

SAN JOAQUIN REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS MEETING – NOTICE AND AGENDA
10:00 A.M. ON THURSDAY, NOVEMBER 20, 2025

The Board of Directors of the San Joaquin Regional Transit District (RTD) will hold a regular meeting at 10:00 a.m. on Thursday, November 20, 2025, in the Boardroom of RTD's Downtown Transit Center, 421 East Weber Avenue, Stockton, California. Please visit <https://sanjoaquinrtd.com/board-of-directors/board-meeting-agendas-and-minutes/> for an electronic copy of this document. Materials related to an item on this agenda packet are available for public inspection at the above address.

ACCESSIBLE PUBLIC MEETINGS: RTD is committed to ensuring that all meetings are accessible regardless of an individual's ability or access method. RTD will make all reasonable accommodations for persons with disabilities to participate in this meeting. Upon request to the Chief Executive Office, RTD will provide agenda materials in appropriate alternative formats or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number, and a brief description of the requested materials, preferred alternative format, auxiliary aid, or service, at least three workdays before the meeting. Requests should be sent to RTD by mail at 421 East Weber Avenue, Stockton, CA 95202, by phone at (209) 467-6613, by fax at (209) 948-8516, or by email to BoardSupport@sjRTD.com.

The RTD Board of Directors may take action on each item on the agenda. The action may consist of the recommended action, a related action, or no action. Staff recommendations are subject to action and/or change by the Board of Directors.

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. SAFETY ANNOUNCEMENT
4. PLEDGE OF ALLEGIANCE TO THE FLAG
5. ROLL CALL
6. PUBLIC COMMENT
All public comments shall be limited to no more than THREE MINUTES. In addition, applause, loud noises, or any other outbursts or disruptions from the audience are not allowed during or after public comment. Those who violate this protocol may be removed from the meeting at the presiding officer's discretion.

7. SPECIAL PRESENTATIONS

- A. RECOGNITION OF VICE CHAIR MIKE RESTUCCIA
Recognition of Mike Restuccia for his 14 years on the Board of Directors.
- B. RECOGNITION OF EMPLOYEES OF THE QUARTER
Special recognition of the Administration, Facilities, Maintenance, and Transportation Employees of the Quarter.
- C. RECOGNITION OF EMPLOYEES' YEARS OF SERVICE
Special recognition of employees for their years of service.
- D. SJCOG FY 26-27 UNMET TRANSIT NEEDS PRESENTATION
Senior Regional Planner Joel Campos will report on transportation needs.

8. REPORTS

- A. CHIEF EXECUTIVE OFFICER UPDATE
CEO Alex Clifford will provide an oral update on matters of relevance to RTD.
- B. MARKETING UPDATE
Supervisor of Marketing and Customer Engagement Maximilian Cao will provide event updates.
- C. FINANCIAL UPDATE
Finance Manager Ravi Sharma will provide October financial reports.

9. INFORMATION ITEMS

Reports are provided for information only. Staff will be available to answer any questions.

- A. FEDERAL LEGISLATIVE UPDATE
Report of Federal Legislative Updates prepared by Capital Edge Advisory, Inc.
- B. STATE LEGISLATIVE UPDATE
Report of State Legislative Updates prepared by Shaw Yoder Antwih Schmelzer & Lange.
- C. QUARTERLY GRANTS ACTIVITY REPORT
Report of current and pending grants as of September 30, 2025.
- D. QUARTERLY UPDATE OF SOLICITATIONS
Report of current and anticipated solicitations.

- E. QUARTERLY UPDATE OF CONTRACTS AWARDED
Report of contracts awarded July 1, 2025, through September 30, 2025.
 - F. QUARTERLY PARATRANSIT OPERATIONS STATUS REPORT
Report of paratransit operations status.
 - G. FY26 Q1 KEY PERFORMANCE INDICATORS (KPI) REPORT
Quarterly KPI reports from departments.
10. CONSENT CALENDAR
- A. MOTION: APPROVING THE MINUTES OF THE OCTOBER 17, 2025, REGULAR BOARD OF DIRECTORS MEETING
Board approval of minutes.
 - B. RESOLUTION: ADOPTING THE 2026 BOARD OF DIRECTORS REGULAR MEETING SCHEDULE
Board adoption of the 2026 meeting schedule.
 - C. MOTION: APPROVING RTD TO REQUEST FEDERAL FY2026 CONGRESSIONALLY DIRECTED SPENDING (CDS) FUNDING IN THE AMOUNT OF \$1,200,000 FOR THE RTD UNION TRANSFER STATION (UTS) EMERGENCY OPERATIONS CENTER (EOC) PROJECT; FURTHER, THAT THIS FFY2026 CDS AND COMMUNITY PROJECT FUNDING (CPF) REQUEST BE SUBMITTED TO CALIFORNIA'S SENATORS AND CONGRESSMEN, FOR INCLUSION IN THE FFY2026 BUDGET, AND THAT THIS REQUEST ALSO BE SUBMITTED TO THE SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG) FOR INCLUSION IN ITS SAN JOAQUIN ONE VOICE 2026 FEDERAL LEGISLATIVE AGENDA
Board approval of UTS EOC project submission.
 - D. MOTION: APPROVING A SECOND AMENDMENT TO THE CONTRACT WITH FASTENAL COMPANY FOR FAST SOLUTIONS PROGRAM VENDING EQUIPMENT AND SUPPLIES, THAT WILL PROVIDE AN INDUSTRIAL SUPPLY SOLUTION DESIGNED TO DISPENSE MAINTENANCE, REPAIR, AND OPERATIONS SUPPLIES AND OTHER CONSUMABLES THROUGH A VENDING MACHINE, AND TO INCREASE THE CONTRACT VALUE BY \$120,000, BRINGING THE TOTAL NOT-TO-EXCEED AMOUNT TO \$365,000
Board approval of a second amendment to the Fastenal contract.
 - E. MOTION: AUTHORIZING THE CEO TO ISSUE A PURCHASE ORDER TO MUNICIPAL MAINTENANCE EQUIPMENT INC. FOR 20 NEW PORTABLE BUS LIFTS USING SOURCEWELL COOPERATIVE PRICING AND REPLACING AGING LIFT EQUIPMENT TO SUPPORT SAFE, EFFICIENT MAINTENANCE OPERATIONS IN ALIGNMENT WITH THE AGENCY'S TRANSIT ASSET MANAGEMENT PLAN AT A TOTAL CAPITAL COST OF \$314,841
Board authorization for CEO to purchase 20 bus lifts.

- F. MOTION: AUTHORIZING THE CEO TO ISSUE A SINGLE-SOURCE PURCHASE ORDER TO VONTAS FOR THE PURCHASE AND INSTALLATION OF CAD/AVL HARDWARE AND RELATED EQUIPMENT ON RTD'S NEW GILLIG HYBRID BUSES FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$308,000
Board authorization for the CEO to issue a PO to Vontas.
- G. ACCEPT AND FILE: APPROVED BOARD OF DIRECTORS TRAVEL EXPENSES
Board acceptance and filing of CY 2025 Board Member travel expenses.
- H. ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF OCTOBER 2025
Board acceptance and filing of the October 2025 check register.

11. ACTION ITEMS

- A. MOTION: AUTHORIZING THE CEO TO EXECUTE AN AMENDMENT TO THE CONTRACT WITH GILLIG LLC FOR THE PURCHASE AND DELIVERY OF TWENTY-SEVEN (27) HYBRID ELECTRIC BUSES, TO ADD ONE MORE HYBRID BUS, AND TO INCREASE THE TOTAL CONTRACT NOT-TO-EXCEED AMOUNT BY \$4,800,009 TO ADDRESS AN INCREASE IN THE COST PER BUS FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$37,200,009
Board authorization for the CEO to execute a contract amendment with Gillig LLC.
- B. MOTION: AUTHORIZING THE CEO TO EXECUTE A CONTRACT NOT TO EXCEED \$5,300,000 WITH COMPLETE COACH WORKS (CCW) FOR THE REFURBISHMENT OF SIX (6) 2014 NOVA 60-FOOT ARTICULATED BUSES, TWO (2) 2013 MCI MOTOR COACHES, AND TWO (2) MCI (2010 AND 2013) COACHES TO BE TRANSFERRED FROM MONTEREY-SALINAS TRANSIT DISTRICT (MST) USING THE WASHINGTON STATE DEPARTMENT OF ENTERPRISE SERVICES (DES) COOPERATIVE CONTRACT, AND; AUTHORIZING THE TRANSFER OF \$1,600,000 FROM THE FY25 BUS REPLACEMENT PROJECT TO THE FY26 BUS REFURBISHMENT PROJECT, AND; INCREASING THE BUS REFURBISHMENT PROJECT NOT TO EXCEED AUTHORIZATION FROM \$3,700,000 TO \$5,300,000, INCLUDING \$800,000 CONTINGENCY, AND; AUTHORIZING THE CEO TO ACCEPT TWO MOTOR COACH INDUSTRIES (MCI) OVER-THE-ROAD COACHES FROM MST UNDER TRANSFER OF ROLLING STOCK PROVISIONS
Board authorization for the CEO to execute a contract with CCW.
- C. RESOLUTION: APPROVING THE DISCONTINUATION OF VAN GO! INTRACITY SERVICE WITHIN THE CITIES OF ESCALON AND LATHROP, EFFECTIVE JANUARY 25, 2026, AND AUTHORIZING STAFF TO FOLLOW THE ESTABLISHED PUBLIC PARTICIPATION AND OPERATIONAL PROCESS

FOR SERVICE DISCONTINUATION, INCLUDING RIDER NOTIFICATION,
COORDINATION WITH THE JURISDICTIONS, AND IMPLEMENTATION OF
OPERATIONAL CHANGES

Board approval of discontinuation of Van Go! intracity service in Escalon
and Lathrop.

- D. MOTION: APPOINTING DIRECTOR GARY GIOVANETTI AS THE RTD
BOARD OF DIRECTORS' REPRESENTATIVE TO THE SAN JOAQUIN RTD
RETIREMENT BOARD, AND APPOINTING DIRECTOR LES FONG AS THE
ALTERNATE MEMBER FOR THIS POSITION

Board consideration and approval of retirement board members.

12. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF

13. CLOSED SESSION

- A. Conference with Legal Counsel - Anticipated Litigation. Initiation of
litigation pursuant to Government Code § 54956.9(d)(4): Two potential
cases

- B. Conference with Legal Counsel - Existing Litigation pursuant to
Government Code § 54956.9(d)(1): Aaron Edwards v. San Joaquin
Regional Transit District et al.

14. OPEN SESSION -- CLOSED SESSION REPORT (LEGAL COUNSEL)

15. ADJOURNMENT

**NOTE: THE NEXT REGULARLY SCHEDULED BOARD MEETING WILL BE
ON FRIDAY, JANUARY 23, 2026, 2025, AT 10:00 A.M.**

DATE POSTED: NOVEMBER 14, 2025

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LEAD STAFF: ERICKA FRANCO, HUMAN RESOURCES ADMINISTRATOR

REPORT: RECOGNITION OF EMPLOYEES OF THE QUARTER

I. SUMMARY

Employee(s) of the Quarter (EOQ) recognizes staff for their outstanding qualities and contributions towards their department and RTD's goals and mission.

II. DISCUSSION/BACKGROUND

RTD implemented the Employee of the Month (EOM) Program in 2003 to recognize outstanding employees' performance in different departments. Due to the larger number of employees and larger departments after the assumption of County Services, one (1) month was not enough time to properly evaluate qualified employees for the EOM; therefore, RTD decided to switch to EOQ. This allows RTD's management team a 90-day period to properly evaluate employees and elect the right candidate.

To be eligible for EOQ, an employee must meet the following basic criteria:

1. No more than one (1) attendance incident in a 90-day period
 - a. Three (3) days of absence = 1 incident
 - b. Two (2) tardies = 1 incident
2. Employed at RTD for at least six (6) months
3. Excellent work ethic and conduct by obeying all work rules (no disciplinary action pending or in effect)
4. No preventable accidents (District vehicle and/or personal industrial injury)
5. Not a recipient of the EOQ in the last two quarters
6. Good uniform appearance (Maintenance, Facilities, and Transportation Depts. only)
7. No emergency ask-offs (Maintenance Dept. only)
8. No valid internal/external complaints/road calls (Maintenance Dept. only)
9. No repeat repairs/comebacks (Facilities Dept. only)
10. Customer comments – review of complaint file for positive and negative complaints (Transportation Dept. only)

RTD selects EOQs based on the following criteria:

1. Takes initiative, accepts, and carries out additional responsibilities beyond regular job assignments.
2. Provides exceptional internal and external customer service by being courteous and helpful.
3. Projects a positive image and has helpful and cooperative attitude.
4. Exemplifies trustworthy and ethical behavior.

5. Promotes a positive work environment.
6. Comes to work on time daily.

The EOQs are selected as follows:

1. Management and employees will submit their nomination.
2. Human Resources will review the nominations to identify if the employee meets the qualifications.
3. HR will present the final qualified candidates to the management team for selection at a monthly meeting.
4. Nominees are selected as EOQ when they receive at least a 2/3 majority of the votes cast by management team members.

Every EOQ will receive \$100.00 Amazon gift card, a plaque, and an acceptance photograph.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Priority 1.

Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

IV. CUSTOMER IMPACT

N/A

V. FINANCIAL CONSIDERATIONS/IMPACT

The required \$1,600/year funding is included in the 2026 fiscal year's Customer Engagement Operating budget within the Recognition Awards – 414000-50932 account.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

N/A

Prepared by: Ericka Franco, HR Administrator

IX. APPROVALS

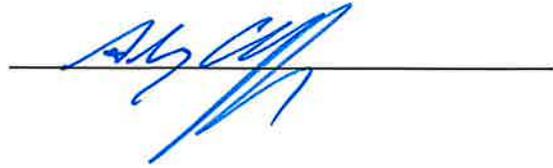
Manager Approval:
Noel Mink, Director of HR



Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO



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LEAD STAFF: ERICKA FRANCO, HUMAN RESOURCES ADMINISTRATOR

REPORT: RECOGNITION OF EMPLOYEES' YEARS OF SERVICE

I. SUMMARY

Employees' Years of Service recognizes staff for their length of employment with RTD.

II. DISCUSSION/BACKGROUND

RTD's primary mission is to provide a safe, reliable, and efficient transportation system for the region and to be the transportation service of choice for the residents it serves. RTD would not be able to achieve this without its employees' strength, contributions, and dedication. Their outstanding commitment and dedication to their career empower RTD to serve its customers well. Employees who have reached a milestone (every 5 years) will be recognized at the Board Meeting quarterly. Each employee identified will receive a plaque according to the milestone reached.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Priority 1.
Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

IV. CUSTOMER IMPACT

N/A

V. FINANCIAL CONSIDERATIONS/IMPACT

The total expense cost of \$1,100/year is included in the 2026 fiscal year's Customer Engagement Departmental budget under Recognition Awards account number 414000-50932.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

N/A

Prepared by: Ericka Franco, HR Administrator

IX. APPROVALS

Manager Approval:
Noel Mink, Director of HR



Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





LEAD STAFF: ALEX CLIFFORD, CEO

REPORT: CHIEF EXECUTIVE OFFICER UPDATE

MEETINGS SINCE OCTOBER 17, 2025

RTD participated in meetings of the following committees and organizations:

- **American Public Transportation Association (APTA) CEOs Council Leadership Team Monthly Meeting:** CEO Alex Clifford
- **APTA Small Operations Committee Monthly Meeting:** CEO Alex Clifford
- **Business Council of San Joaquin County Member Meeting:** CEO Alex Clifford
- **California Association for Coordinated Transportation (CalACT) Board Meeting:** CEO Alex Clifford
- **CalACT Fall Conference & Expo:** CEO Alex Clifford, Maintenance Superintendent John Van Camp
- **California Transit Association (CTA) Executive Committee Meeting:** CEO Alex Clifford
- **CTA Fall Conference & Expo:** CEO Alex Clifford, CIO John Hodson, Maintenance Superintendent John Van Camp
- **CTA Transit Transformation Advisory Committee Meeting:** CEO Alex Clifford
- **Caltrans District 10 Transit Plan Focus Group Meeting:** Government Affairs Director Ken Baxter
- **Central Valley Asian Chamber of Commerce Breaking the Bamboo Ceiling 8th Annual Women's Leadership Event:** Board Member Gary Giovanetti, Board Member Les Fong, CEO Alex Clifford
- **Federal Legislative Bi-weekly Meetings with Chris Giglio of Capital Edge Advisory Inc.:** CEO Alex Clifford, Government Affairs Director Ken Baxter, Director of Grants and Capital Projects Juan G. Villanueva
- **Hydrogen Fuel Cell Bus Council Meeting:** CEO Alex Clifford
- **Meeting with Stockton City Councilmember Mario Enriquez:** CEO Alex Clifford, Government Affairs Director Ken Baxter
- **Meeting with San Joaquin County Board of Supervisor Chairman Paul Canepa:** CEO Alex Clifford, Government Affairs Director Ken Baxter
- **Meeting with San Joaquin County Board of Supervisor Mario Gardea:** CEO Alex Clifford, Government Affairs Director Ken Baxter
- **San Joaquin Council of Governments (SJCOG) Board Meeting:** Board Member Gary Giovanetti, CEO Alex Clifford, Government Affairs Director Ken Baxter, Director of Grants and Capital Projects Juan G. Villanueva
- **SJCOG Executive Committee Meeting:** Board Member Gary Giovanetti, CEO Alex Clifford, Government Affairs Director Ken Baxter, Director of Grants and Capital Projects Juan G. Villanueva

- **SJCOG Interagency Transit Committee Meeting:** Government Affairs Director Ken Baxter
- **SJCOG Management and Finance Committee Meeting:** CEO Alex Clifford
- **SJCOG Technical Advisory Committee Meeting:** Government Affairs Director Ken Baxter
- **SJCOG SSTAC:** Government Affairs Director Ken Baxter
- **San Joaquin Partnership Board Meeting:** CEO Alex Clifford
- **San Joaquin Regional Rail Commission (SJRRRC) Board Meeting:** Government Affairs Director Ken Baxter
- **SJRRRC Executive Director Stacey Mortensen Farewell Event:** Board Member Michael Restuccia, Board Member Les Fong, CEO Alex Clifford, Government Affairs Director Ken Baxter, Director of Administration Merab Talamantes
- **State Legislative Bi-weekly Meetings with Michael Pimentel and Brendan Repicky of Shaw Yoder Antwih Schmelzer & Lange:** CEO Alex Clifford, Government Affairs Director Ken Baxter, Director of Grants and Capital Projects Juan G. Villanueva
- **The Bus Coalition Board Meeting:** CEO Alex Clifford



LEAD STAFF: **MAXIMILIAN CAO, SUPERVISOR OF MARKETING AND CUSTOMER ENGAGEMENT**

REPORT: **MARKETING UPDATE**

MARKETING UPDATES

27th Annual Stuff the Bus Food Drive

From Friday, November 21 through Sunday, November 23, RTD will host the 27th Annual Stuff the Bus Food Drive at the Food 4 Less grocery store on Hammer Lane. This year's effort comes at a critical time, as millions of Americans, including tens of thousands in San Joaquin County, face food insecurity due to reduced SNAP benefits. In response, RTD began early outreach efforts in November to raise awareness and mobilize community support. RTD has set a goal of collecting 40,000 pounds of food to help restock the shelves of the Emergency Food Bank, which is currently distributing more food than it receives.

Bus Operator Job Preparation Program – Recruitment Initiative

Human Resources launched a free, four-week accelerated job preparation program to develop a strong pipeline of future bus operators ahead of the January 2026 service change. The program creates a direct path to full-time, union employment and does not require a commercial driver's license to begin. Participants receive hands-on training in safe driving, customer service, and professional readiness to support long-term success in the operator role.

Marketing supported this initiative through a targeted outreach campaign to community-based organizations, surrounding cities and neighborhoods, elected officials, and business leaders. The campaign emphasized career opportunities, growth potential, and RTD's commitment to investing in local talent. Early interest has been strong, with Human Resources receiving 91 leads within the first few weeks. The first cohort begins on October 17 and will include both in-person and virtual sessions, scheduled two days per week. This program positions RTD to meet future service needs while expanding access to stable, well-supported employment.

PAST EVENTS:

- **October 19** – Children's Museum of Stockton Trunk or Treat
- **October 27** – SUSD Department of Public Safety and Stockton Police Department Trunk or Treat
- **November 1** – Dia De Los Muertos Street Fiesta
- **November 19** – Stuff the Bus at the DA's Office

UPCOMING EVENTS:

- **November 21-23** – 27th Annual Stuff the Bus Food Drive at Food 4 Less

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LEAD STAFF: RAVI SHARMA, FINANCE MANAGER

REPORT: FINANCIAL UPDATE

I. SUMMARY

- A brief analysis of San Joaquin RTD's financial status is prepared monthly to inform the Board of Directors regarding RTD's actual revenues and expenses in relation to the adopted operating budget for the fiscal year.
- Cash inflows, outflows, and projections are also included.
- Update on FY2024 financial information reconstruction from Protiviti.

II. DISCUSSION/BACKGROUND

The operating Revenue and Expense summary report for the fiscal year ending October 31, 2025, is attached. The fiscal year (FY) has elapsed by 33.3%.

Revenues

Passenger fare revenues are lower than the budget due to decreased bus pass sales. LTF Consolidated Transportation Services Agency (CTSA) revenue is marginally lower than projected for the first quarter of the fiscal year. All other revenue accounts have been accrued for the quarter as per the budget. Overall, actual total revenues are less than the budgeted revenue levels.

Expenses

Total expenses are below the budgeted amount, primarily due to reduced labor and fringe costs resulting from vacant positions. Utility expenses exceeded expectations due to increased electricity costs caused by the photovoltaic (solar) system being offline. Tax expenses are higher than the budget because fuel taxes are higher than projected. During the first quarter of the fiscal year, expenditure on services, materials and supplies, insurance, purchased transportation, and miscellaneous items were below the budgeted amounts.

Cash Basis and Projection

The fiscal year-to-date cash basis has a negative result because RTD hasn't received any FY2026 operating subsidies. RTD used the reserves to cover the cash shortfall.

The 12-month cash flow projection includes capital and operating cash inflows and outflows.

Finance Enterprise (FE) ERP System Update

The payroll, accounts receivable, cash receipts, and general ledger modules are now live, and the accounts payable module is expected to be fully live by the end of this month. RTD is working with a consultant on the core financial and accounts payable modules.

The Protiviti team is working on restoring the FY2024 data.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns with the Board's Strategic Priorities 3 and 4.

Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

IV. CUSTOMER IMPACT

The financial update assures customers that RTD is financially stable, will remain in business in the long run, and has the financial resources to complete projects that benefit its customers.

V. FINANCIAL CONSIDERATIONS/IMPACT

There is a favorable Fiscal year-to-date operating budget-to-actual variance of \$2,402,857. However, this was calculated with \$8,200,463 in revenue from SB 125, which is still under dispute with SJCOG.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

There are no alternatives to consider as this is a monthly financial report.

VIII. ATTACHMENTS

Attachment A: Fiscal year-to-date monthly financial report for the period ending October 31, 2025

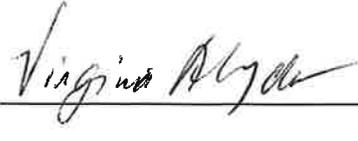
Attachment B: Cash flow projections

Attachment C: Protiviti Status Update PowerPoint

Prepared by: Ravi Sharma, Finance Manager

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO

 For R. Kyle

Alex Clifford, CEO





Attachment A
Cover Page

**San Joaquin RTD
FY2026 Revenue & Expense Summary
For the Period Ending October 31, 2025**

	FYTD		fav/(unfav)		Fiscal Year Budget	FYTD Cash Flow (amounts in 000's)	
	Actual	Budget	Variance \$	Variance %		OPERATING INFLOW	CAPITAL INFLOW
REVENUES							
PASSENGER FARES	\$ 897,777	\$ 925,195	(27,418)	-3%	\$ 2,775,585	898	-
NON-TRANSPORTATION REVENUES	920,817	910,811	10,006	1%	2,732,432	1,793	-
FEDERAL GRANTS (5307)	3,532,556	3,532,556	0	0%	10,597,668	1,048	-
FEDERAL GRANTS (5311)	172,721	172,721	0	0%	518,163	-	-
PROPERTY TAXES	535,519	535,519	0	0%	1,606,556	12	-
TDA - LTF	5,479,155	5,619,096	(139,941)	-2%	16,857,289	-	7,625
LCTOP	578,742	578,742	0	0%	1,736,225	-	-
MEASURE K	1,902,052	1,903,081	(1,029)	0%	5,709,244	1,425	-
SB 125**	8,200,463	8,200,463	0	0%	24,601,390	-	-
CAPITAL PROJECTS CASH INFLOW	-	-	-	-	-	-	2,809
TOTAL REVENUES	\$ 22,219,802	\$ 22,378,184	(158,382)		\$ 67,134,552	5,176	10,434
CASH INFLOW OPERATING & CAPITAL						15,610	
TOTAL CASH INFLOW							
EXPENSES							
WAGES AND FRINGE BENEFITS	13,043,284	14,901,416	1,858,132	12%	44,704,249	13,016	-
SERVICES	2,679,774	2,829,500	149,726	5%	8,488,500	2,849	-
MATERIALS & SUPPLIES	1,506,072	1,585,356	79,284	5%	4,756,068	2,197	-
UTILITIES	505,826	405,965	(99,861)	-25%	1,217,894	533	-
INSURANCE	614,937	770,702	155,765	20%	2,312,105	1,493	-
TAXES	142,183	129,363	(12,820)	-10%	388,089	142	-
PURCHASED TRANSPORTATION	1,001,552	1,117,326	115,774	10%	3,351,979	963	-
MISCELLANEOUS EXPENSES	323,317	471,889	148,572	31%	1,415,668	187	-
OPERATING CONTINGENCY	-	166,667	166,667	100%	500,000	-	-
CAPITAL PROJECTS CASH OUTFLOW	-	-	-	-	-	-	2,336
TOTAL EXPENSES	\$ 19,816,945	\$ 22,378,184	2,561,239		\$ 67,134,552	21,380	2,336
CASH OUTFLOW OPERATING & CAPITAL						23,716	
TOTAL CASH OUTFLOW							
Net Revenue (Deficit)	2,402,857	-	2,402,857		-	-8,106	

****SB 125 \$8,200,463 HAS NOT BEEN RECEIVED YET**

Explanation for unfavourable variances greater than 5%

EXPENSES

UTILITIES = Electricity expenses are higher than the budget due to the Photovoltaic (Solar) system being down.

TAXES = Fuel taxes are higher than projected.



Attachment B
Cover Page

San Joaquin RTD
Twelve Months Cash Flow Projection (amounts in 000's)

	<u>Oct-25</u>	<u>Nov-25</u>	<u>Dec-25</u>	<u>Jan-26</u>	<u>Feb-26</u>	<u>Mar-26</u>	<u>Apr-26</u>	<u>May-26</u>	<u>Jun-26</u>	<u>Jul-26</u>	<u>Aug-26</u>	<u>Sep-26</u>
Beginning Cash Balance	\$74,232	\$69,757	\$70,956	\$62,574	\$62,467	\$63,355	\$58,818	\$60,901	\$54,689	\$56,152	\$52,395	\$51,284
Add: Projected Cash Inflow	2,582	5,949	8,368	4,643	5,638	213	6,833	1,638	6,213	993	3,638	2,213
Less: Projected Cash Outflow	-7,057	-4,750	-16,750	-4,750	-4,750	-4,750	-4,750	-7,850	-4,750	-4,750	-4,750	-4,750
Projected Month-end Cash Balance	\$69,757	\$70,956	\$62,574	\$62,467	\$63,355	\$58,818	\$60,901	\$54,689	\$56,152	\$52,395	\$51,284	\$48,747
OPERATING CASH INFLOWS:												
Fare Revenue	286	200	200	200	200	200	200	200	200	200	200	200
Advertising, Rental, & Other Income	16	13	13	13	13	13	13	13	13	13	13	13
Interest	855			650			620			600		
Federal 5307			2,000		2,000		2,000		2,000		2,000	
Property tax Revenue			730	80						180		
TDA-LTF			2,000		2,000		4,000		4,000			2,000
SB-125												
LCTOP		1,736										
Measure K Operating	1,425		1,425		1,425			1,425			1,425	
Projected Operating Cash Inflow	2,582	1,949	6,368	943	5,638	213	6,833	1,638	6,213	993	3,638	2,213
OPERATING CASH OUTFLOWS:												
Payroll and Payroll Related Expenses	3,978	3,000	3,000	3,000	3,000	3,000	3,000	4,500	3,000	3,000	3,000	3,000
Accounts Payable Check-runs	1,564	1,500	1,500	1,500	1,500	1,500	1,500	3,100	1,500	1,500	1,500	1,500
Purchased Transportation Invoices	225	250	250	250	250	250	250	250	250	250	250	250
Projected Operating Cash Outflow	5,766	4,750	4,750	4,750	4,750	4,750	4,750	7,850	4,750	4,750	4,750	4,750
Net Operating Cash Flow	-3,184	-2,801	1,618	-3,807	888	-4,537	2,083	-6,212	1,463	-3,757	-1,112	-2,537
CAPITAL CASH INFLOWS:												
TDA-STA Capital		4,000		3,700								
TDA-LTF Capital			2,000									
Federal 5339												
Projected Capital Cash Inflow	0	4,000	2,000	3,700	0							
CAPITAL CASH OUTFLOWS:												
Gillig Hybrid Buses			12,000									
Bus Video Standardization System	216											
Glaval 9 Hopper buses	1,075											
Projected Capital Cash Outflow	1,291	0	12,000	0								
Net Capital Cash Flow	-1,291	4,000	-10,000	3,700	0							
Funds Kept at:												
Bank of Stockton		896										
County Treasury		68,860										
Total		<u>69,757</u>										



Attachment C
Cover Page

SJR ERP IMPLEMENTATION SUPPORT

Executive Summary
November 3rd, 2025

protiviti®
Global Business Consulting



Agenda

- Project Overview
- Employee Record Restoration
- FY2024 Payroll Restoration
- FY2024 Accounts Payable Restoration
- FY2025 Restoration Tasks
- Next Steps



Project Overview

Objective:

After experiencing a cyberattack in March 2024, the San Joaquin Regional Transit District (SJRTD) aimed to rebuild its Employee Records and Financial Data in preparation for an audit of the previous fiscal year (FY24). The recovery process faced challenges such as implementing a new version of their lost ERP system, which limited resources for restoration efforts, as well as dealing with scattered records that were stored in various formats, including PDFs and physical documents.

Approach:

Protiviti and Robert Half adopted a phased approach to restore SJRTD's lost records, starting with a small team focused on specific workstreams. The initial efforts involved restoring Employee and Retiree records using paper documentation, followed by extracting Payroll Records from PDF reports, reviewing their completeness, and compiling them into upload templates. Once Payroll calculations were reperformed and verified, the team will shift focus to restoring Accounts Payable records using distribution reports and paper invoices from SJRTD's Finance department.

Scope:

- Restore inactive Employee Records lost during the system outage in March 2024
- Restore FY24 Payroll within Central Square (CS)
- Restore FY24 Accounts Payable within Central Square (CS)
- Restore FY25 Payroll & Accounts Payable Information
- Assist with any ad-hoc support for restoration of Financial Data being entered into the system
- Create Project Plan and track weekly progress

Areas of Focus:

- Human Resources
- Payroll
- Accounts Payable
- Core Financials
- Information Technology

Employee Record Restoration

97%

Terminated Employee

Records for employees terminated in FY2024 and prior.

93.4%

Terminated Retirees

Records of retirees no longer receiving benefits from SJRTD.

97.0%

Active Retirees

Records of retirees who are currently receiving benefits from SJRTD.

96.3%

Total Complete

Completed records were entered in their entirety and filed at the SJRTD DTC.

25

Total Outstanding

Outstanding Issues identified are related to missing information and have been escalated to SJRTD.

Summary:

- Terminated Records:** The Protiviti Team was able to complete **497 out of 517 (96.1%)** records of Terminated Employees & Retirees identified. After referral to the Actuary for information previously sent over we were able to reduce the total number of remaining Outstanding Records for Terminated employees to 20. 18 of which have been entered with partial information and the remaining 2 have not been entered due to missing minimum required information. The remaining list of outstanding items has been categorized by Type of Missing Information has been referred to SJRTD for review.
- Active Retirees:** Currently, **160 out of 165 (97%)** Active Retiree Records have been completed. The remaining 5 records have not been completed due to base Employee Files not being created due to lack of required information (Employee#, DOB, Position, etc.). Unfortunately, The Actuary's response was unable to provide required information for Active Retirees. It has been discussed to possibly reach out to the retiree or survivor for missing information to complete the record.
- Outstanding Records:** Protiviti continues to review and propose solutions for outstanding issues to be addressed by SJRTD HR. SJRTD, after consulting their Legal Service Provider, was instructed to enter available information, document missing records, and log retrieval attempts. Remaining outstanding records will continue to be researched for resolution unless directed by SJRTD HR to annotate missing items.

FY2024 Payroll Restoration

- Through discussion and analysis of existing variances between Payments and recalculations of FY24 Payroll, all discrepancies have been cleared.

- Now that variances have been resolved we have begun reformatting Manually Calculated Pay Periods into the Upload Template

- We have also prepared the Upload Files for Off-Cycle “Special Payroll” Payments, related to Terminations, Time-Off Buy Backs, Payroll Adjustments, etc.

- We are leveraging the Test Environment to identify any specific errors prior to Payroll Uploads in the Live environment.

- We have identified a new error since the Test Environment Refresh on 10/20 causing a misalignment between Net Pay Calculation and EFT Amounts, this error has been escalated to technical support.

- Data is present in the system but is not properly being calculated against Net Pay due to “Active” Status.



18 Pay Periods have been formatted into the Upload Template and are currently awaiting upload into the Live System Environment.



The remaining 10 Pay Periods from FY24 are undergoing final updates, validation and reformat into the Upload Template.

Payroll Reports Upload Progress

- Awaiting Final Updates prior to Upload
- Awaiting Upload



Example of Net Pay Calculation Error

EID	Period	CDH	AMT
E01718	2301180	2301	\$ 6.63
E01718	2301180	2212	\$ 578.11
E01718	2301180	2004	\$ 37.86
E01718	2301180	2001	\$ 170.73
E01718	2301180	2002	\$ 39.93
E01718	2301180	2025	\$ 24.78
E01718	2301180	2423	\$ 9.00
E01718	2301180	2605	\$ 1.17
E01718	2301180	2800	\$ 75.17
E01718	2301180	2992	\$ 50.00
E01718	2301180	2991	\$ 1,766.88
E01718	2301180	5108	\$ 24.30
E01718	2301180	5130	\$ 102.68
E01718	2301180	5131	\$ 8.20
E01718	2301180	5138	\$ 2,448.34
E01718	2301180	5142	\$ 116.02
E01718	2301180	5158	\$ 60.72
Sum of Gross Payments			\$2,760.26
Sum of Deductions			\$ 943.38
Net Pay			\$1,816.88
EFT Code			\$1,816.88

CDH codes causing the variance in Net Pay amount in CS

CK Stock:	PY	Check Date:	09/08/2023
Net Pay:	2,470.16	EFT:	1,816.88
Weeks:	0	Total Hours:	94.52000

Incorrect Net Pay Calculation in CS, should be \$1,816.88

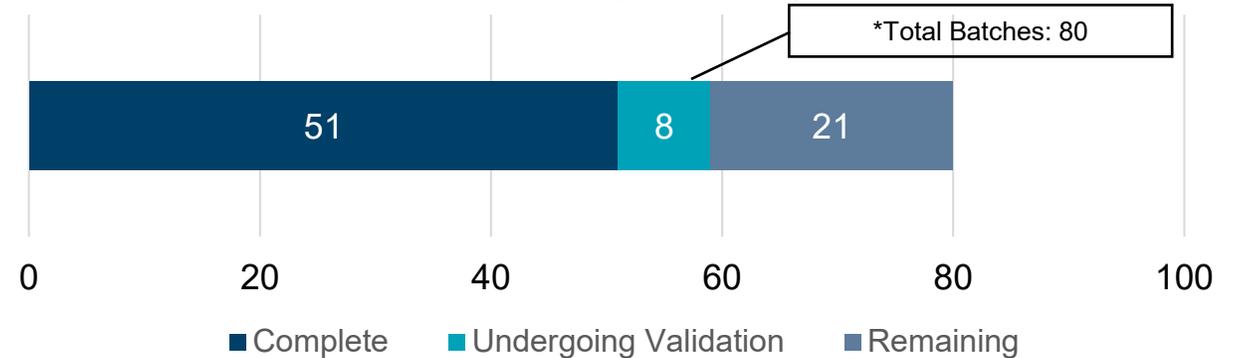
Correct EFT Payout of \$1,816.88

FY2024 Accounts Payable Restoration

The team has completed begun uploading AP Information in the Live CS Environment and is currently attaching all recovered back-up documentation including Invoice and associated Purchase Orders and Packing Slips.

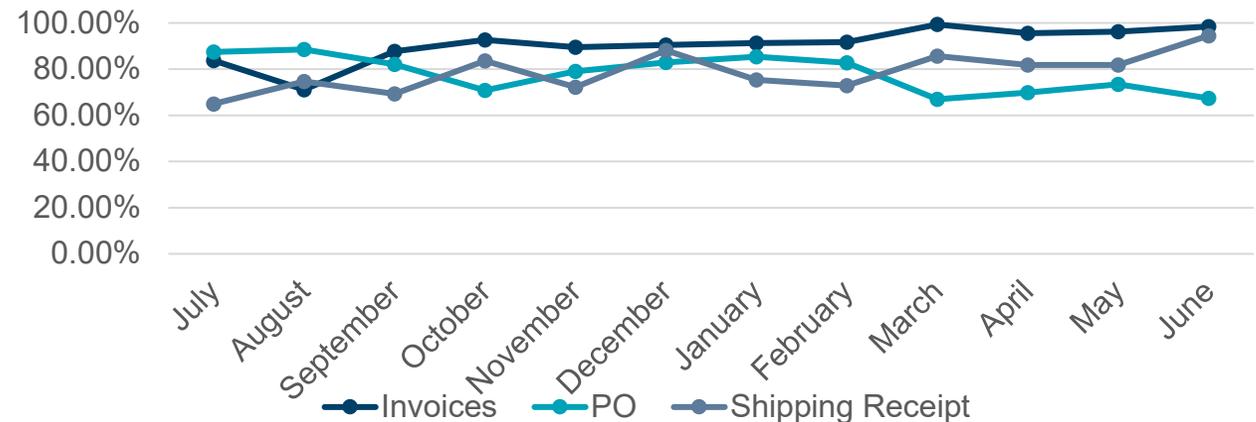
- We have identified all prior variances between Check Registers printed by CS prior to the outage and extracted invoice information.
- We are currently researching the Manually tracked periods to identify any differences between Bank Statements and extracted invoice information.
- We have begun upload of confirmed AP information into the Live System Environment and have uploaded all AP information between July 2023- January 2024.
- All uploaded information is having back-up documentation attached to the record including Invoice, Purchase Order and applicable Packing Slips/Receipts.
- Missing documentation have been referred to the appropriate departments for retrieval which has increased our recovery rate.
- We have begun validation of uploaded AP data against the bank statements.

FY24 Invoice Upload Progress



*Total Batches may change based upon Bank Reconciliation variances being remediated

Recovered Documents Progress (Jul 23 – Jun 24)

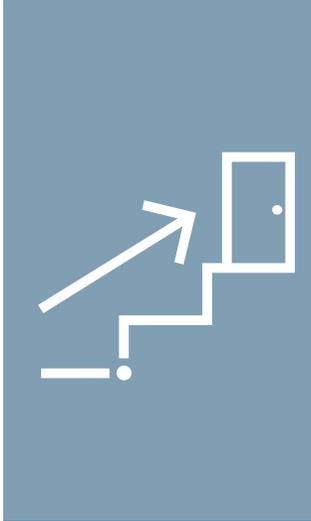


FY2025 Restoration Tasks

As we finalize Upload Files and perform validation of FY2024 Accounts Payable and Payroll information, we have begun assessing the current state of FY2025 Financial Data and estimating a timeline. We have created specific tasks based on the knowledge we have accumulated during the FY2024 Restoration to accommodate any previous problem areas. Such tasks include:

- 1 Consolidate & Remap Payroll Data**
We will first, bring all Payroll Information, including Time Sheets and Net Pay Calculations, into a useable format to reperform any calculations and begin mapping the data into Upload Templates.
- 2 Identify and Remediate any Payroll Variances**
Based on any recalculations, if any variances are observed, we will research and escalate to SJRTD Payroll for resolution. This will ensure accurate data capture into the ERP environment.
- 3 Process Upload Files**
Once all variances have been remediated, we will then finalize and process Upload files, confirming each entry against Bank Statements.
- 4 Extract AP Information**
Once Payroll Uploads begin, we will then begin extracting Manually Tracked AP information into Upload Templates and identify any missing information. Items that may be missing will be escalated to SJRTD AP for Review.
- 5 Perform 3-way Match & Confirm Completeness from Bank Statements**
Similarly to FY2024 AP Restoration, we will confirm completeness of back-up documentation and prepare for scanning into the system. Payment totals will be compared to Bank Statements as well to ensure completeness of identified records.
- 6 Upload AP Information & Perform Reconciliation**
Once all information is identified, we will begin upload of extracted information into CS. After each month of uploads, we will perform a Bank Reconciliation to confirm accuracy and completeness of uploaded data.

Next Steps



Continue to resolve outstanding Employee/Retiree Records

- We will continue to work with SJRTD HR prior to requesting contact to previous employees to retrieve missing information.
- Until instructed by SJRTD HR, we will continue to research and offer potential solutions on outstanding items.

Continue Payroll Upload

- Once the Net Pay Calculation Error is resolved, we will resume the upload of FY24 Payroll Information.
- We will finalize Upload Templates based on remediated discrepancies in manually calculated Payroll Periods.
- Each month's biweekly pay and Off-Cycle "Special" Payroll Payments will be uploaded and validated against Bank Statements.

Continue AP Upload & Resolve Variances



- Uploads of FY24 Information will continue based on verified information with appropriate back-up documentation attached.
- We will confirm all AP Invoices have been captured in Upload Templates by comparing extracted and uploaded information against Bank Statements.

Begin FY25 Restoration Tasks

- As we perform Uploads and Final Validation of FY24 AP & Payroll Information, we will begin consolidating FY25 Financial Data.
- Data will then be assimilated and remapped into Upload Templates using the templates created for FY24.



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LEAD STAFF: CHRIS GIGLIO, CAPITAL EDGE ADVISORY, INC.

REPORT: FEDERAL LEGISLATIVE UPDATE

FEDERAL GOVERNMENT SHUTDOWN

November 12, 2025: The House approved a stopgap measure to re-open the federal government after a record 43-day shutdown. The President signed the measure into law shortly after the House vote.

The stopgap, or Continuing Resolution (CR), funds most federal government operations – including those at the U.S. Department of Transportation – at their current FY 2025 levels through January 30, 2026. Between now and that date, Congress will attempt to negotiate a final FY 2026 budget (FY 2026 formally began on October 1).

The CR enacted by Congress also restores the “Reductions in Force” (RIFs) that have occurred at federal agencies since October 1 and imposes a moratorium on new RIFs through September 30, 2026. It would also ensure that federal government employees furloughed during the shutdown receive back pay.

The CR does NOT include language sought by congressional Democrats to prohibit the Trump Administration from pausing, terminating, withholding, or delaying the disbursement of federal funds already enacted by Congress.

Impact on RTD: With the government re-opening, activities at USDOT regarding pending grant announcements and regulatory actions should accelerate.

FY 2026 USDOT BUDGET

November 2025: The House and Senate Appropriations Committee versions of the FY 2026 budget that were approved on a committee level this summer for the most part follow the suggested authorization levels for programs of interest to the RTD, including Section 5307 formula program and competitive programs such as the Low or No Emission Vehicle Grant Program and RAISE discretionary program.

The main difference between the House and Senate DOT spending bills is the treatment of the Capital Investment Grant (CIG, formerly New Starts) program at FTA. Where the House would only provide the IIJA-authorized level of \$1.65 billion, the Senate would add an additional \$1.95 billion to that account, although the \$3.55 billion Senate proposal would still be lower than the FY 2025 level of \$3.8 billion.

A reminder that even though the USDOT budget is not traditionally a flash point for partisan differences, its fate can still be caught up in the overall budget debate, where congressional Republicans will likely be seeking significant cuts to address the federal deficit. In addition, the budget bill that funds USDOT also funds the Department of Housing and Urban Development, an agency for which the Trump Administration has proposed deep cuts.

Impact on RTD: *While federal funds will flow and activities will pick up at USDOT with the government re-opening, there is still the chance of additional government shutdowns if Congress cannot agree on a FY 2026 budget by January 30, 2026.*

USDOT GRANTS

November 4, 2025: A U.S. District Court judge ruled that USDOT cannot withhold funds based on immigration policy. The ruling came in a case filed by twenty states (including California) challenging policy directives issued by USDOT earlier this year requiring its grantees to cooperate with federal authorities in the enforcement of immigration law.

Those policy directives came in the form of a January 29 order and an April 24 letter to agency grantees. In those documents, USDOT stated that it would, to the extent allowed by law, condition the receipt of federal surface transportation funds on cooperation with federal immigration authorities.

Subsequent USDOT funding notices included language to that effect and, per the Court, USDOT staff on several occasions asked state and local officials to execute immigration enforcement agreements as a condition of receiving USDOT funds.

The Court decision vacates USDOT immigration enforcement conditions for USDOT grant programs, enjoins USDOT from enforcing immigration enforcement conditions, and denies USDOT's request for a stay of his orders pending appeal.

The full ruling can be found here: <https://bit.ly/4qOchHs>

Impact on RTD: *For now, USDOT will be prohibited from requiring RTD to cooperate with federal immigration enforcement as a condition of receiving federal funds.*

FEDERAL GRANT OPPORTUNITIES, AWARDS & NOTICES

October 23, 2025: DOT is soliciting nominations for membership to its newly established Beautifying Transportation Infrastructure Council. Interested parties must submit nominations by November 21: <https://tinyurl.com/3an7pet7>

October 17, 2025: The Federal Highway Administration updated its list of all DOT Bike and Pedestrian Funding for pedestrian and bicycle activities and projects, opportunities, and the likely eligibility: <https://tinyurl.com/nxkjm3n>

Impact on RTD: Information purposes only.

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LEAD STAFF: **MICHAEL PIMENTEL, PARTNER**
 SHAW YODER ANTWHI SCHMELZER & LANGE
 BRENDAN REPICKY, LEGISLATIVE & REGULATORY
 ADVOCATE

REPORT: **STATE LEGISLATIVE UPDATE**

General Update

As we previously reported, the Legislature recessed the first year of the two-year 2025-26 Legislative Session on September 13, entering interim recess. Before recessing, the Legislature sent nearly 800 bills to the Governor for his consideration in the final weeks of the legislative session. This final raft of bills is a subset of the 2,350 bills introduced by legislators in 2025. The Governor had until October 13 to sign or veto the bills that comprise this final tranche.

The Legislature will reconvene on January 5, 2026 for the start of the second year of the two-year session. The deadline for bill introductions is February 20, 2026. For information about key legislative and budget deadlines for next year, please see the tentative 2026 Legislative Calendar [here](#).

In this report, we provide an update on CalSTA's Transit Transformation Task Force, Upcoming Senate Leadership Transition, and SB 1 Programs, and bills of interest.

Potential Impact to RTD: N/A – General Update

Update on CalSTA Transit Transformation Task Force

As we previously reported, the California State Transportation Agency's (CalSTA) Transit Transformation Task Force held its last meeting in Sacramento on September 30, concluding a two-year process that brought together transit agencies, transit advocates, and state officials to discuss and develop recommendations for improving public transit in California.

In the month that followed the Task Force's last meeting, CalSTA worked to finalize its final report of recommendations to the Legislature, which is required under state law to be submitted to the relevant policy and budget committees of the California State Legislature by October 31, 2025. As of the drafting of this report, CalSTA has not submitted its final report of recommendations to the Legislature, as the Newsom Administration completes its review of the report. We expect that CalSTA will submit the final report to the Legislature in the coming weeks.

To prepare for the transmittal of the report, the California Transit Association (the trade organization to which RTD belongs) convened its internal Transit Transformation Advisory Committee to consider its response to the final report (based on earlier drafts

of the report) and draft a response letter, which will be submitted to the Legislature alongside the final report's transmittal. The letter supports the detailed analysis of transit's challenges and opportunities, but voices concerns that the Task Force process did not result in complete recommendations on transit funding or Transportation Development Act (TDA) reform.

Potential Impact to RTD: As noted above, SB 125 requires CalSTA to submit a report of recommendations to the Legislature by no later than October 31, 2025. The report will cover a diverse set of topics, including governance, performance measures, funding, fleet management, land-use, TOD, and operations. These recommendations have the potential to become new legislation and/or regulations that will impact transit agencies, like RTD, in the years ahead. As the report includes only minor recommendations on transit funding and TDA reform, we expect that the California Transit Association will need to drive these matters forward, beginning in 2026.

Update on Upcoming Senate Leadership Transition

In mid-September, Senate President Pro Tempore Mike McGuire (D-North Coast) announced that he would step down as leader of the State Senate on an earlier timeline than initially anticipated. Senator McGuire announced that, effective November 17, 2025, Senator Monique Limon (D-Santa Barbara) will take over as Senate Pro Tem. The initial timeline for this transition had been described as "early 2026."

Potential Impact to RTD: Following or concurrent with her swearing in as Senate Pro Tem, Senator Limon will announce changes in leadership and key committee roles. While the scope of these changes are not yet known, they could include changes to committees with direct impact on RTD, including the Senate Budget and Fiscal Review Committee (and its subcommittees), Senate Transportation Committee, and Senate Environmental Quality Committee.

Update on Senate Bill 1 Program Workshops

On November 20, the California Transportation Commission will host its first workshop for the 2026 (Cycle 5) SB 1 programs, including the Local Partnership Program (LPP), the Solutions for Congested Corridors Program (SCCP), and the Trade Corridor Enhancement Program (TCEP). This workshop will kick off a series of workshops related to developing the program guidelines. More information can be found [here](#), including a link to register for the upcoming workshop.

Potential Impact to RTD: LPP and SCCP provide competitive funding that is available to transit agencies, like RTD.

Bills of Interest – Final Report

SB 71 (Wiener) CEQA Exemptions for Transit Projects – SUPPORT

Co-Sponsored by the California Transit Association, this bill extends the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized

CEQA exemptions for transit and transportation projects to January 1, 2040s, adds additional project-types to the list of exemptions (ferry terminals, transit operational analysis, bus stops, bus shelters), and makes substantive procedural changes surrounding board actions (i.e. board process for establishing a project's cost estimate).

Signed by Governor Newsom.

Potential Impact to RTD: This bill helps expedite transit project delivery statewide, including at RTD, by exempting various transit project types from CEQA. Key transit project types that would be streamlined include charging and refueling infrastructure and maintenance and operations facilities necessary to deploy zero-emission buses, the construction of bus rapid transit projects, transit priority projects, and the conversion of general purpose lanes to transit-only or part-time transit lanes.

SB 707 (Durazo) Brown Act Reform – WATCH

This bill extends existing limited authority for board/council members to participate remotely under certain circumstances (illness, caring for others, travel, etc.) as long as a quorum of the agency's members participate in person from the same location identified on the agenda and that the location is open to the public and is within the local agency's jurisdiction. This authority was set to sunset at the end of 2025.

SB 707 also authorizes remote teleconferencing for advisory or subsidiary bodies, except for any elected officials who may sit on such bodies.

Lastly, this bill requires certain local governments – categorized as "eligible legislative bodies" – to offer a two-way teleconference option for public meetings, translate board agendas, and offer other reasonable translation requirements. These requirements would apply to the following bodies:

- A city council of a city of 30,000 or more people
- A county board of supervisors with a population of 30,000 or more
- A city council located in a county of 600,000 or more people
- Board of directors of a special district whose:
 - Boundaries are *co-terminus* with a county of 600,000 or more people, *and* the district has over 200 full-time employees; OR
 - The special district has over 1,000 full-time employees; OR
 - The special district has annual revenues in excess of \$400,000,000 *and* the district has over 200 full-time employees

The implementation of this portion of the law has been delayed to July 1, 2026. **Signed by Governor Newsom.**

Potential Impact to RTD: This bill generally extends the authority for local government entities, like RTD, to conduct teleconference board meetings and advisory committees through 2030.

That said, as a special district that we believe meets the definition of “eligible legislative body,” this bill will come with new requirements on RTD for two-way teleconferencing and the publication of agendas in multiple languages that are likely to create new technological and cost burden on RTD. We continue to advise that RTD review the legislation with RTD counsel to ensure that RTD will continue to be compliant with all applicable Brown Act requirements by July 1, 2026.

SB 752 (Richardson) SUT Exemption for Zero-Emission Buses – SUPPORT

This bill would have extended the current January 1, 2026 sunset date, established by AB 2622 (Mullin, 2022), for the partial sales and use tax exemption for zero-emission buses purchased by a transit agency to January 1, 2028. **This bill died in the Senate Appropriations Committee.**

Potential Impact to RTD: This bill would have saved RTD between \$40,000 and \$70,000 on each zero-emission bus it purchased between January 1, 2026 and January 1, 2028.

AB 394 (Wilson) Transit Safety – SUPPORT

Co-Sponsored by the California Transit Association, this bill enhances the safety and security of California’s public transportation systems by strengthening protections for transit operators, employees, and passengers. The bill accomplishes this goal by applying enhanced penalties for assaults to all transit employees, as well as updated provisions for temporary restraining orders for transit systems. **Signed by Governor Newsom.**

Potential Impact to RTD: This bill provides RTD with additional statutory tools for addressing safety issues at their facilities and on their vehicles.

AB 810 (Irwin) Internet Website Requirements – WATCH

As amended on April 10, this bill would expand on existing law to require special districts, joint powers authorities, or other political subdivisions to maintain an internet website with a “.gov” or “.ca.gov” domain by January 1, 2031. The domain itself is free for eligible government agencies; however it will require affected agencies to reconfigure and update their website and other relevant third-party systems. **This bill is a two-year bill.**

Potential Impact to RTD: This bill would create new administrative and fiscal impacts on RTD. As a two-year bill, the legislation will not move forward this year.

AB 1070 (Ward) Transit District Governing Boards – OPPOSE

This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system for at least one hour or for four trips per month. The bill would also require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members. These members would be required to include users of the service, and representatives

of the labor organization representing transit employees. **This bill was pulled from the Assembly Local Government Committee.**

Potential Impact to RTD: This bill would override RTD's long-standing board structure, as established in its authorizing statutes, and require that the board include representation from transit labor and a transit rider group.

AB 1250 (Papan) Paratransit Operators: Recertification of Eligibility –WATCH

This bill requires transit operators, by June 1, 2027, to establish and use a streamlined recertification process for persons with permanent disabilities who were previously determined to be eligible for paratransit service. **Signed by Governor Newsom.**

Potential Impact to RTD: RTD worked through the California Transit Association to seek the amendments now reflected in the bill, as amended June 30, August 26, and September 3. As these amendments align recertification processes statewide to the processes utilized by RTD, we do not anticipate an impact to RTD.

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LEAD STAFF: JUAN G. VILLANUEVA, DIRECTOR OF GRANTS AND CAPITAL PROJECTS

REPORT: QUARTERLY GRANTS ACTIVITY REPORT (Q1 FY2025-2026)

I. SUMMARY

- This report outlines RTD's grant funding activity for the first quarter of fiscal year (FY) 2025-2026 (Q1 FY25/26).
- Attachment A contains a list of RTD's active grants as of September 30, 2025.

II. DISCUSSION/BACKGROUND

This report outlines the grant activity for Q1 FY25/26, highlighting the applications submitted, awards received and not received, and ongoing management of active grant funds for RTD. Staff's efforts remain focused on securing funding to enhance services, infrastructure, and overall operational efficiency.

Status of Formula Grant Applications Q1 FY25/26

- FTA 5311 for transit operating assistance in rural areas (i.e. Escalon, Ripon, and rural unincorporated San Joaquin County) \$526,506. Status: Pending Agreement.
- Low Carbon Transit Operations Program (LCTOP) for total estimated operating budget for the BRT - Midtown Corridor is \$2,215,344. RTD will use \$1,685,607 in LCTOP funds and \$529,737 Local match funding by RTD to fully fund this project. Status: Pending Agreement.
- FTA 5307 Preventive Maintenance, Capital Cost of Contracting, Operating Assistance, Security, and Transit Improvements \$13,619,399. Status: Pending Agreement.
- FTA 5339 (a) Bus and Bus Facilities \$1,471,261. Status: Pending Agreement.
- SB 1 State of Good Repair \$796,726. Status: Pending Agreement.

Status of Discretionary Grant Applications Q1 FY25/26

- 2024 Congestion Mitigation and Air Quality (CMAQ)
 - Summary: Hydrogen Fueling Trailer, Total Project Cost: \$6,500,000. CMAQ funding awarded: \$1,000,000. Funding shortfall: \$5,500,000.
 - Status: Pending Agreement.
- Build America Bureau Rural Assistance Pilot Program
 - RTD staff applied for a planning grant, County Hopper Rural Areas Assessment Study, on March 18, 2025.
 - Summary: Total project cost \$293,529.40, no match required.
 - Application window was March 18, 2025 through April 17, 2025.

- The program application portal closed due to technical difficulties, no grant applications submitted will be evaluated.
- The application was re-submitted on September 9, 2025, anticipated award notice date is November 28, 2025.
- California Energy Commission (CEC) – Energiize (2 programs) Unmet Transit Needs and Fast Track. CEC (1 program) - Clean Transportation Program (postponed). RTD staff applied for the two available CEC programs for infrastructure and equipment, Hydrogen Fueling Trailer, \$6,500,000. Max program funding available: \$5,000,000. Existing funding (CMAQ: \$1,000,000). RTD has submitted applications for both CEC programs. Status: Award notices pending.
- FTA 5339 (b)(c) Bus and Bus Facilities and Low or No Emissions Program, RTD's Low Emission Transition Project and Zero Emission Hydrogen Fuel Cell Station Expansion Project, \$22,043,094. Status: Award notices pending.

Upcoming and Pending Competitive and Formula Grant Opportunities

- ARCHES Program, Department of Energy, Hydrogen FCEB Pilot Phase 1 supplemental funding, \$2,000,000 Infrastructure Funding. On hold.
- Transit and Intercity Rail Capital Program 2025 - Cycle 8. RTD staff is developing a scope of work for an application for capital improvement.
- FTA Transit Oriented Development. RTD is monitoring this program, FY 2026 NOFO pending.
- SJCOG One Voice, Congressionally Directed Spending (Earmark), Emergency Operations Center, \$1,200,000, Pending submission.
- Extreme Heat and Community Resilience Program EHCRP, install heat-resilient bus shelters. RTD is monitoring this program for applicability, NOFO pending.
- CEC Megawatt Charging Systems. RTD is monitoring this program for applicability. Opened October 28, 2025. The application window closes at 5 p.m. PT on February 26, 2026.

Active Grants

As of September 30, 2025, RTD has an estimated \$66,799,674 in active Federal, State, and Local grant funding. The total amount expended is \$44,242,552, with a remaining balance of \$22,557,123. Staff continues to manage all active grants effectively to ensure compliance with funding requirements and achieve project objectives. Attached is a report for informational purposes that includes the details of the projects for each active grant.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns with the Board's Strategic Priorities 3 and 4.

Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence

- 5. Community Relations
- 6. Innovation

IV. CUSTOMER IMPACT

RTD is committed to its core value of sustainability and actively pursues grants to ensure it is financially stable to deliver high-quality transit service to its customers.

