

SAN JOAQUIN REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS MEETING – NOTICE AND AGENDA
12:30 P.M. ON THURSDAY, NOVEMBER 30, 2023

The Board of Directors of the San Joaquin Regional Transit District (RTD) will hold a regular meeting at 12:30 p.m. on Thursday, November 30, 2023, 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 EMPLOYEES OF THE QUARTER
Special recognition of the Administration, Maintenance, and Transportation Employees of the Quarter.
- B. RECOGNITION OF EMPLOYEES YEARS OF SERVICE
Special recognition of employees for their years of service.

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. QUARTERLY UPDATE OF SOLICITATIONS
Report of current and anticipated solicitations.
- B. QUARTERLY UPDATE OF CONTRACTS AWARDED
There are no contracts to report that were awarded from June 30, 2023 through September 30, 2023.
- C. FEDERAL LEGISLATIVE UPDATE
Report of Federal Legislative Updates prepared by Capital Edge Advocacy, Inc.
- D. STATE LEGISLATIVE UPDATE
Report of State Legislative Updates prepared by Shaw Yoder Antwih Schmelzer & Lange.

10. CONSENT CALENDAR

- A. RESOLUTION: APPROVING THE MINUTES OF THE OCTOBER 20, 2023, REGULAR BOARD OF DIRECTORS MEETING
Board approval of minutes.
- B. RESOLUTION: ADOPTING THE 2024 BOARD OF DIRECTORS REGULAR MEETING SCHEDULE
Board approval of the 2024 meeting schedule.
- C. ACCEPT AND FILE: APPROVED BOARD OF DIRECTORS TRAVEL EXPENSES
Board acceptance and filing of upcoming Board member travel.
- D. ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF OCTOBER 2023
Board acceptance and filing of Check Register for October 2023.
- E. ACCEPT AND FILE: RTD PARATRANSIT OPERATIONS STATUS QUARTERLY REPORT
Board acceptance and filing of Paratransit Operations Status Report.
- F. RESOLUTION: APPROVING THE SUBMISSION OF THE RTD AND UNITED CEREBRAL PALSY 15 CUTAWAY VEHICLE REPLACEMENT PROJECT AS A REGIONAL PRIORITY FOR THE SAN JOAQUIN ONE VOICE 2024 FEDERAL LEGISLATIVE AGENDA
Board approval of project submission.

11. ACTION ITEMS

- A. RESOLUTION: APPROVING SERVICE EXPANSIONS AND IMPROVEMENTS, EFFECTIVE JANUARY 28, 2024, ON A TEMPORARY BASIS, WITH CONTINUATION BEYOND 12 MONTHS CONTINGENT ON ROUTE PERFORMANCE AND BOARD REVIEW AND APPROVAL OF A TITLE VI SERVICE EQUITY ANALYSIS
Board approval of service expansion and improvements.
- B. RESOLUTION: APPROVING THE FINDINGS OF TITLE VI SERVICE EQUITY ANALYSIS FOR THE ESTABLISHMENT OF ROUTES 566 AND 576 AS REGULAR SERVICE AND APPROVING ROUTES 566 AND 576 AS REGULAR SERVICE
Board approval of Routes 566 and 576 as regular RTD service.

12. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF

13. CLOSED SESSION

- A. CONFERENCE WITH LEGAL COUNSEL— ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to Government Code Section
54956.9(d)(2) – One potential case

14. ADJOURNMENT

**NOTE: THE NEXT REGULARLY SCHEDULED BOARD MEETING WILL BE
ON FRIDAY, JANUARY 19, 2024, AT 10:00 A.M.**

DATE POSTED: NOVEMBER 24, 2023



LEAD STAFF: ERICKA FRANCO, HUMAN RESOURCES ADMINISTRATOR

REPORT: RECOGNITION OF EMPLOYEES OF THE QUARTER

I. SUMMARY

Employee(s) of the Quarter 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 Employee of the Month; therefore, RTD decided to switch to Employee of the Quarter (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 a 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 the following:

1. \$100.00 Amazon Gift Card
2. Plaque and acceptance photograph

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report 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. FINANCIAL CONSIDERATIONS/IMPACT

The required \$4,000.00/year funding is included in the 2024 fiscal year's Customer Engagement Operating budget within the Recognition Awards – 414000-50932 account.

V. CHANGES FROM COMMITTEE

N/A

VI. ALTERNATIVES CONSIDERED

N/A

VII. ATTACHMENTS

N/A

Prepared by: Ericka Franco, HR Administrator

VIII. APPROVALS

Manager Approval:
Malika McGee, HR Director



Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





LEAD STAFF: **ERICKA FRANCO, HUMAN RESOURCES ADMINISTRATOR**

REPORT: **RECOGNITION OF EMPLOYEES' YEARS OF SERVICE**

I. SUMMARY

Recognition to employees for their years of service 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 (5, 10, 15, 20, 25, 30 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 report 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. FINANCIAL CONSIDERATIONS/IMPACT

The total expense cost of \$4,000/year is included in the 2024 fiscal year's Customer Engagement Departmental budget under Recognition Awards account number 414000-50932.

V. CHANGES FROM COMMITTEE

N/A

VI. ALTERNATIVES CONSIDERED

N/A

VII. ATTACHMENTS

N/A

Prepared by: Ericka Franco, HR Administrator

VIII. APPROVALS

Manager Approval:
Malika McGee, HR Director

A handwritten signature in black ink, appearing to read "Malika McGee", written over a horizontal line.

Financial Impact Approved:
Robert Kyle, CFO

A handwritten signature in black ink, appearing to read "R. Kyle", written over a horizontal line.

Alex Clifford, CEO

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



LEAD STAFF: ALEX CLIFFORD, CEO

REPORT: CHIEF EXECUTIVE OFFICER UPDATE

MEETINGS SINCE OCTOBER 20, 2023

RTD participated in meetings of the following committees and organizations:

- **Annual Update on RTD Initiatives Meetings with CEO Alex Clifford:**
 - **Assemblymember Carlos Villapudua**
 - **City of Escalon Mayor Dave Bellinger, City Manager Dominique Romo, Transit Manager John Andoh**
 - **City of Lodi Mayor Mikey Hothi, Transportation Manager Julia Tyack, Public Works Director Charlie Swimley**
 - **City of Stockton Public Works Director Chad Reed**
 - **City of Stockton Vice Mayor Kimberly Warmesley**
 - **Greater Stockton Chamber of Commerce CEO Timm Quinn**
 - **Ripon City Administrator Kevin Werner**
 - **San Joaquin County Board of Supervisor Tom Patti, Third District**
 - **Visit Stockton CEO Wes Rhea**
- **California Association for Coordinated Transportation Autumn Conference and Expo:** CEO Alex Clifford, Assistant Maintenance Superintendent John Van Camp, Human Resources Director Malika McGee
- **California Transit Association (CTA) Executive Committee Meeting:** CEO Alex Clifford
- **CTA Fall Conference and Expo:** CEO Alex Clifford, Project Controls Manager Merab Talamantes, Maintenance Superintendent Brad Menil, Maintenance Supervisor Gerardo Tovar
- **California Transit Indemnity Pool Board of Directors Meeting:** Safety, Security, and Risk Management Director Curtis Moses
- **Federal Legislative Bi-weekly Meetings with Chris Giglio of Capital Edge Advocacy Inc.:** CEO Alex Clifford
- **RTD October Facilities Committee Meeting:** Board Member Balwinder Singh, Board Member Stephan Castellanos, CEO Alex Clifford, CFO Robert Kyle, Maintenance Superintendent Brad Menil, Safety, Security, and Risk Management Director Curtis Moses, Planning and Service Development Director Dámaris Galvan, Grants Manager Eric Williams, Facilities Superintendent John Coose, Government Affairs Director Ken Baxter, Supervisor of Customer Engagement and Marketing Maximilian Cao, Project Controls Manager Merab Talamantes, Finance Manager Ravi Sharma, Director of Procurement Sylvester Donelson Jr., Director of Financial Planning Virginia Alcayde

- **RTD November Facilities Committee Meeting:** Board Member Balwinder Singh, Board Member Stephan Castellanos, CEO Alex Clifford, CFO Robert Kyle, Maintenance Superintendent Brad Menil, Facilities Superintendent John Coose, Assistant Maintenance Superintendent John Van Camp, Project Controls Manager Merab Talamantes
- **San Joaquin Council of Governments (SJCOG) Board Meeting:** Board Member Gary Giovanetti, CEO Alex Clifford, Government Affairs Director Ken Baxter
- **SJCOG Interagency Transit Committee Meeting:** Government Affairs Director Ken Baxter
- **SJCOG Management & Finance Committee Meeting:** Government Affairs Director Ken Baxter
- **SJCOG Social Services Transportation Advisory Council Meeting:** Government Affairs Director Ken Baxter
- **SJCOG Technical Advisory Committee Meeting:** Government Affairs Director Ken Baxter
- **San Joaquin Regional Rail Commission Board Meeting:** Government Affairs Director Ken Baxter
- **State Legislative Bi-weekly Meetings with Michael Pimentel and Alchemy Graham of Shaw Yoder Antwih Schmelzer & Lange:** CEO Alex Clifford



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

REPORT: MARKETING UPDATE

Children's Museum Exhibit Refresh Unveiling -- November 8

On November 8, RTD hosted an unveiling event for our newly refreshed Children's Museum exhibit. This was a significant milestone in our efforts to continuously enhance and improve the exhibit, providing a better experience for children and their families. The updates include a street and crosswalk floor decal for educating children about pedestrian safety and proper bus entry protocol, dedicated seats honoring Rosa Parks' contributions to public transportation, a revamped educational video about our routes and services, a 50" touchscreen kiosk for interactive learning, buttons near the driver's seat for experiencing different bus sounds, and refreshed mural in the back of the bus. We were pleased to have RTD staff and their families attend the event, where they could check out the new exhibit and enjoy light refreshments. These updates serve our goal of educating our community about safe and efficient transportation systems, and we will continue to evolve the exhibit accordingly.

25th Anniversary Stuff the Bus Food Drive -- November 17-19

RTD hosted a 3-day Stuff the Bus food drive at Food 4 Less. This event was a major success, thanks to the generosity of grocery shoppers, residents, Lodi Unified School District teacher Anne Swehla Garcia, and the local Boy and Girl Scouts. Our partnerships with the Community Medical Centers and the University of Pacific also greatly contributed to the success of the event. This year, we saw a decrease in foot traffic at the event. Some who were once able to donate food are now relying on the food banks themselves. While we did not reach our goal, this effort still provided meals for individuals during the holiday season.

NAACP Banquet — November 18

On Saturday, November 18, RTD attended the NAACP banquet at the Mercedes Benz of Stockton. The event was a grand success with over 200 attendees from diverse backgrounds, including influential business leaders, government officials and dignitaries. Honorees like Vice Mayor Kimberly Warmesley, retired Honorable Superior Court Judge William Murray, and President of Stockton Unified School Board Angel Ann Flores were recognized for their remarkable contributions to the community. The event also saw representation from distinguished San Joaquin County dignitaries like Paul Canepa, City Councilmember Dan Wright, Stockton Police Chief Darren McFadden, representatives from the District Attorney's office and Department of Energy.

Eric Williams and Aaron Edwards attended on behalf of RTD and participated in discussions about important business matters concerning Stockton and San Joaquin County, including SB 125. The event was a celebration of African Americans who have made significant contributions to the community, as well as allies who continuously strive to improve education, judiciary and business opportunities in Stockton and San Joaquin County.



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, projections, and finance metrics are also included.

II. DISCUSSION/BACKGROUND

Attached is the Operating Revenue and Expense summary report for the fiscal year to date ending October 31, 2023. The fiscal year (FY) has elapsed 33.3%.

Revenues

Passenger fare revenues are higher than the budget level due to higher bus pass sales and cash fares collected due to increased ridership. Non-transportation revenues are higher because advertising sales were higher for the current month. Federal 5307 revenue is lower than the budget because reimbursable actual expenses for Mobility Management are less than projected as a result of vacant positions. Local Transportation Funds (LTF) revenue is slightly lower due to reimbursable actual expenses for Consolidated Transportation Services Agency (CTSA) are less than projected as a result of vacant positions. Overall, actual total revenues are marginally lower than the budget revenue level.

Expenses

The overall total expenses compared to the budget level are lower mainly due to lower labor and fringe expenses due to vacant positions. Service expenses are higher than the budget due to the increased use of temporary help to fill the vacant non-represented positions. Materials and Supplies expenses are higher due to higher use of revenue vehicle parts and unleaded fuel. Taxes are higher due to the full payment of property assessments.

Cash Basis and Projection

The fiscal year-to-date cash basis has a negative result because we have not received any FY2024 operating subsidies. We anticipate receiving Transportation Development Act (TDA) funds next month. The 5307 application has been submitted to the Federal Transit Administration (FTA), but we are unsure when the application will be executed.

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

Finance Metrics

The finance metrics are quantifiable measures that RTD can use to gauge its performance and determine if it meets its strategic and operational goals. The metrics may provide RTD to make data-driven decisions that eventually provide improved service to the community.

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. FINANCIAL CONSIDERATIONS/IMPACT

Favorable budget variances in Operating Revenue and Expenses contribute to favorable budget variance in Operating Balance as of October 31, 2023.

V. CHANGES FROM COMMITTEE

N/A

VI. ALTERNATIVES CONSIDERED

There are no alternatives to consider as this is a Monthly Financial Report.

VII. ATTACHMENTS

Attachment A: Fiscal year-to-date monthly financial report for the period ending October 31, 2023.

Attachment B: Cash flow projections.

Attachment C: Fiscal year-to-date finance metrics.

Prepared by: Ravi Sharma, Finance Manager

VIII. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO

A handwritten signature in black ink, appearing to be "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

San Joaquin RTD
FY2024 Revenue & Expense Summary
For the Period Ending October 31, 2023

	Current Month				FYTD				Fiscal Year	FYTD Cash Flow (amounts in 000's)	
	Actual	Budget	Variance \$	Variance %	Actual	Budget	Variance \$	Variance %		OPERATING	CAPITAL
REVENUES										INFLow	
PASSENGER FARES & SPECIAL FARES	\$ 191,815	\$ 184,369	7,446	4%	\$ 932,579	\$ 737,475	195,104	26%	\$ 2,212,428	933	-
NON-TRANSPORTATION REVENUES	107,939	93,344	14,595	16%	377,815	373,375	4,440	1%	1,120,126	1,158	-
FEDERAL GRANTS (5307)	536,804	584,120	(47,316)	-8%	2,165,574	2,336,477	(170,902)	-7%	7,009,438	105	-
FEDERAL GRANTS (5311)	46,781	46,781	0	0%	187,126	187,126	0	0%	561,377	550	-
PROPERTY TAXES	111,366	111,366	0	0%	445,462	445,462	0	0%	1,336,386	17	-
TDA - STA	14,583	14,583	0	0%	58,333	58,333	0	0%	175,000	-	2,141
TDA - LTF	2,686,430	2,696,950	(10,520)	0%	10,655,061	10,787,789	(132,728)	-1%	32,363,399	6,255	-
LCTOP	133,515	133,515	0	0%	534,058	534,058	0	0%	1,602,176	-	-
MEASURE K	475,456	475,503	(47)	0%	1,901,827	1,902,008	(181)	0%	5,706,030	1	-
FEDERAL CRRSA (5311)	93,272	93,272	0	0%	373,087	373,087	0	0%	1,119,262	-	-
FEDERAL 5310	-	-	-	-	-	-	-	-	-	20	-
FEDERAL CARES Act (5311)	-	-	-	-	-	-	-	-	-	57	-
FEDERAL CRRSA (5310)	-	-	-	-	-	-	-	-	-	119	-
CAPITAL PROJECTS CASH INFLOW	-	-	-	-	-	-	-	-	-	-	812
TOTAL REVENUES	\$ 4,397,962	\$ 4,433,802	(35,840)		\$ 17,630,924	\$ 17,735,190	(104,266)		\$ 53,205,623	-	-
CASH INFLOW OPERATING & CAPITAL										9,216	2,953
TOTAL CASH INFLOW										12,168	
EXPENSES										OUTFLOW	
WAGES AND FRINGE BENEFITS	2,353,753	3,074,517	720,764	23%	9,338,428	12,298,056	2,959,628	24%	36,894,204	10,284	-
SERVICES	449,385	401,298	(48,087)	-12%	1,707,703	1,605,192	(102,511)	-6%	4,815,580	1,870	-
MATERIALS & SUPPLIES	325,602	305,825	(19,777)	-6%	1,241,972	1,223,298	(18,673)	-2%	3,669,899	2,503	-
UTILITIES	101,594	105,870	4,276	4%	372,425	423,480	51,055	12%	1,270,443	328	-
INSURANCE	115,119	161,549	46,430	29%	517,933	646,196	128,263	20%	1,938,589	1,383	-
TAXES	76,384	24,086	(52,298)	-217%	157,116	96,344	(60,772)	-63%	289,031	104	-
PURCHASED TRANSPORTATION	158,199	191,639	33,440	17%	753,599	766,554	12,955	2%	2,299,663	920	-
MISCELLANEOUS EXPENSES	53,787	169,018	115,231	68%	211,777	676,071	464,294	69%	2,028,215	113	-
CAPITAL PROJECTS CASH OUTFLOW	-	-	-	-	-	-	-	-	-	-	761
TOTAL EXPENSES	\$ 3,633,823	\$ 4,433,802	799,979		\$ 14,300,952	\$ 17,735,190	3,434,238		\$ 53,205,623	-	-
CASH OUTFLOW OPERATING & CAPITAL										17,504	761
TOTAL CASH OUTFLOW										18,266	
Net Revenue (Deficit)	764,139	-	764,139		3,329,972	-	3,329,972		-	-6,097	

Funds used to bridge the cash shortfall:

Reserves

6,097

Explanation for unfavourable variances greater than 5%

REVENUES

FEDERAL GRANTS (5307) = Federal 5307 is lower than the budget because reimbursable actual expenses for Mobility Management are less than projected as a result of vacant positions.

EXPENSES

SERVICES = Service expenses are higher than the budget due to increased use of temporary help to fill the vacant non-represented positions.

MATERIALS & SUPPLIES = Materials and Supplies expenses are higher as a result of higher use of revenue vehicle parts and unleaded fuel.

TAXES = Taxes are higher due to the full payment of property assessments.



Attachment B
Cover Page

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

	<u>Oct-23</u>	<u>Nov-23</u>	<u>Dec-23</u>	<u>Jan-24</u>	<u>Feb-24</u>	<u>Mar-24</u>	<u>Apr-24</u>	<u>May-24</u>	<u>Jun-24</u>	<u>Jul-24</u>	<u>Aug-24</u>	<u>Sep-24</u>
Beginning Cash Balance	\$61,815	\$58,872	\$57,787	\$61,410	\$62,103	\$60,941	\$61,894	\$61,941	\$64,204	\$63,272	\$62,060	\$60,628
Add: Projected Cash Inflow	913	3,058	7,713	4,783	2,928	5,083	4,138	6,353	3,158	2,877	2,658	2,658
Less: Projected Cash Outflow	-3,855	-4,143	-4,090	-4,090	-4,090	-4,130	-4,090	-4,090	-4,090	-4,090	-4,090	-4,090
Projected Month-end Cash Balance	\$58,872	\$57,787	\$61,410	\$62,103	\$60,941	\$61,894	\$61,941	\$64,204	\$63,272	\$62,060	\$60,628	\$59,196

OPERATING CASH INFLOWS:

Fare Revenue	192	145	145	145	145	145	145	145	145	145	145	145
Advertising, Rental, Interest & Other Income	608	13	13	213	13	13	263	13	13	13	13	13
Federal 5307				500		1,000		1,000	500			
Federal 5311							561					
Property tax Revenue			668				668					
TDA-LTF		2,900	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500
LCTOP			1,602									
Measure K Operating			1,425	1,425		1,425		1,425				
Federal 5311 CRRSAA			360		270			270		219		
Projected Operating Cash Inflow	800	3,058	6,713	4,783	2,928	5,083	4,138	5,353	3,158	2,877	2,658	2,658

OPERATING CASH OUTFLOWS:

Payroll and Payroll Related Expenses	2,333	2,700	2,700	2,700	2,700	2,700	2,700	2,700	2,700	2,700	2,700	2,700
Accounts Payable Check-runs	1,167	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Purchased Transportation Invoices	344	190	190	190	190	190	190	190	190	190	190	190
Measure K loan Interest to SJCOG		53				40						
Projected Operating Cash Outflow	3,845	4,143	4,090	4,090	4,090	4,130	4,090	4,090	4,090	4,090	4,090	4,090

Net Operating Cash Flow	-3,045	-1,085	2,623	693	-1,162	953	48	1,263	-932	-1,213	-1,432	-1,432
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CAPITAL CASH INFLOWS:

TDA-STa Capital			1,000					1,000				
STEP Grant	113											
Projected Capital Cash Inflow	113	0	1,000	0	0	0	0	1,000	0	0	0	0

CAPITAL CASH OUTFLOWS:

Stockton Mobility E-Bikes	11											
Projected Capital Cash Outflow	11	0	0	0	0	0	0	0	0	0	0	0
Net Capital Cash Flow	102	0	1,000	0	0	0	0	1,000	0	0	0	0

Funds Kept at:

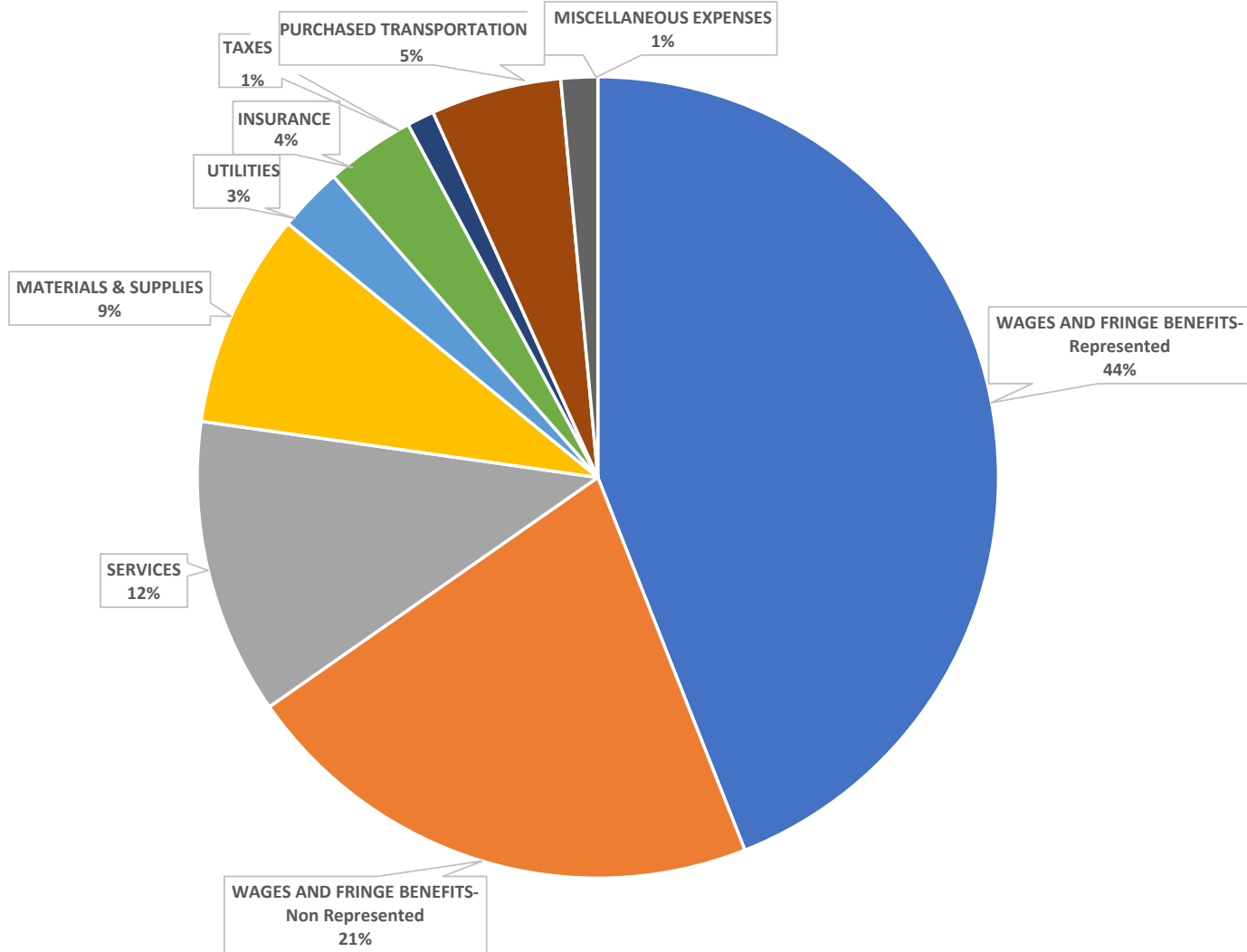
Bank of Stockton	2,961
County Treasury	55,911
Total	58,872

11/8/2023



Attachment C
Cover Page

FY2024 Actual Operating Expenses as of October 31, 2023 \$14,300,952



FY2024 Expenses as of October 31, 2023 \$14,300,952

WAGES AND FRINGE BENEFITS-Represented	6,295,039	44%
WAGES AND FRINGE BENEFITS-Non Represented	3,043,389	21%
SERVICES	1,707,703	12%
MATERIALS & SUPPLIES	1,241,972	9%
UTILITIES	372,425	3%
INSURANCE	517,933	4%
TAXES	157,116	1.1%
PURCHASED TRANSPORTATION	753,599	5%
MISCELLANEOUS EXPENSES	211,777	1.5%
	<u>14,300,952</u>	<u>100%</u>



LEAD STAFF: SYLVESTER DONELSON, JR., DIRECTOR OF PROCUREMENT

REPORT: QUARTERLY UPDATE OF SOLICITATIONS

I. SUMMARY:

- This 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 opportunity to review and comment on all current and upcoming formal solicitations before they are recommended to the Board for award.

The thresholds for formal solicitations are as follows:

- \$250,000+ for services
- \$75,000+ for materials, supplies, and equipment
- \$3,000+ for FTA-funded public works
- \$200,000+ for non-FTA funded public works (CUPCCAA)

Additionally, three of the four solicitations previously scheduled for Q3 have since been rescheduled/extended to increase responses and vendor participation and have been resubmitted on this report.

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 recommendation 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. FINANCIAL CONSIDERATIONS/IMPACT

See Attachment A.

V. CHANGES FROM COMMITTEE

N/A

VI. ALTERNATIVES CONSIDERED
N/A

VII. ATTACHMENTS

Attachment A: Quarterly Update of Solicitations

Prepared by: Sylvester Donelson, Jr., Director of Procurement

VIII. 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 Released Date	Title	Estimated Award Date	Funding Source	Estimated Amount
24013-S	September	Contracted Transportation Services	December	Operating	TBD
24017-C	September	Hydrogen Infrastructure Consultant	November	Capital	\$50,000



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

REPORT: FEDERAL LEGISLATIVE UPDATE

CONGRESS

October 25, 2023: Rep. Michael Johnson, a Republican representing the Shreveport area of Louisiana since 2017, was elected Speaker of the House after receiving the unanimous support of his Republican colleagues in a vote on the House floor. As is customary, all House Democrats voted for Minority Leader Hakeem Jeffries of New York for Speaker, so the final vote for Johnson on the House floor was 220-209.

Johnson is expected to face the same difficulties in managing his Republican Conference in a narrowly divided House as his predecessor, Rep. Kevin McCarthy (R-CA). His first order of business will be to keep the government running past the November 17 expiration of the Continuing Resolution (CR) that is keeping government running in the absence of a final FY 2024 budget. FY 2024 started officially on October 1 and the House and Senate have yet to even begin final negotiations.

If Johnson is successful and we are not in the middle of a government shutdown at the time of this Board meeting, Johnson will then have the very difficult task of negotiating a final FY 2024 budget with the Senate and the White House. These negotiations are expected to stretch into calendar year 2024.

Impact on RTD: A government shutdown of an extended length could have negative impacts on the RTD ability to draw down federal funding and interact with federal employees that are not deemed "essential" and not allowed to report to work.

USDOT FY 2024 BUDGET

November 7: The approval of the above-mentioned CR keeps government operations, including those at the U.S. Department of Transportation, running through November 17, and hopefully by the time the Board meets, another CR will have been approved and the government will be running.

Meanwhile, the House debated the FY 2024 appropriations bill for the Departments of Transportation and Housing and Urban Development (THUD) on the floor during the week of November 6, but after spending several hours debating and voting on amendments, House Speaker Michael Johnson (R-LA) pulled the bill for floor consideration before a final vote on passage could be held.

It is likely that the THUD bill would not have passed the House in its current form, as a group of Republicans from New York and New Jersey objected to the significant cuts in the bill to Amtrak. That group would have joined all House Democrats in voting against the bill, enough to prevent its passage.

While Speaker Johnson would like to continue to try to consider the 12 FY 2024 budget bills individually, it may be that at least some of the dozen will have to be packaged with less-controversial spending bills to try to ensure their ultimate passage. As mentioned above, this could take until sometime in early 2024 to achieve.

The USDOT FY 2024 budgets approved this summer by the House and Senate Appropriations Committee protect the funding levels for federal transit formula programs established by the 2021 infrastructure law/surface transportation reauthorization bill. If that holds, transit formula programs would be expected to experience small increases (about 2%) in FY 2024.

Impact on RTD: The final FY 2024 budget is not likely to have negative impacts on the RTD annual formula funding, but a government shutdown of some length could impact the RTD ability to draw down FTA funds as government employees would not be working.

