coordinating responses to local or state emergencies. The center will be equipped with essential infrastructure, including computers, monitors, communication systems, evacuation route maps, workstations, and satellite radio to maintain direct communication with the regional emergency command center. Additionally, the project includes retrofitting a bus with emergency response equipment to function as a mobile command center. This initiative will enhance RTD's emergency preparedness and ensure personnel are equipped to protect lives and transit assets during critical events.

Door Entrance Access Replacement

To support compliance with the FTA’s Public Transit Agency Safety Plan and ensure a state of good repair, RTD plans to upgrade all front-door access points with smart security technology. The new system will feature dual-method authentication at each entry point, record all personnel access events, restrict entry based on authorization levels, provide visual verification, and issue breach alerts via Wi-Fi or cellular connectivity. This enhancement will strengthen facility security and support hazard mitigation efforts.

Information and Technology

Hardware – GPS Monitoring for Non-Revenue Vehicles

GPS monitoring for non-revenue vehicles enhances driver safety by enabling real-time tracking, especially during late shifts or in remote areas. It provides verifiable location data to support incident investigations and address complaints. The system also deters unauthorized or off-hour vehicle use. Overall, it improves accountability and operational oversight.

Hardware – Customer Interactive Kiosk

A touch-screen customer-facing kiosk provides real-time bus locations, service alerts, and trip planning tools in an accessible, multilingual interface, and enhancing rider convenience. It supports ADA features, emergency notifications, and clear transit policy communication for all users, including those without smartphones. These kiosks improve safety, trust, and overall rider experience at transit centers.

TAM Performance Measures and Targets

RTD adheres to clearly defined performance measures to ensure accountability and long-term sustainability of its transit assets. Table 14 presents RTD revenue and service vehicles performance measures and targets. Table 15 presents RTD’s adopted SGR performance measures and annual performance target to be applied to all RTD facilities.

Table 14 - RTD Revenue and Service Vehicles Performance Measures and Targets

Asset Class	Performance Measure	Definition	Annual Target
Revenue vehicles	Age	% of RTD’s revenue vehicles that have met or exceeded Useful Life Benchmark (ULB)	No more than 10% of revenue vehicle fleet shall exceed ULB
Service vehicles	Age	% of RTD’s service vehicles that have met or exceeded ULB	No more than 20% of service vehicle fleet shall exceed ULB

Table 15 - RTD Facility Performance Measures and Targets

Asset Class	Performance Measure	Definition	Annual Target
All buildings or structures	Condition	% of RTD facilities with a condition rating below 3.0 on TERM Scale	No facility shall fall below a TERM score of 3.0

RTD's TAM Plan level of compliance includes the following elements:

1. Asset Inventory: the existing asset inventory of vehicles and facilities
2. Condition Assessment: the base condition assessment of the vehicles and facilities, including the annual performance measures and targets.
3. Decision Support Tools: description of decision support tool(s) assisting in prioritization of capital investments
4. Investment Prioritization: prioritized list of investments
5. TAM and SGR Policy: As adopted by the RTD Board in 2018
6. Implementation Strategy: Outlines guiding principles related to maintenance, overhaul, disposal, and acquisition & renewal to ensure the TAM Plan is implemented properly
7. List of Annual Activities: List of key annual activities to be undertaken during plan horizon period.
8. Identification of Resources: Personnel resources identifying roles and responsibilities as it relates to the TAM Plan
9. Evaluation Plan that outlines how the TAM Plan will be monitored, updated, and evaluated for continuous asset management improvement.

This includes strict adherence to the transit industry's best practices and compliance with all local, state, and federal requirements. In keeping with FTA directives of maintaining all transit assets in a state of good repair (SGR) and the supporting TAM legislation that requires agencies to establish asset management performance measures and targets and develop a TAM Plan, this effort will also complement RTD's existing 5-year Regional Transportation Plan capital needs assessment with the intention of highlighting new, replacement, and specific RTD TAM capital projects

Capital Projects List

A full list of RTD's capital projects, including funding sources, implementation timelines, and project status is presented in Table 16. These projects reflect RTD's dedication to innovation, sustainability, and continuous improvement in delivering high-quality transit service to San Joaquin County.

