

SAN JOAQUIN REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS MEETING – NOTICE AND AGENDA
10:00 A.M. ON FRIDAY, SEPTEMBER 18, 2020

This meeting is being held pursuant to Executive Order N-60-20 issued by California Governor Gavin Newsom on May 4, 2020. The Board of Directors will attend the meeting telephonically via Zoom Video Communications.

Members of the public can attend the RTD Board Meeting (audio only) by dialing: (669) 900-9128 Meeting ID: 847 2918 4506, or by viewing a live broadcast of the meeting online at <https://us02web.zoom.us/j/84729184506>

Persons wishing to address the Board must submit a public comment request by sending an email to BoardSupport@sjRTD.com or by calling (209) 467-6668. All comments must be received by 9:00 a.m. on Friday, September 18, 2020.

RTD is committed to ensuring that all meetings are accessible regardless of an individual's ability or access method. If you need a reasonable accommodation, please contact RTD's Chief Executive Office at (209) 467-6668. *For language assistance, interpreter services, please contact (209) 943-1111. Para información en Español, por favor llame al (209) 943-1111.*

1. CALL MEETING TO ORDER
2. MOMENT OF SILENCE/REFLECTION
3. PLEDGE OF ALLEGIANCE TO THE FLAG
4. ROLL CALL
5. SPECIAL PRESENTATIONS
 - A. EMPLOYEES OF THE MONTH
Special recognition of the Administration, Maintenance, and Transportation Employees of the Month.
 - B. ELECTRIFICATION PROJECTS UPDATE
Special presentation by Operations Superintendent – Facilities Darla Smith.
 - C. BUSINESS CONTINUITY PLAN (BCP) UPDATE
Presentation and update on the BCP by Risk Administrator Nancy Antonio.
6. PUBLIC COMMENT

Each person who addresses the Board shall not make slanderous or profane remarks to or about any member of the Board, staff, or general public. Any person who utters loud, threatening, personal, or abusive language, who is unduly repetitious or engages in extended discussion of irrelevancies, or who engages in any disorderly conduct which disrupts, disturbs, or impedes the orderly conduct of any Board meeting shall, at the discretion of the presiding officer or a majority of the Board, be barred from further audience before the Board during that meeting. All public comments shall be limited to no more than FIVE MINUTES. In addition, applause, loud noises, or any other outbursts or disruptions from the audience are not allowed during or after a public comment. At the discretion of the presiding officer, those who are in violation of this protocol may be disconnected from the meeting.

7. REPORTS
 - A. CHIEF EXECUTIVE OFFICER (CEO) UPDATE
 - B. STATE/FEDERAL LEGISLATIVE UPDATE
 - C. FINANCIAL REPORTS
August financial reports provided to the Board.
8. INFORMATION ITEMS
There are no informational items.
9. CONSENT CALENDAR
 - A. RESOLUTION: APPROVING THE MINUTES OF THE AUGUST 21, 2020 REGULAR BOARD OF DIRECTORS MEETING
Board approval of minutes.
10. ACTION ITEMS
There are no action items.
11. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF
12. CLOSED SESSION
 - A. CONFERENCE WITH LABOR NEGOTIATOR
Agency Negotiator: Gloria Salazar, CEO
Employee Organization: Amalgamated Transit Union, Local 256
 - B. CONFERENCE WITH LEGAL COUNSEL—EXISTING LITIGATION
[Paragraph (1) of subdivision (d) of Government Code, Section 54956.9]:
San Joaquin Regional Transit District vs. DSS-2731 Myrtle LLC, et al., San Joaquin Superior Court Case No. 39-2010-00252684-CU-EI-STK
13. ADJOURNMENT
NOTE: THE NEXT REGULARLY SCHEDULED BOARD MEETING WILL BE HELD ON FRIDAY, OCTOBER 16, 2020 AT 10:00 A.M.

DATE POSTED: SEPTEMBER 11, 2020

SPECIAL PRESENTATION:

ELECTRIFICATION PROJECTS UPDATE

LEAD STAFF:

**DARLA SMITH
OPERATIONS SUPERINTENDENT – FACILITIES**

BACKGROUND:

Operations Superintendent of Facilities Darla Smith will provide a presentation to the Board regarding current electrification projects.

SPECIAL PRESENTATION: BUSINESS CONTINUITY (BCP) PLAN UPDATE

**LEAD STAFF: NANCY ANTONIO
RISK ADMINISTRATOR**

BACKGROUND:
Risk Administrator Nancy Antonio will present an update on the BCP.