FEDERAL GRANT OPPORTUNITIES, AWARDS & NOTICES

October 10: The Federal Transit Administration (FTA) is seeking applications for \$197 million in FY 2024 Competitive Grants for Rail Vehicle Replacement Program. Applications are due December 18: <https://tinyurl.com/m5753fva>

October 13: DOT awarded 14 FY 2023 Regional Infrastructure Accelerator grants: <https://tinyurl.com/34tdse4x>

October 26: DOT is accepting applications for its \$40 million Saving Lives with Connectivity: Accelerating V2X Deployment grant program, which will support projects to advance connected and interoperable vehicle technologies. Applications are due January 17: <https://tinyurl.com/5x9zywum>

October 27: DOT awarded \$86 million in Round 1 FY 2023 Safe Streets and Roads for All planning and demonstration grants to 235 regional, local, and Tribal communities; USDOT will announce implementation awards and additional planning awards in December: <https://tinyurl.com/yck6wh89>

October 26: The Federal Transit Administration (FTA) announced a proposed rule to update requirements of its Public Transportation Safety Certification Training Program: <https://tinyurl.com/y5edx88m>

October 30: The Federal Transit Administration (FTA) issued a proposed rulemaking that would create mandatory rest standards for transit workers to reduce the risk of fatigue-related safety incidents. Comments are due December 29:

<https://tinyurl.com/3wkz86rh>

October 31: FTA published an interim guidance resource regarding implementation of a National Defense Authorization Act provision that permits transit agencies to use their real property to support transit-oriented development that includes affordable housing:

<https://tinyurl.com/4zsbhvwj>

Impact on RTD: Information purposes only.



LEAD STAFF: **MICHAEL PIMENTEL, EXECUTIVE DIRECTOR**
 SHAW YODER ANTWH SCHMELZER & LANGE
 ALCHEMY GRAHAM, LEGISLATIVE & REGULATORY
 ADVOCATE
 JOSHUA W. SHAW, PARTNER

REPORT: **STATE LEGISLATIVE UPDATE**

Legislative Update

As we previously reported to you, the Legislature adjourned the first year of the two-year 2023-24 Legislative Session for its interim recess on September 14. The Governor had until October 14 to act on any bills sent to his desk in the final weeks of the session. In the first year of the Session, the Legislature sent Governor Newsom over 1,000 bills, with 890 signed and 156 vetoed. The Legislature will be on recess for just under four months, returning to Sacramento on January 3 to convene the second year of the 2023-24 Legislative Session. When the Legislature returns, their actions will be subject to the 2024 Legislative Calendar, which is available [here](#).

In this report, we provide an update on CARB's Funding Plan for Clean Transportation Incentives, United States Senator Laphonza Butler, funding for zero-emission buses and infrastructure, and legislation of interest.

Potential Impact to RTD: N/A – General Update

CARB Releases FY 2023-24 Funding Plan for Clean Transportation Incentives

On October 6, the California Air Resources Board released its [Proposed Fiscal Year \(FY\) 2023-24 Funding Plan for Clean Transportation Incentives](#). The Funding Plan, which is expected to be approved by CARB on November 16, includes no new funding for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, commonly known as HVIP. Instead, the Funding Plan acknowledges that HVIP Standard (open to truck and bus projects) and HVIP Transit (open to bus projects) retain significant budget capacity from previous years. Specifically, HVIP Standard retains \$312 million from FYs 2021-22 and 2022-23; and HVIP Transit retains \$111 million from FYs 2021-22 and 2022-23. The Funding Plan includes a proposed policy change to increase the current annual voucher cap for transit agencies from 30 to 50, allowing transit agencies to claim more HVIP vouchers annually.

Potential Impact to RTD: The lack of additional funding for HVIP in the Proposed FY 2023-24 Funding Plan for Clean Transportation Incentives will create additional strain on CARB's primary program for funding the transition to ZEBs and compliance with the Innovative Clean Transit regulation. This additional strain is likely to eventually result in

the full depletion of HVIP funding and a pause on the issuance of HVIP vouchers – unless the program receives new funding in a future fiscal year. The proposed policy change to increase the current annual voucher cap could potentially provide near-term benefits to RTD in claiming HVIP vouchers for more buses annually (up to 50) while funding remains.

United States Senator Laphonza Butler Announces Intent to Not Seek Full Term

As we previously reported to you, on October 1, Governor Gavin Newsom announced the selection of Laphonza Butler to complete the United States Senate term of the late Senator Dianne Feinstein, which runs through 2024. **On October 19, Senator Butler announced she would not seek a full term to the United State Senate.**

Potential Impact to RTD: N/A – General Update

Grants for Zero-Emission Buses and Infrastructure

As a standing feature, we provide the following breakdown of funding opportunities for zero-emission buses and charging/refueling infrastructure.

Vehicles:

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – Transit Set-Aside (\$46 million in FY 2021-22; \$65 million in FY 2022-23) – The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state’s Greenhouse Gas Reduction Fund and State General Fund.

Current Guidelines: Found [here](#)

Status: [Funding cycle for FYs 2021-22 and 2022-23 remains open](#)

Vehicles and Infrastructure:

Volkswagen Environmental Mitigation Trust (\$130 million total)- The Volkswagen (VW) Mitigation Trust provides \$130 million in incentives to transit agencies, shuttle bus companies and school districts for the purchase of zero-emission buses and the installation of charging and/or refueling infrastructure on a first-come/first-served basis. The VW Environmental Mitigation Trust is a one-time funding opportunity resulting from a consent decree between the United States Environmental Protection Agency, ARB and VW. Funding from the Trust will be released to transit agencies, shuttle bus companies and school districts in two \$65 million tranches. The second tranche of \$65 million was released in November 2022. **We encourage you to review CARB’s [April 24 memo](#), which clarifies that VW Mitigation Trust Funds can be stacked with HVIP funding to address a greater portion of the incremental cost of ZEB technologies.**

Current Guidelines: See Beneficiary Mitigation Plan found [here](#) and certifications found [here](#)

Status: [Funding cycle open](#)

Potential Impact to RTD: The funding opportunities outlined above support RTD's transition to zero-emission buses, including the buildout of charging/refueling infrastructure.

Infrastructure:

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$50 million in FY 2021-22) – The Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project is intended to accelerate the deployment of infrastructure needed to fuel zero-emission trucks, buses, and equipment. The project will use a concierge-like model working directly with eligible applicants to help plan and fund the purchase of charging and hydrogen fueling infrastructure.

Current Guidelines: Found [here](#)

Status: [Initial funding cycle for FY 2022-23 opened on February 17; subsequent funding cycle for FY 2022-23 opened on July 19 and July 27](#)

Bills of Interest

AB 96 (Kalra) Public Employment: Local Public Transit Agencies: Autonomous Transit Vehicle Technology. This bill would require a public transit employer, at least 10 months before beginning a procurement process to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of a workforce, to provide written notice to the exclusive employee representative of the workforce affected by the autonomous transit vehicle technology of its determination to begin that procurement process. The bill would require the public transit employer and exclusive employee representative, upon written request by the exclusive employee representative, to commence collective bargaining within a specified time period on certain subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology. **This bill was signed by Governor Newsom.**

Potential Impact to RTD: This legislation could slow the deployment of AV technologies by RTD, and create new complications in collective bargaining.

AB 463 (Hart) Electricity: Prioritization of Service: Public Transit Vehicles. (SUPPORT) This bill would provide transit agencies with priority access to electricity when facing grid disruptions caused by natural or man-made disasters, rolling blackouts, utility company "Public Safety Power Shutoffs" (PSPS), and increasing demand on California's electrical grid. **This bill was held in the Assembly Appropriations Committee.**

Potential Impact to RTD: This legislation could help establish further reliability in RTD's deployment of zero-emission buses.

AB 610 (Holden) Youth Transit Pass Pilot Program: Free Youth Transit Passes. This bill would create the Youth Transit Pass Pilot Program for the purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program. **This bill is a two-year bill.**

Potential Impact to RTD: This legislation could undermine RTD's existing fare free programs by challenging the financial agreements reached between RTD and local educational institutions.

AB 761 (Friedman) Transit Transformation Task Force. This bill would require the Secretary of the California State Transportation Agency, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. **This bill was fully incorporated into SB 125 and will not move forward as a policy bill.**

Potential Impact to RTD: This legislation could provide RTD with an opportunity to discuss barriers to delivering improvements to transit operations and could create a path to influencing reforms to the Transportation Development Act. This legislation could also create new requirements for transit agencies that could be problematic for RTD.

AB 1484 (Zbur) Temporary Public Employees. This bill would amend the Meyers-Milias-Brown Act (MMBA) to require inclusion of temporary employees in the same bargaining unit as permanent employees upon request of the recognized employee organization to the public employer, among other provisions. **This bill was signed by Governor Newsom.**

Potential Impact to RTD: This legislation could increase the cost of hiring temporary employees at RTD.

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects. **This measure will appear on the November 2024 ballot.**

Potential Impact to RTD: This constitutional amendment could support RTD in pursuing a future self-help measure.



LEAD STAFF: ALEX CLIFFORD, CEO

I. RECOMMENDED ACTION

Approve meeting minutes from October 20, 2023, Regular Board of Directors Meeting.

II. SUMMARY

- Staff is providing the meeting minutes of the October 20, 2023, Regular Board of Directors 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 document the Board's adherence to RTD's Rules of Procedure. 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. FINANCIAL CONSIDERATIONS/IMPACT

None.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None.

VIII. ATTACHMENTS

Attachment A: Draft minutes of the RTD Board of Directors Regular Meeting of October 20, 2023

Attachment B: Resolution for the Regular Meeting Minutes of October 20, 2023

Prepared by: Erica Smith, Executive and Board Support Specialist

IX. APPROVALS

Alex Clifford, CEO





Attachment A
Cover Page

MINUTES OF THE REGULAR MEETING OF THE BOARD OF DIRECTORS
OF THE SAN JOAQUIN REGIONAL TRANSIT DISTRICT
FRIDAY, OCTOBER 20, 2023

The San Joaquin Regional Transit District (RTD) Board of Directors held a Regular Meeting at 10:00 a.m. on Friday, October 20, 2023, in the Boardroom of RTD's Downtown Transit Center, 421 East Weber Avenue, Stockton, California.

1. CALL MEETING TO ORDER Chair Gary Giovanetti called the meeting to order at 10:00 a.m.
2. MOMENT OF SILENCE/REFLECTION Chair Giovanetti called for a moment of silence and reflection.
3. SAFETY ANNOUNCEMENT Safety and Security Director Curtis Moses made a Safety Announcement.
4. PLEDGE OF ALLEGIANCE TO THE FLAG Chair Giovanetti led the pledge.
5. ROLL CALL Present: Gary Giovanetti, Chair
Les Fong, Vice Chair
Michael Restuccia, Director
Balwinder Singh, Director
Stephan Castellanos, Director

Alex Clifford, CEO
Julie Sherman, RTD Legal Counsel
6. PUBLIC COMMENTS Cheryl Goldsmith requested Route 90 stop at the Tracy Walmart.
7. SPECIAL PRESENTATIONS
 - A. END OF FEDERAL LEGISLATIVE SESSION PRESENTATION Federal Advocate Chris Giglio of Capital Edge discussed current legislation.
 - B. END OF STATE LEGISLATIVE SESSION PRESENTATION Legislative and Regulatory Advocate Michael Pimentel of Shaw Yoder Antwih Schmelzer & Lange discussed current legislation.
8. REPORTS
 - A. CHIEF EXECUTIVE OFFICER UPDATE CEO Alex Clifford provided an oral update regarding the following topics:
 - Bus Operator Recruitments

- Bus Operator Barriers
- E Bike Program
- ZEBCon and APTA TRANSform Conference and Expo
- Bus Manufacturers: ProTerra Auction on 11/13
- December Special Board Meeting for County Services
- Annual Visits with Stakeholders

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, Cash Flow Projection, and Finance Metrics.

9. INFORMATION ITEMS

Reports provided for information only:

A. QUARTERLY UPDATE OF GRANTS AWARDED

B. FEDERAL LEGISLATIVE UPDATE

C. STATE LEGISLATIVE UPDATE

10. CONSENT CALENDAR

A. RESOLUTION NO. 7046: APPROVING THE MINUTES OF THE SEPTEMBER 15, 2023, REGULAR BOARD OF DIRECTORS MEETING

ACTION: MOTION: Michael Restuccia SECOND: Les Fong

Roll Call:

AYES: Giovanetti, Fong, Restuccia, Singh, Castellanos

NAYES: ABSTAIN: ABSENT:

B. RESOLUTION NO. 7047: APPROVING CHANGING THE DATE AND TIME FOR THE REGULAR BOARD OF DIRECTORS MEETING SCHEDULED ON FRIDAY, NOVEMBER 17, 2023, TO THURSDAY, NOVEMBER 30, 2023, AT 12:30 P.M.

ACTION: MOTION: Michael Restuccia SECOND: Les Fong

Roll Call:

AYES: Giovanetti, Fong, Restuccia, Singh, Castellanos

NAYES: ABSTAIN: ABSENT:

- C. RESOLUTION NO. 7048: AUTHORIZING THE CEO TO EXECUTE AND FILE THE FISCAL YEAR ESTIMATED (FY) 2023 - 2024 TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM

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

- D. RESOLUTION NO. 7049: AUTHORIZING THE CEO TO PROCURE RENEWABLE DIESEL FUEL VIA PIGGYBACK CONTRACT WITH VAN DE POL ENTERPRISES, INC. FOR THE FURNISHING AND DELIVERY OF RENEWABLE DIESEL FUEL FOR A TOTAL AMOUNT NOT TO EXCEED \$7,500,000 FOR A FIVE (5) YEAR TERM

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

- E. ACCEPT AND FILE: APPROVED RTD BOARD OF DIRECTORS TRAVEL EXPENSES – NO CHANGES SINCE SEPTEMBER 15, 2023

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

- F. ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF SEPTEMBER 2023

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

11. ACTION ITEMS

- A. RESOLUTION NO. 7050: DECLARING THE PROPERTY AT 1704/1710 (APN 153-070-47) EAST FREMONT STREET SURPLUS LAND

Fong ACTION: MOTION: Michael Restuccia SECOND: Les

Roll Call:

AYES: Giovanetti, Fong, Restuccia, Singh, Castellanos

NAYES: ABSTAIN: ABSENT:

- B. RESOLUTION NO. 7051: AUTHORIZING THE CEO TO ISSUE A PURCHASE ORDER TO CREATIVE BUS SALES FOR THE PURCHASE OF UP TO SEVEN (7) CUTAWAY BUSES FOR A TOTAL AMOUNT NOT TO EXCEED \$1,575,000

Restuccia ACTION: MOTION: Les Fong SECOND: Michael

Roll Call:

AYES: Giovanetti, Fong, Restuccia, Singh, Castellanos

NAYES: ABSTAIN: ABSENT:

- C. RESOLUTION NO. 7052: APPROVING INVESTING RTD RESERVE FUNDS IN CERTIFICATES OF DEPOSIT (CDS) AND A MONEY MARKET ACCOUNT, BOTH SECURED BY UNITED STATES TREASURY BILLS (T-BILLS)

Director Restuccia recused himself from voting.

Fong ACTION: MOTION: Stephan Castellanos SECOND: Les

Roll Call:

AYES: Giovanetti, Fong, Singh, Castellanos

ABSTAIN: Restuccia NAYES: ABSENT:

12. CLOSED SESSION

Chair Giovanetti announced that the Board would recess into Closed Session at 12:07 p.m. to consider the following item set forth on the agenda:

- A. CONFERENCE WITH LEGAL COUNSEL—EXISTING LITIGATION
[Paragraph (1) of subdivision (d) of Government Code, Section 54956.9]:

- i. Deanna Jimenez vs. San Joaquin Regional Transit District
San Joaquin Superior Court Case No. STK-CV-UWT-2021-272

The Board of Directors returned from Closed Session at 12:28 p.m. RTD Legal Counsel Julie Sherman reported that no reportable action was taken during the Closed Session.

13. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF

14. ADJOURNMENT

Chair Giovanetti adjourned the meeting at 12:29 p.m.



Attachment B
Cover Page

RESOLUTION NO. ____
DATED: NOVEMBER 30, 2023

RESOLUTION APPROVING THE MINUTES OF THE OCTOBER 20, 2023
REGULAR BOARD OF DIRECTORS MEETING

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the RTD Board of
Directors that the minutes of the Regular Meeting of October 20, 2023, be approved.



LEAD STAFF: ALEX CLIFFORD, CEO

I. RECOMMENDED ACTION:

Adopt the 2024 Board of Directors regular meeting schedule.

II. SUMMARY

- RTD's Rules of Procedure Section 3.02 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.
- Meeting dates marked with an asterisk have been adjusted due to conference 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 2024 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 19, 2024
Friday, February 16, 2024
Friday, March 15, 2024
Friday, April 19, 2024
Friday, May 17, 2024
Friday, June 21, 2024
Friday, July 19, 2024 *
Friday, August 16, 2024
Friday, September 20, 2024
Friday, October 18, 2024
Friday, November 22, 2024

* 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. FINANCIAL CONSIDERATIONS/IMPACT

None.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None.

VIII. ATTACHMENTS

Attachment A: Resolution

Prepared by: Merab Talamantes, Project Controls Manager

IX. APPROVALS

Alex Clifford, CEO





Attachment A
Cover Page

RESOLUTION NO. _____
DATED: NOVEMBER 30, 2023

RESOLUTION ADOPTING THE 2024 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 2024 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:

2024 BOARD OF DIRECTORS REGULAR MEETING SCHEDULE

Friday, January 19, 2024
Friday, February 16, 2024
Friday, March 15, 2024
Friday, April 19, 2024
Friday, May 17, 2024
Friday, June 21, 2024
Friday, July 19, 2024 *
Friday, August 16, 2024
Friday, September 20, 2024
Friday, October 18, 2024
Friday, November 22, 2024

* Subject to cancellation depending on agency needs



LEAD: GARY GIOVANETTI, CHAIRMAN OF THE BOARD

**REPORT: ACCEPT AND FILE: APPROVED RTD BOARD OF DIRECTORS
TRAVEL EXPENSES – UPDATED 11/14/23**

I. SUMMARY

- RTD staff annually solicits Board members for interest in attending educational conferences and events.
- The full Board considered expressions of interest received for travel from Board members on April 20, 2023, and some modifications since then.
- Changes have been made since October 20, 2023.

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 providing educational sessions focusing on the public transit industry's current challenges, technology innovations, lessons learned, best practices, and networking for public transit professionals at all levels including Board members.

The San Joaquin Council of Governments also convenes an annual advocacy program (One Voice) for San Joaquin County, promoting 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 regional significance to the San Joaquin region.

On an annual basis, RTD staff solicits Board members for expressions of interest in attending educational conferences.

Below is an updated list of conferences Board members are interested in attending and have attended this year.

TRAVEL EXPENSES

Board Member	2023 CALACT Spring Conference & Expo April 17- 20, 2023 Olympic Valley, CA	San Joaquin One Voice May 7-10, 2023 Washington, DC	CTA Spring Legislative Conference May 16, 2023 Sacramento, CA	APTA Transit Board Members & Transit Board Administrators Seminars July 15-18, 2023 Birmingham, AL	APTA TRANSform Conference & Expo Oct. 8-11, 2023 Orlando, FL	CALACT Autumn Conference & Expo Oct.31-Nov. 3, 2023 Indian Wells, CA	CTA – Fall Conference & Expo Nov. 15-17, 2023 Pasadena, CA
Mike Restuccia							
Gary Giovanetti				X	X		
Les Fong		X			X		
Balwinder Singh		X		X	X		
Stephen Castellanos				X			
Estimated Cost Per Person	\$1,500.00	\$3,000.00	\$175.00	\$2,100.00	\$2,500.00	\$2,000.00	\$1,600.00
Actual Cost							
Gary Giovanetti				\$2,625.94	\$3,500.18		\$560.00
Les Fong		\$3,595.07			\$3,674.07		
Balwinder Singh		\$2,602.30		\$3,334.22	\$3,353.99		
Stephen Castellanos				\$2,776.54			\$997.96

Actuals are higher than the estimated pricing due to increases in flights and hotel accommodations.

Additionally, as a precaution, travel insurance is being purchased for all flights.

Pricing between Board member travel events 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)
- 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

III. 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

IV. FINANCIAL CONSIDERATIONS/IMPACT

Estimated Board member travel expenses, including registration, are estimated at \$18,575. This amount is budgeted in the 2024 fiscal year budget under account number 403000-50912 – Board Travel.

V. CHANGES FROM COMMITTEE

N/A

VI. ALTERNATIVES CONSIDERED

None.

VII. ATTACHMENTS

None.

Prepared by: Merab Talamantes, Project Controls Manager

VIII. APPROVALS

Alex Clifford, CEO





LEAD STAFF: RAVI SHARMA, FINANCE MANAGER

REPORT: ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF OCTOBER 2023

I. SUMMARY

- This staff report provides the Board of Directors (Board) with the Check Register for October 2023.
- The Finance Department is submitting 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 2023 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. FINANCIAL CONSIDERATIONS/IMPACT

The check register presents the invoices paid in October 2023 for Board review, agency disclosure, and transparency.

V. CHANGES FROM COMMITTEE

N/A

VI. ALTERNATIVES CONSIDERED

None.

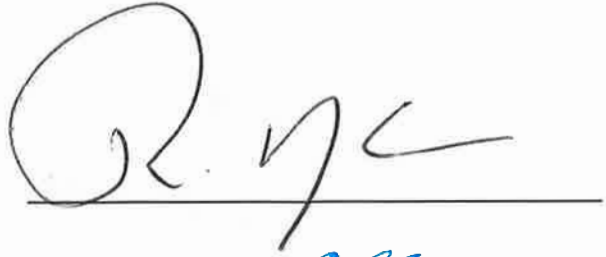
VII. ATTACHMENTS

Attachment A: Check Register for October 2023.

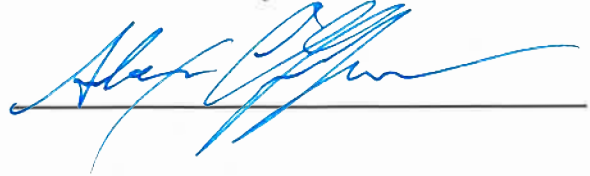
Prepared by: Ravi Sharma, Finance Manager

VIII. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO

A handwritten signature in black ink, appearing to be "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

SAN JOAQUIN RTD
Consolidated Check Register
Date Range: 10/01/2023 t 10/31/2023

Check	Type	Payee ID.	Payee Name	Reference	Job	Subs	Check Date	Cancel Date	Type	Status	Check Amount
AP 00009590	EFT	V03295	A-Z BUS SALES INC	INVSAC11318	2697626	OH	10/05/2023	10/05/2023	MW	CX	745.76
AP 00009591	EFT	V01840	AAA BUSINESS SUPPLIES	2290868-0	1348813	OH	10/05/2023	10/05/2023	MW	CX	19.98
AP 00009592	EFT	V01569	AGREEYA SOLUTIONS INC	248584	2697626	OH	10/05/2023	10/05/2023	MW	CX	7,009.00
AP 00009593	EFT	V03683	ANTONIO J. TRIGO	14608	5395252	OH	10/05/2023	10/05/2023	MW	CX	3,125.00
AP 00009594	EFT	V01731	AUTOZONE PARTS INC	2858288184	1348813	OH	10/05/2023	10/05/2023	MW	CX	544.98
AP 00009595	EFT	V01087	BAGLEY ENTERPRISES INC	14016	1348813	OH	10/05/2023	10/05/2023	MW	CX	720.00
AP 00009596	EFT	V05358	BALWINDER TARLOK SINGH	RTDBRDMTNG818	1348813	OH	10/05/2023	10/05/2023	MW	CX	231.58
AP 00009597	EFT	V00528	BIG VALLEY FORD INC	602669FOW	9441691	OH	10/05/2023	10/05/2023	MW	CX	831.76
AP 00009598	EFT	E02098	LARRY WAYNE BOTTLEY	REIMB83023UNIF	1348813	OH	10/05/2023	10/05/2023	MW	CX	174.40
AP 00009599	EFT	V00387	BRANNON TIRE	20374811	2697626	OH	10/05/2023	10/05/2023	MW	CX	359.39
AP 00009600	EFT	V04115	BUS AND EQUIPMENT REPAIR INC.	77095	1348813	OH	10/05/2023	10/05/2023	MW	CX	24.57
AP 00009601	EFT	V05303	CAL- ENVIROSAFE. LLC	52014	1348813	OH	10/05/2023	10/05/2023	MW	CX	1,136.67
AP 00009602	EFT	V00945	CALIFORNIA ASSOC FOR COORD	092923-001	1348813	OH	10/05/2023	10/05/2023	MW	CX	450.00
AP 00009603	EFT	V01313	CARACAL ENTERPRISES LLC	140037	1348813	OH	10/05/2023	10/05/2023	MW	CX	5,100.00
AP 00009604	EFT	V01719	STEPHAN CASTELLANOS	RTDBRDMTNG731	1348813	OH	10/05/2023	10/05/2023	MW	CX	206.42
AP 00009605	EFT	V05459	CASTLE BRANCH INC.	0899608-IN	1348813	OH	10/05/2023	10/05/2023	MW	CX	89.90
AP 00009606	EFT	V00050	CHASE CHEVROLET	993496	1348813	OH	10/05/2023	10/05/2023	MW	CX	531.70
AP 00009607	EFT	V04049	CHRISTOPHER JOSE CUEVAS	2386	1348813	OH	10/05/2023	10/05/2023	MW	CX	163.34
AP 00009608	EFT	V00486	CREATIVE BUS SALES INC	XA128013972:01	1348813	OH	10/05/2023	10/05/2023	MW	CX	62.06
AP 00009609	EFT	V00279	CRESCENT SURPLUS INC	X31989	17534569	OH	10/05/2023	10/05/2023	MW	CX	1,611.92
AP 00009610	EFT	E01991	SYLVESTER LEE DONELSON JR	APTA10823CONF	1348813	OH	10/05/2023	10/05/2023	MW	CX	181.66
AP 00009611	EFT	V02195	GARY S. GIOVANETTI	RTDBRDMTNG731	1348813	OH	10/05/2023	10/05/2023	MW	CX	632.54
AP 00009612	EFT	V00561	GENERAL PARTS DISTRIBUTION LL	6306-743897	2697626	OH	10/05/2023	10/05/2023	MW	CX	428.77
AP 00009613	EFT	V01797	GENFARE LLC	90194924	2697626	OH	10/05/2023	10/05/2023	MW	CX	873.78
AP 00009614	EFT	V03216	GILLIG LLC	41090817	10790504	OH	10/05/2023	10/05/2023	MW	CX	7,232.21
AP 00009615	EFT	V00512	GOODYEAR TIRE AND RUBBER CO	9830042054	2697626	OH	10/05/2023	10/05/2023	MW	CX	21,486.62
AP 00009616	EFT	V01467	GRAINGER	9850946592	1348813	OH	10/05/2023	10/05/2023	MW	CX	23.78

User: RSHARMA - Ravi Sharma

Page: 1

Current Date: 11/06/2023

Report: BK_CON_CK_REG_JDC_EFT - BR: Consolidated Check Register With EFT

Time: 13:21:18

SAN JOAQUIN RTD
Consolidated Check Register
Date Range: 10/01/2023 t 10/31/2023

Check	Type	Payee ID.	Payee Name	Reference	Job	Subs	Check Date	Cancel Date	Type	Status	Check Amount
AP 00009617	EFT	V03329	HOGAN MFG INC	154493	1348813	OH	10/05/2023	10/05/2023	MW	CX	87.24
AP 00009618	EFT	V00134	INTERSTATE TRUCK CENTER LLC	01P476070	1348813	OH	10/05/2023	10/05/2023	MW	CX	396.19
AP 00009619	EFT	V01216	JM EQUIPMENT COMPANY INC	V110077367	1348813	OH	10/05/2023	10/05/2023	MW	CX	144.15
AP 00009620	EFT	V01135	LESLIE JAMES FONG	RTDBRDMTNG818	1348813	OH	10/05/2023	10/05/2023	MW	CX	216.64
AP 00009621	EFT	V00130	LIFESONG MINISTRIES INC	OCT2023	1348813	OH	10/05/2023	10/05/2023	MW	CX	225.00
AP 00009622	EFT	V00997	MICHAEL RESTUCCIA	RTDBRDMTNG731	1348813	OH	10/05/2023	10/05/2023	MW	CX	483.91
AP 00009623	EFT	V00172	MISSION UNIFORM SERVICE	520111766	2697626	OH	10/05/2023	10/05/2023	MW	CX	506.73
AP 00009624	EFT	V00166	MUNCIE RECLAMATION SUPPLY	3555223	2697626	OH	10/05/2023	10/05/2023	MW	CX	2,131.32
AP 00009625	EFT	V02474	PREVOST CAR (US) INC	902244775	4046439	OH	10/05/2023	10/05/2023	MW	CX	1,916.14
AP 00009626	EFT	V00469	RAYS RADIO SHOP INC	52059	1348813	OH	10/05/2023	10/05/2023	MW	CX	191.25
AP 00009627	EFT	V01614	LP. ROTH STAFFING COMPANIES	16068520	4046439	OH	10/05/2023	10/05/2023	MW	CX	6,386.94
AP 00009628	EFT	V01642	RYDETRANS INCORPORATED	RTD-082023	1348813	OH	10/05/2023	10/05/2023	MW	CX	182,324.36
AP 00009629	EFT	V01351	S&A SYSTEMS INC	16553	1348813	OH	10/05/2023	10/05/2023	MW	CX	12,369.10
AP 00009630	EFT	V01912		SERVIN91923CLAI	1348813	OH	10/05/2023	10/05/2023	MW	CX	2,070.96
AP 00009631	EFT	V05252	TEC OF CALIFORNIA INC	950454D	2697626	OH	10/05/2023	10/05/2023	MW	CX	134.35
AP 00009632	EFT	V01869	TESCO	PA0207900	1348813	OH	10/05/2023	10/05/2023	MW	CX	305.44
AP 00009633	EFT	V00327	UBEO WEST LLC	4260175	2697626	OH	10/05/2023	10/05/2023	MW	CX	512.48
AP 00009634	EFT	V05271	US BANK	USBNKRET101-	5395252	OH	10/05/2023	10/05/2023	MW	CX	7,774.32
AP 00009635	EFT	E01523	JOHN EDWARD VAN CAMP	APTA100823CONF	1348813	OH	10/05/2023	10/05/2023	MW	CX	245.40
AP 00009636	EFT	V01348	VISION SERVICE PLAN (CA)	818960780	1348813	OH	10/05/2023	10/05/2023	MW	CX	58.90
AP 00009637	EFT	V01481	YACULTA COMPANIES INC	6923921-00	1348813	OH	10/05/2023	10/05/2023	MW	CX	813.25
AP 00009638	EFT	V00433	AFLAC	325173A	2699074	OH	10/06/2023	10/06/2023	MW	CX	768.38
AP 00009639	EFT	V05474	ATU LOCAL 256	PT DUES	4048611	OH	10/06/2023	10/06/2023	MW	CX	10,701.20
AP 00009640	EFT	V01673	GREAT WEST TRUST COMPANY LLC	743880-01 OCT623	1349537	OH	10/06/2023	10/06/2023	MW	CX	2,313.45
AP 00009641	EFT	V01204	NAVIA BENEFIT SOLUTIONS	FSA OCT62023	2699074	OH	10/06/2023	10/06/2023	MW	CX	2,185.42
AP 00009642	EFT	V05271	US BANK	RETCONTJUNE30	9446759	OH	10/06/2023	10/06/2023	MW	CX	203,649.82
AP 00009643	EFT	V03295	A-Z BUS SALES INC	INVSAC11508	2703680	OH	10/12/2023	10/12/2023	MW	CX	1,092.38