Table 16 - RTD's Capital Projects

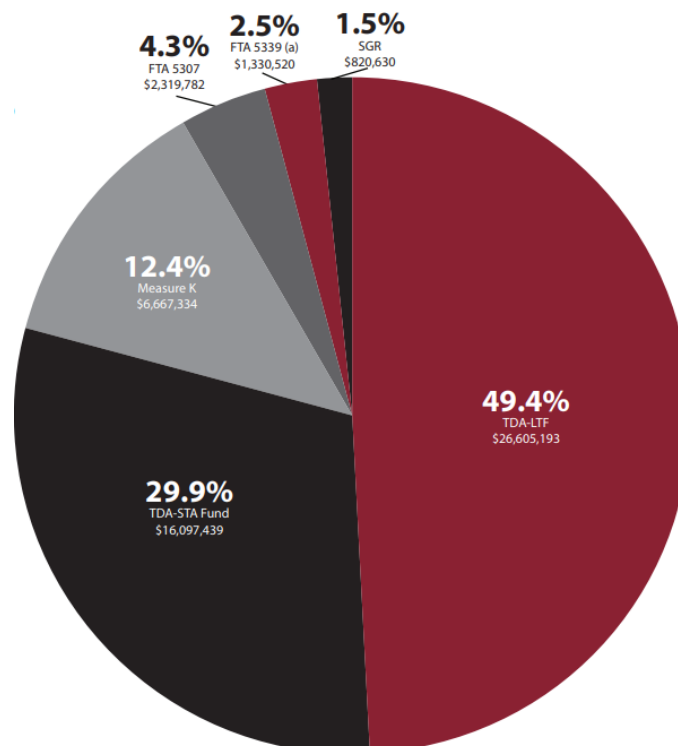
PROJECT	PROJECT DESCRIPTION	PROJECT LIMITS	PROJECT COST
Bus Electrification / Power Distribution	Renewable energy solutions for facility & fleet energy consumption	San Joaquin County	\$8,347,500
Bus Electrification / Power Distribution	Charging infrastructure will be needed if RTD replaces commuter bus with zero-emission electric bus. Depending on the bus purchase the following is an estimated infrastructure cost.	San Joaquin County	\$7,950,000
Bus Electrification / Power Distribution	Hydrogen fueling station	San Joaquin County	\$13,000,000
Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 49 Electric Hybrid 40' Buses	San Joaquin County	\$142,100,000
Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 4 MCI Commuter Buses	San Joaquin County to Bay Area	\$12,400,000
Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 6 Nova Hybrid LF Articulated 60' Buses	San Joaquin County	\$26,400,000
Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 26 Cutaway Buses	San Joaquin County	\$37,700,000
Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 20 Van Go Buses	San Joaquin County	\$13,000,000
Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 25 Zero-Emission 40' Buses	San Joaquin County	\$87,500,000
Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Purchase 10 Hydrogen Fuel Cell Buses	San Joaquin County	\$16,000,000
Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Bus component rebuild and parts	San Joaquin County	\$2,000,000
Safety and Security	Emergency Command Center	San Joaquin County	\$1,200,000
Safety and Security	Vehicle rear-end accident prevention	San Joaquin County	\$75,000
Safety and Security	Entrance door access system with smart technology	San Joaquin County	\$1,200,000
Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - Boardroom Technology Refresh	San Joaquin County	\$100,000
Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - End-User Computer Refresh	San Joaquin County	\$145,000
Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - Security Info. & Event Management (SIEM)	San Joaquin County	\$60,000
Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - IT Specific computers (6)	San Joaquin County	\$25,000
Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - Backup storage (replace QNAP)	San Joaquin County	\$50,000
Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - Digital signage controllers	San Joaquin County	\$15,000

Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - Customer Interactive Kiosk (4)	San Joaquin County	\$70,000
Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - GPS monitoring for non-rev fleet	San Joaquin County	\$10,500
Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Cybersecurity	San Joaquin County	\$180,000
Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Real time bus locator	San Joaquin County	\$20,000
Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Software - Remote Monitoring and Management (RMM)	San Joaquin County	\$50,000
Planning / Study / Training, Outreach and Research Projects		San Joaquin County	
Planning / Study / Training, Outreach and Research Projects	RTD's Title VI Program update as required by FTA every 4 years	San Joaquin County	\$100,000
Operating Costs	Costs associated with BRT, SMA, Intercity and County Hopper, Interregional Commuter, Dial-A-Ride, Van Go!, Operations	SMA, San Joaquin County, San Joaquin County to Bay Area	\$516,000
Facilities Improvement and Update	RTC parking lot development - cell tower removal	San Joaquin County	\$125,000
Facilities Improvement and Update	RTC Portable Maintenance Koni lifts (20)	San Joaquin County	\$210,000
Facilities Improvement and Update	RTC Building exhaust fans (40)	San Joaquin County	\$75,000
Facilities Improvement and Update	Hydrogen Maintenance shop retrofit	San Joaquin County	\$3,500,000
Facilities Improvement and Update	CTC Slurry Seal	San Joaquin County	\$335,000
Facilities Improvement and Update	RTC Gas Heaters	San Joaquin County	\$58,000
Facilities Improvement and Update	RTC HVAC Units (14)	San Joaquin County	\$5,250,000
Facilities Improvement and Update	RTC HVAC Split Systems	San Joaquin County	\$105,000
Facilities Improvement and Update	RTC Roll-Up Doors	San Joaquin County	\$401,000
Facilities Improvement and Update	Proterra Overhead Charger	San Joaquin County	\$1,725,000
Facilities Improvement and Update	RTC Bus Wash & Bio System	San Joaquin County	\$1,300,000
Facilities Improvement and Update	RTC Free Standing Shop Equipment	San Joaquin County	\$55,000
Facilities Improvement and Update	Furniture (breakrooms, RTC, DTC, CTC)	San Joaquin County	\$109,000
Facilities Improvement and Update	Refrigerators and Ice Machines (one in every breakroom)	San Joaquin County	\$30,000
Facilities Improvement and Update	Forklift	San Joaquin County	\$75,000

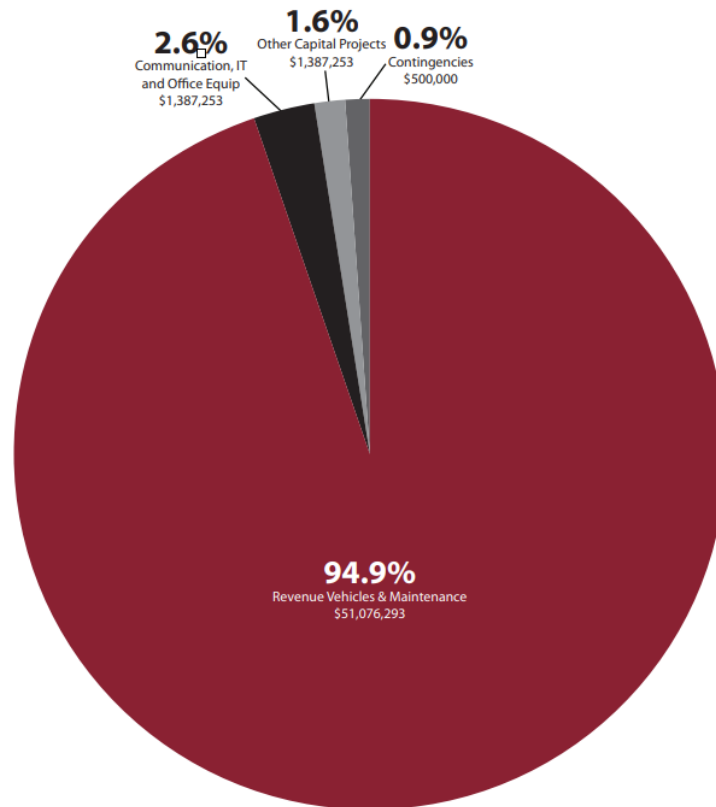
Facilities Improvement and Update	DTC Cross-walk Restripe	San Joaquin County	\$150,000
Facilities Improvement and Update	DTC Cabinets for RTD Legacy Gear	San Joaquin County	\$12,000
Facilities Improvement and Update	Double Door RTC	San Joaquin County	\$75,000
Facilities Improvement and Update	Recliners (RTC & CTC)	San Joaquin County	\$55,000
Facilities Improvement and Update	UTS HVAC	San Joaquin County	\$375,000
Facilities Improvement and Update	Cost associated with capital improvement and upgrade at RTD's admin and maintenance facilities	San Joaquin County	\$4,000,000
Facilities Improvement and Update	Projection for the next 5-year rehabilitation/renovations at RTD's admin and maintenance facilities	San Joaquin County	\$34,000,000
Support Vehicles - Acquisition / Rehab / Renovation	To purchase, refurb and rehab support vehicles for RTD's admin/maintenance	San Joaquin County	\$2,044,176
Future Operations	Future Operations	San Joaquin County	\$2,113,711,696
Future Capital	Future Capital	San Joaquin County	\$2,113,711,696
Hydrogen Refueling Trailer and Maintenance Building Retrofit	Hydrogen Refueling Trailer and Maintenance Building Retrofit as part of an overall Hydrogen Fuel Cell Electric Bus Pilot Project	San Joaquin County	\$8,600,000

The FY2025 Capital Budget is \$53,840.898. Capital projects are fully funded with formula grants. RTD will continue to pursue discretionary or competitive grants for unfunded capital projects. Upon grant award, discretionary-funded projects will be presented to the Board as an amendment to the adopted budget.

