



ATTACHMENT A

RTD Update

Jason Lee, Vice Mayor Stockton

Alex Clifford, CEO
December 2, 2025

Who We Are and Our Service Area

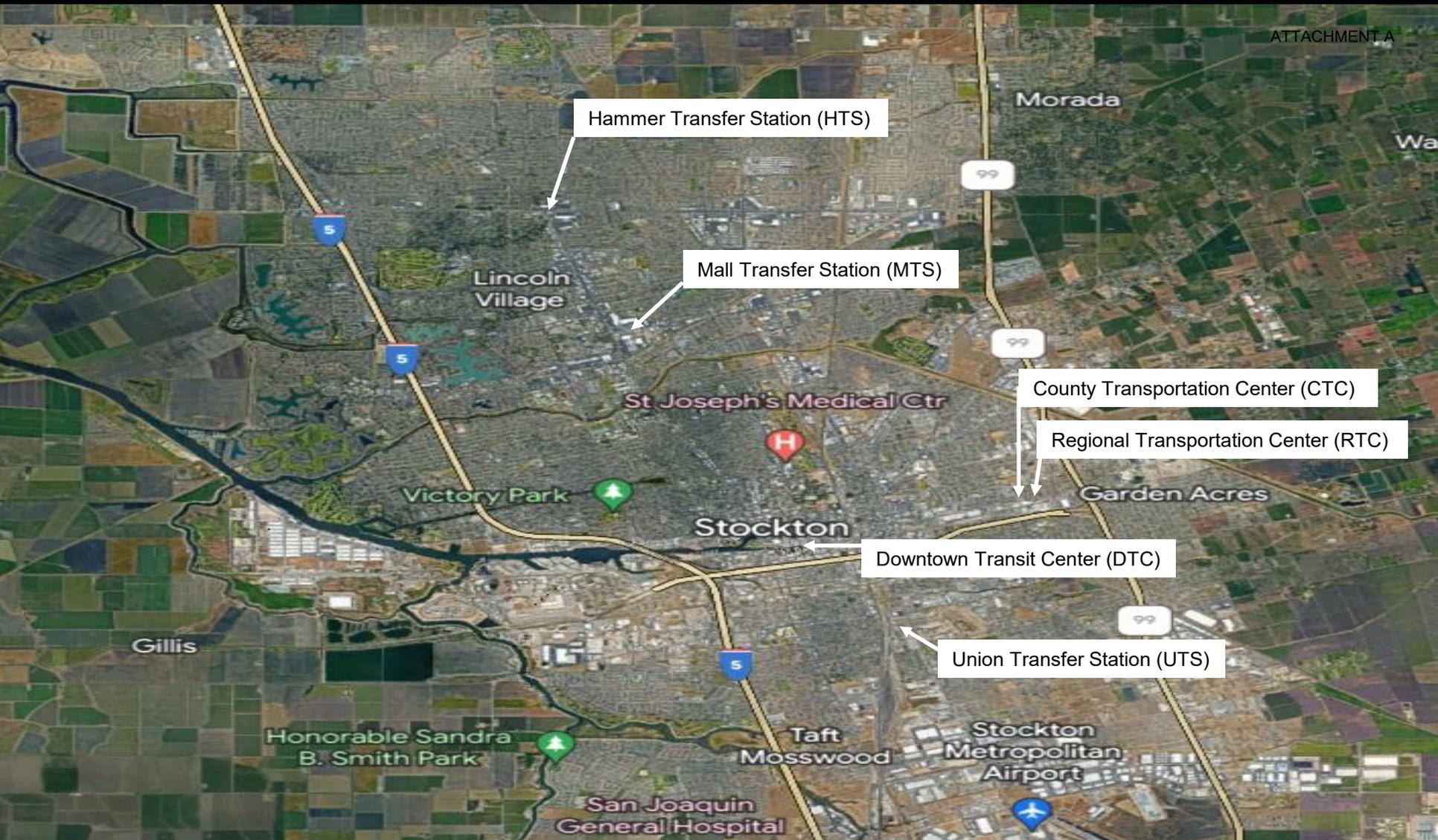
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- San Joaquin County's regional transportation provider
- Special district (not municipal transit) as defined in PUC 50000-50507, initially serving the Stockton Metropolitan Area and amended in 1994 to include the entire county
- RTD services a large geographic area:
 - Over 1,400 square miles
 - ~ 800,000 population

RTD Facilities

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RTD – The San Joaquin County Transit Provider

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A comparison of RTD to the city transit systems in San Joaquin County

2023 NTD Data	Annual Unlinked Passengers	Annual Revenue Service Hours (RSH)	Vehicles in maximum service (VOMs)	Total Annual Operating Expenses	Passengers per Revenue Service Hour	Operating Cost per Passenger
San Joaquin RTD	2,301,789	197,664	93	\$42,349,184	11.60	\$18.40
	86%					
City of Lodi	184,061	27,723	13	\$4,505,461	6.60	\$24.48
	7%					
City of Tracy	121,148	34,852	13	\$5,564,951	3.50	\$45.94
	5%					
City of Manteca	56,501	16,306	6	\$2,608,612	3.50	\$46.17
	2%					
City of Escalon	1,242	790	4	\$232,804	1.60	\$187.44
	0.05%					
City of Ripon*	Not Reported	Not Reported	Not Reported	Not Reported	Not Reported	Not Reported

Note: Based on NTD 2023 Data. All data is system-wide (including bus and demand response services).