REPORT: CHIEF EXECUTIVE OFFICER UPDATE

**LEAD STAFF: GLORIA SALAZAR
 CHIEF EXECUTIVE OFFICER**

POLICE ACTIVITIES (AUGUST)

Officer Marquez worked 13 days, Officer Perez worked 14 days, and other officers worked 4 days. Their production statistics for August are listed below:

Type of Report Filed	Quantity	Type of Report	Quantity	Type of Report Filed	Quantity
Felony Arrests	1	Intoxication Arrest		Field Interviews	21
Warrants Arrests	1	Moving Citations		PC 640 Citations	
Other Arrests		SMC Citations		Misdemeanor Arrests	2
Parking Citations		Traffic Citations		Abandoned Autos	
Other Citations		Vehicles Towed	1	Narcotics Confiscated	
Calls for Service	25	Weapons Seized		Weapons Confiscated	

MEETINGS

RTD participated in meetings of the following committees and organizations:

- **APTAtech:** CEO Gloria Salazar, Chief Administration and Innovation Officer Mike Thompson
- **APTA Transit Board Administrators Virtual Series—Lessons Learned:** Executive and Board Support Analyst Alan Anguiano, Project Controls Manager Merab Talamantes
- **California Foundation on the Environment and the Economy (CFEE)—Off the Beaten Path Conference:** CEO Gloria Salazar
- **Downtown Stockton Alliance Board Meeting:** Project Controls Manager Merab Talamantes
- **Stockton City Council Meeting:** CEO Gloria Salazar
- **San Joaquin Council of Governments (SJCOG) Board Meeting:** Deputy CEO Kimberly Gayle
- **SJCOG Management and Finance Committee Meeting:** Deputy CEO Kimberly Gayle

WEBINARS

RTD participated in webinars of the following organizations:

- **American Heart Association—209 Heart and Stroke Walk Kick-Off Meeting:** Risk Administrator Nancy Antonio
- **APTA Health and Safety Commitments Program National Launch Events Webinar:** Risk Administrator Nancy Antonio
- **California Association for Coordinated Transportation’s (CALACT) Transit Talks—Delivering Results for Your Organization and Your Community During the Pandemic Webinar:** CEO Gloria Salazar, Chief Administration and Innovation Officer Mike Thompson, Marketing—Graphic Design Senior Specialist Angela Chang, Marketing Graphics Supervisor Maximilian Cao, Risk Administrator Nancy Antonio, Project Controls Manager Merab Talamantes, Finance Senior Specialist Syed Bukhari, Finance Senior Specialist Qin Huang, Finance Manager Ravi Sharma, Safety Administrator John Coose
- **Eno Center for Transportation Webinar—Road to Recovery: Double the Trouble—Evacuations During COVID-19:** Risk Administrator Nancy Antonio
- **Federal Transit Administration (FTA) Webinar—Maintaining Healthy Operations and Keeping Transit Workers Safe:** Risk Administrator Nancy Antonio
- **San Joaquin County Office of Emergency Services—COVID-19 Updates:** Risk Administrator Nancy Antonio

REPORT: STATE/FEDERAL LEGISLATIVE UPDATE

**UPDATED BY: KIMBERLY GAYLE
DEPUTY CEO**

**PAT JORDAN
JORDAN & ASSOCIATES**

State Report

Legislature Adjourns 2019-20 Regular Legislative Session

The Legislature sent final bills to Governor Newsom in September that reflected the COVID-19 public health emergency. Below is legislation passed by the State Legislature that affected the public transit industry:

SB 288 California Environmental Quality Act (CEQA): Exemptions: Transportation-Related Projects

The legislation expands CEQA exemptions to reduce the time and cost of delivering transit and sustainable transportation projects in California. The bill adds nine exemptions to CEQA, which include:

1. Pedestrian and bicycle facilities projects
2. Projects to improve customer information and wayfinding for transit riders, bicyclists, or pedestrians
3. Transit prioritization projects
4. Projects to designate peak-hours or fulltime bus-only lanes on highways with existing or near-term planned public transit service
5. Projects to institute or increase new bus rapid transit, bus or light-rail service on existing public or highway rights-of-way
6. Transit agency projects to construct or maintain infrastructure to charge or refuel zero-emission transit buses, as specified
7. Maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with exempt projects
8. Projects that are solely combinations of components of the exempt projects, and
9. City or county projects to reduce minimum parking requirements

Effect on RTD: SB 288 would benefit RTD by allowing CEQA exemptions for infrastructure related to zero-emission transit buses, as well as transit prioritization projects and new bus rapid transit projects.

SB 1159 Workers Compensation: COVID-19: Critical Workers

Existing law establishes a workers' compensation system to compensate an employee for injuries sustained in the course of employment. SB 1159 would define "injury" for an employee to include illness or death resulting from the 2019 COVID-19 under specified circumstances, until January 1, 2023.

The bill would create a disputable presumption that the injury arose out of and in the course of the employment and is compensable for specified dates of injury. The bill would limit the applicability of the presumption under certain circumstances. An employee would be required to exhaust their paid sick leave benefits and meet specified certification requirements before receiving any temporary disability benefits. The bill would also make a claim relating to a COVID-19 illness presumptively compensable. The legislation would take effect immediately.

Effect on RTD: SB 1159 could have a direct impact require RTD to provide workers compensation for employees for injuries related to COVID-19.