V. FINANCIAL CONSIDERATIONS/IMPACT

The Finance Department will amend the Operating and Capital Budgets as necessary upon the awarding of grants.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

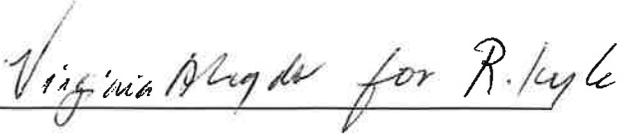
VIII. ATTACHMENTS

Attachment A: Active Grants as of September 30, 2025

Prepared by: Juan G. Villanueva, Director of Grants and Capital Projects

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
Cover Page

San Joaquin Regional Transit District (RTD)											
Quarterly Grants Summary											
Active Grants as of 09/30/2025											
#	Award #	Program	Associated Projects	Awarded Amount	Matching Funds	Total Application Budget	Award Expended	Remaining Award	Matching Funds Expended	Remaining Match	Grant Expiration
1	CA-2021-108-00	FFY20 5339(a) Bus and Bus Facilities Formula	Security Bus Video/Cameras which are to be installed on 18 RTD transit vehicles	\$ 653,778	\$ 163,445	\$ 817,223	\$ 179,613	\$ 474,164.98	\$ 45,048	\$ 155,595.00	12/31/2025
2	FY20/21 SGR	SB1 State of Good Repair	Replacement/Upgrade of existing Bus Video System, Facilities Improvement/Upgrades	\$ 740,550	\$ -	\$ 740,550	\$ 45,048	\$ 695,502.29	\$ -	\$ -	12/1/2025
3	CA-2024-026	FFY22 5339(c) Low or No Emissions	RTD Disadvantaged Communities Route Expansion Project: Project will purchase five (5) hybrid electric buses	\$ 3,994,277	\$ 998,570	\$ 4,992,847	\$ 3,924,306	\$ 69,971.00	\$ 981,077	\$ 17,493.00	8/31/2028
4	CA-2022-093-00	FFY22 5339(a) Bus and Bus Facilities Formula	Improvements, upgrades, and refurbishments to RTD facilities	\$ 623,401	\$ 155,850	\$ 779,251	\$ 11,100	\$ 612,301.00	\$ 2,775	\$ 155,850.00	6/30/2026
5	SGC23113	City of Stockton's Transformative Climate Communities Round 4 (TCCr4)	Hybrid Electric Bus	\$ 1,057,554	\$ 105,755	\$ 1,163,309	\$ 990,033	\$ 67,521.14	\$ 7,497	\$ 98,257.67	9/30/2026
6	FY22/23 SGR	SB1 State of Good Repair	Revenue Vehicle Replacement Purchase - Bus Replacement	\$ 783,677	\$ -	\$ 783,677	\$ 116,883	\$ 666,793.80	\$ -	\$ -	6/30/2029
7	CA-2024-027	FFY 2023 5307	Preventive Maintenance, Capital Cost of Contracting, Security, and Transit Improvement	\$ 9,272,244	\$ -	\$ 9,272,244	\$ 9,144,838	\$ 127,406.00	\$ -	\$ -	9/30/2026
8	CA-2024-029	FFY 2023 5339a	Buses and Bus Facilities	\$ 811,405	\$ -	\$ 811,405	\$ -	\$ 811,405.00	\$ -	\$ -	6/30/2026
9	CA-2024-188	FFY 2024 5307	Preventive Maintenance, Capital Cost of Contracting, Operating Assistance, Security, and Transit Improvements	\$ 12,506,374	\$ -	\$ 12,506,374	\$ 12,304,186	\$ 202,188.00	\$ -	\$ -	3/31/2026
10	CA-2024-181	FFY 2024 5339a	Install PCADs & IT Upgrades	\$ 1,330,520	\$ -	\$ 1,330,520	\$ 637,548	\$ 692,972.00	\$ -	\$ -	6/30/2026
11	C-24-004	Intercity Programs	Passenger Rail, Bus, and Bicycle Pedestrian	\$ 7,200,000	\$ 10,800,000	\$ 18,000,000	\$ 4,050,000	\$ 3,150,000.00	\$ 6,750,000	\$ 4,800,000.00	6/30/2027
12	C-24-005	Express Operations	BRT Express Routes 40, 43, 44, 47, 49	\$ 13,600,000	\$ 40,800,000	\$ 54,400,000	\$ 7,649,999	\$ 5,950,001.00	\$ 22,950,000	\$ 20,400,000.00	6/30/2027
13	C-24-006	Interregional Operations Services	Interstate 5/205/580 and State Route 99 Corridor to BART and Sacramento	\$ 2,000,000	\$ 6,000,000	\$ 8,000,000	\$ 1,125,001	\$ 874,999.00	\$ 3,375,000	\$ 3,000,000.00	6/30/2027
14	C-24-007	Regional Bus Services	Park & Ride Lots, Bus Facilities Improvements, Engine Replacement	\$ 940,000	\$ -	\$ 940,000	\$ 82,048	\$ 857,951.83	\$ -	\$ -	6/30/2027
15	C-24-008 A1	Capital Improvements Projects	Five (5) replacement of 2010 Gillig buses and Six (6) 2012 Gillig buses	\$ 6,663,552	\$ 3,602,074	\$ 10,265,626	\$ 663,552	\$ 6,000,000.00	\$ 358,713	\$ 3,243,361.33	6/30/2027
16	FY23/24 SGR	SB1 State of Good Repair	Upgrade and replace maintenance equipment and support vehicles	\$ 845,447	\$ -	\$ 845,447	\$ 362,132	\$ 483,315.47	\$ -	\$ -	6/30/2030
17	FY24/25 SGR	SB1 State of Good Repair	Replace/Upgrade Information Technology (IT) Equipments	\$ 820,630	\$ -	\$ 820,630	\$ -	\$ 820,630.00	\$ -	\$ -	6/30/2031
Grand Total				\$ 66,799,674	\$ 62,859,995	\$ 129,659,669	\$ 44,242,552	\$ 22,557,123	\$ 34,704,411	\$ 31,870,557	

San Joaquin Regional Transit District (RTD)				
Quarterly Grants Summary				
Upcoming and Pending Grant Programs				
#	Funding Program	Project	Status	Due date
1	FTA 5307	Preventive Maintenance, Capital Cost of Contracting, Operating Assistance, Security, and Transit Improvements	Application submitted	2025
2	FTA 5310	Operating and Capital	RTD is developing scope of work	September 3, 2025
3	FTA 5311	Operating assistance	Application submitted	June 10, 2025
	SB 1 State of Good Repair	Transit repair, rehabilitation, and capital	Application submitted	September 10, 2025
4	FTA 5339 (a)	Bus and Bus Facilities Formula	Application submitted	2025
5	FTA 5339 (b) (c)	Bus and Bus Facilities / Low No Competitive	Application submitted	Due date July 15, 2025 - Award Notice September 30, 2025
6	CEC Energiize Program	Unmet Transit Needs and Fast Track 2025 - Hydrogen Fueling Trailer	Application submitted	April 30, 2025 - October 2, 2025 May 13, 2025 - July 15, 2025.
7	CEC Clean Transportation Program	Depot Charging and Hydrogen Refueling - Hydrogen Fueling Station	RTD is developing scope of work	Program postponed due date TBD
8	ARCHES	Hydrogen FCEB Pilot Phase 1	Application submitted	On hold
9	SJCOG One Voice and Congressionally Directed Spending (Earmark)	Emergency Operations Center and Cybersecurity	RTD is developing scope of work	FY 25/26 One Voice due November 21, 2025, CDS due Feb 2026.
10	Transit and Intercity Rail Capital Program	Cycle 8 - Hydrogen Fuel Cell Electric Bus (FCEB) Phase 1	RTD is developing scope of work	TBD
11	Build American Bureau Rural Assistance	County Hopper Rural Areas Assessment Study	Application submitted	Submitted on Sep 9, 2025. Estimated award date is Nov 28, 2025.
12	FTA TOD grant	TBD	RTD is monitoring this program for applicability	FY 25 NOFO due out Summer 2025
13	Extreme Heat and Community Resilience Program EHCRP	Install heat-resilient bus shelters	RTD is monitoring this program for applicability	NOFO pending
14	CEC	Megawatt Charging Systems	RTD is monitoring this program for applicability	Open October 28, 2025 until the application window closes at 5 p.m. PT on February 26, 2026.

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LEAD STAFF: DANIEL GARZA, PROCUREMENT MANAGER

REPORT: QUARTERLY UPDATE OF SOLICITATIONS

I. SUMMARY

- This informational report provides the Board of Directors (Board) with a list of all current and upcoming formal solicitations.
- The financial considerations are listed in Attachment A of this report.

II. DISCUSSION/BACKGROUND

The purpose of this report is to provide the Board an informational overview of all current and upcoming formal solicitations.

The thresholds for formal solicitations are as follows:

- \$250,000+ for services
- \$75,000+ for materials, supplies, and equipment
- \$10,000+ for FTA-funded projects
- \$220,000+ for non-FTA funded public works (CUPCCAA)

Attachment A lists all formal solicitations that are currently advertised and anticipated to be advertised for the upcoming quarter.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns with the Board's Strategic Priorities 3 and 4.

Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

IV. CUSTOMER IMPACT

N/A

V. FINANCIAL CONSIDERATIONS/IMPACT

See Attachment A.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

Attachment A: Quarterly Update of Solicitations

Prepared by: Edith Ramirez, Procurement Specialist II

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
Cover Page

QUARTERLY UPDATE OF SOLICITATIONS

Solicitation Number	Solicitation Released Date or Anticipated Release Date	Title	Estimated Award Date	Funding Source	Estimated Amount	Procurement Type	Designs and Plans – Delegation of Authority
26009-RFP	November 2025	On-Call Engineering & Construction Management	January 2026	FTA	\$1,000,000	RFP	No
26012-RFP	November 2025	On-Call Environmental & Planning Support Services	February 2026	FTA	\$1,000,000	RFP	No
25041-S	November 2025	Access San Joaquin	February 2026	Operating	\$2,826,735	RFP	No
25013-DB	January 2026	DTC HVAC	April 2026	FTA	\$1,700,000	RFP	Yes
25017-C	January 2026	CTC Seal Pavement	April 2026	STA	\$150,000	IFB	Yes
25001-C	January 2026	RTC Building Painting Project	April 2026	Operating	\$250,000	IFB	Yes
25018C	January 2026	RTC Maintenance Shop Floor Repair	April 2026	FTA	\$900,000	IFB	Yes

Dates are subject to change due to unforeseen circumstances.

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LEAD STAFF: DANIEL GARZA, PROCUREMENT MANAGER

REPORT: QUARTERLY UPDATE OF CONTRACTS AWARDED

I. SUMMARY

- This report provides the Board of Directors (Board) with a list of all contracts awarded within the first quarter of FY 2026 (July – September 2025).
- Contracts are listed based on the CEO and Board Contracting Levels.
- The financial impact is listed in Attachment A of this report.

II. DISCUSSION/BACKGROUND

The purpose of this report is to provide the Board with a summary of contracts awarded within the CEO’s authority, Board-approved contracts, and emergency contracts.

The report is provided quarterly, pursuant to Section 1.3 Organizational Structure of RTD’s Procurement Manual.

Attachment A lists contracts awarded from July 1, 2025, through September 30, 2025.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns with the Board’s Strategic Priorities 3 and 4.

Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

IV. CUSTOMER IMPACT

N/A

V. FINANCIAL CONSIDERATIONS/IMPACT

See Attachment A.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

Attachment A: Contracts Awarded for the first quarter of FY 2026

Prepared by: Edith Ramirez, Procurement Specialist II

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
Cover Page

QUARTERLY UPDATE OF CONTRACTS AWARDED FOR THE FIRST QUARTER OF FY 2026

Award Date	Contract Number	Company Name	Title	Contract Amount	Funding Source	Capital/ Operating	DBE
CEO APPROVED CONTRACTS							
September 8, 2025	25027-S	Progress Public Affairs	On-Call Marketing and Communication Consulting Services	\$150,000	Local	Operating	No
August 22, 2025	25038-S	Sabah International Incorporated	Semi-Annual Preventative Maintenance Services	\$4,339	Local	Operating	No
July 31, 2025	25040-S	Cen-Cal Fire Systems	Repairs, Labor and Materials	\$3,025	Local	Operating	No
August 1, 2025	26002-C	Bockmon & Woody Electric	Solar Repairs RTC	\$16,403	Local	Operating	No
September 23, 2025	26003-S	Cen-Cal Fire Systems Inc	Fire Sprinkler Inspections	\$32,550	Local	Operating	No
September 8, 2025	26006-S	Comfort Air Inc	Replacement of Failed Refrigerant Compressor	\$5,593	Local	Operating	No

Award Date	Contract Number	Company Name	Title	Contract Amount	Funding Source	Capital/ Operating	DBE
BOARD APPROVED CONTRACTS							
September 29, 2025	26007-S	Protiviti Government Services, Inc.	Enterprise Resource Planning (ERP) Data Reconstruction Services	\$3,400,000	Local	Operating	No

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LEAD STAFF: DÁMARIS GALVAN, DIRECTOR OF PLANNING AND SERVICE DEVELOPMENT

REPORT: QUARTERLY PARATRANSIT OPERATIONS STATUS REPORT

I. SUMMARY:

- San Joaquin Regional Transit District (RTD) is federally mandated to provide ADA complementary paratransit service, which provides shared rides and door-to-door demand-response transportation to customers certified as having disabilities that prevent them from independently using the fixed route bus.
- During July, August, and September 2025, RTD provided 13,151 rides. On-time performance for this period was 95.3%, which is within the expected range and an improvement compared to the previous quarter.
- RTD's ADA complementary paratransit service is contracted out to RydeTrans, which currently has 22 Paratransit Operators, two Road Supervisors, four dispatchers, one Operations Manager, and 20 operating vehicles.

II. DISCUSSION/BACKGROUND

Summary review of monthly operational statistics for RTD's paratransit service. Comparing the monthly statistics of Q1 FY25 to the monthly statistics of Q1 FY26:

- In July, the number of Paratransit rides increased by 368
- In August, the number of Paratransit rides increased by 238
- In September, the number of Paratransit rides increased by 343

Summary review of Q1 operational information for FY26:

- July number of total Paratransit rides: 4,240
- August number of total Paratransit rides: 4,514
- September number of total Paratransit rides: 4,397
- Comparing June 2025 statistics to July 2025, Paratransit rides increased by 188.
- Comparing July 2025 statistics to August 2025, Paratransit rides increased by 274.
- Comparing August 2025 statistics to September 2025, Paratransit rides decreased by 117.

During July, August, and September, RydeTrans total assessments and incentives were as follows:

- Penalty of \$50 per month if under 85% On-time Performance: \$0
- Penalty of \$50 per missed trip (including no shows deemed as missed trips): 20, \$1,000 (From a total of 13,151 completed trips)

- Penalty of \$25 per dress code infraction: \$0
- Penalty of \$100 per day for each late report: 1, \$100
- Penalty of \$500 if > or = one complaint per 1,000 boardings (completed trips): \$0
- Incentive of \$1,500 per month if the average miles between preventable accidents falls below 70,000 miles: \$4,500 (each month of the quarter)

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns with the Board's Strategic Priorities 2 and 4.

Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

IV. CUSTOMER IMPACT

Monitoring these performance indicators ensures the quality of service and provides information for improvements and decision-making.

V. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None.

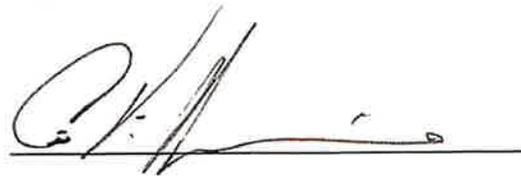
VIII. ATTACHMENTS

- Attachment A:** RTD's Paratransit On-time Performance Charts for July, August, and September
- Attachment B:** Comparative Operating Statistics Tables for July, August, and September
- Attachment C:** Number of Rides Comparison Chart
- Attachment D:** Annual Miles Comparison Chart
- Attachment E:** Monthly ADA Assessments
- Attachment F:** Top Monthly Ride Destinations for July, August, and September
- Attachment G:** UCP Number of Trips Comparison Chart

Prepared by: Dámaris Galvan, Director of Planning and Service Development

IX. APPROVALS

Executive Manager Approved:
Ciro Aguirre, COO



Alex Clifford, CEO





Attachment A
Cover Page

On-time Performance Breakdown Report for July 2025

	July 2024	July 2025
1 to 5 Minutes Late	2.71%	1.30%
6 to 10 Minutes Late	1.39%	0.52%
11 to 15 Minutes Late	1.08%	0.31%
16 to 20 Minutes Late	1.03%	0.05%
21 to 25 Minutes Late	0.67%	0.05%
26 to 30 Minutes Late	0.46%	0.07%
31 to 35 Minutes Late	0.26%	0.00%
36 to 40 Minutes Late	0.31%	0.00%
41 or more Minutes Late (Excessively Late/Missed Trips)	0.26%	0.00%
Total 1-41 or More Minutes Late	8.19%	2.29%

*Target: 85%-96%

On-time Performance

For the month of July, RydeTrans met the standard of on-time performance with 98%. Ridership increased by 188 trips from the previous month.

During the month of July, RydeTrans received zero Customer Service Reports. (A Customer Service Report is a compliment, comment, or complaint.)

On-time Performance Breakdown Report for August 2025

	August 2024	August 2025
1 to 5 Minutes Late	1.71%	2.48%
6 to 10 Minutes Late	0.75%	1.26%
11 to 15 Minutes Late	0.42%	1.00%
16 to 20 Minutes Late	0.26%	0.55%
21 to 25 Minutes Late	0.14%	0.47%
26 to 30 Minutes Late	0.05%	0.13%
31 to 35 Minutes Late	0.07%	0.11%
36 to 40 Minutes Late	0.02%	0.04%
41 or more Minutes Late (Excessively Late/Missed Trips)	0.07%	0.04%
Total 1-41 or More Minutes Late	3.48%	6.09%

*Target: 85%-96%

On-time Performance

For the month of August, RydeTrans met the standard of on-time performance with 94%. Ridership increased by 274 trips from the previous month.

During the month of August, RydeTrans received zero Customer Service Reports.

On-time Performance Breakdown Report for September 2025

	September 2024	September 2025
1 to 5 Minutes Late	1.73%	2.73%
6 to 10 Minutes Late	1.01%	1.30%
11 to 15 Minutes Late	0.35%	0.50%
16 to 20 Minutes Late	0.30%	0.48%
21 to 25 Minutes Late	0.17%	0.30%
26 to 30 Minutes Late	0.10%	0.14%
31 to 35 Minutes Late	0.02%	0.14%
36 to 40 Minutes Late	0.00%	0.07%
41 or more Minutes Late (Excessively Late/Missed Trips)	0.00%	0.14%
Total 1-41 or More Minutes Late	3.68%	5.80%

*Target: 85%-96%

On-time Performance

For the month of September, RydeTrans met the standard of on-time performance with 94%. Ridership decreased by 117 trips from the previous month.

During the month of September, RydeTrans received zero Customer Service Reports.

This year's first quarter continues to show an increase in the number of trips. This is a result of more seniors and disabled programs opening and an increase in activities. The increase in the number of trips has been an occurrence year over year.



Attachment B
Cover Page

San Joaquin RTD Board of Directors
 Subject: Quarterly Paratransit Operations Status Quarterly Report

Item 9F
 November 20, 2025

	Jul-24	Aug-24	Sep-24	Total	Q1 2024 AVG	Jul-25	Aug-25	Sep-25	Total	Q1 2025 AVG	Difference	Performance Goals	FTA Guideline
Requested	5,176	5,283	4,581	15,040	5,013	5,301	5,567	5,508	16,376	5,459	445		
Performed (Completed Trips)	3,872	4,276	4,054	12,202	4,067	4,240	4,514	4,397	13,151	4,384	316		
Advanced Cancels	1,114	856	876	2,846	949	881	846	895	2,622	874	-75		
Late Cancels	28	23	159	210	70	68	48	74	190	63	-7		
No Shows	162	128	108	398	133	118	158	141	417	139	6		
Total Revenue Miles	31,465	34,924	32,901	99,290	33,097	36,371	37,300	36,051	109,722	36,574	3,477		
Average (Completed) Trip Miles	8.13	8.17	8.12	24.41	8.1	8.58	8.26	8.20	25.04	8.35	0		
On Time Performance (OTP)	94%	97%	96%	95.5%	95.5%	98.0%	94.0%	94.0%	95.3%	95.3%	-0.2%	85% - 96% Expected	FTA 8.5.7, this is monitored to improve OTP and take any appropriate action. This KPI helps identifying and addressing patterns and practices in capacity constraints.
Standing Orders (subscriptions)	1,327	1,334	1,245	3906	1,302	1,044	960	1,022	3,026	1,009	-293		FTA c 4710 (8.6) This KPI is monitors to ensure that standing orders or "subscriptions" do not absorb more than fifty percent of the number of trips available at a given time of day, unless there is non-subscription capacity.
Call Center Volume	4,354	4,111	4,480	12,945	4,315	3,757	4,308	4,359	12,424	4,141	-174		FTA c 4710 (8.5.6) This KPI monitors the calls volume to ensure customer service quality and on-time phone response.
Hold Times less than 2 minutes*	1,479	1,007	1,343	3,829	1,276	548	564	684	1,796	599	-678		FTA c 4710 (8.5.6) Setting telephone hold time- standards, this KPI is monitored on a monthly basis. Quality Assurance test calls are performed to ensure hold times are within acceptable parameters.
Distinct Riders	355	407	395	1,157	386	411	426	423	1,260	420	34		
Most Frequent Rider	109	138	135	382	127	86	96	88	270	90	-37		
Shared Rides	1,394	1,263	1,195	3,852	1,523	1,229	1,620	1,480	4,329	1,443	-80		
Passenger per Revenue Hour	2.2	2.0	2.2	6.4	2.1	1.7	2	1.9	5.6	1.9	-0.3		
Completed Trips <= 10 Miles	3,527	4,029	3,763	11,319	3,773	3,924	4,101	3,973	11,998	3,999	226		
Completed Trips > 10 Miles	345	247	291	883	294	316	413	424	1,153	384	90		
Denied Rides	0	0	0	0	0	0	0	0	0	0	0	Zero	
Missed Trips	17	8	6	31	10	4	4	5	13	4	-6		FTA C 4710.1 (8.5.5) This KPI is monitored on a monthly basis and validated and crossreferenced with notes provided by RydeTrans.
Excessively Long Trips (Duration)	0	0	0	0	0	3	4	1	8	3	3		FTA C 4710.1 (8.5.5) This KPIs are monitored to ensure trip lengths are not "excessive" in comparison to the time required to make a similar trip using the fixed route system.
Accidents	2	0	1	3	1	0	0	0	0	0	-1		
Reported Complaints	4	8	0	12	4	1	1	0	2	1	-3		
Valid Complaints	3	4	0	7	2	1	1	0	2	1	-2	Less than 1 per 10k boarding	
Commendations	0	0	0	0	0	0	0	0	0	0	0		
Farebox Recovery Ratio	5.10%	5.30%	5.00%	5.1%	5.1%	5.2%	5.4%	5.3%	5.3%	5.3%	0.2%	*07/2024 - 09/2024 Estimated	
Total Pickup	3,872	4,276	4,054	12,202	4,067	4,240	4,514	4,397	13,151	4,384	316		

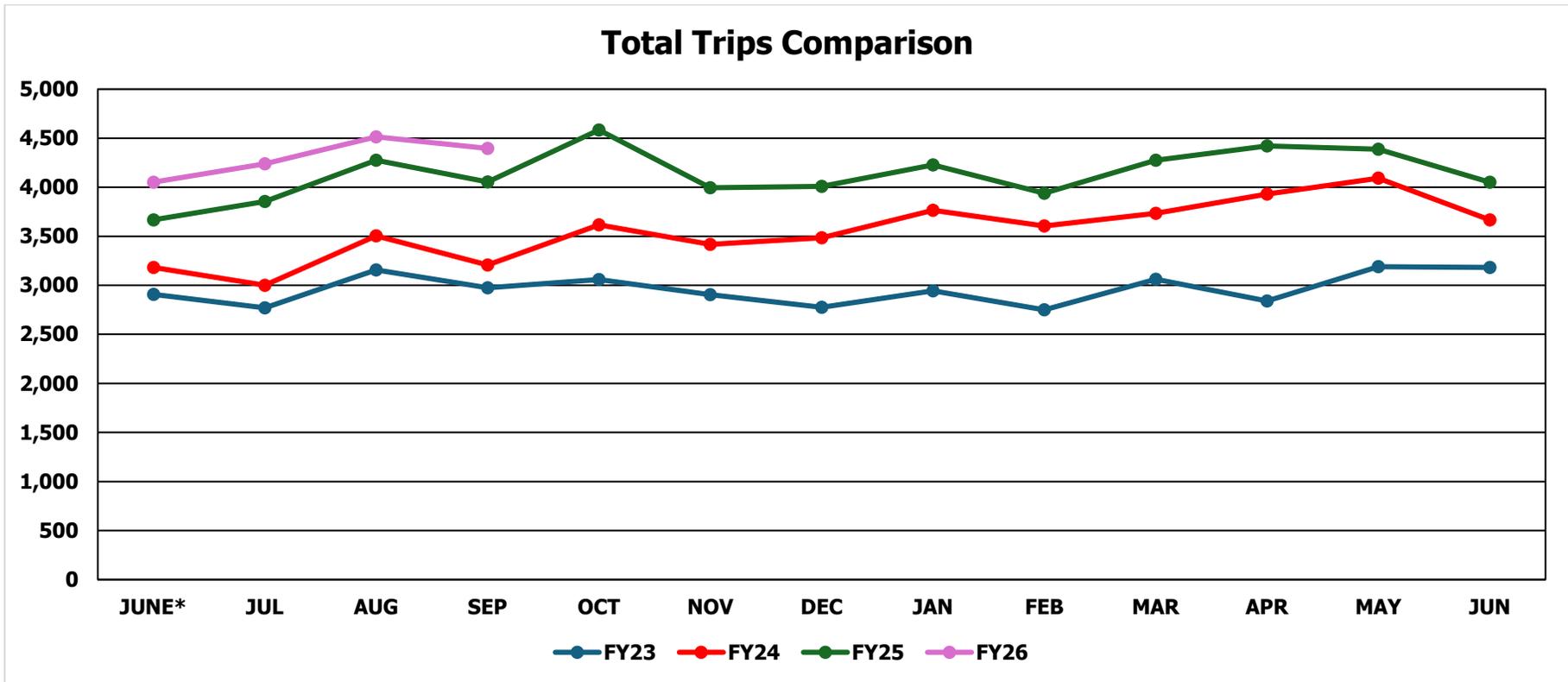
San Joaquin RTD Board of Directors
 Subject: Quarterly Paratransit Operations Status Quarterly Report

Item 9F
 November 20, 2025

Late Trips Beyond The 30-Minute Window Ranging From 1-41 or More Minutes Late	Jul-24	Aug-24	Sep-24	Total	Q1 2024 AVG	Jul-25	Aug-25	Sep-25	Total	Q1 2025 AVG	Difference	Performance Goals	FTA Guideline
1 to 5 Minutes Late	2.71%	1.71%	1.73%	2.03%	2.05%	1.30%	2.48%	2.73%	2.18%	2.17%	0.12%		FTA 8.5.3 and 8.5.7, this is monitored to improve OTP and take any appropriate action. This KPI helps identifying and addressing patterns and practices in capacity constraints.
6 to 10 Minutes Late	1.39%	0.75%	1.01%	1.04%	1.05%	0.52%	1.26%	1.30%	1.03%	1.03%	-0.03%		
11 to 15 Minutes Late	1.08%	0.42%	0.35%	0.61%	0.62%	0.31%	1.00%	0.50%	0.61%	0.60%	-0.02%		
16 to 20 Minutes Late	1.03%	0.26%	0.30%	0.52%	0.53%	0.05%	0.55%	0.48%	0.36%	0.36%	-0.17%		
21 to 25 Minutes Late	0.67%	0.14%	0.17%	0.32%	0.33%	0.05%	0.47%	0.30%	0.27%	0.27%	-0.06%		
26 to 30 Minutes Late	0.46%	0.05%	0.10%	0.20%	0.20%	0.07%	0.13%	0.14%	0.11%	0.11%	-0.09%		
31 to 35 Minutes Late	0.26%	0.07%	0.02%	0.11%	0.12%	0.00%	0.11%	0.14%	0.09%	0.08%	-0.04%		
36 to 40 Minutes Late	0.31%	0.02%	0.00%	0.11%	0.11%	0.00%	0.04%	0.07%	0.04%	0.04%	-0.07%		
41 or more Minutes Late (Excessively Late/Missed Trips)	0.26%	0.07%	0.00%	0.11%	0.11%	0.00%	0.04%	0.14%	0.06%	0.06%	-0.05%		
Total 1-41 or more lates	8.19%	3.48%	3.68%	5.04%	5.12%	2.29%	6.09%	5.80%	4.77%	4.73%	-0.39%		
Total after 30 minute window	317	149	149	615	205	97	275	255	627	209	4		



Attachment C
Cover Page



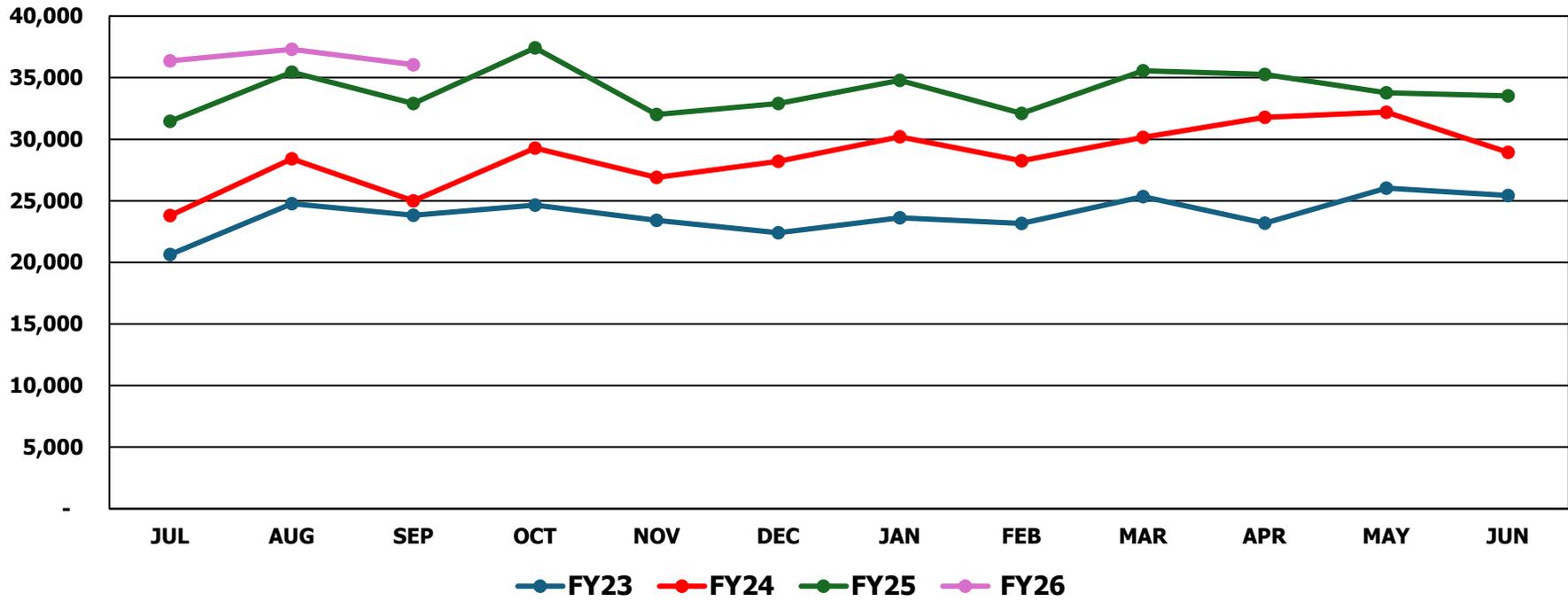
	JUNE*	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
FY23	2,909	2,769	3,158	2,974	3,059	2,905	2,775	2,945	2,750	3,062	2,839	3,190	3,183	35,609
FY24	3,183	3,001	3,505	3,207	3,618	3,419	3,484	3,765	3,606	3,735	3,932	4,092	3,668	43,032
FY25	3,668	3,855	4,276	4,054	4,584	3,995	4,009	4,227	3,939	4,274	4,421	4,387	4,052	50,073
FY26	4,052	4,240	4,514	4,397										13,151

*June of previous fiscal year



Attachment D
Cover Page

SMA Annual Miles Revenue Miles



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
FY23	20,641	24,764	23,837	24,648	23,404	22,395	23,620	23,150	25,336	23,178	26,030	25,438	286,441
FY24	23,800	28,401	24,990	29,289	26,893	28,195	30,202	28,258	30,157	31,779	32,202	28,942	343,108
FY25	31,465	35,441	32,902	37,415	32,018	32,904	34,782	32,099	35,565	35,269	33,767	33,529	407,156
FY26	36,371	37,300	36,051										



Attachment E
Cover Page

**Monthly Assessments for ADA Eligibility
 July, August, and September 2025**

	Unconditional Assessments	Conditional Assessments	Temporary Assessments	Denied Eligibility	Total Assessments
July-25	64	19	0	6	89
August-25	44	11	0	6	61
September-25	59	7	0	2	68

Number of Eligible Riders for the month of July 2025= **83**
 Number of Eligible Riders for the month of August 2025 = **55**
 Number of Eligible Riders for the month of September 2025 = **66**

Unconditional Assessments: This means that you can use paratransit services for any trips you need to make within the designated service area based on a functional assessment. You may bring a personal care attendant (PCA) with you at no charge on ADA paratransit to provide the assistance you may require during travel and/or at your destination.

Conditional Assessments: You are not able to use fixed route services under the following conditions (conditions determined during functional assessment). When these conditions exist, you are, therefore, eligible to use Access San Joaquin ADA paratransit services.

Temporary Assessments: If a person has a limited-term condition that prevents them from using the fixed route service system or is a visitor from a different County/State utilizing their 21 days as a visitor.

Denied Eligibility: Eligibility, by law, is based on your functional ability to ride fixed-route services (trains, buses), not just your medical diagnosis. Your assessment indicated that you have the ability to perform the necessary tasks for independent travel on fixed routes. It was determined that you have the skills for full community mobility, which is defined as the ability to travel on multiple complex fixed routes independently.



Attachment F
Cover Page

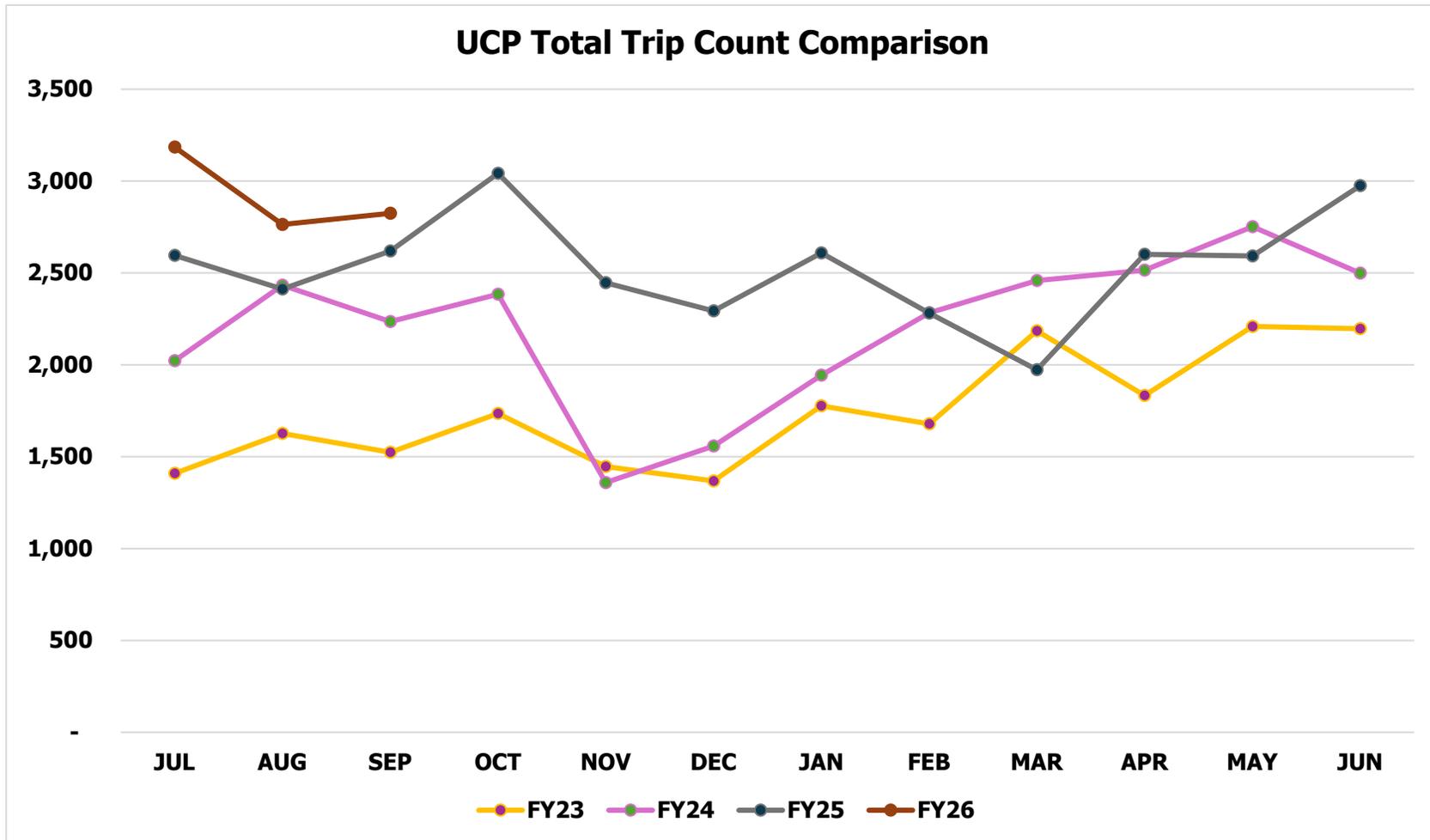
Top Monthly Ride Destinations for July, August, and September 2025

LOCATION	Jul-25	Aug-25	Sep-25	Total	% of Total Rides
Person Centered Services, Inc. Day Program 4155 N El Dorado, Stockton, CA 95204	138	131	127	396	3.01%
Open Door Services Inc. Day Program 4045 Coronado Ave Stockton, CA 95204	139	123	130	392	2.98%
RIA Care Center Dialysis 3115 W March Lane Stockton, CA 95219	100	127	123	350	2.66%
Service First of Northern CA Day Program 102 W Bianchi Rd Stockton, CA 95207	109	109	110	328	2.49%
Person Centered Services, Inc. Day Program 722 W March Ln Stockton, CA 95207	93	88	100	281	2.14%
Walmart Supercenter 3223 E Hammer Ln Stockton, CA 95212	75	72	68	215	1.63%
Da Vita Delta Sierra Dialysis Center 7500 West Ln Stockton, CA 95210	66	50	44	160	1.22%
Dialysis Center Stockton 545 E Cleveland St Stockton, CA 95204	56	54	46	156	1.19%
Delta Village Apartments 1625 Rosemarie Ln Stockton, CA 95207	51	51	50	152	1.16%
Community Center for the Blind and Visually Impaired 2453 Grand Canal Blvd Stockton, CA 95207	50	49	53	152	1.16%
Totals	877	854	851	2582	19.63%

Total Trips Completed – Q1 FY26 = 13,151



Attachment G
Cover Page



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
FY23	1,409	1,626	1,523	1,735	1,446	1,368	1,777	1,679	2,185	1,834	2,209	2,196	20,987
FY24	2,022	2,433	2,235	2,384	1,359	1,558	1,944	2,283	2,459	2,515	2,752	2,499	26,443
FY25	2,595	2,412	2,620	3,042	2,447	2,293	2,609	2,282	1,973	2,601	2,592	2,975	30,441
FY26	3,185	2,764	2,825										8,774

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LEAD STAFF: ALEX CLIFFORD, CEO

REPORT: FY26 Q1 KEY PERFORMANCE INDICATORS (KPI) REPORT

I. SUMMARY

- This report provides a summary of the key performance indicators (KPI) for San Joaquin RTD, highlighting July, August, and September of 2025, the first quarter of FY2026 (Q1).
- KPIs are crucial for evaluating our safety and security, financial health, operational efficiency, fleet maintenance, planning and service development, customer service, human resources, information technology, facilities management, and purchasing activities.
- This report aims to provide a comprehensive overview of several performance indicators.
- This report will continue to be provided to the Board of Directors on a quarterly basis.

II. DISCUSSION/BACKGROUND

This report is the fourth quarterly summary of several KPIs. The metrics are intended to promote continuous improvement of transit service, provide regular updates on service performance, assist in decision-making regarding service provisions, and meet reporting requirements.

As RTD recovers from the pandemic, several improvement efforts have been implemented to generate ridership. RTD constantly evaluates its routes to improve productivity. This includes KPIs such as farebox recovery and passengers per hour or trip. RTD also evaluates its route schedules and blocking to reduce deadhead miles and optimize layovers between trips.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns with all six of the Board's Strategic Priorities.

Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

IV. CUSTOMER IMPACT

Monitoring these performance indicators ensures the quality of service and provides information for improvements and decision-making.

V. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report..

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

Attachment A: Key Performance Indicators (KPI) Reports

Prepared by: Curtis Moses, Safety, Security, and Risk Management
Director
Dámaris Galvan, Director of Planning and Service
Development
John Coose, Facilities Superintendent
John Hodson, Chief Information Officer
John Van Camp, Maintenance Superintendent
LaShonda Nelson, Transportation Superintendent
Maximilian Cao, Supervisor of Marketing and Customer
Engagement
Noël Mink, Director of Human Resources
Omar Thomas, Assistant Transportation Superintendent
Ravi Sharma, Finance Manager
Thomas Dempsey, Director of Procurement

IX. APPROVAL

Alex Clifford, CEO



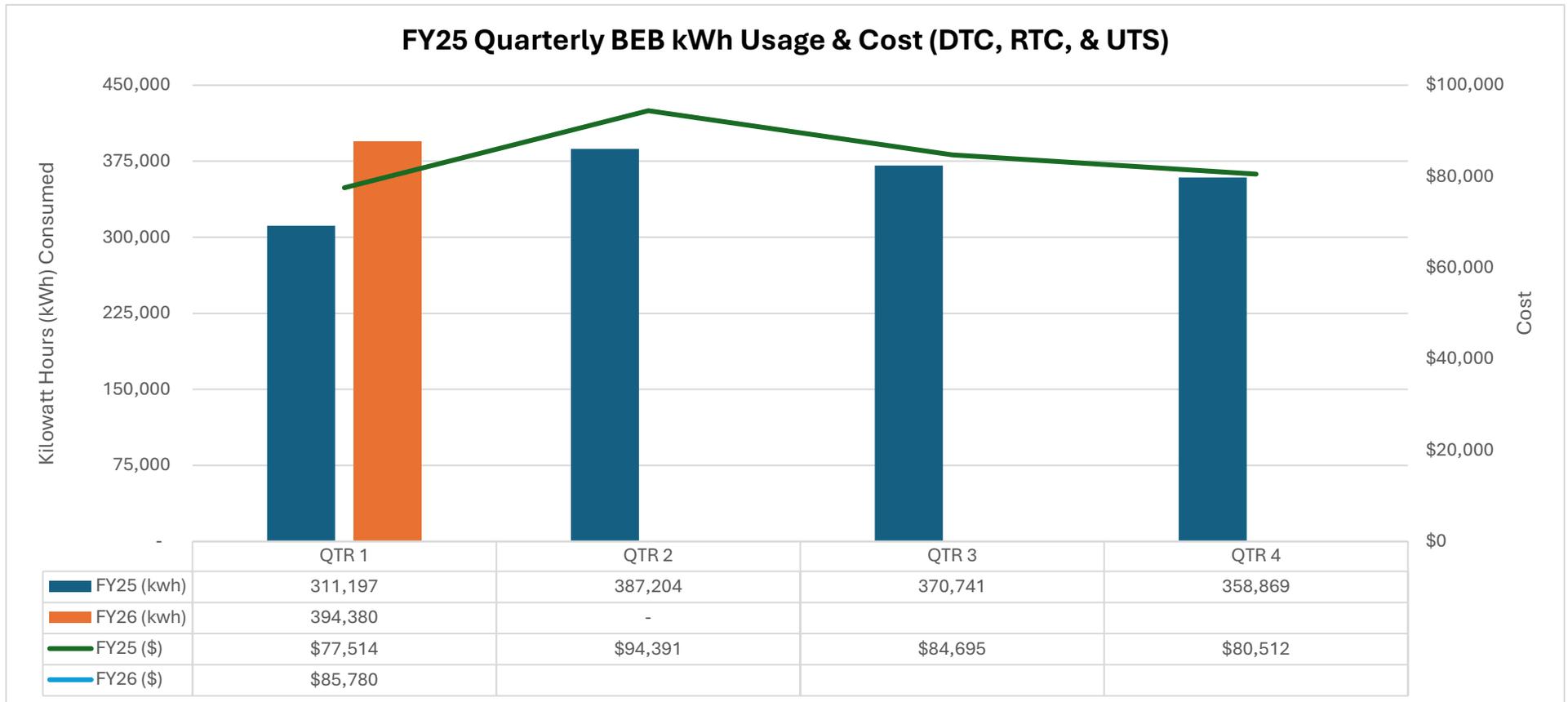


Attachment A
Cover Page



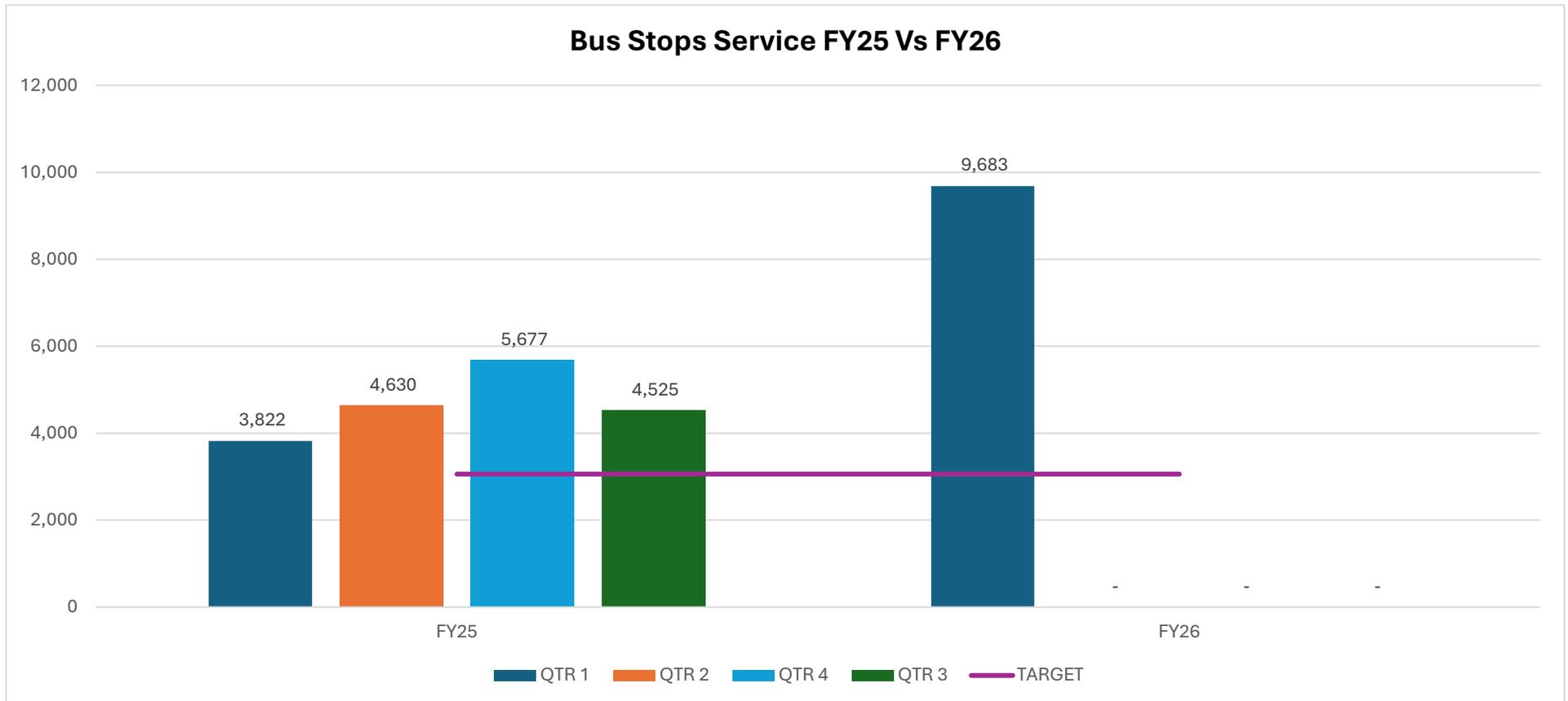
Key Performance Indicators (KPIs) Reports
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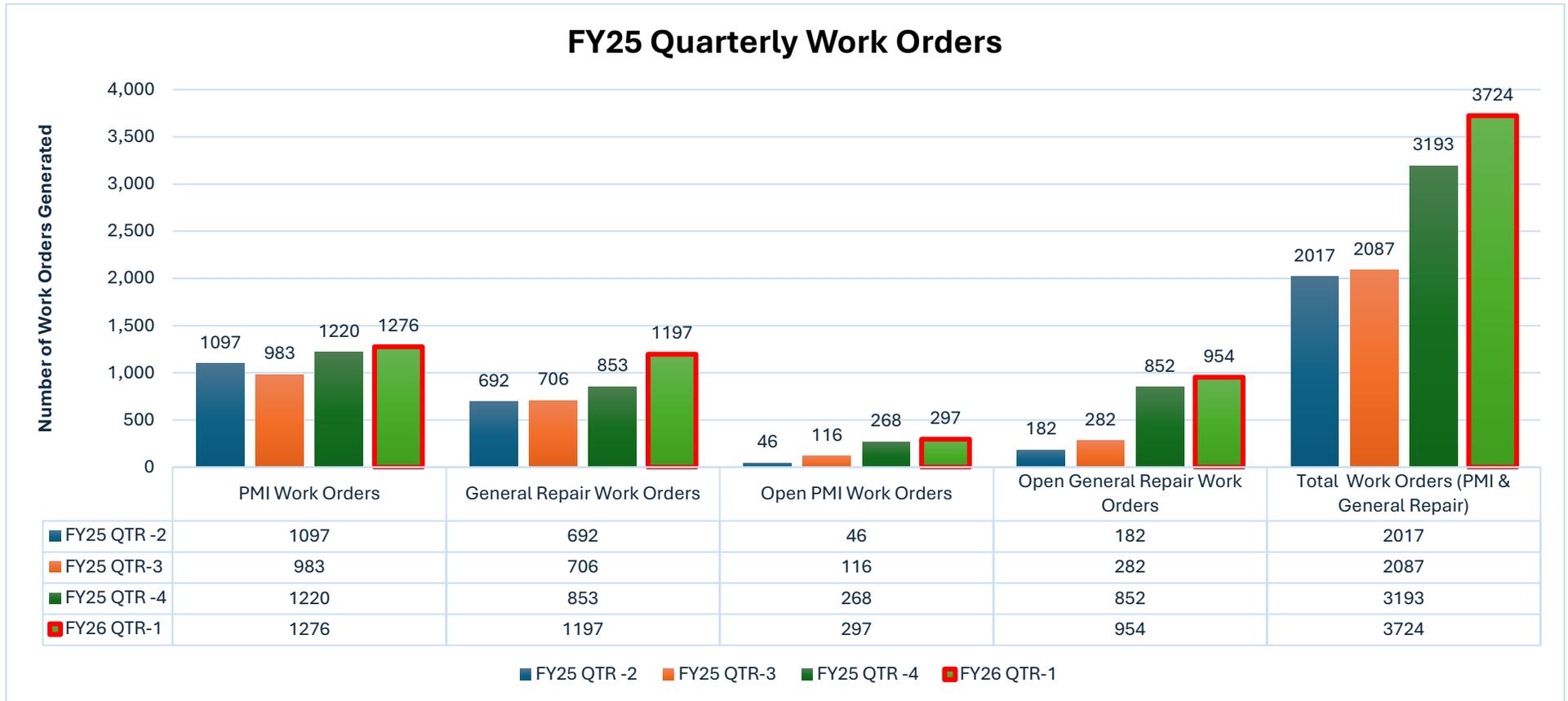
This graph presents battery electric bus (BEB) energy consumption across all charging stations, including depot chargers at the RTC Division and overhead chargers at DTC and UTS, for fiscal years 2025 and 2026.

The first quarter of FY26 shows a significant increase in energy consumption compared to FY25 quarter 1. This rise is driven by a larger number of battery electric buses (BEBs) in operation and charging infrastructure that experienced less downtime during FY26. As a result, overall energy demand increased in line with the greater availability and utilization of BEB resources.



This chart compares bus stop cleaning efforts between FY25 and FY26.

Following full staffing and the acquisition of new equipment, the team consistently met and exceeded cleaning targets, expanding services to include non-sheltered bus stops. In FY26, over 9,600 bus stops were successfully serviced in the first quarter, surpassing the quarterly goal by more than 6,500 stops. This significant increase was made possible by the availability of a spare technician vehicle, which enabled the team to extend services beyond standard capacity and maintain a high level of operational efficiency and utilizing all available pressure washing equipment.



This graph illustrates the total number of work orders generated for General Repairs and Preventative Maintenance Inspections (PMI) across FY25 quarters 2, 3, and 4, and FY26 quarter 1.

A noticeable increase in work orders occurs in the first quarter of FY26, primarily due to seasonal summer demands and the introduction of work orders for bus stop services and cleanings. Despite this rise, the overall volume of work orders is considered to be within a normal trend, reflecting the expanded scope of services rather than an unexpected surge in maintenance needs.

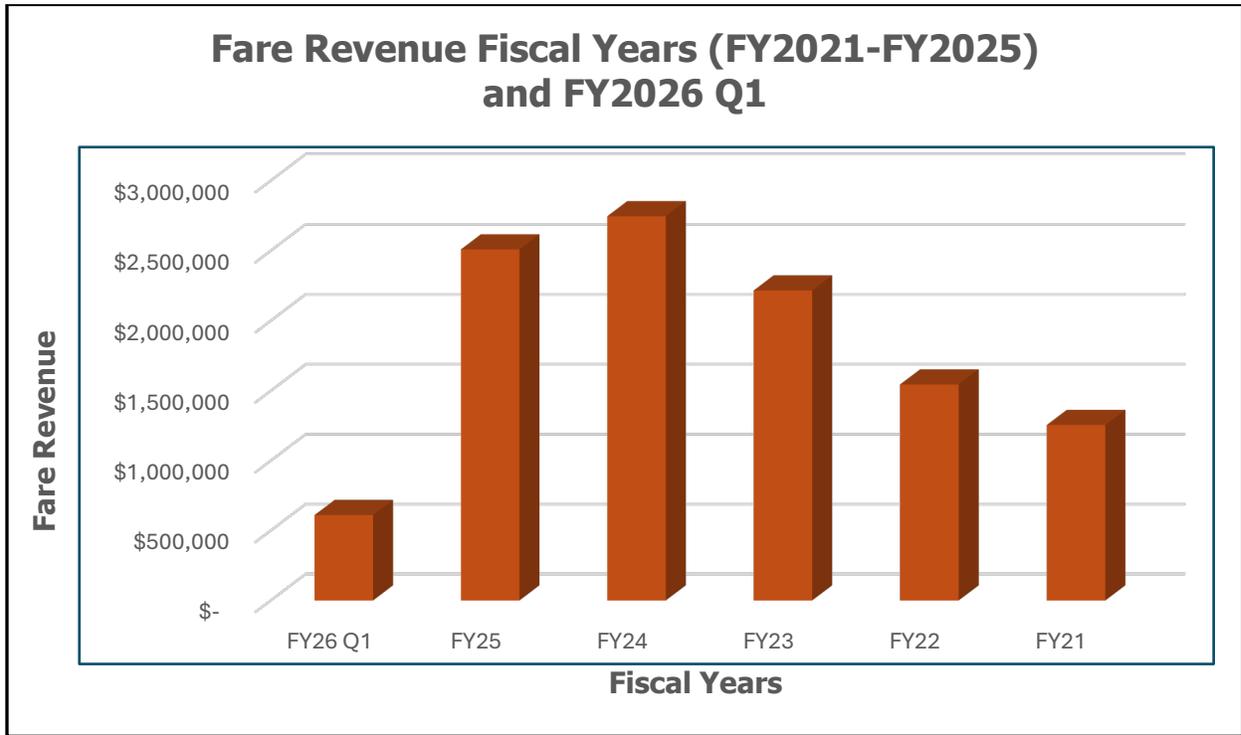
Quarterly On-Time PMI Performance				
FY25	Total PMI Work Orders Generated	PMI's Completed On Time	PMI's Completed Late	PMI On Time Performance %
QTR - 1	910	715	2	99%
QTR - 2	1097	639	2	99%
QTR - 3	983	590	24	96%
QTR - 4	1220	678	24	94%
FY26	Total PMI Work Orders Generated	PMI's Completed On Time	PMI's Completed Late	PMI On Time Performance %
QTR - 1	1276	812	38	95%
QTR - 2	0	0	0	0%
QTR - 3	0	0	0	0%
QTR - 4	0	0	0	0%

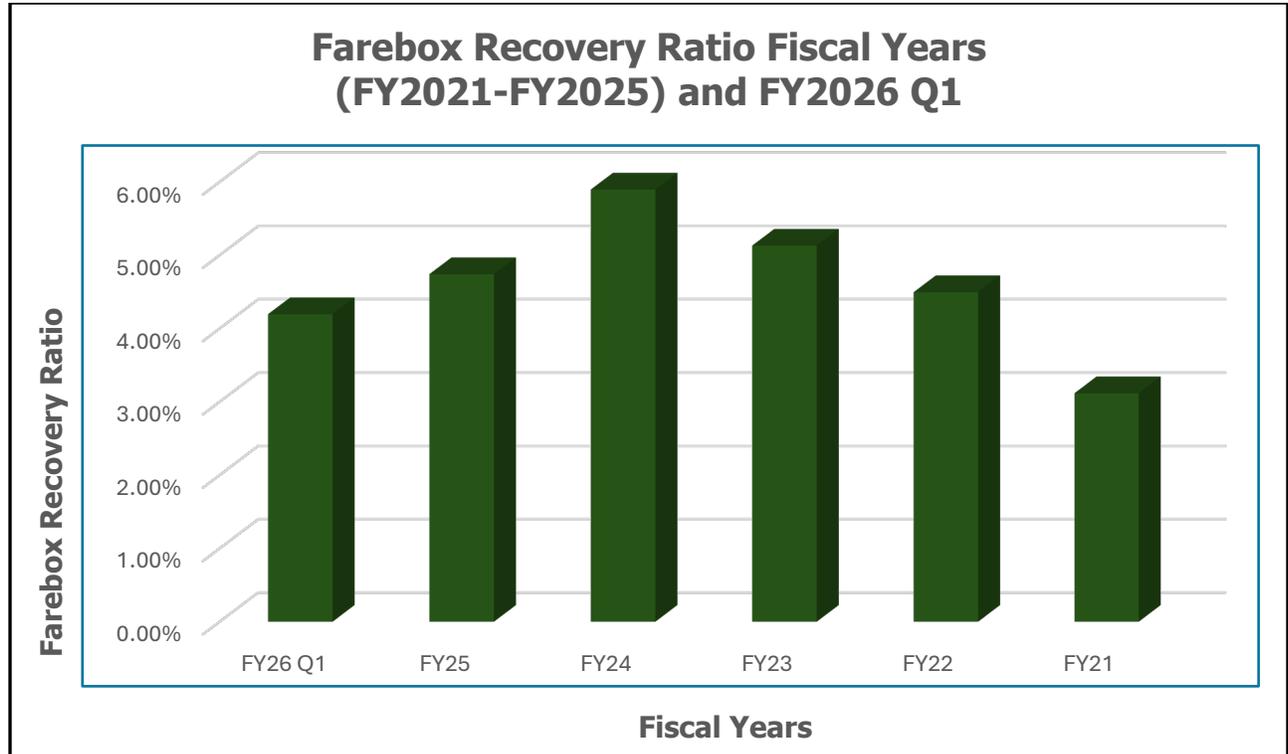
This table presents the number of Preventative Maintenance Inspection (PMI) work orders generated and their on-time performance, categorized as on-time, late, and percentage for FY25 and FY26.

In FY26, the total number of Preventative Maintenance Inspection (PMI) work orders increased by 40% compared to FY25 quarter 1. Of the PMIs completed, 38 were late, with delays attributed to a software error and overall staffing availability reduced to 60% for the quarter. Despite these operational challenges, the department remains committed to its on-time performance goal of 98% to 100%.

FY26 Q1 AND 5-YEAR FARE REVENUE AND FAREBOX RECOVERY RATIO COMPARISON

Fiscal Year	Fare Revenue	Actual Operating Expenses	Farebox Recovery Ratio
FY26 Q1	\$ 610,830	\$ 14,560,250	4.20%
FY25	\$ 2,509,257	\$ 52,922,523	4.74%
FY24	\$ 2,745,875	\$ 46,574,985	5.90%
FY23	\$ 2,215,923	\$ 43,189,548	5.13%
FY22	\$ 1,545,334	\$ 34,378,894	4.50%
FY21	\$ 1,255,396	\$ 40,275,178	3.12%
Total	\$ 10,882,615	\$ 231,901,379	4.69%



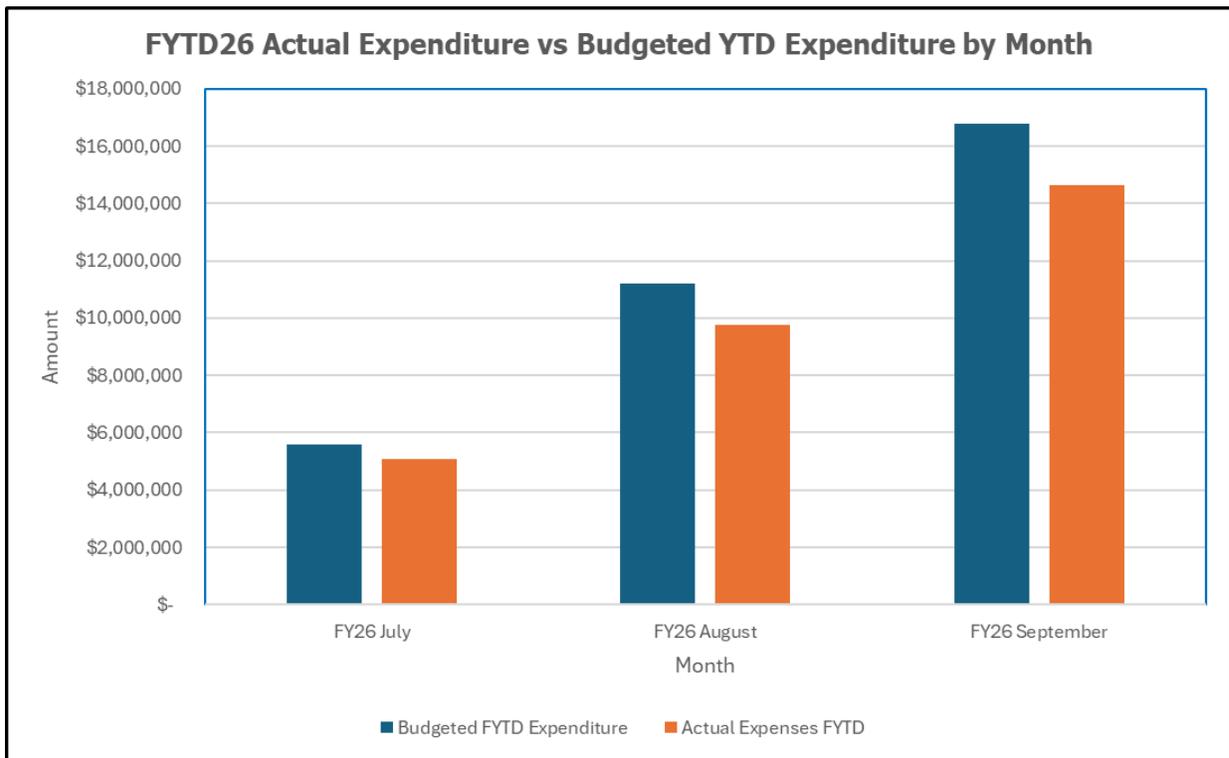


The farebox recovery ratio for FY2026 Q1 is lower than FY2025 due to lower fares collected for the period.

The farebox recovery ratio includes Passenger, Special Transit, and ADA Fares. In FY25, the farebox decreased because the MOU with SUSD for FY2025 was \$400,000 compared to \$800,000 for FY2024. In 2025, SUSD subsidized rides for only grades 9-12, whereas in FY2024, SUSD subsidized rides for grades 7-12. In FY21, the farebox revenue declined to 3.12% from 7.71% in FY20. The decrease is attributed to the decreased ridership following the COVID-19 pandemic and the Governor’s stay-at-home order for non-essential work. Additionally, RTD did not enforce fare collection on some of its services.