*Ripon contracts with RTD for a driver who drives their bus for four trips twice a week.

RTD Local & Regional Services

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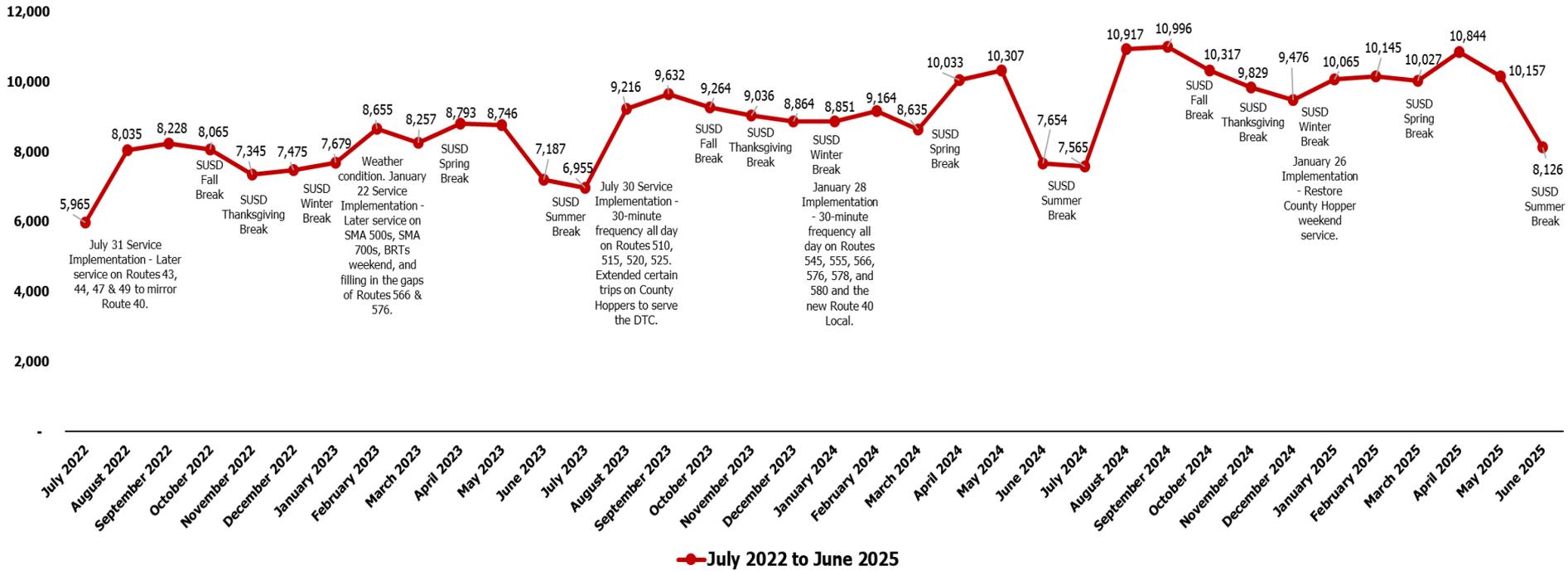
RTD provides many types of services:

- Commuter service to Sacramento and Dublin BART Station
- Five Bus Rapid Transit (BRT) Corridors
- Traditional fixed-routes within the Stockton
- County and Metro Hopper deviated fixed-routes
- Shared Mobility On-Demand - Van Go! (Outside Stockton only)
- Americans with Disabilities Act (ADA) Paratransit



Post-COVID Ridership

System-Wide Weekday Daily Average - July 2022 to June 2025



Where Does RTD Get its Funding?

Funding Sources:

- Federal Government
 - Formula and Discretionary Grants
- State Government
 - Local Transportation Funds (LTF)
 - State Transit Assistance Funds (STA)
 - Low Carbon Transit Operations Program (LCTOP)
 - SB 125 (No funding received)
- Local Government
 - Measure K (half-cent sales tax in San Joaquin County)
- Farebox, advertising, school partnerships, property tax, etc.