Capital Revenue



Capital Projects



Appendix A

Survey Results Presentation



San Joaquin Regional Transit District 2025 Short Range Transit Plan Stakeholder Workshop

Wednesday, April 30, 2025

Presentation Outline

- Welcome and Introductions
- Recap of Previous Public Outreach
- Survey Results: Short Range Transit Plan
- Next Steps
- Q&A

San Joaquin Regional Transit District (RTD)

- **Damaris Galvan**, *Planning and Service Development Director*
- **Elizabeth Fernandez**, *Service Development Senior Specialist*
- **Kong Her**, *Service Development Senior Specialist*

Recap of Previous Public Outreach

- On March 26, 2025, and March 27, 2025, RTD hosted two community workshops to provide important information about the Short Range Transit Plan (SRTP).
- During these workshops, we covered:
 - What is the SRTP?
 - The goals of the SRTP
 - How the SRTP planning process works
 - How you can share your feedback through our online survey
- We will present the survey results and share key findings from the community feedback.

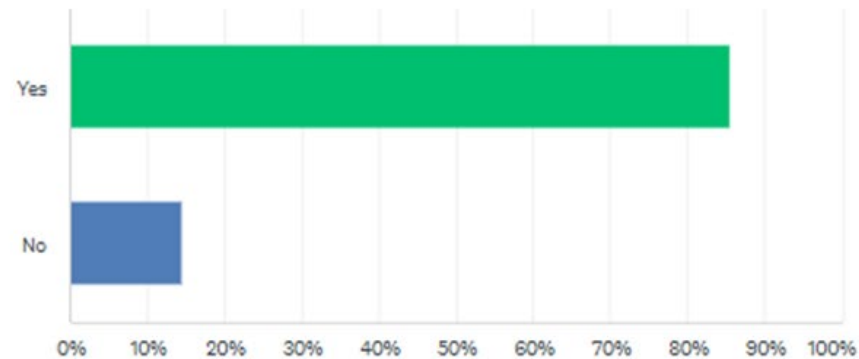
SRTP Survey Overview

As part of the Short Range Transit Plan (SRTP) community outreach process, RTD conducted a short survey to collect information about the demographic profile of transit riders throughout San Joaquin County, the travel patterns and characteristics of its customers, and the transit origin/destination patterns of its customers. The survey was open for two weeks, from March 26, 2025 to April 9, 2025. To ensure maximum rider participation, all questions and answer options were provided in English and Spanish. A total of 131 surveys were collected.

SRTP Survey Results

Do you ride the bus?

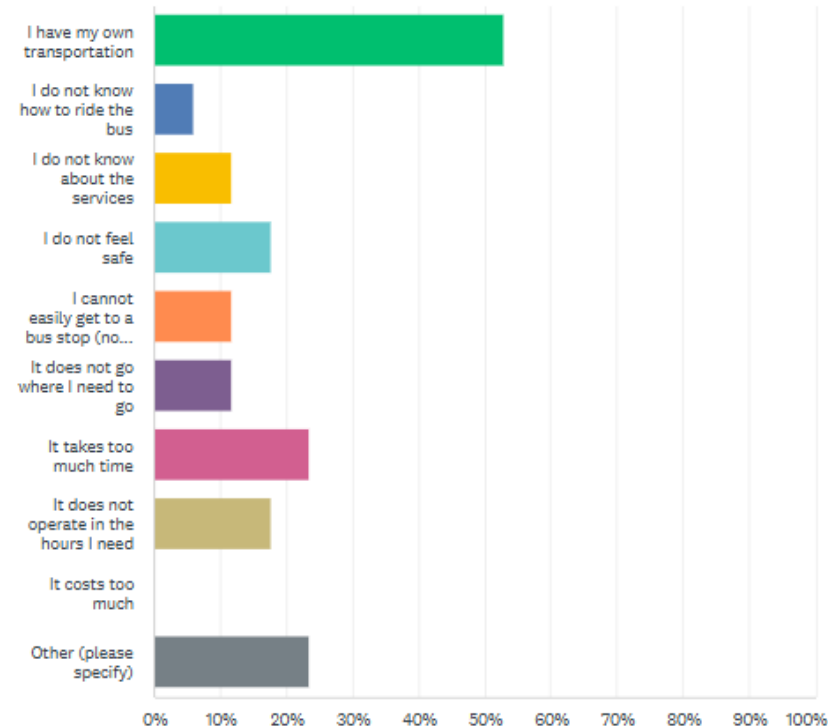
Answered: 131 Skipped: 0



S RTP Survey Results

If you do not ride the bus, what are the major reasons?