User: RSHARMA - Ravi Sharma

Page: 2

Current Date: 11/06/2023

Report: BK_CON_CK_REG_JDC_EFT - BR: Consolidated Check Register With EFT

Time: 13:21:18

SAN JOAQUIN RTD
Consolidated Check Register
Date Range: 10/01/2023 t 10/31/2023

Check	Type	Payee ID.	Payee Name	Reference	Job	Subs	Check Date	Cancel Date	Type	Status	Check Amount
AP 00009644	EFT	V01801	AMAZON.COM SERVICES LLC	149442757234660	27036800	OH	10/12/2023	10/12/2023	MW	CX	3,602.38
AP 00009645	EFT	V03683	ANTONIO J. TRIGO	14691	6759200	OH	10/12/2023	10/12/2023	MW	CX	5,740.00
AP 00009646	EFT	V01731	AUTOZONE PARTS INC	2858305921	1351840	OH	10/12/2023	10/12/2023	MW	CX	394.56
AP 00009647	EFT	V00528	BIG VALLEY FORD INC	CM595655FOW	9462880	OH	10/12/2023	10/12/2023	MW	CX	2,264.28
AP 00009648	EFT	V00387	BRANNON TIRE	20375289	1351840	OH	10/12/2023	10/12/2023	MW	CX	23.95
AP 00009649	EFT	V04115	BUS AND EQUIPMENT REPAIR INC.	77163	1351840	OH	10/12/2023	10/12/2023	MW	CX	199.79
AP 00009650	EFT	V00132	CALIFORNIA WATER SERVICE	9332387932SEP23	1351840	OH	10/12/2023	10/12/2023	MW	CX	3,952.60
AP 00009651	EFT	V02211	CAPITAL RUBBER CO LTD	S161723	1351840	OH	10/12/2023	10/12/2023	MW	CX	308.64
AP 00009652	EFT	V01313	CARACAL ENTERPRISES LLC	140349	2703680	OH	10/12/2023	10/12/2023	MW	CX	9,695.33
AP 00009653	EFT	V00050	CHASE CHEVROLET	994467	2703680	OH	10/12/2023	10/12/2023	MW	CX	103.97
AP 00009654	EFT	V00482	COMFORT AIR INC	W10768	1351840	OH	10/12/2023	10/12/2023	MW	CX	3,786.05
AP 00009655	EFT	V00486	CREATIVE BUS SALES INC	XA128014393:01	9462880	OH	10/12/2023	10/12/2023	MW	CX	2,061.29
AP 00009656	EFT	V00066	DENTONIS WELDING	01W5769	1351840	OH	10/12/2023	10/12/2023	MW	CX	1,841.43
AP 00009657	EFT	V01478	DIAMOND TRUCK BODY MFG. INC	26202	2703680	OH	10/12/2023	10/12/2023	MW	CX	10,412.42
AP 00009658	EFT	V01881	FOWLERS UPHOLSTERY	10368	1351840	OH	10/12/2023	10/12/2023	MW	CX	547.20
AP 00009659	EFT	V00561	GENERAL PARTS DISTRIBUTION LLC	CM8306-742658	9462880	OH	10/12/2023	10/12/2023	MW	CX	93.88
AP 00009660	EFT	V01797	GENFARE LLC	90195248	4055520	OH	10/12/2023	10/12/2023	MW	CX	6,844.41
AP 00009661	EFT	V03216	GILLIG LLC	41094402	29740480	OH	10/12/2023	10/12/2023	MW	CX	21,084.78
AP 00009662	EFT	V01216	JM EQUIPMENT COMPANY INC	V110077672	2703680	OH	10/12/2023	10/12/2023	MW	CX	124.26
AP 00009663	EFT	V01913	JOLENE JOHNSON	7499	1351840	OH	10/12/2023	10/12/2023	MW	CX	480.00
AP 00009664	EFT	V00573	LOOMIS ARMORED US LLC	13332688	1351840	OH	10/12/2023	10/12/2023	MW	CX	934.32
AP 00009665	EFT	E01760	CHANNA LY	REIMB100323UNIF	1351840	OH	10/12/2023	10/12/2023	MW	CX	98.58
AP 00009666	EFT	V00172	MISSION UNIFORM SERVICE	520213954	5407360	OH	10/12/2023	10/12/2023	MW	CX	1,513.65
AP 00009667	EFT	V00166	MUNCIE RECLAMATION SUPPLY	3560719	2703680	OH	10/12/2023	10/12/2023	MW	CX	969.66
AP 00009668	EFT	V01204	NAVIA BENEFIT SOLUTIONS	10752863	1351840	OH	10/12/2023	10/12/2023	MW	CX	391.70
AP 00009669	EFT	V01736	NEXT LEVEL PARTS INC	CM15889-27956	4055520	OH	10/12/2023	10/12/2023	MW	CX	3,677.65
AP 00009670	EFT	V01616	NFI PARTS	83159635	1351840	OH	10/12/2023	10/12/2023	MW	CX	326.06

User: RSHARMA - Ravi Sharma

Page: 3

Current Date: 11/06/2023

Report: BK_CON_CK_REG_JDC_EFT - BR: Consolidated Check Register With EFT

Time: 13:21:18

SAN JOAQUIN RTD
Consolidated Check Register
Date Range: 10/01/2023 t 10/31/2023

Check	Type	Payee ID.	Payee Name	Reference	Job	Subs	Check Date	Cancel Date	Type	Status	Check Amount
AP 00009671	EFT	V01884	OPPENHEIMER INVESTIGATION	4910	1351840	OH	10/12/2023	10/12/2023	MW	CX	2,236.50
AP 00009672	EFT	V00741	PACIFIC STORAGE CO.	5175860	18925760	OH	10/12/2023	10/12/2023	MW	CX	1,292.62
AP 00009673	EFT	V05202	PANKEY RADIATOR INC	261211	2703680	OH	10/12/2023	10/12/2023	MW	CX	3,886.21
AP 00009674	EFT	V01706	PINNACLE PETROLEUM INC	3167	2703680	OH	10/12/2023	10/12/2023	MW	CX	22,323.26
AP 00009675	EFT	V02474	PREVOST CAR (US) INC	902249227	8111040	OH	10/12/2023	10/12/2023	MW	CX	5,961.22
AP 00009676	EFT	V05391	PROTERRA INC	1066366	5407360	OH	10/12/2023	10/12/2023	MW	CX	15,254.80
AP 00009677	EFT	V03452	RAY L RIGHETTI	48040	5407360	OH	10/12/2023	10/12/2023	MW	CX	10,268.58
AP 00009678	EFT	V01595	RAZIEL ABRAHAM PELAEZ - PELAEZ INV-3050	3559720	1351840	OH	10/12/2023	10/12/2023	MW	CX	314.85
AP 00009679	EFT	V01599	RELATION INSURANCE SERVICES	0208-000799161	1351840	OH	10/12/2023	10/12/2023	MW	CX	5,417.00
AP 00009680	EFT	V00252	REPUBLIC SERVICES INC	4L51044	6759200	OH	10/12/2023	10/12/2023	MW	CX	3,244.96
AP 00009681	EFT	V05184	REXEL USA INC	802197	2703680	OH	10/12/2023	10/12/2023	MW	CX	178.46
AP 00009682	EFT	V01444	ROSCO COLLISION AVOIDANCE INC	16072431	1351840	OH	10/12/2023	10/12/2023	MW	CX	560.82
AP 00009683	EFT	V01614	LP. ROTH STAFFING COMPANIES	92564904	4055520	OH	10/12/2023	10/12/2023	MW	CX	7,874.23
AP 00009684	EFT	V00201	SAFETY KLEEN SYSTEMS INC	14705H	1351840	OH	10/12/2023	10/12/2023	MW	CX	787.65
AP 00009685	EFT	V00536	SAMUEL BERRI	SF2657202301308	1351840	OH	10/12/2023	10/12/2023	MW	CX	337.50
AP 00009686	EFT	V01679	SEDGWICK CLAIMS MANAGEMENT	21681	2703680	OH	10/12/2023	10/12/2023	MW	CX	94,931.65
AP 00009687	EFT	V01415	SHAW YODER ANTWHI SCHMELZER	3201	1351840	OH	10/12/2023	10/12/2023	MW	CX	3,333.33
AP 00009688	EFT	V01280	SWIFTLY INC	CM947621D	1351840	OH	10/12/2023	10/12/2023	MW	CX	46,893.00
AP 00009689	EFT	V05252	TEC OF CALIFORNIA INC	24032	8111040	OH	10/12/2023	10/12/2023	MW	CX	6,405.46
AP 00009690	EFT	V00250	TERALT INC	2104174-0	1351840	OH	10/12/2023	10/12/2023	MW	CX	49.05
AP 00009691	EFT	V05025	THE WARDEN'S OFFICE INC	AMPRT000000497	2703680	OH	10/12/2023	10/12/2023	MW	CX	2,603.41
AP 00009692	EFT	V00219	TRAPEZE SOFTWARE GROUP	4275775	1351840	OH	10/12/2023	10/12/2023	MW	CX	583.20
AP 00009693	EFT	V00327	UBEO WEST LLC	12148141	2703680	OH	10/12/2023	10/12/2023	MW	CX	1,297.58
AP 00009694	EFT	V01024	UKG KRONOS SYSTEMS LLC	6462476	1351840	OH	10/12/2023	10/12/2023	MW	CX	709.28
AP 00009695	EFT	V01624	US AIR CONDITIONING	RETCONT	1351840	OH	10/12/2023	10/12/2023	MW	CX	31.72
AP 00009696	EFT	V05271	US BANK	0339219-IN	2703680	OH	10/12/2023	10/12/2023	MW	CX	714.12
AP 00009697	EFT	V01874	VAN DE POL ENTERPRISES		5407360	OH	10/12/2023	10/12/2023	MW	CX	115,243.90

User: RSHARMA - Ravi Sharma

Page: 4

Current Date: 11/06/2023

Report: BK_CON_CK_REG_JDC_EFT - BR: Consolidated Check Register With EFT

Time: 13:21:18

SAN JOAQUIN RTD
Consolidated Check Register
Date Range: 10/01/2023 t 10/31/2023

Check	Type	Payee ID.	Payee Name	Reference	Job	Subs	Check Date	Cancel Date	Type	Status	Check Amount
AP 00009698	EFT	V01905	WEST ENVIRONMENTAL SERVICES	29536	1351840	OH	10/12/2023	10/12/2023	MW	CX	3,177.50
AP 00009699	EFT	V00610	WESTERN ALINEMENT SERVICE	41742	1351840	OH	10/12/2023	10/12/2023	MW	CX	90.00
AP 00009700	EFT	V01481	YACULTA COMPANIES INC	6925367-02	8111040	OH	10/12/2023	10/12/2023	MW	CX	12,365.21
AP 00009702	** BREAK **										
AP 00009703	EFT	V00111	PACIFIC GAS AND ELECTRIC	77821210810TEST	1353283	OH	10/17/2023	10/17/2023	MW	CX	1.00
AP 00009704	EFT	V03295	A-Z BUS SALES INC	INVSAC11595	1354522	OH	10/19/2023	10/19/2023	MW	CX	546.17
AP 00009705	EFT	V01569	AGREEYA SOLUTIONS INC	250107	1354522	OH	10/19/2023	10/19/2023	MW	CX	4,535.50
AP 00009706	EFT	V01801	AMAZON.COM SERVICES LLC	148258061515865	16254264	OH	10/19/2023	10/19/2023	MW	CX	3,360.90
AP 00009707	EFT	V00125	AMERICAN REFRIGERATION	30665883	1354522	OH	10/19/2023	10/19/2023	MW	CX	934.28
AP 00009708	EFT	V03683	ANTONIO J. TRIGO	14708	1354522	OH	10/19/2023	10/19/2023	MW	CX	540.44
AP 00009709	EFT	V01087	BAGLEY ENTERPRISES INC	14078	4063566	OH	10/19/2023	10/19/2023	MW	CX	660.00
AP 00009710	EFT	V00528	BIG VALLEY FORD INC	603708FOW	4063566	OH	10/19/2023	10/19/2023	MW	CX	459.01
AP 00009711	EFT	V00387	BRANNON TIRE	20374993	2709044	OH	10/19/2023	10/19/2023	MW	CX	463.63
AP 00009712	EFT	V04115	BUS AND EQUIPMENT REPAIR INC.	77150	2709044	OH	10/19/2023	10/19/2023	MW	CX	452.86
AP 00009713	EFT	V00132	CALIFORNIA WATER SERVICE	3472131955SEP23	1354522	OH	10/19/2023	10/19/2023	MW	CX	1,514.11
AP 00009714	EFT	V00467	CALIFORNIA WELDING SUPPLY CO	193087	1354522	OH	10/19/2023	10/19/2023	MW	CX	120.00
AP 00009715	EFT	V02211	CAPITAL RUBBER CO LTD	S161906	1354522	OH	10/19/2023	10/19/2023	MW	CX	942.85
AP 00009716	EFT	V01753	CAPITALEdge ADVOCACY INC.	#23-125	1354522	OH	10/19/2023	10/19/2023	MW	CX	5,500.00
AP 00009717	EFT	V05266	CARL WARREN & COMPANY	CWC-2037279	1354522	OH	10/19/2023	10/19/2023	MW	CX	2,330.00
AP 00009718	EFT	V05313	CCT TELECOMMUNICATION INC	78322	1354522	OH	10/19/2023	10/19/2023	MW	CX	773.76
AP 00009719	EFT	V01615	CEN-CAL FIRE ALARM & SECURITY	12624	6772610	OH	10/19/2023	10/19/2023	MW	CX	465.00
AP 00009720	EFT	V05052	CENTRAL VALLEY LIFT TRUCK INC	59670	8127132	OH	10/19/2023	10/19/2023	MW	CX	1,671.26
AP 00009721	EFT	V00050	CHASE CHEVROLET	994952	2709044	OH	10/19/2023	10/19/2023	MW	CX	376.56
AP 00009722	EFT	V00486	CREATIVE BUS SALES INC	XA128014675:01	12190698	OH	10/19/2023	10/19/2023	MW	CX	11,547.63
AP 00009723	EFT	V01721	DAVEY COACH SALES	05P50752	4063566	OH	10/19/2023	10/19/2023	MW	CX	230.89
AP 00009724	EFT	V03851	DELTA WIRELESS INC	202003904-1	1354522	OH	10/19/2023	10/19/2023	MW	CX	125.00
AP 00009725	EFT	V00511	DS SERVICES OF AMERICA INC	7599441100123	1354522	OH	10/19/2023	10/19/2023	MW	CX	430.21

SAN JOAQUIN RTD
Consolidated Check Register
Date Range: 10/01/2023 t 10/31/2023

Check	Type	Payee ID.	Payee Name	Reference	Job	Subs	Check Date	Cancel Date	Type	Status	Check Amount
AP 00009726	EFT	V01176	EIP HOLDCO INC	301871	1354522	OH	10/19/2023	10/19/2023	MW	CX	6,930.44
AP 00009727	EFT	V000426	FASTENAL COMPANY	CAGO11643	6772610	OH	10/19/2023	10/19/2023	MW	CX	8,475.46
AP 00009728	EFT	E01863	CRAIG WILLIAM FIDDLER	REIMB092423TOO	1354522	OH	10/19/2023	10/19/2023	MW	CX	164.11
AP 00009729	EFT	E01073	HECTOR H FRANCO	REIMB100423TOO	1354522	OH	10/19/2023	10/19/2023	MW	CX	128.09
AP 00009730	EFT	V00561	GENERAL PARTS DISTRIBUTION LLC	8306-745208	1354522	OH	10/19/2023	10/19/2023	MW	CX	278.84
AP 00009731	EFT	V01797	GENFARE LLC	90195337	1354522	OH	10/19/2023	10/19/2023	MW	CX	26,325.61
AP 00009732	EFT	V03216	GILLIG LLC	CM5055508	47408270	OH	10/19/2023	10/19/2023	MW	CX	29,210.06
AP 00009733	EFT	V01467	GRAINGER	9855628971	2709044	OH	10/19/2023	10/19/2023	MW	CX	410.53
AP 00009734	EFT	V03329	HOGAN MFG INC	155048	1354522	OH	10/19/2023	10/19/2023	MW	CX	1,661.04
AP 00009735	EFT	V01915	Hydrogen Fuel Cell Buss Council	202328	1354522	OH	10/19/2023	10/19/2023	MW	CX	4,000.00
AP 00009736	EFT	V00134	INTERSTATE TRUCK CENTER LLC	01P478561	1354522	OH	10/19/2023	10/19/2023	MW	CX	400.38
AP 00009737	EFT	V01914	INTUILAB INC	2023/INC/007655	1354522	OH	10/19/2023	10/19/2023	MW	CX	960.00
AP 00009738	EFT	V00573	LOOMIS ARMORED US LLC	13332525	2709044	OH	10/19/2023	10/19/2023	MW	CX	16,117.43
AP 00009739	EFT	V01199	MASABI LLC	SJTD-IN15	1354522	OH	10/19/2023	10/19/2023	MW	CX	3,380.00
AP 00009740	EFT	V01576	MEDICAL TRANSPORTATION	100022738	2709044	OH	10/19/2023	10/19/2023	MW	CX	83,286.50
AP 00009741	EFT	V00172	MISSION UNIFORM SERVICE	520260700	2709044	OH	10/19/2023	10/19/2023	MW	CX	488.21
AP 00009742	EFT	V05231	MODESTO JANITORIAL SUPPLY	586913	1354522	OH	10/19/2023	10/19/2023	MW	CX	673.23
AP 00009743	EFT	V01616	NFI PARTS	83170991	1354522	OH	10/19/2023	10/19/2023	MW	CX	2,251.92
AP 00009744	EFT	V00741	PACIFIC STORAGE CO.	5179297	2709044	OH	10/19/2023	10/19/2023	MW	CX	340.48
AP 00009745	EFT	V03271	PARTS AUTHORITY METRO LLC	16OJ7955	2709044	OH	10/19/2023	10/19/2023	MW	CX	1,598.80
AP 00009746	EFT	V01855	PLATINUM SECURITY INC.	58641	1354522	OH	10/19/2023	10/19/2023	MW	CX	82,499.03
AP 00009747	EFT	V00562	PREFERRED ALLIANCE INC	0189186-IN	1354522	OH	10/19/2023	10/19/2023	MW	CX	3,430.65
AP 00009748	EFT	V02474	PREVOST CAR (US) INC	902258689	1354522	OH	10/19/2023	10/19/2023	MW	CX	896.97
AP 00009749	EFT	V05391	PROTERRA INC	1066840	4063566	OH	10/19/2023	10/19/2023	MW	CX	368.06
AP 00009750	EFT	V00469	RAYS RADIO SHOP INC	60030	4063566	OH	10/19/2023	10/19/2023	MW	CX	4,243.80
AP 00009751	EFT	V01614	LP. ROTH STAFFING COMPANIES	16076934	1354522	OH	10/19/2023	10/19/2023	MW	CX	3,750.00
AP 00009752	EFT	V01642	RYDETRANS INCORPORATED	RTD-92023	1354522	OH	10/19/2023	10/19/2023	MW	CX	161,733.90

User: RSHARMA - Ravi Sharma

Page: 6

Current Date: 11/06/2023

Report: BK_CON_CK_REG_JDC_EFT - BR: Consolidated Check Register With EFT

Time: 13:21:18

SAN JOAQUIN RTD
Consolidated Check Register
Date Range: 10/01/2023 t 10/31/2023

Check	Type	Payee ID.	Payee Name	Reference	Job	Subs	Check Date	Cancel Date	Type	Status	Check Amount
AP 00009753	EFT	V00201	SAFETY KLEEN SYSTEMS INC	92753589	1354522	OH	10/19/2023	10/19/2023	MW	CX	1,406.49
AP 00009754	EFT	V01631	SHARED MOBILITY INC	22	1354522	OH	10/19/2023	10/19/2023	MW	CX	10,733.68
AP 00009755	EFT	V01196	TAKE CARE TERMITE	13512-13505	1354522	OH	10/19/2023	10/19/2023	MW	CX	380.00
AP 00009756	EFT	E01502	MERAB TALAMANTES	REIMB100623SPO	1354522	OH	10/19/2023	10/19/2023	MW	CX	1,000.00
AP 00009757	EFT	V01869	TESCO	PA0208402	1354522	OH	10/19/2023	10/19/2023	MW	CX	113.47
AP 00009758	EFT	V01352	THE IRIS GROUP INC	2QX370002	2709044	OH	10/19/2023	10/19/2023	MW	CX	3,133.50
AP 00009759	EFT	V00327	UBEO WEST LLC	4282068	1354522	OH	10/19/2023	10/19/2023	MW	CX	487.84
AP 00009760	EFT	V01874	VAN DE POL ENTERPRISES	0341751-IN	2709044	OH	10/19/2023	10/19/2023	MW	CX	7,364.98
AP 00009761	EFT	V00111	PACIFIC GAS AND ELECTRIC	0008230561-6	1354522	OH	10/19/2023	10/19/2023	MW	CX	3,012.41
AP 00009762	EFT	V00433	AFLAC	525972	1354908	OH	10/20/2023	10/20/2023	MW	CX	657.86
AP 00009763	EFT	V05474	ATU LOCAL 256	ASSESS OCT2023	1354908	OH	10/20/2023	10/20/2023	MW	CX	4,410.00
AP 00009764	EFT	V00187	COLORMARX CORPORATION	57808	1354908	OH	10/20/2023	10/20/2023	MW	CX	729.07
AP 00009765	EFT	V05215	DUNCAN PRESS INC	37250	2709816	OH	10/20/2023	10/20/2023	MW	CX	5,407.49
AP 00009766	EFT	V03216	GILLIG LLC	41096309	1354908	OH	10/20/2023	10/20/2023	MW	CX	1,142.28
AP 00009767	EFT	V01673	GREAT WEST TRUST COMPANY LLC	0743880-01 OCT20	1354908	OH	10/20/2023	10/20/2023	MW	CX	2,313.45
AP 00009768	EFT	V00134	INTERSTATE TRUCK CENTER LLC	01P476662	1354908	OH	10/20/2023	10/20/2023	MW	CX	483.44
AP 00009769	EFT	V01363	KENDALL OWEN MCSPARREN	I52947	1354908	OH	10/20/2023	10/20/2023	MW	CX	123.91
AP 00009770	EFT	V05231	MODESTO JANITORIAL SUPPLY	586582	1354908	OH	10/20/2023	10/20/2023	MW	CX	4,522.51
AP 00009771	EFT	V01204	NAVIA BENEFIT SOLUTIONS	FSA OCT202023	2709816	OH	10/20/2023	10/20/2023	MW	CX	2,185.42
AP 00009772	EFT	V01736	NEXT LEVEL PARTS INC	15891-19342	4064724	OH	10/20/2023	10/20/2023	MW	CX	552.35
AP 00009773	EFT	V01616	NFI PARTS	83172263	9484356	OH	10/20/2023	10/20/2023	MW	CX	4,287.98
AP 00009774	EFT	V03271	PARTS AUTHORITY METRO LLC	CM16OF5276	2709816	OH	10/20/2023	10/20/2023	MW	CX	0.00
AP 00009775	EFT	V01595	RAZIEL ABRAHAM PELAEZ - PELAEZ	BUS# 1901	1354908	OH	10/20/2023	10/20/2023	MW	CX	265.80
AP 00009776	EFT	V05452	SHERWIN-WILLIAMS CO.	CM4426-0	4064724	OH	10/20/2023	10/20/2023	MW	CX	188.22
AP 00009777	EFT	V05252	TEC OF CALIFORNIA INC	951253D	1354908	OH	10/20/2023	10/20/2023	MW	CX	2,119.00
AP 00009778	EFT	V05271	US BANK	RETCONT	8129448	OH	10/20/2023	10/20/2023	MW	CX	202,159.53
AP 00009779	EFT	V01481	YACULTA COMPANIES INC	6925367-01	2709816	OH	10/20/2023	10/20/2023	MW	CX	396.44

User: RSHARMA - Ravi Sharma

Page: 7

Current Date: 11/06/2023

Report: BK_CON_CK_REG_JDC_EFT - BR: Consolidated Check Register With EFT

Time: 13:21:18

SAN JOAQUIN RTD
Consolidated Check Register
Date Range: 10/01/2023 t 10/31/2023

Check	Type	Payee ID.	Payee Name	Reference	Job	Subs	Check Date	Cancel Date	Type	Status	Check Amount
AP 00009780	EFT	V00279	CRESCENT SURPLUS INC	UNPD/UNAPPLYIN	1356164	OH	10/25/2023	10/25/2023	MW	CX	34,685.18
AP 00009781	EFT	V01569	AGREEYA SOLUTIONS INC	250148	2713632	OH	10/26/2023	10/26/2023	MW	CX	4,394.00
AP 00009782	EFT	V01801	AMAZON.COM SERVICES LLC	138639257074340	2713632	OH	10/26/2023	10/26/2023	MW	CX	523.04
AP 00009783	EFT	E01859	MICHELLE LEANN ANDERS	REIMB101823DMV	1356816	OH	10/26/2023	10/26/2023	MW	CX	63.00
AP 00009784	EFT	V03683	ANTONIO J. TRIGO	14734	1356816	OH	10/26/2023	10/26/2023	MW	CX	3,425.00
AP 00009785	EFT	V00528	BIG VALLEY FORD INC	604151FOW	5427264	OH	10/26/2023	10/26/2023	MW	CX	485.68
AP 00009786	EFT	E02098	LARRY WAYNE BOTTLEY	REIMB101523UNIF	1356816	OH	10/26/2023	10/26/2023	MW	CX	194.24
AP 00009787	EFT	V00387	BRANNON TIRE	20376789	18995424	OH	10/26/2023	10/26/2023	MW	CX	1,499.70
AP 00009788	EFT	V04115	BUS AND EQUIPMENT REPAIR INC.	77235	4070448	OH	10/26/2023	10/26/2023	MW	CX	412.82
AP 00009789	EFT	V01181	CALIFORNIA PUBLIC EMPLOYEES'	1984844037NOV23	1356816	OH	10/26/2023	10/26/2023	MW	CX	309,300.74
AP 00009790	EFT	V00042	CAPITOL CLUTCH AND BRAKE	1796326	1356816	OH	10/26/2023	10/26/2023	MW	CX	103.42
AP 00009791	EFT	V01615	CEN-CAL FIRE ALARM & SECURITY	12627	4070448	OH	10/26/2023	10/26/2023	MW	CX	225.00
AP 00009792	EFT	V00050	CHASE CHEVROLET	995113	5427264	OH	10/26/2023	10/26/2023	MW	CX	5,816.85
AP 00009793	EFT	V01911	CISCO AIR SYSTEMS INC	253562-1	1356816	OH	10/26/2023	10/26/2023	MW	CX	730.00
AP 00009794	EFT	E01946	ALEXANDER D CLIFFORD	ZEB92623CONF	4070448	OH	10/26/2023	10/26/2023	MW	CX	961.45
AP 00009795	EFT	V00486	CREATIVE BUS SALES INC	XA128014892:02	1356816	OH	10/26/2023	10/26/2023	MW	CX	59.84
AP 00009796	EFT	V000426	FASTENAL COMPANY	CAGO11660	1356816	OH	10/26/2023	10/26/2023	MW	CX	1,436.18
AP 00009797	EFT	V00561	GENERAL PARTS DISTRIBUTION LL	8306-746400	6784080	OH	10/26/2023	10/26/2023	MW	CX	542.32
AP 00009798	EFT	V01797	GENFARE LLC	90195350	2713632	OH	10/26/2023	10/26/2023	MW	CX	4,223.94
AP 00009799	EFT	V03216	GILLIG LLC	41100076	14924976	OH	10/26/2023	10/26/2023	MW	CX	9,359.88
AP 00009800	EFT	V01467	GRAINGER	9881748819	2713632	OH	10/26/2023	10/26/2023	MW	CX	301.99
AP 00009801	EFT	V00134	INTERSTATE TRUCK CENTER LLC	01P479121	4070448	OH	10/26/2023	10/26/2023	MW	CX	1,272.84
AP 00009802	EFT	V00150	MARK-EASE PRODUCTS INC	46283	4070448	OH	10/26/2023	10/26/2023	MW	CX	185.30
AP 00009803	EFT	V01576	MEDICAL TRANSPORTATION	100023318	1356816	OH	10/26/2023	10/26/2023	MW	CX	40,469.83
AP 00009804	EFT	V00943	MUTUAL OF OMAHA INSURANCE CO	001596578357	1356816	OH	10/26/2023	10/26/2023	MW	CX	600.96
AP 00009805	EFT	V00175	NATIONAL SAFETY COUNCIL	NSCMEMBER2023	1356816	OH	10/26/2023	10/26/2023	MW	CX	849.00
AP 00009806	EFT	V01736	NEXT LEVEL PARTS INC	15889-29813	1356816	OH	10/26/2023	10/26/2023	MW	CX	2,331.68