AB 107 State Government

AB 107 would authorize a transit agency to expend funds apportioned for the 2019-20 to 2021-22 fiscal years, on any operating or capital costs necessary to maintain transit service levels, provided the governing board of the recipient transit agency makes a declaration that the expenditure of those funds is necessary to prevent transit service levels from being reduced or eliminated.

AB 107 builds on AB 90, enacted earlier this year, which included the following statutory relief measures for public transit agencies:

- Institutes hold harmless provision for calculation and allocation of State Transit Assistance Program, STA-State of Good Repair, and Low Carbon Transit Operations Program (LCTOP).
- Temporarily suspends (FY 2019-20 or 202-21) financial penalties associated with the Transportation Development Act's requirements that transit agencies obtain specified fixed percentages of their operating budgets from passenger's fares, and
- Temporarily suspends financial penalties associated with the State Transportation Assistance Program's requirement that transit agencies' operating cost per revenue vehicle hour may not exceed operating cost per revenue vehicle hour adjusted by regional Consumer Price Index, year over year.

Effect on RTD: AB 107 and AB 90 will provide RTD the flexibility in current state transit law to maintain compliance with statutory programs without penalty.

Legislation that did not Pass

AB 196 Workers' Compensation: COVID-19: Essential Occupations and Industries

AB 196 would create a conclusive (as opposed to disputable) presumption that COVID-19-related illness or death manifested on or after March 1, 2020 while an essential worker, including a transit employee, was employed arose out of, and in the course of their employment. A conclusive presumption would clearly declare, as a matter of law, that employers must provide workers' compensation benefits to essential workers, even if the evidence clearly indicates that the infection did not occur at work.

Effect on RTD: AB 196, if passed by the State Legislature, would leave RTD with no ability to contest a finding that an employee should not receive workers compensation benefits.

California Air Resources Board (CARB) Announces Preliminary Results from August Cap and Trade Auction

CARB published preliminary results from the August 2020 Cap and Trade auction on August 25. The results show a significant improvement from the May 2020 Cap and Trade auction. The August results show the state will collect about \$475 million from the quarterly auction. The quarterly auctions establish the funding basis for the Legislature's annual Cap and Trade Expenditure Plan and impact funding programs that receive appropriations from Cap and Trade. These programs include the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP). The reasons for the stronger demand for the August auction allowances over the May auction are based on the following, according to the Environmental Defense Fund:

- The second round of closures in California were not as far-reaching as the first round. More people are on the road and more establishments are open for business.
- August auction was the second-to-last opportunity to purchase state-owned allowances before the end of the 2018-2020 compliance period. While entities have until November 2021 to turn in all allowances for the current compliance period, they will not be able to use allowances purchased in 2021 for a 2018-2020 obligation.
- This was the second-to-last auction where allowances are offered at the current floor price of \$16.68. Starting in the February 2021 auction, the minimum auction price will be higher by five percent plus inflation.

Effect on RTD: The increase in collections from the August Cap and Trade auction will likely provide continued strong funding allocations under the TIRCP and LCTOP.

Federal Report

Senate Democrats Unveil Climate Report

Senate Democrats released a 263-page climate report on August 25 that has a goal of reaching net-zero emissions in the country by 2050. Senate Brian Schatz (D-HI), Chairman of the Democrats' Special Committee on the Climate Crisis, indicated that Democrats are open to decreasing emissions through carbon pricing, a national renewable energy standard or a "multi-trillion-dollar infrastructure investment program" as options.

Senate Democrats say that human-caused climate change is crippling the environment and the economy. Scientists with the Intergovernmental Panel on Climate Change warned the world in a landmark 2018 report that international leaders have until 2030 to get emissions under control and halt temperatures from rising more than 1.5 degrees Celsius beyond pre-industrial levels, which is the threshold past which scientists say climate change gets significantly worse.

The climate report is expected to be the baseline for future legislation in the Senate, should Democrats take the majority next year after the November elections. One of the recommendations is scaling up investment in public transit, zero-emission buses and trucks, and affordable electric vehicles and charging infrastructure. It also calls for funding locally driven smart growth planning and public transit, and encouraging multi-family housing near job centers and public transit. (A picture of RTD's electric bus at the DTC is pictured on page 48 of the report.)

The link to the climate report is here: <https://www.democrats.senate.gov/climate-report>

Effect on RTD: The Senate Democrats Climate Report is information that may be useful for RTD as part of a federal advocacy effort.

Transportation Deadlines Loom

Congress faces two big transportation deadlines on September 30. The extension of current highway and transit appropriation law expires on September 30. Highways and transit are paid for through the federal gas tax-funded Highway Trust Fund through the Mass Transit Account. Congress must act by September 30 or the current law expires, and the highway trust fund will run out of money shortly thereafter. In addition, while there is no set deadline, virtually every transportation mode continues to feel the effects of the COVID-19 pandemic, with steep drops in ridership and some modes facing possible economic disaster. Transit, in particular, has been hard hit.