FY26 BUDGET VS ACTUAL EXPENDITURE

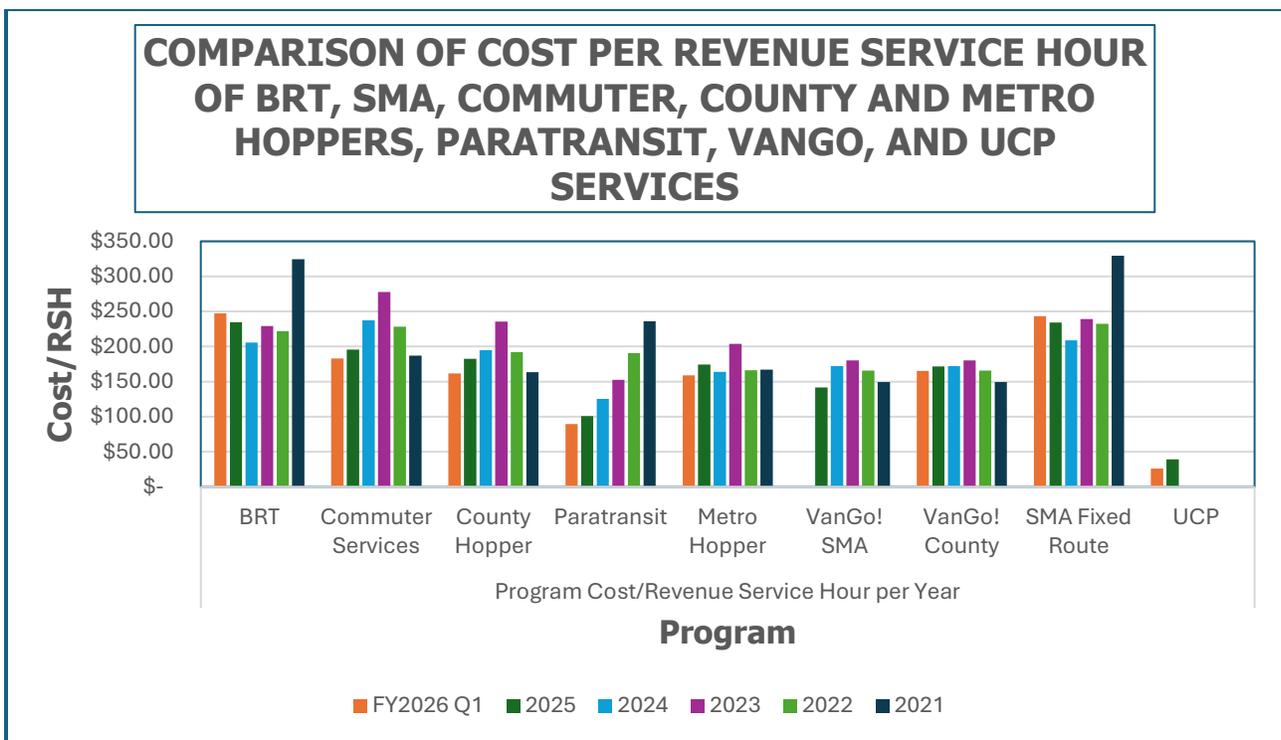
FY2026 Month/Quarter	Budgeted FYTD Expenditure	Actual Expenses FYTD	FYTD Favorable/ (Unfavorable) Variance
FY26 July	\$ 5,594,546	\$ 5,077,798	\$ 516,748
FY26 August	\$ 11,189,092	\$ 9,742,326	\$ 1,446,766
FY26 September	\$ 16,783,638	\$ 14,620,220	\$ 2,163,418



The actual expenses for FY2026 Q1 are lower than the budget, mainly due to vacant positions, which resulted in lower fringe expenses. Less was spent on services, supplies, and miscellaneous expenses. Staff training and travel expenses, advertising, and recruitment are also lower than the budget.

5-YEAR PROGRAM COST PER REVENUE SERVICE HOUR COMPARISON

Fiscal Year/Period	Program Cost/Revenue Service Hour per Year								
	BRT	Commuter Services	County Hopper	Paratransit	Metro Hopper	VanGo! SMA	VanGo! County	SMA Fixed Route	UCP
FY2026 Q1	\$ 247.23	\$ 183.07	\$ 161.71	\$ 89.38	\$ 158.93	\$ -	\$ 165.05	\$ 243.36	\$ 26.15
2025	\$ 234.56	\$ 195.54	\$ 182.69	\$ 100.63	\$ 174.37	\$ 141.65	\$ 171.53	\$ 234.28	\$ 39.11
2024	\$ 205.74	\$ 237.55	\$ 194.55	\$ 125.41	\$ 164.11	\$ 172.05	\$ 172.05	\$ 208.73	\$ -
2023	\$ 229.14	\$ 277.55	\$ 235.78	\$ 152.46	\$ 203.89	\$ 180.35	\$ 180.35	\$ 239.07	\$ -
2022	\$ 222.08	\$ 228.26	\$ 192.23	\$ 190.64	\$ 166.32	\$ 165.76	\$ 165.76	\$ 232.47	\$ -
2021	\$ 324.55	\$ 186.90	\$ 163.42	\$ 236.13	\$ 167.13	\$ 149.48	\$ 149.48	\$ 329.37	\$ -



The annual cost calculated per revenue service hour (cost/RSH) includes direct and indirect costs attributed to each program.

VanGo! County cost/RSH in FY2026 Q1 compared to FY2025 decreased due to lower allocated costs. VanGo SMA service was discontinued on September 1, 2024.

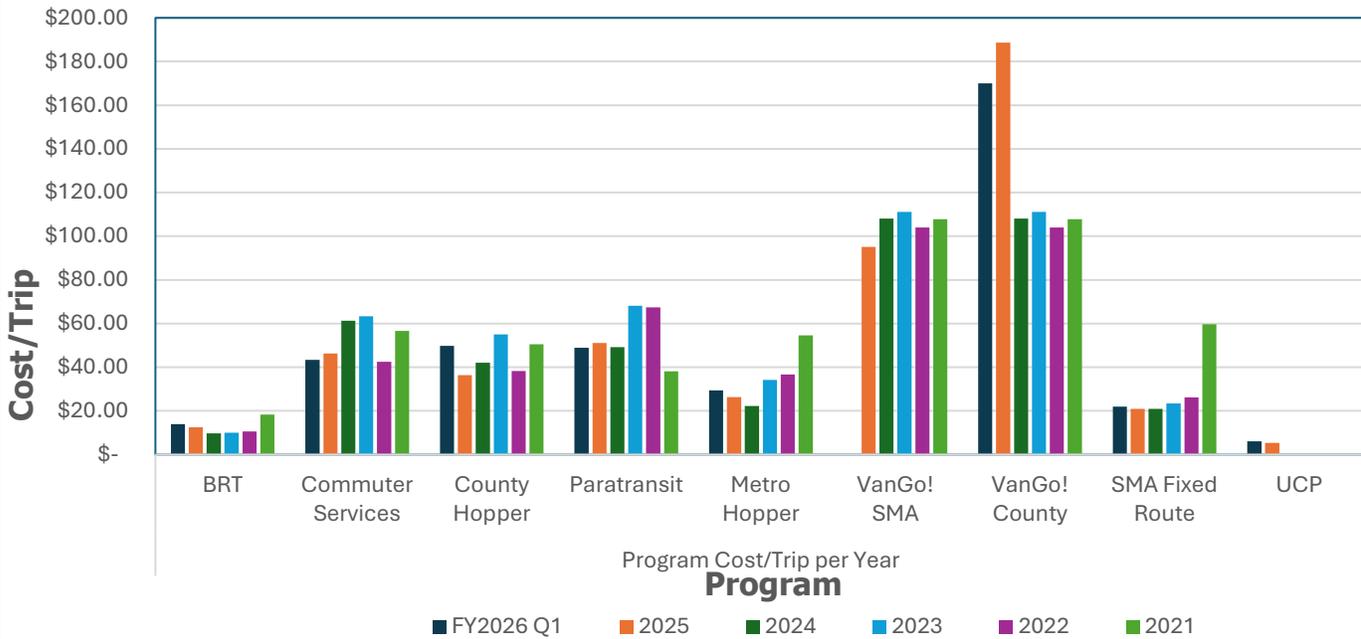
The cost/RSH of Commuter Services, County Hopper, Paratransit, Metro Hopper, and UCP decreased in FY2026 Q1 compared to FY2025 due to lower allocated costs. The cost/RSH of BRT and SMA Fixed Route services increased due to higher allocated costs.

The cost/RSH for Commuter services decreased from FY23 due to the discontinuation of Route 152. Route 120 was also discontinued in June 2024.

5-YEAR PROGRAM COST PER TRIP COMPARISON

Fiscal Year	Program Cost/Trip per Year								
	BRT	Commuter Services	County Hopper	Paratransit	Metro Hopper	VanGo! SMA	VanGo! County	SMA Fixed Route	UCP
FY2026 Q1	\$ 14.00	\$ 43.42	\$ 49.79	\$ 48.95	\$ 29.38	\$ -	\$ 170.03	\$ 21.90	\$ 6.09
2025	\$ 12.55	\$ 46.23	\$ 36.40	\$ 51.07	\$ 26.26	\$ 95.04	\$ 188.60	\$ 21.00	\$ 5.29
2024	\$ 9.71	\$ 61.26	\$ 42.02	\$ 49.18	\$ 22.19	\$ 108.04	\$ 108.04	\$ 20.91	\$ -
2023	\$ 10.05	\$ 63.35	\$ 54.98	\$ 68.17	\$ 34.18	\$ 111.07	\$ 111.07	\$ 23.46	\$ -
2022	\$ 10.65	\$ 42.55	\$ 38.24	\$ 67.38	\$ 36.62	\$ 104.03	\$ 104.03	\$ 26.18	\$ -
2021	\$ 18.37	\$ 56.70	\$ 50.49	\$ 38.20	\$ 54.57	\$ 107.78	\$ 107.78	\$ 59.72	\$ -

COMPARISON OF COST PER TRIP OF BRT, SMA, COMMUTER, COUNTY AND METRO HOPPERS, PARATRANSIT, VANGO, AND UCP SERVICES

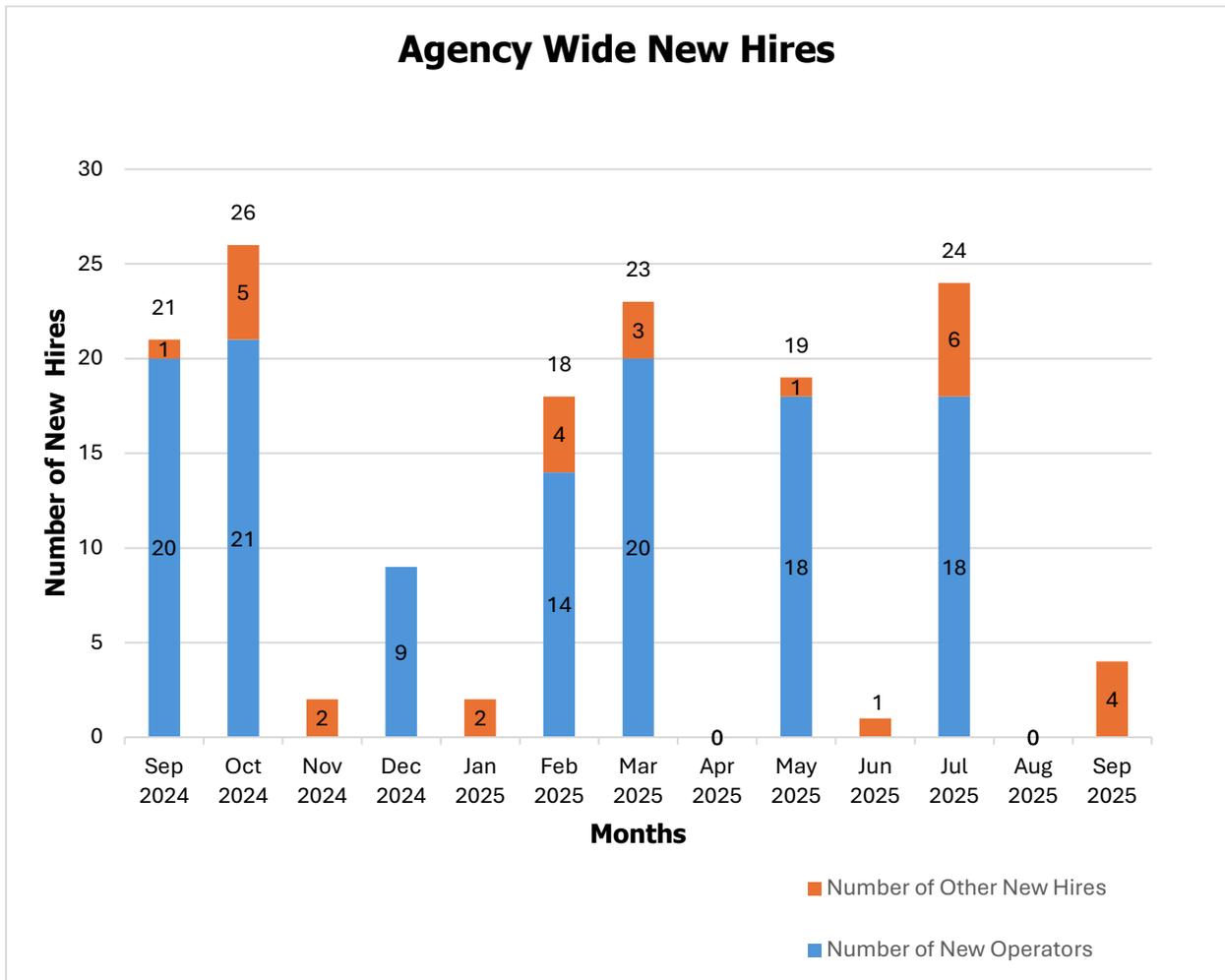


The annual cost calculated per passenger trip (cost/trip) includes direct and indirect costs attributed to each program. The total ridership is the number of trips for each program per year.

VanGo! SMA services were discontinued on September 1, 2024. The cost/trip for BRT, County Hopper, Metro Hopper, SMA Fixed Route, and UCP increased due to higher allocated costs. The cost/trip for Commuter Services, Paratransit, and VanGo County decreased due to increased ridership during FY26 Q1.

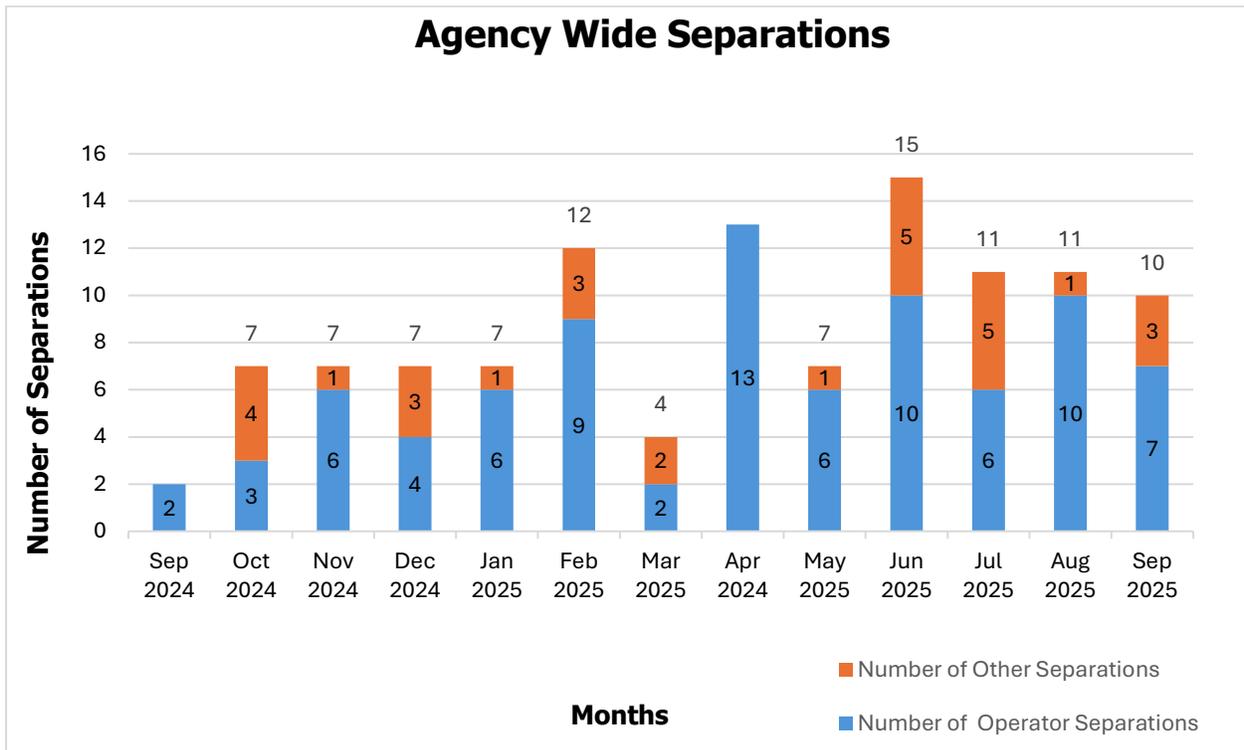
The cost/trip for the SMA fixed route and BRT services in FY21 is higher than normal due to reduced ridership during the pandemic. Ridership has since increased, and service frequency for the SMA fixed route also increased in January FY24.

SAN JOAQUIN REGIONAL TRANSIT DISTRICT						
FY26 Q1 Monthly Free Rides						
July 1, 2025 through June 30, 2026						
Dates	# of Days	Service/Route(s)	Event	# of Passengers	Estimated Loss in Fare Revenue (\$1.50/per Passenger)	Comments
7/1/2025 - 7/31/2025	31	Miscellaneous	i.e. Courtesy Card rides, employee, eligible family member, and PCA free rides	3,167	\$ 4,751	i.e. Courtesy Card rides, employee, eligible family member, and PCA free rides
July 2025 Total				3,167	\$ 4,751	
8/1/2025- 8/31/2025	31	Miscellaneous	i.e. Courtesy Card rides, employee, eligible family member, and PCA free rides	3,276	\$ 4,914	i.e. Courtesy Card rides, employee, eligible family member, and PCA free rides
August 2025 Total				3,276	\$ 4,914	
09/01/2025 - 09/30/2025	30	Miscellaneous	i.e. Courtesy Card rides, employee, eligible family member, and PCA free rides	5,702	\$ 8,553	Combined ridership of SUSD, and SJC Office Of Education. GFI fareboxes do not provide a breakdown for each school. Free rides include estimated increase in BRT free rides when schools are in session.
September 2025 Total				5,702	\$ 8,553	
TOTAL FY26 Q1				12,145	18,218	July 01, 2025 to September 30, 2025



The data shown above represents agency-wide recruitment for one year of monthly data. The data shows the number of operators hired each month in blue and all other hires are shown in orange.

There were twenty-eight (28) agency-wide new hires from July to September 2025. Due to the continued emphasis on hiring bus operators, in July, eighteen (18) of the new hires were bus operators. The next class scheduled for bus operators will be in October 2025.



The chart above illustrates agency-wide separations, with operator separations shown in blue and all other separations in orange. There were thirty-two (32) agency-wide separations from July to September 2025. Of these, twenty-three (23) were bus operator separations.

Operators: Probationary releases accounted for ten (10) of the operator separations, and thirteen (13) operators voluntarily resigned due to being unhappy with the position, family circumstances, taking a new job, medical issues, and retirement.

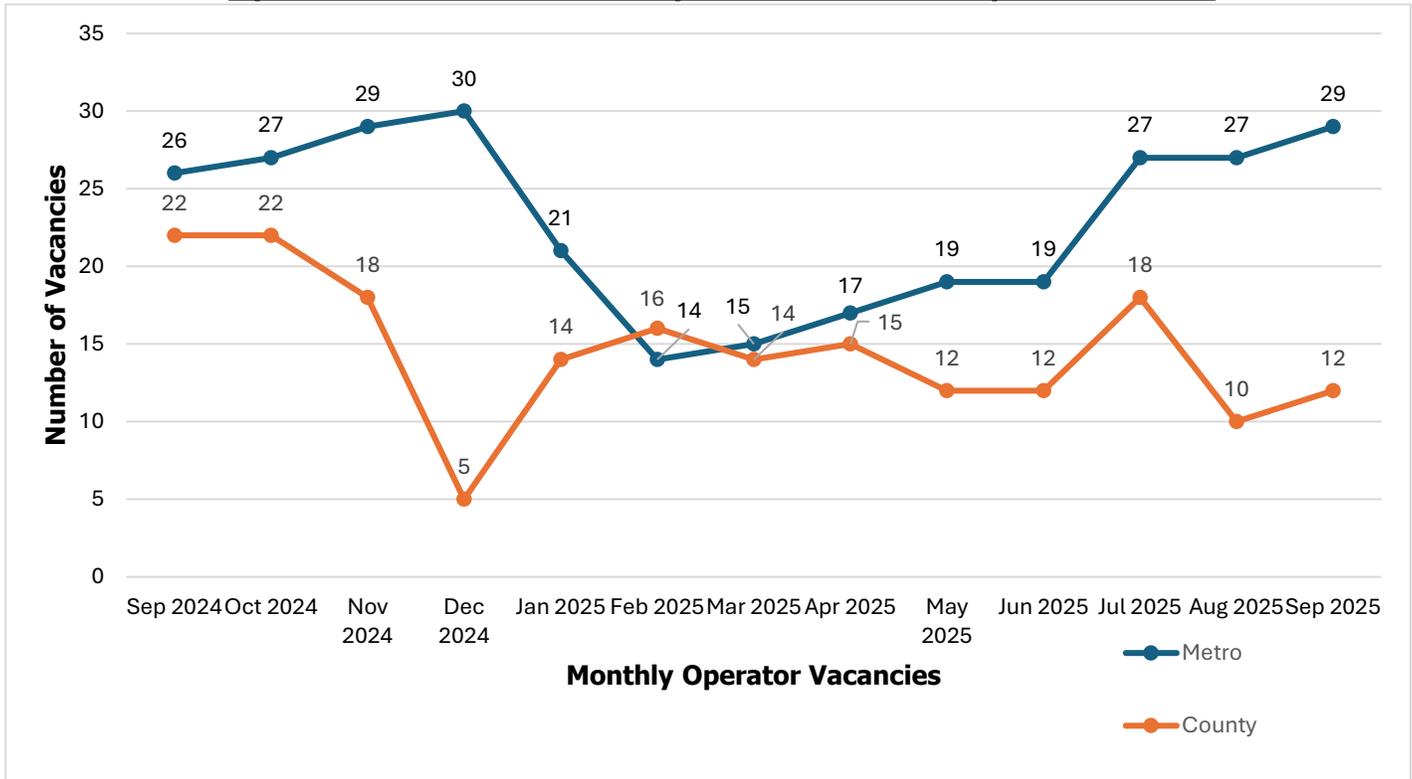
Non-operators: The nine (9) non-operator separations were all voluntary, with the exception of three (3) involuntary terminations. The voluntary resignations were due to being unhappy with the position, resignation in lieu of termination, and retirement.

Current Operator Recruitment & Classes				
Month/Class	Start Date	Number of Operators Hired	Number of Operators Remaining	Expected Graduation Date
Sep 2024 Class #1	9/4/2024	11	5	12/4/2024
Sep 2024 Class #2	9/17/2024	9	5	12/17/2024
Oct 2024	10/29/2024	21	15	1/29/2025
Nov 2024	N/A			
Dec 2024	12/18/2024	9	8	3/18/2025
Jan 2025	N/A			
Feb 2025	2/20/2025	14	14	5/20/2025
Mar 2025	3/31/2025	20	20	6/30/2025
Apr 2025	N/A			
May 2025	5/29/2025	18	18	8/29/2025
Jun 2025	N/A			
Jul 2025	7/30/2025	18	16	10/30/2025
Aug 2025	N/A			
Sep 2025	N/A			

The table above reflects a full year of data for each Operator recruitment and class. The July 2025 class was the most recent class with eighteen (18) operator trainees hired.

Large operator recruitment is conducted every 1-2 months to keep up with the number of operator separations. The next scheduled class will start in October 2025.

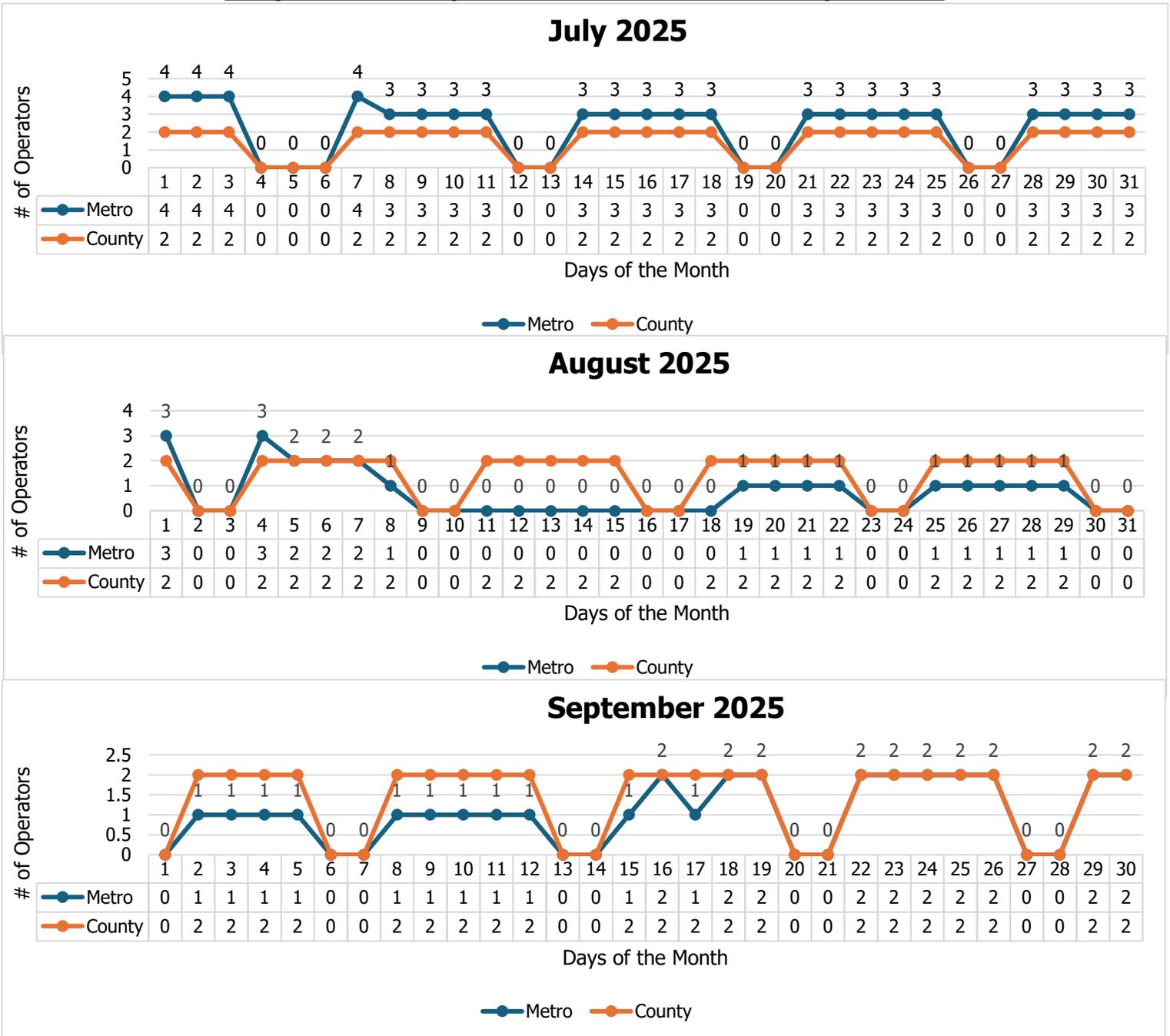
Operator Vacancies from September 2024 to September 2025



The chart above shows the number of Bus Operator vacancies at both Metro and County divisions for a rolling thirteen (13) months from September 2024 to September 2025.

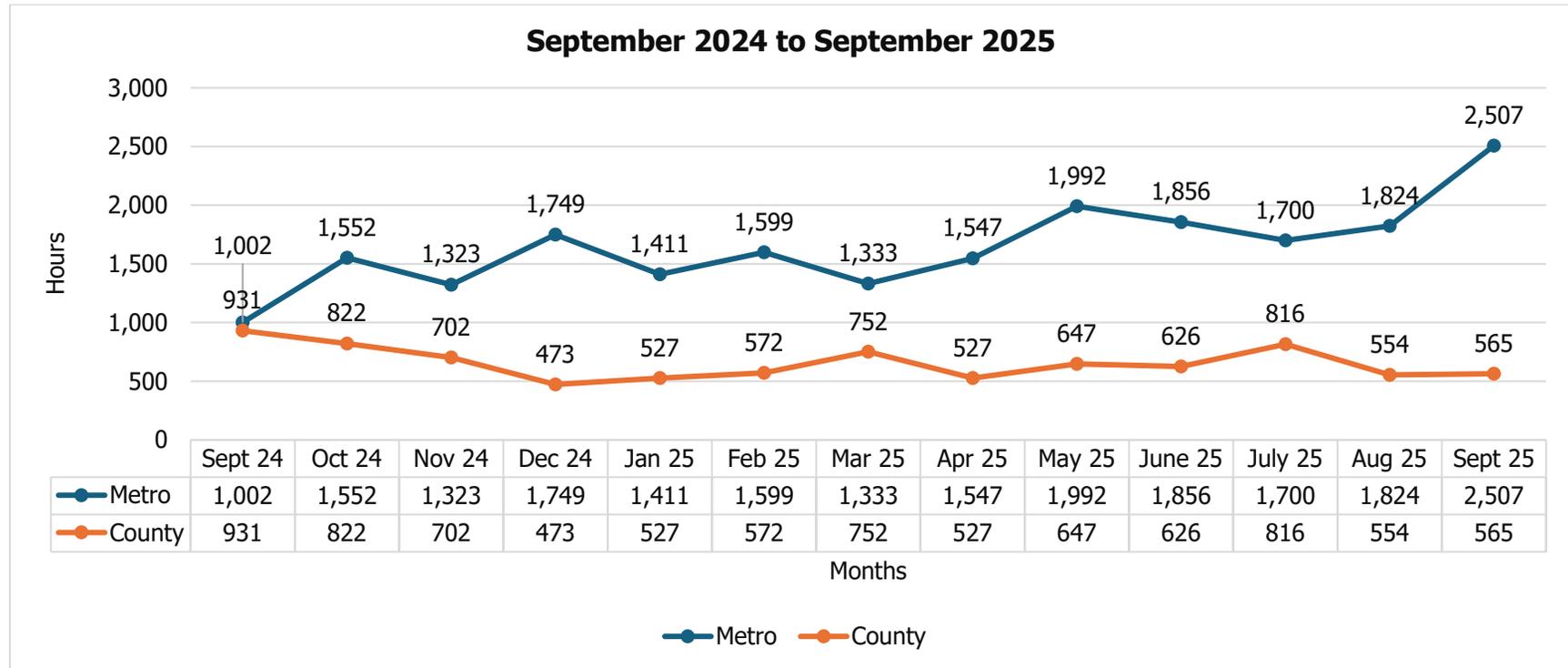
All newly hired bus operators start at the County division. Once training is complete and vacancies arise at Metro, the tenured County operators are offered the opportunity to transfer from the County to Metro based on seniority. The September 2024-December 2024 months show higher vacancies due to the proposed service expansion which continues to be extended and the need to hire additional operators. The chart shows a gradual decline in vacancies as more operators are hired and operators are transferred from County to Metro. This recent spike in July 2025 – September 2025 is contributed to additional FTEs budgeted for the new fiscal year. Currently, there are twenty-nine (29) operator vacancies at Metro, and twelve (12) at County.

Daily Number of Operators Out on Workers' Compensation



The charts display the daily number of operators out due to workers' compensation for Metro and County Transportation from July 2025 through September 2025. Metro and County experienced fluctuations in the number of operators out on workers' compensation, ranging mostly from two to three between July through September. Despite these variations, the overall numbers within Metro and County Transportation remained stable. July 4th and September 1st were holidays, thus the number dropped to zero. **Note:** HR confirmed schedules, and all impacted operators are currently working Monday through Friday. Should an operator work a shift that includes weekends, it will be reflected appropriately on the chart.

Work Time Lost > or = to 5 Days



The data above shows 13 months of work time lost from September 2024 to September 2025 due to operators out on long-term leave.

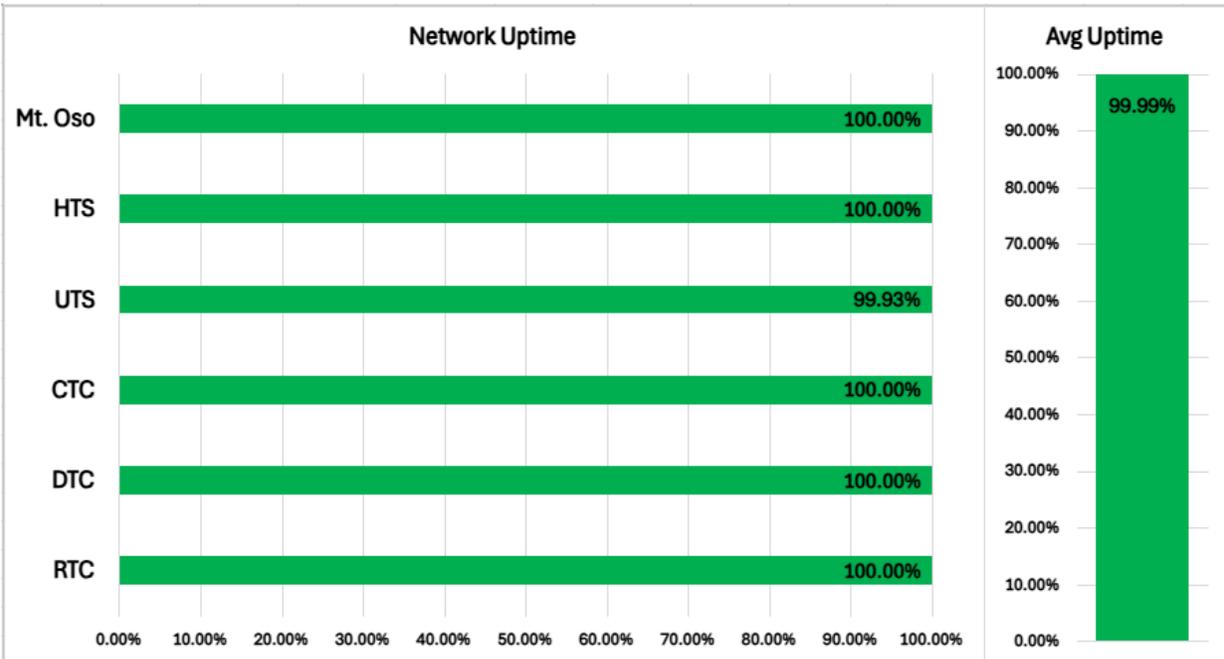
The graph displays a notable increase, especially in Metro Transportation, with the highest peak in September 2025 at 2,507 hours. County Transportation also experienced fluctuations, with a consistent but lower overall impact compared to Metro. The spike in September 2025 may be linked to seasonal illnesses such as colds, flu, and respiratory infections. In conclusion, the line graph highlights a growing concern in managing long-term absences, particularly within Metro Transportation.

13 Months of Workplace Injuries

Date of Loss	Medical Treatment (Yes/No)	Target/Part of Body Description	Lost Workdays
09/04/2024	No	Multiple Body Parts	0
09/05/2024	Yes	Hand	0
09/09/2024	Yes	Buttocks	0
09/09/2024	Yes	Knee	0
09/20/2024	Yes	Wrist	0
10/12/2024	Yes	Low Back Area (Incl. Lumbar & Lumbo-Sacral)	0
10/18/2024	Yes	Hip	0
10/25/2024	Yes	Low Back Area (Incl. Lumbar & Lumbo-Sacral)	42
10/31/2024	Yes	Multiple Body Parts	0
12/18/2024	Yes	Shoulder(s)	30
01/27/2025	Yes	Head, Neck	0
01/29/2025	Yes	Knee	0
02/11/2025	Yes	Low Back Area (Incl. Lumbar & Lumbo-Sacral)	18
03/13/2025	Yes	Cervical	38
05/07/2025	No	Stress	0
05/20/2025	Yes	Cervical	34
05/26/2025	Yes	Finger(s)	28
05/28/2025	No	Body Systems & Multiple Body Systems	0
05/29/2025	Yes	Eye(s)	14
07/03/2025	Yes	Cervical	0
08/19/2025	Yes	Cervical	15
09/04/2025	Yes	Back	0
09/05/2025	Yes	Foot	0
09/16/2025	Yes	Foot	0

The data above shows 13 months of workplace injuries from September 2024 to September 2025. While the chart shows that many incidents required medical treatment, a significant number resulted in no lost workdays, indicating that the injuries were either minor or effectively managed through modified duty or accommodations. The data highlights a recurring trend of lower back and knee injuries, suggesting a need for focused ergonomic and injury prevention measures.

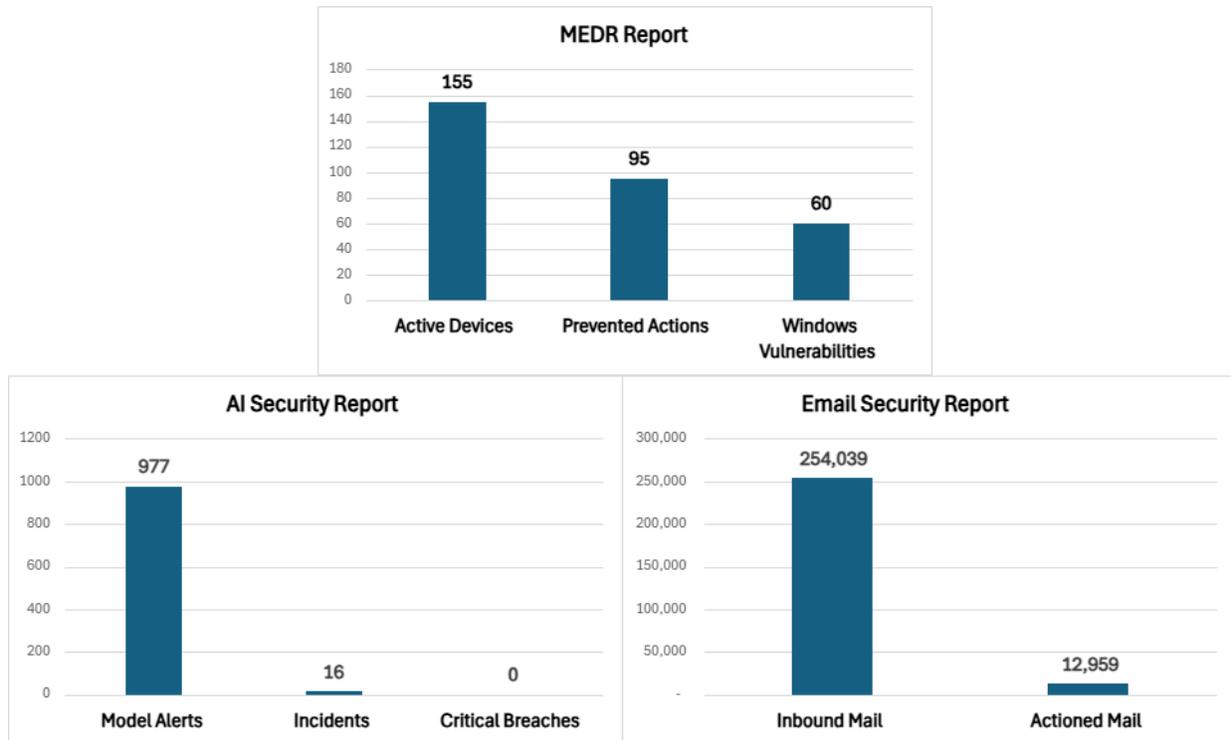
Network Uptime – Q1



The Q1 FY26 Network Uptime chart reflects an average uptime of 99.99%, demonstrating sustained network stability across all district sites. Connectivity remained uninterrupted for all major facilities, including RTC, DTC, and CTC, with only a brief connectivity interruption at UTS (99.93%) caused by a PG&E power outage.

Network performance remains highly dependable during this quarter, supported by consistent proactive monitoring and rapid response to issues. The team’s prompt mitigation efforts helped minimize downtime and maintain smooth connectivity.

Cybersecurity Report – Q1



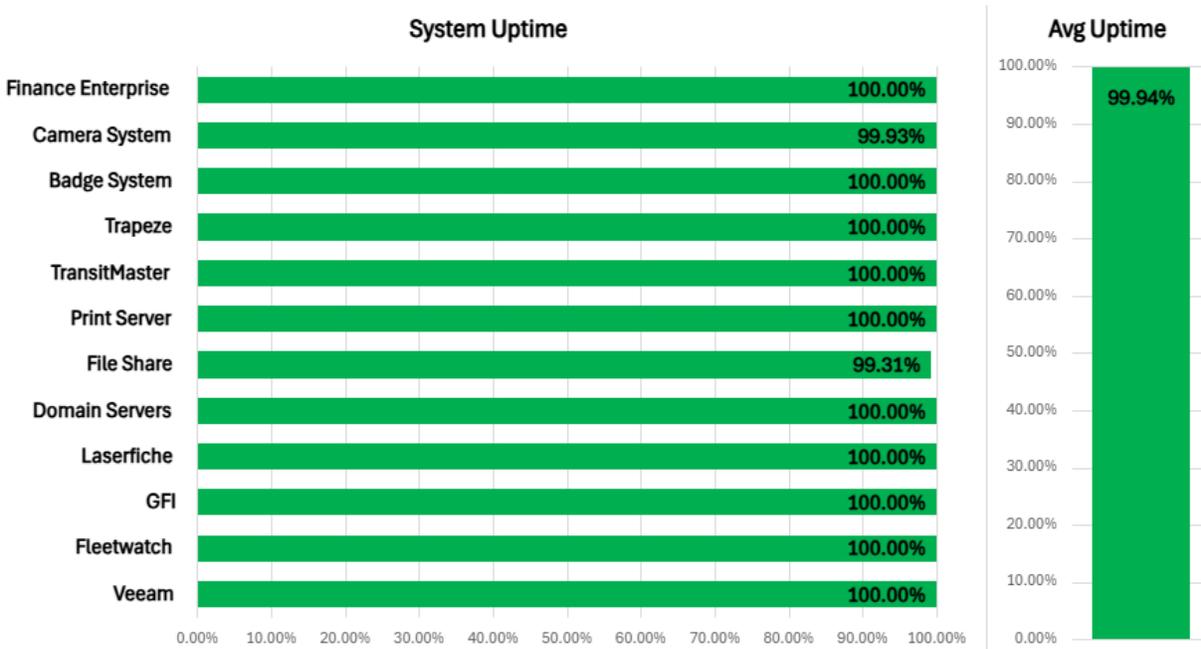
The Q1 FY26 Cybersecurity Reports show stable performance across all monitored security platforms. The MEDR report recorded 155 active devices, 95 prevented actions, and 60 Windows vulnerabilities identified. The AI Security Report logged 977 model alerts and 16 incidents, with no critical breaches detected. Meanwhile, the Email Security Report processed 254,039 inbound messages, with 12,959 actioned for phishing, spam, or other security policy violations.

The increase in reported incidents and prevented actions this quarter corresponds to the cyber penetration test conducted in Q1, which generated controlled security activity across systems. These test results confirmed that detection and response measures functioned as intended, further validating the organization’s proactive cybersecurity posture and readiness.

Key solutions and their protective measures:

- MEDR Tool: Real-time monitoring and response on endpoints to prevent breaches.
- AI Security System: Anomaly detection on devices to predict and counter threats.
- Email Security System: Filters out phishing, malware, and other threats from emails.

System Uptime – Q1



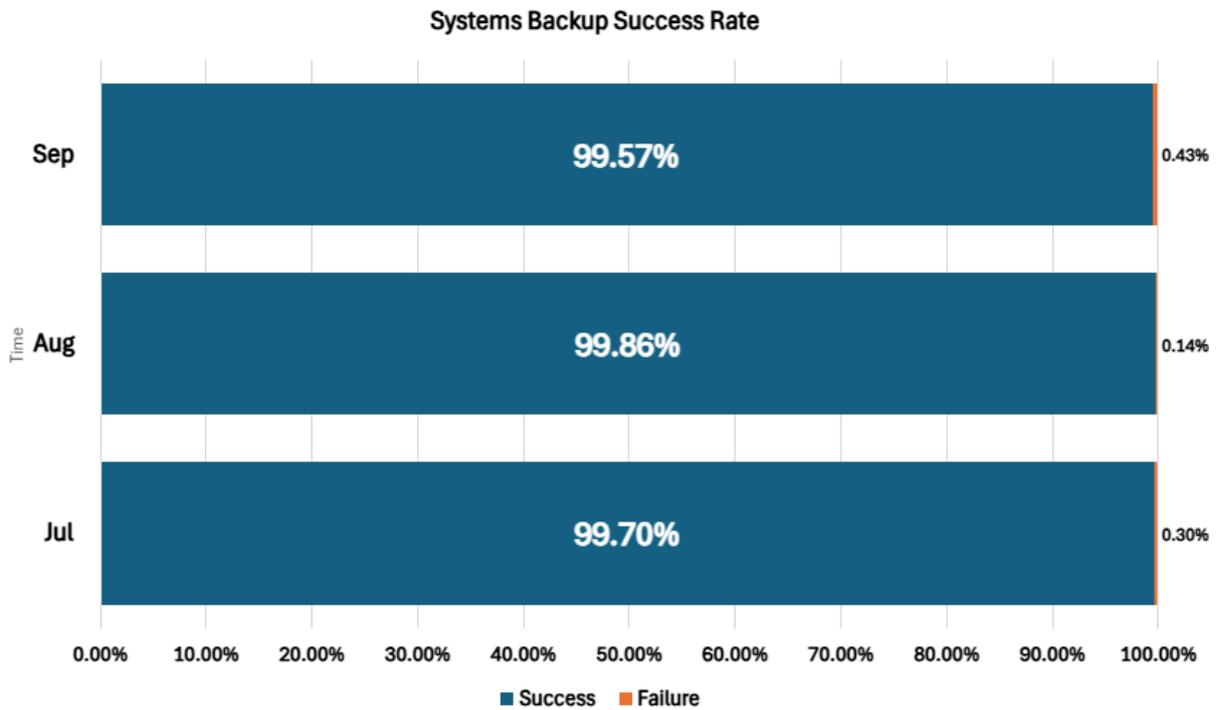
The Q1 FY26 System Uptime chart shows an overall average uptime of 99.94%, reflecting excellent system reliability across all platforms. Finance Enterprise, Trapeze, Laserfiche, and other critical systems maintained full uptime, while only minor interruptions occurred for the Camera System and File Share.

The brief drop in the Security Camera System was caused by a short power outage at UTS, affecting only the UTS server. A battery has been added to UTS to help sustain short power-related incidents in the future. The File Share downtime was caused by a configuration issue that filled storage space, making it temporarily unavailable. The File Share issue was promptly resolved. Additional proactive File server monitoring has been added.

Below are vital systems and their importance:

- Finance Enterprise: Crucial for financial operations, targeted early in recovery.
- Camera and Badge Systems: Essential for security and access control.
- Domain Servers and File Share: Core infrastructure supporting internal communications and data access.
- Trapeze and TransitMaster: Vital for operational management and transit scheduling.

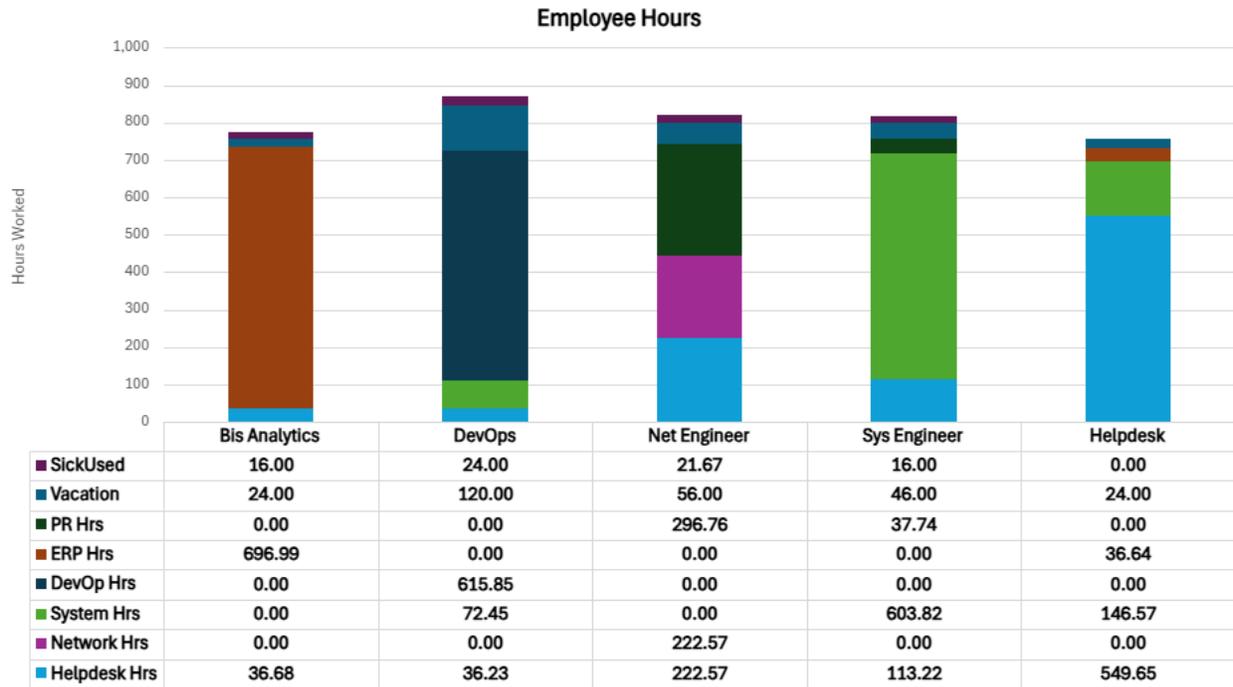
Veeam Workload History – Q1



The Q1 FY26 Backup Success Rate chart shows consistently strong performance, with success rates of 99.70% in July, 99.86% in August, and 99.57% in September. All months maintained a reliability level above 99.5%, reflecting stable protection of critical workloads across all systems.

The minor fluctuations were caused by a few individual backup jobs that failed to complete, but these did not affect the integrity of the overall system backups. All systems continue to have successful, verified backups, ensuring complete data protection and readiness for recovery.

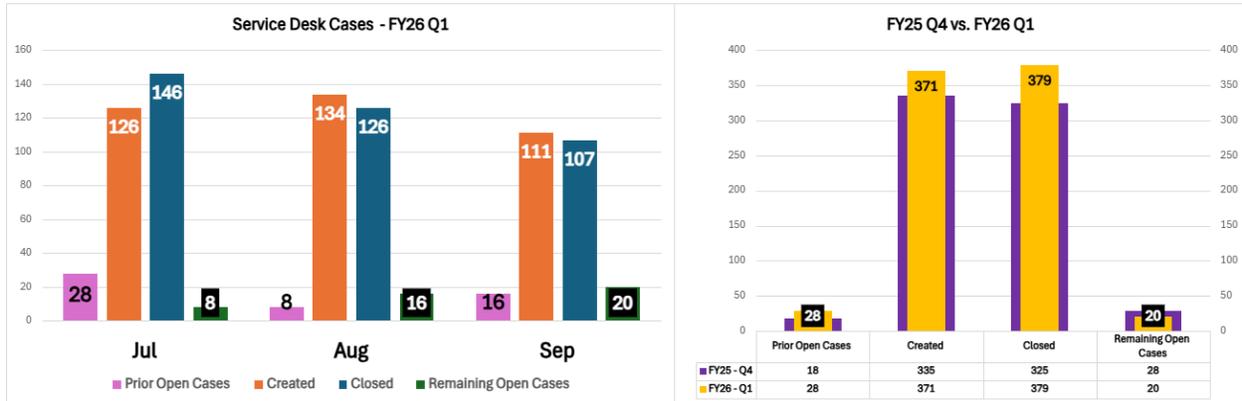
Employee Hours – Q1



The Q1 FY26 Employee Hours chart shows balanced workload distribution across all IT divisions. Business Analytics and DevOps recorded the highest totals, driven by ERP and development initiatives, while Systems and Network Engineering focused heavily on infrastructure operations and ongoing system stability. The Helpdesk accounted for the highest number of Service Desk hours, reflecting continued front-line support and end-user service activity.

A moderate amount of vacation and sick leave was observed across teams, though service continuity remained strong. Overall, Q1 demonstrates consistent productivity and collaboration across IT functions, maintaining stable operations while supporting long-term project and maintenance efforts.

SugarCRM – Q1



The Service Desk Cases chart shows a total of 371 cases created, 379 closed, and 20 remaining open for Q1. July saw the highest closure rate with 146 cases resolved, while August and September maintained steady volumes. The overall closure count outpaced new case creation, indicating strong service responsiveness and continued progress on prior backlogs.

Compared to Q4, the service desk achieved a higher closure efficiency, reducing the number of open cases from 28 to 20, despite an increase in ticket intake. This improvement reflects both team coordination and refined ticket triage. Overall, Q1 demonstrates sustained service excellence and effective handling of support requests.

**Social Media – Top 10 Impressions
FY26 Q1 (July – Sep 2025)
1 and # 2**

<p>  San Joaquin Regional Tra... <input type="checkbox"/></p> <p>Wed 7/30/2025 2:00 pm PDT</p> <p>School is starting soon for many local school districts, and RTD is proud to offer free transit for:...</p> <p>Stockton Unified School District - San ...</p>  <p>Students from participating SUSD and</p> <p>Impressions 37,188</p> <p>Boosted ... </p>	<p>  San Joaquin Regional Tra... <input type="checkbox"/></p> <p>Tue 9/16/2025 9:02 am PDT</p> <p>Meet Renada Wright, a proud mother, grandmother, and great-grandmother who has been riding RTD buses for 50 years....</p>  <p>Impressions 33,854</p> <p>Boosted ... </p>
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**Social Media – Top 10 Impressions
FY26 Q1 (July – Sep 2025)
3 and # 4**

<p>  San Joaquin Regional Tra... Tue 9/2/2025 9:02 am PDT</p> <p>Meet Orlando Molina, a father 🧑, children's book author 📖, and hip hop MC 🎤. After moving from Brooklyn 🇺🇸 to Stockton,...</p>  <p><u>Impressions</u> 32,117</p> <p>Boosted ...</p>	<p>  San Joaquin Regional Tra... Fri 9/19/2025 8:30 am PDT</p> <p>Going to The Bay or Sac? RTD's Commuter service connects San Joaquin County to Sacramento (Route 163) and Dublin BART...</p>  <p><u>Impressions</u> 32,081</p> <p>Boosted ...</p>
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**Social Media – Top 10 Impressions
FY26 Q1 (July – Sep 2025)
5 and # 6**

San Joaquin Regi...
Tue 8/19/2025 9:02 am PDT

Meet Joni Bauer, an Orientation and Mobility Specialist with the Community Center for the Blind an...

San Joaquin Regi...
Thu 7/24/2025 10:00 am PDT

Service Changes Start Sunday, July 27!
We're updating routes to improve...

Service Changes - San Joaquin...
COMING SOON
Effective July 27, 2025

Impressions 26,446

Boosted ...

Impressions 18,609

Boosted ...

**Social Media – Top 10 Impressions
FY26 Q1 (July – Sep 2025)
7 and # 8**

<p>  San Joaquin Regi... Thu 7/10/2025 1:00 pm PDT</p> <p>Join us for our second Metro Market on Friday, July 18, 2025, at the Downtown Transit Center in the hea...</p>  <p><u>Impressions</u> 18,289</p> <p>Boosted</p>	<p>  San Joaquin Regi... Mon 9/8/2025 9:00 am PDT</p> <p> RTD is Hiring! We're looking for new team members to join the ride. ...</p>  <p><u>Impressions</u> 9,762</p>
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**Social Media – Top 10 Impressions
FY26 Q1 (July – Sep 2025)
9 and # 10**

San Joaquin Regi...
Tue 7/22/2025 9:00 am PDT

Join the RTD Team! We're on the lookout for passionate individuals ready to make a difference! RTD...

WE'RE HIRING!

- Bus Operator County Services
- Community Outreach Specialist I/II (Part-Time)
- Facilities Technician C

Apply at: sjRTD.com/hire

Impressions 8,682

...

San Joaquin Regi...
Tue 8/5/2025 8:30 am PDT

Join the RTD Team!
We're hiring passionate individuals who want to make a real impact in...

WE'RE HIRING!

- Service Development - Planning Specialist I/II/Senior
- Bus Operator - County Services

Impressions 6,972

...

**Social Media – Top 10 Engagement Rate
 FY26 Q1 (July – Sep 2025)
 # 1 and # 2**

Post Content	Engagement Rate (per Impression)	Impressions	Engagements
<p>San Joaquin Regional ... Thu 9/4/2025 9:00 am PDT</p> <p>🌸 On August 21, we celebrated our incredible team at RTD with our annual Employee Appreciation Day!...</p> 	89.8%	599	538
<p>San Joaquin Regional ... Mon 7/21/2025 2:04 pm PDT</p> <p>We had nothing but smiles at Friday's Metro Market! 😊🛒 We're proud to do our part in bringing a joyful and...</p> 	56.1%	342	192

**Social Media – Top 10 Engagement Rate
FY26 Q1 (July – Sep 2025)
3 and # 4**

Post #	Date	Text	Image	Engagement Rate (per Impression)	Impressions	Engagements
3	Wed 8/20/2025 9:13 am PDT	Recently, RTD recognized five awesome employees with nearly 150 years(!) of combined service. These ...		31.2%	3,291	1,027
4	Mon 7/21/2025 10:34 am P...	We're still thinking about how amazing Friday's Metro Market was! ✨ The energy, the smiles, the...		29.6%	1,313	389

**Social Media – Top 10 Engagement Rate
FY26 Q1 (July – Sep 2025)
5 and # 6**

Post #	Date	Text	Image	Engagement Rate (per Impression)	Impressions	Engagements
5	Thu 8/7/2025 10:27 am PDT	RTD was out and about for National Night Out in three spots across Stockton at Lincoln Center, Banner...		23.2%	625	145
6	Fri 7/18/2025 4:45 pm PDT	Nothing but smiles at today's Metro Market! 🥰🛒 Thank you to everyone who stopped by and help...		23.1%	1,734	400

**Social Media – Top 10 Engagement Rate
 FY26 Q1 (July – Sep 2025)
 # 7 and # 8**

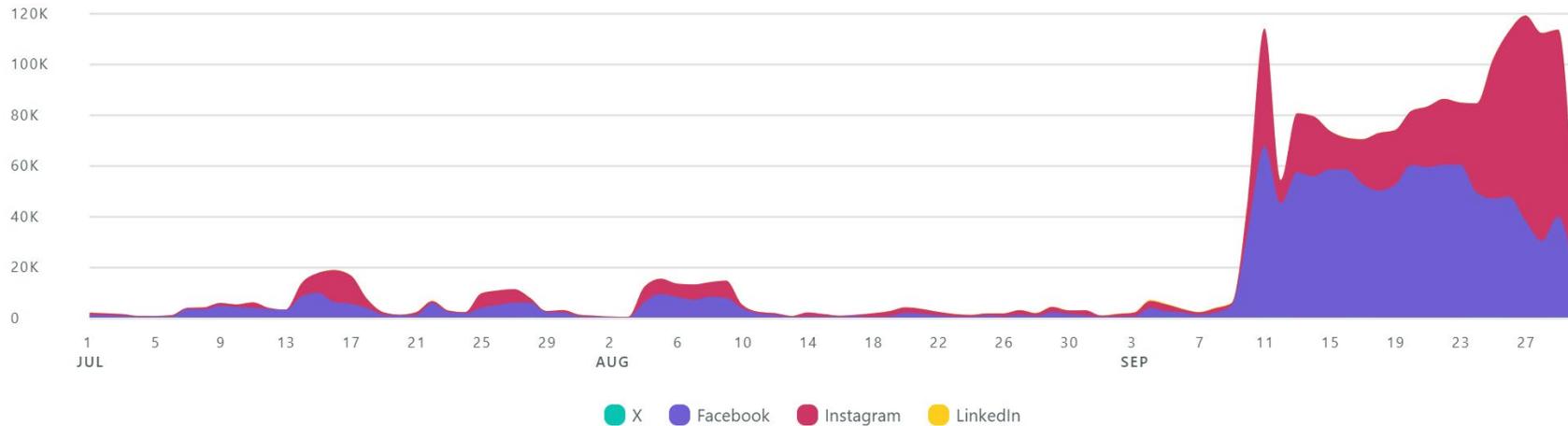
Platform	Post Content	Engagement Rate (per Impression)	Impressions	Engagements
Facebook	<p>San Joaquin Regional... Mon 9/22/2025 9:30 am PDT</p> <p>This year's Family Day at the Park at Weber Point was so much fun! ❤️ Families explored our Hopper bus,...</p> 	21.6%	825	178
LinkedIn	<p>San Joaquin Regional ... Thu 9/25/2025 8:00 am PDT</p> <p>RTD just brought home a 2025 APTA AdWheel Grand Award for Best Marketing & Communications on...</p> 	20.4%	191	39

**Social Media – Top 10 Engagement Rate
FY26 Q1 (July – Sep 2025)
9 and # 10**

Post #	Date	Engagement Rate (per Impression)	Impressions	Engagements
9	Thu 9/4/2025 9:01 am PDT	19.9%	5,409	1,076
10	Wed 9/24/2025 9:01 am PDT	19.1%	743	142

The image displays two social media posts from San Joaquin Regional Transit District (RTD). The first post, dated Thursday, September 4, 2025, at 9:01 am PDT, features a photo of three RTD employees wearing yellow safety vests and blue leis, celebrating Employee Appreciation Day. The second post, dated Wednesday, September 24, 2025, at 9:01 am PDT, features a photo of two employees at a transfer station, one pushing a cart with supplies. Both posts show an engagement rate of approximately 19% and include a table of performance metrics.

FY26 Q1 Impressions Summary (July–September 2025)



Boosted Posts Drove Major Visibility: Posts that received paid support consistently dominated impression performance. Campaigns like Free Rides for Students, Service Change, Metro Market, and the Real Riders, Real Impact series all ranked in the top tier, with reach amplified by boosting. The Free Rides post in particular performed exceptionally well thanks to strong topical timing at the start of the school year. It’s an algorithm-friendly factor that helped organic reach even beyond the ad spend.

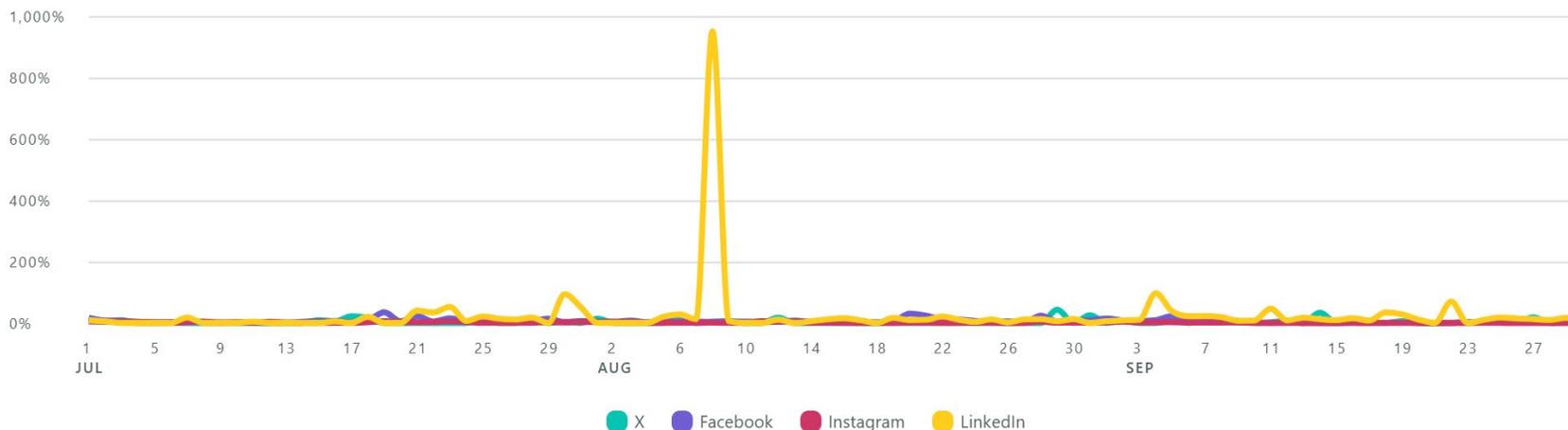
Video Content Expanded Reach: September’s surge in impressions (up to 200,000 daily impressions combined across all platforms) correlated with a heavier concentration of short-form videos like the Real Riders features. Videos continue to outperform static posts both organically and with boosts, suggesting a growing preference among audiences for quick, engaging visual storytelling.