User: RSHARMA - Ravi Sharma

Page: 8

Current Date: 11/06/2023

Report: BK_CON_CK_REG_JDC_EFT - BR: Consolidated Check Register With EFT

Time: 13:21:18

SAN JOAQUIN RTD
Consolidated Check Register
Date Range: 10/01/2023 t 10/31/2023

Check	Type	Payee ID.	Payee Name	Reference	Job	Subs	Check Date	Cancel Date	Type	Status	Check Amount
AP 00009807	EFT	V01312	OUTFRONT MEDIA INC	06074814	1356816	OH	10/26/2023	10/26/2023	MW	CX	900.00
AP 00009808	EFT	V01706	PINNACLE PETROLEUM INC	0320605	1356816	OH	10/26/2023	10/26/2023	MW	CX	26,752.47
AP 00009809	EFT	V02474	PREVOST CAR (US) INC	902266980	2713632	OH	10/26/2023	10/26/2023	MW	CX	633.25
AP 00009810	EFT	V05391	PROTERRA INC	1067074	4070448	OH	10/26/2023	10/26/2023	MW	CX	2,884.45
AP 00009811	EFT	V01595	RAZIEL ABRAHAM PELAEZ - PELAEZ	INV-3072	1356816	OH	10/26/2023	10/26/2023	MW	CX	350.00
AP 00009812	EFT	V01614	LP. ROTH STAFFING COMPANIES	16079713	2713632	OH	10/26/2023	10/26/2023	MW	CX	5,783.79
AP 00009813	EFT	V00536	SAMUEL BERRI	17314	1356816	OH	10/26/2023	10/26/2023	MW	CX	450.00
AP 00009814	EFT	V01679	SEDGWICK CLAIMS MANAGEMENT	400000156626	6784080	OH	10/26/2023	10/26/2023	MW	CX	18,660.00
AP 00009815	EFT	V05452	SHERWIN-WILLIAMS CO.	9974-4	1356816	OH	10/26/2023	10/26/2023	MW	CX	193.42
AP 00009816	EFT	V01581	SIRIUS COMPUTER SOLUTIONS INC	23100334	1356816	OH	10/26/2023	10/26/2023	MW	CX	4,236.78
AP 00009817	EFT	V00872	STOCKTON PROGRESSIVE GLASS	15548-3	5427264	OH	10/26/2023	10/26/2023	MW	CX	3,071.75
AP 00009818	EFT	V05252	TEC OF CALIFORNIA INC	CM950853D	4070448	OH	10/26/2023	10/26/2023	MW	CX	934.57
AP 00009819	EFT	V00822	ThyssenKrupp Elevator Corp	3007454366	2713632	OH	10/26/2023	10/26/2023	MW	CX	1,470.00
AP 00009820	EFT	V00405	TK SERVICES INC	PSO058101-1	1356816	OH	10/26/2023	10/26/2023	MW	CX	523.96
AP 00009821	EFT	E01523	JOHN EDWARD VAN CAMP	CALACT103123CO	2713632	OH	10/26/2023	10/26/2023	MW	CX	312.40
AP 00009822	EFT	V01874	VAN DE POL ENTERPRISES	0348023-IN	5427264	OH	10/26/2023	10/26/2023	MW	CX	65,981.65
AP 00009823	EFT	E02325	LOUIS AARON WHITE	RISKASSES10292	1356816	OH	10/26/2023	10/26/2023	MW	CX	410.53
AP 00009824	EFT	V01583	WOLSELEY INVESTMENTS INC	CM0507188	4070448	OH	10/26/2023	10/26/2023	MW	CX	22.96
AP 00009825	EFT	V01916	XPO LOGISTICS FREIGHT INC	763-094231	5427264	OH	10/26/2023	10/26/2023	MW	CX	1,026.36
AP 00150358	** BREAK **										
AP 00150359	CHK	V00214	CALVARY FIRST ASSEMBLY OF GOD	DOCT2023	1348813	OH	10/05/2023		MW	IS	231.75
AP 00150360	CHK	V00107	ENVIRONMENTAL HEALTH DEPT	IN0387132	1348813	OH	10/05/2023		MW	IS	6,294.00
AP 00150361	CHK	E02281	JOHN ADAM HODSON	APTA100823CONF	1348813	OH	10/05/2023		MW	RV	239.50
AP 00150362	CHK	V00562	PREFERRED ALLIANCE INC	DER102623SEMIN	1348813	OH	10/05/2023		MW	IS	310.00
AP 00150363	CHK	V00490	R & S ERECTION OF TRI COUNTY	125753	1348813	OH	10/05/2023		MW	IS	16,350.00
AP 00150364	CHK	V00106	SAN JOAQUIN COUNTY	2023-24-04	1348813	OH	10/05/2023		MW	IS	3,564.00
AP 00150365	CHK	V00182	SAN JOAQUIN PARTNERSHIP	11072	1348813	OH	10/05/2023		MW	IS	2,500.00

SAN JOAQUIN RTD
Consolidated Check Register
Date Range: 10/01/2023 t 10/31/2023

Check	Type	Payee ID.	Payee Name	Reference	Job	Subs	Check Date	Cancel Date	Type	Status	Check Amount
AP 00150366	CHK	V00837	CA STATE DISBURSEMENT UNIT	836613OCT623	16194444	OH	10/06/2023		MW	IS	2,016.97
AP 00150367	CHK	V01692	FIDUCIARY TRUST COMPANY OF	AV000579121820	2699074	OH	10/06/2023		MW	IS	150.00
AP 00150368	CHK	V00286	FRANCHISE TAX BOARD	570375330OCT623	6747685	OH	10/06/2023		MW	IS	989.72
AP 00150369	CHK	V00111	PACIFIC GAS AND ELECTRIC	77821210810SEP2	1349537	OH	10/06/2023		MW	IS	58,232.75
AP 00150370	CHK	V00332	SAN JOAQUIN DEPT OF CHILD SUPR	214574OCT623	1349537	OH	10/06/2023		MW	IS	363.69
AP 00150371	CHK	V00183	SHERIFFS CIVIL DIVISION	2023001285OCT62	2699074	OH	10/06/2023		MW	IS	833.65
AP 00150372	CHK	V01906	DIRECTIONAL AD-VANTAGE	263189-263190	1351840	OH	10/12/2023		MW	IS	4,280.00
AP 00150373	CHK	E02220	SEYAMAK ESMAEL PAYKANI	REIMB083123UNIF	1351840	OH	10/12/2023		MW	IS	109.00
AP 00150374	CHK	V01744	Jesus Enrique Segovia IV	RTD-002	1351840	OH	10/12/2023		MW	IS	3,250.00
AP 00150375	CHK	E02327	DAVID ALEJANDRO MELLA	REIMB083023UNIF	1351840	OH	10/12/2023		MW	RV	153.48
AP 00150376	CHK	E02213	GARY LEE MORRIS	REIMB070923UNIF	1351840	OH	10/12/2023		MW	IS	180.33
AP 00150377	CHK	E01595	JOCELYN RAMOS OAMILDA	PETTYCASH09132	1351840	OH	10/12/2023		MW	IS	140.17
AP 00150378	CHK	V05094	OIL PRICE INFO SERVICE LLC	493003	1351840	OH	10/12/2023		MW	IS	1,995.00
AP 00150379	CHK	V00111	PACIFIC GAS AND ELECTRIC	30902286951OCT2	1351840	OH	10/12/2023		MW	IS	192.77
AP 00150380	CHK	E02325	LOUIS AARON WHITE	REIMB92523TAXI	1351840	OH	10/12/2023		MW	IS	107.54
AP 00150381	CHK	E02335	RONALD LEROY PERRIN III SUFFIX	REIMB083023UNIF	1351968	OH	10/12/2023		MW	IS	153.48
AP 00150382	CHK	V00920	CITY OF STOCKTON	FISCALYR2023/24	1354522	OH	10/19/2023		MW	IS	23,020.04
AP 00150383	CHK	V01780	ELREG DISTRIBUTORS LIMITED	29956	1354522	OH	10/19/2023		MW	IS	9,335.63
AP 00150384	CHK	V01271	EMERGENCY FOOD BANK	23RUNAGAINSTH	1354522	OH	10/19/2023		MW	IS	2,000.00
AP 00150385	CHK	V00505	FRESNO TRUCK CENTER	FA008314344:01	1354522	OH	10/19/2023		MW	IS	2,637.32
AP 00150386	CHK	E02303	HOPE E WATSON	REIMB090723LIC	1354522	OH	10/19/2023		MW	IS	89.00
AP 00150387	CHK	E00919	PAUL A WILLIAMS	REIMB100423TOO	1354522	OH	10/19/2023		MW	IS	41.39
AP 00150388	CHK	V05475	ATU LOCAL 256 COPE	COPE OCT202023	1354908	OH	10/20/2023		MW	IS	76.50
AP 00150389	CHK	V00837	CA STATE DISBURSEMENT UNIT	836613OCT2023	14903988	OH	10/20/2023		MW	IS	1,730.83
AP 00150390	CHK	V01329	CENTRAL VALLEY ASIAN-AMERICAN	2023SPONSORSH	1354908	OH	10/20/2023		MW	IS	1,000.00
AP 00150391	CHK	V00286	FRANCHISE TAX BOARD	565797083OCT202	5419632	OH	10/20/2023		MW	IS	787.63
AP 00150392	CHK	V00332	SAN JOAQUIN DEPT OF CHILD SUPR	214574OCT2023	1354908	OH	10/20/2023		MW	IS	363.69

User: RSHARMA - Ravi Sharma

Page: 10

Current Date: 11/06/2023

Report: BK_CON_CK_REG_JDC_EFT - BR: Consolidated Check Register With EFT

Time: 13:21:18

SAN JOAQUIN RTD
Consolidated Check Register
Date Range: 10/01/2023 t 10/31/2023

Check	Type	Payee ID.	Payee Name	Reference	Job	Subs	Check Date	Cancel Date	Type	Status	Check Amount
AP 00150393	CHK	V00183	SHERIFFS CIVIL DIVISION	2023001285OC202	2709816	OH	10/20/2023		MW	IS	833.65
AP 00150394	CHK	V01920			1355852	OH	10/25/2023		MW	IS	16,250.00
AP 00150395	CHK	V01920			1355852	OH	10/25/2023		MW	IS	16,250.00
AP 00150396	CHK	V01919			1356164	OH	10/25/2023		MW	IS	175,000.00
AP 00150397	CHK	V01918			1356164	OH	10/25/2023		MW	IS	325,000.00
AP 00150398	CHK	E02326	ALEXANDER LOUIS BISBY	REIMB83023UNIF	1356816	OH	10/26/2023		MW	IS	372.34
AP 00150399	CHK	E02321	NICOLAS CHAVEZ	REIMB102123BOO	1356816	OH	10/26/2023		MW	IS	200.00
AP 00150400	CHK	V01880	CONCERN: Employee Assistance	2401188-2404126	1356816	OH	10/26/2023		MW	IS	3,162.00
AP 00150401	CHK	V00944	DEPARTMENT OF INDUSTRIAL	E20038757SA	1356816	OH	10/26/2023		MW	IS	225.00
AP 00150402	CHK	E02220	SEYAMAK ESMAEL PAYKANI	REIMB101323UNIF	1356816	OH	10/26/2023		MW	IS	304.00
AP 00150403	CHK	E01731	GARY L GUMM	REIMB101723UNIF	1356816	OH	10/26/2023		MW	IS	43.28
AP 00150404	CHK	E02281	JOHN ADAM HODSON	APTA100823CONF	2713632	OH	10/26/2023		MW	IS	289.42
AP 00150405	CHK	V00909	LEWIS BRISBOIS BISGAARD	3696848A	5427264	OH	10/26/2023		MW	IS	8,735.00
AP 00150406	CHK	V05163	MAGNETIC TICKET & LABEL CORP	574413	1356816	OH	10/26/2023		MW	IS	2,904.40
AP 00150407	CHK	V00160	MOHAWK MFG AND SUPPLY CO	U107895	1356816	OH	10/26/2023		MW	IS	244.60
AP 00150408	CHK	V00394	SAN JOAQUIN AREA FLOOD	2023-10085 R1	2713632	OH	10/26/2023		MW	IS	280.80
AP 00150409	CHK	E02238	ALEGNA YOREL WARD	REIMB102123UNIF	1356816	OH	10/26/2023		MW	IS	92.30

SORTED TOTALS

Machine Written	2,938,362.98
AP Group Total	2,938,362.98

GRAND TOTAL

Grand Total	2,938,362.98
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LEAD STAFF: **DÁMARIS GALVAN, DIRECTOR OF PLANNING AND SERVICE DEVELOPMENT**

REPORT: **ACCEPT AND FILE: SAN JOAQUIN REGIONAL TRANSIT DISTRICT'S (RTD) PARATRANSIT OPERATIONS STATUS QUARTERLY REPORT**

I. SUMMARY:

- RTD is federally mandated by the Americans with Disabilities Act (ADA) to provide complementary paratransit service providing shared ride, door-to-door demand-response transportation to customers certified as having disabilities, which prevent them from independently using the fixed route bus.
- During the months of July, August, and September, RTD provided 13,360 rides. On-Time Performance for this period was 88%.
- RTD's ADA complementary paratransit service is contracted out to RydeTrans. RydeTrans currently has 11 Paratransit Operators, 4 in training, 1 Road Supervisor, 1 Operations Manager, and 13 operating vehicles.

II. DISCUSSION/BACKGROUND

Summary review of monthly operational statistics for RTD's paratransit service.

Comparing the monthly statistics of Q1 FY23 to the monthly statistics of Q1 FY24:

- In July, the number of Paratransit rides increased by: 246
- In August, the number of Paratransit rides increased by: 383
- In September, the number of Paratransit rides increased by: 299

Summary review of Q1 operational information for FY24:

- July number of total Paratransit rides: 4,096
- August number of total Paratransit rides: 4,787
- September number of total Paratransit rides: 4,477

Comparing June 2023 statistics to July 2023, Paratransit rides decreased by 263.

Comparing July 2023 statistics to August 2023, Paratransit rides increased by 691.

Comparing August 2023 statistics to September 2023, Paratransit rides decreased by 310.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation 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. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report.

V. CHANGES FROM COMMITTEE

N/A

VI. ALTERNATIVES CONSIDERED:

N/A

VII. ATTACHMENTS

- Attachment A:** Comparative Operating Statistics Tables for July, August, and September
- Attachment B:** Number of Rides Comparison Chart
- Attachment C:** Total Rides vs. Shared Rides Chart
- Attachment D:** Annual Miles Comparison Chart
- Attachment E:** Monthly ADA Assessments
- Attachment F:** Top Monthly Ride Destinations for July, August, and September

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

VIII. APPROVALS

Executive Manager Approved:
Ciro Aguirre, COO

Financial Impact Approved:
Robert Kyle, CFO

Alex Clifford, CEO



Attachment A
Cover Page

Comparative Operating Statistics for July, August, and September

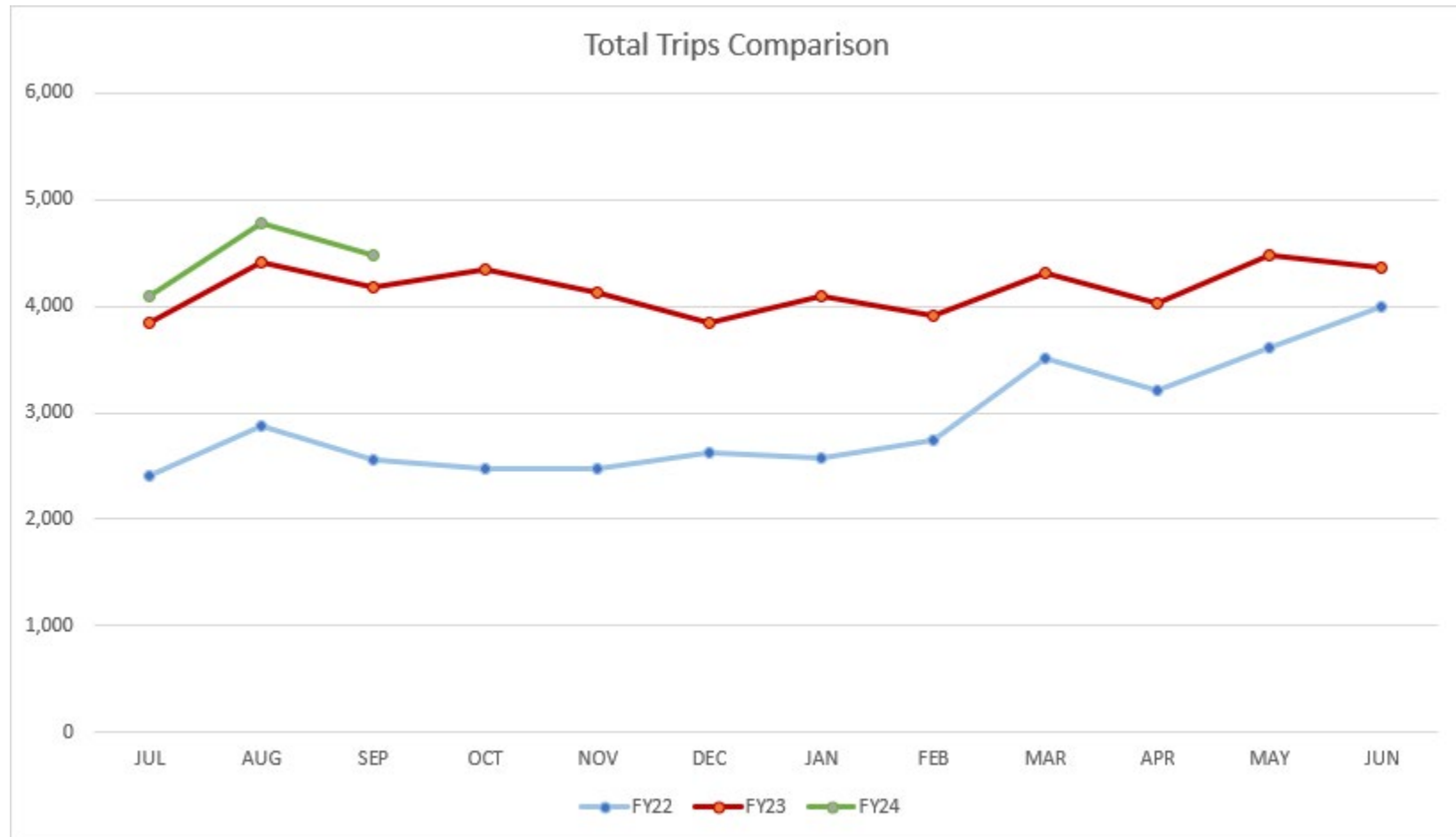
	Jul-22	Aug-22	Sep-22	Q1 2022 AVG	Jul-23	Aug-23	Sep-23	Q1 2023 AVG	Total	Difference	Performance Goals
Requested	4,915	6,130	5,543	5,529	4,992	5,708	5,095	5,265	32,383	-264	
Performed (Completed Trips)	3,850	4,404	4,178	4,144	4,096	4,787	4,477	4,453	25,792	309	
Cancel	781	836	788	802	748	918	929	865	5,000	63	
No Shows	16	2	2	7	11	2	21	11	54	5	Less than 3%
Total Revenue Miles	20,641	24,764	23,837	23,081	23,800	28,401	24,970	25,724	146,413	2,643	
Average (Completed) Trip Miles	5.36	5.62	5.71	5.57	5.81	5.93	5.58	5.77	34	0	
Within Ready Window (OTP)	91%	89%	91%	90%	96%	88%	79%	88%	5	0	96% Expected
STO	1,418	1,558	1,499	1,492	1,302	1,344	1,385	1,344	8,506	-148	
Call Center Volume	2,287	2,733	3,040	2,687	2,844	3,455	3,410	3,236	17,769	550	
Hold Times less than 2 minutes	N/A	N/A	N/A	N/A	2,340	2,649	2,597	2,529	7,586	2,529	Greater than 90%
Distinct Riders	255	213	189	219	294	291	228	271	1,470	52	
Most Frequent Rider	123	128	123	125	110	90	87	96	661	-29	
Shared Rides	2,574	2,933	2,758	2,755	1,094	1,232	2,304	1,543	12,895	-1,212	
Passenger per Revenue Hour	2.30	2.40	2.50	2.4	2.50	2.50	2.80	2.6	15	0.2	
Completed Trips <= 10 Miles	2,633	2,972	2,817	2,807	2,755	3,061	5,769	3,862	20,007	1,055	
Completed Trips > 10 Miles	322	384	356	354	262	323	116	234	1,763	-120.3	
Denied Rides	0	0	0	0	0	0	0	0	0	0.0	Zero
Missed Trips	56	91	47	65	26	139	324	163	683	98.3	
Excessively Long Trips (Duration)	0	0	0	0	0	0	0	0	0	0.0	
Accidents	2	2	3	2.3	1	1	0	0.7	9	-1.6	
Reported Complaints	6	4	3	4.3	2	0	3	1.7	18	-2.6	

**Comparative Operating Statistics for July, August, and September
 (Continued)**

	Jul-22	Aug-22	Sep-22	Q1 2022 AVG	Jul-23	Aug-23	Sep-23	Q1 2023 AVG	Total	Difference	Performance Goals
Valid Complaints	6	4	3	4	2	0	2	1	17	-3.0	Less than 1 per 1k boarding
Commendations	0	0	0	0	0	0	0	0	0	0.0	
Farebox Recovery Ratio	6.36%	4.71%	5.06%	5.38%	6.09%	3.33%	6.77%	5.40%	0	0.02%	



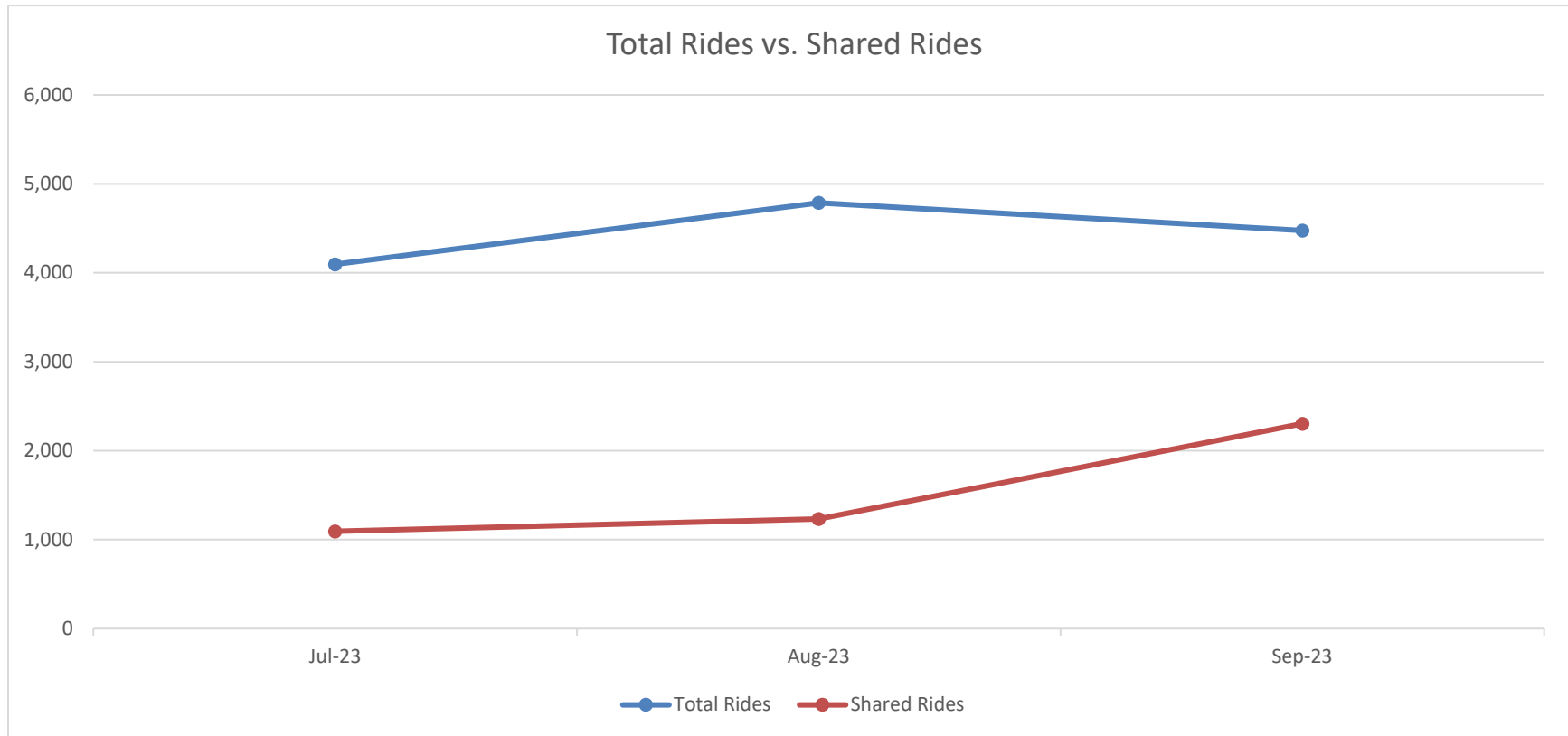
Attachment B
Cover Page



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
FY22	2,402	2,879	2,552	2,470	2,475	2,626	2,574	2,743	3,509	3,215	3,618	3,991	35,054
FY23	3,850	4,404	4,178	4,344	4,133	3,837	4,098	3,907	4,320	4,029	4,477	4,359	49,936
FY24	4,096	4,787	4,477										13,360



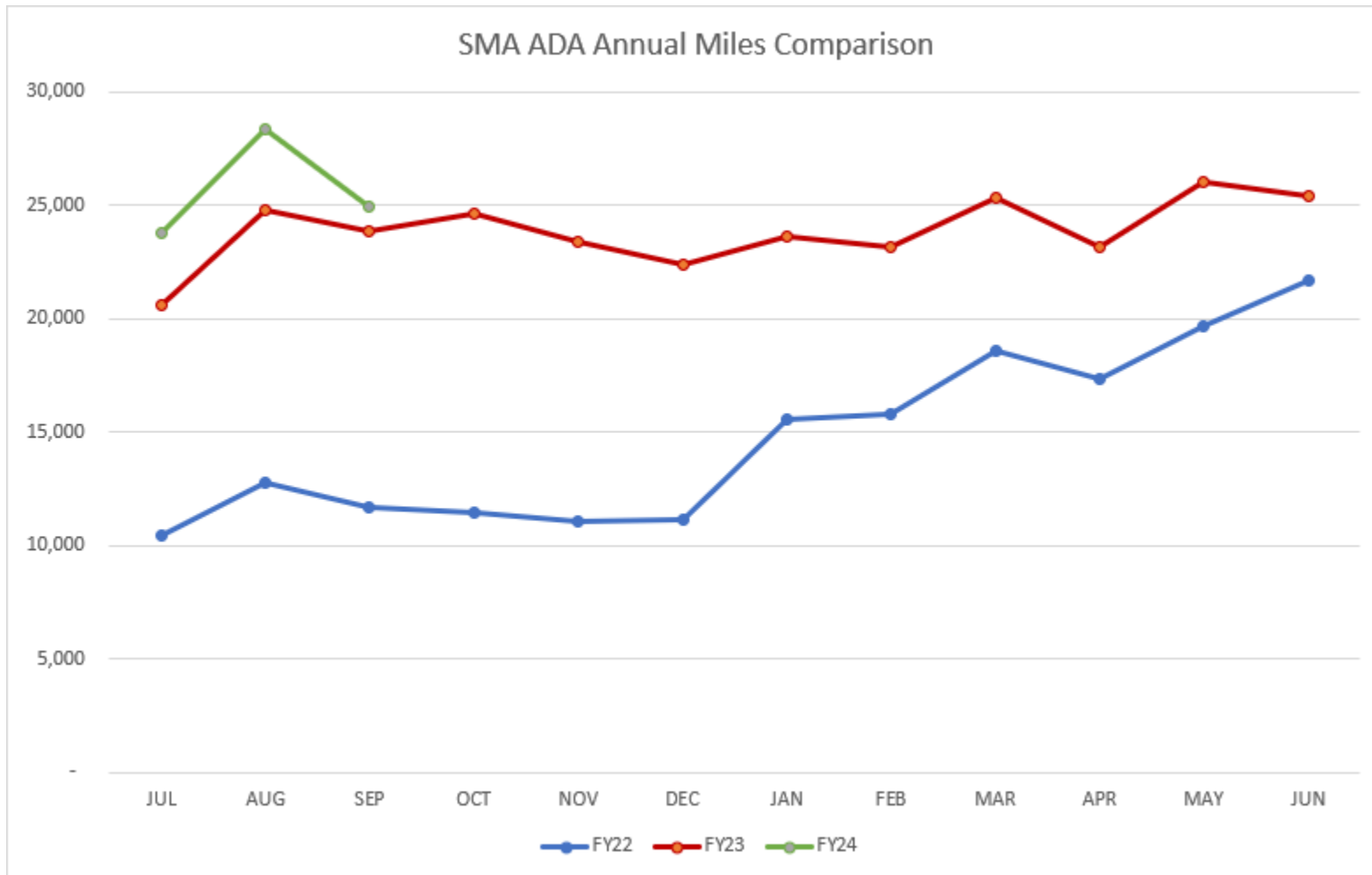
Attachment C
Cover Page



	Jul 23	Aug 23	Sep 23	Oct 23	Nov 23	Dec 23	Jan 24	Feb 24	Mar 24	Apr 24	May 24	Jun 24	Total
Total Rides	4,096	4,787	4,477										13,360
Shared Rides	1,094	1,232	2,304										4,630
% of Share Rides	27%	26%	51%										



Attachment D
Cover Page



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
FY22	10,464	12,795	11,720	11,427	11,055	11,129	15,541	15,768	18,596	17,374	19,692	21,723	177,284
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	24,970										77,171



Attachment E
Cover Page

Monthly Assessments for July, August, and September 2023

	UNRESTRICTED	RESTRICTED CONDITIONAL	RESTRICTED TRIP BY TRIP	TEMPORARY	DENIED	TOTAL
JULY 2023	540	0	0	0	2	56
AUGUST 2023	89	2	0	1	1	93
SEPTEMBER 2023	60	0	0	0	6	66
OCTOBER 2023						
NOVEMBER 2023						
DECEMBER 2023						
JANUARY 2024						
FEBRUARY 2024						
MARCH 2024						
APRIL 2024						
MAY 2024						
JUNE 2024						

Number of Eligible Riders for July 2023: 54

Number of Eligible Riders for August 2023: 92

Number of Eligible Riders for September 2023: 60

Unrestricted: If, because of a disability, a person can never use the fixed route bus service under any condition.