The most urgent need is a new round of pandemic spending. The House and Senate went home in August with no deal for a next round of funding, and while House Democrats passed a \$3 trillion spending bill (HR 6800) May 15, the Senate's bill has not moved. The House bill would provide \$15 billion for state departments of transportation and \$15.75 billion for transit (to the largest agencies).

In terms of the transportation reauthorization, also known as the Fixing America's Surface Transportation (FAST) Act, the House and Senate are far apart on how to move forward. The Senate Environment and Public Works Committee unanimously passed a \$287 billion, five-year surface transportation bill in July 2019, but three other Senate committees with jurisdiction, including Commerce, Science and Transportation, Banking, Housing and Urban Affairs, and Finance, have not yet acted. The House passed a five-year \$494 billion bill (HR 2) on July 20 without Republican support. Senate Republicans have dismissed the legislation as a nonstarter. An extension to the FAST Act under a continuing resolution is considered highly likely.

Support for a one-year surface transportation extension bill, to be enacted before the end of the fiscal year on September, is gaining support from congressional leaders and transportation stakeholders. A one-year extension would mean giving up any hope of the Senate passing its own multi-year transportation reauthorization in 2020, much less reconciling it with the ambitious House-passed bill (H.R. 2).

The House has actually passed a one-year surface transportation extension, as part of the much larger H.R. 2 bill. The House splits its transportation reauthorization bill into two parts – a one-year extension of FAST funding levels, policies, and programs for 2021, plus huge funding increases and a few policy changes, in Division A of the bill, and then a four-year reauthorization bill with new policies and programs (and even higher funding levels) for 2022-2025.

The House bill provided an additional \$21 billion in contract authority for FY 2021 on top of the \$58.7 billion. This represents a 36 percent funding increase, almost all of which was made available as general-purpose “flexible” funding for states and transit agencies. The one-year extension bill would provide a temporary 100 percent federal share of the cost of highway and transit projects, up from the standard 80 percent to 100 percent. This would relieve states and transit agencies for having to use any of their own taxpayer-provided funds for federal-aid projects during FY 2021, allowing them to use their own money for other projects.

Another item that could be included in a surface transportation extension at no cost to the federal government would be flexibility for funding recipients to use federal capital funds for operating expenses, temporarily.

Effect on RTD: A one-year extension of federal transit funding at levels included in Division A of H.R. 2 would significantly increase federal support for RTD in FY 2021. If approved, the flexibility to use 100 percent federal funding and to use capital funds for operating expenses would also help sustain RTD through the current pandemic health crisis.

Senate Rejects ‘Skinny’ Coronavirus Aid Plan

The Senate rejected Republicans’ latest coronavirus relief proposal on September 10. The vote to end debate on the roughly \$650 billion package (S178) was 52-47, falling short of the necessary 60 votes. Senate Republicans touted their efforts in getting almost all of their own 53 members to support it, a show of party unity that did not occur this summer. As expected, there was no funding provided for public transit.

The package would provide \$300 in weekly federal jobless benefits through December 27, establish legal protections for businesses and health providers, add an infusion of funding for testing and vaccines, and provide new money for schools and childcare.

In order to win over Republicans concerned over the earlier package’s \$1 trillion price tag, Republican leaders tapped unspent funds from earlier aid packages and cut out a second round of \$1,200 checks sent directly to Americans. As a result, the package consisted of \$300 billion in new funding and \$350 billion in reused funds. The bill also added measures aimed at increasing access to private schools and offsetting the costs of some schooling, a priority of conservative lawmakers and outside groups but opposed by Democrats.

Congress approved the CARES Act in March, which authorized \$2.2 trillion to households and businesses. Small business assistance, \$600 weekly enhanced unemployment aid and eviction protections expired around the end of July. House Democrats passed a \$3.4 trillion bill in May that would extend some of those measures and approve a number of other initiatives, including \$15 billion in public transit aid to the 15 largest urban areas. The White House did not begin negotiations with Democrats over what to do next until late July, and those talks faltered as both sides dug in.

With the two sides at an impasse, the President last month signed four executive actions that were meant to provide some relief. These measures attempted to defer payroll taxes, provide eviction and student loan relief, and redirect some funds that could be used as unemployment aid. However, the Federal Emergency Management Agency fund tapped by the President to provide additional unemployment insurance benefits is being rapidly depleted. The additional unemployment assistance is now expected to completely disappear by September 10.

Hopes for a coronavirus aid plan are fading since Congress is expected to leave by the end of September to campaign for the elections. Only 10 legislative days remain until the end of September when both the House and the Senate are in session.

Effect on RTD: Congress is not expected to pass additional funding for coronavirus aid before leaving for the November elections. There is a strong possibility that a one-year extension of the FAST Act could be attached to the FY 2021 Continuing Resolution before Congress leaves. The House bill provided an additional \$21 billion in contract authority for FY 2021 on top of the \$58.7 billion. The extension would provide a temporary 100 percent federal share of the cost of highway and transit projects, and flexibility to use federal capital funds for operating expenses. If the extension bill is attached to the Continuing Resolution at the end of September, this will help RTD by providing additional federal funding to offset the loss of revenue related to the coronavirus pandemic.