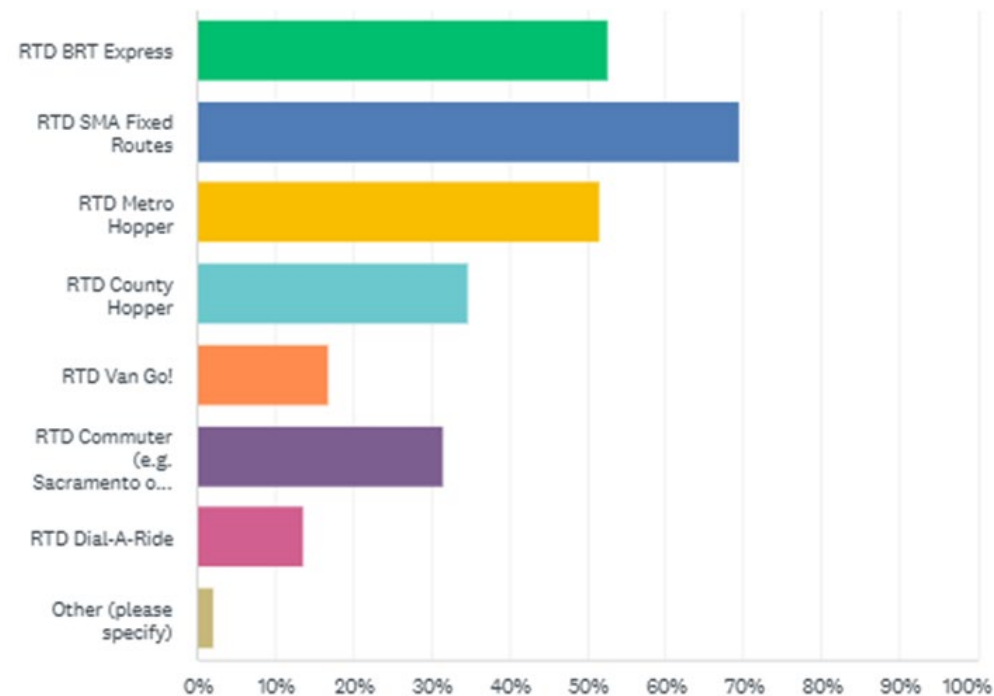
Answered: 17 Skipped: 114



S RTP Survey Results

If you ride the bus, please choose the services you use.