Hiring Content Holds Long-Term Relevance: Despite no paid support, hiring posts consistently ranked among the top non-boosted performers. These remain strong due to their evergreen appeal and shareability. They extend reach over time as job seekers and community members interact, tag others, or revisit the posts weeks after publication.

Budget Timing Influenced Impressions: Impressions were lower in July and August (averaging 15,000 daily impressions for all social platforms combined) due to reduced ad spend, but rebounded sharply in September when budget and boosting resumed. Average boosted-month for all social platforms combined reached up to 200,000 daily impressions in September, showing boosted posts continue to directly influence total reach.

Quarterly Impressions Summary: FY26 Q1 closed strong with steady growth throughout the quarter, capped by a major September rebound fueled by boosted video content. The mix of timely topics, relatable storytelling, and strategic ad placement helped RTD maintain strong visibility and regain momentum after a slower early summer.

FY26 Q1 Engagement Rate Summary (July–September 2025)



LinkedIn Remains the Standout: Engagement on LinkedIn remained exceptional, often exceeding 50%, with Employee Appreciation Day achieving a nearly 90% engagement rate. Top performers included Employee Recognition posts, the Metro Market community story, and RTD’s APTA award feature. These performed well because the audience values workplace pride, professional growth, and civic impact content.

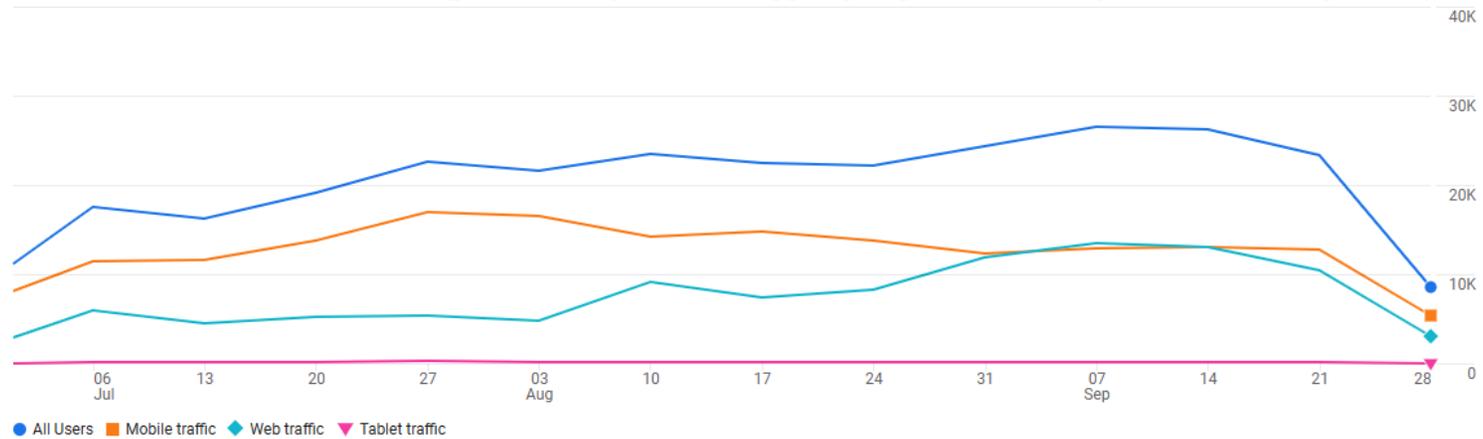
Facebook Highlights: Faces and Feel-Good Moments: On Facebook, posts featuring smiling faces, events, and milestones drove the most interaction. Years of Service and Employee Appreciation Day sparked strong reactions, comments, and shares. Recaps from Metro Market and Family Day at the Park were also highly engaging thanks to community-oriented imagery and positive vibes.

People-Driven Content Performs Consistently: Employee and rider-focused storytelling continues to dominate engagement. The People of RTD series, along with Real Riders and recognition posts, consistently inspire comments and shares. These posts help humanize RTD’s brand and strengthen its connection with the audience.

Steady Performance Across Platforms: Engagement rates across all platforms remained within or above normal ranges—1–5% for Facebook and Instagram and 50%+ for LinkedIn. Notably, a hiring post on LinkedIn featuring Sammi generated a massive engagement spike of nearly 1000%, because a few unique users were highly active, commenting, sharing, or reacting multiple times per view.

Quarterly Engagement Summary: FY26 Q1 engagement rates reflected a strong audience connection built around authenticity and positivity. Posts that centered on people, such as employees, riders, or community events, continued to drive meaningful interactions and positive sentiment across every channel.

Website – Total Pageviews by Device Type (July 2025 to September 2025)



Page title and screen class	Views	Active users	Views per active user	Average engagement time per active user
All Users	285,171 100% of total	38,479 100% of total	7.41 Avg 0%	2m 00s Avg 0%
Mobile traffic	177,499 62.24% of total	27,108 70.45% of total	6.55 Avg -11.65%	1m 35s Avg -20.78%
Web traffic	105,471 36.99% of total	10,989 28.56% of total	9.60 Avg +29.51%	3m 01s Avg +50.57%
Tablet traffic	2,197 0.77% of total	428 1.11% of total	5.13 Avg -30.74%	2m 08s Avg +6.59%

Mobile traffic strength: Mobile views increased from 165,746 → 177,487 (+7.1%), and average engagement time also improved from 1m 09s → 1m 35s, showing that mobile users are visiting more frequently and staying longer.

Tablet recovery and growth: Tablet views rose from 1,956 → 2,197 (+12.3%), with engagement time increasing from 1m 27s → 2m 08s (+44.3%), suggesting tablet usage is increasing.

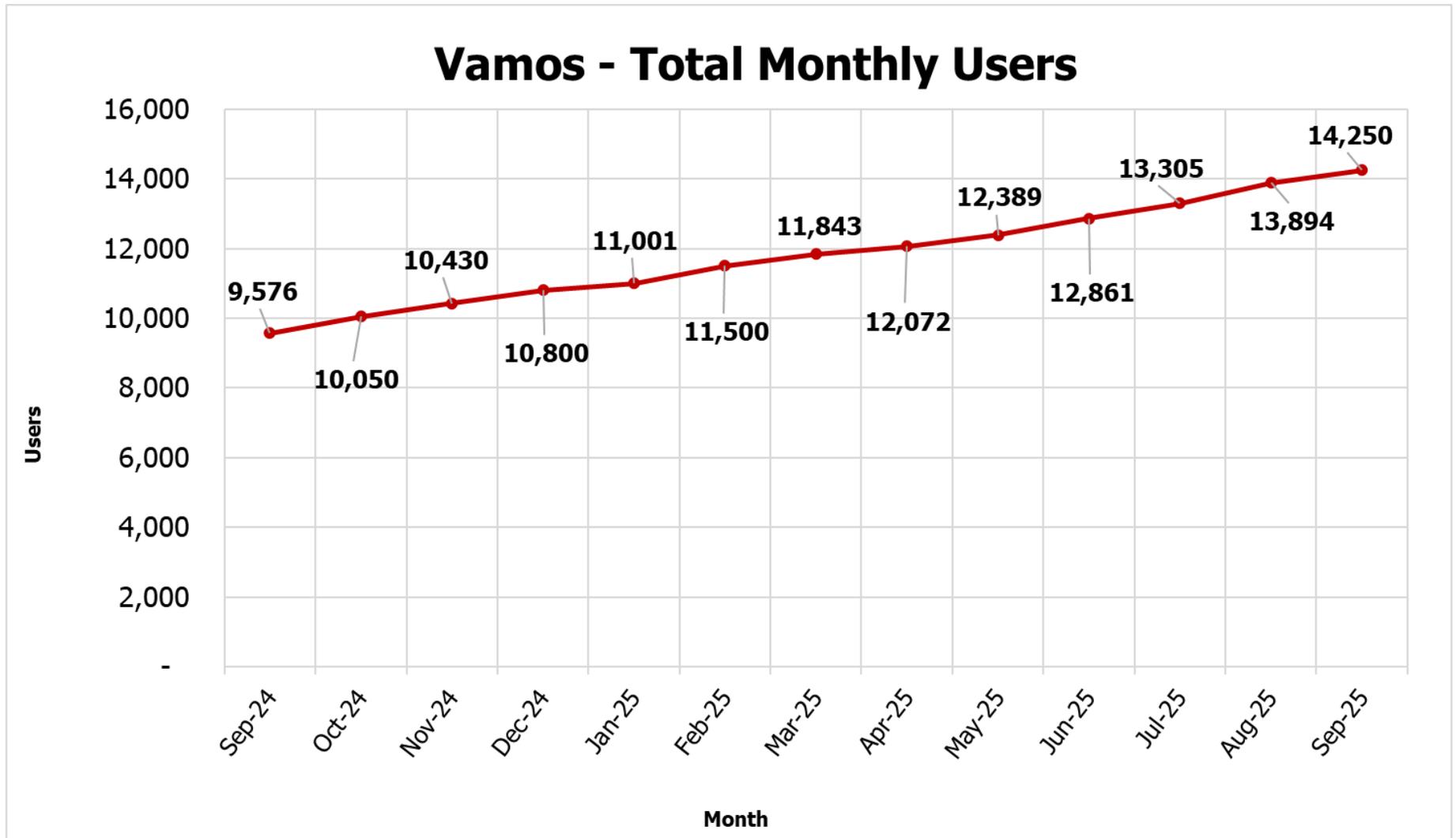
Website – Top 10 Visited Pages (July 2025 – September 2025)

<input type="checkbox"/>	Page title and screen class +	↓ Views	Active users	Views per active user	Average engagement time per active user
<input type="checkbox"/>	Total	222,192 100% of total	37,860 100% of total	5.87 Avg 0%	1m 54s Avg 0%
<input type="checkbox"/>	1 All Routes - San Joaquin Regional Transit District	39,232 (17.66%)	11,830 (31.25%)	3.32	1m 01s
<input type="checkbox"/>	2 Home - San Joaquin Regional Transit District	23,514 (10.58%)	10,733 (28.35%)	2.19	33s
<input type="checkbox"/>	3 Route 150 - San Joaquin Regional Transit District	11,307 (5.09%)	3,976 (10.5%)	2.84	1m 05s
<input type="checkbox"/>	4 Express Route 40 - San Joaquin Regional Transit District	8,566 (3.86%)	2,799 (7.39%)	3.06	51s
<input type="checkbox"/>	5 Route 93 - San Joaquin Regional Transit District	7,141 (3.21%)	1,735 (4.58%)	4.12	1m 49s
<input type="checkbox"/>	6 Route 90 - San Joaquin Regional Transit District	6,396 (2.88%)	1,740 (4.6%)	3.68	56s
<input type="checkbox"/>	7 Fares - San Joaquin Regional Transit District	6,167 (2.78%)	3,589 (9.48%)	1.72	1m 07s
<input type="checkbox"/>	8 Route 43 - San Joaquin Regional Transit District	5,788 (2.6%)	1,403 (3.71%)	4.13	54s
<input type="checkbox"/>	9 Route 40 Local - San Joaquin Regional Transit District	5,560 (2.5%)	1,389 (3.67%)	4.00	1m 08s
<input type="checkbox"/>	10 Careers - San Joaquin Regional Transit District	5,020 (2.26%)	2,598 (6.86%)	1.93	13s

Careers page growth: Total page views increased from 203,611 → 222,192 (+9.1%) compared to the previous quarter, showing an increase in user activity and deeper interaction across the site.

Improved performance on route pages: Route pages saw noticeable gains in both views and engagement, indicating riders are spending more time exploring these route pages.

Fare page growth signals rider interest: The Fares page increased from 5,101 → 6,167 views (+20.9%), showing more riders are actively seeking cost details. This is an encouraging sign of growing intent to ride the bus.



Quarterly Report Q4 2024	
Months	Users
Oct-24	10,050
Nov-24	10,430
Sep-24	10,800
Quarterly Average	10,427

Quarterly Report Q1 2025	
Months	Users
Jan-25	11,001
Feb-25	11,500
Mar-25	11,843
Quarterly Average	11,448

Quarterly Report Q2 2025	
Months	Users
Apr-25	12,072
May-25	12,389
Jun-25	12,861
Quarterly Average	12,441

Quarterly Report Q3 2025	
Months	Users
Jul-25	13,305
Aug-25	13,894
Sep-25	14,250
Quarterly Average	13,816

Vamos - Quarterly User Report

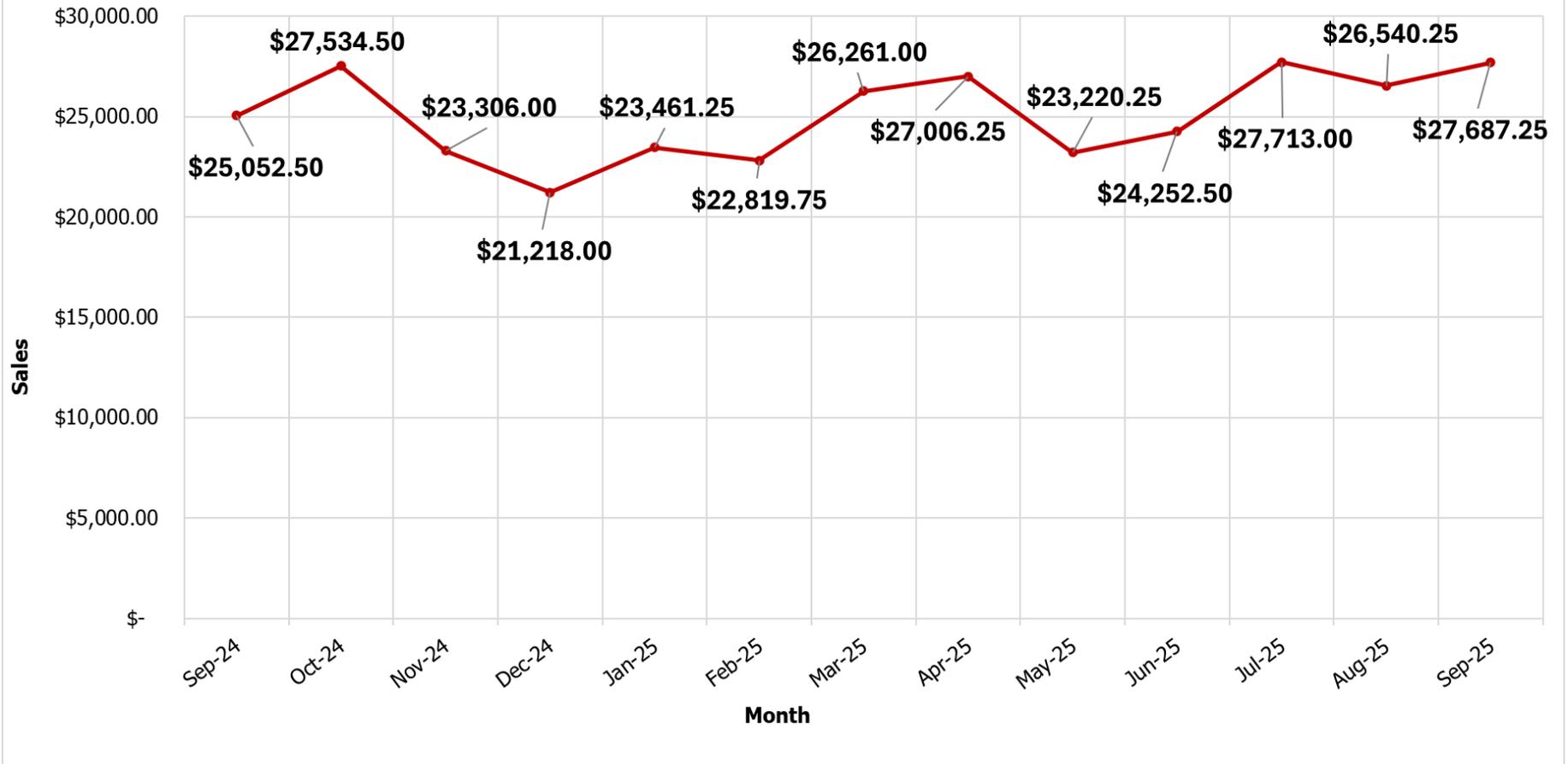
Between Q2 and Q3 2025, Vamos App users increased by 1,375 users, representing an 11.05% growth from the previous quarter.

The consistent rise in users reflects strong engagement and across San Joaquin County.

Staff and customers have become more knowledgeable and comfortable with the app’s features, helping drive continued user growth.

We actively promoted Vamos App usage and encouraged customers to engage with it more frequently, resulting in higher retention and satisfaction.

Vamos - Monthly Transaction Sales



Quarterly Sales Report Q4 2024	
Months	Sales
Oct-24	\$27,534.50
Nov-24	\$23,306.00
Sep-24	\$21,218.00
Quarterly Sales	\$72,058.50

Quarterly Sales Report Q1 2025	
Months	Sales
Jan-25	\$23,461.25
Feb-25	\$22,819.75
Mar-25	\$26,261.00
Quarterly Sales	\$72,542.00

Quarterly Sales Report Q2 2025	
Months	Sales
Apr-25	\$27,006.25
May-25	\$23,220.25
Jun-25	\$24,252.50
Quarterly Sales	\$74,479.00

Quarterly Sales Report Q3 2025	
Months	Sales
Jul-25	\$27,713.00
Aug-25	\$26,540.25
Sep-25	\$27,687.25
Quarterly Sales	\$81,940.50

Vamos - Quarterly Transaction Sales Report

Total Sales Quarterly Growth: Sales jumped by \$7,461.50 from Q2 to Q3—a 10.02% increase, signaling strong momentum.

Seasonal Impact: Q3 (summer) might show stronger sales due to increased travel, tourism, and transit activity, especially with events or school breaks influencing ridership.

Ongoing Focus: Continued emphasis will be placed on improving app reliability, enhancing customer awareness, and leveraging promotional campaigns to maintain steady growth.

Call Center Report

Quarter	Month	Average Ringing Duration (seconds)	Average Call Duration (minutes)	Answered Call Totals	Answered Call Rate	Abandon Call Totals	Abandon Call Rates	Total Calls Volume
Q4 2024	Oct-2024	51	1.57	1,460	80%	366	20%	1,826
	Nov-2024	47	1.43	1,267	79%	344	21%	1,611
	Dec-2024	45	1.56	1,181	85%	204	15%	1,385
Q1 2025	Jan-2025	50	1.70	1,302	76%	421	24%	1,723
	Feb-2025	56	1.71	1,254	81%	288	19%	1,542
	Mar-2025	52	1.55	1,119	80%	277	20%	1,396
Q2 2025	Apr-2025	46	1.36	1,298	81%	312	19%	1,610
	May-2025	47	1.41	1,246	83%	258	17%	1,504
	Jun-2025	49	1.46	1,085	84%	148	12%	1,286
Q3 2025	Jul-2025	58	1.68	1,267	81%	290	19%	1,557
	Aug-2025	55	1.51	1,360	79%	352	21%	1,712
	Sep-2025	47	1.50	1,216	82%	271	18%	1,487

Average Ringing Duration (seconds): This metric reflects the average time, in seconds, that calls ring before they are answered or abandoned. It provides insight into how quickly calls are being addressed by the receiving party.

Average Call Duration (minutes): This represents the average length of calls, measured in minutes, from initiation to termination. Understanding the typical interaction time between callers and receivers is crucial.

Answered Call Totals: This figure indicates the total number of calls successfully answered during a specified period, showcasing the responsiveness of the call handling system.

Answered Call Rate: Expressed as a percentage, this rate calculates the proportion of calls answered to the total incoming call volume, serving as a key performance indicator of customer service effectiveness.

Abandon Call Totals: This statistic counts the total number of calls abandoned by the caller before being answered, highlighting potential issues in call handling or wait times.

Abandon Call Rates: Similar to the answered call rate, this percentage represents the proportion of abandoned calls compared to the total call volume. It reveals insights into caller dissatisfaction with timely service.

Total Calls Volume - Q1 2025 Call Center Analysis (July – September)

During the third quarter of 2025, the CIC managed a total of 4,756 calls which include:

- July: 1,557
- August: 1,712
- September: 1,487

This reflects an 8.1% increase from Q2 's 4,400 calls.

Abandoned Calls Update:

Q3 recorded a total of 913 abandoned calls, an increase from Q2's 718 and is made up of:

- July: 290 calls.
- August: 352 calls.
- September: 271 calls.
- Using weekday only operations, the daily average was approximately 14 abandoned calls across the quarter.
- The average abandon rate increased by 3% between Q2 and Q3.

Performance Overview:

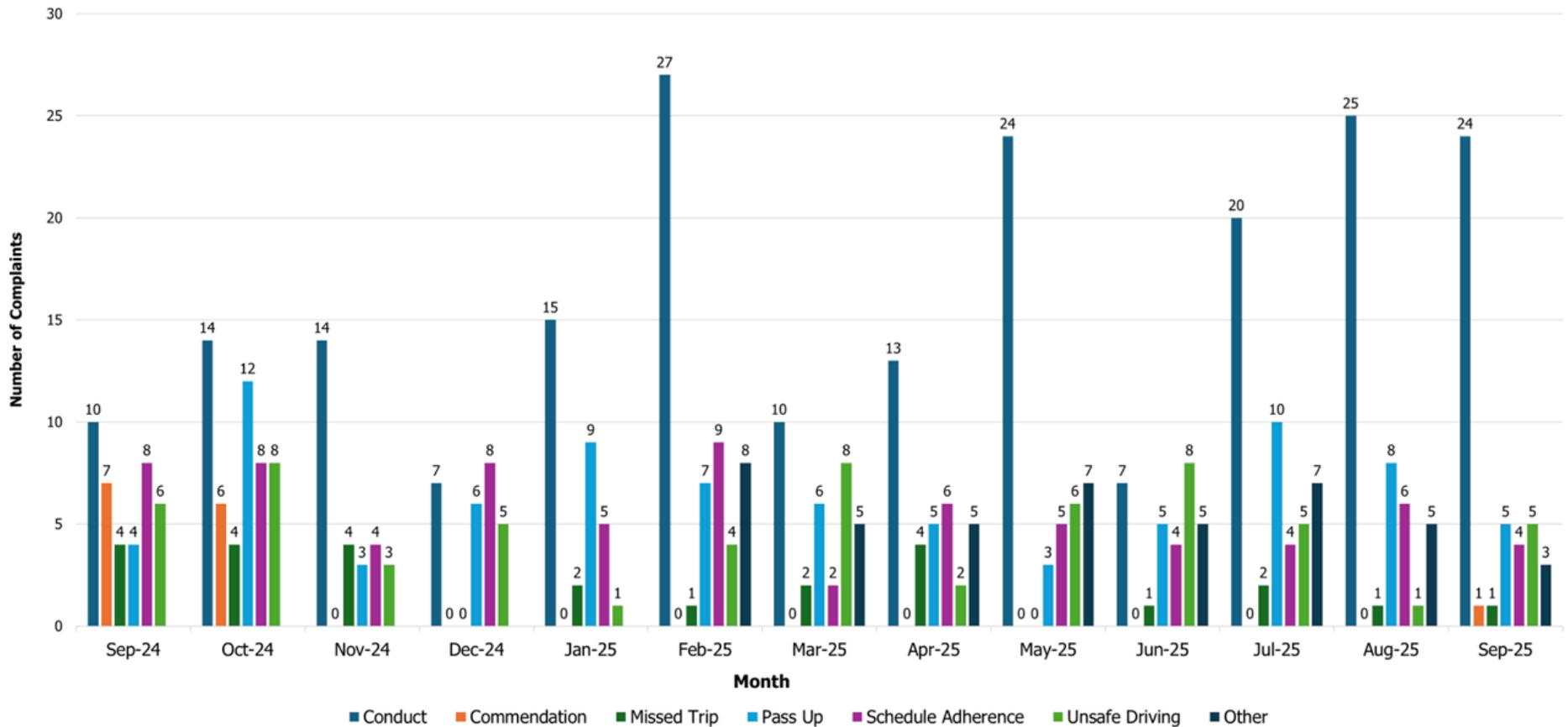
- The average answered call rate was 81%, maintaining a stable service level despite heavier volume.
- Average ringing time increased slightly from 47 seconds in Q2 to 53 seconds in Q3, reflecting a slight rise in queue wait times.
- Average call duration grew from 1.41 minutes to 1.56 minutes, suggesting longer customer interactions.
- Longer customer interactions include: Trip Planning, Route Information, School route inquires, County Hopper service, Holiday Service, and July's Metro Market

Quarterly Highlights:

- August recorded the highest call volume (1,712 calls) and the peak abandon rate of 21%. Factors include Employee Appreciation Day and 3 scheduled department meetings.
- September closed the quarter with a reduced abandon rate of 18% and an improved answer rate of 82%.
- Ringing times and call durations both trended downward by the end of this quarter, showing recovery in handling productivity.

Overall, Q3 2025 demonstrated strong performance through increased call volume and consistent answer rates above 80%.

Customer Comments by Type



Quarterly Report		Q4 2024
Months		
Oct-24		61
Nov-24		36
Dec-24		29
Quarterly Totals		126

Quarterly Report		Q1 2025
Months		
Jan-25		42
Feb-25		47
Mar-25		30
Quarterly Totals		119

Quarterly Report		Q2 2025
Months		
Apr-25		35
May-25		45
Jun-25		30
Quarterly Totals		110

Quarterly Report		Q3 2025
Months		
Jul-25		48
Aug-25		46
Sep-25		43
Quarterly Totals		137

Customer Comments Overview

A total of 137 customer comments were received in Q3 2025, the highest number of comments recorded in the past four quarters.

Compared to Q2 2025 (110 comments), this reflects a 24.5% increase, suggesting a rise in public engagement or service-related concerns.

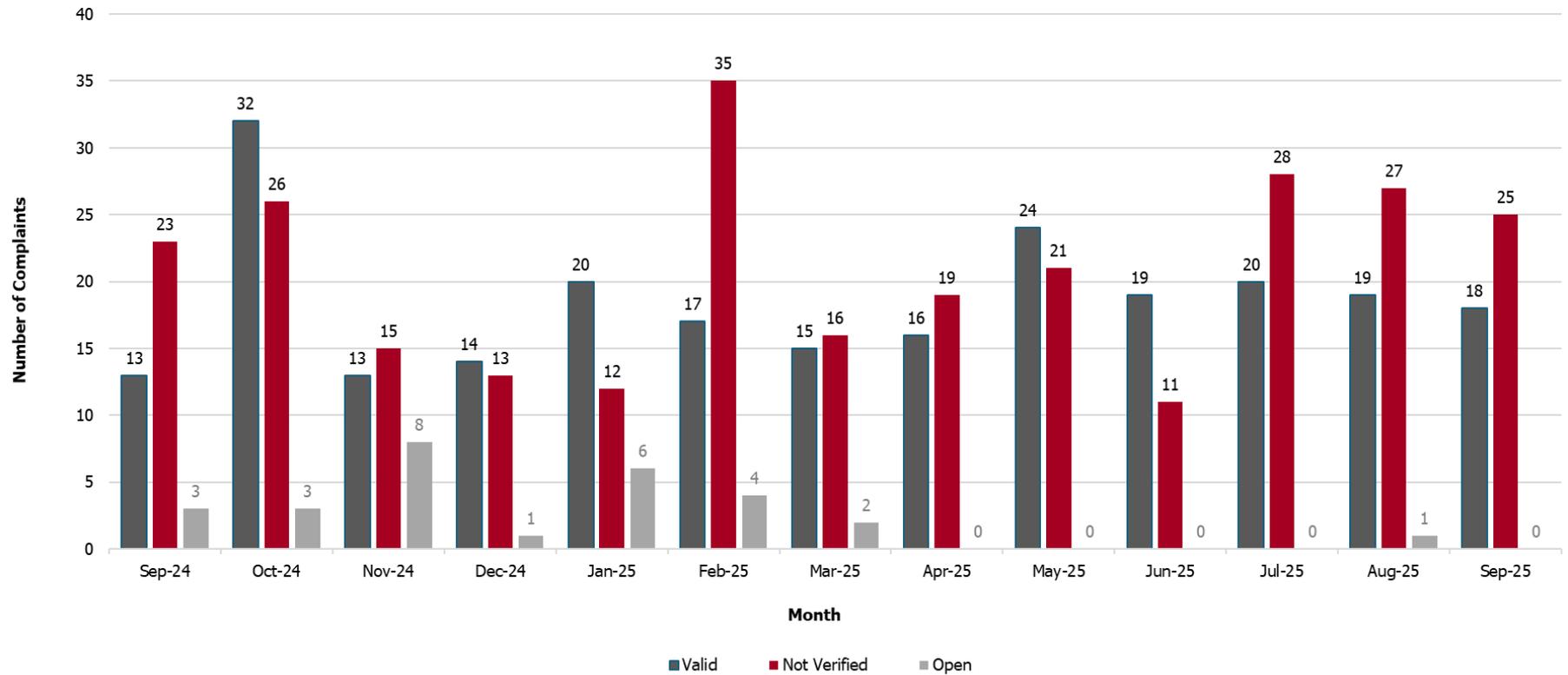
The upward trend may be influenced by higher ridership, seasonal travel demand, or service changes affecting multiple routes.

Quarterly Comparison

Q2 2025: 110 total comments — Lowest in 12-month period, reflecting improved service performance and resolution responses by department supervisors. A minor reduction from previous quarter following operational holiday and spring break for students.

Q3 2025: 137 total comments — Increase of 27 comments over the previous quarter, marking more rider feedback activity. Slightly elevated comments, likely due to service changes in this quarter.

Customer Comments – Valid / Not Verified



Quarterly Report		Q4 2024		
Months	Valid	Not Verified	Open	
Oct-24	32	26	3	
Nov-24	13	15	8	
Dec-24	14	13	1	
Quarterly Totals	59	54	12	

Quarterly Report		Q1 2025		
Months	Valid	Not Verified	Open	
Jan-25	20	12	6	
Feb-25	17	35	4	
Mar-25	15	16	2	
Quarterly Totals	52	63	12	

Quarterly Report		Q2 2025		
Months	Valid	Not Verified	Open	
Apr-25	16	19	0	
May-25	24	21	0	
Jun-25	19	11	0	
Quarterly Totals	59	51	0	

Quarterly Report		Q3 2025		
Months	Valid	Not Verified	Open	
Jul-25	20	28	0	
Aug-25	19	27	1	
Sep-25	18	25	0	
Quarterly Totals	57	80	1	

Q3 2025 Overview

Total Valid Complaints: 57
 Not Verified Complaints: 80
 Open Complaints: 1

Seasonal Impact: Q3 (summer) might show stronger activity due to increased travel, tourism, and transit activity, especially with events or school breaks influencing ridership.

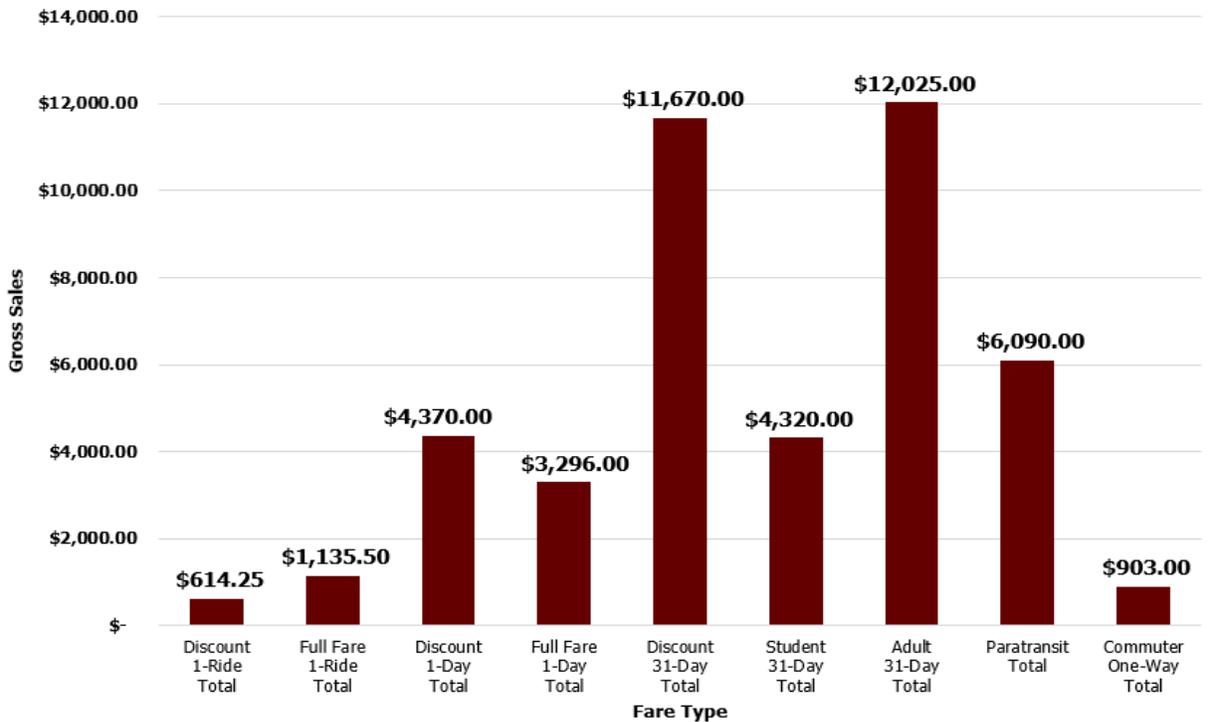
Ongoing Focus: Continued emphasis will be placed on improving ridership reliability, enhancing customer awareness, and leveraging promotional campaigns and community events to maintain steady growth.

Quarterly Analysis:

- Compared to Q2 2025, valid comments slightly decreased from 59 to 57, showing a steady comment volume.
- Not verified comments increased significantly from 51 in Q2 to 80 in Q3, indicating the need for supervisors to continue the reviewal, follow-up, and verification process of all cases.
- Open comments remained low (1), maintaining strong closure efficiency.
- The highest number of not verified comments occurred in August (27), possibly due to a peak in ridership or service changes during the summer months.
- Valid comments remained stable overall, averaging around 57 per quarter.
- Open comments dropped dramatically from 12 in early 2025 to only 1 by Q3, showing improved complaint resolution and response follow-through by department supervisors.
- Customer engagement levels remain high, indicating continued rider feedback and system transparency.

Bus Pass Sales – DTC Customer Service Window

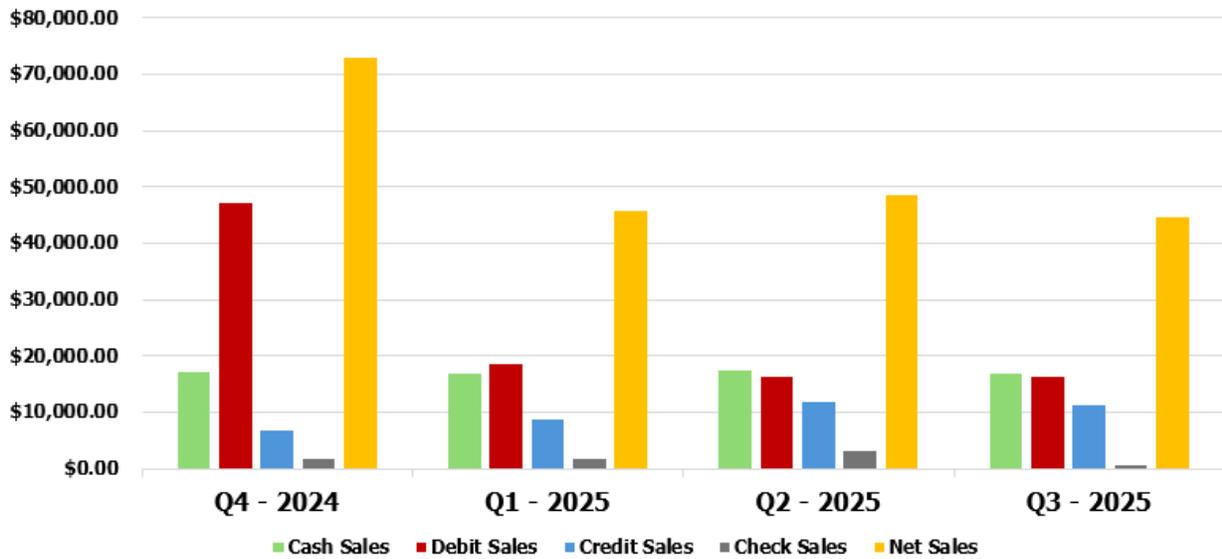
Discount 1-Ride Total			Full Fare 1-Ride Total			Discount 1-Day Total		
Quarter	Sold	Gross Sales	Quarter	Sold	Gross Sales	Quarter	Sold	Gross Sales
Q4 - 2024	1,706	\$ 1,279.50	Q4 - 2024	2,773	\$ 4,159.50	Q4 - 2024	5,062	\$ 10,124.00
Q1 - 2025	778	\$ 583.50	Q1 - 2025	1,101	\$ 1,651.50	Q1 - 2025	2,425	\$ 4,850.00
Q2 - 2025	794	\$ 595.50	Q2 - 2025	876	\$ 1,314.00	Q2 - 2025	2,073	\$ 4,146.00
Q3 - 2025	819	\$ 614.25	Q3 - 2025	757	\$ 1,135.50	Q3 - 2025	2,185	\$ 4,370.00
Full Fare 1-Day Total			Discount 31-Day Total			Student 31-Day Total		
Quarter	Sold	Gross Sales	Quarter	Sold	Gross Sales	Quarter	Sold	Gross Sales
Q4 - 2024	1,611	\$ 6,444.00	Q4 - 2024	653	\$ 19,590.00	Q4 - 2024	112	\$ 4,480.00
Q1 - 2025	865	\$ 3,460.00	Q1 - 2025	380	\$ 11,400.00	Q1 - 2025	129	\$ 5,160.00
Q2 - 2025	790	\$ 3,160.00	Q2 - 2025	423	\$ 12,690.00	Q2 - 2025	153	\$ 6,120.00
Q3 - 2025	824	\$ 3,296.00	Q3 - 2025	389	\$ 11,670.00	Q3 - 2025	108	\$ 4,320.00
Adult 31-Day Total			Paratransit Total			Commuter One-Way Total		
Quarter	Sold	Gross Sales	Quarter	Sold	Gross Sales	Quarter	Sold	Gross Sales
Q4 - 2024	302	\$ 19,630.00	Q4 - 2024	1,507	\$ 4,521.00	Q4 - 2024	319	\$ 2,233.00
Q1 - 2025	178	\$ 11,570.00	Q1 - 2025	1,665	\$ 4,995.00	Q1 - 2025	204	\$ 1,428.00
Q2 - 2025	220	\$ 14,300.00	Q2 - 2025	1,533	\$ 4,599.00	Q2 - 2025	187	\$ 1,309.00
Q3 - 2025	185	\$ 12,025.00	Q3 - 2025	2,030	\$ 6,090.00	Q3 - 2025	129	\$ 903.00



Quarterly Bus Pass Sales Report – DTC Customer Service Window

Quarter	Cash Sales	Debit Sales	Credit Sales	Check Sales	Net Sales
Q4 - 2024	\$17,099.82	\$47,230.48	\$6,838.95	\$1,640.00	\$72,809.25
Q1 - 2025	\$16,942.66	\$18,549.74	\$8,680.10	\$1,580.00	\$45,752.50
Q2 - 2025	\$17,343.24	\$16,350.76	\$11,850.50	\$2,960.00	\$48,504.50
Q3 - 2025	\$16,831.00	\$16,200.00	\$11,170.25	\$440.00	\$44,641.25

Quarterly Bus Pass Sales - DTC Customer Service Window



July 2025: \$14,160.50 (slight decline of 0.85% compared to June, largely due to summer ridership patterns and stricter fare compliance)

August 2025: \$14,717.75 (increase of 3.94% over July, supported by school reopening and bulk purchase of 20 Adult 31-Day passes by Domus Management Co. for \$1,300.00)

September 2025: \$15,705.50 (increase of 6.71% over August, driven by commuters and students resuming regular schedules).

Top 10 FVMs- Q4 – 2024 To Q3 – 2025

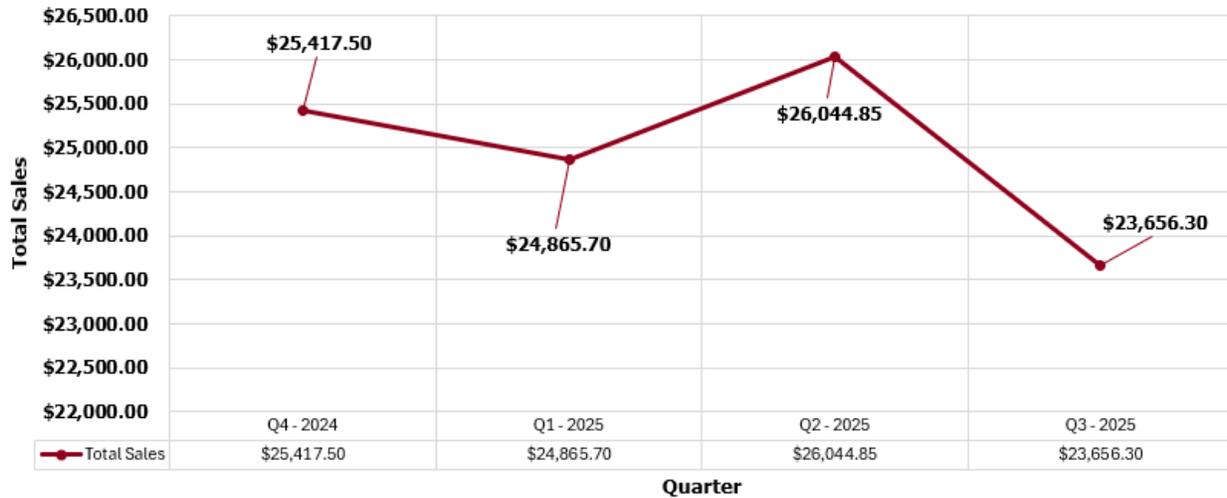
SJRTD VenTek RCS						
Location	Number of Routes Served	Q4 - 2024	Q1 - 2025	Q2 - 2025	Q3 - 2025	Total Sale
DTC Outside L/S	33	\$ 4,084.05	\$ 3,962.30	\$ 4,395.60	\$ 4,689.10	\$ 17,131.05
DTC Outside R/S	33	\$ 3,983.75	\$ 3,226.60	\$ 3,062.15	\$ 3,199.15	\$ 13,471.65
NB Hammer Triangle	7	\$ 901.65	\$ 2,126.35	\$ 3,163.65	\$ 3,081.95	\$ 9,273.60
DTC Lobby	33	\$ 1,376.25	\$ 1,378.00	\$ 1,340.70	\$ 2,052.35	\$ 6,147.30
SB Pacific / Yokuts	14	\$ 1,226.10	\$ 972.55	\$ 1,435.25	\$ 1,038.10	\$ 4,672.00
EB Hammer / Kelley	2	\$ 1,031.25	\$ 811.30	\$ 1,008.20	\$ 887.25	\$ 3,738.00
WB Hammer / Holman	2	\$ 1,055.55	\$ 941.40	\$ 992.30	\$ 595.30	\$ 3,584.55
WB Hammer / West Lane	4	\$ 895.05	\$ 1,073.25	\$ 753.60	\$ 762.90	\$ 3,484.80
SB Fremont / Commerce St	4	\$ 1,226.55	\$ 851.55	\$ 562.45	\$ 389.10	\$ 3,029.65
EB Hammer / Mariners	1	\$ 920.35	\$ 947.20	\$ 838.95	\$ 104.25	\$ 2,810.75
Total Sales		\$ 16,700.55	\$ 16,290.50	\$ 17,552.85	\$ 16,799.45	\$ 67,343.35

FVM Monthly Sales October 2024 to September 2025

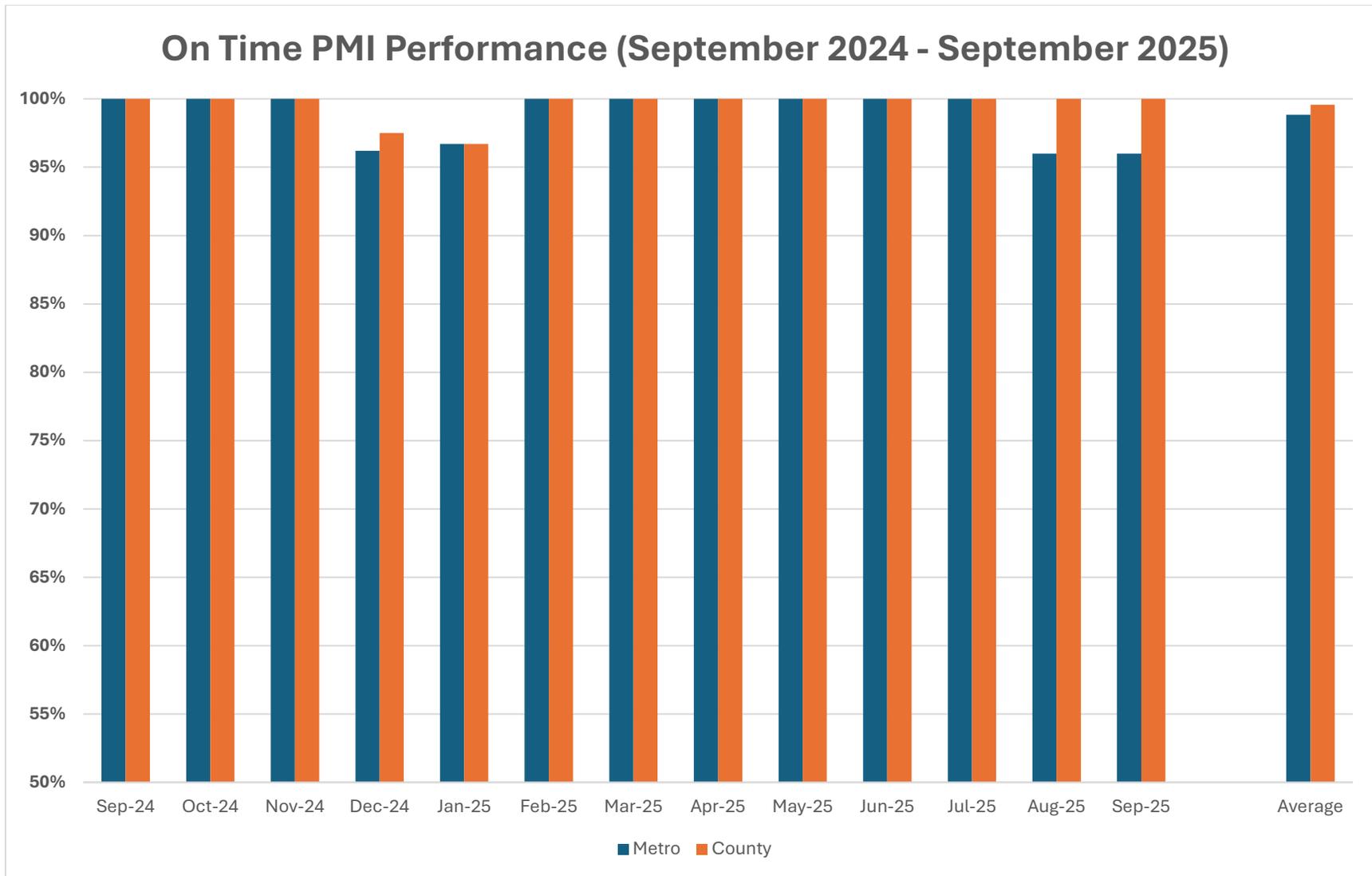


- Total sales from the Top 10 FVM locations for Q3 – 2025 was \$16,799.45.
- Overall sales declined slightly in Q3 - 2025, showing a 9.17 % drop from the previous quarter.
- From August 2025 to September 2025 sales dropped by \$3,124.05. This may contribute to the removal of FVMs at most stops, with only six FVMs remaining in operation at key hubs and major connection points.

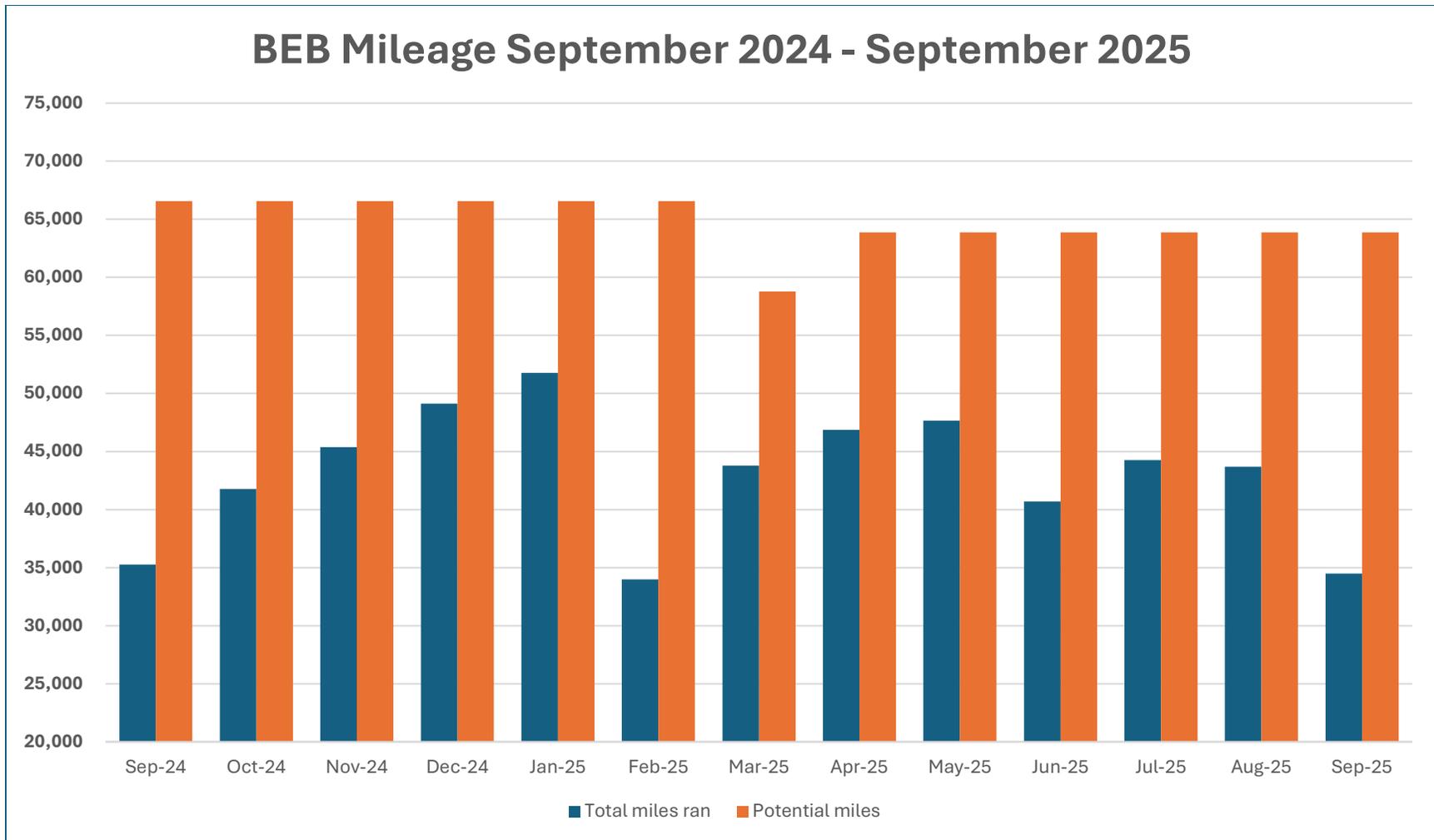
Quarterly FVM Total Sales



- During Q3 2025, total sales from the Top 10 FVM locations amounted to \$16,799.45.
- July 2025 sales reached \$5,885.50, showing an 11.20% growth compared to June, largely due to technical issues with the Vamos App that pushed riders toward FVM purchases.
- August 2025 sales increased slightly to \$6,209.35, though year-over-year sales declined by 36.45%. Vandalism of several FVMs impacted performance.
- September 2025 sales dropped to \$4,561.75, the lowest of the quarter, reflecting a 51.34% year-over-year decrease. This significant decline was mainly due to the removal of many FVMs, leaving only six operational at major hubs.
- Overall, while July and August maintained moderate sales, September experienced a sharp decline, reducing the quarter's performance.



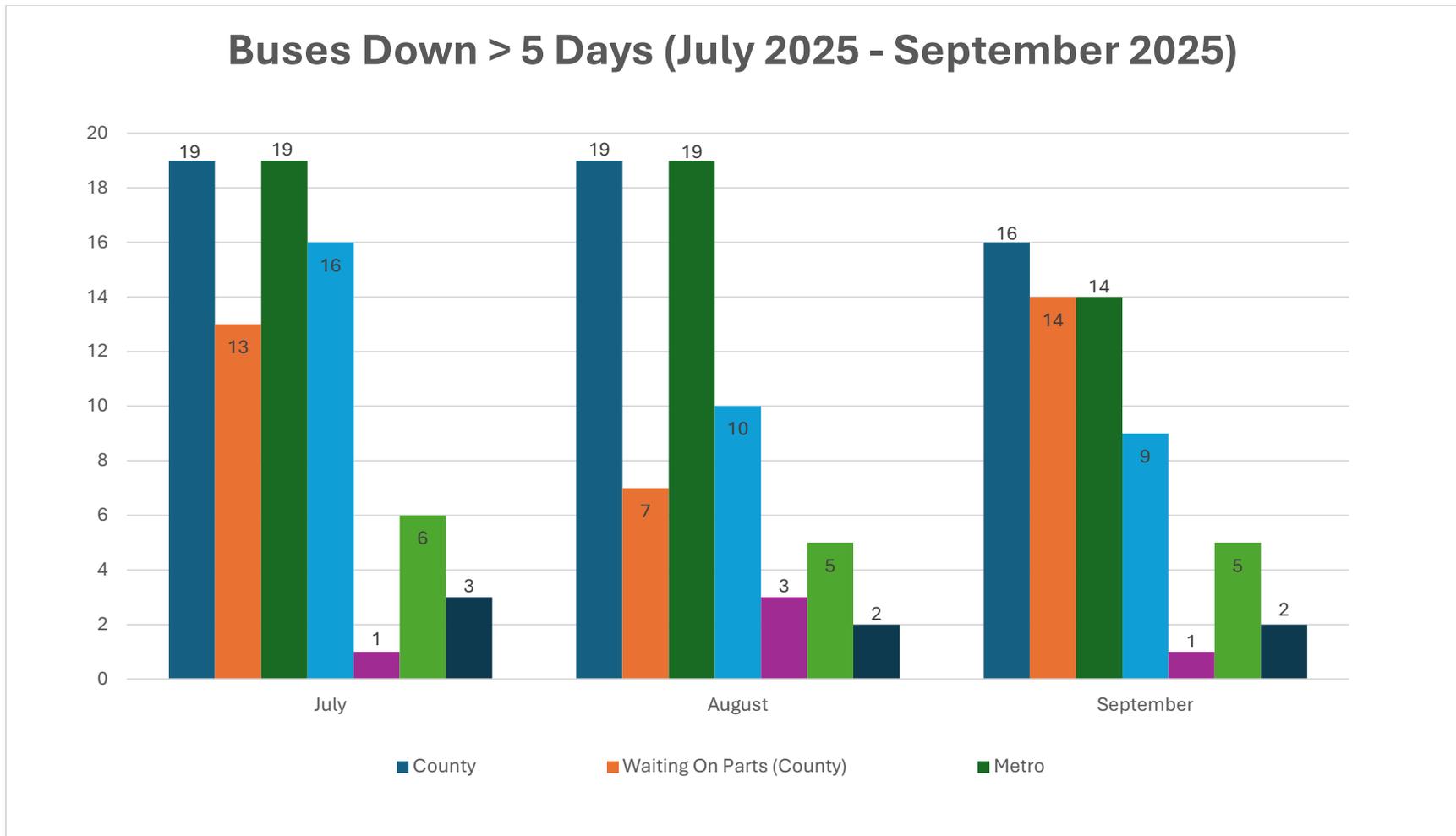
This Graph displays 13 months of On-Time Preventative Maintenance Inspection Performance (PMI) for the Metro and County fleets. Metro and County have shown improvement over the last 13 months, and for the six months, we have maintained 100% On-Time Performance for our PMIs. For the months of August and September, due to a labor shortage, we dropped to 96% for Metro.



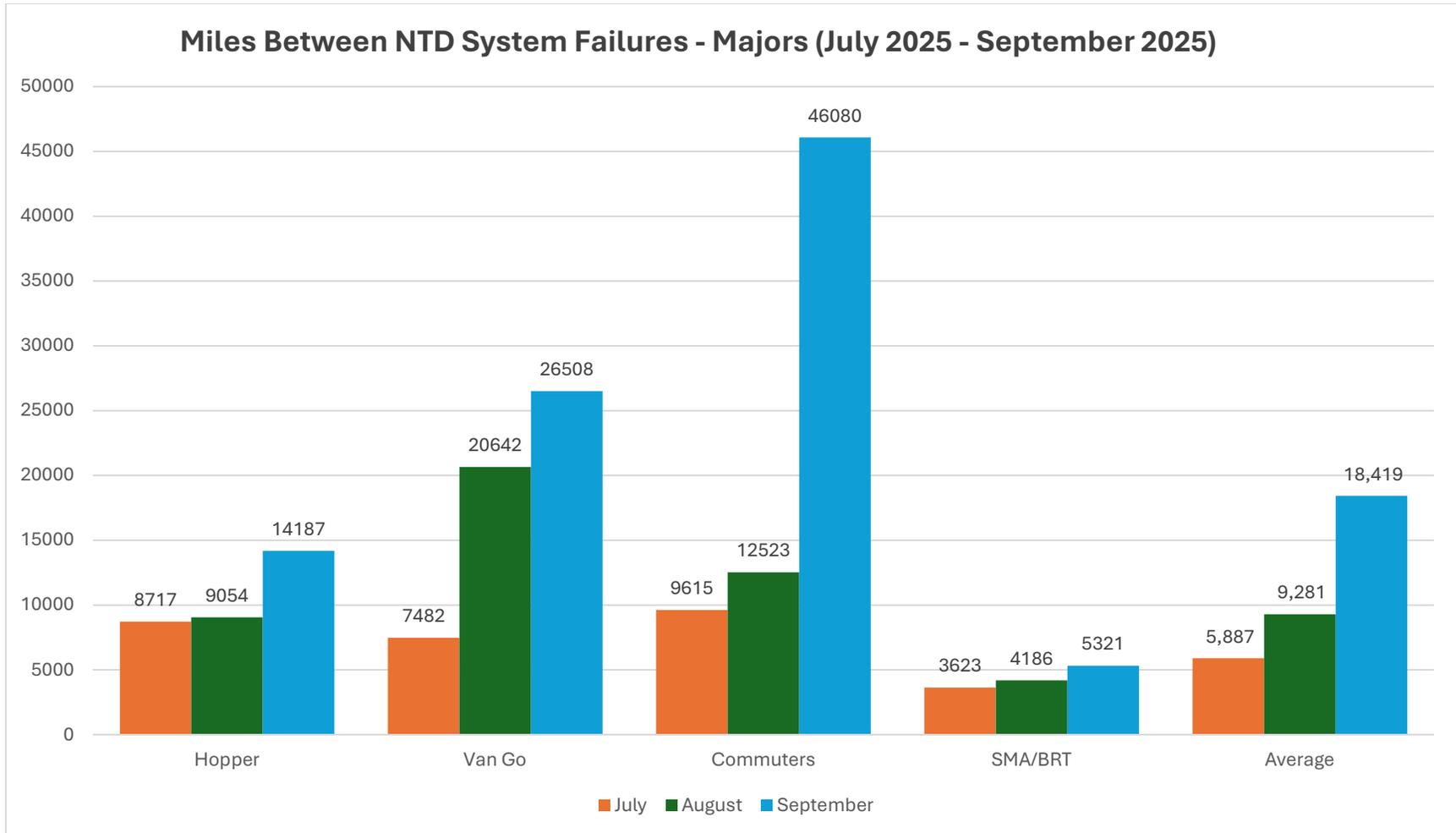
The orange shows potential miles for battery electric buses (BEB) if driven on all assigned routes.

The blue shows actual miles driven.

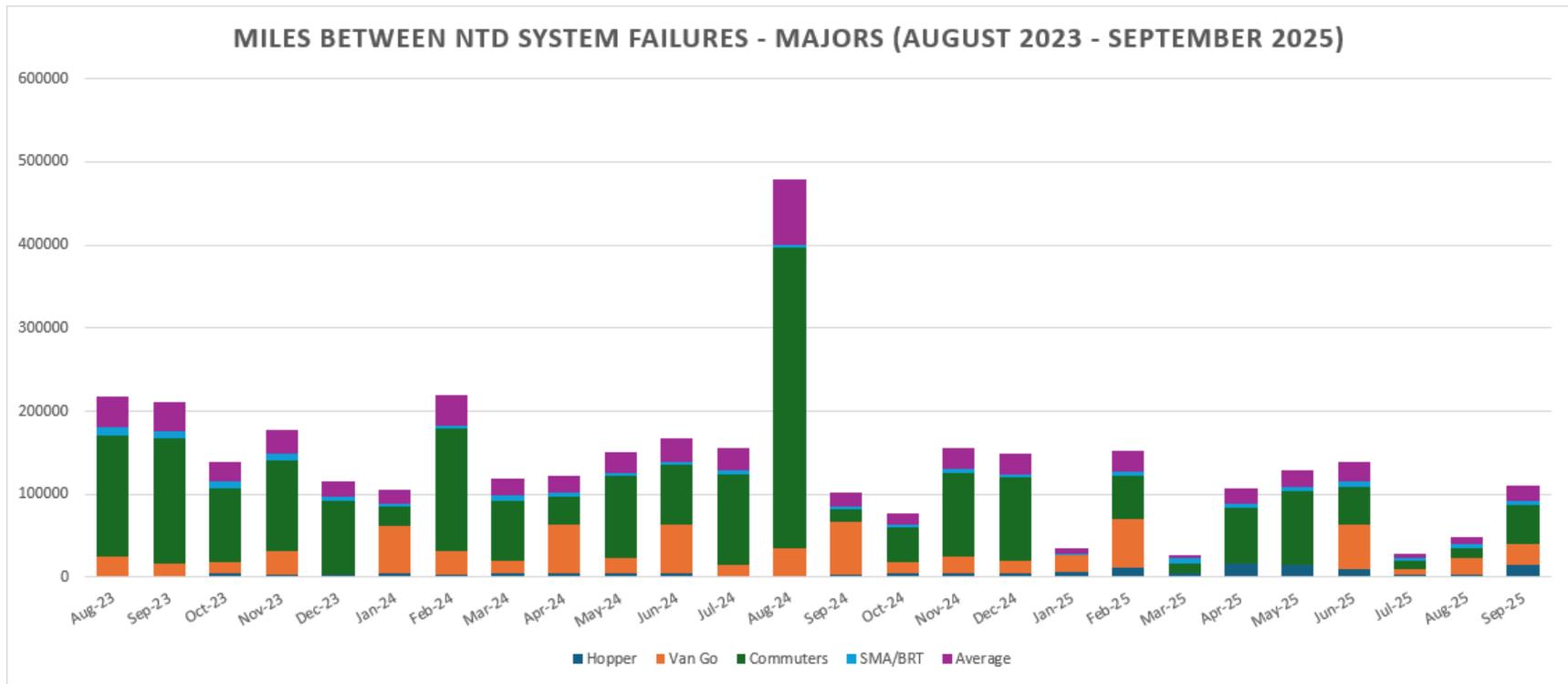
Currently, three Proterra buses are indefinitely out of service due to a lack of manufacturer support and unavailable parts.