Restricted: If a person can use fixed route bus service for some trips, they may be determined eligible but restricted from those trips that they could make using the fixed route bus system.

Immediate need: If, due to unforeseeable circumstances, a person may need transportation before completing the eligibility process, they may be provided with immediate need eligibility for up to 14 days.

Temporary: If a person has a limited term condition that prevents them from using the fixed route service system.



Attachment F
Cover Page

Top Monthly Ride Destinations for July, August, September 2023

LOCATION	July 2023	August 2023	September 2023	Total	Percent of Total Rides
Service First of Northern CA – Day Program 102 W Bianchi Rd Stockton, CA 95207	136	116	106	358	2.67%
Open Door Services Inc. – Day Program 4045 Coronado Ave Stockton, CA 95204	81	75	93	249	1.86%
Dollar General 4155 N El Dorado Stockton, CA 95204	46	90	89	255	1.90%
Person Centered Services, Inc. – Day Program 722 W March Ln Stockton, CA 9520	60	57	81	198	1.48%
Da Vita Inc – Kidney Care - Dialysis 545 Cleveland St Stockton, CA 95204	59	56	46	161	1.20%
RIA Care Center 3115 W March Ln Stockton, CA 95219	43	43	46	132	0.98%
Walmart Supercenter – Work/Shopping 3223 E Hammer Ln Stockton, CA 95212	44	41	41	126	0.94%
Da Vita Inc – Kidney Care - Dialysis 1523 E March Ln Stockton, CA, 95210	30	41	32	103	0.77%
Community Medical Centers 1801 E March Ln Stockton, CA 95210	45	38	37	121	0.90%
United Cerebral Palsy (UCP) – Day Program 333 W Benjamin Holt Dr Stockton, CA 95207	38	37	40	115	0.86%



LEAD STAFF: MERAB TALAMANTES, PROJECT CONTROLS MANAGER

I. RECOMMENDED ACTION:

That the Board of Directors approve the submission of the RTD and United Cerebral Palsy (UCP) 15 Cutaway Vehicle Replacement Project as a regional priority for the San Joaquin One Voice 2024 Federal Legislative Agenda.

II. SUMMARY

- San Joaquin Council of Governments (SJCOG) call for regional priority projects was announced on October 27, 2023.
- Projects will be considered for the San Joaquin One Voice 2024 Federal Legislative Agenda in Washington, D.C. in May 2024.
- RTD plans to submit the RTD and UCP 15 Cutaway Vehicle Replacement Project for the federal funding advocacy effort if approved by the Board.
- Since 2009, RTD has partnered with UCP to provide vehicles for their essential trips, granting greater independence for their clients.
- The purpose of this project is to replace 15 aging cutaway vehicles that are currently used by UCP for daily operations within San Joaquin County.

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 October 27, 2023, 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 5-9, 2024.

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 & UCP Vehicle Replacement Project

The RTD & UCP Vehicle Replacement Project will replace 15 cutaway vehicles that are currently used by UCP for daily operations within San Joaquin County.

UCP transports approximately 184 individual passengers per week and serves an estimated 67 people per day. If provided by RTD, this would be a substantial increase in the number of eligible Americans with Disabilities Act (ADA) Paratransit trips, which would require additional ADA paratransit resources.

Since 2009, RTD has partnered with UCP to provide vehicles for their essential trips, granting greater independence for their clients. Not only does this project improve the quality of life for people with disabilities, but it also supports RTD's goal of strengthening mutually beneficial community partnerships. Because UCP has specialized knowledge in working with their clients, they are also able to provide a higher level of service for individuals with disabilities who require specific accommodations.

The RTD & UCP Cutaway Vehicle Replacement Project will save maintenance expenses, provide higher quality service for UCP clients, and continue mitigating ADA Paratransit demand. Prioritizing the replacement of these aged vehicles will allow UCP to continue providing reliable transportation service, ensure the safety of UCP's transit customers, and enhance their quality of life by providing services that enable them to realize their goals and achieve their highest level of independence.

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

The total project cost is \$2,250,000.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Priorities 2 - 5.
Strategic Priorities:

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

V. FINANCIAL CONSIDERATIONS/IMPACT

Up to \$2,250,000 in discretionary funding to purchase 15 cutaway vehicles.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

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

VIII. ATTACHMENTS

Attachment A: Resolution

Prepared by: Merab Talamantes, Project Controls Manager

IX. APPROVALS

Financial Impact
Robert Kyle, CFO

A handwritten signature in black ink, appearing to be "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

RESOLUTION NO. _____
DATED: NOVEMBER 30, 2023

RESOLUTION APPROVING THE SUBMISSION OF THE RTD AND UNITED
CEREBRAL PALSY 15 CUTAWAY VEHICLE REPLACEMENT PROJECT AS A REGIONAL
PRIORITY FOR THE SAN JOAQUIN ONE VOICE 2024 FEDERAL LEGISLATIVE AGENDA

WHEREAS, the San Joaquin Council of Governments (SJCOG) is organizing the San Joaquin One Voice 2024 Federal Legislative Agenda for its trip to Washington, D.C. to call upon congressional representatives to support regional project priorities; and

WHEREAS, the regional priority projects are selected and approved by the SJCOG Board from the projects that are submitted by local jurisdictions and agencies and evaluated through the San Joaquin One Voice Submission Process; and

WHEREAS, since 2009, RTD has partnered with UCP to provide vehicles for their essential trips, granting greater independence for their clients; and

WHEREAS, RTD will submit the RTD and UCP 15 Cutaway Vehicle Replacement Project for the federal funding advocacy effort; and

WHEREAS, the purpose of this project is to replace aging cutaway vehicles that are currently used by UCP for daily operations within San Joaquin County.

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

1. That the Board of Directors approves and directs the submission of the RTD and United Cerebral Palsy 15 Cutaway Vehicle Replacement Project as a regional priority project for the San Joaquin One Voice 2024 Federal Legislative Agenda.
2. That the Chief Executive Officer be, and hereby is, authorized to submit all required documentation and forms related to the RTD and United Cerebral Palsy 15 Cutaway Vehicle Replacement Project required by SJCOG for submission to the San Joaquin One Voice 2024 Federal Legislative Agenda.



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

I. RECOMMENDED ACTION:

That the Board of Directors approve the following service expansion and improvements, effective January 28, 2024, on a temporary basis, not lasting longer than 12 months, with continuation of the service changes contingent upon performance and Board review and approval of a Title VI Service Equity Analysis:

- increasing the frequency from one hour to approximately thirty minutes for six (6) local routes—Routes 545, 555, 566, 576, 578, and 580,
- adding stops to two (2) Metro Express BRT routes—Routes 44 and 49, and
- implementation of one (1) new local route—Route 40 Local.

II. SUMMARY:

- In August of 2022, the RTD Board of Directors approved the Next Gen Study and Phased Implementation Plan.
- In December of 2022, the RTD Board of Directors approved the implementation of Phase 1, which was implemented in January 2023.
- RTD staff has prepared a proposal to achieve Phase 2 implementation in January 2024.
- The proposal includes increased frequency from one (1) hour to approximately 30-minutes for six (6) local routes, stop additions on two (2) Metro Express BRT routes and implementation of one (1) new local route.
- Based on RTD's Title VI Policies, an increase or decrease of 25% or more to a line's route miles or span (hours) is considered a major service change. However, a service change is exempt from the definition of a major service change if it is introduced as a pilot program lasting no longer than twelve months. If RTD would like to implement the Phase 2 service changes for more than twelve months, staff must prepare a Title VI service equity analysis to determine whether the service changes have a disparate impact on minority populations or a disproportionate burden on low-income populations.
- The proposed changes do not meet the definition of major service changes because they will be implemented for no more than twelve months. Staff will prepare a service equity analysis for the Board before the pilot period ends performance of the service enhancements indicates that it would be sufficiently beneficial to implement the Phase 2 service changes beyond the twelve month pilot period.

- Funding for the improvements of these routes has been included in the current fiscal year 2024 Operating Budget.
- Staff recommends the RTD Board of Directors approve the January 28, 2024 proposed service expansion and improvements on a temporary basis.

III. DISCUSSION/BACKGROUND

In December of 2022, RTD Board of Directors approved the implementation of Phase 1 of the Phased Implementation Plan, that was implemented in January 2023. **Phase 1** aims to achieve restoration of pre-COVID levels of service by improving service span and frequencies in targeted underserved census tracts (see attachment A). In alignment with the goal to restore pre-COVID levels of service within a phased implementation approach, RTD staff has prepared a proposal to achieve Phase 2 in January 2024. **Phases 2 and 3** strive to expand services in underserved communities by further improving frequencies and service span and traveling deeper into underserved neighborhoods.

The service implementation proposal includes increased frequency from one (1) hour to approximately 30-minutes for six (6) local routes—Routes 545, 555, 566, 576, 578, and 580, stop additions on two (2) Metro Express BRT routes—the 44 and 49, and implementation of one (1) new local route—Route 40 Local.

As summarized above, an increase or decrease of 25% or more to a line's route miles or span (hours), which operates for more than 12 months, is considered a major service change and requires a Title VI equity analysis. Staff proposes implementing the service improvements of these routes on a pilot basis for up to 12 months, allowing staff to analyze ridership trends. If RTD performance indicates there is sufficient ridership to justify continued operation of the changes, staff will prepare for Board review and approval a Title VI service equity analysis to determine whether the service changes have a disparate impact on minority populations or a disproportionate burden on low-income populations.

Route Descriptions and Improvements

All of the routes proposed for improvement serve the City of Stockton. Currently these routes operate on an hourly frequency, which makes it very inconvenient for our passengers who live in underserved communities who need to get to their medical appointments, go to work, school, and run daily errands. The changes proposed are the continuing efforts of RTD to provide a safe, reliable, and efficient transportation system for the region.

Route 40-Local (see Attachment A-Figure 1) will provide access to Stockton's Downtown Transit Center (DTC), Miracle Mile, University of the Pacific, San Joaquin Delta College, Mall Transfer Station (MTS), Hammer Transfer Station (HTS), Lincoln Center, residential areas, grocery stores and

several employers and businesses in the area. Route 40 will provide underlying service on our current Metro Express Route 40, which currently provides 15-minute frequency during peak time and 30-minute frequency during off-peak times. The proposed new route will increase frequency on the Pacific Avenue corridor and allow for service on additional stops that are not currently served by Metro Express Route 40. The route will serve fourteen (14) census tracts, ten (10) of which are identified as underserved communities (1.00, 4.02, 13.00, 14.00, 31.11, 31.13, 33.05, 33.07, 33.08, 33.10).

Route 44 (see Attachment A-Figure 2) provides access to the DTC, Robert Cabral ACE Station, the Union Transfer Station (UTS), residential areas, grocery stores, Amazon Fulfillment Center, the San Joaquin County Office of Education and several employers and businesses in the area. It currently has 20-minute frequency all day. The proposed route expansion will provide service to residential areas on Ralph Avenue and 10th Street & Anne in both directions, improving access to shopping areas and commercial corridors along the route. The route serves eight (8) census tracts (1.00, 5.00, 6.00, 22.01, 22.02, 28.00, 37.00, 38.03), all of which are identified as underserved communities.

Route 49 (see Attachment A-Figure 3) provides access to the UTS, residential areas, grocery stores, Edison High School, and businesses southeast of Martin Luther King Boulevard. It currently has 15–20-minute frequency during peak time and 20-25-minute frequency during off-peak times. The proposed route expansion will increase service to Houston Avenue with one morning and one afternoon trip serving the area during peak hours, with potential future trips being added. This will improve access to shopping areas and commercial corridors along the route. The route serves ten (10) census tracts (6.00, 7.00, 8.01, 19.00, 21.00, 22.01, 22.02, 23.00, 24.01, 25.04), all of which are identified as underserved communities.

Route 545 (see Attachment A Figure-4) provides access to the Mall Transfer Station (MTS), residential areas, grocery stores, Country Club area, Stagg High School, Hoover Elementary School, Flora Arca Mata Elementary School, the Community Center for the Blind and Visually Impaired and several employers and businesses in the area. It currently has hourly frequency all day. The proposed route expansion will increase service frequency to approximately 30-minute frequency all day, improving access to shopping areas and commercial corridors along the route. During peak hours the route will extend to provide service to the Downtown Transit Center (DTC), allowing direct service from the Mall Transfer Station (MTS) and Country Club area. The route serves nine (9) census tracts, including five (5) that are identified as underserved communities (10.00, 11.01, 31.11, 31.13, 33.05).

Route 555 (see Attachment A Figure-5) provides access to the DTC, Edison High School, Weston Ranch, residential areas, grocery stores and several employers and businesses in the area. It currently has hourly frequency all day. The proposed route expansion will increase service frequency to approximately 30-minute frequency all day, improving access to shopping areas and commercial corridors along the route. The route serves nine (9) census tracts (1.00, 7.00, 23.00, 24.01, 24.02, 25.03, 25.04, 38.01, 38.02), all of which are identified as underserved communities.

Route 566 (see Attachment A Figure-6) provides access to the HTS, residential areas, grocery stores, and businesses northwest of Hammer Lane, Kennedy Elementary School, Delta Sierra Middle School and Beer Creek High School, and the Trinity Parkway area. It currently has hourly frequency all day. Staff is seeking Board approval to implement this route as permanent, regular service in a separate Item. The additional proposed route expansion will increase service frequency to approximately 30-minute frequency all day, improving access to shopping areas, medical offices, and commercial corridors along the route. The route serves twelve (12) census tracts, half of which are identified as underserved communities (32.10, 32.13, 33.06, 33.07, 33.10, 33.11).

Route 576 (see Attachment A Figure-7) provides access to the DTC, Eastland Plaza Shopping Center, pharmacies, the Community Medical Center and several employers and businesses in the area. It currently has hourly frequency all day. Staff is seeking Board approval to implement this route as permanent, regular service in a separate Item. The additional proposed route expansion will increase service frequency to approximately 30-minute frequency all day, improving access to employment, shopping, doctors' offices, and commercial corridors. The route serves four (4) census tracts (1.00, 5.00, 16.00, and 15.00), all of which are identified as underserved communities.

Route 578 (see Attachment A Figure-8) provides access to the DTC, Dameron Hospital, medical offices, residential areas, grocery stores, Victory Park, Stagg High School, the MTS and several employers and businesses in the area. It currently has hourly frequency all day. The proposed route expansion will increase service frequency to approximately 30-minute frequency all day, improving access to employment, shopping, doctors' offices, and commercial corridors. The route serves thirteen (13) census tracts, eleven (11) of which are identified as underserved communities (1.00, 3.00, 4.01, 4.02, 9.00, 10.00, 12.00, 31.11, 31.13, 33.05, 33.08).

Route 580 (see Attachment A Figure-9) provides access to the DTC, the Community Medical Center, residential areas and several employers and businesses in the area. It currently has hourly frequency all day. The proposed

route expansion will increase service frequency to approximately 30-minute frequency all day, improving access to employment, shopping, doctors' offices, and commercial corridors. The route serves nine (9) census tracts (1.00, 5.00, 6.00, 16.00, 19.00, 21.00, 22.01, 22.02, 37.00), all of which are identified as underserved communities.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns with the Board's Strategic Priorities 1, 2, 3, 4 and 5.

Strategic Priorities:

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

V. FINANCIAL CONSIDERATIONS/IMPACT

The required funding for Phase 2 of the Phased Implementation Plan has been included in the fiscal year 2024 (current fiscal year) RTD Operating Budget.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

Leave RTD's system in status quo and continue operating the current service levels, frequencies, and span of service. This alternative does not support the goal to strive and expand services in underserved communities by further improving frequencies and service span.