Answered: 95 Skipped: 36



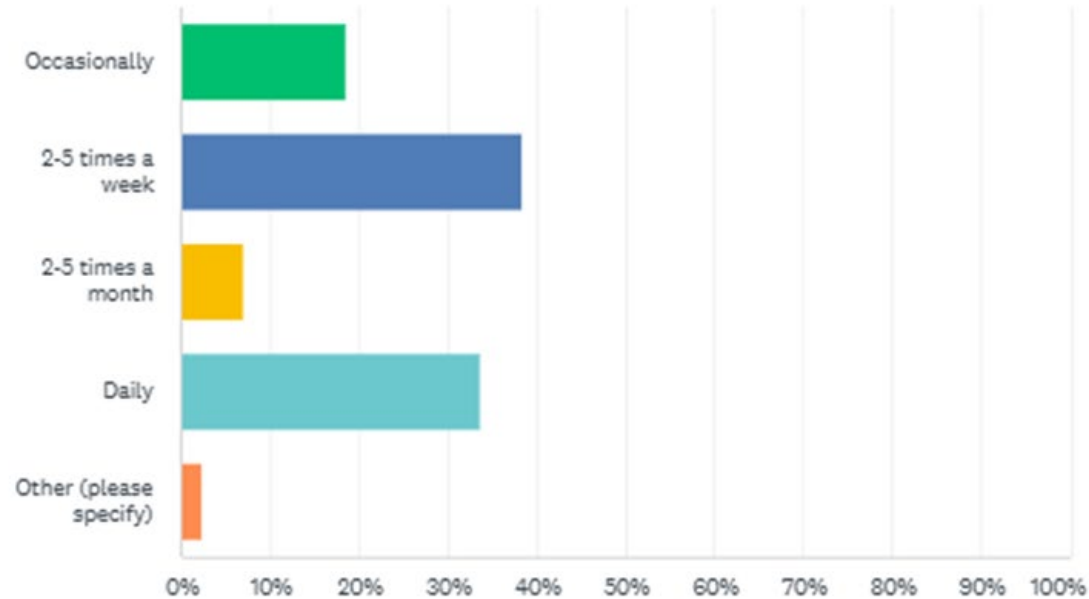
S RTP Survey Results

Percentage of Respondents Who Ride Each Route	
Route 40	57.65%
Route 43	29.41%
Route 520	25.88%
Route 510	22.35%
Route 47	20.00%
Metro Hopper 4	18.82%
Route 93	18.82%
Metro Hopper 5	16.47%
Metro Hopper 1	15.29%
Route 44	15.29%
Route 40Local	15.29%
Route 150	11.76%
Route 90	10.59%
Route 163	10.59%
Route 578	10.59%
Metro Hopper 2	9.41%
Route 555	9.41%
Route 566	9.41%
Route 545	8.24%
Metro Hopper 3	5.88%

S RTP Survey Results

If you ride the bus, how often do you ride?

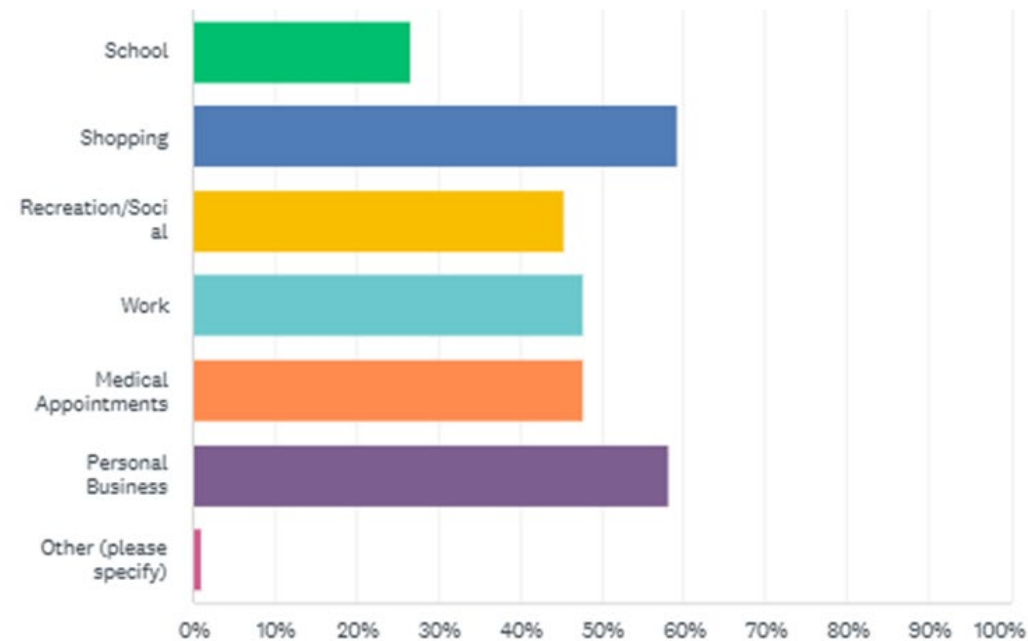
Answered: 86 Skipped: 45



S RTP Survey Results

If you ride the bus, what is the purpose of your trips?