FTA's COVID-19 Recovery Listening Session Forum

FTA has started a COVID-19 Recovery Listening Session Forum to provide a platform for peer-to-peer exchange of transit ideas, practices, and other information during and after FTA's COVID-19 Recovery Listening Sessions. A session held on August 20 discussed maintaining healthy operations and keeping transit workers safe. Over half of respondents reported that their agency does not offer COVID-19 testing for workers. About 30 percent of responding agencies offer COVID-19 testing with other entities, while just 8 percent offer testing at their own agency. Respondent who reported that their agency is taking measures to protect workers often cited measures such as:

- Providing workers with personal protective equipment (PPE) and requiring passengers to wear masks
- Installing physical barriers to protect drivers from exposure to COVID-19
- Reducing vehicle capacities
- Conducting worker health screenings and temperature checks
- Increasing frequency of cleaning services and installing hand sanitizer on transit vehicles

About 39 percent of respondents indicated their agency has included labor unions in at least some COVID-19 related decisions that directly affect worker safety. About 12 percent of respondents said their agency has not included labor unions in these decisions.

Another listening session will occur on September 24 that discusses public health emergency. The listening session will feature panelists from the transit industry who will discuss strategies, service planning, tools and resources.

A link to the Listening Session Recording and slides is here: <https://bit.ly/33arVnt>

Effect on RTD: The Listening Sessions provide helpful information for RTD in keeping workers safe.

REPORT: FINANCIAL UPDATE

**LEAD STAFF: RAVI SHARMA
FINANCE MANAGER**

DISCUSSION:

Finance staff will provide an update on the following:

- August Revenue and Expense Summary
- Cash Flow Projection

**San Joaquin RTD
 FY2021 Revenue & Expense Summary
 Year to Date Comparison to Annual Budget
 For the Period Ending August 31, 2020
 (16.7% of Fiscal Year)**

	Annual Budget	Year to Date Amount (Accrual Basis)	Annual Budget Balance	% of YTD Amount vs. Annual Budget	Year to Date Amount (Cash Basis)
REVENUES					
PASSENGER FARES & SPECIAL FARES	\$ 1,093,607	\$ 222,227	\$ 871,379	20.32%	\$ 222,227
NON-TRANSPORTATION REVENUES	19,014	-	19,014	0.00%	-
FEDERAL GRANTS (5307)	5,680,263	946,711	4,733,552	16.67%	-
FEDERAL CARES Act (5307)	9,521,159	1,586,860	7,934,299	16.67%	-
OTHER FEDERAL GRANTS	615,980	102,663	513,317	16.67%	-
FEDERAL CARES Act (5311)	308,034	51,339	256,695	16.67%	-
PROPERTY TAXES	1,009,114	168,186	840,928	16.67%	-
TDA - STA	1,800,000	300,000	1,500,000	16.67%	-
TDA - LTF	12,051,425	1,951,358	10,100,067	16.19%	-
LCTOP	1,173,520	195,587	977,933	16.67%	1,173,520
MEASURE K	5,708,775	950,914	4,757,862	16.66%	-
TOTAL REVENUES	\$ 38,980,891	\$ 6,475,844	\$ 32,505,047	16.61%	\$ 1,395,747
EXPENSES					
WAGES AND FRINGE BENEFITS	21,751,323	3,075,680	18,675,643	14.14%	2,731,900
SERVICES	3,187,185	436,121	2,751,063	13.68%	394,183
MATERIALS & SUPPLIES	2,543,689	220,663	2,323,026	8.67%	68,699
UTILITIES	1,160,143	163,947	996,196	14.13%	144,998
INSURANCE	1,121,169	156,501	964,668	13.96%	-
TAXES	275,147	17,264	257,883	6.27%	17,264
PURCHASED TRANSPORTATION	7,765,918	892,948	6,872,970	11.50%	-
MISCELLANEOUS EXPENSES	1,176,316	101,843	1,074,472	8.66%	97,716
TOTAL EXPENSES	\$ 38,980,891	\$ 5,064,968	\$ 33,915,923	12.99%	\$ 3,454,760
Net Revenue (Deficit)	0	1,410,876			(2,059,012)

