

SAN JOAQUIN REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS MEETING – NOTICE AND AGENDA
10:00 A.M. ON FRIDAY, MARCH 15, 2024

The Board of Directors of the San Joaquin Regional Transit District (RTD) will hold a regular meeting at 10:00 a.m. on Friday, March 15, 2024, in the EOC Room of the City of Ripon's Police Department, 259 N. Wilma Ave., Ripon, California, 95366. 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 421 East Weber Avenue, Stockton, CA 95202.

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. FEDERAL LEGISLATIVE PRESENTATION

Federal Advocate Chris Giglio of Capital Edge Advocacy, Inc. will discuss current legislation.

B. STATE LEGISLATIVE PRESENTATION

Legislative and Regulatory Advocate Michael Pimentel of Shaw Yoder Antwih Schmelzer & Lange will discuss current legislation.

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.

9. INFORMATION ITEMS

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

A. FEDERAL LEGISLATIVE UPDATE

Report of Federal Legislative Updates prepared by Capital Edge Advocacy, Inc.

B. 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 FEBRUARY 16, 2024, REGULAR BOARD OF DIRECTORS MEETING

Board approval of minutes.

B. RESOLUTION: APPROVING THE MINUTES OF THE FEBRUARY 16, 2024, SPECIAL BOARD OF DIRECTORS MEETING

Board approval of minutes.

- C. RESOLUTION: APPROVING CHANGING THE DATE AND TIME FOR THE REGULAR BOARD OF DIRECTORS MEETING SCHEDULED ON FRIDAY, NOVEMBER 22, 2024, TO THURSDAY, NOVEMBER 21, 2024, AT 12:30 P.M.
Board approval of rescheduling meeting to November 21, 2024.
- D. RESOLUTION: APPROVING THE CEO, GENERAL COUNSEL, AND CFO TO COMPROMISE AND/OR SETTLE POTENTIAL TORT LIABILITY, POTENTIAL CLAIMS, CLAIMS AND/OR LEGAL ACTIONS UP TO \$100,000
Board approval to include the CFO in Tort Liability Claims.
- E. RESOLUTION: APPROVING ESTIMATED EXPENSES IN ADVANCE OF BOARD OF DIRECTORS TRAVEL
Board to consider approving estimated travel expenses.

11. ACTION ITEMS

- A. RESOLUTION: APPROVING THE CALENDAR YEAR 2024 LOCAL, STATE AND FEDERAL LEGISLATIVE PROGRAM AGENDAS
Board approval of 2024 State and Federal Legislative agendas.
- B. RESOLUTION: APPROVING DISCONTINUATION OF COMMUTER ROUTE 120 TO TRACY DEFENSE DISTRIBUTION DEPOT EFFECTIVE MAY 31, 2024
Board approval of discontinuing Commuter Route 120.
- C. RESOLUTION: AUTHORIZING THE CEO TO ISSUE A PURCHASE ORDER TO BIG VALLEY FORD FOR THE PURCHASE OF SIX (6) NON-REVENUE VEHICLES NOT TO EXCEED \$330,000
Board authorization to purchase six non-revenue vehicles.

12. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF

13. CLOSED SESSION

- A. THREAT TO ESSENTIAL PUBLIC SERVICES OR FACILITIES —
Government Code Section 54957(a)
Consultation with CEO
- B. CONFERENCE WITH LEGAL COUNSEL — EXISTING LITIGATION
Government Code Section 54956.9
 - i. Case: Jilmar Lopez Hernandez, et al. v. San Joaquin Regional Transit District, et al.

- ii. Case: Marilou Jackson, et al. v. San Joaquin Regional Transit District,
et al.

14. ADJOURNMENT

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

DATE POSTED: MARCH 8, 2024



LEAD STAFF: ALEX CLIFFORD, CEO

REPORT: CHIEF EXECUTIVE OFFICER UPDATE

MEETINGS SINCE FEBRUARY 16, 2024

RTD participated in meetings of the following committees and organizations:

- **Annual Update on RTD Initiatives Meetings with CEO Alex Clifford:**
 - **City of Lathrop Mayor Sonny Dhaliwal and City Manager Stephen Salvatore:** Board Member Gary Giovanetti, Government Affairs Director Ken Baxter, Planning and Service Development Director Dámaris Galvan
 - **City of Ripon Mayor Leo Zuber**
 - **City of Stockton Community Improvement Committee Meeting:** Planning and Service Development Director Dámaris Galvan
- **American Public Transportation Association (APTA) Board of Directors Meeting:** CEO Alex Clifford
- **APTA Combined Small Ops & Bus Ops Committee Meeting:** CEO Alex Clifford
- **California Association for Coordinated Transportation Legislative Committee Meeting:** CEO Alex Clifford
- **California Transit Association (CTA) Executive Committee Retreat:** CEO Alex Clifford
- **CTA State Legislative Committee Meeting:** CEO Alex Clifford
- **Federal Legislative Bi-weekly Meetings with Chris Giglio of Capital Edge Advocacy Inc.:** CEO Alex Clifford
- **San Joaquin Council of Governments Board Meeting (SJCOG):** Board Member Gary Giovanetti, CFO Robert Kyle, Government Affairs Director Ken Baxter, Grants Manager Eric Williams
- **SJCOG Management and Finance Committee Meeting:** CEO Alex Clifford
- **SJCOG Social Services Transportation Advisory Council 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, Government Affairs Director Ken Baxter, Grants Manager Eric Williams
- **Quarterly Retirement Board Meeting:** CEO Alex Clifford, CFO Robert Kyle, Board Member Michael Restuccia, Board Member Gary Giovanetti



Revised March 14, 2024

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

REPORT: MARKETING UPDATE

Ripon 61st Annual Almond Blossom Festival Parade – February 24

On Saturday, February 24, RTD participated in Ripon's 62nd Annual Almond Blossom Festival Parade. The Ripon Chamber of Commerce organized the parade and featured over ~~120~~ **80** unique groups marching down Main Street. Participants included local businesses, community organizations, Scout troops, churches, and schools. The RTD Van Go! Almond Blossom bus proudly drove through town while our staff and volunteers waved to the crowd while handing out candy and promotional materials. It was a great opportunity for RTD to spread awareness of its services, demonstrate its commitment to the community, and engage with residents.