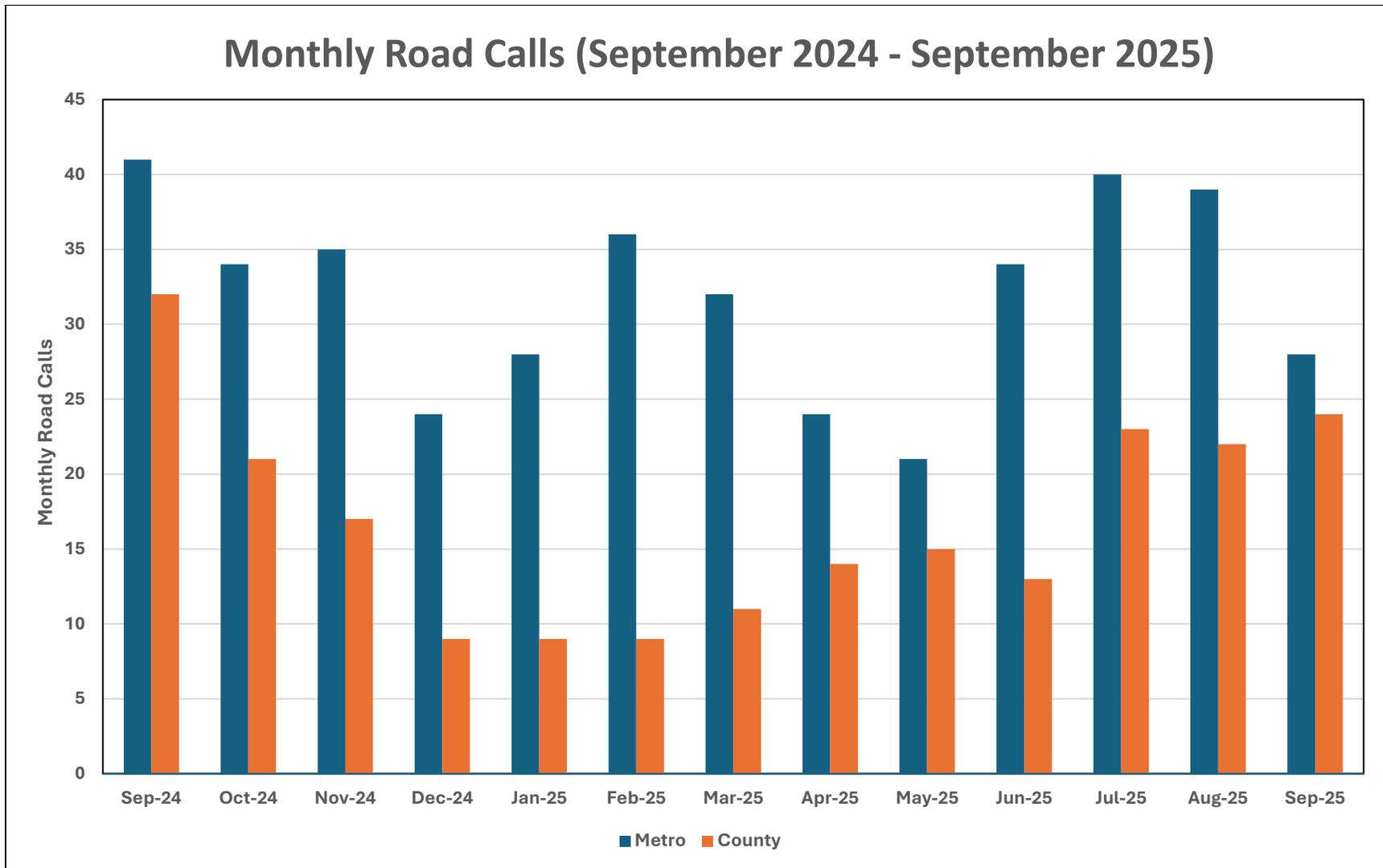
This graph shows the total number of buses that were down for more than five days in a month from July to September 2025. In January, we added a light blue bar for Metro and an orange bar for the county, showing the number of buses down due to parts shortages.



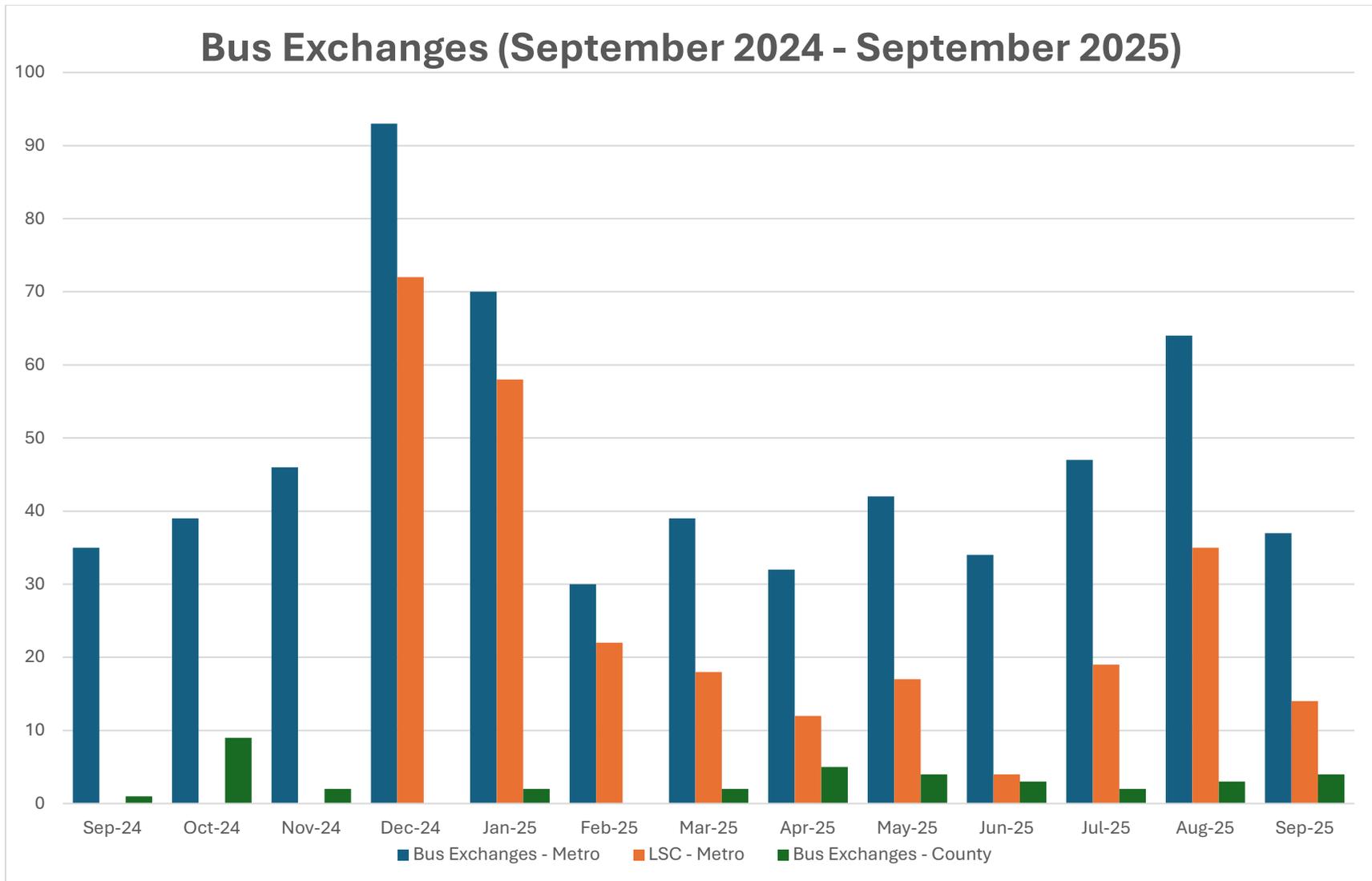
This graph shows the National Transit Database (NTD) reported failures between system failures broken down by fleet service. The NTD defines a major mechanical system failure as a failure in a revenue vehicle that prevents it from starting or completing a scheduled trip.



This graph shows National Transit Database (NTD) reported failures between system Failures broken down by fleet service for a 26-month period. The NTD defines a major mechanical system failure as a failure in a revenue vehicle that prevents it from starting or completing a scheduled trip.



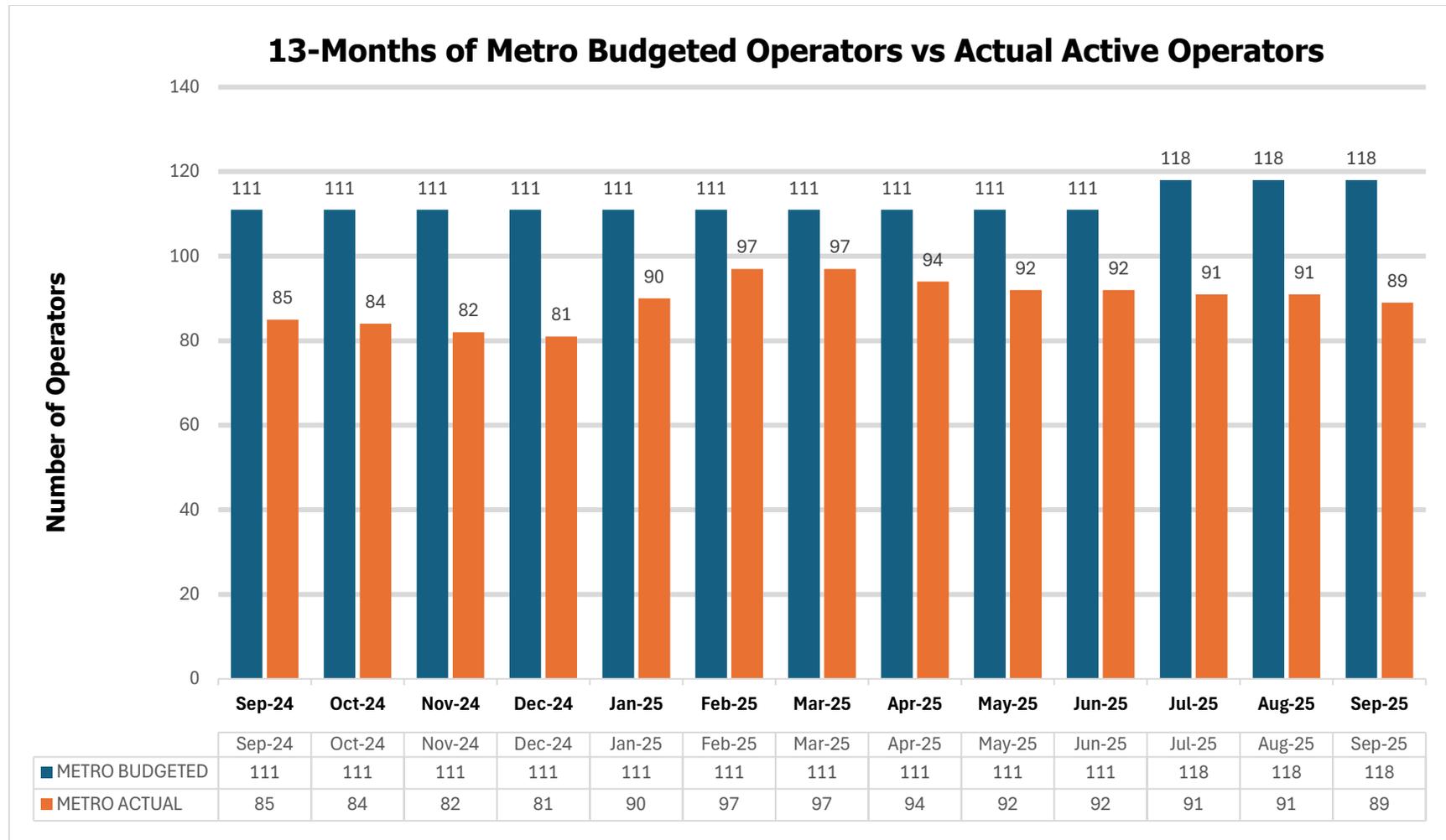
The total number of Metro and County Road Calls is shown by month from September 2024 – September 2025. Metro shows a decrease in road calls over the last two months. We have increased the A inspections to weekly from biweekly, which has also improved road calls.



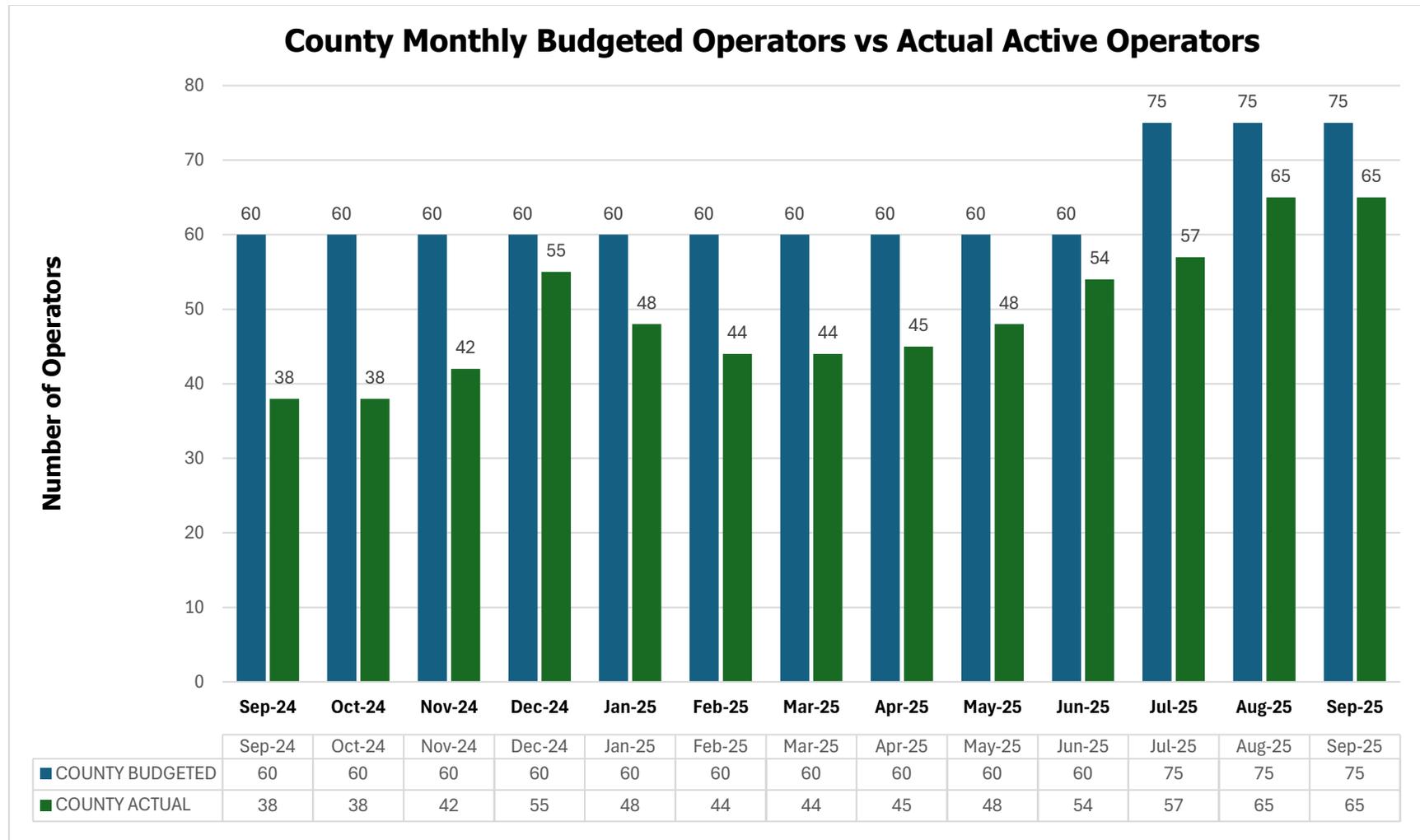
The bar graph shows Metro and County Bus Exchanges for the past 12 months. We have added a third bar showing bus exchanges due to a Low State of Charge (LSC).

Maintenance is still working with Operations to reduce the number of bus exchanges due to low LSC.

John Van Camp, Maintenance Superintendent
 Page 7 of 7

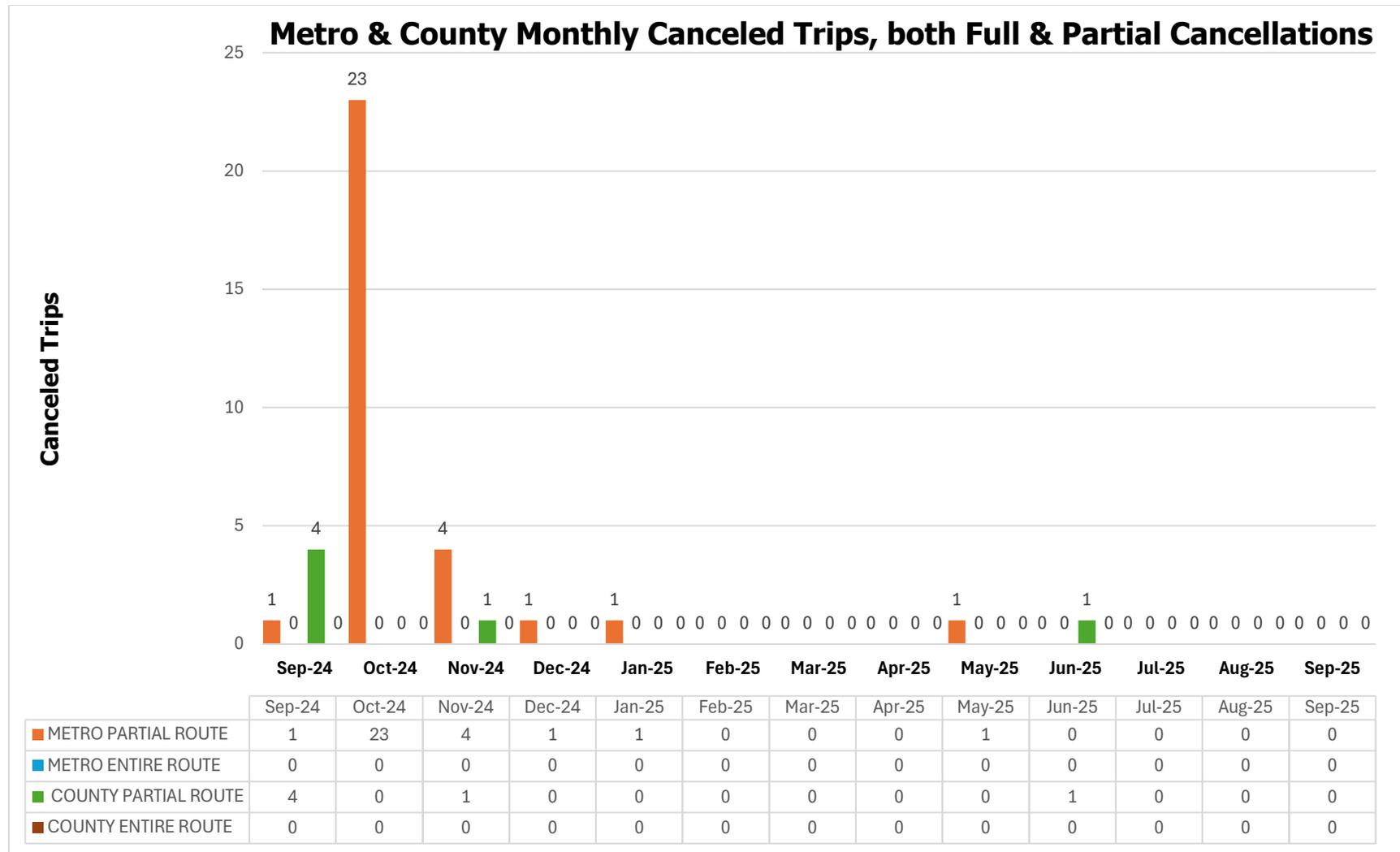


- This chart shows the budgeted number of operators compared to the number of active operators monthly.
- The Metro Division's budgeted goal for the current fiscal year is 118 operators. We realized a decrease in actual operators due to attrition. Our recruiting efforts have increased to meet our budgeted goal.

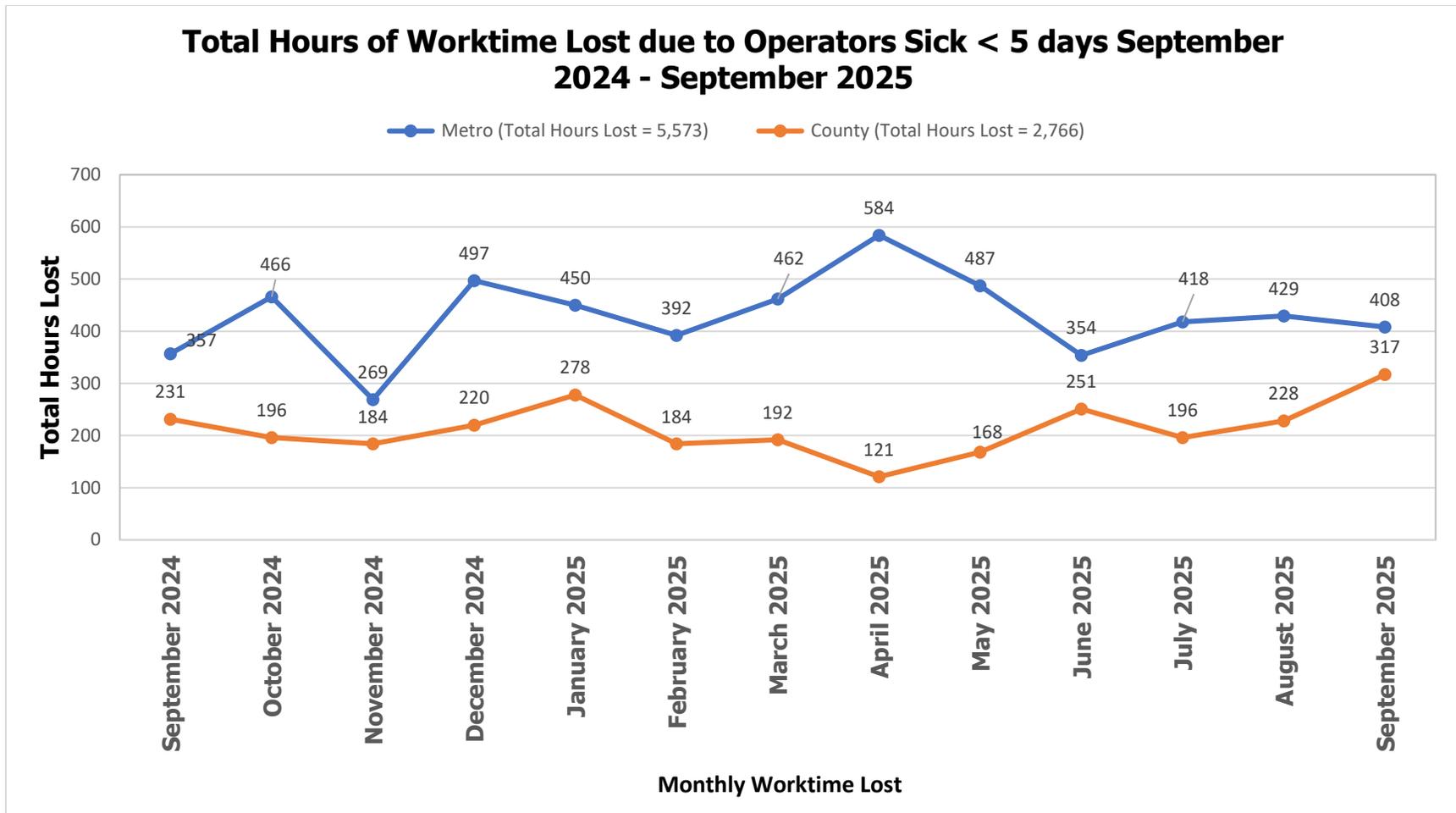


- This chart shows the budgeted number of operators compared to the number of active operators monthly.
- County active operators are stable from the previous month. We are on track to meet our goal of 75 operators in the County Division this fiscal year.

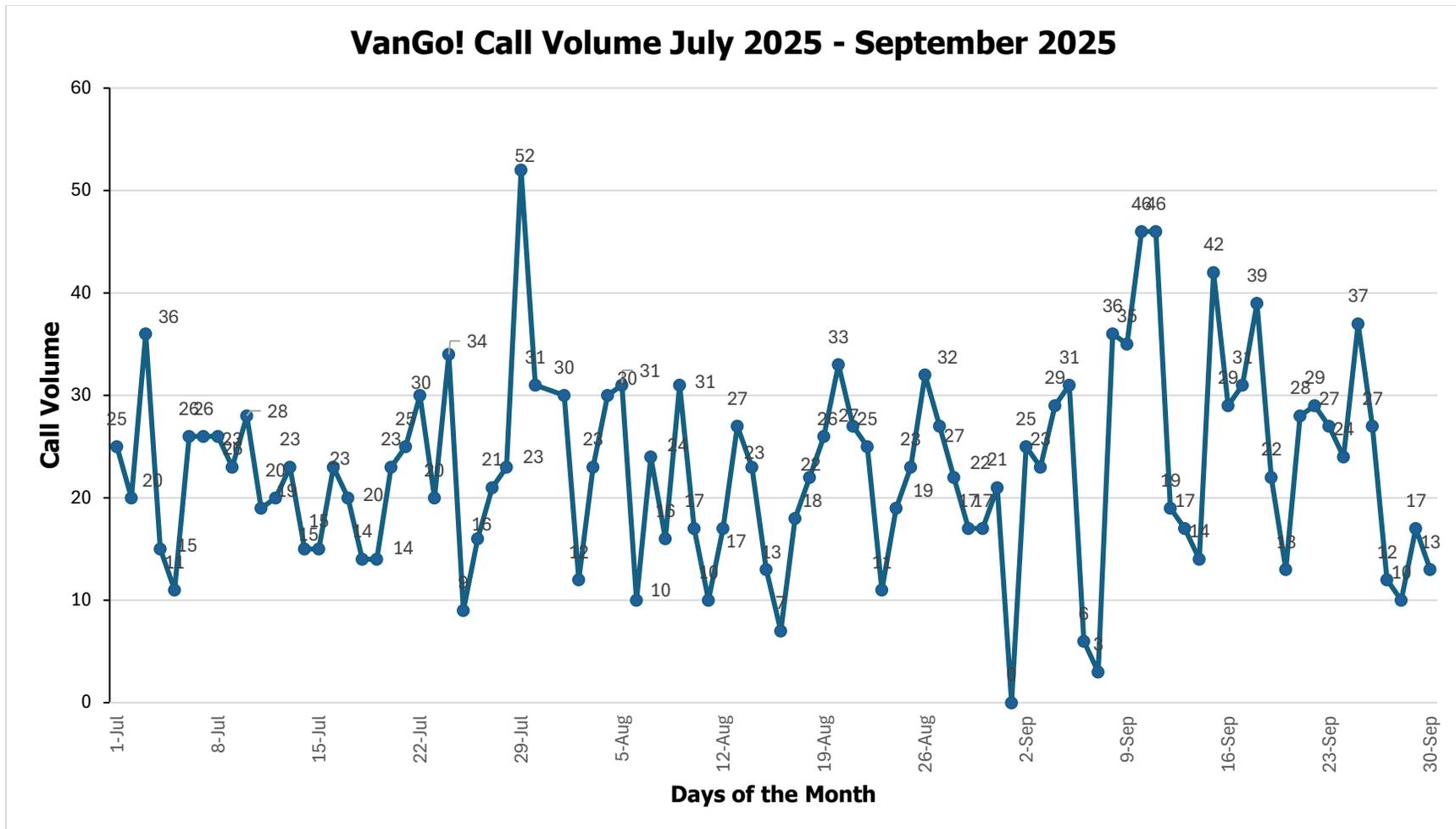
LaShonda Nelson, Transportation Superintendent and Omar Thomas, Assistant Transportation Superintendent
 Page 2 of 6



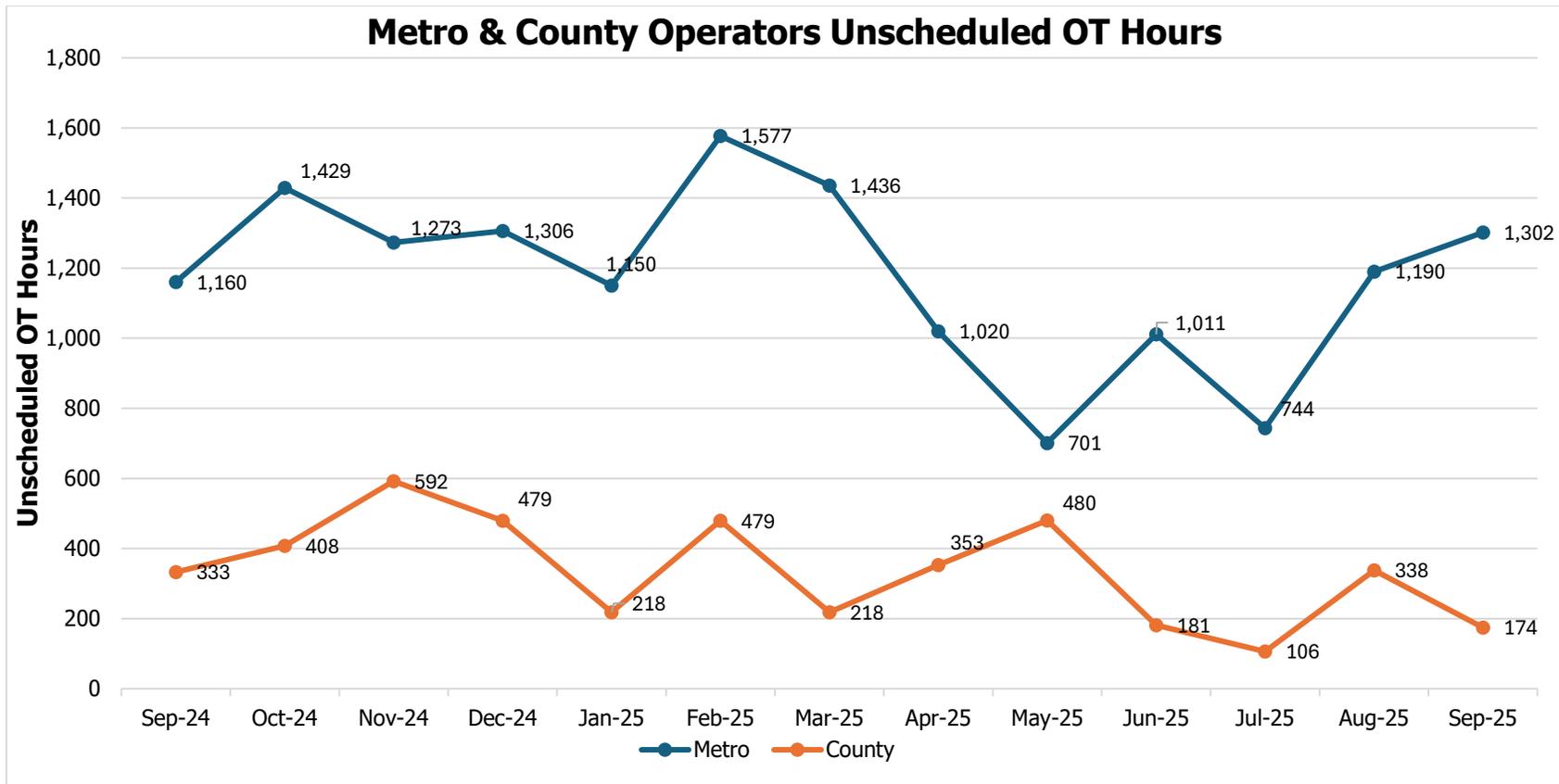
- This chart shows both full and partial trip cancellations monthly.
- No partial or complete trips were canceled in July, August, and September of 2025.



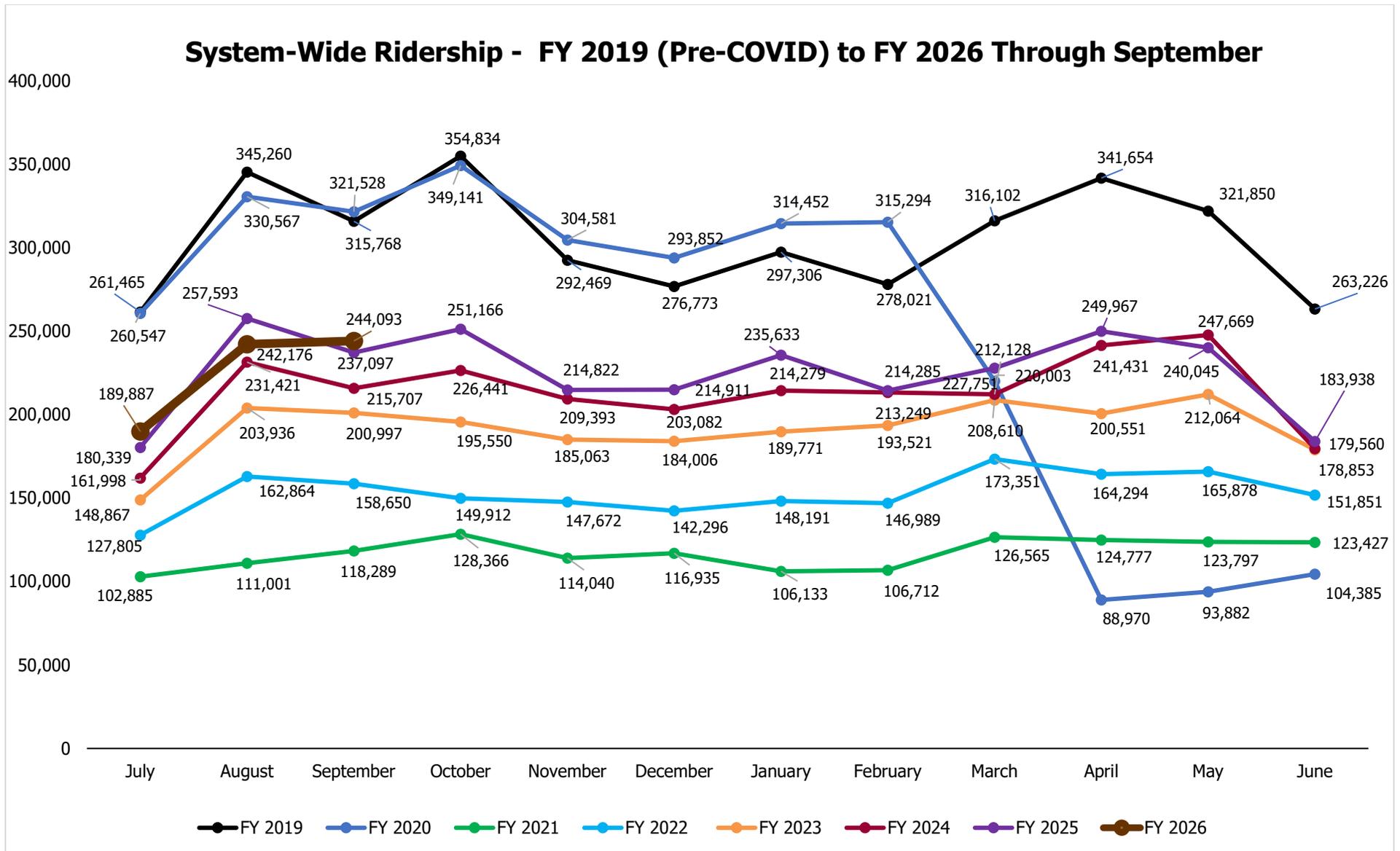
- This chart shows 13 months of work time lost due to operators being sick for less than 5 days.
- In September 2025, the Metro Division experienced a slight decrease in work time loss due to operators being out sick for fewer than five days, while the County Division experienced a substantial increase. Both Divisions have experienced constant fluctuations over the past few months. The increase in operators in the County Division could be a contributing factor.



- This chart shows the daily VanGo! Call volume from July 2025 to September 2025.
- Call volume has not significantly changed over the past three months. It remains consistent within a stable range. We continue to promote the Ecolane Application to assist in managing this call volume.

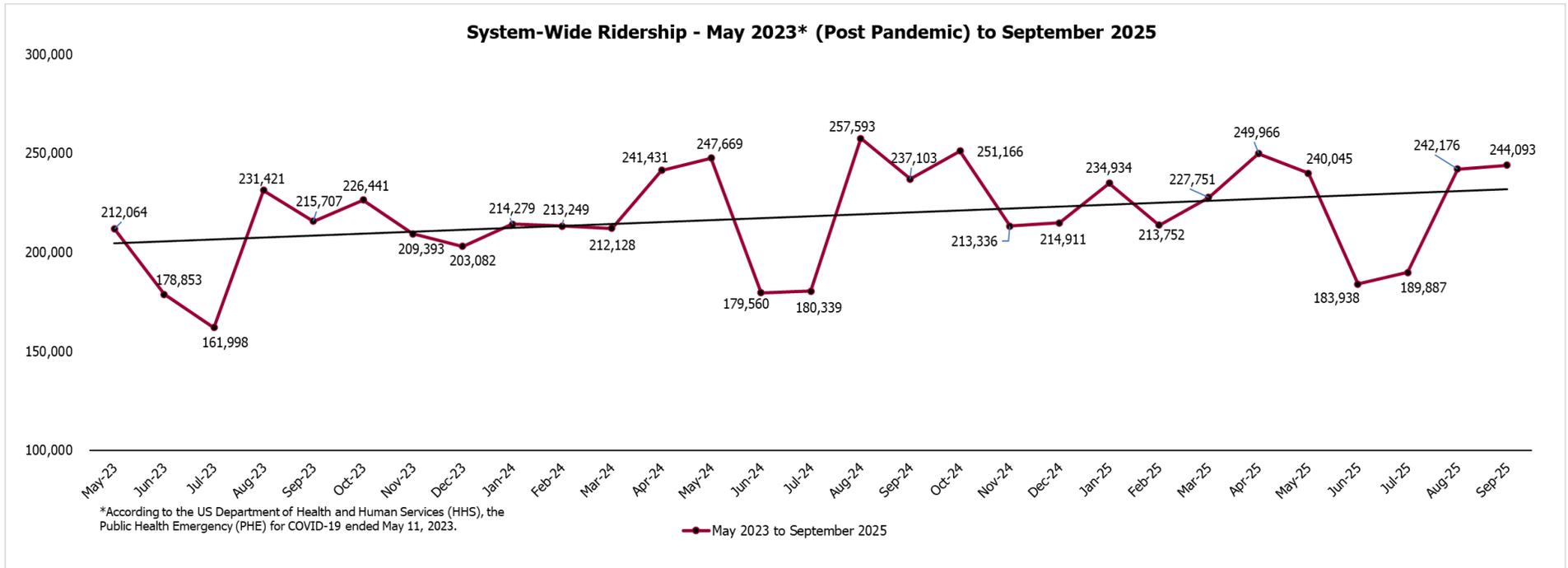


- This chart shows the number of unscheduled overtime hours worked by operators over the past thirteen months.
- The decrease in unscheduled overtime in the County Division can be partly attributed to extra-board operators assisting with the workload. In contrast, the Metro Division has experienced an increase in unscheduled overtime hours while facing a decline in the number of operators available. This situation has added extra pressure on those who are currently working.



Notes - System-Wide Ridership – FY 2019 (Pre-COVID) to FY 2025

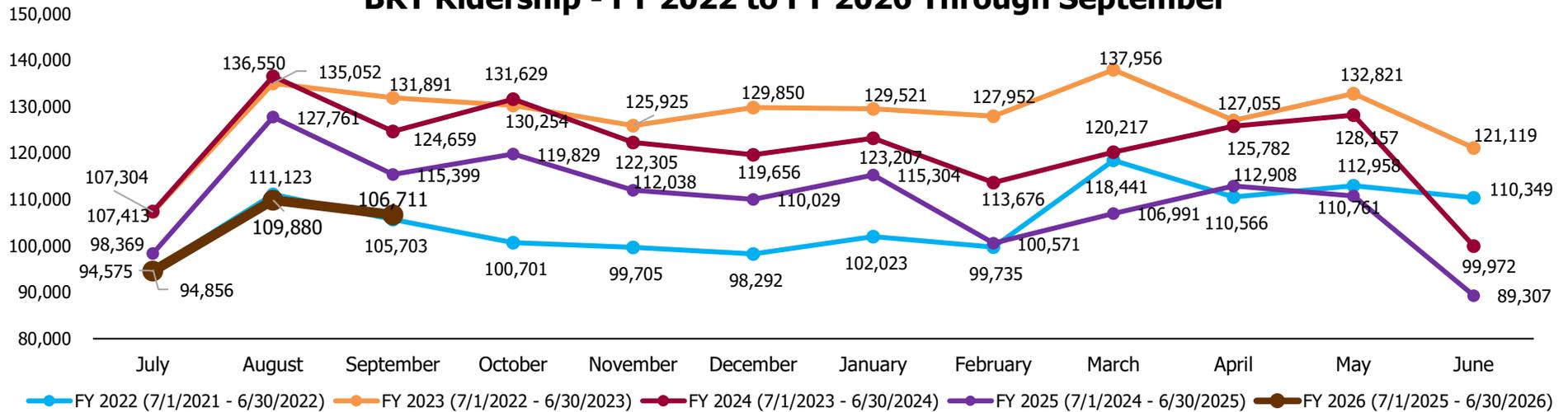
Period	Description
Jul 23 (FY 24)	Implemented 30-minute frequency all day on Routes 510, 515, 520, 525. Extended certain trips on County Hopper routes to serve the Downtown Transit Center (DTC) and Mall Transfer Station (MTS).
Oct 23 (FY 24)	SUSD Fall Break (one week)
Nov 23 (FY 24)	SUSD Thanksgiving Break (one week)
Dec 23 & Jan 24 (FY 24)	SUSD Winter Break (two weeks)
Jan 24 (FY 24)	Implemented 30-minute frequency all day on Routes 545, 555, 566, 576, 578, and 580 and the new Route 40 Local.
Feb 24 (FY 24) - May 24 (FY 24)	Missed service due to personnel shortage.
Apr 24 & May 24 (FY 24)	System-wide revenue hours increased by 17.7%. From January, ridership increased by 12.7% in April and 15.6% in May.
Jun 24 (FY 24)	SUSD Summer Break. Discontinued Commuter Route 120.
FY 24	Electric buses are used on Routes 44 and 49. UTS chargers are experiencing issues. Parts are unavailable. RTD is searching for parts from other agencies with similar equipment.
Jul 24 (FY 25)	SUSD Summer Break
Aug 24 (FY 25)	School resumed. Due to the increase in frequency of the SMA local routes and the establishment of Route 40 Local, data shows that ridership is shifting to the SMA local routes. However, system-wide ridership has increased overall. It increased by 21,321 (9%) in August 2024 compared to August 2023.
Sept 24 (FY 25)	Labor Day, no service. SUSD was off for a total of 3 days.
Oct 24 (FY 25)	SUSD Fall Break (one week), no holidays
Nov 24 (FY 25)	SUSD Thanksgiving Break (one week) plus two additional days off and no service on Thanksgiving
Dec 24 & Jan 25 (FY 25)	SUSD Winter Break (two weeks), no service on Christmas Day, and no service on New Year's Day
Feb 25 (FY 25)	February has fewer days of operation. SUSD was off for two days.
Mar 25, Apr 25, May 25, June 25 (FY 25)	Mar 2025 - SUSD Spring Break (one week). Apr 2025 - No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 29. June 2025 - SUSD off for summer break.
Jul 25 (FY 26)	New July service implementation on July 27. SUSD resumed school on July 31.
Sept 25 (FY 26)	No service on Labor Day. SUSD was off for 3 days.



Notes - System-Wide Ridership - July 2023* (Post-Pandemic) - June 2025

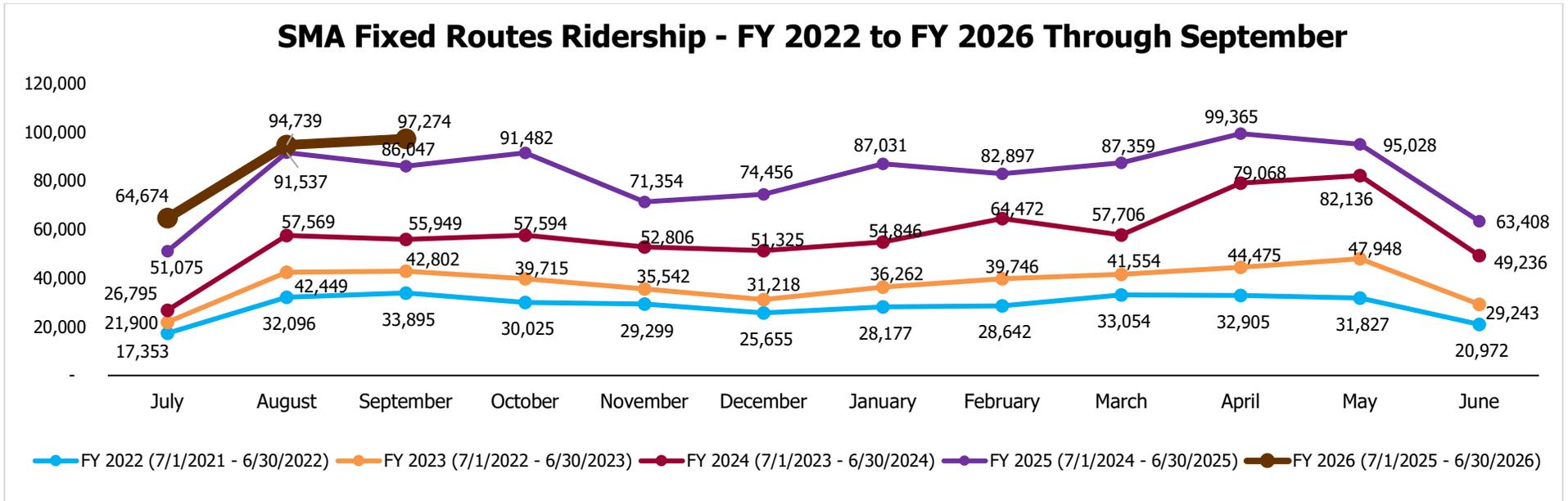
Period	Description
Jul 23 (FY 24)	Implemented 30-minute frequency all day on Routes 510, 515, 520, 525. Extended certain trips on County Hopper routes to serve the Downtown Transit Center (DTC) and Mall Transfer Station (MTS).
Oct 23 (FY 24)	SUSD Fall Break (one week)
Nov 23 (FY 24)	SUSD Thanksgiving Break (one week)
Dec 23 & Jan 24 (FY 24)	SUSD Winter Break (two weeks)
Jan 24 (FY 24)	Implemented 30-minute frequency all day on Routes 545, 555, 566, 576, 578, and 580 and the new Route 40 Local.
Feb 24 (FY 24) - May 24 (FY 24)	Missed service due to personnel shortage.
Apr 24 & May 24 (FY 24)	System-wide revenue hours increased by 17.7%. From January, ridership increased by 12.7% in April and 15.6% in May.
Jun 24 (FY 24)	SUSD Summer Break. Discontinued Commuter Route 120.
Jul 24 (FY 25)	SUSD Summer Break
Aug 24 (FY 25)	School resumed. Due to the increased frequency of the SMA local routes and the establishment of Route 40 Local, data shows that ridership is shifting to the SMA local routes. However, system-wide ridership has increased overall. It increased by 21,321 (9%) in August 2024 compared to August 2023.
Sept 24 (FY 25)	Labor Day, no service. SUSD was off for a total of 3 days.
Oct 24 (FY 25)	SUSD Fall Break (one week), no holidays
Nov 24 (FY 25)	SUSD Thanksgiving Break (one week) plus two additional days off and no service on Thanksgiving
Dec 24 & Jan 25 (FY 25)	SUSD Winter Break (two weeks), no service on Christmas Day, and no service on New Year's Day
Feb 25 (FY 25)	February has fewer days of operation. SUSD was off for two days.
Mar 25, Apr 25, May 25, June 25 (FY 25)	Mar 2025 - SUSD Spring Break (one week). Apr 2025 - No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 29. June 2025 - SUSD off for summer break.
Jul 25 (FY 26)	New July service implementation on July 27. SUSD resumed school on July 31.
Sept 25 (FY 26)	No service on Labor Day. SUSD was off for 3 days.

BRT Ridership - FY 2022 to FY 2026 Through September



BRT Notes

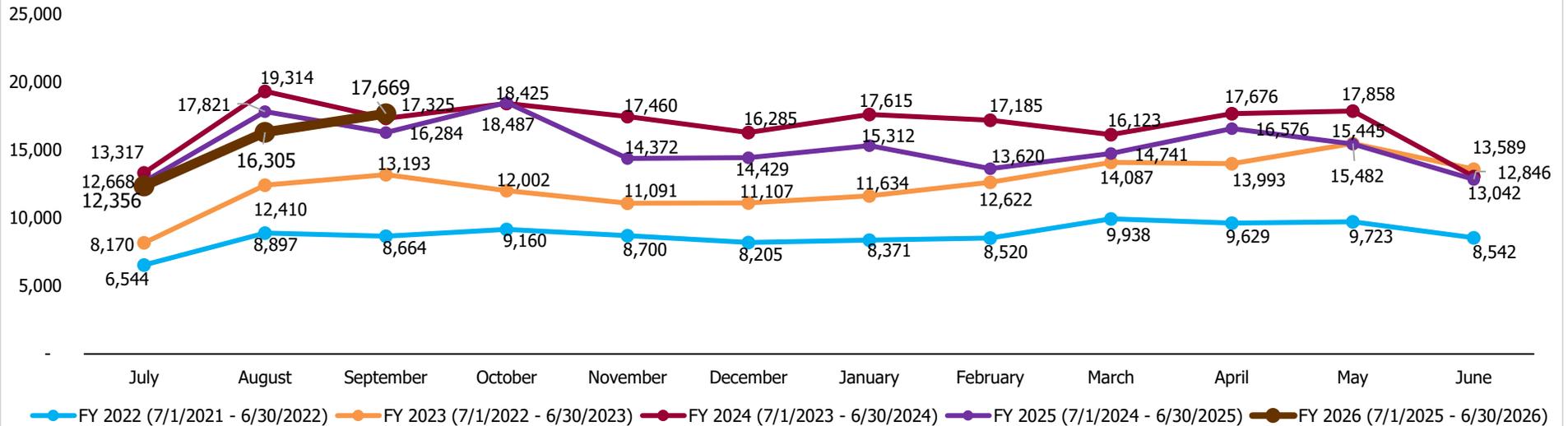
Period	Description
FY 24	Electric buses are used on Routes 44 and 49. UTS chargers are experiencing issues. Parts are unavailable. RTD is searching for parts from other agencies with similar equipment.
Jun 24 (FY 24) - Jul 24 (FY 25)	SUSD Summer Break
Aug 24 (FY 25)	School resumed. The BRT ridership was lower in August 2024 than in August 2023 due to the increase in frequency of the local routes and the establishment of Route 40 Local. Data shows that ridership is shifting to the local routes. However, system-wide ridership has increased overall. It increased by 21,321 (9%) in August 2024 compared to August 2023. If Route 40 Local is combined with the BRT routes, the BRT ridership in August 2024 would be close to August 2023.
Sept 24, Oct 24, Nov 24 (FY 25)	September: Labor Day, no service. SUSD was off for a total of 3 days. October: SUSD Fall Break (one week), no holidays. November: SUSD Thanksgiving Break (one week) plus two additional days off and no service on Thanksgiving.
Dec 24 & Jan 25 (FY 25)	SUSD Winter Break (two weeks), no service on Christmas Day, and no service on New Year's Day
Feb 25 (FY 25)	February has fewer days of operation. Route 40 Express Weekend was converted to Route 40 Local. SUSD was off for two days.
Mar 25, Apr 25, May 25, June 25 (FY 25)	Mar 2025 - SUSD Spring Break (one week). Apr 2025 - No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 29. June 2025 - SUSD off for summer break.
Jul 25 (FY 26)	New July service implementation on July 27. SUSD resumed school on July 31.
Sept 25 (FY 26)	No service on Labor Day. SUSD was off for 3 days.



SMA Fixed Routes Notes

Period	Description
Jan 24 (FY 24)	Implemented 30-minute frequency all day on Routes 545, 555, 566, 576, 578, and 580 and the new Route 40 Local.
Mar 24 (FY 24)	Missed service due to personnel shortage.
Apr 24 & Mar 24 (FY 24)	Revenue hours increased by 48.1%. From January, ridership increased by 44.2% in April and 49.8% in May.
Jun 24 (FY 24), Jul 24, Aug 24 (FY 25)	June to July: SUSD Summer Break. August: SUSD start of school year.
Sept 24 (FY 25)	Labor Day, no service. SUSD was off for a total of 3 days
Oct 24 (FY 25)	SUSD Fall Break (one week), no holidays
Nov 24 (FY 25)	SUSD Thanksgiving Break (one week) plus two additional days off and no service on Thanksgiving
Dec 24 & Jan 25 (FY 25)	SUSD Winter Break (two weeks), no service on Christmas Day, and no service on New Year's Day
Feb 25 (FY 25)	February has fewer days of operation. SUSD was off for two days.
Mar 25, Apr 25, May 25, June 25 (FY 25)	Mar 2025 - SUSD Spring Break (one week). Apr 2025 - No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 29. June 2025 - SUSD off for summer break.
Jul 25 (FY 26)	New July service implementation on July 27. SUSD resumed school on July 31.
Sept 25 (FY 26)	No service on Labor Day. SUSD was off for 3 days.

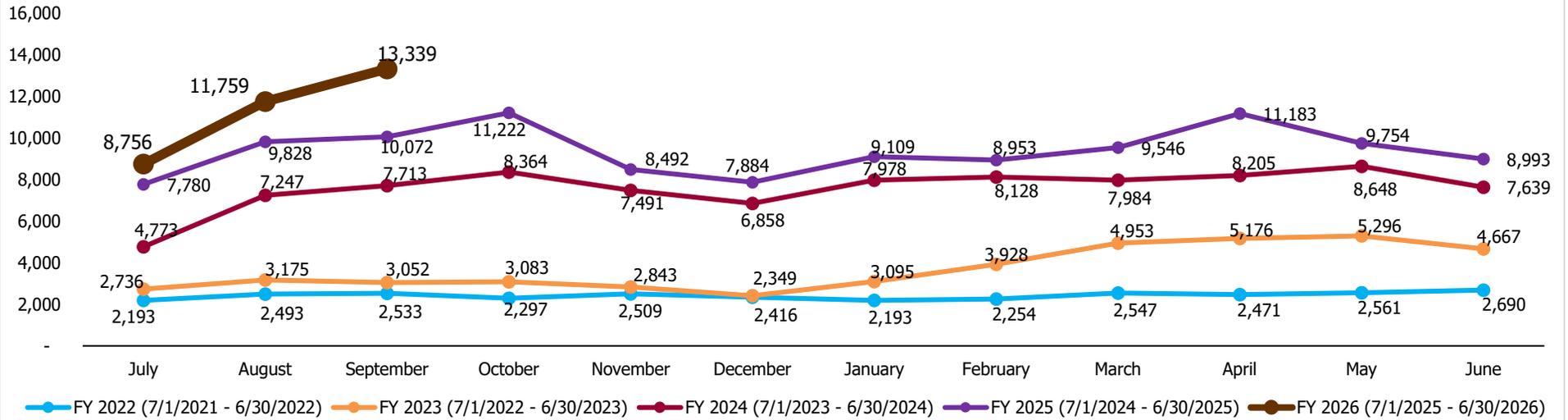
Metro Hopper Ridership - FY 2022 to FY 2026 Through September



Metro Hopper Notes

Period	Description
Jun 24 (FY 24) - Jul 24 (FY 25)	SUSD Summer Break
Aug 24 (FY 25)	School resumed. Metro Hopper ridership is lower in August 2024 compared to August 2023 due to the increase in frequency of the SMA local routes and the establishment of Route 40 Local; data shows that ridership is shifting to the SMA local routes. However, system-wide ridership has increased overall. It increased by 21,321 (9%) in August 2024 compared to August 2023.
Sept 24, Oct 24 (FY 25)	September: Labor Day, no service. SUSD was off for a total of 3 days. October: SUSD Fall Break (one week), no holidays.
Nov 24 (FY 25)	SUSD Thanksgiving Break (one week) plus two additional days off and no service on Thanksgiving
Dec 24 & Jan 25 (FY 25)	SUSD Winter Break (two weeks), no service on Christmas Day, and no service on New Year's Day
Feb 25 (FY 25)	February has fewer days of operation. SUSD was off for two days.
Mar 25, Apr 25, May 25, June 25 (FY 25)	Mar 2025 - SUSD Spring Break (one week). Apr 2025 - No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 29. SUSD off for summer break.
Jul 25 (FY 26)	New July service implementation on July 27. SUSD resumed school on July 31.
Sept 25 (FY 26)	No service on Labor Day. SUSD was off for 3 days.

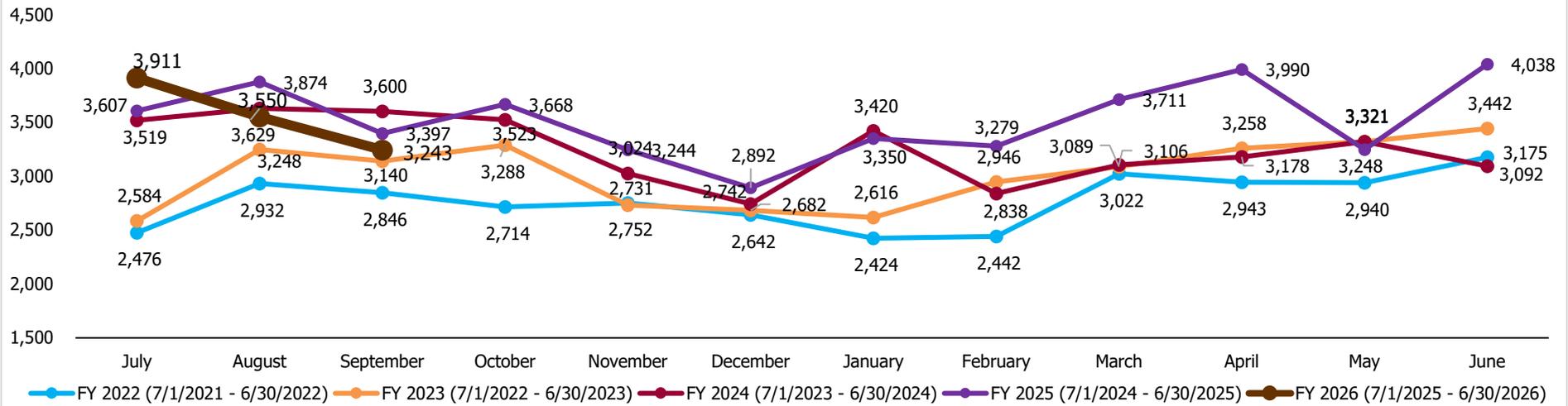
County Hopper Ridership - FY 2022 to FY 2026 Through September



County Hopper Notes

Period	Description
Jul 23 (FY 24)	Extended certain trips on County Hopper routes to serve the Downtown Transit Center (DTC) and Mall Transfer Station (MTS).
Mar 24 (FY 24)	Missed service due to personnel shortage.
Jun 24 (FY 24) - Jul 24 (FY 25)	SUSD Summer Break
Aug 24 (FY 25)	SUSD start of school year
Sept 24 (FY 25)	Labor Day - no service
Oct 24 (FY 25)	No holidays
Nov 24, Dec 24, & Jan 25 (FY 25)	Thanksgiving Day, Christmas Day, New Year's Day - no service
Feb 25 (FY 25)	February has fewer days of operation.
Mar 25, Apr 25, May 25 (FY 25)	Mar 2025 - SUSD Spring Break (one week). Apr 2025 - No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 29. June 2025 - SUSD off for summer break.
Jul 25 (FY 26)	New July service implementation on July 27. SUSD resumed school on July 31.
Sept 25 (FY 26)	No service on Labor Day.