Answered: 86 Skipped: 45



SRTP Survey Results

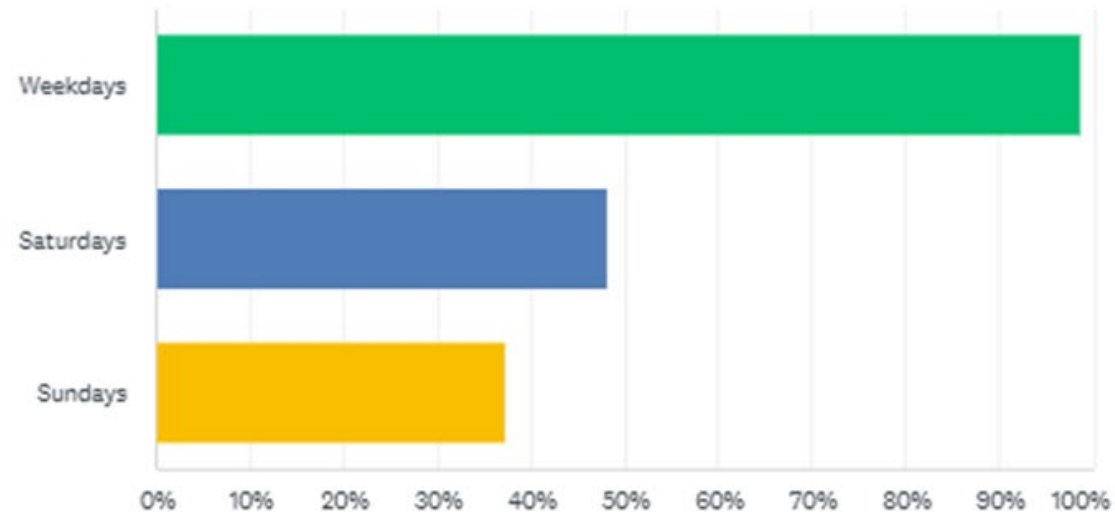
S RTP Survey Results

Location	Percentage of Transfer
Downtown Transit Center	41%
Hammer Transfer Station	30%
Mall Transfer Station	24%
All stations	8%
Lodi Transit Station	2%
Manteca Transit Center	2%
BART	1%
Hammer & Holman	1%
Hammer & West Lane	1%
Main and Louise	1%
March & Pacific	1%
Martin Luther King Blvd	1%
SJ County Hospital	1%
The main depot	1%
Union Transfer Station	1%

SRTP Survey Results

If you ride the bus, what day(s) of the week? Check all that apply.

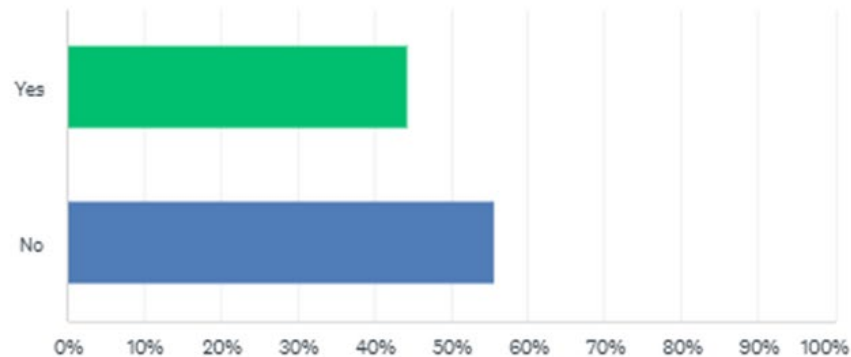
Answered: 83 Skipped: 48



S RTP Survey Results

Do you have access to a car?

Answered: 99 Skipped: 32



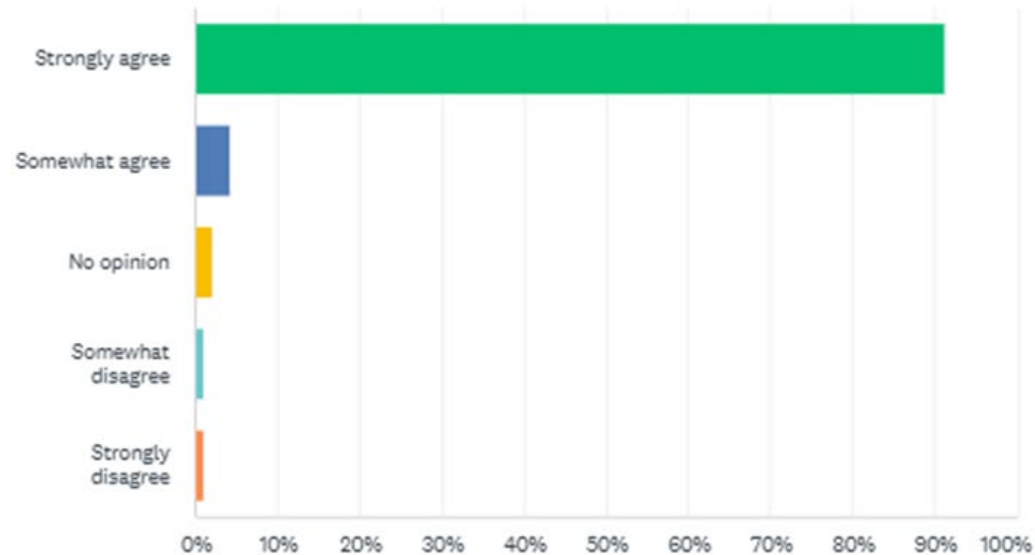
SRTP Survey Results

SRTP Survey Results

S RTP Survey Results

Public Transit is an essential service for residents in Stockton and San Joaquin County:

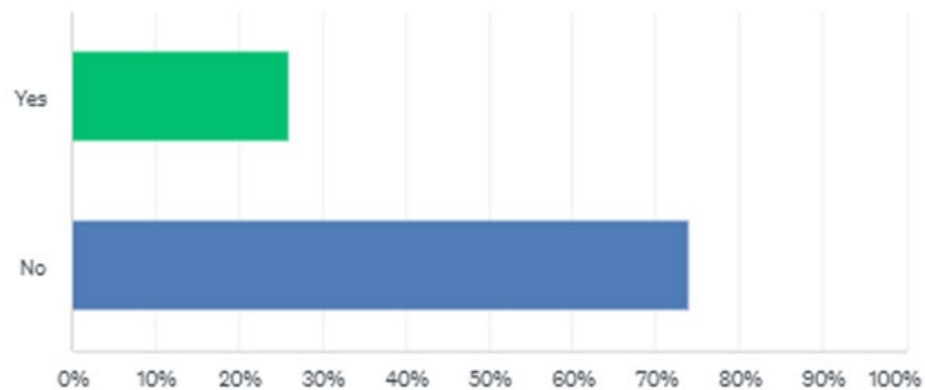
Answered: 92 Skipped: 39



SRTP Survey Results

Did the COVID pandemic change your need for public transit service?

Answered: 92 Skipped: 39



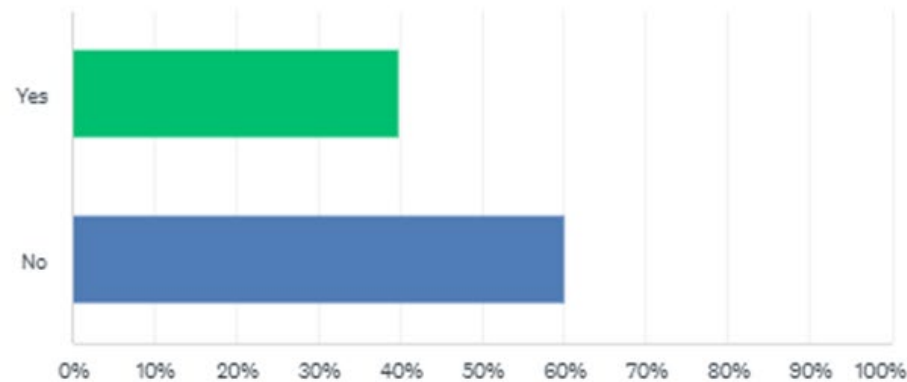
SRTP Survey Results

SRTP Survey Results

SRTP Survey Results

Do you or anyone in your household have a disability that limits your mobility?

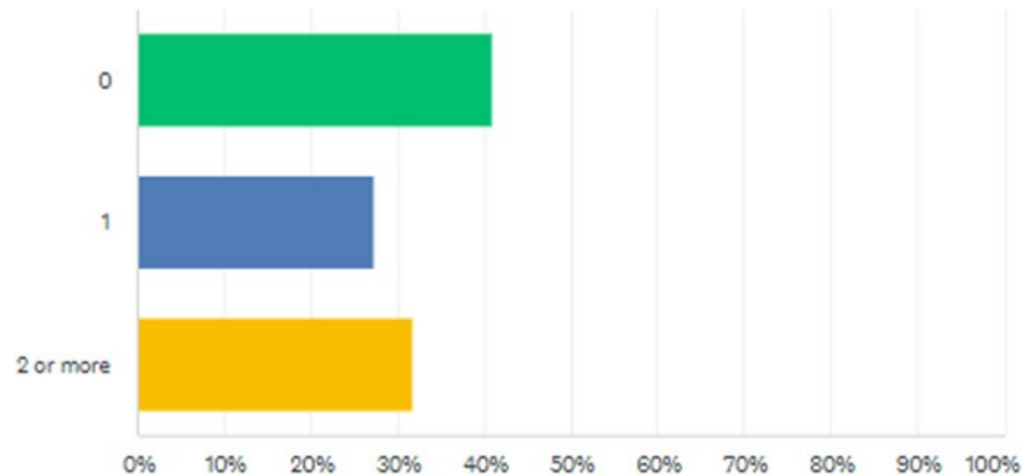
Answered: 88 Skipped: 43



SRTP Survey Results

How many operable vehicles are in your household?

Answered: 88 Skipped: 43



Conclusion

Questions and Answers

Q & A Instructions:

Email any additional questions you may have after this meeting to comments@sjRTD.com.

Thank you for your cooperation.