Chinese New Year Celebration – March 9

On Saturday, March 9, RTD celebrated the Chinese New Year Celebration at the First Baptist Church Community Center in Stockton. In honor of the Year of the Dragon, the Chinese Cultural Society of Stockton hosted various activities, including arts and crafts and traditional Chinese performances. RTD was onsite to answer questions about its increased services and provide information about programs and upcoming projects.

Transit Driver Appreciation Day – ~~March 21~~ April 4

RTD will host an internal event to recognize its bus drivers on Transit Driver Appreciation Day on Thursday, ~~March 21~~ **April 4**. Management will serve breakfast at the Country Transit Center (CTC) and Regional Transportation Center (RTC) beginning at 3 a.m., followed by ~~a boxed lunch from Panera Bread~~ **a boxed lunch** at about 10 a.m. Drivers will receive ~~custom-designed t-shirts~~, RTD-branded lunch bags, mini-massage sessions, and other giveaways focusing on mental health. This ~~is~~ **will be** a great opportunity to show them how much we appreciate their contributions to our community, especially during a time when driver assault cases are on the rise.

- **Due to operational needs, this event has been postponed until Thursday, April 4, 2024.**



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

REPORT: FEDERAL LEGISLATIVE UPDATE

FY 2024 USDOT BUDGET

March 4, 2024: House and Senate leaders released negotiated final FY 2024 spending levels for several federal agencies, including the Department of Transportation.

The House was scheduled to vote on the budget bill on Wednesday, March 6, followed by Senate action prior to the expiration of the Continuing Resolution keeping those agencies operating through March 8.

The FY 2024 budget for DOT overall is about the same as the FY 2023 level, significantly more than proposed by the House Appropriations Committee last summer, and a bit less than what was approved by the Senate Appropriations Committee last summer.

Federal transit formula programs would be funded at the levels authorized by the 2021 infrastructure law (\$13.99 billion), which would represent a 2.6% increase over FY 2023 levels.

The competitive bus programs at FTA would also be funded at their authorized levels in FY 2024, which would result in small decreases to those programs because Congress did not add any additional funds ("plus-ups") to those programs in FY 2024. So, the No and Low Emissions Vehicle Program would receive \$1.125 billion (down \$50 million), and the Bus and Bus Facilities program would receive \$469 million (down \$78 million).

The RAISE Discretionary program would receive a plus-up from its authorized level of \$1.5 billion, but not as high as previous years. In FY 2024, RAISE would receive \$1.845 billion, down from \$2.3 billion in FY 2023.

Capital Investment Grants (formerly known as New Starts) would receive \$3.82 billion, down from the \$4.2 billion level in FY 2023. However, the House Appropriations Committee had proposed cutting the CIG program to \$1.99 billion.

Impact on RTD: The final FY 2024 USDOT budget should be finalized by March 8. RTD should experience an increase in transit formula funds. While the reduction in funds for discretionary programs would not directly impact RTD, it does make for less funding to be distributed by grant programs for which we compete.

FEDERAL GRANT OPPORTUNITIES, AWARDS & NOTICES

February 8: FTA announced the availability of over \$1.1 billion in competitive grant funding under the FY 2024 Low or No Emission Grant Program and approximately \$390 million in competitive grant funding under the FY 2024 Grants for Buses and Bus Facilities Program. Applications are due April 25: <http://tinyurl.com/m54fzwmt>

February 7: FTA published a Dear Colleague letter for transit agencies that consolidates existing guidance and highlights tools available to address trends and challenges in federally funded bus procurements: <http://tinyurl.com/4rdz43zj>

February 14: FTA is seeking public comments on proposed updates to its Award Management Requirements circular. Comments are due April 15: <http://tinyurl.com/3w8kfjjc>

February 14: FTA published new online resources to support the transit industry in developing, implementing, and updating their de-escalation training: <http://tinyurl.com/4t9s7b62>

February 21: DOT is seeking applications for over \$1.2 billion in competitive grant funding through its FY 2024 Safe Streets & Roads for All Program: <http://tinyurl.com/ys8u5hmk>

February 21: The Federal Highway Administration is seeking applications for up to \$150 in available funding through its FY 2022-2024 Congestion Relief Program. Applications are due April 22: <http://tinyurl.com/yta7jech>

February 21: FTA awarded \$631 million to three applicants of its Rail Vehicle Replacement Program, which received \$1.97 billion in funding requests: <http://tinyurl.com/2deuyv5b>

February 22: DOT announced the availability of up to \$30 million through its Prioritization Process Pilot Program. Eligible applicants are limited to States and metropolitan planning organizations that serve areas with a population of over 200,000. Applications are due May 1: <http://tinyurl.com/b6m4jckk>

February 29: FTA released partial-year apportionment table for \$9.9 billion in FY 2024 federal formula funding to states and urbanized areas: <http://tinyurl.com/33rf2aea>

Impact on RTD: Information purposes only.



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

REPORT: **STATE LEGISLATIVE UPDATE**

Legislative Update

January 31 marked the two-year bill deadline for the Legislature, meaning bills introduced in the first year of the two-year session had to move from the first house to the second house by the deadline. For new bills for consideration in 2024, legislators had until February 16 to introduce them. In total, there were 1,505 bills introduced in the Assembly and 619 bills introduced in the Senate, many of them “spot” bills. Spot bills will have to become substantive by the end of March. Policy committees, as well as budget subcommittees, should pick up steam in mid-March. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

In this report, we provide an update on RTD-sponsored legislation, the California State Transportation Agency’s (CalSTA) Transit Transformation Task Force, and funding for zero-emission buses and infrastructure, and other bills of interest.

Potential Impact to RTD: N/A – General Update

Status Update on RTD-Sponsored Legislation

RTD’s sponsored bill, AB 1853, has been referred to the Assembly Local Government Committee. As of the drafting of this report, the bill has not been set for hearing. As we reported previously, the bill would update RTD’s enabling statutes to provide for increased compensation for its board of directors and expand the financial tools and products in which RTD may invest its reserves.

Potential Impact to RTD: If enacted, this legislation would increase compensation for RTD’s board of directors to keep pace with inflation since RTD’s enabling statutes first went into effect and provide RTD with greater flexibility to invest its reserves in financial tools and products that will maximize returns to RTD. In the near-term, we will be working with RTD CEO Alex Clifford to prepare him for participation in the Assembly Local Government Committee hearing.