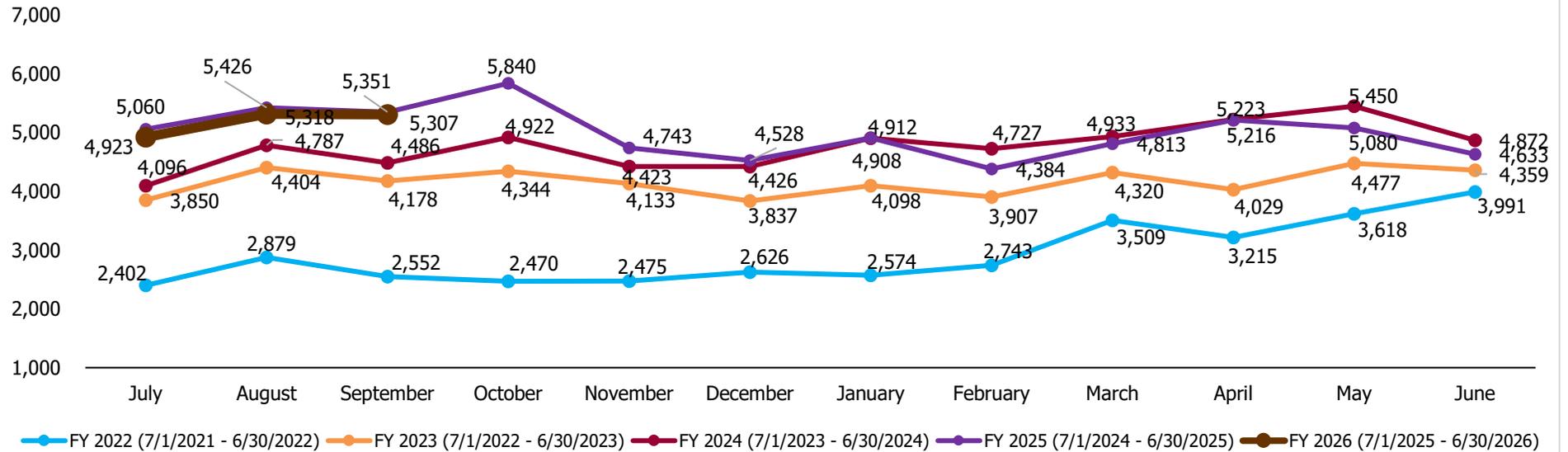
Commuter Ridership - FY 2022 to FY 2026 Through September



Commuter Notes

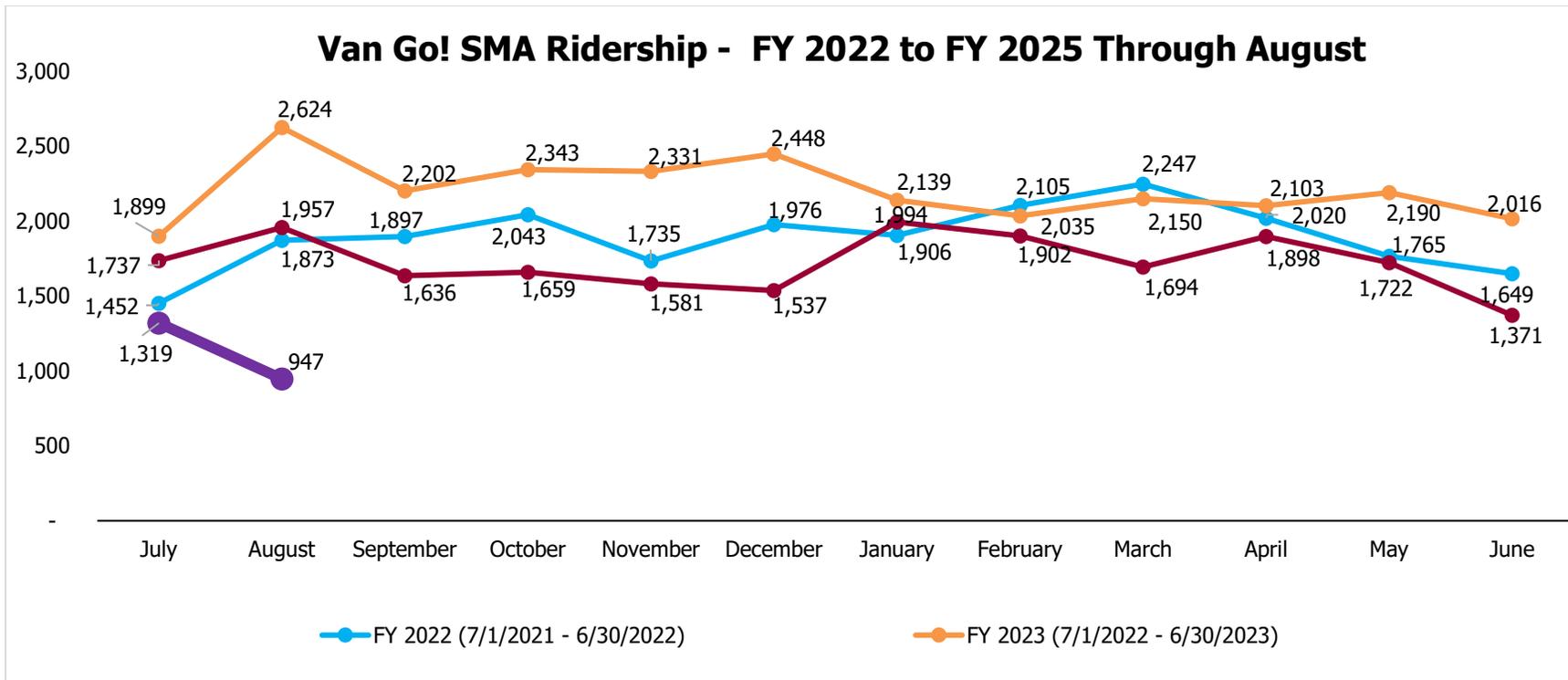
Period	Description
Jun 24 (FY 24)	Discontinued Route 120.
FY 24	Ridership has remained consistent. Staff will conduct outreach and survey to identify commuter needs.
Jul 24 (FY 25)	Only Route 150 and 163 operate.
Sept 24 (FY 25)	Labor Day - no service
Oct 24 (FY 25)	No holidays
Nov 24, Dec 24, & Jan 25 (FY 25)	Thanksgiving Day, Christmas Day, New Year's Day - no service
Feb 25, Apr 25, May 25 (FY 25)	February has fewer days of operation. No service on Easter. Memorial Day – state holiday, lower ridership.
Sept 25 (FY 26)	No service on Labor Day.

SMA ADA Ridership - FY 2022 to FY 2026 Through September



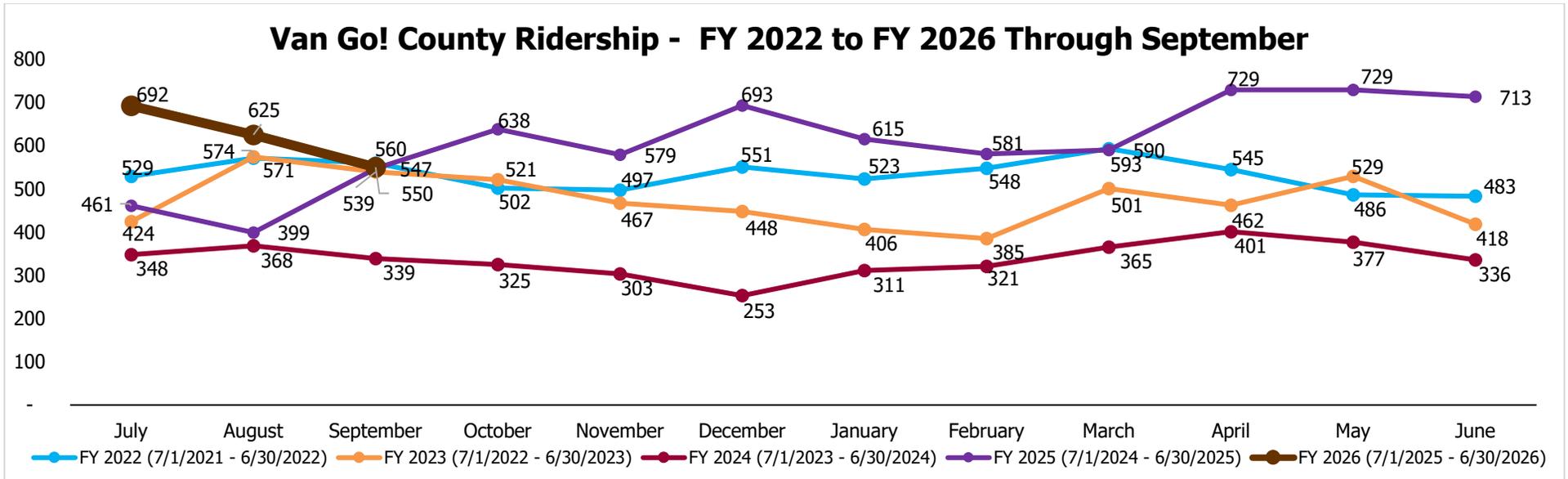
SMA ADA Notes

Period	Description
Sept 24 (FY 25)	Labor Day - no service
Oct 24 (FY 25)	No holidays
Nov 24, Dec 24, & Jan 25 (FY 25)	Thanksgiving Day, Christmas Day, New Year's Day - no service
Feb 25, Apr 25, May 25 (FY 25)	February has fewer days of operation. No service on Easter. Memorial Day – state holiday, lower ridership.
Sept 25 (FY 26)	No service on Labor Day.



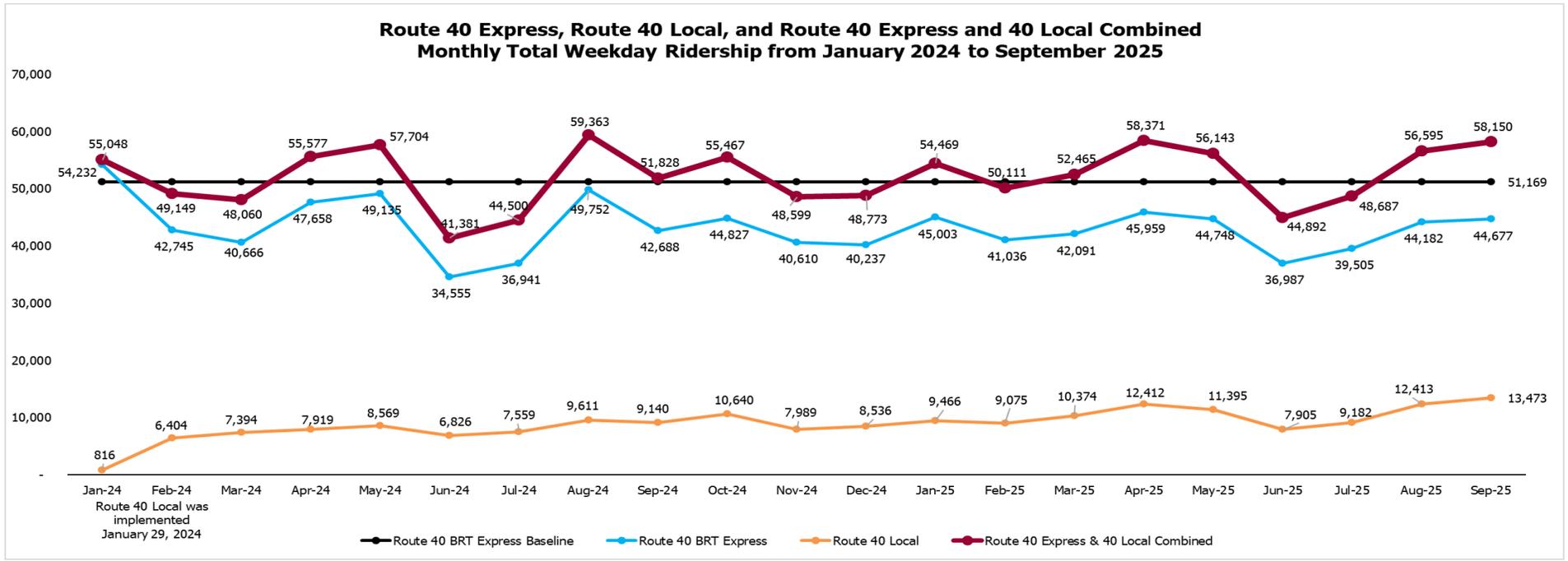
Van Go! SMA Notes

Period	Description
Oct 18 (FY 19)	The county was divided into four zones. Trips were allowed only within a zone. Service hours were 6:00 a.m. to 6:00 p.m., seven days a week.
Aug 20 (FY 21)	Van Go! was restructured. The model no longer had zones; however, service was restricted to have at least one origin or destination in a rural area. Service hours were 8:00 a.m. to 5:00 p.m., seven days a week.
Jan 21 to current	The service was expanded to provide direct trips to and from any place in San Joaquin County. Service hours were 8:00 a.m. to 5:00 p.m., seven days a week.
Sept 24 to Current	As of September 1, 2024, Van Go! is no longer available for rides within the City of Stockton.



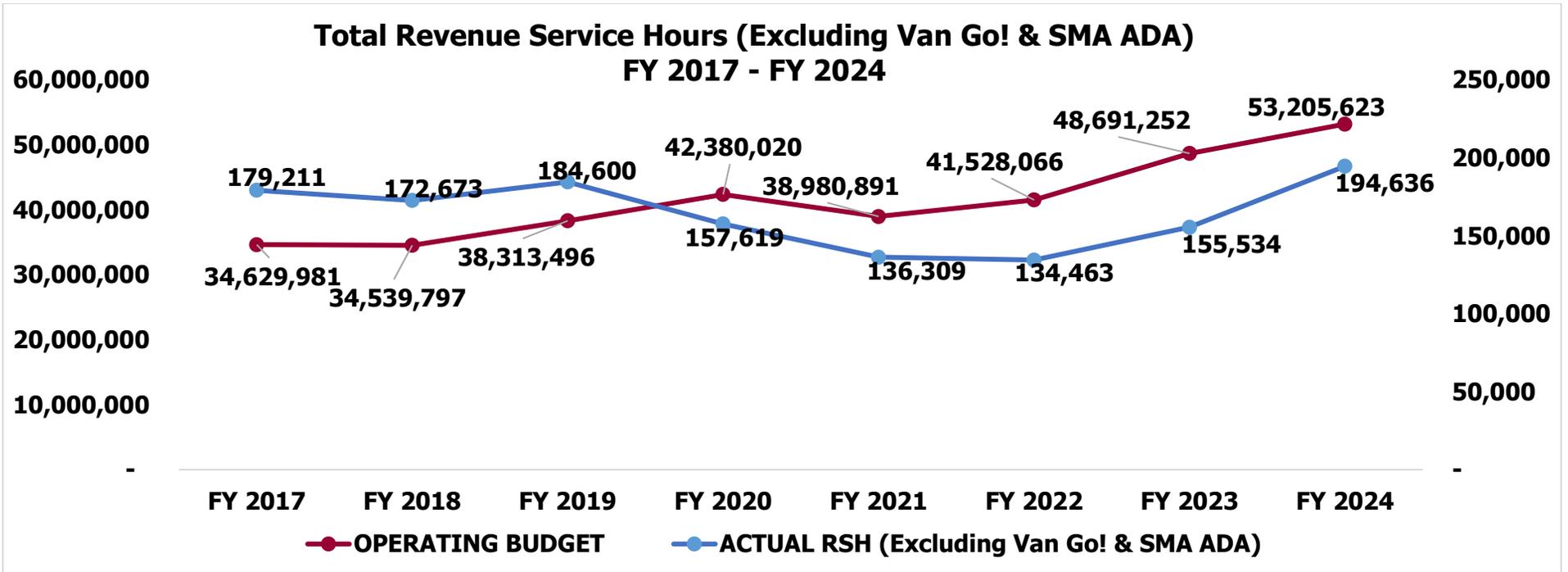
Van Go! County Notes

Period	Description
Jan 21 to Aug 24	The service was expanded to provide direct trips to and from any place in San Joaquin County. Service hours were 8:00 a.m. to 5:00 p.m., seven days a week.
Sept 24 to Current	As of September 1, 2024, Van Go! is no longer available for rides within the City of Stockton.
Sept 24 (FY 25)	Labor Day - no service
Oct 24 (FY 25)	No holidays
Nov 24, Dec 24, & Jan 25 (FY 25)	Thanksgiving Day, Christmas Day, New Year's Day - no service
Mar 25, Apr 25, May 25 (FY 25)	February has fewer days of operation. No service on Easter.
Sept 25 (FY 26)	No service on Labor Day.



Notes: Baseline Ridership is the average monthly of the first half of FY 2024.

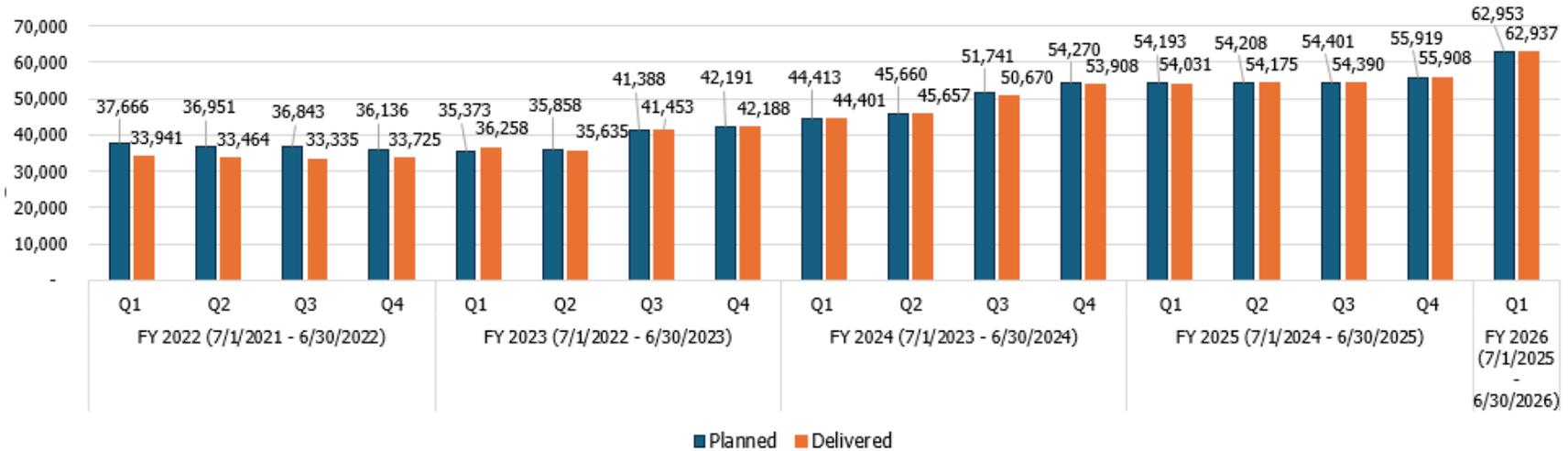
Period	Description
Feb 24 – Apr 24 (FY 24)	Missed service due to personnel shortage.
Jun 24 (FY 24)	SUSD Summer Break. Baseline Ridership is the average monthly of the first half of FY 2024. It does not account for the lower ridership in June when school is out.
Jul 24, Aug 24 (FY 25)	SUSD Summer Break in July. SUSD started school in August.
Sept 24 (FY 25)	Labor Day, no service. SUSD was off for a total of 3 days.
Nov 24 (FY 25)	SUSD Thanksgiving Break (one week) plus two additional days off and no service on Thanksgiving Day
Dec 24 & Jan 25 (FY 25)	SUSD Winter Break (two weeks), no service on Christmas Day, and no service on New Year's Day
Feb 25 (FY 25)	February has fewer days of operation. Route 40 Express Weekend was converted to Route 40 Local. SUSD was off for two days.
May & June 25 (FY 25)	SUSD off for Memorial Day, SUSD last day of school May 29. June 2025 – SUSD off for summer break.
Jul 25 (FY 26)	New July service implementation on July 27. SUSD resumed school on July 31.
Sept 25 (FY 26)	No service on Labor Day. SUSD was off for 3 days.



Notes:

Period	Description
FY 18	SMA Restructuring and implementation of BRT Route 47
FY 19	Implementation of BRT Route 49. Selected routes enhancements.
FY 20	COVID Pandemic Shelter in Place - operated weekend service only.
FY 21	August 2020 Service Restoration with some reductions and no 300 series routes.
FY 22	August 2021: Schools resume in-person classes. Reinstate the 300 series routes. FY 2021 to FY 2023 Due to the shortage of drivers, RTD suspended certain trips on County Hopper and Commuter routes.
FY 23	Implemented later service on SMA 500s, SMA 700s, Metro Hopper and BRT weekend routes. Expanded service to fill in the gaps of Routes 566 & 576. Resumed/restored regular service on County Hopper and Commuter routes.
FY 24	Implemented 30-minute frequency all day on Routes 545, 555, 566, 576, 578, and 580 and the new Route 40 Local.

**Revenue Service Hours Planned vs Revenue Service Hours Delivered per Quarter -
 FY 2022 to FY 2026 Through September (Excluding Van Go! & SMA ADA)**



Notes:

Period	Description
Feb 24 (FY 24)	Missed service due to personnel shortage.
Mar 24 (FY 24)	Missed service due to greater personnel shortage, effect of the cyberattack.
Oct 24 (FY 25)	Missed service due to personnel shortage and incidents.
Nov 24 (FY 25)	No service on Thanksgiving Day
Dec 24 (FY 25)	No service on Christmas Day
Jan 25 (FY 25)	No service on New Year's Day
Mar 25 & Apr 25 (FY 25)	February has fewer days of operation. No service on Easter.
July 25 (FY 26)	New July service implementation on July 27.
Sept 25 (FY 26)	No service on Labor Day

**FY 2024 & FY 2026 Through September
 Passenger Per Revenue Hour (PPRH) by Route**

Weekday									
Route	FY 2024 Quarterly PPRH				FY 2025 Quarterly PPRH				FY 2026 Quarterly PPRH
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter
BRT									
40	41	43	40	37	35	35	35	34	31
43	21	21	21	21	20	21	21	20	20
47	16	15	14	14	14	14	16	15	15
44	14	13	12	12	11	10	10	10	10
49	7	7	7	7	6	7	7	6	6
SMA Limited-Service Fixed Route									
380	55	52	48	65	45	65	57	62	72
360	58	50	36	32	27	33	30	24	60
335	22	19	22	23	21	27	30	37	41
378	44	51	41	34	37	44	35	16	38
340	21	22	25	36	26	30	24	22	30
375	20	24	26	27	21	26	30	21	23
345	22	32	28	23	25	24	26	25	22
315	21	22	24	19	22	24	25	18	18
385	20	25	22	20	22	24	27	25	13
371	8	12	13	13	12	14	13	10	12
390	5	6	9	11	10	12	9	11	12
SMA Fixed Route									
520	15	15	14	17	19	17	20	19	21
40 L	0	0	11	13	14	15	16	17	15
515	11	11	11	12	11	11	11	11	11
525	9	10	9	10	10	11	11	11	11
555	11	13	9	10	10	11	12	12	10
578	11	12	7	8	10	11	12	11	10
510	9	8	9	9	10	10	10	10	9
576	6	7	4	5	6	7	6	7	7
545	8	9	5	6	7	8	7	7	5
566	5	5	4	4	5	5	5	5	5
580	5	6	4	5	5	5	5	5	5
Metro Hopper									
6	8	9	10	9	9	9	9	8	8
2	6	6	7	6	7	7	6	6	6
5	10	9	9	8	7	8	7	8	6
1	6	6	6	6	6	6	6	6	5
3	5	5	5	6	5	5	5	5	5
4	9	10	9	8	7	8	7	6	5
9	5	5	5	5	5	4	4	4	4

Weekday – Continued

Route	FY 2024 Quarterly PPRH				FY 2025 Quarterly PPRH				FY 2026 Quarterly PPRH
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter
County Hopper									
93	8	8	7	7	8	8	7	8	5
90	5	7	6	6	7	7	7	7	4
91	3	3	3	3	4	4	4	4	2
97	1	1	1	2	2	2	2	2	1
95	2	2	2	2	3	3	3	3	1
Commuter									
150	6	5	5	5	6	5	6	6	6
163	3	2	2	2	3	2	2	2	2
Demand Response (Paratransit)									
SMA ADA	3	2	2	2	2	2	2	2	2
Mobility on Demand									
Van Go	2	1	2	2	1	1	1	1	1

Weekend

Route	FY 2024 Quarterly PPRH				FY 2025 Quarterly PPRH				FY 2026 Quarterly PPRH
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter
BRT									
43	22	24	26	24	23	25	24	24	22
40 L	0	0	0	0	0	0	29	31	19
47	13	13	16	17	14	14	14	14	16
47	13	13	16	17	14	14	14	14	16
44	11	11	12	11	10	9	8	9	10
49	6	5	6	5	4	3	4	5	5
SMA Fixed Route									
710	12	12	11	13	13	11	11	13	10
715	6	7	8	8	9	8	9	8	8
725	5	5	4	4	5	4	5	6	6
720	5	5	4	6	5	4	5	6	5
745	4	4	4	4	5	5	5	5	4
793	0	0	0	0	0	0	2	3	3
797	0	0	0	0	0	0	1	2	2
Commuter									
150	3	3	3	3	3	4	3	4	4
Demand Response (Paratransit)									
SMA ADA	3	2	2	2	2	2	2	2	2
Mobility on Demand									
Van Go	2	2	2	2	1	1	1	1	1

**FY 2024 & FY 2026 Through September
 Passenger Per Revenue Hour (PPRH) by Route**

Note:	
FY 24 Q1	In July 2024, RTD implemented a 30-minute frequency all day on Routes 510, 515, 520, 525
FY 24 Q2	SUSD fall, Thanksgiving, and winter breaks.
FY 24 Q3	In January 2024, RTD implemented a 30-minute frequency all day on Routes 545, 555, 566,
FY 24 Q4	SUSD summer break in June.
FY 25 Q1	SUSD summer break in July. School resumed in August 2024.
FY 25 Q2	SUSD Fall Break (one week) in October, Thanksgiving Break (one week) plus two additional
FY 25 Q3	SUSD Winter Break (three days) and no service on New Year's Day. Less operating days in February. SUSD Spring Break (one week).
FY 25 Q4	No service on Easter Sunday, SUSD off on Memorial Day, SUSD last day of school May 29. June 2025 - SUSD summer break.
FY 26 Q1	New July service implementation on July 27. July 2025 - SUSD resumed school. No service on Labor Day.

**San Joaquin County Regional Data
 FY 2023**

	Annual Unlinked Passengers	RSH Annual Revenue Service Hours	VOMs Vehicles in Maximum Service	Total Annual Operating Expenses
San Joaquin RTD	2,301,789	197,664	93	\$42,975,142
City of Lodi	184,061	27,723	13	\$ 4,505,461
City of Tracy	121,148	34,852	13	\$ 5,691,321
City of Manteca	56,501	16,306	6	\$ 2,618,019
City of Escalon	1,242	790	4	\$ 232,804
City of Ripon	Not Reported	Not Reported	Not Reported	Not Reported

Based on 2023 NTD Data

This table helps reinforce the regional nature of RTD's service.

Latest available data as per NTD

Procurement Department Key Performance Indicators (KPI's)

KPI (Monthly/ Quarterly Count)	Oct-24	Nov-24	Dec-24	2Q25	Jan-25	Feb-25	Mar-25	3Q25	Apr-25	May-25	Jun-25	4Q25	Jul-25	Aug-25	Sep-25	1Q26
Number of Procurements in Process (ALL Requests) - Current Requisitions/ Projects (Monthly Total)	278	251	224	753	259	309	227	795	298	626	232	1,156	261	243	300	804
Number of Informal Procurements out for Bid - MSE and Services (Monthly Total)	272	248	177	697	187	210	179	576	219	239	191	649	182	224	201	607
Number of Informal Procurements Completed - MSE and Services (Monthly Total)	272	247	185	704	200	217	197	614	219	239	191	649	182	223	201	434
Number of Formal Procurements Solicitations Solicited - MSE and Services (Monthly Total)	0	0	0	0	0	0	1	1	0	1	1	2	0	1	0	1
Number of Formal Procurements Awarded - MSE and Services (Monthly Total)	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
Non-Revenue Vehicles Currently Awaiting Delivery (End of Month)	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	12
Non-Revenue Vehicles Accepted (Monthly Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Revenue Vehicles Currently Awaiting Delivery (End of Month)	7	7	7	7	0	0	0	0	0	0	9	9	0	0	0	0
Revenue Vehicles delivered but pending acceptance	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
Revenue Vehicles Accepted (Monthly Total)	0	0	0	0	0	0	7	7	0	0	0	0	9	3	9	21

NOTE: This chart shows the total number of purchase requests, divided into informal and formal processes and the vehicles ordered and accepted.

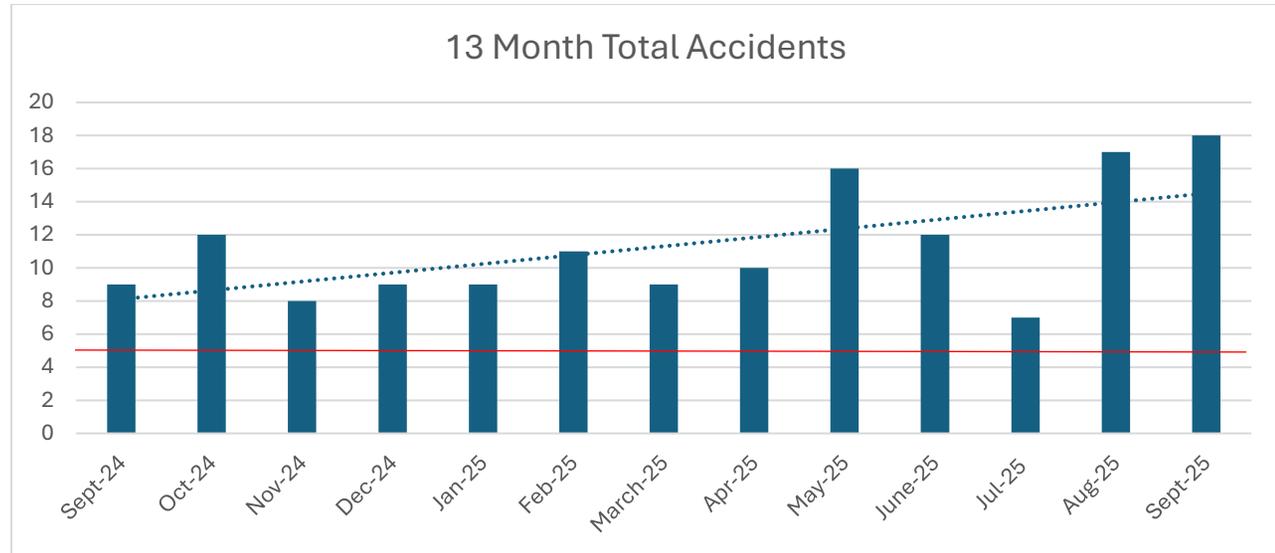
FY 26 Quarter 1 Fare Evasion

FY26	Correct Fare Paid	Number of Riders without Fares	Improperly Used Discount Fare	Number of Partial Fare Paid
Quarter 1 (Jul-Sept)	10,163	39	42	46

The Fare Evasion data illustrated was observed and recorded by contracted security guards' onboard buses throughout all routes.

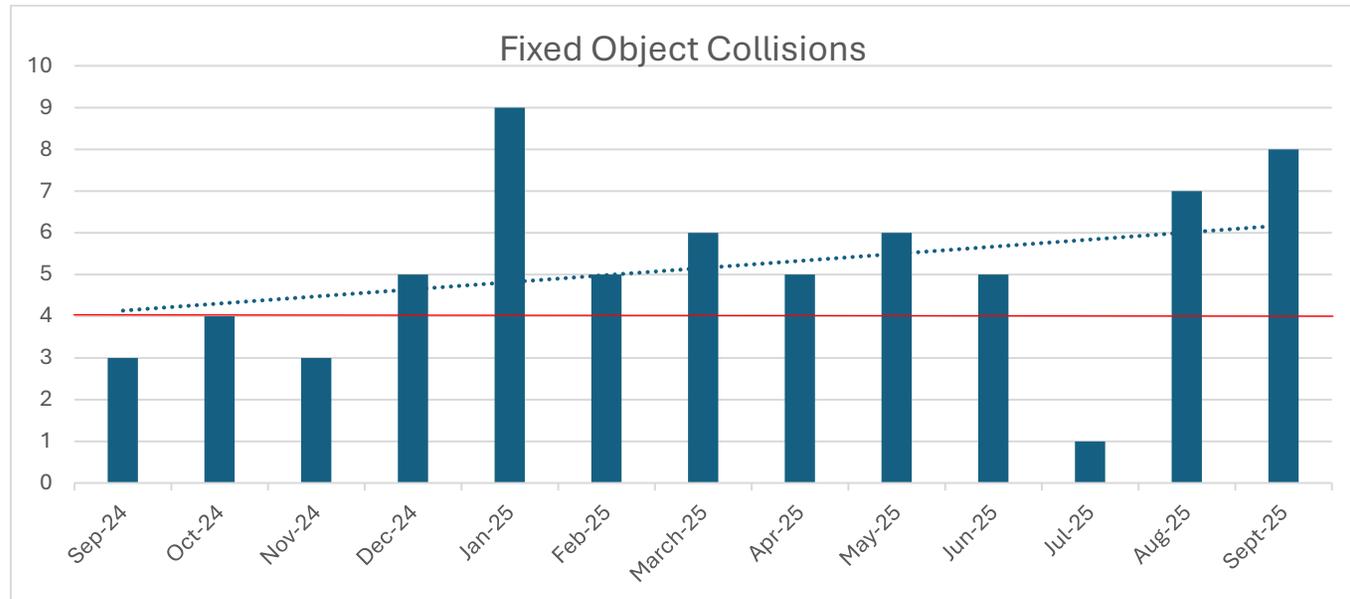
Security Guards contacted 10,290 passengers during Q1 of FY26.

Year to Date	
Sep-24	9
Oct-24	12
Nov-24	8
Dec-24	9
Jan-25	9
Feb-25	11
March-25	9
Apr-25	10
May-25	16
June-25	12
Jul-25	7
Aug-25	17
Sept-25	18
Total	147



The blue dotted line is the trend line.
 The red horizontal line is the target goal line.
 The goal is 5 monthly total accidents.

Year to Date	
Sep-24	3
Oct-24	4
Nov-24	3
Dec-24	5
Jan-25	9
Feb-25	5
March-25	6
Apr-25	5
May-25	6
June-25	5
Jul-25	1
Aug-25	7
Sept-25	8
Total	67

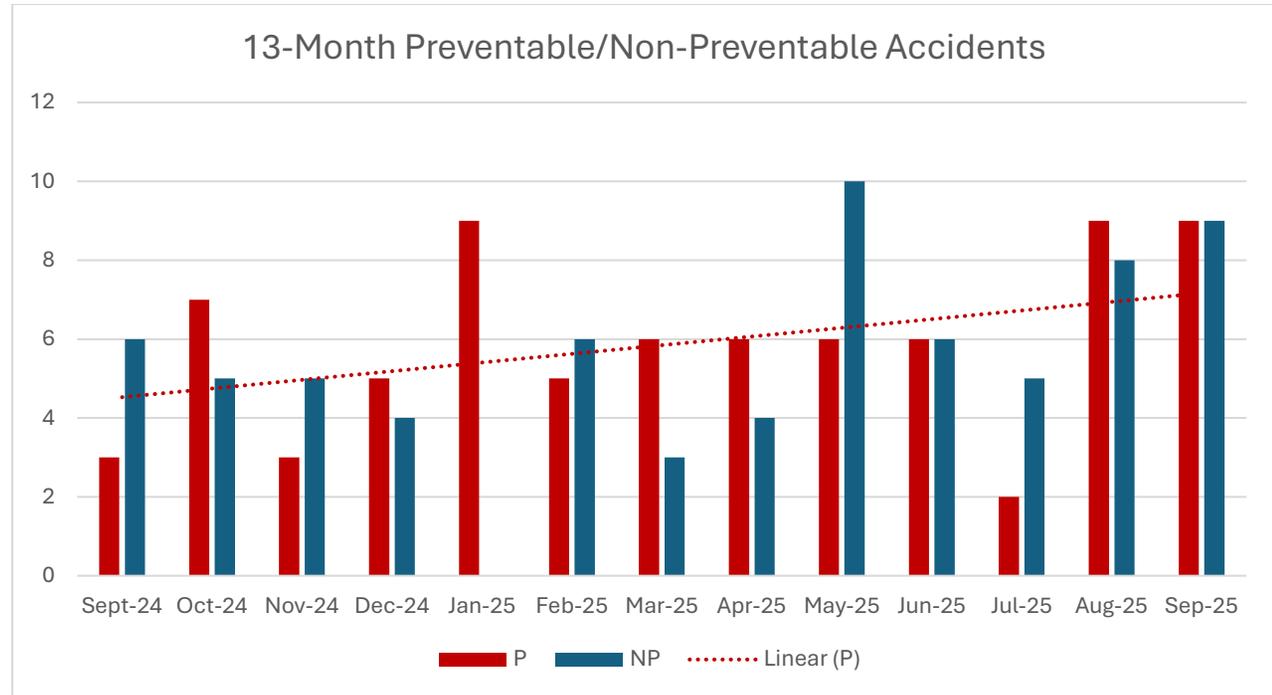


The blue dotted line is the trend line. The red horizontal line is the target goal line. The goal is 4 monthly fixed object accidents.

To further enhance safety, we are implementing specific strategies to reduce fixed object accidents:

- We employ a focused approach to resolve reported obstacles or areas of concern.
- We have cut back our BRT bus shelters to allow more clearance for buses pulling into stops.
- We continue to educate operators about the common causes of fixed object accidents and methods to prevent them.
- We have extended the new hire training program by an additional week.
- We have implemented a specialized training of fixed objects, covering:
 - Right-hand turns
 - Road inspections to identify and avoid hazards related to fixed objects
 - Techniques for anticipating and responding to potential hazards
 - Strategies for maintaining focus
 - Common causes of fixed object accidents

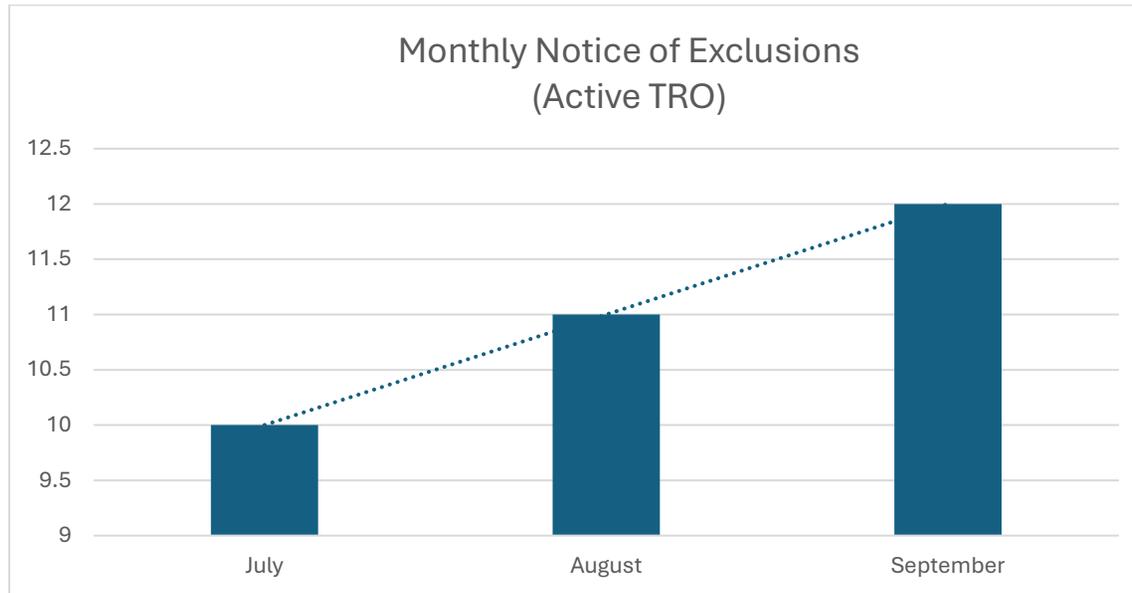
13 Month Preventable/Non Preventable		
Month	P	NP
Sept-24	3	6
Oct-24	7	5
Nov-24	3	5
Dec-24	5	4
Jan-25	9	0
Feb-25	5	6
Mar-25	6	3
Apr-25	6	4
May-25	6	10
June-25	6	6
Jul-25	2	5
Aug-25	9	8
Sept-25	9	9
Total	76	71



Key:
 Preventable (P)
 Non-Preventable (NP)

The red dotted line is the trend line.
 The goal is 4 Monthly Non-Preventable Accidents.
 The goal is 2 Monthly Preventable Accidents.

FY 26 Q1 Active TROs

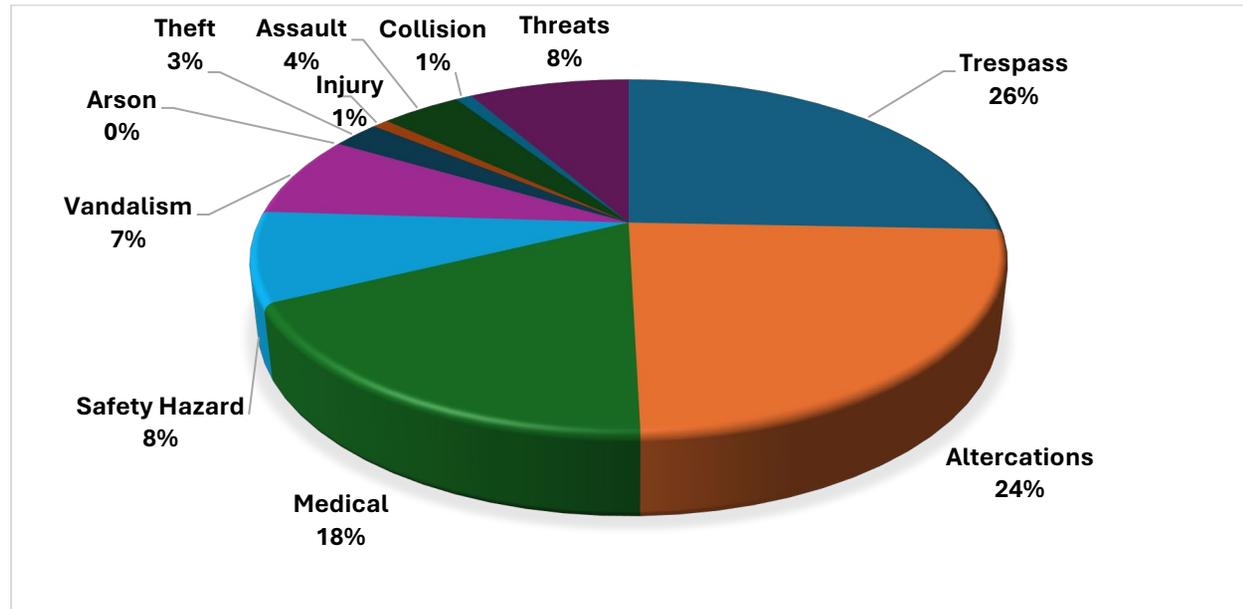


FY 26 Q1 Active TROs	
July	10
August	11
September	12

The blue dotted line is the trend line.
The goal is 6 or less Monthly Active TROs.

FY 26 Q1 Total Incidents

Type of Incident	Count
Trespass	31
Altercations	29
Medical	22
Safety Hazard	10
Vandalism	9
Arson	0
Theft	3
Injury	1
Assault	5
Collision	1
Threats	10
Total	121



It should be noted, though not completely reflected in this document, that the Safety team has begun to lower the goal lines for acceptable safety and security incidents, including bus safety, in an attempt to be proactive in creating a safe environment and bus operation for our passengers and employees.

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LEAD STAFF: ALEX CLIFFORD, CEO

I. RECOMMENDED ACTION

Motion to approve meeting minutes from the October 17, 2025, Regular Board of Directors meeting.

II. SUMMARY

- Staff is providing the October 17, 2025, Regular Board of Directors meeting minutes.
- Minutes provide an official record of the discussions, decisions, and actions taken during the previous board meeting.
- Meeting minutes are recorded after each meeting and will be provided for approval at the following regularly scheduled meeting.

III. DISCUSSION/BACKGROUND

Meeting minutes are prepared by staff and serve as an official public record of actions taken by the Board of Directors. Once approved, minutes are filed and will remain in RTD’s archives to provide a clear and accurate record of the proceedings. This ensures that Board members, staff, and stakeholders can refer to the documented decisions and rationale, reinforcing trust in the organization's governance. Additionally, as the organization evolves, approved minutes serve as an important historical reference. They help track the progression of decisions, policies, and strategies, which can inform future actions.

Minutes will be made available to any member of the public upon request.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board’s Strategic Priority 4.

Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

V. CUSTOMER IMPACT

Meeting minutes provide customers with transparent agency information.

VI. FINANCIAL CONSIDERATIONS/IMPACT

N/A

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

N/A

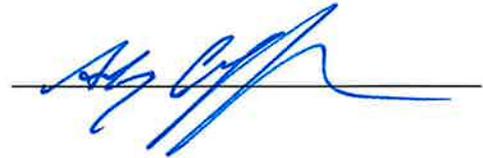
IX. ATTACHMENTS

Attachment A: Draft minutes of the RTD Board of Directors Regular Meeting of October 17, 2025

Prepared by: Erica Aguiñiga, Executive and Board Support Senior Specialist

X. APPROVAL

Alex Clifford, CEO





Attachment A
Cover Page

Following the PARS presentation, the Board took action on Item 11D.

11. ACTION ITEM

D. MOTION: AUTHORIZE STAFF TO INITIATE THE PROCESS OF IMPLEMENTING A PUBLIC AGENCY RETIREMENT SERVICES (PARS) IRS CODE SECTION 115 PENSION TRUST FUND BY DIRECTING THE FINANCE AND AUDIT COMMITTEE AND STAFF TO WORK TOGETHER TO DEVELOP THE POLICIES OF THE PROGRAM FOR THE FULL BOARD TO CONSIDER ADOPTING AT A LATER DATE

ACTION: MOTION: Michael Restuccia SECOND: Les Fong
Roll Call:
AYES: Giovanetti, Restuccia, Fong, Singh, Castellanos
ABSENT: NAYES: ABSTAIN:

The Board continued with the agenda.

7. SPECIAL PRESENTATIONS

- C. END OF FEDERAL LEGISLATIVE SESSION PRESENTATION
Federal Advocate Chris Giglio of Capital Edge Advocacy, Inc. discussed current legislation.
- D. END OF STATE LEGISLATIVE SESSION PRESENTATION
Partner Michael Pimentel and Legislative & Regulatory Advocate Brendan Repicky of Shaw Yoder Antwih Schmelzer & Lange discussed current legislation.
- E. JOB PREPARATION ACADEMY PRESENTATION
This was pulled from the agenda and will be shared at the November Board Meeting.
- F. HYDROGEN PILOT PROJECT UPDATE
This was pulled from the agenda and will be given at the January Board Meeting.
- G. SB 707 (DURAZO) BROWN ACT REFORM UPDATE
Legal Counsel Nicole Witt shared how this could impact RTD.

8. REPORTS

- A. CHIEF EXECUTIVE OFFICER UPDATE
CEO Alex Clifford provided an oral update regarding the following topics:

- VanGo!
- SJCOG Executive Committee Meeting
- SB125

B. MARKETING UPDATE
Supervisor of Marketing and Customer Engagement Maximilian Cao provided an update on recent events.

C. FINANCIAL UPDATE
Finance Manager Ravi Sharma presented the September Revenue and Expense Summary and Cash Flow Projection.

9. INFORMATION ITEMS
Reports provided for information only:

A. FEDERAL LEGISLATIVE UPDATE

B. STATE LEGISLATIVE UPDATE

10. CONSENT CALENDAR

A. MOTION: APPROVING THE MINUTES OF THE SEPTEMBER 19, 2025,
REGULAR BOARD OF DIRECTORS MEETING

ACTION: MOTION: Michael Restuccia SECOND: Stephan Castellanos
Roll Call:

AYES: Giovanetti, Restuccia, Fong, Singh, Castellanos

ABSENT: NAYES: ABSTAIN:

B. MOTION: APPROVING THE MINUTES OF THE OCTOBER 1, 2025,
SPECIAL BOARD OF DIRECTORS MEETING

ACTION: MOTION: Michael Restuccia SECOND: Stephan Castellanos
Roll Call:

AYES: Giovanetti, Restuccia, Fong, Singh, Castellanos

ABSENT: NAYES: ABSTAIN:

C. MOTION: APPROVING THE PROPOSED CITIZENS ADVISORY COMMITTEE
(CAC) BYLAWS

Kenneth Huntley provided public comment on the Citizens Advisory
Committee.

ACTION: MOTION: Michael Restuccia SECOND: Stephan Castellanos

Roll Call:

AYES: Giovanetti, Restuccia, Fong, Singh, Castellanos

ABSENT: NAYES: ABSTAIN:

D. ACCEPT AND FILE: APPROVED BOARD OF DIRECTORS TRAVEL EXPENSES

ACTION: MOTION: Michael Restuccia SECOND: Stephan Castellanos

Roll Call:

AYES: Giovanetti, Restuccia, Fong, Singh, Castellanos

ABSENT: NAYES: ABSTAIN:

E. ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF SEPTEMBER 2025

ACTION: MOTION: Michael Restuccia SECOND: Stephan Castellanos

Roll Call:

AYES: Giovanetti, Restuccia, Fong, Singh, Castellanos

ABSENT: NAYES: ABSTAIN:

11. ACTION ITEMS

A. RESOLUTION: APPROVING AND ADOPTING THE REVISED SALARY STRUCTURE

ACTION: MOTION: Balwinder Singh SECOND: Michael Restuccia

Roll Call:

AYES: Giovanetti, Restuccia, Fong, Singh, Castellanos

ABSENT: NAYES: ABSTAIN:

B. MOTION: AUTHORIZING THE CEO TO EXECUTE THE THIRD AMENDMENT TO THE CONTRACT WITH KRUEGER TRANSIT CONSULTING (KTC) TO CONTINUE PROVIDING REQUIRED SERVICES AND TO INCREASE THE CONTRACT AMOUNT BY \$256,000 FOR A TOTAL CONTRACT AMOUNT OF AMOUNT OF \$504,000

ACTION: MOTION: Michael Restuccia SECOND: Les Fong

Roll Call:

AYES: Giovanetti, Restuccia, Fong, Singh, Castellanos

ABSENT: NAYES: ABSTAIN:

C. MOTION: REQUEST FOR APPROVAL TO DRAW FROM THE OPERATING AND CAPITAL RESERVES FUND AND DEFER FOUR BUS REPLACEMENTS TO FUND THE REVENUE SHORTFALL IN FISCAL YEAR 2024-25 (FY25) OF \$21,340,599, RESULTING FROM THE SAN JOAQUIN COUNCIL OF

GOVERNMENTS' (SJCOG) DETERMINATION NOT TO RELEASE
ANTICIPATED SB 125 FUNDING TO RTD

Kenneth Huntley and Nate Knodt provided public comment.

ACTION: MOTION: Stephan Castellanos SECOND: Michael Restuccia
Roll Call:
AYES: Giovanetti, Restuccia, Fong, Singh, Castellanos
ABSENT: NAYES: ABSTAIN:

12. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF
13. CLOSED SESSION -- Significant exposure to litigation pursuant to Government Code § 54956.9(b): Two potential cases

The Board did not recess into Closed Session.
14. OPEN SESSION -- CLOSED SESSION REPORT (LEGAL COUNSEL)
15. ADJOURNMENT
Chair Giovanetti adjourned the meeting at 1:00 p.m.



LEAD STAFF: ALEX CLIFFORD, CEO

I. RECOMMENDED ACTION:

Adopting the 2026 Board of Directors regular meeting schedule.

II. SUMMARY

- RTD's Rules of Procedure Section 3.03 requires that the Board adopt a Regular Board meeting schedule.
- Staff proposes the Regular Board meetings continue to be held on the third Friday of the month at 10:00 A.M., unless a different date is reflected below. Also, the Board may change the meeting date from time to time due to unanticipated conflicts. The public should monitor the RTD website and various RTD bulletin boards for any changes that might occur.
- Meeting dates marked with an asterisk have been adjusted due to schedule conflicts.

III. DISCUSSION/BACKGROUND

Per RTD's Rules of Procedure, the Board of Directors approves the schedule of Regular Board meeting dates, times, and locations for the following calendar year.

Regular Board meetings are historically held from January to November on the third Friday of each month at 10:00 A.M. In advance of the July Board meeting, the CEO may request to go dark (cancel meeting) if there is no action for the Board to consider. Additionally, meeting dates may be adjusted due to current and future conference schedule conflicts.

Special Board meetings may be called by the Chairman or a majority of the Board per Government Code Section 54956.

The CEO proposes that the 2026 Regular Board meetings be held at the scheduled time and place on the following dates unless otherwise approved by the RTD Board of Directors:

- Friday, January 23, 2026 *
- Friday, February 20, 2026
- Friday, March 27, 2026 *
- Friday, April 17, 2026
- Friday, May 15, 2026
- Friday, June 19, 2026

Friday, July 17, 2026 **
Friday, August 21, 2026
Friday, September 18, 2026
Friday, October 16, 2026
Thursday, November 19, 2026 *

* Dates rescheduled due to schedule conflict.

** Subject to cancellation depending on agency needs.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Priority 4.

Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

V. CUSTOMER IMPACT

N/A

VI. FINANCIAL CONSIDERATIONS/IMPACT

None.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

None.

IX. ATTACHMENTS

Attachment A: Resolution

Prepared by: Erica Aguiñiga, Executive and Board Support Senior Specialist

X. APPROVAL

Alex Clifford, CEO

A handwritten signature in blue ink is written over a horizontal line. The signature is stylized and appears to read "Alex Clifford".



Attachment A
Cover Page

RESOLUTION NO. _____
DATED: NOVEMBER 20, 2025

RESOLUTION ADOPTING THE 2026 REGULAR BOARD OF DIRECTORS MEETING
SCHEDULE

WHEREAS, the monthly meetings of the RTD Board of Directors are regularly scheduled for the third Friday of the month; unless otherwise approved by the RTD Board of Directors, and

WHEREAS, the recommended schedule considers the availability of the Board of Directors.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the RTD Board of Directors as follows:

1. That the Regular Board meetings of the RTD Board of Directors shall be held on the third Friday of every month at 10:00 A.M.
2. That notwithstanding the above, the 2026 Board of Directors Regular meeting schedule shall be held at the scheduled time and place on the following dates, unless otherwise approved by the RTD Board of Directors:

2026 BOARD OF DIRECTORS REGULAR MEETING SCHEDULE

Friday, January 23, 2026 *
Friday, February 20, 2026
Friday, March 27, 2026 *
Friday, April 17, 2026
Friday, May 15, 2026
Friday, June 19, 2026
Friday, July 17, 2026 **
Friday, August 21, 2026
Friday, September 18, 2026
Friday, October 16, 2026
Thursday, November 19, 2026 *

* Dates rescheduled due to schedule conflict.

** Subject to cancellation depending on agency needs.

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LEAD STAFF: JUAN G. VILLANUEVA, DIRECTOR OF GRANTS AND CAPITAL PROJECTS

I. RECOMMENDED ACTION:

That the Board of Directors approve the staff recommendation to request Federal FY2026 Congressionally Directed Spending (CDS) Funding in the amount of \$1,200,000 for the San Joaquin Regional Transit District (RTD) Union Transfer Station (UTS) Emergency Operations Center (EOC) project. Further, that this FFY2026 CDS and Community Project Funding (CPF) request be submitted to California's Senators and Congressmen, for inclusion in the FFY2026 budget, and that this request also be submitted to the San Joaquin Council of Governments (SJCOG) for inclusion in its San Joaquin One Voice 2026 Federal Legislative Agenda.

II. SUMMARY

- The Congressionally Directed Spending project submittal process begins in early 2026.
- The Federal Emergency Management Agency (FEMA) Emergency Operations Center (EOC) Program is administered by California Emergency Management Services (Cal OES).
- While Cal OES is the State Administering Agency (SAA) of this grant, it is part of the Community Project Funding Program and must be requested through CDS.
- This process differs from the standard grant awarding process as it is driven by the U.S. Legislature through CDS requests.
- CDS requests allow members of Congress to request that Federal funds be set aside for specific projects in their states.
- This is an opportunity for state, local, and tribal governments and nonprofit organizations to apply for funding for projects that would benefit from a one-time allocation of funds.
- In fiscal year (FY) 2026, the Senate will accept requests for earmarks. Once the appropriations for these CPF projects are released, the SAA will begin the standard grant process.
- SJCOG call for regional priority projects was announced on September 25, 2025.
- Projects will be considered for the San Joaquin One Voice 2026 Federal Legislative Agenda in Washington, D.C. in May 2026.
- RTD plans to submit the RTD UTS EOC for the federal funding advocacy effort if approved by the Board.
- The UTS has an available area that can be repurposed for the EOC.

- The purpose of the project is to provide RTD with a dedicated, scalable EOC to manage natural disasters, service disruptions, and large-scale events.
- Create a flexible Training and Exercises space that can support classroom instruction, tabletop drills, and simulation-based learning.
- Ensure the space meets all ADA, fire/life safety, security, and technological standards for public agency emergency operations.

III. DISCUSSION/BACKGROUND

One Voice Delegation and Project Selection Process

Since 2000, the SJCOG, the Regional Transportation Planning Agency, has coordinated a delegation of policymakers, government officials, agency executives, and business leaders from San Joaquin County to call upon congressional representatives and administrative staff in Washington D.C. to discuss specific issues, funding opportunities, and projects of importance to our region.

Each year, the One Voice delegation presents a targeted list of regional priorities illustrating cooperation among the local agencies to secure federal support. Projects are often related to transportation, transit, habitat conservation, economic development, water, and education.

On September 25, 2025, SJCOG announced its call for regional priority projects from jurisdictions, transit agencies, and interested outside organizations for the San Joaquin One Voice federal legislative trip to Washington, D.C. scheduled for May 3-7, 2026.

SJCOG has developed the San Joaquin One Voice Submission Process to review and evaluate project applications to increase the competitiveness of the region's projects. The process includes deciding project eligibility based on established criteria and an ad-hoc committee to review the applications. The committee will offer suggestions to improve applications in order to increase the likelihood that the projects will receive federal funding. The SJCOG Board will select regional priorities from the project applications submitted and evaluated through the San Joaquin One Voice Submission Process.

RTD UTS EOC Project

RTD intends to remodel an existing space within the UTS. The purpose of the remodel is to create a functional, secure, and technologically equipped EOC. The space must support real-time emergency coordination, training simulations, multi-agency collaboration, and day-to-day readiness functions.

In addition to operational efficiencies, the project will advance RTD's mission of providing a safe, reliable, and efficient transportation system for the region.

The total project cost is \$1,200,000.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Priorities 1, 2, 4, 5, and 6.
Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

V. CUSTOMER IMPACT

- Real-Time Communication with Operators and Passengers:
Centralized monitoring allows RTD to quickly communicate service alerts, detours, or safety instructions through dispatch, mobile apps, and social media.
- Resilience for Disadvantaged Communities:
RTD serves many equity-priority populations. The EOC ensures these communities continue to receive critical transit access during emergencies.

VI. FINANCIAL CONSIDERATIONS/IMPACT

Up to \$1,200,000 in discretionary funding to remodel an existing transfer station.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

Do nothing. This alternative is not recommended as it is in RTD's best interest to join the SJCOG advocacy effort.

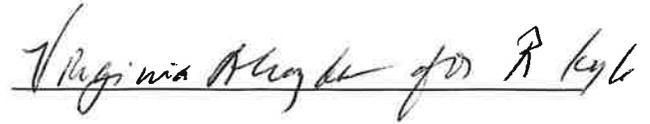
IX. ATTACHMENTS

Attachment A: Project Factsheet and Images

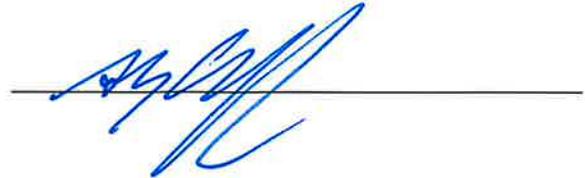
Prepared by: Juan G. Villanueva, Director of Grants and Capital Projects

X. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
Cover Page

Union Transfer Station (UTS) Emergency Operations Center (EOC)



UTS EOC PROJECT FUNDING SUMMARY

Total Project Cost \$1,200,000

**Total Funding
Needed**
\$1,200,000

Anticipated
project start date:
January 1, 2026

San Joaquin Regional Transit District (RTD)
Location: Union Transfer Station, Stockton, CA
Project Size: TBD

Project Overview: San Joaquin RTD is transforming the Union Transfer Station into a dedicated Emergency Operations Center (EOC) and Training & Exercises Facility. This remodeled space will serve as the hub for emergency response coordination, agency training, and regional transit preparedness.

Purpose: Enhance Regional Emergency Preparedness - Ensure Continuity of Transit Operations During Disasters
- Provide a Dedicated Space for Staff Training and Emergency Drills - Improve Coordination with Local and State Emergency Services

Key Features: EOC Operations Room: Equipped with advanced communications, data systems, and multi-agency workstations.

Training & Simulation Area: Flexible space for classroom instruction, tabletop exercises, and disaster simulations.

Redundant Power & HVAC Systems: Designed for 24/7 emergency operations with backup power capabilities.

Secure Server/Comms Room: Houses mission-critical IT infrastructure and radio communications.

ADA-Compliant Restrooms and Accessible Design

Technology Upgrades: High-speed data and fiber connectivity - Video walls and AV integration for situational awareness - Secure access control and surveillance systems - VoIP and radio communications integration

Community Impact: Increases RTD's ability to protect passengers and staff during emergencies - Ensures continuity of service for transit-dependent and vulnerable populations - Strengthens coordination with San Joaquin County OES, Stockton Police, Fire, and Caltrans

Project Timeline: Design & Planning: In Progress

Construction Start: TBD (Pending Funding & Permits)

Estimated Completion: ~6-8 months after project start

Funding

RTD is pursuing local, state, and federal funding sources including: FEMA Hazard Mitigation or EMPG grants California Office of Emergency Services (Cal OES) support - Local Measure K and capital improvement funds

October 7, 2025

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LEAD STAFF: JOHN COOSE, FACILITIES SUPERINTENDENT

I. RECOMMENDED ACTION:

Approve a second amendment to the contract with FASTENAL Company for FAST Solutions Program Vending Equipment and Supplies, that will provide an industrial supply solution designed to dispense maintenance, repair, and operations supplies and other consumables through a vending machine, and to increase the contract value by \$120,000, bringing the total not-to-exceed amount to \$365,000.

II. SUMMARY

- RTD entered into a four-year contract with Fastenal Company on September 29, 2023, to provide vending equipment and services under the FAST Solutions program.
- The Fastenal vending machine is an industrial supply solution designed to manage and dispense maintenance, repair, and operations supplies and consumables efficiently.
- The FAST program supports RTD Maintenance operations by automating supply access and improving inventory management.
- Amendment 1 (August 7, 2025) revised to scope of work, extended the contract through June 30, 2027, and increased the value by \$115,000 to \$245,000.
- Amendment 2 increases the total contract value by \$120,000, bringing it to \$365,000, for the addition of a vending machine for the Facilities Department.
- Facilities will receive a dedicated vending machine to streamline part ordering, reduce labor, and improve efficiency.
- These updates enhance inventory control across both departments, reduce delays, and support long-term operational stability.
- The contract leverages a solicitation by the University of California for cost-effective procurement aligned with RTD's infrastructure goals.

III. DISCUSSION/BACKGROUND

On September 29, 2023, RTD entered into a four-year contract with Fastenal Company to provide vending equipment and related services under the FAST Solutions program. This supports RTD's Maintenance operations by automating access to supplies and improving inventory management.

Amendment 1 updated the scope of work, extend the contract through June 30, 2027, and increased the contract value by \$115,000, bringing the total to \$245,000.

This requested Amendment 2 revises the scope of work to include a vending machine for the Facilities Department and increases the total not-to-exceed amount by \$120,000, for a new total of \$365,000. Facilities will receive their own vending machine to support parts ordering and stocking, helping reduce labor and improve efficiency.

The Fastenal vending machine is an industrial supply solution that provides a convenient, on-site method for managing essential maintenance, repair, and operations supplies. Stocked and maintained by the vendor, the machine ensures that frequently used items, such as tools, safety gear, fasteners, and batteries, are readily available to employees when needed, without requiring upfront purchases. RTD is only billed once an item is dispensed, allowing for improved inventory control, reduced downtime, and streamlined procurement driven by actual usage. By expanding access to both the Facilities and Maintenance departments, this solution enhances RTD's ability to manage inventory more efficiently, minimize delays, and support long-term operational stability.

The contract leverages a solicitation by the University of California, ensuring cost-effective procurement and alignment with RTD's infrastructure goals.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Priorities 1, 3, 4, and 6. Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

V. CUSTOMER IMPACT

N/A

VI. FINANCIAL CONSIDERATIONS/IMPACT

The total not to exceed authority for the contract will be \$365,000 if this \$120,000 second contract amendment is approved. This contract is budgeted under FY26 Facilities budget account code 413000-50447, Facilities Equipment Repair Supplies. The \$245,000 was included in FY25 and FY26 budgets for Maintenance supplies under account code 412000-50435. The FY27 amount will be budgeted by Facilities in the FY27 budget.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

Doing nothing means RTD would not amend the contract. The Facilities Department would continue manual inventory management, leading to potential delays, reduced inventory control, and higher labor demands. RTD would also miss out on cost-saving benefits through the contract for Facilities operations.

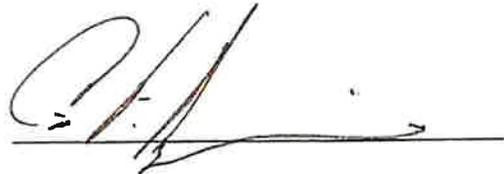
IX. ATTACHMENTS

Attachment A: Contract Link
Attachment B: Amendment 1
Attachment C: Amendment 2 - to be provided

Prepared by: John Coose, Facilities Superintendent

X. APPROVALS

Executive Manager Approved:
Ciro Aguirre, COO



Thomas Dempsey,
Director of Procurement



Daniel Garza, Procurement Manager

Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
Contract Link

https://sanjoaquirtd.com/wp-content/uploads/rtd-pdf/2025/11/Executed_23038-M-Fastenal.pdf



Attachment B
Cover Page

**CONTRACT 23038-M
FOR
FAST Solutions Program Vending Equipment and Supplies
AMENDMENT 1**

This Amendment 1 is made and entered into on August 7, 2025 between **SAN JOAQUIN REGIONAL TRANSIT DISTRICT (RTD)** and **FASTENAL COMPANY (Contractor)**, collectively referred to as the "Parties."