Funding typically falls into one of two categories:

- Capital Funds—Formula and Discretionary
- Operating Funds—Formula (*typically*)

FY26 Operating & Capital Budget

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FY 2025-26 Operating Budget	
Revenue	
Passenger Fares	\$ 2,775,585
Auxiliary and Non-transportation	2,732,432
Property Tax	1,606,556
Measure K	5,709,244
LCTOP	1,736,225
TDA-Local Transportation Fund	16,857,289
SB 125	24,601,390
Federal Programs	11,115,831
Total Operating Revenue	\$ 67,134,552
Expenses	
Wages & Fringes	\$ 44,704,249
Services	8,488,500
Materials & Supplies	4,756,068
Utilities	1,217,894
Insurance	2,312,105
Taxes & Licenses	388,089
Purchased Transportation	3,351,979
Operating Contingency	500,000
Miscellaneous Expenses	1,415,668
Total Operating Expenses	\$ 67,134,552
Surplus (Deficit)	\$ -

FY 2025-26 Capital Budget	
Capital Funding Sources	
TDA-LTF	14,651,719
TDA-STA	9,961,584
FTA Section 5339 (b) and ©	8,505,972
FTA Section 5307 Urbanized Area	2,302,721
SB1 State of Good Repair	1,798,728
FTA Section 5339 (a)	1,330,520
Measure K	127,333
Total Projected Capital Funds	\$ 38,678,577
Capital Projects	
Communication and IT	\$ 4,775,453
Facilities Transit Improvements	3,675,000
Other Facilities Capital Improvemen	617,620
Maintenance and Facilities Equipmer	100,000
Non-Revenue Vehicles	828,500
Safety and Security	1,329,004
Revenue Vehicles	26,853,000
Capital Contingency	500,000
Total Capital Projects	\$ 38,678,577
Surplus (Deficit)	\$ -

SB 125

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- **July 10, 2023** - Governor Newsom signed AB 102, The Budget Act of 2023, and SB 125. \$5.1 billion for transit.
- **August 10, 2023** – SJCOG announced SJ County to receive \$93.5 million.
- **January 25, 2024** - SJCOG approved a \$67.8 million apportionment for FY 2024/2025 and 2025/2026. RTD was identified to receive \$43.3 million (64% of funds).
- **June 20, 2024** - RTD Board adopted its Fiscal Year 2024-25 (FY25) Budget, assigning SB 125 revenue to its operations and assigned its TDA funds to FY25 Capital Budget.
- **November 2024** -SJCOG received the first SB 125 allotment of \$44,967,419.
- **July 7 and 25, 2025** - SJCOG notified RTD of its decision to deny SB 125 reimbursement request.
- **After adjustment/reprioritization of projects, RTD has a FY25 Deficit of \$21,340,599.**
- **RTD has received no SB 125 funds.**

Measure K

- **January 23, 2025** – At the SJCOG Board meeting, staff shared MK had reserves that included the following:
 - Approximately \$62.0 million in the Regional Arterials subcategory
 - Approximately \$37.8 million in the Passenger Rail subcategory
 - Approximately \$18.8 million in the **Bus Transit** subcategory (RTD is guaranteed to receive a minimum of 50%)
 - Approximately \$9.7 million in the **Bus Rapid Transit** subcategory
 - Approximately \$0.4 million in the Bicycle & Pedestrian subcategory
- **March 28, 2025** – SJCOG sent a letter to its partners to identify urgent MK needs.
- **April 11, 2025:** RTD submitted five projects to SJCOG for MK urgent funding. Four projects were in the Bus Transit category, with a total funding request of \$25,120,000, and one project was in the BRT category, with a funding request of \$10,000,000.
- **July 30, 2025** - RTD received a letter from the SJCOG Executive Director notifying RTD that the Executive Committee affirmed the ineligibility of RTD's request for MK funding.
- RTD has received no MK reserves/urgent funding.

Funding Being Appealed by RTD

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SB 125 :

FY25 SB 125	\$ 28,746,522
FY26 SB 125	14,601,390
Total SB 125 Due to RTD	<u>\$ 43,347,912</u>

Measure K Urgent Needs Reserves:

50% of \$18.8 million under Bus Transit subcategory	\$ 9,400,000
100% of \$9.7 million in the Bus Rapid Transit subcategory	9,700,000
Total MK Urgent Needs Reserves Due to RTD	<u>\$ 19,100,000</u>

GRAND TOTAL	<u><u>\$ 62,447,912</u></u>
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SJCOG's Free Bus Transfer Program

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RTD's Core Requirements:

- 1. Immediate Full Fare Settlement** – RTD must receive its full fare immediately when a free transfer is honored, via electronic transfer (Visa/MC-like). No advance payments.
- 2. No Operator Involvement** – Operators shall not perform visual verification, button pushing, or issue paper transfers.
- 3. No Paper Transfers** – Program must operate without paper slips or visual inspection.
- 4. Title VI Analysis** - This must be led by RTD, not SJCOG, and address impacts on seniors, people with disabilities, and discount programs.
- 5. Countywide Application** – Applies to all operators and includes RTD-to-RTD transfers.
- 6. Program Duration** – Not a pilot. SJCOG must commit funding through the end of Measure K.
- 7. Funding Source Restrictions** - It cannot be funded from MK Bus Transit or BRT categories.
- 8. Technology Platform** - This is likely feasible only via the Vamos app and contactless payments via Masabi validators.

THANK YOU