CalSTA’s Transit Transformation Task Force

On Thursday, February 29, CalSTA convened the Transit Transformation Task Force for its second meeting, hosted at the Sacramento Area Council of Governments. The

meeting covered the statutory goals and objectives for the Transit Transformation Task Force, California's environmental goals and what they imply for transit, and case studies that provide examples of how California might transform transit ridership.

The Task Force meeting also provided Task Force members with an opportunity to highlight challenges/barriers to improving transit performance, including:

1. Reliability, safety, efficiency, and cleanliness of transit services;
2. Ensuring public transit is convenient and appealing to all, including those who have personal vehicles;
3. Lack of sufficient first and last mile infrastructure;
4. Insufficient transit prioritization on roadways and highways;
5. Inaccessibility to disabled and unbanked populations;
6. Lack of interconnectivity/integration between services (for those who are taking longer trips); and
7. Lack of attractions and/or affordable housing in close enough proximity to transit services.

Finally, as part of the discussion, CalSTA highlighted the responsibilities of the Task Force relative to a Technical Working Group that CalSTA will soon establish. In short, the Task Force will direct the state's overall effort, identify topics for further investigation, make recommendations, and review and sign onto the final report to the Legislature due October 2025. The Technical Working Group will support the Task Force in data analysis and provide technical guidance, provide feedback on the draft final report, and assimilate public comments in edits to the draft final report.

The Task Force is subject to the state's open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials will be available on [CalSTA's website](#). The next Task Force meeting will take place in April 2024.

Potential Impact to RTD: As previously reported, the Transit Transformation Task Force is charged with developing policy recommendations on a broad set of topics impacting public transit for transmittal to the Legislature by October 31, 2025. The recommendations, if acted on by the Legislature and approved by the Governor, could result in new funding for public transit capital and operations, amendments to state laws and regulations that govern capital project delivery and operations, and changes to the Transportation Development Act's accountability and performance metrics. While RTD does not have a seat on the Task Force, RTD can influence the Task Force's discussions through the California Transit Association, which was appointed to the Task Force, and possibly through the Technical Working Group.

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 (\$86 million total) – 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 remains open](#)

Infrastructure:

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$20 million total) – 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: [Next funding cycle will open on February 7](#)

Other Bills of Interest

SB 960 (Wiener) Complete Streets Projects on the State Highway System

This bill would require all transportation projects funded or overseen by Caltrans to provide “comfortable, convenient, and connected complete streets facilities” unless exempt pursuant to the bill and would require the SHOPP asset management plan to prioritize the implementation of “comfortable, convenient, and connected facilities” for pedestrians, bicyclists, and transit users on all projects in the program. The bill would require the CTC to adopt 4-year and 10-year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system. The bill would require Caltrans and CTC to use the updated asset management plan and to guide the selection of transit priority projects for the SHOPP.

This bill would define “transit priority project” as a roadway design, operations, and enforcement action, treatment, or project that helps transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably. The bill would require Caltrans to adopt a policy on transit priority projects for state and local highways and require Caltrans to take certain actions to streamline the approval of transit priority projects. The bill would require Caltrans to establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways. Finally, this bill would require the Caltrans to establish a process to streamline the approval of pedestrian facilities, traffic calming improvements, bicycle facilities, and transit priority projects at locations where a local highway is above, below, or otherwise intersects with, a conventional state highway.

Potential Impact to RTD: If enacted, this legislation would expedite, and increase funding for, transit priority projects and access improvements on the state highway system that could benefit RTD service and customer satisfaction.

AB 2719 (Wilson) Transit Vehicle Inspections

This bill would authorize a public transit agency to request that the California Highway Patrol conduct an annual inspection and certification of its fleet. The bill would exempt any public transit agency vehicle that has been certified through that inspection from the requirement to stop at a roadside inspection (weigh station).

Potential Impact to RTD: Currently, CHP is only requiring the buses of three agencies to pull into weigh stations for inspections but has indicated its interest in expanding this policy statewide. If enacted, this legislation would help ensure that RTD has access to an alternative vehicle inspection process that does not compromise RTD service.

AB 2824 (McCarty) Transit Employee Assaults

Currently a spot bill, this legislation will be amended to enhance penalties for individuals who commit assault or battery against a public transit employee or contractor. This bill also allows transit agencies to prohibit individuals convicted of assault or battery from entering transit facilities and vehicles using a more streamlined process. This bill is sponsored by the California Transit Association.

Potential Impact to RTD: If enacted, this legislation would provide enhanced legal protections to a broader base of RTD employees and contractors and provide RTD with new enforcement tools for prohibiting individuals who commit assault or battery against a public transit employee or contractor from riding the system.



LEAD STAFF: ALEX CLIFFORD, CEO

I. RECOMMENDED ACTION

Approve meeting minutes from the February 16, 2024, Regular Board of Directors Meeting and the Special Board of Directors Meeting.

II. SUMMARY

- Staff is providing the meeting minutes of the February 16, 2024, Regular Board of Directors meeting.
- Staff is providing the meeting minutes of the February 16, 2024, Special 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. CUSTOMER IMPACT

Meeting minutes provide customers with transparent agency information.

VI. FINANCIAL CONSIDERATIONS/IMPACT

None.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

San Joaquin RTD Board of Directors
Subject: February 16, 2024 Meeting Minutes

Item 10A and B
March 15, 2024

None.

IX. ATTACHMENTS

Attachment A: Draft minutes of the RTD Board of Directors Regular Meeting of February 16, 2024
Attachment B: Resolution for the Regular Meeting Minutes of February 16, 2024
Attachment C: Draft minutes of the RTD Board of Directors Special Meeting of February 16, 2024
Attachment D: Resolution for the Special Meeting Minutes of February 16, 2024

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

X. APPROVALS

Alex Clifford, CEO

DocuSigned by:

Alex Clifford

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Attachment A
Cover Page

MINUTES OF THE REGULAR MEETING OF THE BOARD OF DIRECTORS
OF THE SAN JOAQUIN REGIONAL TRANSIT DISTRICT
FRIDAY, FEBRUARY 16, 2024

The San Joaquin Regional Transit District (RTD) Board of Directors held a Regular Meeting at 10:00 a.m. on Friday, February 16, 2024, in the Boardroom of RTD's Downtown Transit Center, 421 East Weber Avenue, Stockton, California.