San Joaquin RTD												
Twelve Months Cash Flow Projection (amounts in 000's)												
	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21
Beginning Cash Balance	\$5,540	\$5,154	\$11,226	\$8,869	\$7,761	\$6,984	\$4,885	\$3,952	\$2,993	\$1,065	\$4,058	\$1,701
Add: Projected Cash Inflow	2,725	9,652	1,223	2,648	2,803	1,839	2,648	2,621	1,652	6,573	1,223	1,223
Less: Projected Cash Outflow	-3,111	-3,580	-3,580	-3,755	-3,580	-3,938	-3,580	-3,580	-3,580	-3,580	-3,580	-3,858
Draw From Line of Credit	0	0	0	0	0	0	0	0	0	0	0	934
Projected Month-end Cash Balance	\$5,154	\$11,226	\$8,869	\$7,761	\$6,984	\$4,885	\$3,952	\$2,993	\$1,065	\$4,058	\$1,701	\$0
LINE OF CREDIT (LOC) BALANCE:												
Beginning Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Advance	0	0	0	0	0	0	0	0	0	0	0	934
Payoff	0	0	0	0	0	0	0	0	0	0	0	0
Unpaid Balance	0	0	0	0	0	0	0	0	0	0	0	934
Available LOC	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$9,066
CASH INFLOW DETAILS:												
Fare Revenue	37	94	94	94	94	94	94	94	94	94	94	94
Advertising, Rental, Interest & Other Income	27	24	29	29	29	29	29	29	29	29	29	29
Federal 5307	1,232	1,198								3,926		
Federal 5311		600										
Property tax Revenue	17				580				429			
TDA-STA Operating					1,000			800				
TDA-STA Capital		1,353						598				
TDA-LTF		4,783	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
LCTOP	1,174											
Measure K Operating		1,425		1,425			1,425			1,425		
Measure K Capital	51											
Federal 5310						250						
Federal 5311						366						
Federal 5307 CARES Act	188	175	100	100	100	100	100	100	100	100	100	100
Projected Cash Inflow	2,725	9,652	1,223	2,648	2,803	1,839	2,648	2,621	1,652	6,573	1,223	1,223
PROJECTED DRAW FROM LINE OF CREDIT	0	0	0	0	0	0	0	0	0	0	0	934
CASH OUTFLOW												
Payroll and Payroll Related Expenses	1,257	1,395	1,395	1,395	1,395	1,753	1,395	1,395	1,395	1,395	1,395	1,753
Accounts Payable Check-runs	957	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Purchased Transportation Invoices	563	905	905	905	905	905	905	905	905	905	905	905
Capital Payments:												
Transit Asset Management (TAM)	66	80	80	80	80	80	80	80	80	80	80	
Temp Barriers on Buses	81											
Line of Credit interest												
Line of Credit Payoff												
Measure K loan Interest to SJCOG	187			175								
Projected Cash Outflow	3,111	3,580	3,580	3,755	3,580	3,938	3,580	3,580	3,580	3,580	3,580	3,858

MINUTES OF THE REGULAR MEETING OF THE BOARD OF DIRECTORS
OF THE SAN JOAQUIN REGIONAL TRANSIT DISTRICT
FRIDAY, AUGUST 21, 2020

Pursuant to Executive Order N-29-20 issued by California Governor Gavin Newsom on March 17, 2020 the Board of Directors of the San Joaquin Regional Transit District (RTD) held a Regular Meeting at 10:00 a.m. on Friday, August 21, 2020 telephonically via Zoom Video Communications.

Members of the public were able to attend the RTD Board Meeting (audio only) by dialing: (669) 900-9128 Meeting ID: 824 2249 3651, or by viewing a live broadcast of the meeting online at <https://zoom.us/j/82422493651>

1. CALL MEETING TO ORDER Chair Giovanetti called the meeting to order at 10:00 a.m.
2. MOMENT OF SILENCE/REFLECTION Chair Giovanetti called for a moment of silence and reflection.
3. PLEDGE OF ALLEGIANCE TO THE FLAG Chair Giovanetti led the pledge.
4. ROLL CALL Present: Gary Giovanetti, Chair
Michael Restuccia, Vice-Chair
Les Fong
Balwinder Singh
Joni Bauer

Staff Present (via videoconference)

Gloria Salazar, CEO
Kimberly Gayle, Deputy CEO
Al Hoslett, RTD Legal Counsel
Merab Talamantes, Project Controls Manager
Alan Anguiano, Executive and Board Support Analyst
Ravi Sharma, Finance Manager
Nancy Antonio, Risk Administrator
John Coose, Safety Administrator
Mike Thompson, Chief Administration and Innovation Officer
Jordan Espejo, Programming Administrator
Sharon Miller, Director of Procurement
Cameron Isaacson, Operations Superintendent – Transportation
Brad Menil, Operations Superintendent – Maintenance
Damaris Galvan, Service Development Manager
Dorceia Watkins, Grants Senior Specialist (Temp)
Syed Bukhari, Finance Senior Specialist
Jocelyn Oamilda, Senior Accountant
Stephennie Costa, Mobility Specialist
Melissa Comages, Senior Accountant – Payroll
Ericka Franco, Human Resources Administrator – Benefits
Maximilian Cao, Marketing Graphics Supervisor
Darla Smith, Operations Superintendent – Facilities
George Lorente, Grants Manager
Sunny Pannu, Human Resources Administrator
Malika McGee, Human Resources Manager
Alejandro Gomez, Grants Analyst
Elizabeth Fernandez, Service Development Specialist

Members of the Public Who Indicated They Were Present
Ryan Niblock, San Joaquin Council of Governments

5. SPECIAL PRESENTATIONS

A. EMPLOYEES OF THE MONTH (EOM)

i. AUGUST EOM:

Administration: Grants Analyst Alejandro Gomez
Maintenance: Mechanic A Lead Pablo Temptra

B. YEARS OF SERVICE RECOGNITION

i. Larry Rodriguez

ii. Alfred T. Resuello

C. BUS MECHANIC APPRENTICESHIP PROGRAM AND MAINTENANCE DEPARTMENT UPDATE

Operations Superintendent of Maintenance Brad Menil presented a report on the Bus Mechanic Apprenticeship Program. He also updated the Board on the current projects of the Maintenance Department, which include daily rigorous sanitation of buses and the installation of temporary operator barriers to keep everyone on the bus safe. Permanent barriers will be installed in the future in place of the temporary ones.

Regarding the Apprenticeship Program, Director Fong asked if RTD is still working with Southern California Regional Transit Training Consortium (SCR TTC) for training purposes. Menil responded that SCR TTC is still a training partner with RTD but San Joaquin Delta College is the primary partner for this program.

Vice Chair Restuccia asked if the apprenticeship program is geared for training and schooling towards a trade instead of a college degree. Menil confirmed that the focus is on high school students, directing them to attend trade training courses for future apprenticeship opportunities resulting in careers in the transportation industry.

Regarding current Maintenance projects, Director Bauer asked if staff will be able to remove the permanent barriers from retired buses to be used in active service buses. Menil responded that he is not aware of the barriers being removable; however, he will look into this matter and provide an update to the Board.

Regarding the apprenticeship program, Director Singh asked what challenges RTD has faced to constrain this great opportunity to only five employees? Menil's response was that since RTD has to guarantee a job to apprenticeship graduates, it can only offer the program when an open position can be secured. Liability and workman's comp issues are also challenges.

Menil added that Director Fong was instrumental in starting this program and what it has accomplished thus far.

Director Restuccia asked if RTD has to have a position available for the employee in order for them to attend the Apprenticeship Program. Director Fong stated that is correct.

Chair Giovanetti asked if there is a three-year lead time before the employee has acquired

the necessary skills to assume the position. Menil stated the employees entering into the program are Journeyman level employees, so they are already productive. Chair Giovanetti asked if RTD could plan ahead to possibly predict retirements and backdate for employees to enter into the program. Menil confirmed the plan looks into future planned retirements in order to provide the training for eligible employees.

6. PUBLIC COMMENT

Kenneth Huntley commented that the GPS feature was not working on the Transit App during the weekend of August 15 – 16. CEO Salazar reported that there was a glitch in the system and it has already been corrected.

7. REPORTS

A. CHIEF EXECUTIVE OFFICER UPDATE

CEO Salazar reported to the Board that RTD implemented the new modified service on August 16, 2020. She informed that there is uncertainty of UBER providing ambulatory services to ADA certified passengers due to insurance requirements and California's ruling on their employee relationship.

CEO Salazar added the solicitation for the System Redesign Study has been released.

In addition, RTD hosted two virtual community workshops: one on August 5 regarding modified service changes, and the other on August 12 regarding mobility options. The virtual workshops proved to be an effective way to inform the community about changes in services. Both workshops were recorded and will be circulated on multiple media platforms.

CEO Salazar reported that the Labor and Pension negotiations are underway. Proposals have been exchanged and tentative non-economic agreements have been signed pertaining to the Collective Bargaining Agreement (CBA). RTD also held kick-off meetings on two major projects: Transit Asset Management System and Information Technology in Operations.

CEO Salazar informed the Board on the deployment of the Hybrid buses in lieu of electric buses to reduce the risk of another power outage. This is in response to Governor Newsom's Executive Order to "free up additional energy capacity."

Programming Administrator Jordan Espejo provided an update to the Board on the latest Textbus Improvements.

Chair Giovanetti asked if the times provided on the app are in real time. Espejo mentioned the times on the text are scheduled times at the moment but will be in real time after technical issues are worked out. Chair Giovanetti asked what the time frame is on real time departures. Espejo confirmed that they are about 95% complete.

Director Bauer asked if the scheduled time and real time are two different apps (Textbus and Transit App). Espejo reported that they are two separate apps, but staff is working on combining them so the changes will be integrated in both apps.

Director Bauer then asked about possible technology updates that could help those who cannot read the bus numbers. Chief Administration and Innovation Officer Mike

Thompson responded that Transit App is the best way to check the most accurate time frames for passengers who are visually impaired. The Transit App also shows what bus is coming and what time it will be there.

Director Singh asked for an update regarding real time status on bus positions. Thompson responded staff is working on completing the installation of LTE routers that publish the bus's position every 6 seconds.

CEO Salazar reported that RTD is implementing technology strategically in order to provide accurate and timely information and possibly eliminate printed schedules. The Transit App project alone saved RTD 272 hours of staff time.

Chair Giovanetti commented he is thrilled about real time bus scheduling and also asked about Wi-Fi on the buses. Thompson responded that the Wi-Fi feature just needs to be enabled, but the installation of LTE routers is a work in progress.