WHEREAS, on September 29, 2023, RTD and Contractor entered into a Contract for vending equipment and services related to the FAST Solutions program (FAST equipment) and supplies to stock the FAST equipment; and

WHEREAS, the Parties now desire to amend the Contract to update the scope of work, to extend the term through June 30, 2027, and to increase the Contract price by \$115,000 for a total Contract price of \$245,000.

NOW, THEREFORE, the Parties agree as follows:

1. The first paragraph of Section 1, "Contract Documents" is deleted in its entirety and replaced with the following:

This Contract consists of the documents listed below, which are attached to and incorporated into this Contract:

- A. This Contract including Attachment A, Insurance Requirements
- B. Exhibit A, University of California Purchasing Agreement # 2018.000208
- C. Exhibit B, FAST Solutions Vending Order Form
- D. Exhibit B-1, FAST Solutions FASTVend and FASTStock POD Order Form, which is attached to the First Amendment and incorporated by this reference
- E. Exhibit C, FAST Solutions Government Agreement
- F. Exhibit D, End-User License Agreement for Vendor Software

2. The first paragraph of Section 3, "Scope of Services" is deleted in its entirety and replaced with the following:

This is for the provision of FAST equipment as described more particularly in **Exhibit B**, FAST Solutions Vending Order Form, and **Exhibit B-1**, Fast Solutions FASTVend and FASTStock POD Order Form. The scope of the Contractor's services shall consist of the services set forth in **Exhibit A**, as supplemented by **Exhibit B and Exhibit B-1**.

3. Section 4, "Contract Term" is deleted in its entirety and replaced with the following:

The term of this Contract shall commence on September 29, 2023, the effective date, and shall continue for a four (4) year term until June 30, 2027, unless terminated sooner in accordance with **Exhibit A**, UC Terms and Conditions of Purchase, Article 2.A.

- 4. Section 7, "Compensation, Invoicing and Payment" is deleted in its entirety and replaced with the following:

Contractor agrees to perform the services set forth in **Section 2**, for a not-to-exceed amount of **TWO HUNDRED FORTY FIVE THOUSAND DOLLARS (\$245,000.00)**, as set forth more particularly in **Exhibit A, Exhibit B, and Exhibit B-1**.

The Total Amount is an all-inclusive lump sum amount, and includes all labor, materials, profit, overhead, insurance, warranty, testing, sales tax, subcontractor costs and all other costs and expenses incurred by the Contractor. RTD will pay the Contractor in accordance with **Section 8**.

- 5. Except as specifically modified in this Amendment 1, all terms and conditions in the Contract remains in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment 1 by their duly authorized officers as of the day and year first above written.

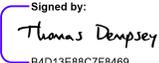
San Joaquin Regional Transit District

Fastenal Company

By: 
 ALEX CLIFFORD
 Chief Executive Officer

By: 
 WILLIAM DRAZKOWSKI
 Executive Vice President Sales

PROCUREMENT APPROVAL:


 THOMAS DEMPSEY
 Director of Procurement

APPROVED AS TO FORM:


 JULIE A. SHERMAN
 Attorney for RTD

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LEAD STAFF: JOHN COOSE, FACILITIES SUPERINTENDENT

I. RECOMMENDED ACTION:

Authorize the CEO to issue a purchase order to Municipal Maintenance Equipment Inc. for 20 new portable bus lifts using Sourcewell cooperative pricing. Replacing aging lift equipment to support safe, efficient maintenance operations in alignment with the agency's Transit Asset Management Plan at a total Capital cost of \$314,841.

II. SUMMARY

- The agency operates 20 portable bus lifts that were purchased in 2013.
- These 12 year old lifts show increasing wear and require more frequent repairs due to their age and frequent usage.
- Lift is starting to show signs of wear.
- Lifts are critical for bus maintenance, impacting fleet readiness.
- These lifts have met their expected Useful Life Benchmark (ULB) of service life, posing operational risks including major component replacement and repair at significant cost.
- Replacement of these lifts supports the agency's Transit Asset Management (TAM) Plan and State of Good Repair (SGR) goals and were budgeted in the RTD FY26 Capital budget.
- Stertil-Koni lifts are preferred for replacements due to RTD's past experience with their durability and performance.
- Procurement of 20 new lifts through the Sourcewell purchasing program ensures competitive pricing.
- The total cost to replace all portable bus lifts is \$314,841.

III. DISCUSSION/BACKGROUND

The agency currently operates 20 portable bus lifts that were purchased in 2013. Over the past several years, these lifts have shown increasing signs of wear and have required more frequent repairs. The metal components have begun to exhibit visible wear marks, primarily due to continuous daily use in a high-demand maintenance environment.

These lifts are essential for safely lifting buses, allowing maintenance personnel to perform inspections, as well as minor and major repairs. The agency has scheduled the replacement of these lifts before reliability becomes a concern, due to their direct impact on fleet readiness and the ability to meet safety standards.

This replacement aligns with the agency's Transit Asset Management (TAM) Plan and supports our commitment to maintaining a State of Good Repair (SGR). The current lifts have met their expected ULB of service life and are showing signs of wear and tear, which poses operational issues. However, these lifts are inspected and certified by a qualified third-party vendor, upgrading to new equipment ensures compliance with federal asset management requirements, minimizes downtime, and will continue to promote safe and reliable maintenance operations. This investment also supports long-term sustainability and performance goals outlined in our agency's TAM strategy.

We have had consistently positive experience with Stertil-Koni lifts, which are known for their durability and performance. The proposed replacement units can be purchased through Municipal Maintenance Equipment (MME) using Sourcewell pricing, a cooperative purchasing program that streamlines procurement and ensures competitive pricing. Sourcewell is a purchasing cooperative agreement that is a government-run program meant to streamline procurements for public agencies by offering competitively solicited contracts with pre-vetted vendors.

The total cost for 20 new portable bus lifts is \$314,841. This investment will enhance safety, reduce downtime, and support continued efficient maintenance operations (see attachment B for identified lifts to be replaced).

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Priorities 1, 3, and 4. Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

V. CUSTOMER IMPACT

Replacing the lifts will ensure RTD maintains a high level of safety for our employees, facilitates accessibility to bus understructure for repairs, help keep buses in service and reduce delays, improving reliability and the overall rider experience.

VI. FINANCIAL CONSIDERATIONS/IMPACT

The required funding of \$314,841 is included in the FY26 current fiscal year's Capital Projects budget within the following accounts:

- General Ledger: 000002-11101
- Job Ledger: 2637012255-1422089

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

Doing nothing, this option carries risks. The aging lifts continue to show wear and will require more frequent repairs, which increases maintenance costs and downtime. Continued use may eventually compromise the safety of maintenance personnel and cause service delays due to reduced fleet availability.

Repairing the existing lifts is not a viable option due to progressive metal fatigue and ongoing deterioration. Although the structural metal beams have not yet warped, years of daily use may eventually lead to deformation or metal cracks. These potential structural issues compromise the integrity and safety of the equipment and cannot be corrected through repairs, ultimately rendering the lift inoperable.

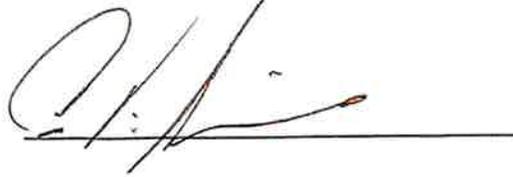
IX. ATTACHMENTS

- Attachment A:** Quote
- Attachment B:** Lift Replacement Table
- Attachment C:** Contract Link

Prepared by: John Coose, Facilities Superintendent

X. APPROVALS

Executive Manager Approved:
Ciro Aguirre, COO

A handwritten signature in black ink, appearing to be 'C. Aguirre', written over a horizontal line.

Thomas Dempsey,
Director of Procurement

A handwritten signature in black ink, appearing to be 'Daniel Garza', written over a horizontal line.

Daniel Garza, Procurement Manager

Financial Impact Approved:
Robert Kyle, CFO

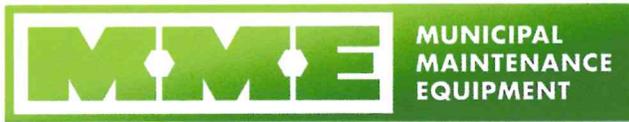
A handwritten signature in black ink, appearing to be 'Virginia Mydo', followed by 'for R. Kyle', written over a horizontal line.

Alex Clifford, CEO

A handwritten signature in blue ink, appearing to be 'Alex Clifford', written over a horizontal line.



Attachment A
Cover Page



CSLB #980409
DIR 1000004282
www.source-mme.com
Toll Free 1-888-484-9968

September 12, 2025

San Joaquin Regional Transit District
2849 East Myrtle Street
Stockton, CA 95205

Tel: 209-292-7386
jcoose@sjrtd.com

Attention: John Coose

We are pleased to provide the enclosed contract pricing sheet off the Sourcewell Contract No. 121223-SKI, for Five (5) Sets of Four (4) Stertil-KONI Model ST1085-2FWA Mobile Column Lifts for your review.

Summary:	Complete Lift Set per attached Sourcewell price sheet	
	Price F.O.B. Shipping Point	\$413,978.75
	Discount	- 132,473.20
	Sub-Total	\$281,505.55
	9.0% Estimated Sales Tax	25,335.50
	Estimated Freight to Stockton, CA	8,000.00
	Total	\$314,841.05

- Stertil-KONI is the Sourcewell contract holder and all purchasing documents are to go directly to them. **The District's Purchase Order to be prepared and sent directly to Stertil-KONI.**
200 Log Canoe Circle, Stevensville, MD 21666
Phone: 410-643-9001 Fax: 410-643-8901
Email: orders@stertil-koni.com
- Municipal Maintenance Equipment, Inc. is the local dealer and will provide on-site training, warranty support, and future service for the Stertil-KONI products.
- Pricing includes delivery and on-site training.
- Normal delivery 120-180 days A.R.O. depending on availability at time of order.
- Product availability and proposed delivery date provided A.R.O.
- Sales tax applicable at time of delivery will be shown on invoice.
- Terms: per Sourcewell Program.
- Quotation valid for 30 days.

Thank you for your interest in this fine product. Should you have any questions or need additional information, please let us know. We look forward to being of service.

Sincerely,
Municipal Maintenance Equipment, Inc.

James Wheeler,
President

Enclosure



Quote

Stertil-Koni USA, Inc.
 200 Log Canoe Circle
 Stevensville, MD 21666
 T: 410.643.9001
 F: 410.643.8901

Quote #	3408
Date	09/10/2025
Expires	10/09/2025
RSM	Ron Reazer

Billing Address San Joaquin Regional Transit District

 John Coose
 421 E. Weber Ave.
 Stockton, CA
 95202
 jcoose@sjrtd.com
 (209) 292-7386

Shipping Address San Joaquin Regional Transit District
 John Coose
 2849 East Myrtle St
 Stockton, CA
 95205
 jcoose@sjrtd.com
 (209) 292-7386

Sourcewell Contract #:121223-SKI

Item	Qty	Price	Discount	Total
ST-1085-2FWA	5.00	\$82,795.75	32.00%	\$281,505.55

Set of 4 - 74,000lbs capacity, 24 volts DC, control box on every column. Adj forks

Subtotal:	\$413,978.75
Discount:	(\$132,473.20)
Tax (9.00%):	\$25,335.50
Shipping:	\$8,000.00
Total	\$314,841.05

Comments
 Sourcewell Member Account # 223126

Subcontract:

Local Distributor:

MME
 Bryce Newell

Terms and Conditions

1. Purchase Orders MUST be issued to Stertil- Koni USA, Inc., not the Local Distributor. Please submit Purchase Orders to orders@stertil-koni.com.
2. P.O.s must be issued on a company letterhead and must contain contact information, billing address, shipping address, phone number, and email. P.O. must also contain direct reference to parts, pricing, and quantity provided on the quote or direct reference to quote number.
3. Product availability and proposed delivery date provided ARO.
4. Stertil-Koni is responsible for collecting sales tax in the following states: CA, FL, HI, MD, NY, and WA. Customers outside of these states are responsible for any applicable sales or use tax.



Attachment B
Cover Page

Attachment B – Lift Replacement Table

ASSET NUMBER	MANUFACTURE	MODEL	AGE
192	Koni	STI1085FWA05	2013
193	Koni	STI1085FWA05	2013
194	Koni	STI1085FWA05	2013
195	Koni	STI1085FWA05	2013
197	Koni	STI1085FWA05	2013
198	Koni	STI1085FWA05	2013
199	Koni	STI1085FWA05	2013
201	Koni	STI1085FWA05	2013
202	Koni	STI1085FWA05	2013
203	Koni	STI1085FWA05	2013
204	Koni	STI1085FWA05	2013
206	Koni	STI1085FWA05	2013
207	Koni	STI1085FWA05	2013
210	Koni	STI1085FWA05	2013
214	Koni	STI1085FWA05	2013
215	Koni	STI1085FWA05	2013
216	Koni	STI1085FWA05	2013
217	Koni	STI1085FWA05	2013
225	Koni	STI1085FWA05	2013
226	Koni	STI1085FWA05	2013



Attachment C

Contract Link

<https://sanjoaquinrtd.com/wp-content/uploads/rtd-pdf/2025/11/Sourcewell-Steril-Koni-Contract-121223-Executed.pdf>

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LEAD STAFF: JOHN VAN CAMP, MAINTENANCE SUPERINTENDENT

I. RECOMMENDED ACTION:

Authorize the CEO to issue a single-source Purchase Order to Vontas for the purchase and installation of Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) hardware and related equipment on RTD's new Gillig hybrid buses for a total contract amount not to exceed \$308,000.

II. SUMMARY

- In December 2024, the Board approved a Purchase Order with Gillig LLC to procure up to twenty-seven (27) new hybrid electric buses.
- Current request in this report is for approval to purchase and installation of Vontas CAD/AVL equipment on eleven (11) new Gillig Hybrids on order.
- .
- In order to maintain consistency with existing equipment, staff has determined that it is appropriate to issue a single-source PO to Vontas for the procurement and installation of Vontas equipment on the 11 buses being purchased from Gillig.
- This procurement standardizes the CAD/AVL equipment currently found on existing RTD equipment and will ensure operational integration and data consistency.
- Staff recommend the Board approve this single-source purchase of Vontas CAD/AVL equipment.

III. DISCUSSION/BACKGROUND

RTD currently holds an active software service contract with Vontas for CAD/AVL software, which manages real-time bus tracking, communication, and operational data. The Vontas CAD/AVL system is the core technology platform supporting RTD's fixed route/Bus Rapid Transit (BRT) operations. It allows communication between dispatch and operators and provides key operational performance metrics.

Most of the RTD buses are currently on the Vontas system, and the purchase of this equipment will integrate appropriately with the existing system.

Staff determined that Vontas must complete the hardware installation to maintain compatibility with RTD's existing Vontas software environment. Attempting to procure or install third-party equipment could result in system integration issues, compromised communications, software conflicts, or the voiding of warranties and service support agreements.

The hardware purchase includes onboard communication devices, modems, wiring, mounting components, and installation labor for the new Gillig hybrid buses.

This procurement qualifies as a single-source purchase because Vontas is the only authorized provider capable of supplying and integrating CAD/AVL hardware that is compatible with RTD's current Vontas software system.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Priorities 2, 4, and 6.

Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

V. CUSTOMER IMPACT

The installation of CAD/AVL hardware supports real-time bus tracking, accurate arrival predictions, improved dispatcher communication, and enhanced overall service reliability — directly benefiting passengers through better service information and response times.

VI. FINANCIAL CONSIDERATIONS/IMPACT

The FY 2025 Capital Budget identifies funding for the Vontas CAD/AVL purchase to be installed on 11 new Gillig buses is funded by \$308,000 in STA funds.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

- Issue a new solicitation for CAD/AVL provider:
Not recommended, as it would delay implementation, create compatibility issues with RTD's existing software, and risk operational inconsistency.
- Take no action:
Not recommended, as new buses are arriving without the necessary CAD/AVL functionality, creating a gap in system coverage and operational oversight.

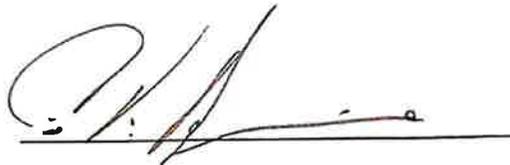
IX. ATTACHMENTS

None.

Prepared by: John Van Camp, Maintenance Superintendent

X. APPROVALS

Executive Manager Approved:
Ciro Aguirre, COO

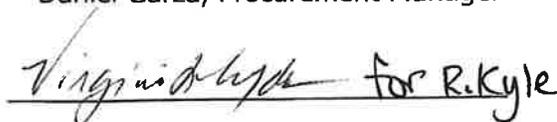
A handwritten signature in black ink, appearing to be "D. Garza", written over a horizontal line.

Thomas Dempsey,
Director of Procurement

A handwritten signature in black ink, appearing to be "D. Garza", written over a horizontal line.

Daniel Garza, Procurement Manager

Financial Impact Approved:
Robert Kyle, CFO

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Alex Clifford, CEO

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LEAD: ALEX CLIFFORD, CEO

REPORT: ACCEPT AND FILE: APPROVED BOARD OF DIRECTORS TRAVEL EXPENSES

I. SUMMARY

- RTD's Board Travel Policy requires that the full Board approve estimated expenses before board member travel.
- RTD staff annually solicits the Board members' interest in attending educational conferences and events.
- The Board considered expressed travel interests from Board members on January 10, 2025 and February 21, 2025.
- This report includes a table summarizing total expenses associated with Board travel for calendar year 2025.
- The Board will consider expressions of interest received for travel from Board members throughout the year as necessary.
- Chair Gary Giovanetti is a member of the APTA Executive Committee and will be traveling more often to attend committee meetings and other related conferences.
- Director Balwinder Singh serves as the Chair of the APTA Transit Board Members (TBM) Legislative Committee and an American Public Transportation Foundation (APTF) Board of Director.

II. DISCUSSION/BACKGROUND

RTD acknowledges its responsibility to administer limited public resources prudently and to expend them only when there will be a substantial benefit to the agency and the community it serves.

RTD is an active member of local, state, and national associations representing transit's interests before the legislative and regulatory agencies at the local, state, and federal levels. Associations, including the California Association for Coordinated Transportation (CALACT), California Transit Association (CTA), and American Public Transportation Association (APTA), convene annual conferences to provide educational sessions focusing on the public transit industry's current challenges, technology innovations, lessons learned, best practices, and networking opportunities for public transit professionals at all levels, including Board members.

The San Joaquin Council of Governments also convenes an annual Advisory program (One Voice) for San Joaquin County, to promote projects, programs, and issues of regional significance to federal legislators and agencies, typically

through a yearly trip to Washington, D.C. The purpose of One Voice is to advocate for new or increased funding and new or amended legislation for issues and projects of significance to the San Joaquin region.

On an annual basis, RTD staff solicits Board members for expressions of interest in attending educational conferences. Additionally, Chair Gary Giovanetti is a member of the APTA Executive Committee and is required to travel more frequently to attend meetings and conferences. Director Balwinder Singh serves as the Chair of the APTA TBM Legislative Committee and an APTF Board of Director and may also require more frequent travel.

The total cost of travel expenses for board members, listed by conference for the 2025 calendar year, is provided in a table on the next page. The total actual cost has been updated for each conference.

2025 CONFERENCES

Board Member	CTA Spring Legislative Conference May 8, 2025 Sacramento, CA	APTA Legislative Conference May 18-20, 2025 Washington, DC	San Joaquin One Voice May 19-21, 2025 Washington, DC	APTA Rail Conference June 29-July 2, 2025 San Francisco, CA	APTA Transit Board Members & Transit Board Admins. Seminars July 19-22, 2025 Kansas City, MO	APTA TRANSform September 14-17, 2025 Boston, MA	CTA Fall Conference & Expo November 5-7, 2025 Long Beach, CA	APTA Executive Committee Strategic Retreat Date: January 2026 Location: TBD	Total Cost
Mike Restuccia									
Gary Giovanetti		\$4,407		Board of Directors Meeting Only	\$2,857	\$4,672		X	
Les Fong		\$2,724	\$1,380		\$2,648	\$4,076			
Balwinder Singh		\$2,928	\$1,679		\$2,591	\$4,167			
Stephan Castellanos	\$280				\$2,872		Did not attend		
Estimated Cost Per Person	\$300	\$3,600	\$500	\$900	\$2,500	\$3,200	\$2,400	APTA will reimburse attendees for expenses	
Total Budgeted Cost	\$300	\$10,800	\$1,000	\$3,600	\$10,000	\$9,600	\$2,400	\$0	\$37,700
Total Actual Cost	\$280	\$10,059	\$3,058	\$875	\$10,967	\$12,915	\$0	\$0	\$38,154

X: Previously Approved Request. N: New Request to Attend a Conference. Red Font: Updates.

Cost differences between Board member travel events may differ as a result of such factors as:

- Date the flights were finalized and booked
- Flights with connections versus direct flights
- Departing airports (SFO v. SMF)
- Destination airports (IAD v. DCA)
- Mileage to and from departing airports (SFO v. SMF)
- Airport parking fees (SFO v. SMF)
- Traveling expenses to and from the airport
- Duration of the trip may vary due to the conference agenda and Board Member's committee assignments

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns with the Board's Strategic Priority 4.
Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

IV. CUSTOMER IMPACT

By attending and participating in educational conferences, Board members remain updated with industry best practices benefiting the Board, RTD, and the community it serves.

V. FINANCIAL CONSIDERATIONS/IMPACT

Total Board member travel expenses for calendar year 2025, including registration, are \$38,154. Expenses are budgeted according to fiscal year under account number 403000-50912 – Board Travel.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

None

Prepared by: Erica Aguiñiga, Executive and Board Support Senior Specialist

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO

 for R. Kyle

Alex Clifford, CEO



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LEAD STAFF: RAVI SHARMA, FINANCE MANAGER

REPORT: ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF OCTOBER 2025

I. SUMMARY

- This staff report provides the Board of Directors (Board) with the Check Register for the month of October 2025.
- The Finance Department submits the check register for Board acceptance and filing.

II. DISCUSSION/BACKGROUND

This check register provides the Board with a listing of the vendors and amounts paid out on a monthly cash flow basis (Operating and Capital expenses).

All invoices submitted for October 2025 have been processed. The payments have been issued and signed by the Chief Executive Officer and Chief Financial Officer.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns with the Board's Strategic Priorities 3 and 4.
Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

IV. CUSTOMER IMPACT

Vendor payments enable RTD to provide its customers with a better transit experience.

V. FINANCIAL CONSIDERATIONS/IMPACT

The check register presents the invoices paid in October 2025 for Board review, agency disclosure, and transparency.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None.

VIII. ATTACHMENTS

Attachment A: Check Register for the month of October 2025

Prepared by: Ravi Sharma, Finance Manager

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO

 for R. Kyle

Alex Clifford, CEO





Attachment A
Cover Page

RTD Check Register for October 2025

Vendor Name	Invoice Date	Invoice Number	Invoice Amount	Payment Date	EFT or Check #
3FOLD COMMUNICATIONS	9/26/2025	9143	\$94,705.88	10/2/2025	EFT
3FOLD COMMUNICATIONS	9/10/2025	9158	\$41,665.00	10/2/2025	EFT
AFLAC	10/2/2025	407716	\$718.24	10/2/2025	EFT
AMALGAMATED TRANSIT UNION LOCAL #256	10/2/2025	OCT325	\$9,980.33	10/2/2025	EFT
AMALGAMATED TRANSIT UNION LOCAL #256	10/2/2025	OCT325 CTC	\$1,708.80	10/2/2025	EFT
AMALGAMATED TRANSIT UNION LOCAL #256	10/2/2025	OCT325 PT	\$118.40	10/2/2025	EFT
BRANNON TIRE	9/22/2025	20411006	\$433.18	10/2/2025	EFT
BRANNON TIRE	9/22/2025	20414818	\$586.20	10/2/2025	EFT
BRANNON TIRE	9/23/2025	20414852	\$94.99	10/2/2025	EFT
BRANNON TIRE	9/25/2025	20415026	\$23.95	10/2/2025	EFT
BURKE, WILLIAMS & SORENSEN, LLP	10/2/2025	350506	\$31.00	10/2/2025	EFT
CALIFORNIA STATE DISBURSEMENT UNIT	10/2/2025	16 INVOICE	\$3,013.50	10/2/2025	150626
CALIFORNIA TRANSIT TRAINING CONSORTIUM	10/2/2025	9156	\$2,400.00	10/2/2025	150622
CARDINAL INFRASTRUCTURE LLC	10/2/2025	25-26RJRTD	\$4,000.00	10/2/2025	150623
CB / CASTLE BRANCH INC.	9/19/2025	1015656-IN	\$129.20	10/2/2025	EFT
CEN-CAL FIRE ALARM & SECURITY	9/15/2025	16059	\$690.00	10/2/2025	EFT
CHEM STATION OF NORTHERN CA / CAL-ENVIROSAFE, LLC	9/12/2025	61474	\$186.80	10/2/2025	EFT
CINTAS	9/22/2025	5293275108	\$808.73	10/2/2025	EFT
CINTAS	9/23/2025	5293491801	\$361.14	10/2/2025	EFT
CINTAS	9/25/2025	5293978110	\$89.03	10/2/2025	EFT
CLIFFORD, ALEXANDER DOUGLAS	10/2/2025	APTA91225ME	\$644.12	10/2/2025	EFT
CONNEXIONS LTD	9/24/2025	SINV000905	\$48,703.00	10/2/2025	EFT
COURT-ORDERED DEBT COLLECTIONS	10/2/2025	CD-9273-11304OC3	\$75.00	10/2/2025	150627
DELTA DENTAL OF CALIFORNIA	10/2/2025	BE006744492	\$27,986.32	10/2/2025	EFT
ECO-CHEK	9/26/2025	254327	\$225.00	10/2/2025	EFT
ECO-CHEK	9/26/2025	254801	\$225.00	10/2/2025	EFT
ELITE MAINTENANCE & TREE SERVICE	9/15/2025	11204101	\$200.00	10/2/2025	EFT
EMPLOYMENT DEVELOPMENT DEPARTMENT	10/2/2025	925-0019-1	\$4,619.86	10/2/2025	150624
EMPLOYMENT DEVELOPMENT DEPARTMENT	10/2/2025	840473088OCT325	\$131.64	10/2/2025	150628
FASTENAL COMPANY	9/24/2025	CAST2105034	\$67.34	10/2/2025	EFT
FASTENAL COMPANY	9/26/2025	CAST2105131	\$34.90	10/2/2025	EFT
FRANCHISE TAX BOARD	10/2/2025	213-01560-17OC3 AND 5637399070	\$563.64	10/2/2025	150629
GREAT WEST TRUST COMPANY LLC	10/2/2025	743880-01	\$4,184.37	10/2/2025	EFT
HANNAH, BRANDON MARCELLUS	10/2/2025	REIMB92025U	\$475.00	10/2/2025	EFT
LINDE SERVICES	5/30/2025	50035355	\$21,090.00	10/2/2025	EFT
LINDE SERVICES	5/30/2025	50035355 FUEL TAX	\$1,898.10	10/2/2025	EFT
LINDE SERVICES	5/30/2025	50035355 LEASE	\$44,144.89	10/2/2025	EFT
MISSION LINEN SUPPLY	9/24/2025	524649786	\$54.43	10/2/2025	EFT
MISSION LINEN SUPPLY	9/24/2024	524649787	\$632.74	10/2/2025	EFT
NAVIA BENEFITS SOLUTIONS	10/2/2025	RTD OCT325	\$2,562.97	10/2/2025	EFT
OMOBOLAJI, OLABODE	10/2/2025	REIMB92725BOOTS	\$196.10	10/2/2025	150625
PACIFIC SHREDDING/STORAGE CO	9/15/2025	5278606	\$256.48	10/2/2025	EFT
SAN JOAQUIN COUNTY SHERIFFS OFFICE	10/2/2025	STKCVLBC20130002	\$100.00	10/2/2025	150630
SINGH, MANJINDER	10/2/2025	REIMB92325U	\$237.50	10/2/2025	EFT
THE GOODYEAR TIRE & RUBBER CO	9/25/2025	9859902146	\$13,712.47	10/2/2025	EFT
THE GOODYEAR TIRE & RUBBER CO	9/25/2025	9859902147	\$9,000.00	10/2/2025	EFT
TRANSPORTATION SERVICES INC	9/24/2025	33702	\$41,398.35	10/2/2025	EFT
TRANSPORTATION SERVICES INC	9/24/2025	33704	\$4,969.43	10/2/2025	EFT
US BANK	10/2/2025	RETCONT	\$177,884.00	10/2/2025	EFT
VAN CAMP, JOHN EDWARD	10/2/2025	APTA91325ME	\$271.92	10/2/2025	EFT
VERIZON	10/2/2025	6124280197	\$8,761.22	10/2/2025	EFT
VERIZON	10/2/2025	6124280198	\$1,271.71	10/2/2025	EFT
VERIZON	10/2/2025	6124280199	\$999.15	10/2/2025	EFT
VSP VISION SERVICE PLAN	10/2/2025	823687841	\$4,159.08	10/2/2025	EFT
VSP VISION SERVICE PLAN	10/2/2025	2.02509E+11	-\$31.56	10/2/2025	EFT
ALINTRIC RENEWALS LLC	9/29/2025	1002 AND 1003	\$17,047.60	10/9/2025	2338
ALL SOLUTION AUTOMOTIVE	9/10/2025	493839 AND 493855	\$835.00	10/9/2025	2337
AMAZON	9/12/2025	11QG-1T4Q-3J6Q	\$46.90	10/9/2025	EFT
AMAZON	9/26/2025	1H43-1XHJ-7ML6	\$71.15	10/9/2025	EFT
AMAZON	9/26/2025	1HT1-1HRN-7C6L	\$39.21	10/9/2025	EFT
AMAZON	9/26/2025	1JLN-CQQK-7FPM	\$188.73	10/9/2025	EFT
AMAZON	9/19/2025	1NDG-L91Y-6TJ7	\$92.41	10/9/2025	EFT
ARS / AMERICAN REFRIGERATION SUPPLIES	9/30/2025	31261216	\$1,482.23	10/9/2025	EFT
AUTOZONE	8/29/2025	02858441869	\$497.03	10/9/2025	EFT
AUTOZONE	9/23/2025	02858480746	\$98.20	10/9/2025	EFT
AUTOZONE	9/26/2025	02858485291	\$479.22	10/9/2025	EFT
AUTOZONE	9/26/2025	02858485701	\$25.79	10/9/2025	EFT
AUTOZONE	9/26/2025	02858485702	\$51.63	10/9/2025	EFT

AUTOZONE	9/30/2025	02858491679	\$346.23	10/9/2025	EFT
A-Z BUS SALES INC	7/24/2025	INVSAC36145	\$214,917.11	10/9/2025	EFT
A-Z BUS SALES INC	7/24/2025	INVSAC36146	\$214,917.11	10/9/2025	EFT
A-Z BUS SALES INC	7/25/2025	INVSAC36147	\$214,917.11	10/9/2025	EFT
A-Z BUS SALES INC	7/25/2025	INVSAC36149	\$214,917.11	10/9/2025	EFT
A-Z BUS SALES INC	8/29/2025	INVSAC37635	\$214,917.11	10/9/2025	EFT
A-Z BUS SALES INC	9/19/2025	INVSAC38168	\$1,800.49	10/9/2025	EFT
A-Z BUS SALES INC	9/23/2025	INVSAC38307	\$844.09	10/9/2025	EFT
BIG VALLEY FORD INC.	9/22/2025	642562FOW	\$138.86	10/9/2025	EFT
BIG VALLEY FORD INC.	9/23/2025	642648FOW	\$50.83	10/9/2025	EFT
BIG VALLEY FORD INC.	9/25/2025	642731FOW	\$395.67	10/9/2025	EFT
BIG VALLEY FORD INC.	9/24/2025	642775FOW	\$111.38	10/9/2025	EFT
BIG VALLEY FORD INC.	9/25/2025	642804FOW	\$30.71	10/9/2025	EFT
BIG VALLEY FORD INC.	9/25/2025	642855FOW	\$50.36	10/9/2025	EFT
BOCKMON & WOODY ELECTRIC CO.	9/30/2025	J024826	\$12,142.50	10/9/2025	EFT
BOTTLEY, LARRY	10/9/2025	REIMB10425U	\$271.41	10/9/2025	EFT
BRANNON TIRE	9/30/2025	20415311	\$23.95	10/9/2025	EFT
BRANNON TIRE	10/1/2025	20415384	\$121.51	10/9/2025	EFT
BROWN ARMSTRONG ACCOUNTANCY CORPORATION	10/6/2025	282502	\$4,050.00	10/9/2025	EFT
CALIFORNIA WATER SERVICES	10/9/2025	9332387932SE	\$3,190.51	10/9/2025	EFT
CAPITAL EDGE	10/1/2025	#25-129	\$5,500.00	10/9/2025	EFT
CENTRALSQUARE TECHNOLOGIES LLC dba SUPERION LLC	9/29/2025	447587	\$675.00	10/9/2025	EFT
CHAO-YANG, CHIEM	10/9/2025	REIMB1006TO	\$161.52	10/9/2025	EFT
CHASE CHEVROLET	9/19/2025	50411	\$250.62	10/9/2025	EFT
CHASE CHEVROLET	9/23/2025	50413	\$43.72	10/9/2025	EFT
CHASE CHEVROLET	9/22/2025	50454	\$103.65	10/9/2025	EFT
CHASE CHEVROLET	9/23/2025	50617	\$39.85	10/9/2025	EFT
CHASE CHEVROLET	9/30/2025	50930	\$531.63	10/9/2025	EFT
CHASE CHEVROLET	9/30/2025	51022	\$954.19	10/9/2025	EFT
CHASE CHEVROLET	9/30/2025	51023	\$381.67	10/9/2025	EFT
CINTAS	9/30/2025	5294739401	\$171.29	10/9/2025	EFT
CINTAS	10/2/2025	5295249501	\$199.57	10/9/2025	EFT
CLUTCH & BRAKE XCHANGE INC.	9/23/2025	993191	\$78.57	10/9/2025	EFT
CLUTCH & BRAKE XCHANGE INC.	9/24/2025	993255	\$14.88	10/9/2025	EFT
CLUTCH & BRAKE XCHANGE INC.	9/25/2025	993462	\$294.16	10/9/2025	EFT
CREATIVE BUS SALES INC.	9/23/2025	XA128031806:01	\$2,986.86	10/9/2025	EFT
DAMARIS GALVAN	9/14/2025	APTA91425MEETING	\$80.00	10/9/2025	EFT
DAVEY COACH	9/18/2025	05P51574	\$36.44	10/9/2025	EFT
EDM / ELECTRONIC DATA MAGNETICS	9/22/2025	CI-EDM2509-0021	\$4,970.40	10/9/2025	EFT
ELITE MAINTENANCE & TREE SERVICE	9/30/2025	11204177	\$2,222.98	10/9/2025	EFT
EMERY'S CUSTOM UPHOLSTERY	9/26/2025	INV3977	\$350.00	10/9/2025	EFT
FAST UNDERCAR STOCKTON	9/25/2025	16UC6314	\$255.71	10/9/2025	EFT
FASTENAL COMPANY	9/22/2025	CAST2104446	\$48.64	10/9/2025	EFT
FASTENAL COMPANY	9/4/2025	CAST2104517	\$138.34	10/9/2025	EFT
FASTENAL COMPANY	9/5/2025	CAST2104658	\$3,088.62	10/9/2025	EFT
FASTENAL COMPANY	9/30/2025	CAST2104968	\$1,486.56	10/9/2025	EFT
FASTENAL COMPANY	9/30/2025	CAST2105199	\$1,118.97	10/9/2025	EFT
FASTENAL COMPANY	9/30/2025	CAST2105256	\$565.63	10/9/2025	EFT
FASTENAL COMPANY	10/1/2025	MN019973150	\$10.90	10/9/2025	EFT
FILTERBUY	9/30/2025	88C1BA2A-0014	\$150.05	10/9/2025	EFT
FLEET E FORCE	9/17/2025	1636	\$2,634.85	10/9/2025	EFT
FLEET E FORCE	9/22/2025	1652	\$1,207.47	10/9/2025	EFT
FLEET E FORCE	9/22/2025	1657	\$198.69	10/9/2025	EFT
GHX INDUSTRIAL LLC	9/29/2025	16344090	\$425.22	10/9/2025	2341
GILLIG LLC	9/16/2025	41352679	\$2,704.07	10/9/2025	EFT
GILLIG LLC	9/16/2025	41352680	\$3,785.70	10/9/2025	EFT
GILLIG LLC	9/19/2025	41354098	\$256.56	10/9/2025	EFT
GILLIG LLC	9/22/2025	41354589	\$856.26	10/9/2025	EFT
GILLIG LLC	9/22/2025	41354590	\$3,025.31	10/9/2025	EFT
GILLIG LLC	9/22/2025	41354824	\$151.64	10/9/2025	EFT
GILLIG LLC	9/23/2025	41355145	\$87.44	10/9/2025	EFT
GILLIG LLC	9/24/2025	41355697	\$65.52	10/9/2025	EFT
GILLIG LLC	9/24/2025	41355868	\$1,081.62	10/9/2025	EFT
GILLIG LLC	9/25/2025	41356180	\$25.16	10/9/2025	EFT
GILLIG LLC	9/25/2025	41356182	\$1,666.61	10/9/2025	EFT
GILLIG LLC	9/26/2025	41356681	\$499.60	10/9/2025	EFT
GRAINGER	9/18/2025	9646601550	\$81.41	10/9/2025	EFT
GRAINGER	9/26/2025	9656274546	\$9.86	10/9/2025	EFT
HANOVER	9/16/2025	SIN250020845	\$180.00	10/9/2025	EFT
HERNANDEZ-CARACHEO, ERIKA	10/9/2025	REIMB92825U	\$204.81	10/9/2025	EFT
HOGAN MFG INC.	9/20/2025	175304	\$85.65	10/9/2025	EFT
JOHNSTON LIM CO MD	10/1/2025	00262757-00	\$2,090.00	10/9/2025	EFT

KHUON, VANTHA	10/9/2025	REIMB91925T	\$370.83	10/9/2025	EFT
LOOMIS	8/31/2025	13802471	\$170.66	10/9/2025	EFT
LOOMIS	8/31/2025	13802540	\$90.43	10/9/2025	EFT
MARK-EASE PRODUCTS, INC	9/19/2025	50963	\$283.40	10/9/2025	EFT
MARK-EASE PRODUCTS, INC	9/23/2025	50991	\$57.23	10/9/2025	EFT
MARK-EASE PRODUCTS, INC	9/29/2025	51033	\$10.36	10/9/2025	EFT
MCSPARREN AUTO GLASS	9/19/2025	I59196	\$1,940.64	10/9/2025	EFT
MCSPARREN AUTO GLASS	10/1/2025	I59296	\$304.99	10/9/2025	EFT
MCSPARREN AUTO GLASS	10/1/2025	I59297	\$364.65	10/9/2025	EFT
MISSION LINEN SUPPLY	10/1/2025	524695345	\$54.43	10/9/2025	EFT
MISSION LINEN SUPPLY	10/1/2025	524695346	\$656.50	10/9/2025	EFT
MOBILEVIEW / SEON DESIGN USA CORP	10/7/2025	209415	\$107,082.40	10/9/2025	EFT
MOBILEVIEW / SEON DESIGN USA CORP	10/7/2025	209416	\$107,082.40	10/9/2025	EFT
MODERN POSTCARD / THE IRIS GROUP	10/2/2025	1835111	\$765.00	10/9/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	9/19/2025	3899880	\$437.09	10/9/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	9/19/2025	3899911	\$1,784.68	10/9/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	9/24/2025	3902034	\$1,831.25	10/9/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	9/25/2025	3902799	\$472.96	10/9/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	9/25/2025	3902878	\$183.93	10/9/2025	EFT
NFI PARTS	9/16/2025	83961743	\$314.53	10/9/2025	EFT
NFI PARTS	9/25/2025	83980922	\$1,868.32	10/9/2025	EFT
NFI PARTS	9/30/2025	83987805	\$895.88	10/9/2025	EFT
O'REILLY AUOT PARTS	9/19/2025	2567-271136, 270252, 271946, 27274	\$1,778.90	10/9/2025	2340
PAN AMERICAN / RELATION INSURANCE SERVICES	10/9/2025	6772577	\$5,417.00	10/9/2025	EFT
PG&E / PACIFIC GAS AND ELECTRIC	10/9/2025	7.7871E+11	\$2.62	10/9/2025	EFT
PINNACLE PETROLEUM INC	9/20/2025	385879	\$23,353.96	10/9/2025	EFT
PINNACLE PETROLEUM INC	9/30/2025	386687	\$25,136.72	10/9/2025	EFT
PITNEY BOWES	10/9/2025	8.0009E+11	\$502.25	10/9/2025	EFT
PREVOST CAR / US INC	9/9/2025	902860595	\$74.34	10/9/2025	EFT
PREVOST CAR / US INC	9/10/2025	902862007	\$6.10	10/9/2025	EFT
PREVOST CAR / US INC	9/16/2025	902866302	\$103.69	10/9/2025	EFT
PREVOST CAR / US INC	9/17/2025	902867729	\$247.69	10/9/2025	EFT
PREVOST CAR / US INC	9/17/2025	902867730	\$161.70	10/9/2025	EFT
PREVOST CAR / US INC	9/22/2025	902871165	\$163.17	10/9/2025	EFT
PREVOST CAR / US INC	9/26/2025	902876456	\$301.78	10/9/2025	EFT
PREVOST CAR / US INC	9/29/2025	902877798	\$478.16	10/9/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	9/30/2025	609206	\$249.61	10/9/2025	EFT
PROGRESS PUBLIC AFFAIRS	10/1/2025	251024	\$3,850.00	10/9/2025	EFT
PROTIVITI GOVERNMENT SERVICES	9/16/2025	INV-36259	\$154,707.00	10/9/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	9/17/2025	71314	\$591.11	10/9/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	9/19/2025	71385	\$483.96	10/9/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	9/24/2025	71529	\$387.60	10/9/2025	EFT
REPUBLIC SERVICES / DBA DELTA CONTAINER	10/9/2025	0205-	\$90.56	10/9/2025	EFT
REPUBLIC SERVICES / DBA DELTA CONTAINER	10/9/2025	0208-	\$3,510.53	10/9/2025	EFT
RUSH TRUCK CENTERS	9/25/2025	3043372146	\$2,963.64	10/9/2025	EFT
SAFETY-KLEEN SYSTEMS INC	9/23/2025	98286937	\$2,169.45	10/9/2025	EFT
SASS PUBLIC RELATION INC	9/19/2025	INC INVOICE CHAPTERSPONSORSHIP	\$500.00	10/9/2025	150631
SCHAFFER CONSULTING	10/5/2025	2718	\$7,878.75	10/9/2025	EFT
SHAW YODER ANTWIH SCHMELZER & LANGE	9/30/2025	24141	\$3,468.00	10/9/2025	EFT
STOCKTON ALARM PROGRAMS	9/18/2025	25-5482720	\$117.00	10/9/2025	150632
TAKE CARE TERMITE	9/30/2025	36684-37445	\$380.00	10/9/2025	EFT
TEC EQUIPMENT, INC.	9/25/2025	978196D	\$562.75	10/9/2025	EFT
TEC EQUIPMENT, INC.	9/26/2025	978304D	\$349.56	10/9/2025	EFT
THERMO KING MODESTO	9/26/2025	M188044	\$48.83	10/9/2025	EFT
TKE . THYSSENKRUPP ELEVATOR CORP	10/1/2025	3008910810	\$585.00	10/9/2025	EFT
TOKAY PRESS	9/5/2025	31192	\$4,348.21	10/9/2025	EFT
TONY'S LANDSCAPING & MAINTENAN / ANTONIO J. TRIGO	10/3/2025	16644	\$1,700.00	10/9/2025	EFT
TRAPEZE SOFTWARE GROUP	9/28/2025	TPWOG02062	\$31,356.00	10/9/2025	EFT
UBEO	10/3/2025	5036425	\$146.23	10/9/2025	EFT
VAN DE POL	9/22/2025	1065870-IN	\$25,992.31	10/9/2025	EFT
VAN DE POL	9/23/2025	1065871-IN	\$25,876.68	10/9/2025	EFT
VAN DE POL	9/24/2025	1065872-IN	\$26,119.82	10/9/2025	EFT
VAN DE POL	9/25/2025	1067527-IN	\$3,053.31	10/9/2025	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES LLC	10/1/2025	151470	\$5,000.00	10/9/2025	EFT
W.W.WILLIAMS	9/16/2025	023P31638	\$536.95	10/9/2025	EFT
WILLIAMS, PAUL ANTHONY	10/9/2025	REIMB92725T	\$225.93	10/9/2025	EFT
JOHN RAMIREZ	10/15/2025	REIMB61225UNIFO	\$88.16	10/15/2025	150633
PABLO TEMPRA	10/15/2025	REIMB62625HEALTH	\$84.97	10/15/2025	150634
AFLAC	10/16/2025	617967	\$718.24	10/16/2025	EFT
AMALGAMATED TRANSIT UNION LOCAL #256	10/16/2025	COPE OCT1725	\$125.00	10/16/2025	150637
AMALGAMATED TRANSIT UNION LOCAL #256	10/16/2025	RTD ASSESS	\$3,000.00	10/16/2025	EFT
AMAZON	10/3/2025	11R7-7DVH-K4HM	\$17.41	10/16/2025	EFT

AMAZON	10/3/2025	1C77-6YTY-K936	\$37.08	10/16/2025	EFT
AMAZON	10/3/2025	1WVK-FQ4T-JRKW	\$37.38	10/16/2025	EFT
AMAZON	10/3/2025	1Y7J-49P3-JM9L	\$1,089.98	10/16/2025	EFT
APS AVAILABILITY PROFESSIONAL STAFFING	10/1/2025	11324	\$970.71	10/16/2025	EFT
AUTOZONE	10/1/2025	02858493208	\$392.39	10/16/2025	EFT
AUTOZONE	10/2/2025	02858495017	\$103.27	10/16/2025	EFT
AUTOZONE	10/6/2025	02858501298	\$1,177.17	10/16/2025	EFT
AUTOZONE	10/6/2025	02858501299	\$67.66	10/16/2025	EFT
AUTOZONE	10/6/2025	02858501954	\$392.39	10/16/2025	EFT
AUTOZONE	10/7/2025	02858503056	\$133.53	10/16/2025	EFT
BAE SYSTEM	7/8/2025	20591795	\$2,373.22	10/16/2025	EFT
BAE SYSTEM	8/15/2025	20595836	\$796.51	10/16/2025	EFT
BIG VALLEY FORD INC.	10/6/2025	643391FOW	\$3.00	10/16/2025	EFT
BIG VALLEY FORD INC.	10/7/2025	643470FOW	\$130.19	10/16/2025	EFT
CA STATE DISBURSEMENT UNIT	10/16/2025	16 INVOICES	\$3,013.50	10/16/2025	150638
CALTIP C/O SEDGWICK	10/16/2025	07-2025-	\$13,423.31	10/16/2025	EFT
CAPITAL RUBBER & GASKET, INC. / CAPITAL RUBBER CO LTD	4/1/2025	30026968	\$142.63	10/16/2025	EFT
CAPITAL RUBBER & GASKET, INC. / CAPITAL RUBBER CO LTD	4/4/2025	30027258	\$36.61	10/16/2025	EFT
CEN-CAL FIRE SYSTEMS	9/25/2025	578562	\$620.00	10/16/2025	EFT
CEN-CAL FIRE SYSTEMS	9/25/2025	578563	\$810.00	10/16/2025	EFT
CEN-CAL FIRE SYSTEMS	10/10/2025	578806	\$875.00	10/16/2025	EFT
CEN-CAL FIRE SYSTEMS	10/10/2025	578807	\$968.00	10/16/2025	EFT
CEN-CAL FIRE SYSTEMS	10/10/2025	578808	\$875.00	10/16/2025	EFT
CHASE CHEVROLET	10/3/2025	50949	\$229.37	10/16/2025	EFT
CHASE CHEVROLET	10/6/2025	51310	\$8.55	10/16/2025	EFT
CHASE CHEVROLET	10/7/2025	51410	\$584.11	10/16/2025	EFT
CITY OF STOCKTON	10/16/2025	276379	\$296.24	10/16/2025	150635
COURT ORDERED DEBT COLLECTIONS	10/16/2025	CD-9273-11304017	\$75.00	10/16/2025	150639
DARKTRACE HOLDINGS	10/10/2025	DTGBR01_10031758	\$2,667.24	10/16/2025	EFT
DAVEY COACH	8/11/2025	05P51491	\$179.70	10/16/2025	EFT
DAVEY COACH	10/2/2025	05P51590	\$320.46	10/16/2025	EFT
EDD EMPLOYMENT DEVELOPMENT DEPARTMENT	10/16/2025	84047308OCT1725	\$89.39	10/16/2025	150640
ELITE SUPPLY SOURCE	9/26/2025	140190 AND 140328	\$317.54	10/16/2025	2342
FASTENAL COMPANY	10/6/2025	CAST2105390	\$107.53	10/16/2025	EFT
FASTENAL COMPANY	10/6/2025	CAST2105405	\$238.73	10/16/2025	EFT
FLEET E FORCE	10/7/2025	1699	\$232.89	10/16/2025	EFT
FRANCHISE TAX BOARD	10/16/2025	213-01560-17OCT AND 5637399070	\$563.64	10/16/2025	150641
FRANCO, HECTOR	10/16/2025	REIMB92025T	\$600.00	10/16/2025	EFT
GHX INDUSTRIAL LLC	10/3/2025	16350099	\$572.25	10/16/2025	2343
GILLIG LLC	10/1/2025	41358321	\$342.74	10/16/2025	EFT
GILLIG LLC	10/2/2025	41358598	\$347.83	10/16/2025	EFT
GILLIG LLC	10/3/2025	41359100	\$259.28	10/16/2025	EFT
GILLIG LLC	10/3/2025	41359101	\$1,190.84	10/16/2025	EFT
GILLIG LLC	10/6/2025	41359546	\$1,270.28	10/16/2025	EFT
GILLIG LLC	10/7/2025	41360140	\$88.51	10/16/2025	EFT
GILLIG LLC	10/7/2025	41360142	\$1,505.92	10/16/2025	EFT
GREAT WEST TRUST COMPANY LLC	10/16/2025	743880-01	\$4,184.37	10/16/2025	EFT
GRIFFITH, JENNIFER	10/16/2025	REIMB101025	\$87.18	10/16/2025	EFT
HANSON BRIDGETT, LLP	10/9/2025	1537281-1537295	\$59,504.00	10/16/2025	EFT
HD / HARBOR DIESEL & EQUIPMENT	10/7/2025	P319325	\$940.75	10/16/2025	EFT
JJ KELLER	9/16/2025	9110521560	\$1,049.67	10/16/2025	EFT
JOSE GONVALEZ	10/16/2025	REIMB10925UNIFO	\$167.92	10/16/2025	150636
KJ BACKPACK	10/13/2025	KJBP21-304	\$4,000.00	10/16/2025	EFT
KJ BACKPACK	10/13/2025	KJBP21-309	\$4,000.00	10/16/2025	EFT
LA FEVER, STEPHANIE	10/16/2025	REIMB93025U	\$34.91	10/16/2025	EFT
LOOMIS	9/30/2025	13821397	\$13,054.90	10/16/2025	EFT
LOOMIS	9/30/2025	13821398	\$634.81	10/16/2025	EFT
LOOMIS	9/30/2025	13821517	\$9,079.45	10/16/2025	EFT
MINNESOTA LIFE	10/16/2025	92859561-	\$5,166.73	10/16/2025	EFT
MOBILEVIEW / SEON DESIGN USA CORP	10/6/2025	209393	\$1,764.64	10/16/2025	EFT
MTM / MEDICAL TRANSPORTATION MANAGEMENT	10/15/2025	100038516	\$37,470.28	10/16/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	10/2/2025	3906674	\$721.66	10/16/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	10/2/2025	3906769	\$729.05	10/16/2025	EFT
NAVIA BENEFITS SOLUTIONS	10/16/2025	11014125	\$431.25	10/16/2025	EFT
NAVIA BENEFITS SOLUTIONS	10/16/2025	RTD OCT1725	\$2,562.81	10/16/2025	EFT
NFI PARTS	10/2/2025	83990767	\$1,265.15	10/16/2025	EFT
O'REILLY AUTO PARTS	10/2/2025	2567-276791, 274805, AND 276427	\$843.62	10/16/2025	2344
OUTFRONT MEDIA INC	10/1/2025	726279	\$1,000.00	10/16/2025	EFT
PACIFIC SHREDDING/STORAGE CO	9/30/2025	1170559	\$762.32	10/16/2025	EFT
PANKYE'S RADIATOR SHOP	10/2/2025	510222	\$3,157.95	10/16/2025	EFT
PG&E / PACIFIC GAS AND ELECTRIC	10/16/2025	7782121081SE	\$90,003.95	10/16/2025	EFT
PINNACLE PETROLEUM INC	10/8/2025	387599	\$22,284.47	10/16/2025	EFT

PLATINUM SECURITY	10/1/2025	63167	\$111,964.12	10/16/2025	EFT
PREVOST CAR / US INC	9/29/2025	902878209	\$552.09	10/16/2025	EFT
PREVOST CAR / US INC	10/1/2025	902880613	\$21.19	10/16/2025	EFT
PREVOST CAR / US INC	10/2/2025	902881661	\$39.49	10/16/2025	EFT
PREVOST CAR / US INC	10/7/2025	902885221	\$606.28	10/16/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	10/3/2025	609360	\$752.54	10/16/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	10/3/2025	609361	\$805.82	10/16/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	10/3/2025	609362	\$459.00	10/16/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	10/3/2025	609363	\$186.30	10/16/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	10/3/2025	609364	\$369.77	10/16/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	10/1/2025	71759	\$876.36	10/16/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	10/7/2025	71963	\$1,323.21	10/16/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	10/7/2025	71986	\$425.74	10/16/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	10/7/2025	71963C	\$300.00	10/16/2025	EFT
RUSH TRUCK CENTERS	10/3/2025	3043473091	\$117.72	10/16/2025	EFT
SAN JOAQUIN COUNTY SHERIFFS OFFICE	10/16/2025	STKCVLBC20130002	\$100.00	10/16/2025	150642
SAN JOAQUIN COUNTY SHERIFFS OFFICE	10/16/2025	2025003901OCT17	\$219.02	10/16/2025	150643
US BANK	10/16/2025	RETCONT	\$176,909.02	10/16/2025	EFT
W.W.WILLIAMS	10/3/2025	023P31691	\$1,533.90	10/16/2025	EFT
W.W.WILLIAMS	10/1/2025	023P31752.02	\$356.36	10/16/2025	EFT
W.W.WILLIAMS	10/1/2025	023P31878	\$701.41	10/16/2025	EFT
WILLE ELECTRIC SUPPLY CO	10/2/2025	S2268684.001	\$94.99	10/16/2025	EFT
ABREGO LOERA, ADAN FELICIANO	10/23/2025	REIMB10825U	\$274.63	10/23/2025	EFT
ABREGO LOERA, ADAN FELICIANO	10/23/2025	REIMB10925U	\$156.46	10/23/2025	EFT
AMAZON	10/10/2025	13QR-3C6K-FF4K	\$550.44	10/23/2025	EFT
AMAZON	10/10/2025	1FDP-TJTH-GC7Y	\$476.91	10/23/2025	EFT
AMAZON	10/10/2025	1QWK-XLHC-GCKJ	\$59.78	10/23/2025	EFT
AMAZON	10/10/2025	1XVL-3GN9-K1V6	\$296.90	10/23/2025	EFT
APS AVAILABILITY PROFESSIONAL STAFFING	10/16/2025	11365	\$645.28	10/23/2025	EFT
ARIAS, CHRISTY	10/23/2025	REIMB10425U	\$75.09	10/23/2025	EFT
AUTOZONE	10/8/2025	2858504351	\$112.16	10/23/2025	EFT
AUTOZONE	10/10/2025	2858507428	\$112.00	10/23/2025	EFT
AUTOZONE	10/14/2025	2858514216	\$183.51	10/23/2025	EFT
A-Z BUS SALES INC	10/7/2025	INVSAC38933	\$49.82	10/23/2025	EFT
A-Z BUS SALES INC	10/10/2025	INVSAC39090	\$110.87	10/23/2025	EFT
A-Z BUS SALES INC	10/10/2025	INVSAC39129	\$121.69	10/23/2025	EFT
BIG VALLEY FORD INC.	8/15/2025	640524FOW	\$290.79	10/23/2025	EFT
BIG VALLEY FORD INC.	10/8/2025	643466FOW	\$59.51	10/23/2025	EFT
BIG VALLEY FORD INC.	10/10/2025	643662FOW	\$50.38	10/23/2025	EFT
CALIFORNIA PUBLIC EMPLOYEE RETIREMENT	10/23/2025	1984844037N	\$432,509.90	10/23/2025	EFT
CALIFORNIA WATER SERVICES	10/23/2025	34721319550	\$1,878.89	10/23/2025	EFT
CALIFORNIA WELDING SUPPLY CO	9/30/2025	204288	\$120.00	10/23/2025	EFT
CALNET	9/28/2025	24126978	\$1,047.16	10/23/2025	EFT
CALNET	9/28/2025	24126979	\$31.41	10/23/2025	EFT
CALNET	9/25/2025	24116472	\$3,940.50	10/23/2025	EFT
CALNET	9/22/2025	24106239	\$290.46	10/23/2025	EFT
CALNET	10/1/2025	24158346	\$1,933.06	10/23/2025	EFT
CEN-CAL FIRE ALARM & SECURITY	10/15/2025	16224	\$690.00	10/23/2025	EFT
CHASE CHEVROLET	10/8/2025	51655	\$13.39	10/23/2025	EFT
CHEM STATION OF NORTHERN CA / CAL-ENVIROSAFE, LLC	10/7/2025	61805	\$368.59	10/23/2025	EFT
CHRISTOPHER ANTHONY BRAMASCO	10/23/2025	REIMB101325UNIFO AND REIMB1092	\$284.14	10/23/2025	150644
CREATIVE BUS SALES INC.	10/13/2025	XA128032282:01	\$1,473.80	10/23/2025	EFT
CUMMINS SALES AND SERVICE	9/26/2025	Y5-250924147	\$525.10	10/23/2025	2345
DOMINGUEZ, SAUL	10/23/2025	REIMB10625B	\$200.00	10/23/2025	EFT
DUNCAN PRESS	10/9/2025	39333	\$453.44	10/23/2025	EFT
ELITE SUPPLY SOURCE INVOICE	10/7/2025	140433 AND 140377	\$360.14	10/23/2025	2346
ESMAEL PAYKANI, SEYAMAK	10/23/2025	REIMB10625U	\$462.23	10/23/2025	EFT
EVOLVE IP / EIP HOLDCO INC	10/23/2025	333915	\$7,336.26	10/23/2025	EFT
FASTENAL COMPANY	10/17/2025	CAST2105323	\$2,198.33	10/23/2025	EFT
FASTENAL COMPANY	10/17/2025	CAST2105633	\$1,462.41	10/23/2025	EFT
FASTENAL COMPANY	10/17/2025	CAST2105634	\$1,310.64	10/23/2025	EFT
FASTENAL COMPANY	10/20/2025	CAST2105694	\$403.15	10/23/2025	EFT
FASTENAL COMPANY	10/20/2025	CAST2105708	\$222.88	10/23/2025	EFT
FILTERBUY	10/13/2025	88C1BA2A-0015	\$102.37	10/23/2025	EFT
GILLIG LLC	10/7/2025	41360139	\$1,809.07	10/23/2025	EFT
GILLIG LLC	10/7/2025	41360141	\$534.06	10/23/2025	EFT
GILLIG LLC	10/8/2025	41360691	\$1,747.94	10/23/2025	EFT
GILLIG LLC	10/8/2025	41360692	\$67.72	10/23/2025	EFT
GILLIG LLC	10/8/2025	41360693	\$2,810.40	10/23/2025	EFT
GILLIG LLC	10/9/2025	41361228	\$20.02	10/23/2025	EFT
GILLIG LLC	10/10/2025	41361802	\$50.82	10/23/2025	EFT
GILLIG LLC	10/13/2025	41362331	\$1,183.97	10/23/2025	EFT