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

Absent: Balwinder Singh, Director

Alex Clifford, CEO
Julie Sherman, RTD Legal Counsel
6. PUBLIC COMMENTS
No public comments were received.
7. SPECIAL PRESENTATIONS
 - A. RECOGNITION OF EMPLOYEES YEARS OF SERVICE
Ravi Sharma and Syed Bukhari were recognized for their ten years of service with RTD.
Kong Her and Channa Ly were recognized for their five years of service with RTD.
 - B. RECOGNITION OF EMPLOYEES OF THE QUARTER
Edith Ramirez was recognized as the Administration Employee of the Quarter.

Tommy Nguyen was recognized as the Maintenance Employee of the Quarter.

Rosita Tamiano was recognized as the Transportation Employee of the Quarter.

Ignacio Gonzalez was recognized as the Facilities Employee of the Quarter.

C. RECOGNITION OF EMPLOYEES OF THE YEAR

Edith Ramirez was recognized as the Administration Employee of the Year.
Christopher Melton was recognized as the Maintenance Employee of the Year.

Jewell Calandri was recognized as the Transportation Employee of the Year.

Richard Erosa was recognized as the Facilities Employee of the Year.

8. REPORTS

A. CHIEF EXECUTIVE OFFICER UPDATE

CEO Alex Clifford provided an oral update regarding the following topics:

- Bus Manufacturers: ElDorado National
- Services Changes
- Local Route 40
- FareBox Recovery
- Bus Operator Assaults
- Fueling Trailer
- California Senate Bill 125

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 January 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

D. VAN GO! STOCKTON METROPOLITAN AREA (SMA) INITIAL ANALYSIS

10. CONSENT CALENDAR

- A. RESOLUTION NO. 7063: APPROVING THE MINUTES OF THE JANUARY 19, 2024 REGULAR BOARD OF DIRECTORS MEETING

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

- B. RESOLUTION NO. 7064: APPROVING DISPOSAL OR AUCTION OF TRANSIT VEHICLES AND DIRECTING THE CEO TO DISPOSE OF SURPLUS ITEMS IN CONFORMANCE WITH RTD'S SALE OF SURPLUS EQUIPMENT PROCESS AND FEDERAL TRANSIT ADMINISTRATION (FTA) REGULATIONS

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

- C. ACCEPT AND FILE: APPROVED BOARD OF DIRECTORS TRAVEL EXPENSES

Director Restuccia pulled this item from the Consent Calendar.

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

- D. ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF JANUARY 2024

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

- E. ACCEPT AND FILE: RTD PARATRANSIT OPERATIONS STATUS QUARTERLY REPORT

ACTION: MOTION: Gary Giovanetti SECOND: Les Fong
Roll Call:
AYES: Giovanetti, Fong, Restuccia, Castellanos

NAYES: ABSTAIN: ABSENT: Singh

F. ACCEPT AND FILE: CONCURRING WITH RTD STANDING BOARD
COMMITTEE ASSIGNMENTS

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

11. ACTION ITEMS

A. APPROVING THE REQUEST TO CHANGE THE ENABLING LEGISLATION
ALLOWING RTD TO EXPAND INVESTMENT OPTIONS FOR RESERVE
FUNDS AND TO UPDATE BOARD MEMBER COMPENSATION

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

12. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF

Chair Restuccia announced that Ripon's First Responder Appreciation Day will be held on Saturday, April 6, 2024.

Vice Chair Giovanetti announced that the Stockton Italian Athletic Club is hosting a Law Enforcement Dinner on Thursday, February 29, 2024.

13. ADJOURNMENT

Chair Restuccia adjourned the meeting at 11:30 a.m.



Attachment B
Cover Page

RESOLUTION NO. ____
DATED: MARCH 15, 2024

RESOLUTION APPROVING THE MINUTES OF THE FEBRUARY 16, 2024
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 February 16, 2024, be approved.



Attachment C
Cover Page

MINUTES OF THE SPECIAL MEETING OF THE BOARD OF DIRECTORS
OF THE SAN JOAQUIN REGIONAL TRANSIT DISTRICT
FRIDAY, FEBRUARY 16, 2024

The San Joaquin Regional Transit District (RTD) Board of Directors held a Special Meeting at 11:00 a.m. on Friday, February 16, 2024, in the Boardroom of RTD's Downtown Transit Center, 421 East Weber Avenue, Stockton, California.

1. CALL MEETING TO ORDER Chair Michael Restuccia called the meeting to order at 11:30 a.m.
2. MOMENT OF SILENCE/REFLECTION Chair Restuccia called for a moment of silence and reflection.
3. SAFETY ANNOUNCEMENT Safety, Security, and Risk Management Director Curtis Moses made the Safety Announcement.
4. PLEDGE OF ALLEGIANCE TO THE FLAG Chair Restuccia led the pledge.
5. ROLL CALL Present: Gary Giovanetti, Chair
Les Fong, Vice Chair
Michael Restuccia, Director
Stephan Castellanos, Director

Absent: Balwinder Singh, Director

Alex Clifford, CEO
Julie Sherman, RTD Legal Counsel
6. ACTION ITEMS
 - A. RESOLUTION NO. 7065: WAIVING THE COMPETITIVE PROCESS AND AUTHORIZING THE CEO TO NEGOTIATE ON THE OPEN MARKET AND AWARD A CONTRACT FOR THE DELIVERY OF GASEOUS HYDROGEN FUEL VIA A PORTABLE REFUELING TRAILER FOR AN AMOUNT NOT TO EXCEED \$1,500,000

ACTION: MOTION: Les Fong SECOND: Stephan Castellanos
Roll Call:
AYES: Giovanetti, Fong, Restuccia, Castellanos
NAYES: ABSTAIN: ABSENT: Singh
7. ADJOURNMENT Chair Restuccia adjourned the meeting at 11:44 a.m.



Attachment D
Cover Page

RESOLUTION NO. ____
DATED: MARCH 15, 2024

RESOLUTION APPROVING THE MINUTES OF THE FEBRUARY 16, 2024
SPECIAL BOARD OF DIRECTORS MEETING

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the RTD Board of
Directors that the minutes of the Special Meeting of February 16, 2024, be approved.