Director Restuccia asked if riders are able to use their LTE on their devices to access the internet. Thompson stated that they are able to, but if passengers could get the access for free, then they would rather use RTD's free Wi-Fi than their LTE on their personal devices.

Marketing Graphics Supervisor Maximilian Cao updated the Board on RTD's current events, including the Virtual Workshop on Modified Service Changes, the Mobility Educational Workshop, the APTA EXPO Social Media Contest, and the Welcome Back Service Appreciation Breakfast for frontline employees.

Director Bauer commended staff on the presentations and said the ability to answer questions during both workshops was great.

B. STATE/FEDERAL LEGISLATIVE UPDATE

Deputy CEO Kimberly Gayle provided the Board with a written report and verbal update on current legislative affairs.

Deputy CEO Gayle reported that the State Assembly Budget Committee will reconvene with a hearing to amend or expand on budget that was just passed. At this time, it has not been mentioned whether there will be new funding relief for public transit. California Transit Association continues to lobby for flexibility on spending Low Carbon Transit Operations Program funds and State Transit Assistance and State of Good Repair funds.

Deputy CEO Gayle added that she met with San Joaquin Council of Governments regarding state revenue collection, which is down by 6%. Timing delays are a factor in tax payments, which has affected the ability to project the actual amount of revenues. During this meeting, the revised revenue estimate from the State Controller regarding diesel fuel sales reflected a percentage that was close to RTD's initial projection. RTD was very close in the estimated revenue we may not receive due to COVID-19.

Deputy CEO Gayle reported that even though Congress is in recess, a pro forma session can be held to address negotiations that did not occur during full sessions. The earliest Senate can consider any legislation will be after the Labor Day holiday. The House has been in recess since July 31, 2020 and passed a bill for the FAST Act to be extended for another year. RTD anticipates a continuing resolution which takes into account everything from 2020 to transfer over to 2021 since this is an election year.

- C. FINANCIAL REPORT
Finance Manager Ravi Sharma provided the July financial update.
8. INFORMATION ITEMS
There were no information items.
9. CONSENT CALENDAR
- A. RESOLUTION NO. 5937: APPROVING THE MINUTES OF THE JULY 17, 2020
REGULAR BOARD OF DIRECTORS MEETING
- ACTION: MOTION: DIRECTOR SINGH SECOND: DIRECTOR FONG
Roll Call:
AYES: Fong, Restuccia, Giovanetti, Singh, Bauer NAYES: ABSTAIN: ABSENT:
10. ACTION ITEMS
Chair Giovanetti announced that the action item would be pulled from the agenda. The Board did not discuss or act on the pulled item.
11. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF
- Director Bauer commended staff and CEO Salazar for doing an outstanding job.
- Director Restuccia mentioned that Andy Chesley is retiring from SJCOG and he would like RTD to present him with a plaque of recognition to thank him for all his hard work.
- Director Fong also commended staff for doing a great job.
- Director Singh commended staff, CEO Salazar, and the EOMs.
- Chair Giovanetti commended and congratulated CEO Salazar on how effective she has been since taking on the CEO position.
- CEO Salazar commented on open positions that RTD is currently interviewing for, which include Chief Operating Officer (COO) and Transit Planner.
- Chair Giovanetti asked CEO Salazar to clarify the COO's duties. CEO Salazar reported that the COO position consists of managing the Transportation, Maintenance, and Facilities departments.
- Chair Giovanetti asked about the System Redesign Project. Deputy CEO Kimberly Gayle reported that she and Service Development Manager Damaris Galvan are working on the Scope of Work for the System Redesign which will move RTD forward into its next stage of business. The redesign evaluates the existing revenue and structure with BRT as the backbone or a complete redesign from a clean slate based on Mobility needs and the current state of transit. The RFP has been sent out and the timeline for the award is anticipated to be no later than October this year.
- Chair Giovanetti asked if this is being done internally. Deputy CEO Gayle responded that this will go out to bid as a contracted service. Chair Giovanetti asked if these consultants will inform RTD on changes to Mobility due to people learning and working from home and the decrease in ridership. Deputy CEO Gayle confirmed that the consultants would be required to provide that type of data.
- Project Controls Manager Merab Talamantes commented that staff is looking at possibly

consolidating Board meetings in order to make the best use of the Board's time. This may be especially helpful when the agenda may be light with little or no items that require Board action.

12. CLOSED SESSION

Chair Giovanetti announced that there would be no Closed Session.

13. ADJOURNMENT

Chair Giovanetti adjourned the meeting at 11:45 a.m.

RESOLUTION NO. _____
DATED SEPTEMBER 18, 2020

RESOLUTION APPROVING THE MINUTES OF THE AUGUST 21, 2020
REGULAR BOARD OF DIRECTORS MEETING

RESOLVED AND ORDERED by the Board of Directors of San Joaquin Regional Transit District that the minutes of the Regular Meeting of August 21, 2020 be approved.