GILLIG LLC	10/14/2025	41362881	\$1,809.07	10/23/2025	EFT
GILLIG LLC	10/14/2025	41362882	\$177.46	10/23/2025	EFT
GRAINGER	10/2/2025	9662449454	\$7.15	10/23/2025	EFT
GRAINGER	10/13/2025	9673294220	\$16.14	10/23/2025	EFT
GRIFFITH, JENNIFER	10/23/2025	REIMB101525	\$65.38	10/23/2025	EFT
HIGH ROAD ALLIANCE	10/20/2025	25-01	\$10,500.00	10/23/2025	2347
INSIGHTGLOBAL	10/14/2025	11005665866	\$11,412.49	10/23/2025	EFT
INTERSTATE TRUCK CENTER LLC	10/8/2025	01P602583	\$31.03	10/23/2025	EFT
KAUR, GURINDER	10/23/2025	REIMB10825U	\$225.32	10/23/2025	EFT
KHUON, VANHA	10/23/2025	REIMB101125	\$141.69	10/23/2025	EFT
KJBACKPACK LLC	10/15/2025	KJBP21-318	\$5,000.00	10/23/2025	EFT
KRONOS INCORPORATED	10/8/2025	I10080024665	\$767.16	10/23/2025	EFT
LA FEVER, STEPHANIE	10/23/2025	REIMB10125U	\$41.00	10/23/2025	EFT
LAWLEY, DAVID	10/23/2025	REIMB10925B	\$200.00	10/23/2025	EFT
MASABI	10/13/2025	SJTD-IN42	\$3,380.00	10/23/2025	EFT
MISSION LINEN SUPPLY	10/8/2025	524738296	\$54.43	10/23/2025	EFT
MISSION LINEN SUPPLY	10/8/2025	524738297	\$645.19	10/23/2025	EFT
MISSION LINEN SUPPLY	10/15/2025	524782748	\$54.43	10/23/2025	EFT
MISSION LINEN SUPPLY	10/15/2025	524782749	\$631.20	10/23/2025	EFT
MOHAWK MFG & SUPPLY	10/8/2025	U133976	\$561.35	10/23/2025	2348
MOUSER ELECTRONICS	10/6/2025	86752484	\$71.69	10/23/2025	2349
MTM / MEDICAL TRANSPORTATION MANAGEMENT	10/26/2025	100038937	\$10,329.06	10/23/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	10/9/2025	3910001	\$173.90	10/23/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	10/9/2025	3910085	\$345.70	10/23/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	10/9/2025	3910122	\$284.71	10/23/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	10/9/2025	3910265	\$15.11	10/23/2025	EFT
MUTUAL OF OMAHA	10/23/2025	1987150495	\$693.21	10/23/2025	EFT
NFI PARTS	10/10/2025	83999573	\$65.55	10/23/2025	EFT
NFI PARTS	10/13/2025	84004499	\$129.51	10/23/2025	EFT
NOLTA INC.	10/14/2025	52289	\$211.48	10/23/2025	EFT
O'REILLY AUTO PARTS	10/8/2025	2567-279070, 277988,277065, AND 2	\$1,003.10	10/23/2025	2350
PAN AMERICAN / RELATION INSURANCE SERVICES	10/23/2025	6945028	\$100.00	10/23/2025	EFT
PATRINA SHAWNTIS LAUGHLIN	10/23/2025	REIMB101525UNIFO	\$11.24	10/23/2025	150645
PETER M. JOHNSON	9/23/2025	3256	\$8,500.00	10/23/2025	EFT
PG&E / PACIFIC GAS AND ELECTRIC	10/23/2025	30902286951	\$227.58	10/23/2025	EFT
PREFERRED ALLIANCE, INC.	9/30/2025	0206748-IN	\$5,533.85	10/23/2025	EFT
PREVOST CAR / US INC	10/7/2025	902885633	\$26.37	10/23/2025	EFT
PREVOST CAR / US INC	10/9/2025	902887568	\$57.04	10/23/2025	EFT
PREVOST CAR / US INC	10/9/2025	902887919	\$1,115.38	10/23/2025	EFT
PREVOST CAR / US INC	10/10/2025	902888675	\$1,000.89	10/23/2025	EFT
PREVOST CAR / US INC	10/13/2025	902889401	\$114.08	10/23/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	9/26/2025	609096	\$233.87	10/23/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	9/26/2025	609097	\$78.36	10/23/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	9/26/2025	609098	\$86.66	10/23/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	10/14/2025	609657	\$686.43	10/23/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	10/14/2025	609658	\$1,146.31	10/23/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	10/13/2025	72171	\$1,028.81	10/23/2025	EFT
RAMIREZ JR, SANTOS J	10/23/2025	REIMB101025	\$200.00	10/23/2025	EFT
ROTH STAFFING COMPANIES LP	9/19/2025	16322309	\$1,080.00	10/23/2025	EFT
ROTH STAFFING COMPANIES LP	9/26/2025	16324463	\$1,800.00	10/23/2025	EFT
ROTH STAFFING COMPANIES LP	10/3/2025	16326667	\$1,800.00	10/23/2025	EFT
ROTH STAFFING COMPANIES LP	10/10/2025	16328823	\$1,800.00	10/23/2025	EFT
ROTH STAFFING COMPANIES LP	10/17/2025	16330964	\$1,800.00	10/23/2025	EFT
RYDETRANS INCORPORATED	10/10/2025	RTD092025	\$224,541.14	10/23/2025	EFT
SANDHU, HARPREET	10/23/2025	REIMB101525	\$793.21	10/23/2025	EFT
SHERWIN WILLIAMS CO	9/17/2025	2788-5	\$195.93	10/23/2025	EFT
SHERWIN WILLIAMS CO	10/14/2025	3424-6	\$57.17	10/23/2025	EFT
SIEGFRIED ENGINEERING	10/13/2025	50702	\$5,875.00	10/23/2025	EFT
SIEGFRIED ENGINEERING	10/14/2025	50735	\$20,500.00	10/23/2025	EFT
SIRIUS COMPUTER SOLUTIONS	10/23/2025	25100036	\$7,774.65	10/23/2025	EFT
SUKHJEEWAM SINGH	10/23/2025	REIMB10925UNIFO	\$361.29	10/23/2025	150646
TEC EQUIPMENT, INC.	10/8/2025	978718D	\$440.47	10/23/2025	EFT
TEC EQUIPMENT, INC.	10/10/2025	978718DX1	\$528.56	10/23/2025	EFT
TEC EQUIPMENT, INC.	10/10/2025	978777D	\$1,986.17	10/23/2025	EFT
TEC EQUIPMENT, INC.	10/10/2025	978777DX1	\$6.69	10/23/2025	EFT
TEC EQUIPMENT, INC.	10/14/2025	978778D	\$172.49	10/23/2025	EFT
TENNANT	9/22/2025	921583575	\$551.00	10/23/2025	EFT
TESCO TRANSPORTATION EQUIPMENT	10/8/2025	PA0231584	\$365.53	10/23/2025	EFT
THE PARK GROUP	10/14/2025	82617	\$1,135.30	10/23/2025	2351
TRANSPORTATION SERVICES INC	10/14/2025	33744	\$5,049.91	10/23/2025	EFT
UBEO	10/6/2025	5037373	\$1,188.86	10/23/2025	EFT
UBEO	10/10/2025	5044008	\$1,967.14	10/23/2025	EFT

UBEO	10/13/2025	5045168	\$548.34	10/23/2025	EFT
VAN DE POL	10/3/2025	1070571-IN	\$373.98	10/23/2025	EFT
VAN DE POL	10/3/2025	1070578-IN	\$1,726.58	10/23/2025	EFT
VAN DE POL	10/15/2025	1074703-IN	\$24,865.21	10/23/2025	EFT
VAN DE POL	10/15/2025	1074706-IN	\$24,871.48	10/23/2025	EFT
VAN DE POL	10/16/2025	1074708-IN	\$24,680.37	10/23/2025	EFT
VONTAS	10/13/2025	AMPRT0000005618	\$790.55	10/23/2025	EFT
W.W.WILLIAMS	10/14/2025	023P32054	\$1,040.03	10/23/2025	EFT
W.W.WILLIAMS	10/14/2025	023W25144	\$290.00	10/23/2025	EFT
WARDEN'S / THE WARDEN'S OFFICE INC	10/13/2025	212581-00	\$263.45	10/23/2025	EFT
AFLAC	10/30/2025	728110	\$718.24	10/30/2025	EFT
AMAZON	10/17/2025	164X-L3W7-HJXK	\$146.33	10/30/2025	EFT
AMAZON	10/17/2025	1DPG-QCQW-QJ7R6	\$142.39	10/30/2025	EFT
AMAZON	10/17/2025	1HNN-HP1R-JLJ3	\$300.29	10/30/2025	EFT
AMAZON	10/17/2025	1KM1-Y6JN-H7MJ	\$15.02	10/30/2025	EFT
AMAZON	10/17/2025	1NGT-DKQT-JHHF	\$117.57	10/30/2025	EFT
ARCTERA US LLC	9/11/2025	4200007916-A	\$890.72	10/30/2025	EFT
ARCTERA US LLC	10/11/2025	4200008806-A	\$887.68	10/30/2025	EFT
ARCTERA US LLC	10/11/2025	4200008809-A	\$5,472.00	10/30/2025	EFT
AUTOZONE	10/20/2025	911662364	\$137.97	10/30/2025	EFT
AUTOZONE	10/13/2025	2858512549	\$179.20	10/30/2025	EFT
AUTOZONE	10/16/2025	2858517063	\$238.29	10/30/2025	EFT
AUTOZONE	10/16/2025	2858517070	\$18.52	10/30/2025	EFT
AUTOZONE	10/20/2025	2858523281	\$118.98	10/30/2025	EFT
AUTOZONE	10/22/2025	2858526141	\$203.92	10/30/2025	EFT
AUTOZONE	10/23/2025	2858527864	\$334.50	10/30/2025	EFT
AUTOZONE	10/24/2025	2858528940	\$103.27	10/30/2025	EFT
BRANNON TIRE	10/16/2025	20416264	\$620.71	10/30/2025	EFT
BRANNON TIRE	10/18/2025	20416406	\$23.95	10/30/2025	EFT
BRANNON TIRE	10/23/2025	20416723	\$23.95	10/30/2025	EFT
CALIFORNIA STATE DISBURSEMENT UNIT	10/30/2025	16 INVOICE	\$3,013.50	10/30/2025	150651
CASH	10/30/2025	PETTYCASH1025OPS	\$137.42	10/30/2025	150648
CB / CASTLE BRANCH INC.	10/20/2025	1018061-IN	\$1,131.00	10/30/2025	EFT
CHASE CHEVROLET	10/15/2025	51981	\$47.56	10/30/2025	EFT
CHASE CHEVROLET	10/21/2025	52457	\$48.18	10/30/2025	EFT
CHASE CHEVROLET	10/21/2025	52493	\$136.44	10/30/2025	EFT
CHASE CHEVROLET	10/27/2025	52880	\$178.80	10/30/2025	EFT
CINTAS	10/21/2025	5298530108	\$369.85	10/30/2025	EFT
CINTAS	10/22/2025	5298784801	\$298.89	10/30/2025	EFT
CINTAS	10/24/2025	5299277411	\$76.01	10/30/2025	EFT
CLUTCH & BRAKE XCHANGE INC.	10/27/2025	997369	\$455.50	10/30/2025	EFT
COURT ORDERED DEBT COLLECTIONS	10/30/2025	CD-9273-11304031	\$75.00	10/30/2025	150652
CREATIVE BUS SALES INC.	10/15/2025	XA128032327:01	\$578.75	10/30/2025	EFT
EDD EMPLOYMENT DEVELOPMENT DEPARTMENT	10/30/2025	840473088OCT31	\$44.71	10/30/2025	150653
ELITE SUPPLY SOURCE	10/17/2025	140560	\$242.42	10/30/2025	2354
ESMAEL PAYKANI, SEYAMAK	10/30/2025	REIMB102225	\$12.77	10/30/2025	EFT
FAST UNDERCAR STOCKTON	10/22/2025	16UH0701	\$237.62	10/30/2025	EFT
FASTENAL COMPANY	10/21/2025	CAST2105738	\$669.16	10/30/2025	EFT
FASTENAL COMPANY	10/23/2025	CAST2105782	\$91.88	10/30/2025	EFT
FASTENAL COMPANY	10/23/2025	CAST2105798	\$413.14	10/30/2025	EFT
FRANCHISE TAX BOARD	10/30/2025	213-01560-17031, 563739907OCT31	\$292.80	10/30/2025	150654
GENFARE	10/22/2025	90213591	\$577.71	10/30/2025	EFT
GILLIG LLC	10/15/2025	41363406	\$1,573.29	10/30/2025	EFT
GILLIG LLC	10/16/2025	41363940	\$525.91	10/30/2025	EFT
GILLIG LLC	10/17/2025	41364482	\$138.12	10/30/2025	EFT
GILLIG LLC	10/17/2025	41364483	\$666.35	10/30/2025	EFT
GILLIG LLC	10/21/2025	41365438	\$1,349.47	10/30/2025	EFT
GILLIG LLC	10/21/2025	41365440	\$154.02	10/30/2025	EFT
GILLIG LLC	10/21/2025	41365441	\$758.59	10/30/2025	EFT
GILLIG LLC	10/22/2025	41365963	\$380.30	10/30/2025	EFT
GILLIG LLC	10/22/2025	41366190	\$108.43	10/30/2025	EFT
GILLIG LLC	10/23/2025	41366480	\$138.61	10/30/2025	EFT
GREAT WEST TRUST COMPANY LLC	10/30/2025	743880-01	\$4,234.37	10/30/2025	EFT
HD / HARBOR DIESEL & EQUIPMENT	10/16/2025	P319756	\$414.32	10/30/2025	EFT
HEARD, JONATHAN	10/30/2025	REIMB102125	\$52.66	10/30/2025	EFT
KHAN, MUHAMMAD	10/30/2025	REIMB101925	\$22.87	10/30/2025	EFT
MARK-EASE PRODUCTS, INC	10/14/2025	51143	\$859.79	10/30/2025	EFT
MARK-EASE PRODUCTS, INC	10/14/2025	51155	\$31.07	10/30/2025	EFT
MISSION LINEN SUPPLY	10/22/2025	524822229	\$51.15	10/30/2025	EFT
MISSION LINEN SUPPLY	10/22/2025	524822230	\$620.74	10/30/2025	EFT
MISSION LINEN SUPPLY	10/21/2025	524842069	\$719.40	10/30/2025	EFT
MOBILEVIEW / SEON DESIGN USA CORP	10/20/2025	209856	\$304.00	10/30/2025	EFT

MODERN POSTCARD / THE IRIS GROUP	10/17/2025	1835630	\$1,859.97	10/30/2025	EFT
MOSES, CURTIS	10/30/2025	APTA91725ME	\$206.86	10/30/2025	EFT
MT&L / MAGNETIC TICKET & LABEL CORP.	10/16/2025	595207	\$7,578.80	10/30/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	10/15/2025	3912702	\$1,042.67	10/30/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	10/17/2025	3913911	\$880.81	10/30/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	10/17/2025	3914067	\$164.98	10/30/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	10/17/2025	3914083	\$358.87	10/30/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	10/17/2025	3914173	\$531.84	10/30/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	10/20/2025	3915114	\$371.01	10/30/2025	EFT
NFI PARTS	10/15/2025	84008021	\$3,870.60	10/30/2025	EFT
NFI PARTS	10/21/2025	84018489	\$332.04	10/30/2025	EFT
NFI PARTS	10/22/2025	84019408	\$2.13	10/30/2025	EFT
NFI PARTS	10/23/2025	84022639	\$25.18	10/30/2025	EFT
NINA JOLETTA SORRO	10/30/2025	REIMB101825UNIFO	\$118.19	10/30/2025	150650
O'REILLY AUTO PART	10/21/2025	2567-282158,282129,282430,28277	\$521.07	10/30/2025	2352
ORTIZ, LAURA	10/30/2025	CALACT102125	\$59.00	10/30/2025	EFT
PINNACLE PETROLEUM INC	10/17/2025	388656	\$22,674.54	10/30/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	10/21/2025	609890	\$470.01	10/30/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	10/21/2025	609892	\$738.89	10/30/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	10/15/2025	72247	\$686.16	10/30/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	10/16/2025	72305	\$119.90	10/30/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	10/20/2025	72442	\$352.07	10/30/2025	EFT
RUAK STOCKTON AG	10/30/2025	RUAKOCT1202	\$231.75	10/30/2025	EFT
SABRINA RENEE BARGER	10/30/2025	REIMB101825UNIFO	\$216.04	10/30/2025	150647
SAN JOAQUIN AREA FLOOD CONTROL	10/30/2025	2025-1-10070	\$252.88	10/30/2025	150649
SAN JOAQUIN COUNTY SHERIFFS OFFICE	10/30/2025	STKCVLBC20130002	\$100.00	10/30/2025	150655
SAN JOAQUIN COUNTY SHERIFFS OFFICE	10/30/2025	2025003901OCT31	\$402.21	10/30/2025	150656
SCHIOPU JR, JULIAN	10/30/2025	REIMB101525	\$219.86	10/30/2025	EFT
SEDGWICK CLAIMS MANAGEMENT SERVICES, INC.	10/30/2025	2.6572E+11	\$60,455.07	10/30/2025	EFT
SEDGWICK CLAIMS MANAGEMENT SERVICES, INC.	10/30/2025	4E+11	\$4,018.17	10/30/2025	EFT
SEDGWICK CLAIMS MANAGEMENT SERVICES, INC.	10/30/2025	4E+11	\$4,018.17	10/30/2025	EFT
TEC EQUIPMENT, INC	10/16/2025	97877DX2	\$2,378.86	10/30/2025	EFT
TEC EQUIPMENT, INC	10/15/2025	978803D	\$63.37	10/30/2025	EFT
TEC EQUIPMENT, INC	10/16/2025	978925D	\$562.75	10/30/2025	EFT
TEC EQUIPMENT, INC	10/20/2025	978925DX1	\$2,153.28	10/30/2025	EFT
TEC EQUIPMENT, INC	10/16/2025	979010D	\$484.81	10/30/2025	EFT
TEC EQUIPMENT, INC	10/23/2025	979105D	\$125.53	10/30/2025	EFT
TEC EQUIPMENT, INC	10/24/2025	979105DX1	\$144.75	10/30/2025	EFT
TEC EQUIPMENT, INC	10/24/2025	979219D	\$69.26	10/30/2025	EFT
TEC EQUIPMENT, INC	10/24/2025	979219DX1	\$89.48	10/30/2025	EFT
TEC EQUIPMENT, INC	10/24/2025	979248D	\$349.56	10/30/2025	EFT
TEC EQUIPMENT, INC	10/24/2025	979274D	\$1,871.75	10/30/2025	EFT
THE GOODYEAR TIRE & RUBBER CO	10/24/2025	9861317636	\$9,000.00	10/30/2025	EFT
THE GOODYEAR TIRE & RUBBER CO	10/24/2025	9861317638	\$12,569.69	10/30/2025	EFT
THERMO KING MODESTO	7/24/2024	CMCR07617	-\$1,180.91	10/30/2025	EFT
THERMO KING MODESTO	8/9/2024	MI80848	\$1,250.91	10/30/2025	EFT
THERMO KING MODESTO	8/9/2024	MI81068	\$1,115.40	10/30/2025	EFT
ULINE	10/20/2025	199462715	\$107.98	10/30/2025	2353
US BANK	10/30/2025	RETCON	\$253.20	10/30/2025	EFT
US BANK	10/30/2025	RETCON	\$170,313.04	10/30/2025	EFT
VAN CAMP, JOHN EDWARD	10/30/2025	CALACT102125	\$265.50	10/30/2025	EFT
VAN CAMP, JOHN EDWARD	10/30/2025	MTBM101225	\$495.71	10/30/2025	EFT
VEHICLE REGISTRATION COLLECTION	10/30/2025	7W8845820221OC31	\$23.01	10/30/2025	150657
W.W.WILLIAMS	10/24/2025	023P31284	\$511.95	10/30/2025	EFT
W.W.WILLIAMS	10/17/2025	023P31586	\$983.91	10/30/2025	EFT
W.W.WILLIAMS	10/17/2025	023P31788	\$983.91	10/30/2025	EFT
W.W.WILLIAMS	10/20/2025	023P32125	\$2,607.04	10/30/2025	EFT
WARDEN'S / THE WARDEN'S OFFICE INC	10/16/2025	212635-00	\$120.11	10/30/2025	EFT
WARDEN'S / THE WARDEN'S OFFICE INC	10/22/2025	212792-00	\$2,525.59	10/30/2025	EFT
COURT ORDERED DEBT COLLECTIONS	10/30/2025	CE-149-2796OCT31	\$75.00	10/31/2025	150658
COURT ORDERED DEBT COLLECTIONS	10/30/2025	CD-9273-11304O31	\$75.00	10/31/2025	150660
FRANCHISE TAX BOARD	10/30/2025	213-01560-17O31, 563739907OCT31	\$217.80	10/31/2025	150659
TOTAL EFT/CHECKS			\$4,209,289.91		
P-Card Payments			\$19,214.71		
Total September Vendor Payments			\$4,228,504.62		

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LEAD STAFF: JOHN VAN CAMP, MAINTENANCE SUPERINTENDENT

I. RECOMMENDED ACTION:

Authorize the CEO to execute an amendment to the contract with Gillig LLC for the purchase and delivery of twenty-seven (27) hybrid electric buses, to add one more hybrid bus, and to increase the total contract not-to-exceed amount by \$4,800,009 to address an increase in the cost per bus for a total contract amount not to exceed \$37,200,009.

II. SUMMARY

- In December 2024, the Board authorized the purchase of up to twenty-seven (27) hybrid electric buses from Gillig LLC for a total not-to-exceed (NTE) amount of \$32,400,000.
- The delay in ordering these vehicles was due to SB 125 funding uncertainties and the potential need to backfill the FY25 operating deficit with capital dollars.
- RTD is proceeding with the purchase through the Washington State Department of Enterprise Services (DES) Cooperative Contract, which provides pre-negotiated, competitively bid pricing and ensures cost efficiency and procurement compliance.
- The first order of eleven (11) hybrid buses, placed in March 2025, reflected a base price of \$1,226,359 per bus due to the built-in Producer Price Index (PPI) adjustment in the Washington State contract, but not the Integrated Vehicle Logic Units (IVLU) required for the Dispatching program.
- The second order of sixteen (16) buses to be placed in December 2025, reflects a further base bus price adjustment to \$1,291,424 per bus. This price does not include the IVLU Dispatching equipment.
- Staff also recommends the addition of one (1) additional hybrid bus to replace a retired 2013 Proterra unit, bringing the total to twenty-eight (28) hybrid buses.
- The revised total cost for all twenty-eight (28) buses is \$35,444,157, plus a \$62,709 per/bus contingency for a total contingency of \$1,755,843, for a new total NTE of \$37,200,009.
- The replacement vehicles will replace one (1) 2013 Proterra, five (5) 2010 Gillig Hybrid Low-Floor, six (6) 2012 Gillig Hybrid Low-Floor and sixteen (16) 2013 Gillig Hybrid Low-Floor buses, all of which have met or exceeded their Useful Life Benchmark (ULB) of 12 years as defined by the Federal Transportation Administration (FTA) and RTD's Transit Asset Management (TAM) Plan.

REVISED 11/17/2025

III. DISCUSSION/BACKGROUND

In December 2024, the Board authorized the procurement of twenty-seven (27) hybrid electric buses from Gillig LLC using the Washington State DES Cooperative Contract. The original NTE amount was \$32,400,000, based on a projected per-bus cost of \$1,200,000.

The purchase was temporarily delayed due to uncertainties surrounding SB 125 funding and the potential need to utilize capital funds to support FY25 operating needs. With funding stabilized, **as a result of Board action on October 17, 2025**, RTD is proceeding with the purchase through the Washington State DES Cooperative Contract.

As of December 2024, pricing has changed due to contractual PPI escalations. The first order placed in March of 2025 for 11 buses was at a price of \$1,226,359 per bus. In addition to PPI, IVLUs were not included in the bus build since it was uncertain whether Vontas would remain RTD's CAD/AVL vendor for the Dispatching program upgrade.

The second order, scheduled for December 2025, is for 16 buses at a cost of \$1,291,424 per bus, reflecting cost escalations and the new IVLU equipment required for proper communication with the recently upgraded Vontas Dispatching program. Staff proposes including one additional bus to replace a retired 2013 Proterra at a cost of \$1,291,424. These updates result in an estimated total base bus cost of \$35,444,157.

Staff also recommends a \$62,709 per bus contingency, totaling \$1,755,852. This contingency covers several required cost components. First, Vontas will remain RTD's CAD/AVL provider for the Dispatching program, and the Vontas IVLUs will now be included at the time of the bus build for the second set of seventeen (17) buses. Second, the contingency addresses both known and potential tariff impacts. For the first set of eleven (11) buses, a confirmed tariff surcharge of \$8,969.83 per bus has already been applied. However, the tariff level for the second set of buses—scheduled to go online for production in November—remains unknown and may increase again depending on federal tariff changes. Finally, the contingency reflects that when staff prepared the December 2024 cost estimate, we assumed a 20% increase from the previous build cycle, resulting in the \$1,200,000 per-bus estimate used in that report. Actual cost escalation—driven by tariffs, IVLU requirements, and other market factors—has exceeded those original assumptions. For these reasons, the contingency is necessary to prevent future cost overages and brings the revised NTE to \$37,200,009.

All buses being replaced have met or exceeded their ULB of ~~12,000 service miles~~ **years** under the FTA and RTD's TAM Plan and State of Good Repair (SGR).

Replacement Fleet Summary

Year / Manufacture	Bus #	Mileage
2013 Proterra	EV2	97,298.1
2010 Gillig Hybrid LF	1001	277,760
2010 Gillig Hybrid LF	1003	364,504
2010 Gillig Hybrid LF	1004	345,877
2010 Gillig Hybrid LF	1005	387,812
2010 Gillig Hybrid LF	1006	412,351
2012 Gillig Hybrid LF	12001	393,140
2012 Gillig Hybrid LF	12002	409,080
2012 Gillig Hybrid LF	12003	406,773
2012 Gillig Hybrid LF	12004	356,519
2012 Gillig Hybrid LF	12005	398,058
2012 Gillig Hybrid LF	12006	338,005
2013 Gillig Hybrid LF	13401	287,605
2013 Gillig Hybrid LF	13402	288,148
2013 Gillig Hybrid LF	13403	277,972
2013 Gillig Hybrid LF	13404	297,250
2013 Gillig Hybrid LF	13405	291,449
2013 Gillig Hybrid LF	13406	296,158
2013 Gillig Hybrid LF	13407	292,928
2013 Gillig Hybrid LF	13408	280,304
2013 Gillig Hybrid LF	13409	276,700
2013 Gillig Hybrid LF	13410	281,291
2013 Gillig Hybrid LF	13411	291,175
2013 Gillig Hybrid LF	13412	282,213
2013 Gillig Hybrid LF	13413	280,616
2013 Gillig Hybrid LF	13414	286,709
2013 Gillig Hybrid LF	13415	289,932
2013 Gillig Hybrid LF	13416	259,012

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Priorities 2, 3, and 4.

Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence

REVISED 11/17/2025

- 5. Community Relations
- 6. Innovation

V. CUSTOMER IMPACT

The replacement of older buses with new hybrid units improves passenger comfort, service reliability, and reduces emissions. New technology integrations will also enhance safety, operational visibility, and improved real time scheduling and tracking information.

VI. FINANCIAL CONSIDERATIONS/IMPACT

The funding of the twenty-eight (28) buses is identified in the FY 2025 Capital Budget. The funding sources for these buses are:

- FY25 5307 \$2,038,251
- FY25 5339a \$1,501,437
- STA \$3,870,909
- FY24-27 MSRK \$6,027,057
- FY25 LTF Capital \$23,762,355
- The NTE from the December 2024 authorization was in the amount of \$32,400,000.
- The requested amount, ~~due to the delay~~, has now increased by \$4,800,009. This equals an NTE of \$37,200,009.

	Number of buses	Cost/Bus	TOTAL
Base Cost/Bus	11	\$ 1,226,359	\$ 13,489,949
Base Cost/Bus	16	\$ 1,291,424	\$ 20,662,784
Base Cost on the 28th bus	1	\$ 1,291,424	\$ 1,291,424
New Total - Base Bus Cost Only	28		\$ 35,444,157
Requested Contingency			\$ 1,755,852
New NTE			\$ 37,200,009
Prior Board action (12/06/2020)	27	\$ 1,200,000	\$ 32,400,000
Requested Increase in NTE			\$ 4,800,009
FY25 Bus Replacement Budget			\$ 42,548,355
Total new NTE under Budget			\$ 5,348,346

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

Doing nothing will result in more bus mileage and time accumulation. This approach is inconsistent with RTD's s SGR goals and the TAM program. This is also not recommended because emissions are higher on older equipment,

reliability may be compromised, and a higher average age of the fleet will likely result in higher fleet maintenance costs.

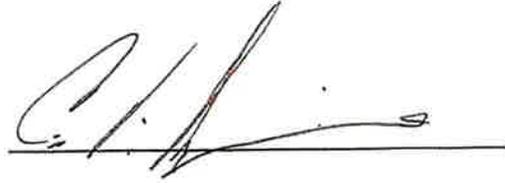
IX. ATTACHMENTS

Attachment A: WA State Contract Link

Prepared by: John Van Camp, Maintenance Superintendent

X. APPROVALS

Executive Manager Approved:
Ciro Aguirre, COO



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Thomas Dempsey,
Director of Procurement



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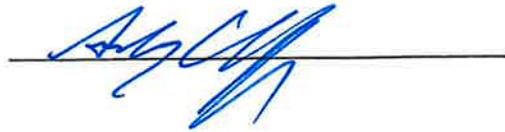
Daniel Garza, Procurement Manager

Financial Impact Approved:
Robert Kyle, CFO



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Alex Clifford, CEO



A handwritten signature in blue ink, appearing to read 'Alex Clifford', written over a horizontal line.



Attachment A

Complete Coach Works' contract with Washington State Department of Enterprise Services can be found at:

<https://us01.z.antigena.com/l/O8utP6JV9II3a7W4bxRLdPIrXWfkPOMMZCSb96DN~GWP HWCs~HagZgfZdKDZEMmPgkpgP1ogY6wTGKu~Sk30kA~Ey-eLf5VfZqSHZ3G5KRj2EsXqHlbZFfOH~XzptaBu2gn5ebIKXywWqAqeyyJ7E7TSLMJVSC9DS jHJApVI9nUUMj5WK5ZUgSIJ7k2MNAn3F4h si Lb 43ZfgshdoVd1qwfmxI boLhz>

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LEAD STAFF: JOHN VAN CAMP, MAINTENANCE SUPERINTENDENT

I. RECOMMENDED ACTION

- A. Authorize the CEO to execute a contract Not To Exceed \$5,300,000 with Complete Coach Works (CCW) for the refurbishment of six (6) 2014 Nova 60-foot articulated buses, two (2) 2013 MCI motor coaches, and two (2) MCI (2010 and 2013) coaches to be transferred from Monterey–Salinas Transit District (MST) using the Washington State Department of Enterprise Services (DES) Cooperative Contract, and
- B. Authorize the transfer of \$1,600,000 from the FY25 Bus Replacement Project to the FY26 Bus Refurbishment Project, and
- C. Increase the Bus Refurbishment Project Not To Exceed authorization from \$3,700,000 to \$5,300,000, including \$800,000 contingency, and
- D. Authorize the CEO to accept two Motor Coach Industries (MCI) over-the-road coaches from MST under Transfer of Rolling Stock provisions.

II. SUMMARY

- All ten (10) vehicles identified have reached their twelve-year Useful Life Benchmark (ULB) under RTD’s Transit Asset Management (TAM) and State of Good Repair (SGR) Federal Transportation Administration (FTA) guidelines.
- Due to SJCOG’s refusal to provide RTD the FY25-budgeted SB 125 fiscal operating deficit funding and Measure K “urgency” funding, RTD was forced to transfer fungible capital dollars into operations to fill the SB 125 deficit. Measure K “urgency” funding would have been used to replace the six NOVA articulated buses. That, combined with New Flyer Corporation (NFC) pricing instability driven by federal import tariffs and inflationary factors, made purchasing new 60’ articulated buses and new commuter MCI coaches not financially feasible at this time
- As a result, \$1,600,000 will be reassigned from the FY25 Bus Replacement Capital Project to the FY26 Bus Refurbishment Capital Project, resulting in a revised Bus Refurbishment Project Not to Exceed (NTE) of \$5,300,000.
- If this action is approved, RTD will accept two (2) MCI over-the-road (OTR) coaches (2010 and 2013) from MST at no cost under the FTA Transfer of Rolling Stock provisions.
- In the years ahead, RTD plans to transition the commuter fleet to 100% OTR coaches for improved passenger comfort and achieve the horsepower required for steep grade operation, (e.g., Route 150 – Altamont Pass - horsepower).

- As a matter of policy, muzzle loader (single-door) Gillig hybrid commuter buses will not be deployed in fixed-route service due to boarding and alighting inefficiencies.
- RTD will continue its evaluation of Commuter Service and possible improvements to its routing and schedules and return to the Board at a later date with a possible Gillig muzzle-loader reduction strategy.
- All vehicles undergoing refurbishment will be upgraded to the latest Vontas IVLU hardware to ensure full CAD/AVL compatibility.
- RTD deems the life extending refurbishment of some RTD revenue vehicles that can otherwise only be replaced by New Flyer Corporation (NFC) vehicles as more cost-effective at this time given tariff-driven pricing volatility, inflation, and limited manufacturer availability.
- This action supports RTD's long-term objective of reducing the Commuter spare ratio to the industry-standard of 20%, and will result in improving overall fleet utilization and service reliability.

III. DISCUSSION/BACKGROUND

RTD's TAM Plan and SGR framework established by FTA, requires maintaining fleet assets so that they remain safe, reliable, and cost-effective throughout their life cycle.. The six (6)2014 Nova 60-foot articulated buses and two (2) 2013 MCI commuter coaches proposed for refurbishment have reached their ULB, but remain structurally sound and strong candidates for mid-life overhaul. Two (2) additional MCI commuter buses from MST—a 2010 and a 2013 model—will be transferred under FTA Circular 5010.1F Chapter IV(3)(r)(8) Transfer of Rolling Stock – Recipient to Recipient guidelines and are accepted at no cost. These two transferred coaches will be included in the refurbishment program.

Nova Bus headquartered in Saint-Eustache, Québec, Canada is a subsidiary of the Volvo Group, recently exited the North American market, leaving New Flyer (NFC) as the only available manufacturer of 60-foot articulated buses and MCI commuter coaches. Over the past year, NFC pricing has become increasingly unstable due to federal import tariffs, and inflation driving up production costs.

At the same time, as a result of SJCOG's refusal to provide RTD the FY25-budgeted SB 125 fiscal operating deficit funding and Measure K "urgency" funding, RTD has been forced to transfer fungible capital dollars into operations to fill the SB 125 deficit. Measure K "urgency" funding would have been used to replace the six NOVA articulated buses. This unprecedented action has forced RTD to transfer fungible capital dollars to fill the SB 125 fiscal operating gap, further restricting the ability to purchase new vehicles as part of maintaining the TAM and SGR requirements.

Under these conditions, the purchase of new commuter or articulated buses is not recommended at this time. Therefore, life extend refurbishment is the most

cost-effective method to maintain service capacity and fleet reliability and ensure compliance with the FTA, TAM and SGR requirements.

If this request is approved by the Board, \$1,600,000 will be transferred from the FY25 Bus Replacement Capital Project to the FY26 Bus Refurbishment Capital Project, increasing the Bus Refurbishment Capital Project NTE from \$3,700,000 to \$5,300,000.

Commuter Fleet Strategy

Continued research on Nationwide Bus Commuter trends performed by RTD staff has provided information supporting that bus commuter routes have largely rebounded, with ridership nearing 86% of pre-COVID levels—outpacing other transit modes.

The strongest gains have been noted in smaller cities, areas with service-industry employment, college towns, and on weekends or off-peak hours.

Some of the most effective tactics implemented include boosting frequency, redesigning networks, improving fare integration, leveraging real-time tech, increasing street-level priority, and targeted rider engagement. RTD believes that these approaches have been providing results in the rebound of Commuter Bus Service at RTD and will continue to be a future driving force as employment norms such as return-to-office, and expanding employment opportunities continue to rebound and stabilize in the area.

RTD is actively restructuring its commuter fleet to better serve long-distance and steep-grade routes by expanding and promoting Commuter Bus Service by transitioning the commuter fleet over time to over-the-road coaches. These coaches will become the primary commuter fleet type, due to improved comfort, passenger amenities, and horsepower required for mountain pass operations (e.g., Route 150 - horsepower). Doing so will also provide the marketing department with the opportunity to promote the benefits of a smoother long distance commuter ride, among other OTR coach benefits.

As a matter of operational policy, the Muzzle-loader Gillig hybrid Commuter buses will not be placed into fixed-route local service due to slower boarding and alighting and inefficient interior design that is not conducive to local fixed route service given the frequent stops and the interface of customers who are boarding and alighting.

Technology Upgrades

All refurbished vehicles will receive new Vontas IVLU (Intelligent Vehicle Logic Unit) modules, ensuring compatibility with RTD's CAD/AVL system modernization efforts.

CCW is a nationally recognized provider of heavy-duty bus refurbishments with extensive experience serving public transit agencies across the country. Their work includes structural and mechanical overhauls, repowers, and restoration of both interiors and exteriors. RTD will utilize CCW's competitively bid contract with the Washington State DES, in accordance with cooperative purchasing provisions under federal and state law.

The refurbishment process will include:

- Drivetrain and Engine Overhaul: Rebuilding or replacing major propulsion components, improving fuel efficiency and performance.
- Suspension, Steering, and Braking Systems: Restoring core safety systems to extend operational life and improve ride quality.
- HVAC System Replacement: Installing new, energy-efficient climate control systems for passenger comfort and reliability.
- Electrical and Safety System Upgrades: Inspecting and replacing wiring, lighting, and control systems to meet current safety standards.
- Interior and Exterior Restoration: Renewing flooring, seating, panels, and applying new paint and graphics to improve aesthetics and branding.
- ADA Compliance and Accessibility Checks: Ensuring all lifts, ramps, and accessibility features meet FTA and ADA requirements.

This approach allows RTD to maximize existing fleet assets, avoid premature capital expenditures, and ensure operational continuity during a period of high vehicle demand and extended new bus lead times.

CCW will perform all refurbishment activities under the Washington State DES cooperative contract, offering:

- A compliant and competitive procurement path
- Faster project initiation
- Known labor and material pricing

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Priorities 2, 3, and 4. Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

V. CUSTOMER IMPACT

Refurbished commuter and articulated buses will improve passenger comfort, increase fleet reliability, maintain ADA and safety compliance, and meet with FTA required TAM and SGR compliance.

VI. FINANCIAL CONSIDERATIONS/IMPACT

The total project cost is not to exceed \$5,300,000, which includes all parts, labor, inspections, and transportation of vehicles to and from CCW's facility.

Funding for this project is partially included in the FY26 Base and Expanded Capital Budget and supported by a transfer of \$1,600,000 from the FY25 Bus Purchase Capital account.:

FY26 5307	\$1,998,717
FY26 STA	\$1,701,283

Total Budget \$5,300,000

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

- Do nothing. Not recommended due to ULB status and service reliability risks.
- Procure new buses. Not recommended due to cost and current tariff conditions.

IX. ATTACHMENTS

Attachment A: Resolution

Prepared by: John Van Camp, Maintenance Superintendent

X. APPROVALS

Executive Manager Approved:
Ciro Aguirre, COO

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Thomas Dempsey,
Director of Procurement

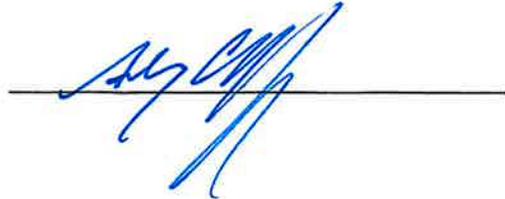
A handwritten signature in black ink, appearing to be "D. Garza", written over a horizontal line.

Daniel Garza, Procurement Manager

Financial Impact Approved:
Robert Kyle, CFO

A handwritten signature in black ink, appearing to be "Virginia Myler for R. Kyle", written over a horizontal line.

Alex Clifford, CEO

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Attachment A
Cover Page

RESOLUTION NO. _____
DATED: NOVEMBER 20, 2025

RESOLUTION AUTHORIZING THE CEO TO EXECUTE A CONTRACT NOT TO EXCEED \$5,300,000 WITH COMPLETE COACH WORKS (CCW) FOR THE REFURBISHMENT OF SIX (6) 2014 NOVA 60-FOOT ARTICULATED BUSES, TWO (2) 2013 MCI MOTOR COACHES, AND TWO (2) MCI (2010 AND 2013) COACHES TO BE TRANSFERRED FROM MONTEREY–SALINAS TRANSIT DISTRICT (MST) USING THE WASHINGTON STATE DEPARTMENT OF ENTERPRISE SERVICES (DES) COOPERATIVE CONTRACT, AND; AUTHORIZING THE TRANSFER OF \$1,600,000 FROM THE FY25 BUS REPLACEMENT PROJECT TO THE FY26 BUS REFURBISHMENT PROJECT, AND; INCREASING THE BUS REFURBISHMENT PROJECT NOT TO AUTHORIZATION FROM \$3,700,000 TO \$5,300,000, INCLUDING \$800,000 CONTINGENCY, AND; AUTHORIZING THE CEO TO ACCEPT TWO MOTOR COACH INDUSTRIES (MCI) OVER-THE-ROAD COACHES FROM MST UNDER TRANSFER OF ROLLING STOCK PROVISIONS

WHEREAS, Monterey–Salinas Transit District (MST) has offered to transfer to RTD, at no cost, two (2) MCI commuter coaches, model years 2010 and 2013, to support RTD’s commuter service availability; and

WHEREAS, the acceptance of these coaches will help RTD maintain service reliability, optimize fleet availability, and support efforts to manage the commuter spare ratio responsibly; and

WHEREAS, these transferred MCI vehicles are suitable candidates for inclusion in RTD’s ongoing and planned refurbishment activities, aligning with RTD’s Transit Asset Management (TAM) and State of Good Repair (SGR) objectives.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Directors of RTD as follows:

- 1) That the CEO is hereby authorized to accept two (2) MCI commuter coaches from Monterey–Salinas Transit District (MST) at no cost to RTD.
- 2) That the Chair of the Board and the CEO be, and they hereby are, authorized and directed to finalize all required documentation to complete the transfer of ownership of the two (2) MCI commuter coaches from MST to RTD.
- 3) That the Chair of the Board and the CEO, acting separately, are hereby authorized and directed to execute such other agreements and amendments to this agreement, and to take such other actions as may be necessary or appropriate to carry out the intent and purpose of this resolution.



LEAD STAFF: DÁMARIS GALVAN, PLANNING AND SERVICE DEVELOPMENT DIRECTOR

I. RECOMMENDED ACTION

That the RTD Board of Directors consider and approve the discontinuation of Van Go! intracity service within the Cities of Escalon and Lathrop, effective January 25, 2026, and authorize staff to follow the established public participation and operational process for service discontinuation, including rider notification, coordination with the jurisdictions, and implementation of operational changes.

II. SUMMARY

- RTD launched Van Go! in FY2019 as an on-demand countywide mobility service, introduced publicly through City Council presentations in all participating jurisdictions, including Escalon and Lathrop.
- In August 2025, the cities of Escalon and Lathrop each formally requested that RTD discontinue Van Go! intracity service within their city limits.
- Both jurisdictions have implemented their own local intracity micro transit or dial-a-ride programs, resulting in service that duplicates RTD's existing service in the two communities.
- RTD retains legal authority to operate within both jurisdictions under California law, but will honor each city's request for discontinuation.
- Van Go! intracity trips in Escalon and Lathrop represented less than two percent of total Van Go! ridership in FY2025, indicating minimal customer impact.
- Discontinuing intracity service will allow RTD to reallocate an estimated \$40,000 in annual operating costs to improve Van Go! intercity service.
- Affected residents in the cities of Escalon and Lathrop will continue to have access to Van Go! intercity service and other RTD or local transportation options.
- Staff will conduct required public outreach and notification consistent with RTD's Public Participation Plan prior to discontinuation of Van Go! intracity service.
- RTD will monitor countywide ridership patterns following implementation to ensure ongoing mobility access and to guide future service planning decisions.
- RTD expects the discontinuation to take place in late January 2026.

III. DISCUSSION/BACKGROUND

History of Van Go! Intracity Service

RTD launched Van Go! in Fiscal Year 2019 as a flexible, on-demand, accessible mobility service throughout San Joaquin County. Prior to launch, RTD conducted

public outreach and presentations at multiple city council meetings, including the City of Lathrop on April 8, 2019, and the City of Escalon on April 15, 2019, to present the program's details and benefits.

During these presentations, no objections were raised by either city council. The Escalon City Council minutes from April 15, 2019, record that RTD presented the new Van Go! program to the Council. Mayor Swift inquired about program performance, and at the time, Transit Coordinator John Andoh responded that ridership was initially low, noting that he was working with RTD to aggressively advertise the new program.

These outreach efforts demonstrate that both jurisdictions were informed and engaged prior to implementation, and that RTD's operations were introduced transparently and publicly through documented city council meetings.

On August 5, 2025, the city of Escalon and the city of Lathrop submitted letters to RTD requesting the discontinuation of intracity Van Go! service within their jurisdictions.

Following discontinuation requests from the cities of Escalon and Lathrop, RTD initiated a coordinated outreach process with all other jurisdictions currently served by Van Go! to document local positions on intracity service.

On August 29, 2025, RTD sent letters to the cities of Lodi, Tracy, Manteca, Ripon, and Mountain House requesting each jurisdiction's formal position on whether Van Go! intracity service should continue within their city boundaries. These letters included the following elements:

- Documentation of historical outreach and presentations provided by RTD to each city prior to the launch of Van Go!
- Background explaining that Escalon and Lathrop had submitted requests to discontinue Van Go! intracity service, citing concerns about duplication with their newly implemented local micro transit programs.
- A request for each jurisdiction to confirm its current position on Van Go! intracity operations, ideally through formal city council action or equivalent confirmation.
- Clarification that RTD was not opposing any jurisdiction's decision but was ensuring compliance with required public participation, operational, and equity procedures, and transparency prior to implementing any service change.

In response, several jurisdictions requested additional data to inform their decisions. Accordingly, on October 3, 2025, RTD sent follow-up letters to all jurisdictions, including Escalon and Lathrop, to provide clarifications and to reiterate that responses were requested by November 1, 2025.

The follow-up letters stated that:

- If a jurisdiction confirmed its intent to discontinue intracity Van Go! service by November 1, 2025, the change would be implemented as part of RTD's January 2026 service updates.
- Prior to implementation, RTD would conduct public outreach in accordance with its Public Participation Plan, review demographic and equity impacts consistent with FTA guidance, and make any required operational adjustments, including software and geofencing updates.
- If no response was received by November 1, 2025, RTD would evaluate potential adjustments to intracity service in that jurisdiction during its July 2026 service change cycle.

Jurisdictions Responses

- Escalon: On October 9, 2025, the City Manager Jaylen French submitted a letter confirming the City's request to discontinue Van Go! intracity service in Escalon.
- Lathrop: On October 9, 2025, City Manager Stephen Salvatore submitted a letter asserting that RTD's operation of Van Go! within Lathrop was unauthorized. RTD responded on October 27, 2025, clarifying the following:
 - RTD did not decline to discontinue Van Go! service; the City's letter misrepresented RTD's position.
 - RTD's operations within San Joaquin County are fully authorized under California law.
 - RTD had presented Van Go! to the Lathrop City Council on April 8, 2019, and to the Escalon City Council on April 15, 2019, with no objections raised at that time.
 - RTD will follow its Public Participation Plan to ensure transparency and that affected riders are notified and have the opportunity to comment on the discontinuation and directed to reach out to each city manager with any questions about their service discontinuation request.
 - RTD clarified that its service was not duplicative or intrusive; Van Go! operations were established prior to newly developed local micro transit programs implemented by the City.
- Tracy: On October 30, 2025, the City of Tracy confirmed its desire to continue Van Go! intracity service.
- Ripon: After a data request, no response has been received. Van Go! intracity service will continue in Ripon unless the City provides a formal request for discontinuation.
- Mountain House: No response has been received. Van Go! intracity service will continue in Mountain House unless the community provides a formal request for discontinuation.
- Lodi and Manteca: Both jurisdictions requested additional ridership and demographic data and were asked to provide their positions by November 1, 2025. As no formal responses were received by that date, Van Go! intracity service will remain in place in both cities and will be reconsidered during RTD's next scheduled service change cycle in July 2026.

This outreach process ensures transparency, compliance with RTD's Public Participation Plan, and alignment with regional mobility coordination efforts.

Legal and Operational Considerations

- RTD's authority to operate Van Go! countywide is established under California law and RTD Resolution 4056, enabling RTD to provide intracity service throughout San Joaquin County. RTD may contract with cities for intracity service, but doing so is not mandatory.
- Escalon and Lathrop have asserted that Van Go! service in their jurisdictions is not permitted under California Public Utilities Code §99281. However, such restrictions on a transit district's ability to operate within city boundaries apply only if the city has continuously operated its own transit service since 1971. Because neither Escalon nor Lathrop has maintained continuous local transit operations since that time, RTD is not prohibited by Section 99281 from operating Van Go! service within their city limits. In fact, legal review confirms that in these jurisdictions, RTD's Van Go! service was established prior to any local micro transit programs, giving RTD operational precedence over the cities' duplicative service. Requests to discontinue Van Go! service came from the jurisdictions, not from RTD's unilateral decisions.

This correspondence memorializes the history and RTD's legal and operational position, which is applicable as background for other jurisdictions' service considerations.

Equity and Demographic Considerations

RTD staff prepared the following analysis to evaluate the relative use of Van Go! intracity zones, local demographics, and the presence of alternative mobility services. Although, a full Title VI equity analysis is not required for these changes, RTD has taken equity into consideration to ensure decisions are data-driven and nondiscriminatory.

Note: As of this report, RTD has received formal requests/responses from the Cities of Escalon, Lathrop, and Tracy. Escalon and Lathrop have requested discontinuation of Van Go! intracity service, while Tracy has confirmed its desire to continue the service. The cities of Lodi, Manteca, Ripon, and Mountain House have not yet provided their positions. RTD is nonetheless including demographic and service information for all jurisdictions to ensure consistency in evaluating potential equity impacts and to support future service planning.

Escalon

- FY 2025 intracity trips: 0
- Population: 7,400; 35.2% minority; 9.5% below poverty level
- Local service: eTrans On The Go! (on-demand within Escalon and nearby cities)
- Impact: None; comparable local on-demand service already in place.

[Source: U.S. Census ACS 2023; City of Escalon Transit Service]

Lathrop

- FY 2025 intracity trips: 115 ($\approx 1\%$ of total)
 - Population: 32,600; 81.2% minority; 8.6% below poverty level
 - Local service: Lathrop Transit Dial-A-Ride (local curb-to-curb)
 - Impact: Minimal; new local service serves intracity demand.
- [Source: U.S. Census ACS 2023; City of Lathrop Transit Service]

Lodi

- FY 2025 intracity Van Go! trips: 308 ($\approx 3\%$ of total)
 - Population: 67,000; 56% minority; 13.5% below poverty level
 - Local service: Grapeline General Public Dial-A-Ride (door-to-door within city and Woodbridge)
 - Impact: Minimal, due to low utilization and presence of a comparable city-operated service.
- [Source: U.S. Census ACS 2023; Lodi Dial-A-Ride Info Book]

Tracy

- FY 2025 intracity trips: 336 ($\approx 4\%$ of total)
 - Population: 95,300; 74.7% minority; 7.7% below poverty level
 - Local service: TRACER Plus On-Demand
 - Impact: Limited, as most Van Go! trips are intercity; discontinuation focuses resources on regional benefit.
- [Source: U.S. Census ACS 2023; City of Tracy TRACER Plus Service Guide]

Manteca

- FY 2025 intracity trips: 71 ($< 1\%$ of total)
 - Population: 86,500; 63.9% minority; 10.4% below poverty level
 - Local service: None (no city-operated on-demand program)
 - Impact: Minimal; residents retain access to Van Go! intercity and RTD fixed-route services.
- [Source: U.S. Census ACS 2023]

Ripon

- FY 2025 intracity trips: 21 ($< 1\%$ of total)
 - Population: 16,100; 34.5% minority; 3.5% below poverty level
 - Local service: Blossom Express (fixed route twice weekly to Modesto)
 - Impact: Negligible; extremely low ridership and available alternative options.
- [Source: U.S. Census ACS 2023]

Next Steps

Upon Board approval, RTD staff will:

1. Conduct outreach per RTD's Public Participation Plan;
2. Finalize documentation of jurisdictional positions and demographic analyses;

3. Coordinate with internal teams to implement operational and customer communication updates for the January 2026 service changes; and
4. Return to the Board with updates on Lodi, Manteca, Ripon, and Mountain House once their formal responses are received.

Outreach and Public Participation Compliance

In accordance with RTD's Public Participation Plan (PPP), staff will implement a comprehensive outreach process to inform riders and the public about the discontinuation of Van Go! intracity service in Escalon and Lathrop. Outreach efforts will include virtual public workshops, flyers, bus inserts, social media posts, and website updates to ensure broad awareness and accessibility. Information will be available in Spanish, consistent with RTD's Title VI and Limited English Proficiency (LEP) standards.

Public workshops and virtual forums will be held during the week of December 8–12, 2025, to present the proposed changes and receive input from the community. In January 2026, RTD will continue outreach through flyers, bus inserts, social media posts, and website updates. These activities reflect RTD's commitment to ensuring meaningful public engagement and equitable communication with all populations, including individuals with limited internet access or other barriers.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Priorities 2, 3, and 4. Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

V. CUSTOMER IMPACT

RTD does not anticipate significant adverse impacts to customers as a result of the discontinuation of Van Go! intracity service in the Cities of Escalon and Lathrop. Although RTD retains the authority to operate within these jurisdictions, both cities have formally requested that RTD discontinue intracity Van Go! service within their boundaries. In response, RTD will honor those requests while ensuring compliance with all public notification and outreach requirements. Intracity trips in these areas represent a very small share of total Van Go! ridership, and both cities operate their own recent local on-demand services. Affected residents will continue to have access to Van Go! intercity service for regional travel throughout San Joaquin County, as well as RTD's fixed-route network where available. RTD will notify all impacted customers in

advance and provide clear information regarding alternative transportation options.

VI. FINANCIAL CONSIDERATIONS/IMPACT

During FY 2025, Van Go! intracity trips within the cities of Escalon and Lathrop accounted for less than two percent of total system ridership combined. Based on this proportion and the program's Fiscal Year operating cost of \$1,981,040, the estimated cost of serving these intracity zones is approximately \$40,000 per year. While this amount represents a relatively small portion of the overall expenses, discontinuing the Escalon and Lathrop intracity zones will enable RTD to reallocate resources to enhance the regional Van Go! intercity service and improve overall system efficiency and reliability.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

- Maintain existing intracity Van Go! service – RTD considered continuing operations in Escalon and Lathrop; however, both jurisdictions formally requested discontinuation of intracity service.

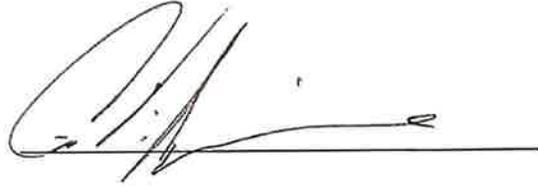
IX. ATTACHMENTS

Attachment A: Letter from City of Escalon (City Manager)
Attachment B: Letter from City of Lathrop 10-09-2025
Attachment C: Resolution

Prepared by: Dámaris Galvan, Planning and Service Development Director

X. APPROVALS

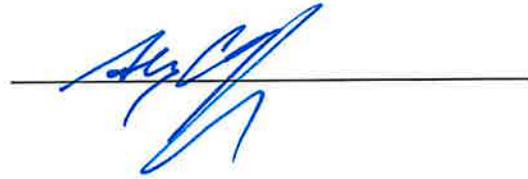
Executive Manager Approved:
Ciro Aguirre, COO



Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
Cover Page

Letter from Escalon City Manager 10-09-2025



CITY OF ESCALON

Mr. Alex Clifford
Chief Executive Officer
San Joaquin Regional Transit District (RTD)
421 East Weber Street
Stockton, CA 95201

October 9, 2025

Dear Mr. Clifford,

Thank you for your time on October 6, 2025 and for your consideration of Escalon's position on this matter. As discussed, the City of Escalon respectfully requests that RTD cease providing intra-city trips via the Van Go! service. As you are aware, the City's eTrans service provides door to door, general public demand response within the City limits of Escalon from 8:00 am to 5:00 pm, Monday through Friday. Van Go! provides service during the same service span and is duplicative of eTrans local transit service. This can create confusion to local riders and appears to be an inefficient use of limited transportation dollars.

We welcome the continued intercity service via VanGo! and County Hopper Route 95 which connects Escalon residents to areas within the County.

Upon receipt of this letter, we understand RTD will conduct its necessary processes to discontinue intra-city service effective January 2026.

Should you have any questions, please contact John Andoh, Transit Manager at 209.691.7465 or email jandoh@cityofescalon.org.

Sincerely,

Jaylen French
City Manager

cc: John Andoh, Transit Manager



Attachment B
Cover Page



Office of the City Manager

390 Towne Centre Drive, Lathrop, CA 95330
Phone (209) 941-7220 – Fax (209) 941-7229
www.ci.lathrop.ca.us

October 9, 2025

Alex Clifford
Chief Executive Officer
San Joaquin Regional Transit District
421 E. Weber Avenue
Stockton, CA 95202

SUBJECT: Unauthorized Van Go! Operations within the City of Lathrop

Mr. Clifford,

I acknowledge receipt of RTD's correspondence dated October 3, 2025, wherein RTD declines to discontinue its Van Go! service within the City of Lathrop. As you are aware, the City has established and now operates its own micro-transit system. The continuation of Van Go! operations within Lathrop is duplicative, unnecessary, and inconsistent with California Public Utilities Code §99284, which prohibits a transit district from providing competitive transit service within municipal boundaries without the affected city's consent. No such consent has been granted by the City of Lathrop.

Despite repeated requests that RTD cease these operations, RTD continues to impose an unwanted service on our community while simultaneously demanding that the City Council take formal action to "cancel" a service the City never requested nor authorized. This position is inconsistent with law and logic. It is also contradictory: RTD exercises broad decision-making authority to implement services without public hearing or Board action, yet insists that local jurisdictions must take formal action to halt programs never approved in the first place. That position is both disingenuous and legally unfounded.

For the record, the City's prior authorizations have applied only to limited and mutually agreed-upon services, as follows:

- County Area Transit operations (1996–1998) under duly executed agreements.
- Intercity Routes 20, 23, and 26 to Sharpe Depot, and Commuter and Hopper Routes 90, 91, 92, 95, 97, and 797, authorized pursuant to the Measure K Master Agreement between RTD and SJCOG; and
- The River Islands Connector pilot (2024–2025) authorized under a separate executed agreement.

These authorizations do not extend to Van Go! or to any newly branded or repackaged RTD service. RTD's unilateral declaration of a "countywide" system does not confer authority to operate within incorporated city limits without the express consent of that city, nor does it supersede statutory requirements or local jurisdictional rights.

Accordingly, the City of Lathrop again formally requests that RTD immediately cease all intracity Van Go! operations within the City's boundaries. The City remains supportive of reasonable levels of intercity County Hopper, intercity Van Go!, and commuter service, as authorized through Measure K and the 1994 agreement with SJCOG. However, continued disregard of this request will only further demonstrate RTD's ongoing pattern of intrusive, duplicative, and inefficient behavior toward local jurisdictions that have clearly and lawfully withheld consent.

Thank you for your attention to this matter.

Respectfully,



Stephen J. Salvatore
City Manager, City of Lathrop

Attachments:

1. Measure OK Cooperative Agreement between SJCOG and RTD
2. RTS Staff Report and Attachments
3. Resolutions Regarding SMTD Expansion
4. SMTD Resolution



Attachment C
Cover Page

RESOLUTION NO. _____
DATED: NOVEMBER 20, 2025

RESOLUTION APPROVING THE DISCONTINUATION OF VAN GO! INTRACITY SERVICE WITHIN THE CITIES OF ESCALON AND LATHROP, EFFECTIVE JANUARY 25, 2026, AND AUTHORIZING STAFF TO FOLLOW THE ESTABLISHED PUBLIC PARTICIPATION AND OPERATIONAL PROCESS FOR SERVICE DISCONTINUATION, INCLUDING RIDER NOTIFICATION, COORDINATION WITH THE JURISDICTIONS, AND IMPLEMENTATION OF OPERATIONAL CHANGES

WHEREAS, the San Joaquin Regional Transit District (RTD) launched Van Go! in Fiscal Year 2019 as an on-demand mobility service throughout San Joaquin County; and

WHEREAS, RTD provided presentations to the City Councils of Escalon, Lathrop, and other San Joaquin County jurisdictions prior to implementation, during which no objections to the proposed service were raised; and

WHEREAS, on August 5, 2025, the Cities of Escalon and Lathrop each requested that RTD discontinue Van Go! intracity service within their respective jurisdictions; and

WHEREAS, RTD staff confirmed receipt of both cities' requests and initiated a coordinated outreach process with all other jurisdictions currently served by Van Go! to ensure transparency and compliance with RTD's Public Participation Plan; and

WHEREAS, on October 9, 2025, the City of Escalon submitted a letter reaffirming its request to discontinue Van Go! intracity service within city limits; and

WHEREAS, on October 9, 2025, the City of Lathrop submitted a letter asserting that RTD's operation of Van Go! within Lathrop was unauthorized; and

WHEREAS, RTD responded clarifying its legal authority to operate countywide under California law, while honoring the City's request for discontinuation; and

WHEREAS, ridership data for Fiscal Year 2025 indicates that intracity Van Go! trips within Escalon and Lathrop collectively represented less than two percent of total Van Go! ridership, confirming minimal customer impact; and

WHEREAS, both cities currently operate or have implemented local on-demand or dial-a-ride services that meet the intracity mobility needs of their residents; and

WHEREAS, discontinuing Van Go! intracity service in Escalon and Lathrop will allow RTD to reallocate resources to enhance regional intercity service and improve overall system efficiency; and

WHEREAS, RTD will continue to provide Van Go! intercity service to and from Escalon and Lathrop, ensuring continued regional connectivity for residents; and

WHEREAS, RTD will conduct public outreach, notification, and demographic review consistent with its Public Participation Plan and Title VI requirements prior to implementation of these changes.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Directors of San Joaquin Regional Transit District (RTD) that the discontinuation of Van Go! intracity service within the Cities of Escalon and Lathrop, effective January 25, 2026, be, and hereby is, approved.



LEAD STAFF: ALEX CLIFFORD, CHIEF EXECUTIVE OFFICER

I. RECOMMENDED ACTION:

Consider appointing Director Gary Giovanetti as the RTD Board of Directors' representative to the San Joaquin RTD Retirement Board, and appointing Director Les Fong as the alternate member for this position.

II. SUMMARY

- The RTD Retirement Board includes a representative appointed from the RTD Board of Directors, as required by the Retirement Board Bylaws.
- Director Michael Restuccia, who previously held this representative seat, is no longer serving on the RTD Board as of November 7, which creates an immediate vacancy.
- The Retirement Board Bylaws require that this representative seat be filled by a current RTD Board Member.
- Board action is therefore needed to appoint a new representative and designate a new alternate.

III. DISCUSSION/BACKGROUND

The Retirement Board Bylaws establish clear requirements regarding the composition and governance of the Retirement Board, including the requirement that designated representative seats be filled by individuals who hold the qualifying position at RTD. The representative seat previously held by Director Restuccia is one of those positions. Because he is no longer serving on the RTD Board as of November 7, he may no longer legally serve in this capacity, resulting in an immediate vacancy. The Bylaws also emphasize that the Retirement Board must maintain proper membership and representation to ensure its ability to conduct business consistent with RTD's governing documents and applicable public meeting laws.

In March 2023, the Board approved the structure for designating alternates for Retirement Board members, consistent with the Bylaws' intent to ensure continuity of governance when a primary member is unable to attend. At that time, Director Restuccia designated Director Gary Giovanetti as his alternate. Given this prior designation, Director Giovanetti's ongoing service in that alternate capacity, and his familiarity with the Retirement Board's work and procedures staff recommends appointing Director Giovanetti to fill the representative seat.

With Director Giovanetti moving into the primary representative role, the alternate seat becomes vacant. In keeping with the Bylaws' emphasis on

maintaining qualified and prepared membership so the Retirement Board can meet, establish quorum (§2.12), and carry out its responsibilities without interruption, staff recommends appointing Director Les Fong as the alternate member. Director Fong's strong analytical background, governance experience, and understanding of RTD oversight functions make him well suited to support the Retirement Board's operational continuity and decision-making.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Priorities 1 and 3.
Strategic Priorities:

1. Employees
2. Customers
3. Financial Health
4. Operations Excellence
5. Community Relations
6. Innovation

V. CUSTOMER IMPACT

There is no impact to external customers. Internally, timely appointments ensure continuity of Retirement Board oversight, supporting stable and reliable administration of the employee retirement plan.

VI. FINANCIAL CONSIDERATIONS/IMPACT

There is no financial impact associated with the appointments.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

The Board may choose to appoint different individuals to the representative or alternate positions. However, appointing Director Giovanetti aligns with previous Board-approved alternates, and appointing Director Fong ensures continuity and governance capacity.

IX. ATTACHMENTS

Attachment A: [SJRTD Retirement Board Bylaws Approved 02.23.2023](#)

Prepared by: Merab Talamantes, Director of Administration

X. APPROVALS

Julie Sherman, General Counsel



Alex Clifford, CEO