VIII. ATTACHMENTS

Attachment A: Maps
Attachment B: Resolution

Prepared by: Dámaris E. Galvan, Planning and Service Development
Director

IX. APPROVALS

Executive Manager Approved:
Ciro Aguirre, COO

Financial Impact Approved:
Robert Kyle, CFO

Alex Clifford, CEO



Attachment A
Cover Page

Figure 1- Route 40-Local

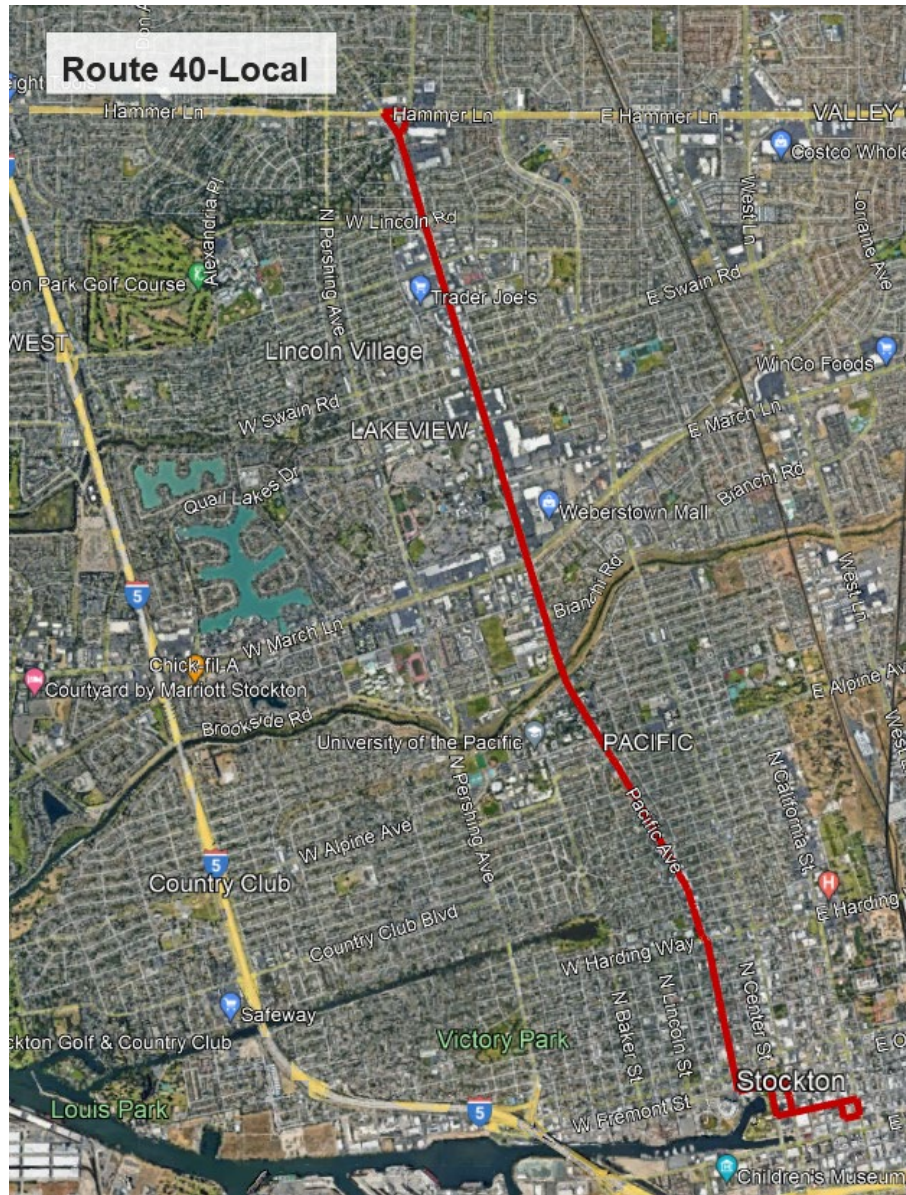


Figure 2- Route 44

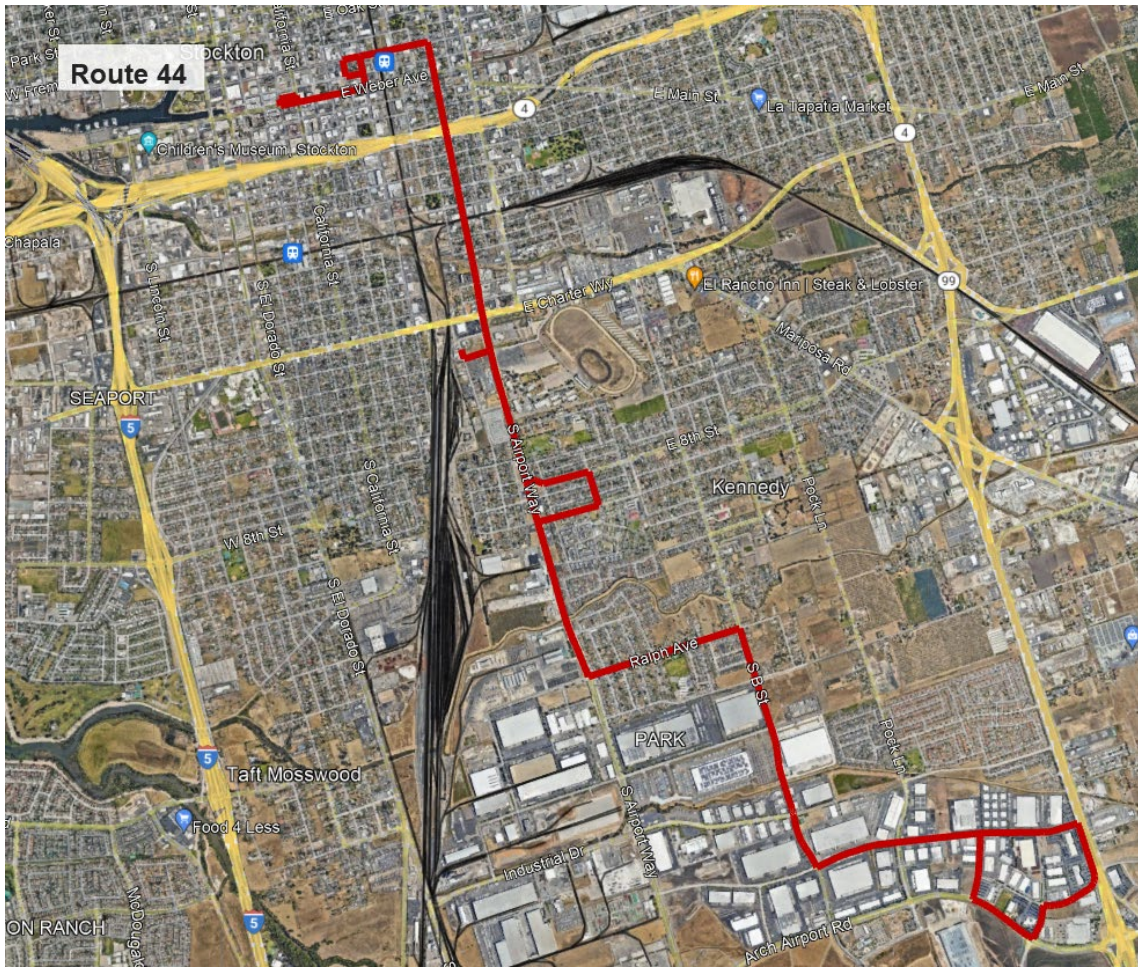


Figure 4- Route 545

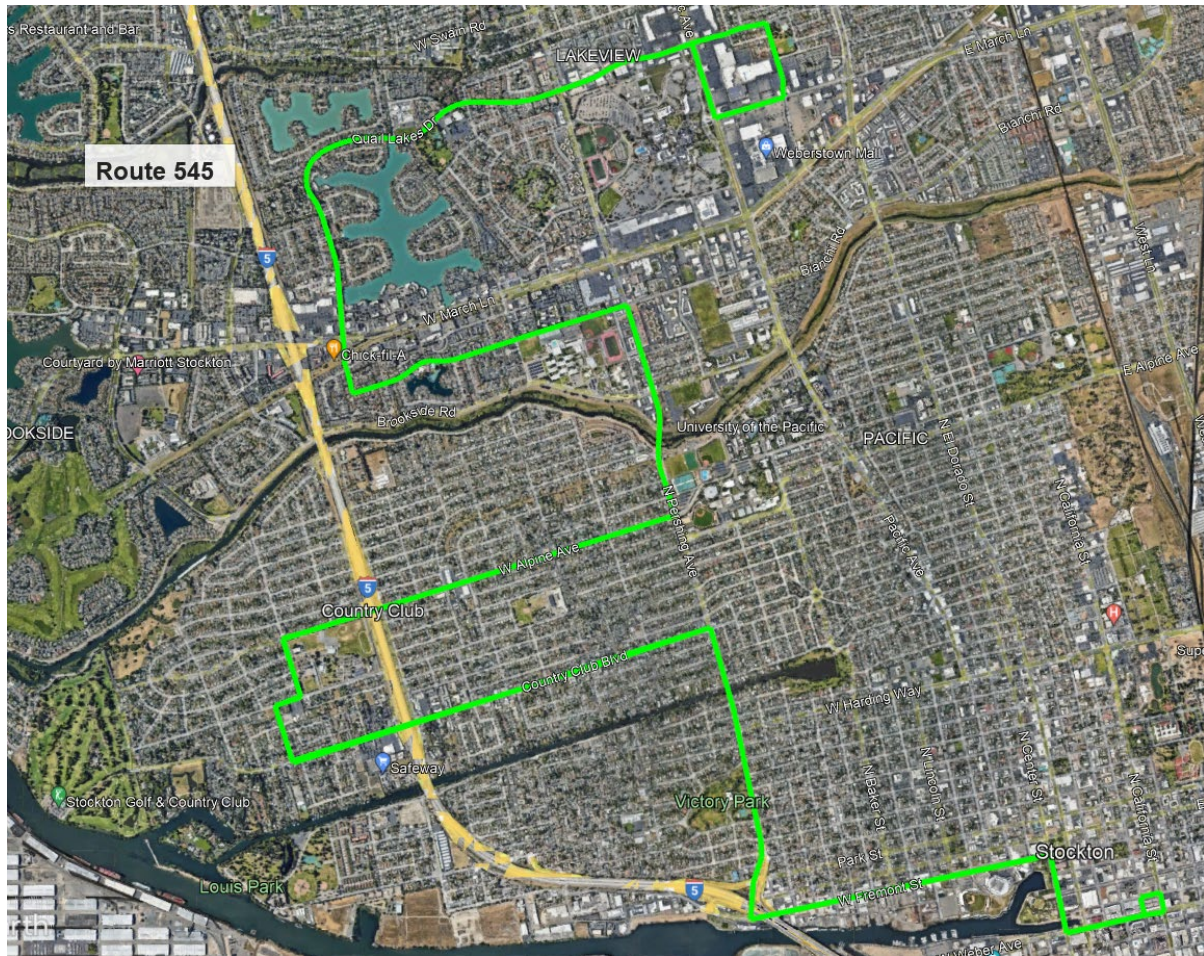


Figure 5- Route 555

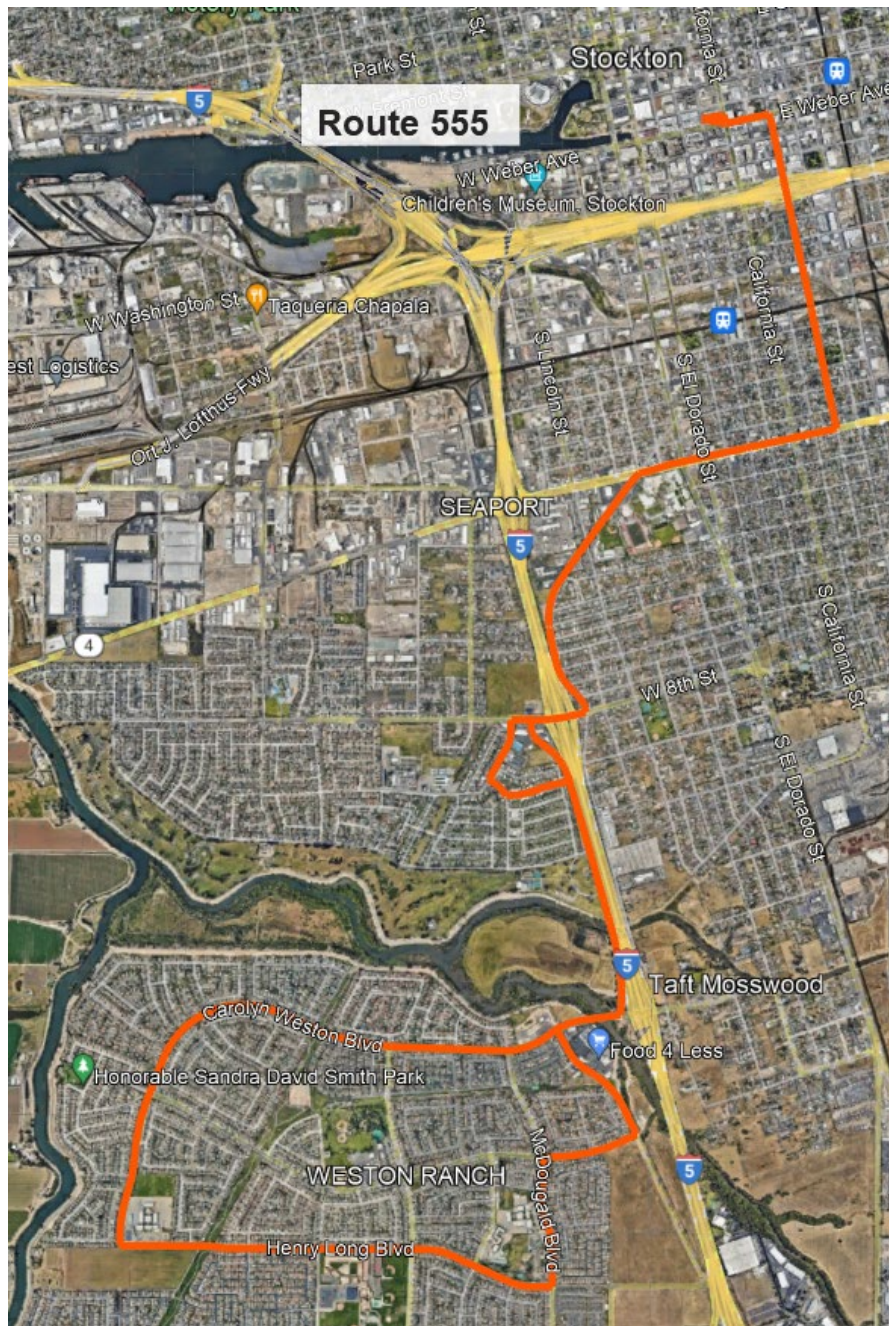


Figure 6- Route 566

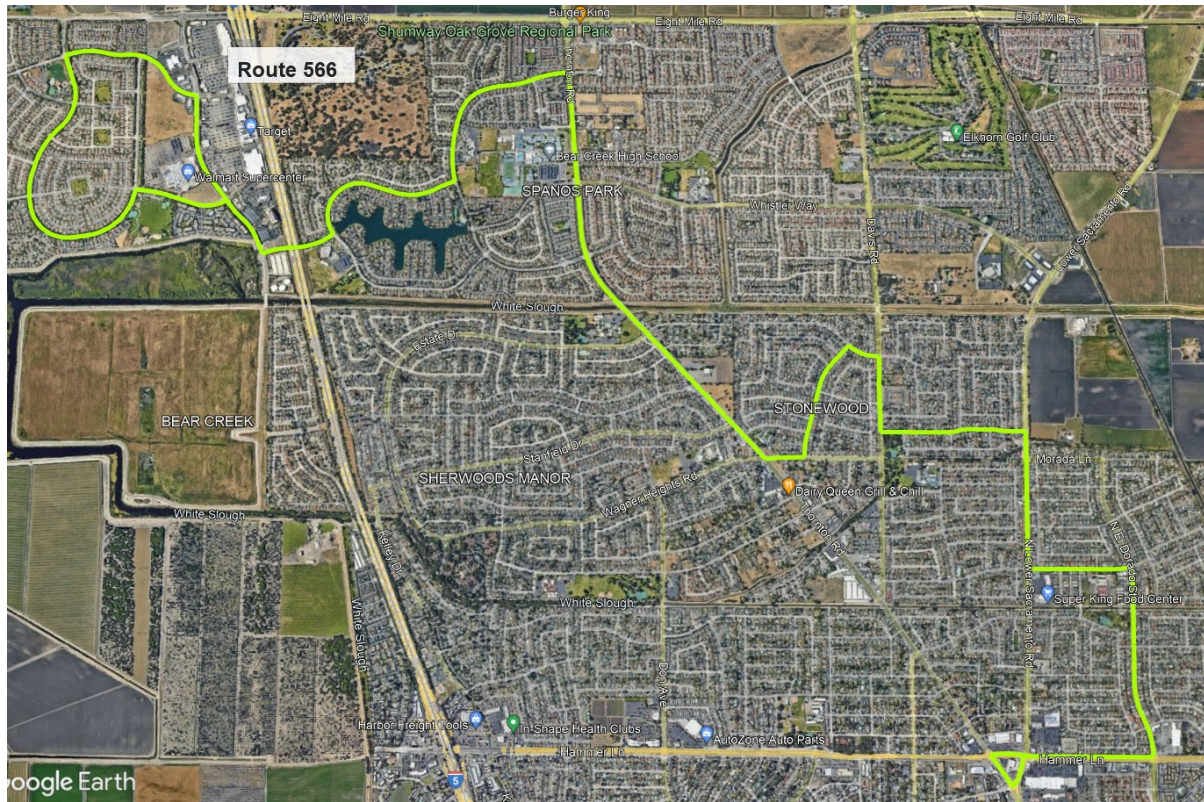


Figure 7- Route 576

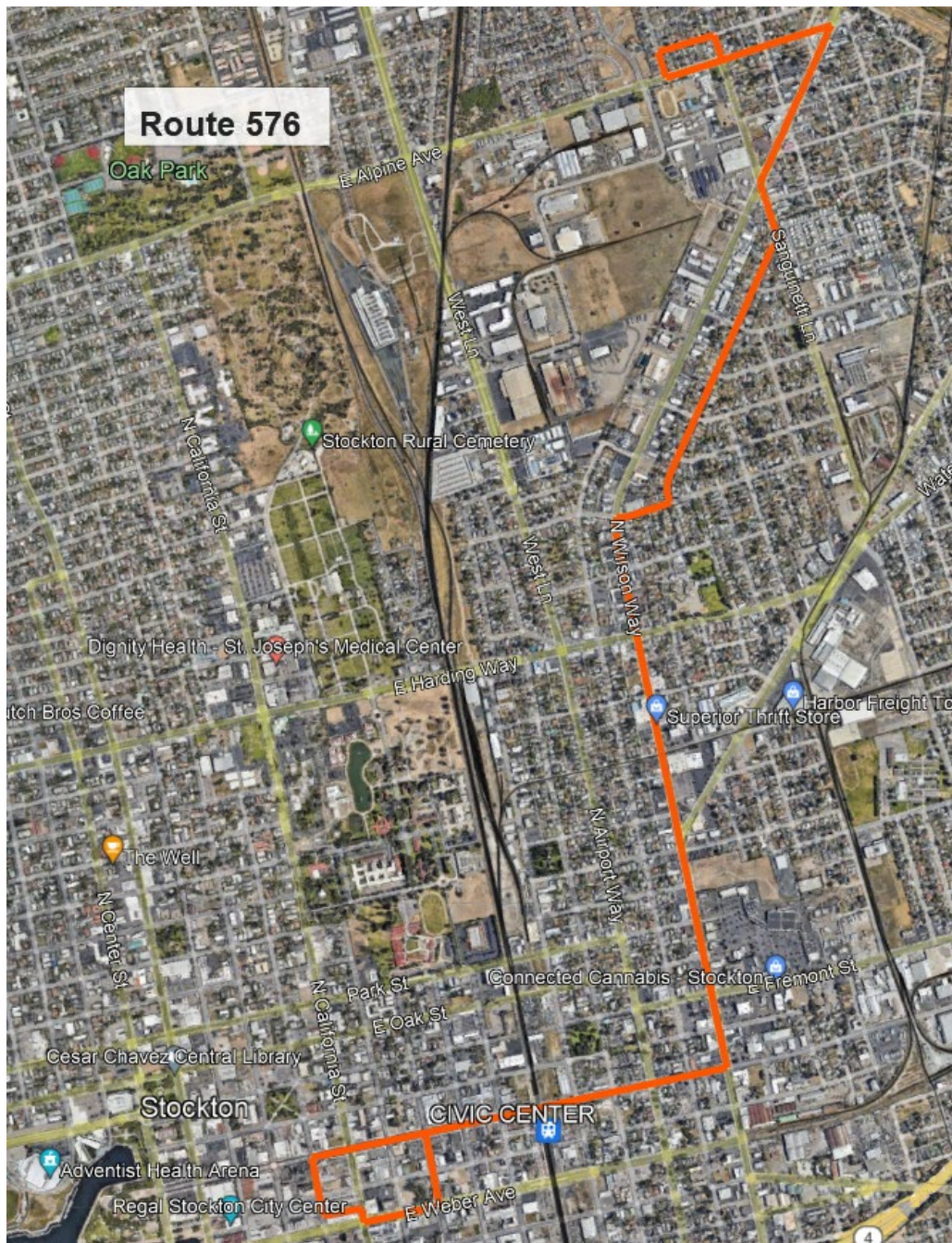


Figure 8- Route 578

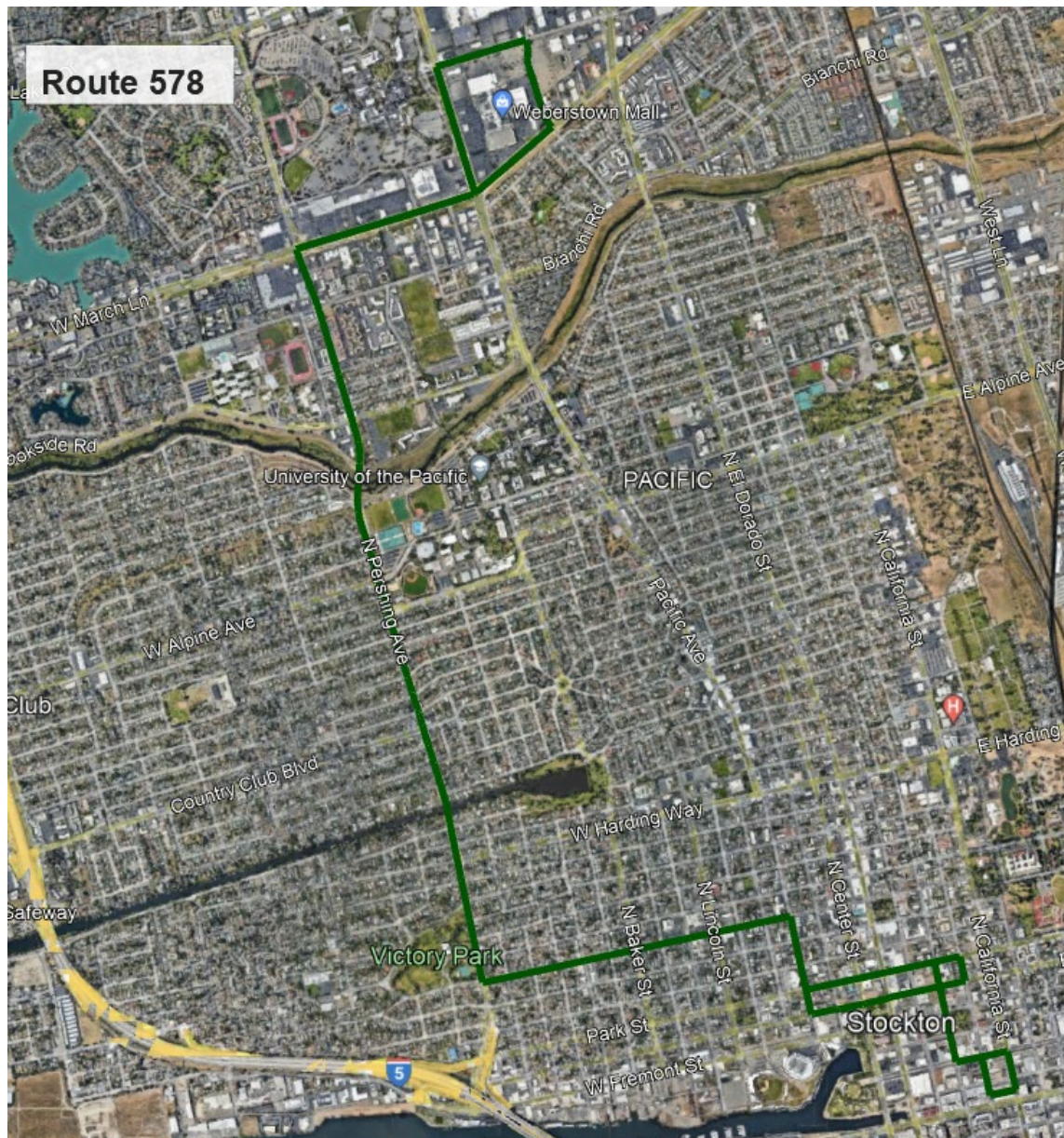


Figure 9- Route 580





Attachment B
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RESOLUTION NO. _____
DATED: NOVEMBER 30, 2023

RESOLUTION APPROVING SERVICE EXPANSIONS AND IMPROVEMENTS, EFFECTIVE
JANUARY 28, 2024, ON A TEMPORARY BASIS, WITH CONTINUATION BEYOND 12
MONTHS CONTINGENT ON ROUTE PERFORMANCE AND BOARD REVIEW AND
APPROVAL OF A TITLE VI SERVICE EQUITY ANALYSIS

WHEREAS, RTD Board of Directors approved the Next Gen Study and Phased Implementation Plan in August of 2022; and

WHEREAS, in December 2022, RTD Board of Directors approved the implementation of Phase 1 of the Phased Implementation Plan, which was implemented in January 2023; and

WHEREAS, RTD staff has prepared a proposal to achieve Phase 2 implementation in January 2024, which includes increasing the frequency of local Routes 545, 555, 556, 576, 578, and 580 from one hour to approximately thirty minutes, adding stops to Metro Express BRT Routes 44 and 49, and implementation of new local Route 40 Local; and

WHEREAS, based on RTD's Title VI Policies, an increase or decrease of 25% or more to a line's route miles or span (hours) is considered a major service change and requires staff to conduct a Title VI equity analysis to determine whether the service changes have a disparate impact on minority populations or a disproportionate burden on low-income populations; and

WHEREAS, under RTD's Title VI Policies, a service change is exempt from the definition of a "major service change" if it is introduced on a temporary basis, lasting no longer than twelve months; and

WHEREAS, the proposed service changes do not meet the definition of major service changes because they will be implemented on a temporary basis, lasting no longer than twelve months; and

WHEREAS, if staff recommends implementing the service changes beyond the temporary period based on their performance, then staff will prepare a Title VI Service Equity Analysis for Board review and approval before the pilot period ends; and

WHEREAS, the required funding for Phase 2 of the Phased Implementation Plan is included in the fiscal year 2024 RTD Operating budget.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Directors of RTD that it approves the following service expansion and improvements, effective January 28, 2024:

- increasing the frequency from one hour to approximately thirty minutes for six (6) local routes—Routes 545, 555, 566, 576, 578, and 580
- adding stops to two (2) Metro Express BRT routes—Routes 44 and 49
- implementation of one (1) new local route—Route 40 Local

all on a temporary basis, not lasting longer than 12 months, with continuation of the service changes contingent upon performance of these service changes and Board review and approval of a Title VI Service Equity Analysis.



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

I. RECOMMENDED ACTION:

That the Board of Directors approve Routes 566 and 576 as permanent, regular service; find pursuant to Title VI of the Civil Rights Act of 1964 that adding Routes 566 and 576 as permanent, regular service will not have a disparate impact on minority populations or impose a disproportionate burden on low-income populations; and approve the Title VI service equity analysis of the establishment of Routes 566 and 576 as permanent, regular service.

II. SUMMARY:

- In August of 2022, the RTD Board of Directors approved the Next Gen Study and Phased Implementation Plan.
- RTD staff prepared a proposal to achieve Phase I implementation in January 2023.
- The proposal included increasing the span of service for all local routes and increasing the number of trips to provide all day service for Routes 566 and 576.
- In December of 2022, the RTD Board of Directors approved the service expansion and improvements of Routes 566 and 576, effective January 2023 for a 12-month pilot period, with continuation of service contingent on performance of the routes and Board approval of a Title VI service equity analysis.
- On January 22, 2023, RTD began pilot service on Routes 566 and 576. The service has been well received and ridership has improved.
- January 22, 2024 will mark the one-year anniversary of service operation for Routes 566 and 576.
- Continuing operation of the changes on Routes 566 and 576 beyond 12 months falls under the definition of a major service change in RTD's Title VI Policies; therefore, RTD is required to perform a Title VI service equity analysis.
- RTD conducted Marketing efforts to promote these changes and received many positive and supportive comments through this process. RTD did not receive any comments opposing continuation of the changes.
- RTD conducted a service equity analysis in accordance with FTA Circular 4702.1B and RTD's Title VI Policies. The analysis concluded that the proposed continuation of the changes on Routes 566 and 576 **will not result in a disparate impact to minority populations or disproportionate burden to low-income populations; rather, the**

changes will disproportionately *benefit* minority and low-income communities.

III. DISCUSSION/BACKGROUND

In August 2022, the RTD Board of Directors approved the Next Gen Study and Phased Implementation Plan. In alignment with the goal to restore pre-COVID levels of service within a phased implementation approach, RTD staff prepared a proposal to achieve this goal in January 2023.

The service implementation proposal included increasing the span of service for all of RTD's local routes and increasing the number of trips to provide all-day service for Routes 566 and 576. The proposed changes to Routes 566 and 576 increased the lines' spans (hours) and route miles by more than 25%, which falls under the definition of a major service change in RTD's Title VI Policies. However, a service change is exempt from the definition of a major service change if it is introduced on a temporary basis, lasting no longer than 12 months.

In December of 2022, the RTD Board of Directors approved the proposed service improvements to these two routes for up to 12 months, with continuation of service thereafter predicated on performance of the service and completion and Board approval of an associated Title VI service equity analysis.

On January 22, 2023, RTD began the expanded service on Routes 566 and 576 on a pilot basis. RTD has received many positive comments related to the service improvements on Routes 566 and 576. Ridership has improved since the service was implemented, and Routes 566 and 576 reached 88% and 92%, respectively, of their pre-COVID ridership levels in Fiscal Year (FY) 2024, YTD through August 2024. Based on observations from the Downtown Transit Center (DTC) customer service window, passenger movements have increased for Route 576 after the service improvements were made. Since 2020, customers have submitted comments to the San Joaquin Council of Governments (SJCOC) during its Unmet Transit Needs cycle requesting later and all-day service on Route 566.

Under current Federal Transit Administration (FTA) regulations and Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," implementing Title VI of the Civil Rights Act of 1964 (Title VI guidelines), transit agencies are required to perform a Title VI service equity analysis if a demonstration or pilot project lasts longer than one year and it otherwise qualifies as a major service change under the transit agency's Major Service Change Policy. January 22, 2024 will mark the one-year anniversary of service operation for the expanded and improved Routes 566 and 576. As the changes on Routes 566 and 576 qualify as a major service change under RTD's Major Service Change Policy, RTD is required to conduct a service equity analysis before it can decide to operate Routes 566 and 576 after January 22, 2024.

RTD conducted a service equity analysis in accordance with FTA Circular 4702.1B and RTD Title VI Policies to assess whether the changes to Routes 566 and 576 have a disparate impact on minority populations or disproportionate burden on low-income populations. The analysis concluded that these changes **do not result in a disparate impact to minority populations or disproportionate burden to low-income populations**; rather, the analysis found that minority and low-income populations will disproportionately *benefit* from the service changes. A copy of the Title VI service equity analysis is included in **Attachment A**.

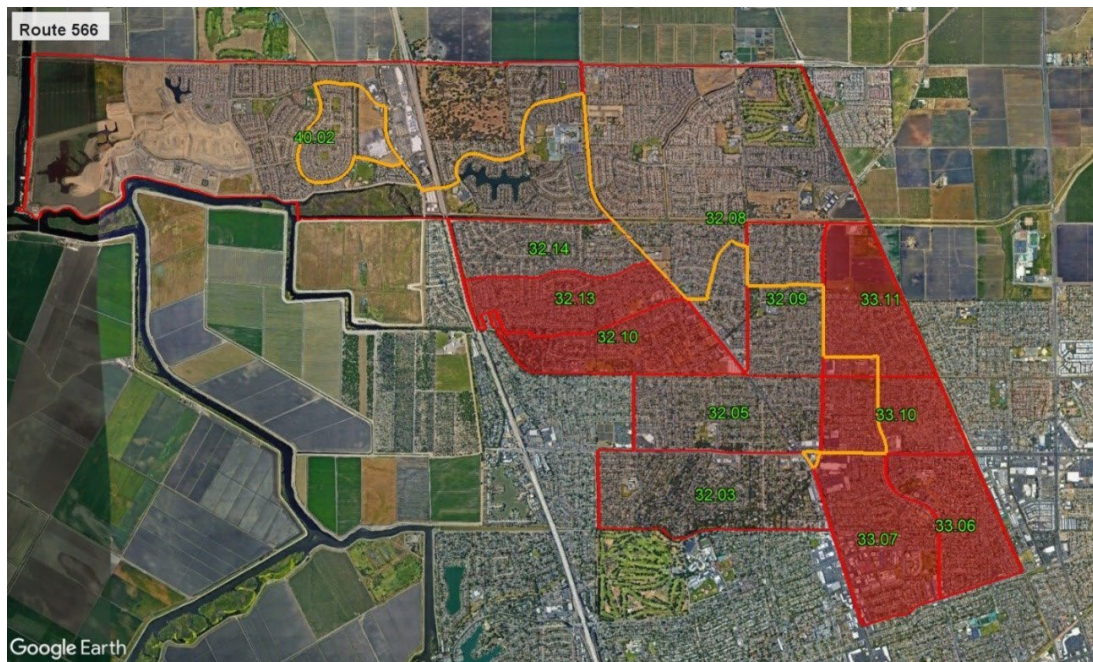
Routes 566 & 576 Descriptions and Improvements

Routes 566 and 576 were the only 500s routes that did not offer all day local service, which was not convenient for passengers who needed to go to work in the morning and return in the evening, go to doctor's appointments in the mid-morning, or otherwise access commercial, educational and retail areas in the City of Stockton.

Route 566 (Figure 1) provides access to the Hammer Transfer Station (HTS), residential areas, grocery stores, and businesses northwest of Hammer Lane; Kennedy Elementary School, Delta Sierra Middle School, and Bear Creek High School, and the Trinity Parkway area. Before the service improvements, it had hourly frequency and only operated two (2) roundtrips in the morning and two and a half (2.5) roundtrips in the afternoon, with approximately a five (5)-hour gap during the day between the morning and afternoon trips. The January 2023 service improvement proposal included additional service to fill the gap in the middle of the day, improving access to shopping areas, medical offices, and commercial corridors along the route.

The route serves twelve (12) census tracts, fifty percent (50%) of which are identified as underserved communities (32.10, 32.13, 33.06, 33.07, 33.10, and 33.11) based on the CalEnviro SB 535 Designation of Disadvantaged Communities.

Figure 1



The referenced census tracts have significant minority and low-income populations that will benefit from having improved options in travel to commercial corridors in the north side of the route, where there is a concentration of businesses and retail stores, including Target, Walmart, and fast-food restaurants that are strong employment generators. Additionally, the route serves the Trinity Parkway area, where there has been increased development of medical offices including the Adventist Health building, which many of our passengers travel to seeking medical care.

Route 576 (Figure 2), also serving the City of Stockton, provides access to the DTC, Eastland Plaza Shopping Center, pharmacies, the Community Medical Center, and several employers and businesses in the area. Before the service improvements, it had hourly frequency and only operated three (3) roundtrips in the morning and six (6) roundtrips in the afternoon, leaving approximately a 3-hour gap during the day between the morning and afternoon trips. The January 2023 service improvement proposal included additional service to fill the gap in the middle of the day, improving access to employment, shopping, doctors' offices, and commercial corridors. All census tracts served by this route (1.00, 5.00, 16.00, and 15.00) are identified as underserved communities based on the CalEnviro SB 535 Designation of Disadvantaged Communities.

Figure 2



Investments in the underserved communities served by both Route 566 and 576 aligns with President Biden's Justice40 Initiative and the San Joaquin Valley Air Pollution District's mission of improving Central Valley residents' health and quality of life.

Staff Recommendation

Based on the information above, staff proposes that the Board of Directors:

1. Approve the expansions and improvements of Routes 566 and 576 as permanent, regular service;
2. Find pursuant to Title VI of the Civil Rights Act of 1964 that adding Routes 566 and 576 as permanent, regular service will not have a disparate impact on minority populations or impose a disproportionate burden on low-income populations; and
3. Approve the attached Title VI service equity analysis of the establishment of Routes 566 and 576 as permanent, regular service.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

V. FINANCIAL CONSIDERATIONS/IMPACT

The required funding for implementing Routes 566 and 576 expansions and improvements as permanent, regular service was included in the FY 2024 RTD Operating Budget and aligns with the goal to return to pre-COVID service levels focusing on Underserved Communities in the City of Stockton.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

Return Routes 566 and 576 to the level of service prior to the January 2023 service implementation. This alternative does not support the goal of restoring pre-COVID levels of service and improving offerings to underserved communities in the City of Stockton.

VIII. ATTACHMENTS

Attachment A: Title VI Service Equity Analysis

Attachment B: Resolution


Prepared by: Dámaris E. Galvan, Planning and Service Development
Director

IX. APPROVALS

Executive Manager Approved:
Ciro Aguirre, COO



Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
Cover Page



Title VI

Service Equity Analysis

November 2023

Table of Contents

Executive Summary	2
Service Equity Analysis Summary	2
Introduction and Background	3
Overview	3
San Joaquin RTD Title VI Policies	4
Major Service Change Policy	4
Disparate Impact (DI) Policy	5
Disproportionate Burden (DB) Policy	5
Outreach and Public Input on Title VI Policies	5
Description of January 2023 Proposed Service Changes	6
Major Service Change Threshold	7
Public Outreach for Major Service Changes to Routes 566 and 576.....	10
Methods	11
Data Sources	11
Methodology	13
Analysis	13
RTD Service Area Demographic Overview	13
Disparate Impact Analysis and Findings	16
Disproportionate Burden Analysis and Findings	17
Conclusion	17

Appendix A	RTD Title VI Policies and Board Meeting Minutes Documenting Approval
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1. Executive Summary

Service Equity Analysis Summary

San Joaquin Regional Transit District (RTD) is the public transit provider for San Joaquin County, operating fixed-route and demand-response transit service in the Stockton Metropolitan Area (SMA) and throughout San Joaquin County.

On January 22, 2023, in alignment with the Next Gen Study and Phased Implementation Plan, RTD implemented service changes to increase the span of service for all the local routes and the number of trips to provide all day service for Routes 566 and 576. The changes to Routes 566 and 576 increased the lines' spans (hours) and route miles by more than 25%, which falls under the definition of a major service change in RTD's Title VI Policies. However, a service change is exempt from the definition of a major service change if it is introduced on a temporary basis, lasting no longer than twelve months.

In December of 2022, the RTD Board of Directors approved service changes to Routes 566 and 576 as a pilot program for up to 12 months with continuation of service thereafter predicated on completion and Board approval of an associated Title VI service equity analysis. Under the current Federal Transit Administration (FTA) regulations and Circular 4702.1B¹, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," transit agencies are required to perform a Title VI service equity analysis if a demonstration or pilot project lasts longer than one year, and it otherwise qualifies as a major service change under the transit agency's Major Service Change Policy. Accordingly, RTD is required to conduct a service equity analysis before it can decide to permanently operate Routes 566 and 576 after January 22, 2024.

This service equity analysis was conducted in accordance with FTA Circular 4702.1B and RTD's Title VI Policies to determine whether the changes to Routes 566 and 576 have a discriminatory impact on Title VI protected minority populations or on low-income populations. The analysis concluded that the changes **do not result in disparate impact to minority populations or disproportionate burden to low-income populations.**

¹ Federal Transit Administration. Circular FTA C 4702.1B. October 1, 2012.
<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf>

2. Introduction and Background

Overview

In August of 2022, the RTD Board of Directors approved the Next Gen Study and Phased Implementation Plan to restore pre-COVID levels of service and expand services in underserved communities. In alignment with these goals, within a phased implementation approach, RTD prepared a service improvement proposal for implementation in January 2023. The proposal included an increase in the span of service for all the local routes and an increase in the number of trips to provide all day service for Routes 566 and 576. In December of 2022, the RTD Board of Directors approved the proposed service improvements to these two routes for up to 12 months with continuation of service thereafter predicated on completion and Board approval of an associated Title VI service equity analysis.

RTD is required to perform a service equity analysis if a demonstration or pilot project lasts longer than one year, and it otherwise qualifies as a major service change under the RTD Major Service Change Policy. The pilot service on Routes 566 and 576 began on January 22, 2023, and January 22, 2024 will mark the one year anniversary of service operation. The proposed changes on Routes 566 and 576 increased the lines' spans (hours) and route miles by more than 25%, which falls under the definition of a major service change in RTD's Title VI Policies.