LEAD STAFF: ALEX CLIFFORD, CEO

I. RECOMMENDED ACTION

Approve changing the date and time for the Regular Board of Directors meeting scheduled on Friday, November 22, 2024, to Thursday, November 21, 2024, at 12:30 P.M.

II. SUMMARY

- The need to reschedule the November Board Meeting to an earlier date due to scheduling conflicts has been identified.
- Staff proposes that the November 22, 2024, Board of Directors meeting be rescheduled to Thursday, November 21, 2024, to accommodate this need.
- There is no December Board meeting.

III. DISCUSSION/BACKGROUND

Each year in November, the RTD Board of Directors approves the Board meeting schedule for the following calendar year. The current schedule for 2024 includes a meeting on Friday, November 22, 2024. This is the last regularly scheduled Board meeting in 2024.

RTD staff has identified a scheduling conflict during the month of November. To accommodate this need, staff recommends changing the date of the Board of Directors Meeting scheduled for Friday, November 22, 2024, to Thursday, November 21, 2024.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

V. CUSTOMER IMPACT

Notifying customers about the change to the meeting date well in advance provides them with time to attend if they would like to do so.

VI. FINANCIAL CONSIDERATIONS/IMPACT

None.

San Joaquin RTD Board of Directors
Subject: Board Meeting Date and Time Change

Item 10C
March 15, 2024

VII. CHANGES FROM COMMITTEE
N/A

VIII. ALTERNATIVES CONSIDERED
Do nothing. This alternative is not recommended due to scheduling conflicts.

IX. ATTACHMENTS
Attachment A: Resolution

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

X. APPROVALS

Alex Clifford, CEO

DocuSigned by:

Alex Clifford

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Attachment A
Cover Page

RESOLUTION NO. _____
DATED: MARCH 15, 2024

RESOLUTION APPROVING CHANGING THE DATE AND TIME FOR THE REGULAR
BOARD OF DIRECTORS MEETING SCHEDULED ON FRIDAY, NOVEMBER 22, 2024, TO
THURSDAY, NOVEMBER 21, 2024, AT 12:30 P.M.

WHEREAS, staff has identified the need to reschedule the November Board
Meeting to an earlier date due to schedule conflicts; and

WHEREAS, to accommodate the conflicts, staff proposes rescheduling the
November 22, 2024, Board of Directors Meeting to Thursday, November 21, 2024, at
12:30 P.M.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the San Joaquin
Regional Transit District Board of Directors that the November 22, 2024, Regular Board
Meeting date be changed to Thursday, November 21, 2024, at 12:30 P.M.



LEAD STAFF: ALEX CLIFFORD, CEO

I. RECOMMENDED ACTION

Authorize the CEO, General Counsel, and CFO to compromise or settle any tort liability, potential claims, claims, and/or legal actions up to \$100,000.

II. SUMMARY

- On January 20, 2023, the Board of Directors (Board) delegated authority to the CEO and General Counsel to settle any tort liability, potential claims, claims, and/or legal actions up to \$100,000.
- In order to comply with statutory requirements, the CEO recommends that the Board approve the addition of the CFO to the committee authorized to exercise the settlement authority described above.

III. DISCUSSION/BACKGROUND

In January of 2023 the Board increased the settlement authority delegated to the CEO and General Counsel from \$20,000 to \$100,000 in order to align with current best practices of other transit agencies. This increase in delegated authority allows RTD to settle cases promptly and possibly obtain a more favorable settlement.

California law allows the Board to delegate settlement authority to any board or committee with a minimum of three members. In order to comply with statutory requirements, the CEO recommends adding the CFO to the committee authorized to exercise the settlement authority described above.

The Board will retain the authority to review potential claims, claims, and litigation in closed session and when a claim is placed on the consent agenda for Board action.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

V. CUSTOMER IMPACT

This will allow cases to be settled as promptly as possible.

San Joaquin RTD Board of Directors
Subject: Revised Tort Liability Settlement Authority

Item 10D
March 15, 2024

VI. FINANCIAL CONSIDERATIONS/IMPACT

There is no fiscal impact. However, having this authority, the CEO, General Counsel, and CFO will be able to settle cases promptly and possibly obtain a more favorable settlement, which ultimately affects the Operating Budget.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

The Board could lower the settlement authority, but this is not recommended as it will limit RTD's ability to promptly settle claims.

IX. ATTACHMENTS

Attachment A: Resolution

Prepared by: Julie Sherman, General Counsel

X. APPROVALS

Alex Clifford, CEO

DocuSigned by:

Alex Clifford

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Attachment A
Cover Page

RESOLUTION NO. _____
DATED: MARCH 15, 2024

RESOLUTION APPROVING THE CEO, GENERAL COUNSEL, AND CFO TO COMPROMISE
AND/OR SETTLE POTENTIAL TORT LIABILITY, POTENTIAL CLAIMS, CLAIMS AND/OR
LEGAL ACTIONS UP TO \$100,000

WHEREAS, no suit for money or damages may be brought against the San Joaquin Regional Transit District (RTD), unless a written claim has been timely presented to RTD and rejected in whole or in part; and

WHEREAS, RTD has an obligation to vigorously defend its interest by thoroughly investigating all claims and lawsuits filed against it; and

WHEREAS, RTD is charged with the responsibility to bring about a satisfactory resolution to all potential claims, claims, and lawsuits filed against it; and

WHEREAS, on January 20, 2023, the Board of Directors delegated tort claim settlement authority to RTD's CEO and General Counsel, provided the settlement amount did not exceed \$100,000; and

WHEREAS, the CEO recommends adding the CFO to the committee authorized to exercise the settlement authority described above.

NOW, THEREFORE, BE IT RESOLVED, that the CEO, or designee, the General Counsel, and CFO are authorized to compromise or settle any tort liability, potential claim, claim, or legal action that is filed against RTD, its officers or employees, provided the amount to be paid pursuant to such allowance, compromise or settlement does not exceed \$100,000. If the amount to be paid exceeds \$100,000, the allowance, compromise or settlement must be approved by the Board of Directors.

BE IT FURTHER RESOLVED, in all potential claims, claims, or legal actions that allowed, compromised or settled, pursuant to the Board of Director's actions hereunder, the Safety and Security Manager will be responsible, upon written order of General Counsel and the CEO and in accordance with the terms of such allowance, compromise or settlement, to cause the necessary check to be issued in an amount for which such tort liability, potential claim, claim, or legal action has been allowed, compromised or settled pursuant to the resolution.



LEAD: ALEX CLIFFORD, CEO

I. RECOMMENDED ACTION

That the Board consider and approve the estimated Board of Directors travel expenses.

II. SUMMARY

- RTD's Board Travel Policy requires full Board approval of estimated expenses before board member travel.
- RTD staff annually solicits the Board members' interest in attending educational conferences and events.
- Additional travel may be required of Board members who represent RTD's interests by actively participating in transit-focused committees.

III. DISCUSSION/BACKGROUND

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

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

The San Joaquin Council of Governments also convenes an annual advocacy program (One Voice) for San Joaquin County, to promote projects, programs, and issues of regional significance to federal legislators and agencies, typically through a yearly trip to Washington, D.C. The purpose of One Voice is to advocate for new or increased funding and new or amended legislation for issues and projects of significance to the San Joaquin region.

On an annual basis, RTD staff solicits Board members for expressions of interest in attending educational conferences. Additionally, board members who actively participate in and serve on transit committees may also be required to travel to attend meetings and conferences.

An estimate of planned travel expenses for board members, listed by conference for the 2024 calendar year, is provided in a table on the next page.

TRAVEL EXPENSES

Board Member	APTA Legislative Conference April 7-9, 2024 Washington, DC	CALACT Spring Conference & Expo April 16-19, 2024 San Diego, CA	APTA Mobility Conference April 28-May 1, 2024 Portland, OR	San Joaquin One Voice May 5-9, 2024 Washington, DC	CTA Spring Legislative Conference May 21, 2024 Sacramento, CA	APTA Transit Board Members & Transit Board Administrators Seminars July 13-16, 2024 San Jose, CA	APTA TRANSform Conference & Expo Sept. 29-Oct. 2, 2024 Anaheim, CA	CALACT Autumn Conference & Expo TBD	CTA Fall Conference & Expo November 20-22, 2024 San Jose, CA
Mike Restuccia									
Gary Giovanetti	X		X			X	X		
Les Fong				X		X	X		X
Balwinder Singh	X			X		X	X		
Stephen Castellanos	X				X	X	X		X
Estimated Cost Per Person	\$3,500	\$2,000	\$2,800	\$3,600	\$175	\$2,500	\$3,700	\$2,400	\$1,800
Actual Cost									
Gary Giovanetti									
Les Fong									
Balwinder Singh									
Stephen Castellanos									

Actual costs will be added to the table after each conference.

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

- Date the flights were finalized and booked
- Flights with connections versus direct flights
- Departing airports (SFO v. SMF)
- 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

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

Estimated Board member travel expenses, including registration, are estimated at \$49,075. Expenses incurred in Fiscal Year 2024 have been budgeted in the fiscal year budget under account number 403000-50912 – Board Travel. Expenses incurred in FY 2025 will also be budgeted under account number 403000-50912 – Board Travel.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None

VIII. ATTACHMENTS

Attachment A: Resolution

Prepared by: Merab Talamantes, Project Controls Manager

San Joaquin RTD Board of Directors
Subject: Board of Directors Estimated Travel Expenses

Item 10E
March 15, 2024

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO

DocuSigned by:

Robert Kyle

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Alex Clifford, CEO

DocuSigned by:

Alex Clifford

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Attachment A
Cover Page

RESOLUTION NO. _____
DATED: MARCH 15, 2024

RESOLUTION APPROVING ESTIMATED EXPENSES IN ADVANCE OF BOARD OF
DIRECTORS TRAVEL

WHEREAS, the San Joaquin Regional Transit District (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; and

WHEREAS, RTD staff annually solicits Board members for interest in attending educational conferences and events; and

WHEREAS, the full Board will consider expressions of interest received for travel from Board members; and

WHEREAS, additional travel may be required of Board members who represent RTD's interests by actively participating in transit focused committees.

WHEREAS, upon authorization from the Board, staff will work with Board members to make necessary travel arrangements.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the RTD Board of Directors that the following travel requests and estimated expenses be and are hereby authorized.

Board Member	APTA Legislative Conference April 7-9, 2024 Washington, DC	APTA Mobility Conference April 28-May 1, 2024 Portland, OR	San Joaquin One Voice May 5-9, 2024 Washington, DC	CTA Spring Legislative Conference May 21, 2024 Sacramento, CA	APTA Transit Board Members & Transit Board Administrators Seminars July 13-16, 2024 San Jose, CA	APTA TRANSform Conference & Expo Sept. 29-Oct. 2, 2024 Anaheim, CA	CTA Fall Conference & Expo November 20-22, 2024 San Jose, CA
Mike Restuccia							
Gary Giovanetti	X	X			X	X	
Les Fong			X		X	X	X
Balwinder Singh	X		X		X	X	
Stephen Castellanos	X			X	X	X	X
Estimated Cost Per Person	\$3,500	\$2,800	\$3,600	\$175	\$2,500	\$3,700	\$1,800



LEAD STAFF: **ALEX CLIFFORD, CEO**

REPORT: **CALENDAR YEAR 2024 RTD LOCAL, STATE AND FEDERAL
LEGISLATIVE AGENDA**

I. RECOMMENDED ACTION:

Approve the CEO's recommended San Joaquin Regional Transit District (RTD) CY2024 Local, State and Federal Legislative Agenda, as presented in this report.

II. SUMMARY:

- At the start of each new legislative cycle, the CEO requests the Board of Directors (Board) to review, comment, and approve the proposed state and federal legislative agendas for the upcoming calendar year.
- Once approved, the CEO uses this Legislative Agenda as a guide throughout the year as he represents RTD on various state and federal transportation association Boards and Committees and provides legislative guidance to RTD's state and federal legislative advocates.
- The overall central goal of the program is to advocate for stable and growing local, state and federal capital and operating funding, protect existing funding and to oppose costly unfunded mandates and reductions in current funding.
- This year's legislative agenda includes, as top priorities, continued active outreach to the State to maintain transit funding secured in the Budget Act of 2023-24 as the Governor and Legislature attempt to deal with a growing budget deficit. At the time of the writing of this report, the Legislative Analyst's Office (LAO) is projecting a shortfall of \$73 billion.
- On the federal side, continued outreach to federal representatives for "Plus-Ups" above the Infrastructure Investment and Jobs Act (IIJA) authorized funding levels and to request of our Congressional Representatives to include RTD in their annual Congressionally Directed Spending allocations (earmarks), if such is included in the federal budget.
- This year's Legislative Agenda includes an emphasis on protecting RTD's capital and operating revenues from Valley Link, both current and future revenues.
- The legislative agenda also provides a guide to Board members in their legislative activities. Typically, some Board members join the CEO in at least one annual federal advocacy trip to Washington, D.C., in March, April, and/or May each year, including the San Joaquin Council of Governments (SJCOG) One Voice® and the American Public Transportation Association (APTA) Legislative conference.
- The Board also accepts and encourages the CEO to continue actively participating and expanding his leadership roles in APTA, California Transit