The required components of Title VI equity analyses are set forth in the Title VI regulations and guidelines, FTA Circular 4702.1B, and RTD's Title VI Policies². In compliance with FTA regulations, FTA Circular 4702.1B, and RTD's Title VI Policies, the below Title VI service equity analysis of Routes 566 and 576 assesses potential discriminatory impacts to minority and low-income riders.

Route 566 provides access to the Hammer Transfer Station (HTS), residential areas, grocery stores, and businesses northwest of Hammer Lane, Bear Creek High School, and Trinity Parkway area. Prior to the COVID-19 pandemic, it had 2.5 roundtrips in the morning and 4.5 roundtrips in the afternoon with approximately 4 hours gap during the day between the morning and afternoon trips. It had 73 average daily boardings pre-COVID. When stay-at-home orders took effect on March 17, 2020, in response to the COVID-19 pandemic, this route was suspended as RTD was operating weekend service only. In August 2020 (FY 2021), it was restored, however, at a reduced service level due to low ridership. RTD reinstated 2 roundtrips in the morning and 2.5 roundtrips in the afternoon with approximately 5 hours gap during the day between the morning and afternoon trips. It had 15 daily average boardings in FY 2021 and gradually increased to 31 daily average boardings in FY 2022 and 45 daily average boardings in the first half of FY2023. In the second half of FY 2023, after the January 2023 service changes, the daily average boardings increased to 64. In FY 2024, YTD through August 2023, the daily average boardings remain approximately the same. Since 2020, customers have submitted

² RTD's Major Service Change Policy, Disparate Impact Policy, and Disproportionate Burden Policy are included in Appendix A.

comments to the San Joaquin Council of Governments (SJCOG) during its Unmet Transit Needs cycle, requesting later and all-day service on Route 566.

Route 576 provides access to the Downtown area, Eastland Plaza Shopping Center, pharmacies, the Community Medical Center, and several employers and businesses in the area. Prior to the COVID-19 pandemic, it had 3.5 roundtrips in the morning and 5.5 roundtrips in the afternoon with approximately 5 hours gap during the day between the morning and afternoon trips. It had 73 average daily boardings pre-COVID. When stay-at-home orders took effect on March 17, 2020, in response to the COVID-19 pandemic, this route was suspended as RTD was operating weekend service only. In August 2020 (FY 2021), the pre-COVID level of service was restored on this route. It had 18 daily average boardings in FY 2021 and gradually increased to 28 daily average boardings in FY 2022 and 31 daily average boardings in the first half of FY 2023. In the second half of FY 2023, after the January 2023 service changes, the daily average boardings increased to 53. In FY 2024, YTD through August 2023, it had 67 daily average boardings.

San Joaquin RTD Title VI Policies

The FTA requires RTD to maintain several policies related to equity and service and fare changes. RTD adopted its Major Service Change Policy, Disparate Impact (DI) Policy and Disproportionate Burden (DB) Policy on January 20, 2023³. These policies set forth the standards used in service and fare equity analyses.

Major Service Change Policy

FTA Circular 4702.1B requires transportation agencies to develop policies to assist in the evaluation of impacts to minority and low-income riders when considering service changes. All changes in service meeting the definition of Major Service Change are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis will be completed for all Major Service Changes and will be presented to the Board for its consideration and included in the subsequent RTD Title VI Program with a record of action taken by the Board.

A Major Service Change is defined as:

- A. For routes with more than 10 roundtrips daily on the affected service day(s): A change to 25% or more of a line's route miles on the affected service day(s). This includes service increases, decreases, and routing changes where route miles are neither increased nor reduced (i.e., re-routes).
- B. For routes with more than 10 roundtrips daily on the affected service day(s): An increase or decrease of 25% or more to a line's span (hours) of service on a daily basis for the day of the week for which a change is made.

³ A copy of the board meeting minutes documenting approval of the Title VI Major Service Change Policy, Disparate Impact Policy, and Disproportionate Burden Policy is included in Appendix A.

- C. For routes with 10 or fewer roundtrips daily on the affected service day(s): Elimination of service on any given day.
- D. A new transit line is established.

The following types of modifications are exempt from the definition of Major Service Change:

- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities), as long as the service will be/has been operated for no more than twelve months.
- Changes to RTD-operated transit services that are replaced by a different trip, mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops served.

Service changes not meeting the thresholds of a Major Service Change are also analyzed and alternatives considered are documented; however, a Service Equity Analysis is not performed.

Disparate Impact (DI) Policy

The Disparate Impact Policy defines measures for determination of potential Disparate Impact on minority populations resulting from Major Service Changes or any change in fares. The policy is applied to both adverse effects and benefits of Major Service Changes or fare changes. In the event of a service reduction, a Disparate Impact occurs when the percentage of impacted minority population in the service area of the line exceeds the percentage of minority population of RTD as a whole by at least 10 percentage points. In the event of a service improvement, a Disparate Impact occurs when the percentage of impacted minority population in the service area of the line is less than the percentage of minority population of RTD as a whole by at least 10 percentage points.

Disproportionate Burden (DB) Policy

The Disproportionate Burden Policy defines measures for determination of potential Disproportionate Burden on low-income populations resulting from Major Service Changes or any change in fares. The policy is applied to both adverse effects and benefits of Major Service Changes or fare changes. In the event of a service reduction, a Disproportionate Burden occurs when the percentage of impacted low-income population in the service area of the line exceeds the percentage of low-income population of RTD as a whole by at least 10 percentage points. In the event of a service improvement, a Disproportionate Burden occurs when the percentage of impacted low-income population in the service area of the line is less than the percentage of low-income population of RTD as a whole by at least 10 percentage points.

Outreach and Public Input on Title VI Policies

RTD performed public outreach from Monday, November 21 through Friday, December 9, 2022, to gather public input regarding the Major Service Change, Disparate Impact, and Disproportionate Burden policies.

Drafts of these policies were made available on RTD's website in both English and Spanish, flyers promoting and soliciting public input were posted on the website and social media, and

email blasts were sent to community stakeholders. There was one comment received, which was not directly relevant to these policies and instead expressed an interest in specific service changes.

Description of January 2023 Proposed Service Changes

In January of 2023, RTD implemented service changes to increase the span of service for all the local routes and increase the number of trips on Routes 566 and 576 to provide all day service. Routes 566 and 576 were implemented as a pilot program. **Table 1** below displays these service improvements.

RTD ridership overall has improved since the January 2023 service implementation, and Routes 566 and 576 ridership has reached 88% and 92%, respectively, of pre-COVID levels.

Before the Board of Directors can approve operation of these improvements on a permanent basis, or continues them beyond the first 12 months, a Title VI equity analysis is required for any major service changes.

Table 1: January 2023 Service Improvements

WEEKDAY	
Route	Description of Change
1	Service hours were extended from approximately 5:30 p.m. to 7:30 p.m. to provide better connections with other routes.
2	
3	
4	
5	
6	
9	Service hours were extended from approximately 6:30 p.m. to 8:30 p.m. to provide better connections with other routes.
510	
515	
520	
525	
545	
555	Service hours were extended from approximately 4:30 p.m. to 8:30 p.m. to provide better connections with other routes. Service extended to fill in the gap in the middle of the day.
566	
576	Service hours were extended from approximately 6:30 p.m. to 7:30 p.m. to provide better connections with other routes. Service extended to fill in the gap in the middle of the day.
578	Service hours were extended from approximately 6:30 p.m. to 8:30 p.m. to provide better connections with other routes.
580	

WEEKEND (Saturday and Sunday)	
Route	Description of Change
43	Routes were extended to operate similar service hours as BRT Metro Express Route 40 during the weekend. Service hours were extended from 6:00 p.m. to at least 7:30 p.m. on most routes.
44	
47	
49	
710	Routes were extended to operate similar service hours as BRT Metro Express routes during the weekend. Service hours were extended from 5:30 p.m. to at least 7:30 p.m. on most routes.
715	
720	
725	
745	

Major Service Change Threshold

A Major Service Change is defined as:

- A. For routes with more than 10 roundtrips daily on the affected service day(s): A change to 25% or more of a line's route miles on the affected service day(s). This includes service increases, decreases, and routing changes where route miles are neither increased nor reduced (i.e., re-routes).
- B. For routes with more than 10 roundtrips daily on the affected service day(s): An increase or decrease of 25% or more to a line's span (hours) of service on a daily basis for the day of the week for which a change is made.
- C. For routes with 10 or fewer roundtrips daily on the affected service day(s): Elimination of service on any given day.
- D. A new transit line is established.

Table 2 compares the revenue miles and span of service (hours) of the July 2022 (previous service implementation) and January 2023 service implementations. The service increase in hours and miles for Routes 566 and 576 meet the RTD definition of major service change. The proposed service changes to the other local routes do not rise to the level of major service changes.

Table 2: Major Service Change Test

Major Service Change Test							
WEEKDAY							
ROUTE	July 2022		January 2023		Percent Change		Qualify as Major Service Change?
	Revenue Miles	Span of Service (Hours)	Revenue Miles	Span of Service (Hours)	Revenue Miles	Span of Service (Hours)	
1	90.81	10.75	103.47	12.7	12%	15%	No
2	137.35	12.24	139.64	12.75	2%	4%	No
3	123.1	11	133.19	12.38	8%	11%	No
4	224.44	10.68	269.19	12.67	17%	16%	No
5	148.03	9.92	179.48	11.67	18%	15%	No
6	119.43	9.42	154.4	11.75	23%	20%	No
9	103.74	11.97	116.08	13.35	11%	10%	No
510	256.88	13.32	303.56	14.98	15%	11%	No
515	144.85	13.51	155.63	14.35	7%	6%	No
520	121.64	13.17	143.76	15.08	15%	13%	No
525	130.68	13.00	140.36	14.13	7%	8%	No
545	130.58	11.35	158.03	13.75	17%	17%	No
555	154.93	12.90	171.55	14.20	10%	9%	No
566	73.62	5.40	177.33	14.02	58%	61%	Yes
576	65.17	7.11	119.6	12.82	46%	45%	Yes
578	137.13	13.3	148	14.52	7%	8%	No
580	138.33	11.87	155.62	13.42	11%	12%	No

WEEKEND (Saturday and Sunday)							
ROUTE	July 2022		January 2023		Percent Change		Qualify as Major Service Change?
	Revenue Miles	Span of Service (Hours)	Revenue Miles	Span of Service (Hours)	Revenue Miles	Span of Service (Hours)	
43	229.19	10.77	240.39	11.32	5%	5%	No
44	283.15	10.82	308.04	11.77	8%	8%	No
47	83.66	10	94.28	11.1	11%	10%	No
49	81.41	10.18	89.3	11.19	9%	9%	No
710	120.59	9	147.38	11.17	18%	19%	No
715	87.32	8.25	107.81	9.97	19%	17%	No
720	74.65	6.62	92.19	7.97	19%	17%	No
725	97.57	8.88	118.73	10.95	18%	19%	No

Public Outreach for Major Service Changes to Routes 566 and 576

RTD performed the following outreach regarding the proposed service improvements on Routes 566 and 576:

- Outreach at community centers from Monday, September 12, 2022 to Tuesday, September 20, 2022
- On-board outreach from Tuesday, November 1, 2022 to Thursday, November 10, 2022
- Public Hearing on Thursday, November 17, 2022
- Promotion of the service improvements on its websites and social media (Facebook and Twitter) from Tuesday, November 1, 2022 to Sunday, January 22, 2023
- Press release on Wednesday, January 18, 2023



PRESS RELEASE

Contact: Maximilian Cao
PressRelease@sjRTD.com
(209) 467-6628

FOR IMMEDIATE RELEASE
January 18, 2023

RTD Continues to Extend and Restore Service on January 22

Stockton, CA—Effective Sunday, January 22, San Joaquin Regional Transit District (RTD) is continuing its commitment to restoring service to many of its routes and extending service hours for more convenient connections with other routes.

"The restoration and extension of services are an important step forward as we strive to rebuild a reliable and efficient transit system for our customers in a post-pandemic environment," said RTD CEO Alex Clifford. "RTD remains committed to ensuring equitable access to public transit, providing quality service, and addressing the needs of our community."

Notable improvements are as follows:

- **BRT Express Routes 43, 44, 47, and 49** will extend service hours to approximately 7:30 p.m. to mirror BRT Express 40 on the weekends
- **BRT Express Route 47** will add a new bus stop at Commerce Street and Steamboat Landing.
- **Metro Hopper Routes 1 through 9** will extend service hours to approximately 7:30 p.m. for more convenient connections with other routes
- **Local Routes 510, 515, 520, 525, 545, 555, 578, and 580** will extend services hours to approximately 8:30 p.m. more convenient connections with other routes
- **Local Routes 566, 576, and 578** will extend service hours to approximately 7:30 p.m. with additional service to fill in gaps in the middle of the day
- **County Hopper Routes 90, 91, 93, 95, and 97** service hours will be fully restored to pre-pandemic levels
- **Commuter Routes 150 and 163** service hours will be fully restored to pre-pandemic levels

A complete list of service changes is available at [sjRTD.com/service-changes](https://www.sjRTD.com/service-changes).

San Joaquin Regional Transit District (RTD) is the regional transit provider for San Joaquin County. RTD's mission is to provide a safe, reliable, and efficient transportation system for the region. For more information visit [sjRTD.com](https://www.sjRTD.com), follow RTD on [Facebook](#) and [Twitter](#), or call (209) 943-1111.

San Joaquin Regional Transit District • 421 East Weber Avenue • Stockton, CA 95202
(209) 943-1111 • (209) 948-8516 [fax] • www.sjRTD.com

Service Equity Analysis San Joaquin Regional Transit District

Since Routes 566 and 576 service improvements were implemented on a temporary basis, RTD has received many positive comments related to the service. RTD also received many supportive comments from the public hearing, on-board outreach, and community centers outreach.

3. Methods

FTA Circular 4702.1B requires transportation agencies to develop policies to assist in the evaluation of impacts to minority and low-income riders when considering service and fare changes. When evaluating service and fare changes for Disparate Impact, RTD analyzes the effects on minority riders or populations as compared to non-minority riders or populations. When evaluating service and fare changes for Disproportionate Burden, RTD analyzes the potential effects on low-income riders or populations.

Data Sources

According to FTA Circular 4702.1B, RTD may decide whether to use ridership or population data based on data availability and reliability.

This analysis uses population data (at the census tract level) rather than ridership data because the service improvements have been designed to serve existing riders and attract new potential riders. Focusing on ridership would not sufficiently account for the new populations served. Use of census tracts rather than blocks aligns with the 2023 RTD Title VI Program that utilizes census tracts for identifying minority and low-income routes.

For this analysis, the primary data source was the U.S. Census Bureau 2021 American Community Survey (ACS) five-year estimates.

The RTD service area is in San Joaquin County. Total population, minority population, and low-income population of all census tracts within San Joaquin County were used to determine the percentages of minority and low-income.

**Service Equity Analysis
San Joaquin Regional Transit District**

For the Disparate Impact (minority) analysis, staff used the ACS Table B03002 to determine the percentage of minority population for the service area of a route, focusing on the total population and minority population of all census tracts that intersect a quarter-mile radius of the route bus stops. Minority population was total population minus the population that identify as both “non-Hispanic or Latino” and “White alone.” **Table 3** displays the minority and non-minority population of San Joaquin County.

Table 3

Minority and Non-Minority Population				
San Joaquin County Total Population	San Joaquin County Minority Population	San Joaquin County Non-Minority Population	San Joaquin County Minority Population Percent	San Joaquin County Non-Minority Population Percent
771,406	543,209	228,197	70.4%	29.6%

For the Disproportionate Burden (low-income) analysis, the ACS table utilized was Table S1701, “Poverty Status in the Past 12 Months.” To determine the percentage of low-income population for the service area of a route, staff used the total population and low-income population of all census tracts that intersect a quarter-mile radius of the route bus stops. Poverty determination was based on the income threshold established by the US Census Bureau for the 2021 ACS 5-year estimates for 150% of federal poverty level which is generally consistent with the poverty level threshold used in RTD’s 2021 On-board Passenger Survey. **Table 4** displays the low-income and non-low-income population of San Joaquin County.

Table 4

Low-Income and Non-Low-Income population				
San Joaquin County Total Population	San Joaquin County Low-Income Population	San Joaquin County Non-Low-Income Population	San Joaquin County Low-Income Population Percent	San Joaquin County Non-Low-Income Population Percent
771,406	172,913	598,493	22.4%	77.6%

Methodology

RTD used the following methodology to determine whether the service changes to Routes 566 and 576 would result in a potential disparate impact on minority populations or disproportionate burden on low-income populations.

1. Identify the routes that meet the RTD major service change threshold.
2. Calculate the percentage minority and low-income population for the RTD service area.
3. Determine the Disparate Impact and Disproportionate Burden thresholds.
 - a. In the event of a service reduction, a Disparate Impact occurs when the percentage of impacted minority population in the service area of the line exceeds the percentage of minority population of RTD as a whole by at least 10 percentage points. In the event of a service improvement, a Disparate Impact occurs when the percentage of impacted minority population in the service area of the line is less than the percentage of minority population of RTD as a whole by at least 10 percentage points.
 - b. In the event of a service reduction, a Disproportionate Burden occurs when the percentage of impacted low-income population in the service area of the line exceeds the percentage of low-income population of RTD as a whole by at least 10 percentage points. In the event of a service improvement, a Disproportionate Burden occurs when the percentage of impacted low-income population in the service area of the line is less than the percentage of low-income population of RTD as a whole by at least 10 percentage points.
4. Compare the percentage of low-income and minority populations on the affected routes to the percentage of low-income and minority populations for the RTD system as a whole. Apply the policy thresholds to the comparisons to identify whether there is a Disparate Impact and/or Disproportionate Burden.

4. Analysis

RTD Service Area Demographic Overview

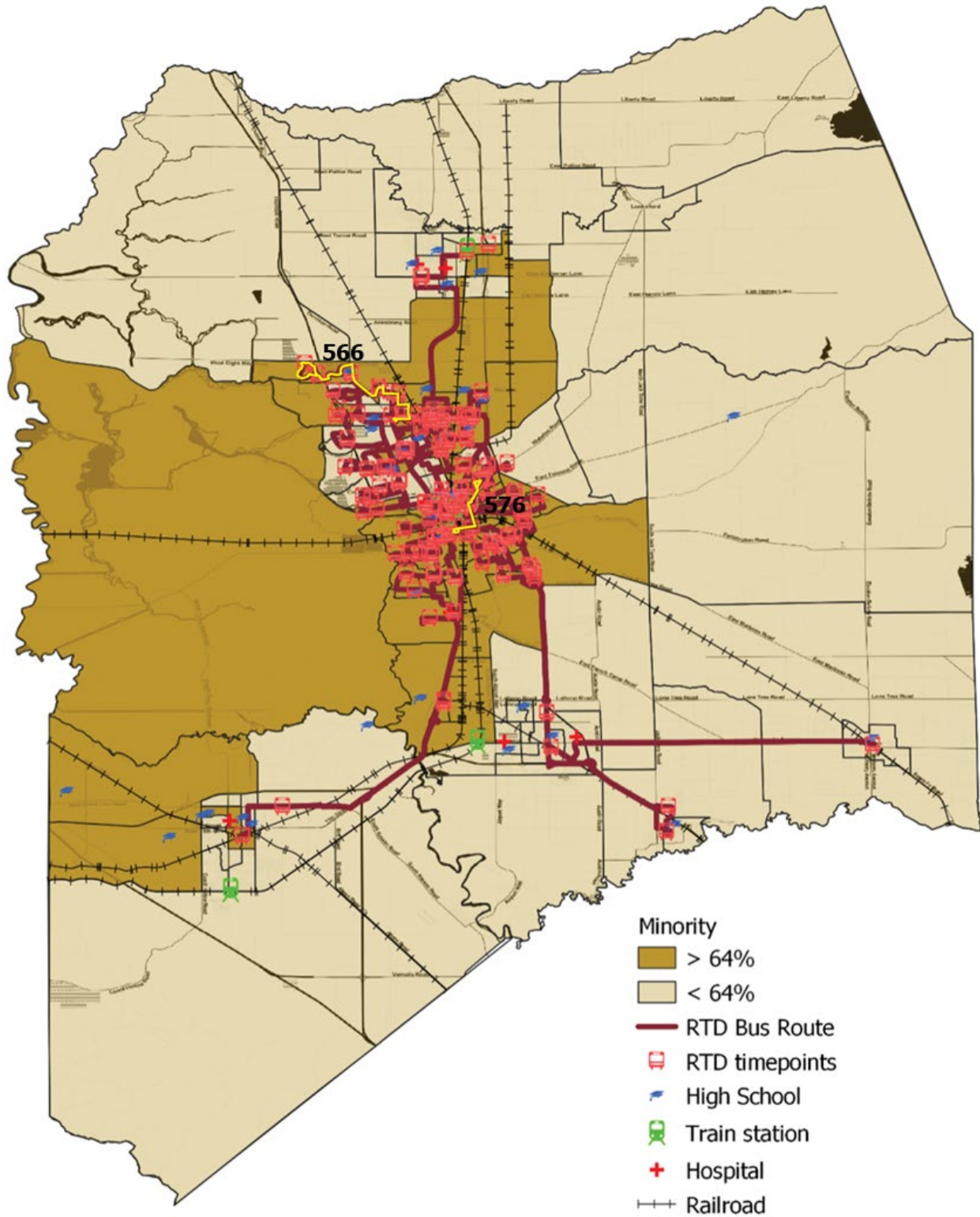
The RTD service area is defined as San Joaquin County. Of the approximately 771,406 service area residents, 70.4% are minority and 31.6% are low-income.

Figure 1 displays RTD's service area with minority census tracts and **Figure 2** displays RTD's service area with low-income census tracts.

Notes: These maps are from RTD's Title VI Program. The minority and low-income data used for these maps is from the U.S. Census Bureau 2019 American Community Survey (ACS) five-year estimates instead of the U.S. Census Bureau 2021 American Community Survey (ACS) five-year estimates. This is why the minority and low-income percentages are slightly different from what they appear in this study.

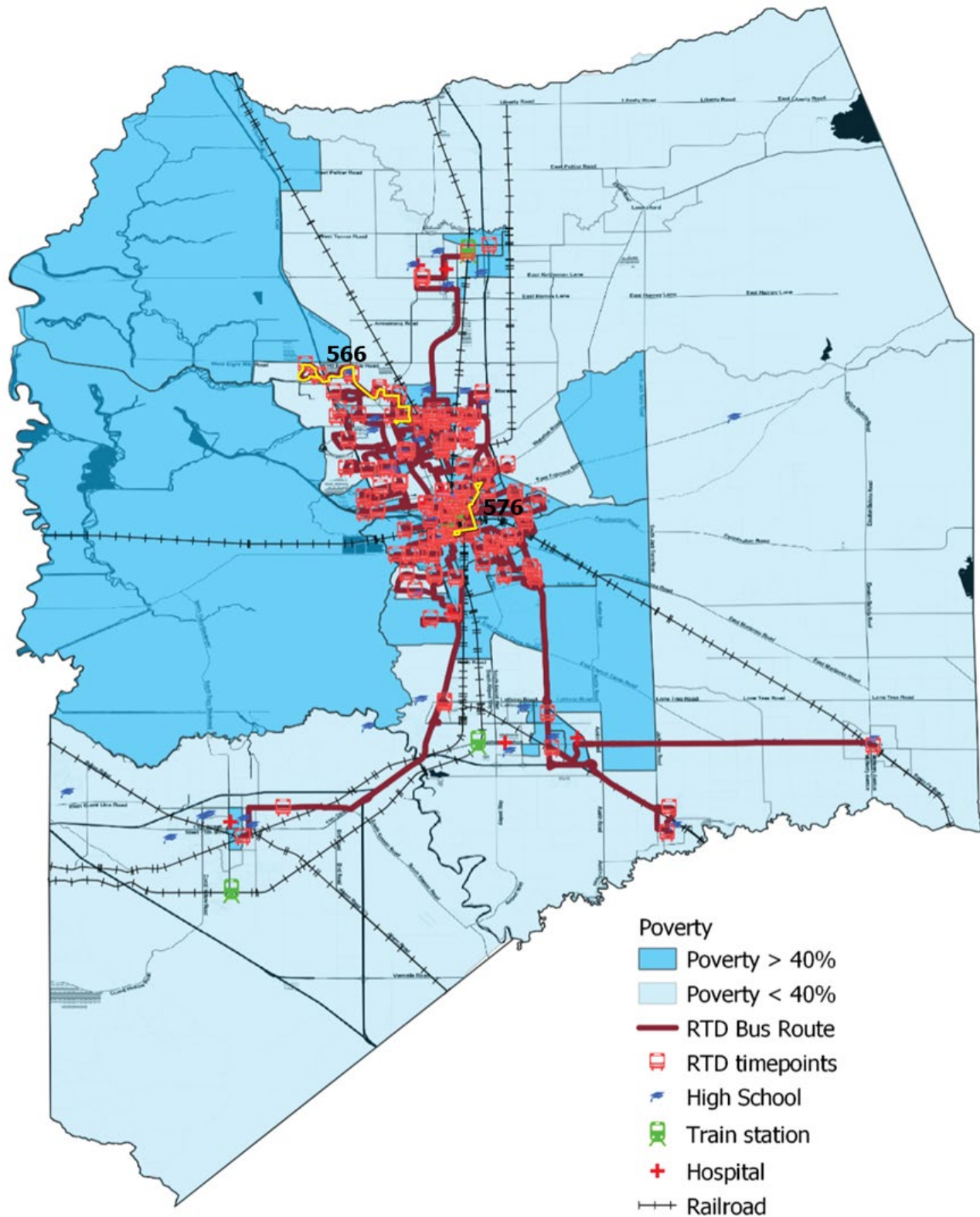
Service Equity Analysis
San Joaquin Regional Transit District

Figure 1: Minority Population of San Joaquin County



Service Equity Analysis
San Joaquin Regional Transit District

Figure 2: Low-Income Population of San Joaquin County



Disparate Impact Analysis and Findings

Table 5 presents the findings from the Disparate Impact Analysis for Routes 566 and 576. For each route, RTD determined the total impacted population, the total impacted minority population, and the percentage of impacted minority populations living in the census tracts that are within a quarter-mile radius of all the route bus stops. As the proposed Major Service Change is an *improvement* in service, a disparate impact will be found if the population benefiting from the changes has a higher concentration of non-minority people than in the service area as a whole by 10% or more. The analysis shows that the changes to these routes do not result in a disparate impact on minority populations; rather, minority populations will disproportionately benefit from the improvements to Routes 566 and 576.

Table 5: Disparate Impact Analysis Findings

Impacted Route	Total Population	Minority Population	Non-Minority	Impacted Minority Population Percent	Service Area Minority Population	Conclusion
566	68,645	52,048	16,597	75.8%	70.4%	No DI (Minority population will disproportionately benefit from the change)
576	25,712	23,192	2,520	90.2%	70.4%	No DI (Minority population will disproportionately benefit from the change)

Disproportionate Burden Analysis and Findings

Table 6 presents the findings from the Disproportionate Burden Analysis for Routes 566 and 576. For each route, RTD determined the total impacted population, the total impacted low-income population, and the percentage of impacted low-income populations living in the census tracts that are within a quarter-mile radius of all the route bus stops. As the proposed Major Service Change is an *improvement* in service, a disproportionate burden will be found if the population benefiting from the changes has a higher concentration of non-low-income people than in the service area as a whole by 10% or more. The analysis shows that the changes to these routes do not result in a disproportionate burden on low-income populations; rather, low-income populations will disproportionately benefit from the improvements to Routes 566 and 576.

Table 6: Disproportionate Burden Analysis Findings

Impacted Route	Total Population	Low-Income Population	Non-Low-Income Population	Impacted Low-Income Population Percent	Service Area Low-Income Population	Conclusion
566	67,531	17,686	49,845	26.2%	22.4%	No DB (Low-Income population will disproportionately benefit from the change)
576	25,247	12,626	12,621	50.0%	22.4%	No DB (Low-Income population will disproportionately benefit from the change)

5. Conclusion

Based on the analysis described above, continuation of the January 2023 major service changes (improvements) for Routes 566 and 576 will not result in a disparate impact on minority communities nor a disproportionate burden on low-income communities; rather, the proposed service changes will disproportionately benefit minority and low-income communities.

Appendix A:

RTD Title VI Policies and Board Meeting Minutes Documenting Approval



LEAD STAFF: DAMARIS GALVAN, SERVICE DEVELOPMENT MANAGER

I. RECOMMENDED ACTION:

Consideration by the Board of Directors to approve revisions to San Joaquin Regional Transit District (RTD)'s Major Service Change (MSC), Disparate Impact (DI), and Disproportionate Burden (DB) Policies.

II. SUMMARY:

- RTD's previous MSC Policy dated June 19, 2020, was revised to be consistent with Federal Transit Administration (FTA) Title VI guidance.
- Staff has prepared the DI and DB Policies to comply with FTA Title VI guidance.
- Public outreach was performed to gather public input on these policies during the months of November 2022 and December 2022.
- Staff recommends approving these policies as outlined in Attachment A.

III. DISCUSSION/BACKGROUND

As per FTA's Circular 4702.1B, transit agencies with 50 or more fixed route vehicles in peak service in large, urbanized areas (over 200,000 in population) shall develop written MSC, DI and DB policies. These policies guide the evaluation of service changes that exceed the transit provider's major service change threshold, as well as all fare changes, prior to approval. This evaluation, also referred to as an Equity Analysis, is designed to determine whether service or fare changes will have a discriminatory impact based on race, color, or national origin.