Association (CTA), The Bus Coalition, California Association for Coordinated Transportation (CALACT), Community Transportation Association of America (CTAA), Center for Transportation and the Environment (CTE), the Hydrogen Fuel Cell Bus Council (HFCBC) and the Zero Emission Bus Resource Alliance (ZEBRA) (*See Attachment D for additional information*).

III. DISCUSSION/BACKGROUND **CY24 State and Federal Outcomes**

State

- In 2023, the California State Legislature and Governor Newsom enacted a transportation funding package as part of the Budget Act of 2023-24 (SB 125 and AB 102) that provides \$5.1 billion over four years to fund transit operations and high-priority transit and rail capital projects statewide, as follows:
 - \$4 billion in FYs 2023-24 and 2024-25 for transit operations and capital projects statewide, administered through the Transit and Intercity Rail Capital Program and allocated to Regional Transportation Planning Agencies (RTPAs) via population-based formula.
 - \$1.1 billion in FYs 2023-24 through 2026-27 for zero-emission transit vehicles and infrastructure and transit operations statewide, administered through the new Zero-Emission Transit Capital Program and allocated to RTPAs via population-based formula.
- Through this transit funding package, the SJCOG will receive \$93.5 million for suballocation to transit and rail agencies in the region.
- As part of the Budget Act of 2023-24, the California State Legislature and Governor also created the Transit Transformation Task Force at the California State Transportation Agency. This new state body will develop policy and funding recommendations to address systemic issues faced by transit agencies and to support transit agencies in their ongoing recovery from the pandemic. Among the topics the Task Force will discuss and develop recommendations on is the Transportation Development Act reform.
- Following the adoption of the Budget Act of 2023-24, the California Air Resources Board (CARB) approved a \$623.6 million funding plan to support zero-emission vehicle deployment, and the California Energy Commission (CEC) approved a \$1.9 billion investment plan to support the buildout of zero-emission vehicle infrastructure.
- CARB's funding plan does not include any new funding for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) or HVIP-Transit and the CEC's investment plan does not include any new funding for Transit Bus ZEV Infrastructure.
- Instead, CARB's funding plan restates the continued availability of \$269 million in previously approved funding for HVIP and HVIP-Transit and implements a series of policy changes to ease access to these funds and

- authorize these funds to be used as local match for federal programs, like the Federal Transit Administration's Low or No Emission Grant Program.
- CARB's funding plan and CEC's investment plan also includes the following key investments:
 - \$47.6 million in FY 2023-24 for Medium- and Heavy-Duty Infrastructure.
 - \$363.75 million in FY 2023-24 through 2025-26 for Clean Truck, Bus, and Off-Road Equipment Infrastructure.
 - Finally, the State enacted legislation to:
 - Authorize transit agencies statewide to use progressive design-build contracting methods to improve project delivery timelines and reduce capital costs.
 - Extend the authority of transit agencies and other local agencies to use design-build contracting methods.
 - Reform the Surplus Lands Act, providing agencies with additional authorities to dispose of, or lease, their property and support economic development on transit properties.

Federal

- **Infrastructure Investment and Jobs Act (IIJA)**
 - Six-year reauthorization implemented by DOT
 - Proposed Bus program Plus-Ups from IIJA Authorization Levels \$212 million (FY24 budget not yet finalized)
 - Likely 2% increase in pre-authorized spending levels for the 2024 FTA formula program (FY24 budget not yet finalized)
 - Implementation of the 2022 Inflation Reduction Act "direct pay" tax credits for "green" energy investments that could benefit public transit
 - DOT direction to expand the uses of Transportation Infrastructure Finance and Innovation Act (TIFIA) loans for transit-oriented development

IV. RTD ECONOMIC/DEMOGRAPHIC/RIDERSHIP BACKGROUND

RTD has an operating and capital budget of \$65.7 million for FY24 and employs approximately 307 people. RTD supports the local economy by purchasing goods and services for its operations and by transporting residents to their jobs, schools, shopping centers, medical appointments, and other destinations. Labor costs (wages and benefits) represent approximately 69% of the total FY24 budget. Since approximately 92% of RTD's employees reside in San Joaquin County, the local multiplier effect of these labor dollars to the region is high as our employees' income is reinvested locally in housing, goods, services, and recreation.

RTD is San Joaquin County's regional transportation provider, a Special District (not municipal transit) as defined in California Public Utility Code PUC 50000-

50507, initially serving the Stockton Metropolitan Area and amended in 1994 to include the entire county.

RTD serves over 1,400 square miles and a population of approximately 793,000. According to a 2021 on-board and 2019 community surveys, approximately 32% of RTD riders use the service to get to and from work.

San Joaquin County is home to the University of the Pacific and San Joaquin Delta College. RTD is the main transportation provider for Stockton Unified School District (SUSD) high schools, with over 25% of RTD riders being students.

Other notable data and demographics:

- BRT Metro Express routes ridership comprises 59% of RTD's total ridership
- 40% of RTD riders ride five or more days a week
- 84% of RTD riders rate their overall impression of RTD as good or excellent
- 28% of RTD riders do not have access to a personal vehicle
- Almost one-third of RTD's riders depend on the service as their primary option for transportation
- 60% of RTD riders earn less than \$30,000 annually

While pre-pandemic annual ridership was about 3.7 million passenger trips per year, the impacts of the pandemic on ridership have resulted in RTD delivering a low of 1.8 million trips in FY22 (year ended June 30, 2022). The effects of the pandemic continue to impact RTD's ridership which is slowly recovering.

In FY23, the ridership increased to 2,301,789. This can be attributed to the restoration of service on the street to pre-pandemic levels of service and an increase in service in traditionally underserved neighborhoods.