RTD's current MSC Policy requires revisions to be consistent with FTA guidance. Staff also has developed new DI and DB policies to meet the requirements of FTA Circular 4702.1B.

The updated MSC policy reflects the following changes:

- Current RTD policy describes "major service changes" as only service reductions, while FTA regulations require the MSC Policy to cover service increases and reductions. This is addressed in the revised policy.
- The MSC Policy defines major service changes as those increasing or decreasing a route's service span or mileage by 25% or more, including establishing or eliminating an entire route.
- RTD's current MSC Policy states that emergency service changes are exempt from an equity analysis and a public hearing unless they last more than 180 days. The revised policy changes the timeframe to 12 months for introduction or discontinuation of limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities). This change aligns with FTA requirements.

The new DI Policy will be used for analyzing the effect of fare or major service changes on minority populations, which the DB Policy will be used to analyze the effect of such changes on low-income populations. In both cases, thresholds are set at 10% for changes to a single route and 15% for changes to more than one route.

FTA does not particularly specify thresholds for these policies; however, the FTA recommendation is to establish thresholds that are reasonable. Though low-income status is not a protected class under Title VI of the Civil Rights Act of 1964, the FTA still requires transit providers to evaluate if proposed service and fare changes may adversely affect low-income populations.

Outreach and Public Input

RTD Service Development and Marketing Staff performed public outreach from Monday, November 21 through Friday, December 9, 2022 to gather public input regarding the MSC, DI, and DB Policies.

Current policies and drafts of proposed MSC, DI and DB policies were made available on RTD's website in both English and Spanish, flyers promoting and soliciting public input were posted on the website and social media, and email blasts were sent to community stakeholders. There was one comment received which was not directly relevant to these policies and instead expressed an interest in specific service changes.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Priorities 2, 3, 4, and 5. Strategic Priorities:

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

V. FINANCIAL CONSIDERATIONS/IMPACT

This action will not have an impact on the budget.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

The alternative of not approving these policies is not recommended as it will not align with FTA guidance on Title VI.

VIII. ATTACHMENTS

Attachment A: Title VI Policies: Major Service Change, Disparate Impact, and Disproportionate Burden (English Version)

Attachment B: Title VI Policies: Major Service Change, Disparate Impact, and Disproportionate Burden (Spanish Version)

Attachment C: We-Need-Your-Input Flyer

Attachment D: Resolution

Prepared by: Dámaris Galvan, Service Development Manager

IX. APPROVALS

Executive Manager Approved:
Ciro Aguirre, COO

Financial Impact Approved:
Robert Kyle, CFO

Alex Clifford, CEO

Three handwritten signatures are present on the right side of the page, each on a horizontal line. The top signature is in red ink, the middle one is in black ink, and the bottom one is in blue ink. The signatures are stylized and cursive.



**TITLE VI POLICIES
MAJOR SERVICE CHANGE
DISPARATE IMPACT
DISPROPORTIONATE BURDEN**

TITLE VI POLICIES
SAN JOAQUIN REGIONAL TRANSIT DISTRICT

I. Background

Title VI (codified at 42 U.S.C. § 2000 et seq.) was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities.

In order to comply with the Federal Transit Administration's (FTA) Title VI Circular 4702.1B requirements, the San Joaquin Regional Transit District (RTD) is required to create and adopt Major Service Change, Disparate Impact, and Disproportionate Burden Policies. These policies are used during the planning process to evaluate the impact of major service and fare changes on minority and low income passengers.

In the development of these policies, RTD was also required to seek input from the community, including low-income, minority, and limited English proficient populations, which are traditionally under-represented in the transit decision-making process.

II. Major Service Change Policy

FTA Circular 4702.1B requires transportation agencies to develop policies to assist in the evaluation of impacts to minority and low-income riders when considering service changes.

All changes in service meeting the definition of Major Service Change are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis will be completed for all Major Service Changes and will be presented to the Board for its consideration and included in the subsequent RTD Title VI Program with a record of action taken by the Board.

A **Major Service Change** is defined as:

- A. For routes with more than 10 roundtrips daily on the affected service day(s): A change to 25% or more of a line's route miles on the affected service day(s). This includes service increases, decreases, and routing changes where route miles are neither increased nor reduced (i.e., re-routes);
- B. For routes with more than 10 roundtrips daily on the affected service day(s): An increase or decrease of 25% or more to a line's span (hours) of service on a daily basis for the day of the week for which a change is made;
- C. For routes with 10 or fewer roundtrips daily on the affected service day(s): Elimination of service on any given day;
- D. A new transit line is established.

The following types of modifications are exempt from the definition of Major Service Change:

- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities), as long as the service will be/has been operated for no more than twelve months.
- Changes to RTD-operated transit services that are replaced by a different trip, mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops served.

Service changes not meeting the thresholds of a Major Service Change are also analyzed and alternatives considered are documented; however, a Service Equity Analysis is not performed.

III. Equity Analysis

FTA Circular 4702.1B requires transportation agencies to develop policies to assist in the evaluation of impacts to minority and low-income riders when considering service and fare changes (including fare increases, fare decreases, and introduction or elimination of fare media or types).

When evaluating service and fare changes for Disparate Impact, RTD analyzes the effects on minority riders or populations as compared to non-minority riders or populations.¹ When evaluating service and fare changes for Disproportionate Burden, RTD analyzes the potential effects on low-income riders or populations.

A. Disparate Impact Policy

In the course of performing a Title VI Equity Analysis for possible Disparate Impact, RTD will analyze how the proposed Major Service Change or fare change action could impact minority populations, as compared to non-minority populations. "Minority" is defined as all persons who identify as being part of racial/ethnic groups besides white, non-Hispanic.

In the event the proposed action has an adverse impact that affects protected populations more than other populations at a level that exceeds the benchmarks established in the adopted Disparate Impact Policy, or that restricts the benefits of the service change to protected populations, the finding would be considered as a potential Disparate Impact. Given a potential Disparate Impact, RTD will evaluate whether there is an alternative that would serve the same objectives and with a more equitable impact. Otherwise, RTD will take measures to minimize or mitigate the adverse impact of the proposed action.

¹ Staff may decide whether to use ridership or census data based on data availability and reliability.

The Disparate Impact Policy defines measures for determination of potential Disparate Impact on minority populations resulting from Major Service Changes or any change in fares. The policy is applied to both adverse effects and benefits of Major Service Changes. Adverse effects of service changes are defined as:

- A. A decrease in the level of transit service (span in days and/or hours, and/or frequency); and/or
- B. A decrease in the number of service miles.

The determination of Disparate Impact associated with service changes is defined separately for impacts of changes on an individual line, and for system-level impacts of changes on more than one line, as well as for both service reductions and service improvements.

- A. In the event of potential adverse effects resulting from service reductions:
 - i. A Major Service Change to a single line will be considered to have a potential Disparate Impact if the percentage of impacted minority population in the service area of the line exceeds the percentage of minority population of RTD as a whole by at least 10 percentage points (e.g., 20 percent compared to 30 percent).
 - ii. To determine the system-wide impacts of Major Service Change reductions on more than one line that result in decreased levels of service on all impacted routes, the percentage of the RTD's minority population that is impacted is compared to the percentage of the RTD's non-minority population that is impacted. If the percentage of the minority population impacted is at least 15 percent greater than the percentage of the non-minority population impacted (e.g., 25 percent compared to 10 percent), the overall impact of changes will be considered disparate.
- B. In the event of service improvements:
 - i. A Major Service Change to a single line will be considered to have a potential Disparate Impact if the percentage of impacted minority population in the service area of the line is less than the percentage of minority population of RTD as a whole by at least 10 percentage points (e.g., 20 percent compared to 30 percent).
 - ii. To determine the system-wide impacts of Major Service Change improvements on one or more routes, the percentage of the RTD's minority population that is impacted is compared to the percentage of the RTD district's non-minority population that is impacted. If the percentage of the minority population impacted is at least 15 percent less than the percentage of the non-minority population impacted (e.g., 8 percent compared to 23 percent), the overall impact of changes will be considered disparate.

- C. Additional considerations to complement the quantitative Disparate Impact analysis above may include evaluating impacts to accessing employment, education, food, or healthcare for minority populations.

Upon determination of Disparate Impact, RTD will either:

1. Alter the service proposal to avoid, minimize, or mitigate potential Disparate Impacts; or
2. Provide a substantial legitimate justification for keeping the proposal as-is, and show that there are no alternatives that would have a less Disparate Impact on minority riders but would still accomplish the project or program goals.

B. Disproportionate Burden Policy

In the course of performing a Title VI Equity Analysis for possible Disproportionate Burden, RTD will evaluate the potential effects on low-income riders or populations. Low-income is defined as at or below the U.S. Department of Health and Human Services poverty guidelines.

The analysis for determining potential Disproportionate Burden is identical to the analysis used to determine potential Disparate Impact but compares low-income and higher income populations rather than minority and non-minority populations.

IV. Public Notification Process

Public outreach regarding Major Service Changes will be handled in accordance with the RTD Public Participation Plan.



**POLÍTICAS DEL TÍTULO VI
CAMBIO MAYOR EN EL SERVICIO
IMPACTO DESIGUAL
CARGA DESPROPORCIONADA**

POLÍTICAS DEL TÍTULO VI
DISTRITO REGIONAL DE TRÁNSITO DE SAN JOAQUIN

I. Antecedentes

El Título VI (codificado en 42 U.S.C. § 2000 et seq.) fue promulgado como parte de la histórica Ley de Derechos Civiles de 1964. Prohíbe la discriminación por motivos de raza, color y origen nacional en programas y actividades.

Para cumplir con los requisitos de la Circular 4702.1B del Título VI de la Administración Federal de Tránsito (FTA, por sus siglas en inglés), el Distrito Regional de Tránsito (RTD, por sus siglas en inglés) de San Joaquín debe crear y adoptar políticas de cambios mayores en el servicio, impacto desigual y carga desproporcionada. Estas políticas se utilizan durante el proceso de planificación para evaluar el impacto de los principales cambios en el servicio y las tarifas en los pasajeros de minorías y de bajos ingresos.

En el desarrollo de estas políticas, es el deber de RTD buscar los aportes de la comunidad, incluyendo a las poblaciones de bajos ingresos, minorías y con dominio limitado del inglés, que tradicionalmente están subrepresentadas en el proceso de toma de decisiones de tránsito.

II. Política de Cambio Mayor en el Servicio

La Circular FTA 4702.1B requiere que las agencias de transporte desarrollen políticas para apoyar la evaluación de los impactos en pasajeros que pertenecen a minorías y pasajeros de bajos ingresos al considerar cambios en el servicio.

Todos los cambios en el servicio que cumplan con la definición de Cambio Mayor en el Servicio están sujetos a un Análisis de Equidad del Título VI antes de la aprobación del cambio en el servicio por parte de la Junta Directiva. Se completará un Análisis de Equidad del Título VI para todos los Cambios Mayores en el Servicio y se presentará a la Junta Directiva para su consideración y se incluirá en el Programa del Título VI de RTD subsiguiente, con un registro de las medidas tomadas por la Junta Directiva.

Un **Cambio Mayor en el Servicio** se define como:

- A. Para rutas con más de 10 viajes diarios de ida y vuelta en el(los) día(s) de servicio afectado(s): Un cambio al 25% o más de las millas en ruta de una línea en el(los) día(s) de servicio afectado(s). Esto incluye aumentos, disminuciones y cambios de ruta del servicio donde las millas de la ruta no aumentan ni se reducen (es decir, cambios de ruta);
- B. Para rutas con más de 10 viajes diarios de ida y vuelta en el(los) día(s) de servicio afectado(s): Un aumento o disminución del 25% o más en la duración diaria (horas) del servicio de una línea para el día de la semana para el cual se hace el cambio;

- C. Para rutas con 10 o menos viajes diarios de ida y vuelta en el(los) día(s) de servicio afectado(s): Eliminación del servicio en cualquier día dado;
- D. Se establece una nueva línea de tránsito.

Los siguientes tipos de modificaciones están exentos de la definición de Cambio Mayor en el Servicio:

- La introducción o interrupción de un servicio a corto plazo o de duración limitada (i.e., servicio promocional, de demostración, estacional o de emergencia, o servicio proporcionado como mitigación o desvío debido a construcción u otras actividades similares), siempre que el servicio sea o haya sido operado por no más de doce meses.
- Cambios en los servicios de tránsito operados por RTD que son reemplazados por un viaje, modo u operador diferente que brinda un servicio con los mismos o mejores avances, tarifas, opciones de transferencia, amplitud de servicio y paradas servidas.

Los cambios de servicio que no alcanzan los umbrales de un Cambio Mayor del Servicio también se analizan, y se documentan las alternativas consideradas; sin embargo, no se necesita realizar un Análisis de Equidad de Servicio.

III. Análisis de Equidad Política de Impacto Desigual

La Circular 4702.1B de la FTA requiere que las agencias de transporte desarrollen políticas para ayudar en la evaluación de los impactos en los pasajeros de minorías y de bajos ingresos al considerar cambios en el servicio y las tarifas (incluidos los aumentos de tarifas, las reducciones de tarifas y la introducción o eliminación de medios o tipos de tarifas).

Al evaluar cambios en el servicio y de tarifas, para identificar Impactos Desiguales, RTD analiza los efectos en los pasajeros o poblaciones de minorías en comparación con los pasajeros o poblaciones que no pertenecen a minorías.¹ Al evaluar los cambios en el servicio y de tarifas para identificar Cargas Desproporcionadas, RTD analiza los efectos en los pasajeros o poblaciones de bajos ingresos.

A. Política de Impacto Desigual

En el transcurso de la preparación de un Análisis de Equidad del Título VI para evaluar un posible impacto desigual, RTD analizará cómo el Cambio Mayor de Servicio propuesto ó el cambio de tarifa podría afectar a las poblaciones minoritarias, en comparación con las poblaciones no minoritarias. "Minoría" se define como todas las personas que se identifican como parte de grupos raciales/étnicos además de blancos, no hispanos.

¹ El personal de RTD podrá decidir usar estadísticas de los pasajeros o del censo en función de la disponibilidad y confiabilidad de las estadísticas.

En caso de que la acción propuesta tenga un impacto adverso que afecte a las poblaciones protegidas más que a otras poblaciones a un nivel que exceda los puntos de referencia establecidos en la Política de Impacto Desigual adoptada, o que limite los beneficios del cambio de servicio a las poblaciones protegidas, el resultado sería considerado como un posible impacto desigual. Dado un posible impacto desigual, RTD evaluará si existe una alternativa que sirva los mismos objetivos y con un impacto más equitativo. De lo contrario, RTD tomará medidas para minimizar o mitigar el impacto adverso de la acción propuesta.

La Política de Impacto Desigual define medidas para la determinación del posible Impacto Desigual en las poblaciones minoritarias como resultado de Cambios Mayores en el Servicio o cualquier cambio en las tarifas. La política se aplica tanto a los efectos adversos como a los beneficios de los cambios importantes en el servicio. Los efectos adversos de los cambios en el servicio se definen como:

- A. Una disminución en el nivel del servicio de tránsito (duración en días y/u horas, y/o frecuencia); y/o
- B. Una disminución en el número de millas de servicio.

La determinación del Impacto Desigual asociado con los cambios en el servicio se define por separado para los impactos de los cambios en una línea individual y para los impactos a nivel del sistema de los cambios en más de una línea, así como para las reducciones y mejoras del servicio.

- A. En caso de posibles efectos adversos resultantes de las reducciones del servicio:
 - i. Se considerará que un Cambio Mayor en el Servicio en una sola línea tiene un posible Impacto Desigual si el porcentaje de población minoritaria afectada en el área de servicio de la línea supera el porcentaje de población minoritaria de RTD en su conjunto en al menos 10 puntos porcentuales (por ejemplo, 20 por ciento en comparación con 30 por ciento).
 - ii. Para determinar los impactos en todo el sistema de las reducciones de cambios importantes en el servicio en más de una línea que dan como resultado una disminución de los niveles de servicio en todas las rutas afectadas, el porcentaje de la población minoritaria de RTD que se ve afectada se compara con el porcentaje de la población no minoritaria de RTD que se ve afectada. Si el porcentaje de la población minoritaria afectada es al menos un 15 por ciento mayor que el porcentaje de la población no minoritaria afectada (por ejemplo, el 25 por ciento en comparación con el 10 por ciento), el impacto general de los cambios se considerará desigual.
- B. En el caso de mejoras en el servicio:
 - i. Se considerará que un Cambio Mayor en el Servicio en una sola línea tiene un posible Impacto Desigual, si el porcentaje de la población minoritaria afectada en el área de servicio de la línea es menor que el porcentaje de la población minoritaria de RTD en su conjunto en al menos 10 puntos porcentuales. (por ejemplo, 20 por ciento en comparación con 30 por ciento).

- ii. Para determinar los impactos en todo el sistema de las mejoras de Cambios Mayores en el Servicio que representan una mejora, en más de una línea, el porcentaje de la población minoritaria de RTD que se ve afectada se compara con el porcentaje de la población no minoritaria del distrito RTD. Si el porcentaje de la población minoritaria afectada es al menos un 15 por ciento menor que el porcentaje de la población no minoritaria afectada (por ejemplo, el 8 por ciento en comparación con el 23 por ciento), el impacto general de los cambios se considerará desigual.
- C. Para complementar el análisis cuantitativo de Impacto Desigual descrito anteriormente, se pueden tener en cuenta consideraciones adicionales que pueden incluir la evaluación de los impactos en el acceso al empleo, la educación, los alimentos ó a la atención médica para las poblaciones minoritarias.

Luego de la determinación de un Impacto Desigual, RTD:

1. Alterará la propuesta de cambio de servicio para evitar, minimizar ó mitigar el posible Impacto Desigual; ó
2. Proporcionará una justificación sustancial para mantener la propuesta tal como es y mostrar que no hay alternativas que tendrían un Impacto Desigual menor en los pasajeros de minorías pero que de todos modos lograrían los objetivos del proyecto o programa.

IV. Política de Carga Desproporcionada

En el transcurso de la preparación de un Análisis de Equidad del Título VI para evaluar posible Carga Desproporcionada, RTD evaluará los posibles efectos en pasajeros o poblaciones de bajos ingresos. Bajos ingresos se definen como los ingresos que son iguales o inferiores a los niveles de pobreza establecidos por el Departamento de Salud y Servicios Humanos de los Estados Unidos.

V. Proceso de Notificación Pública

El alcance a la comunidad con respecto a los Cambios Mayores en el Servicio se realizarán de acuerdo con el Plan de Participación Pública de RTD.

RTD NEEDS YOUR INPUT!



Major Service Change (MSC), Disparate Impact (DI), and Disproportionate Burden (DB) Policies Update

FTA Circular 4702.01B, regarding Title VI, require transportation agencies to develop policies to assist in the evaluation of impacts to minority and low-income riders when considering service and fare changes. Disparate Impact analysis evaluates effects on minority riders, while Disproportionate Burden analysis evaluates potential effects on low-income riders.

RTD is in the process of updating its current Major Service Change, Disparate Impact, and Disproportionate Burden Policies and would like your input. The current policies and drafts of the revised policies are available on RTD's website at [sjRTD.com/title-vi/](https://www.sjRTD.com/title-vi/)

Please provide your comments by December 9, 2022 using the following methods:

Electronic:

E-mail: comments@sjRTD.com

Phone: (209) 467-6625

Fax: (209) 948-8516

In-person:

Downtown Transit Center

421 East Weber Avenue

Stockton, CA 95202

Mail:

San Joaquin RTD

Service Development Dept.

421 East Weber Avenue

Stockton, CA 95202

(209) 943-1111 / Free language assistance / Asistencia lingüística gratuita / ជំនួយភាសាឥតគិតថ្លៃ /
ช่วยเหลือภาษา / Muaj kev pab txhais lus pub dawb / Libreng tulong sa wika / Hỗ trợ ngôn ngữ miễn phí



Attachment D
Cover Page

RESOLUTION NO. ____
DATED: JANUARY 20, 2023

RESOLUTION APPROVING SAN JOAQUIN REGIONAL TRANSIT DISTRICT'S REVISED
MAJOR SERVICE CHANGE, DISPARATE IMPACT AND DISPROPORTIONATE BURDEN
POLICIES

WHEREAS, the Federal Transit Administration (FTA)'s Circular 4702.1B outlines federal regulations and guidance implementing Title VI of the Civil Rights Act of 1964; and

WHEREAS, RTD's previous Major Service Change Policy has been revised as shown in the attached, and the attached Disparate Impact and Disproportionate Burden Policies (the Policies) have been prepared, to comply with FTA Circular 4702.1B; and

WHEREAS, RTD staff conducted Public outreach to gather public input on the Policies; and

WHEREAS, the draft policies were posted on RTD's website in English and Spanish, and flyers requesting public input on the Policies were posted to RTD's website, disseminated through RTD's social media channels, and emailed to RTD's maintained list of interested stakeholders; and

WHEREAS, only one public comment was received, which was not specific to the Policies; and

WHEREAS, RTD has complied with its adopted Public Participation Plan in seeking public input on the policies.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Directors of the San Joaquin Regional Transit District that the revised Major Service Change Policy, and new Disparate Impact and Disproportionate Burden Policies, attached, be, and hereby are, approved.

MINUTES OF THE REGULAR MEETING OF THE BOARD OF DIRECTORS
OF THE SAN JOAQUIN REGIONAL TRANSIT DISTRICT
FRIDAY, JANUARY 20, 2023

The Board of Directors of the San Joaquin Regional Transit District (RTD) held a Regular Meeting at 10:00 A.M. on Friday, January 20, in the Boardroom of RTD's Downtown Transit Center, 421 East Weber Avenue, Stockton, California.

1. CALL MEETING TO ORDER Vice Chair Gary Giovanetti called the meeting to order at 10:00 A.M.
2. MOMENT OF SILENCE/REFLECTION Vice Chair Gary Giovanetti called for a moment of silence and reflection.
3. SAFETY ANNOUNCEMENT Safety and Security Manager Thomas Mlady made a Safety Announcement.
4. PLEDGE OF ALLEGIANCE TO THE FLAG Director Les Fong led the pledge.
5. ROLL CALL Present: Gary Giovanetti, Vice Chair
Les Fong, Director
Balwinder Singh, Director
Stephan Castellanos, Director

Alex Clifford, CEO
Julie Sherman, RTD Legal Counsel

Absent: Michael Restuccia, Chair
6. PUBLIC COMMENTS
One public comment was received regarding schedule changes and service times. RTD staff met with the individual to obtain more detailed information from them.
7. ELECTION OF OFFICERS
Board election of Board Chair and Vice-Chair for calendar year 2023.

Director Fong made a motion nominating Vice Chair Giovanetti to become Chair of the Board. Director Castellanos seconded the motion.

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

Vice Chair Giovanetti made a motion nominating Director Fong to become Vice Chair of the Board. Director Castellanos seconded the motion.

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

8. SPECIAL PRESENTATIONS

- A. RECOGNITION OF EMPLOYEES YEARS OF SAFE SERVICE
Safety And Security Manager Thomas Mlady recognized employees for their years of safe service.
- B. E-BIKE SHARE PILOT PROGRAM UPDATE
Mobility Manager Max Calder provided a presentation about the pilot program.

9. REPORTS

- A. CHIEF EXECUTIVE OFFICER UPDATE
CEO Alex Clifford provided an oral update regarding the following topics:
- COVID-19 Update
 - Bus Operator Recruitments
 - Revenue Service Hours
 - Bus Delivery Delay
 - Bus Operator Barriers
 - State Legislative Update
 - Year End Meeting
 - Smartphone Apps
 - Chief Information Technology and Intelligent Transportation Systems
- Officer John Hodson introduced
- 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 December Revenue and Expense Summary and the Cash Flow Projection.

10. INFORMATION ITEMS

Reports provided for information only:

- A. FEDERAL LEGISLATIVE UPDATE
- B. STATE LEGISLATIVE UPDATE

11. CONSENT CALENDAR

- A. RESOLUTION NO. 6094: APPROVING THE MINUTES OF THE DECEMBER 12, 2022 REGULAR BOARD OF DIRECTORS MEETING

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

- B. RESOLUTION NO. 6095: APPROVING THE FY2022 ANNUAL COMPREHENSIVE FINANCIAL REPORT (ACFR) AND FY2022 SINGLE AUDIT REPORT

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

- C. RESOLUTION NO. 6096: APPROVING THE RETIREMENT PLAN AMENDMENT PROVIDING FOR ALTERNATE RETIREMENT BOARD MEMBERS

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

- D. RESOLUTION NO. 6087: AUTHORIZING EXECUTION OF A THIRD AMENDMENT TO THE CONTRACT WITH FIRST ALARM SECURITY AND PATROL, INC. FOR SECURITY GUARD SERVICES WITH AN INCREASE OF \$250,000, FOR ADDITIONAL SECURITY GUARD SERVICES FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$2,385,031 THROUGH APRIL 2023

ACTION: MOTION: Les Fong SECOND: Stephan Castellanos
Roll Call:
AYES: Giovanetti, Fong, Singh, Castellanos NAYES: ABSTAIN:

ABSENT: Restuccia

12. ACTION ITEMS

- A. RESOLUTION NO. 6097: APPROVING SAN JOAQUIN REGIONAL TRANSIT DISTRICT'S REVISED MAJOR SERVICE CHANGE, DISPARATE IMPACT, AND DISPROPORTIONATE BURDEN POLICIES

ACTION: MOTION: Stephan Castellanos SECOND: Balwinder Singh
Roll Call:

AYES: Giovanetti, Fong, Singh, Castellanos NAYES: ABSTAIN:
ABSENT: Restuccia

- B. RESOLUTION NO. 6098: APPROVING THE CEO (OR THEIR DESIGNEE) AND GENERAL COUNSEL TO ALLOW, COMPROMISE, AND/OR SETTLE ANY WORKERS' COMPENSATION CLAIM OR CASE UP TO \$100,000

ACTION: MOTION: Stephan Castellanos SECOND: Les Fong
Roll Call:

AYES: Giovanetti, Fong, Singh, Castellanos NAYES: ABSTAIN:
ABSENT: Restuccia

- C. RESOLUTION NO. 6099: APPROVING THE CEO (OR THEIR DESIGNEE) AND GENERAL COUNSEL TO COMPROMISE AND/OR SETTLE POTENTIAL TORT LIABILITY, POTENTIAL CLAIMS, CLAIMS AND/OR LEGAL ACTIONS UP TO \$100,000

ACTION: MOTION: Stephan Castellanos SECOND: Les Fong
Roll Call:

AYES: Giovanetti, Fong, Singh, Castellanos NAYES: ABSTAIN:
ABSENT: Restuccia

13. CLOSED SESSION

Vice Chair Giovanetti announced that the Board would not recess into a Closed Session.

14. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF

Vice Chair Giovanetti informed the Board that they will be a retreat for them to attend and discuss the Year in Review Meeting that staff attended.

15. ADJOURNMENT

Vice Chair Giovanetti adjourned the meeting at 11:30 A.M.



Attachment B
Cover Page

RESOLUTION NO. ____
DATED: FEBRUARY 17, 2023

RESOLUTION APPROVING THE MINUTES OF THE JANUARY 20, 2023
REGULAR BOARD OF DIRECTORS MEETING

RESOLVED AND ORDERED by the RTD Board of Directors that the minutes of the
Regular Meeting of January 20, 2023 be approved.



Attachment B
Cover Page

RESOLUTION NO. _____
DATED: NOVEMBER 30, 2023

RESOLUTION APPROVING THE FINDINGS OF TITLE VI SERVICE EQUITY ANALYSIS
FOR THE ESTABLISHMENT OF ROUTES 566 AND 576 AS REGULAR SERVICE, AND
APPROVING IMPROVEMENTS ON ROUTES 566 AND 576 AS REGULAR SERVICE.

WHEREAS, the RTD Board of Directors approved the Next Gen Study and Phased Implementation Plan in August 2022; and

WHEREAS, RTD staff prepared a proposal to achieve RTD Next Gen Phase I implementation in January 2023 by expanding the span of service and number of trips offered on Routes 566 and 576 to fill gaps in service; and

WHEREAS, Routes 566 and 576 serve census tracts that are considered underserved communities; and

WHEREAS, RTD began pilot service on Routes 566 and 576 on January 22, 2023, which resulted in ridership increases and universally positive public comments; and

WHEREAS, as a result of the successful pilot, staff recommends the service improvements on Routes 566 and 576 be continued on a permanent, regular basis; and

WHEREAS, RTD is required to conduct a Title VI service equity analysis if a demonstration or pilot project lasts longer than one year, and it otherwise qualifies as a "major service change" under the RTD Major Service Change Policy; and

WHEREAS, the proposed continuation of changes on Routes 566 and 576 increased the lines' spans (hours) and route miles by more than 25%, which falls under the definition of a "major service change" in RTD's Title VI Policies; and

WHEREAS, RTD staff conducted a Title VI service equity analysis, pursuant to RTD Title VI Policies and in compliance with Federal Transportation Administration (FTA) requirements and FTA Circular 4702.1B; and

WHEREAS, the service equity analysis concluded that the changes do not result in a disparate impact to minority populations or disproportionate burden to low-income populations; rather, the minority and low-income populations disproportionately *benefit* from the changes.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Board of Directors of RTD hereby:

1. Approves the Next Gen Phase I changes to Routes 566 and 576 as permanent, regular service;

2. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the Phase I changes to Routes 566 and 576 will not have a disparate impact on minority populations or impose a disproportionate burden on low-income populations; and,
3. Approves the attached Title VI service equity analysis of the Next Gen Phase I changes to Routes 566 and 576.