As of January 31, 2024, fiscal year to date, ridership has recovered an average of 65-66% of pre-pandemic levels.

NOTE: Full restoration of Revenue Service Hours (RSH) on the street did not return to pre-pandemic levels until mid-2023 due to the bus operator shortage. RSH for commuter services remains lower than pre-pandemic levels of service due in part to ridership losses resulting from hybrid work from home schedules.

V. CALIFORNIA AIR RESOURCES BOARD CALIFORNIA INNOVATIVE CLEAN TRANSIT REGULATION

RTD must comply with the 2019 California Air Resources Board (CARB) California Innovative Clean Transit (ICT) Regulation. Beginning in 2013, RTD was an early adopter of battery electric buses (BEBs) and has developed a comprehensive plan to comply with the 2019 CARB ICT Regulation, while at the same time avoiding the early retirement of its conventional transit vehicles.

RTD currently operates twenty-four zero emission battery electric buses. In early to mid-2024, RTD will receive five Fuel Cell Electric Buses (FCEBs). RTD's fleet includes 62 electric hybrid buses, both 40' and 60' buses. These electric hybrids are considered the "workhorse" of the fleet. Unlike the battery electric buses, the electric hybrid buses are more dependable and have a range sufficient to run on any route in the RTD system. RTD will continue to purchase electric hybrids until 2029, at which time the California ICT requires all purchases to be zero emission.

Through the end of 2028, RTD will purchase as many electric hybrid buses as possible. Bus purchases from 2029 – 2040 and beyond will be 100% zero emission and may be a mix of zero-emission bus technology (BEB/FCEB). The exact ratio of BEB and FCEBs to be purchased will be determined by the outcome of the 2024 – 2028 FCEB pilot project.

RTD Board Action 04/21/2023:

In the coming years RTD will continue to purchase as many electric hybrid lower emission buses as possible as the zero-emission bus technology continues to evolve and improve. Furthermore, as RTD pilots the FCEB project, it will collect data and determine the optimal fleet mix of hydrogen FCEBs and battery electric buses needed to achieve a 100% zero-emission fleet for the region.

RTD's Compliance with the California Innovative Clean Transit (ICT) Regulation

§ 2023.1. Zero-Emission Bus Requirements. (a) Zero-Emission Bus Purchase Requirements. (1) In any given calendar year, transit agencies must purchase or operate a minimum number of zero-emission buses as determined by the following schedules:

(A) For a large transit agency:

1. Starting January 1, 2023, twenty-five percent of the total number of new bus purchases in each calendar year must be zero-emission buses;
2. Starting January 1, 2026, fifty percent of the total number of new bus purchases in each calendar year must be zero-emission buses; and
3. Starting January 1, 2029, all new bus purchases must be zero-emission buses.

"Large Transit Agency" means either:

(A) A transit agency that operates either in the South Coast or the San Joaquin Valley Air Basin and operates more than 65 buses in annual maximum service; or

(B) A transit agency that does not operate in the South Coast or San Joaquin Valley Air Basin and has at least 100 buses in annual maximum service in an urbanized area with a population of at least 200,000 as last published by the Bureau of Census before December 31, 2017.

AB 32 and SB 32:

RTD is committed to meeting the regulations to reduce greenhouse gas emissions, its carbon footprint, and the effects of Global Climate Change. California's landmark AB 32 legislation, enacted in 2006, tasked the CARB with (1) ensuring that statewide greenhouse gas emissions in 2020 would not exceed the 1990 level, and (2) achieving the "maximum technologically feasible and cost-effective reductions in greenhouse gas emissions." CARB adopted a caps-and-standards framework for regulating emissions in energy sectors (electricity generation, industrial combustion, and transportation fuels). CARB's November 2022 Scoping Plan extends the same framework to implement California's new legislative directive (AB 1279) requiring achievement of "net zero greenhouse gas emissions as soon as possible, but no later than 2045." Its Scoping Plan adopts an ambitious reduction target of 48% in 2030 – up from the 40% mandated by SB 32.

Service Equity/Underserved Neighborhoods:

In 2022, RTD was one of twelve local agencies to receive a share of more than \$1.175 billion from the FTA's Low or No Emission Vehicle (Low-No) Program, designed to help transit agencies modernize their fleets with advanced technologies to improve air quality by reducing greenhouse gases and serve areas identified by the United States Department of Transportation San Joaquin County Census Tract as Historically Disadvantaged Communities (RTD uses the term "underserved" neighborhoods). The \$4 million grant award funded the purchase of five electric hybrid buses that will be used to increase both the frequency of service and span of service in underserved neighborhoods.

An emphasis on serving underserved neighborhoods:

Based on the CalEnviroScreen 4.0 tool, approximately 75% of the census tracts in the Stockton area are identified as Disadvantaged Communities.

- 82% of the population is a minority and approximately 50% are below low income.
- These minority and low-income communities experience socio-economic burdens related to air quality and access to transit, to name a few.

2010 and 2020 Census Tracts:

San Joaquin County had 139 census tracts in 2010 and 173 in 2020. Certain census tracts were divided into two or more throughout the county. The number of low-income census tracts increased from 69 to 88 (50% to 51%).

The City of Stockton had 75 census tracts in 2010 and 90 in 2020. The number of low-income census tracts increased from 51 to 61. The percentage of low-income census tracts remained at 68% in 2020.

Outside the City of Stockton, there were 64 census tracts in 2010 and 83 in 2020. The number of low-income census tracts increased from 18 to 27 (28% to

33%).

	San Joaquin County		Stockton		Out of Stockton	
	2010	2020	2010	2020	2010	2020
Total Census Tracts	139	173	75	90	64	83
Low-income Census Tracts	69	88	51	61	18	27
Not Low-income Census Tracts	70	85	24	29	46	56
Low-income Census Tracts %	50%	51%	68%	68%	28%	33%
Not Low-income Census Tracts %	50%	49%	32%	32%	72%	67%

The population of San Joaquin County in 2020 was 780,517, 13.6% up from the 687,115 who lived there in 2010. Between 2010 and 2020, the county grew by an average of 1.3% per year.

The county was more diverse in 2020 than it was in 2010. In 2020, the white (non-Hispanic) group comprised 29.3% of the population compared with 35.9% in 2010. Between 2010 and 2020, the Hispanic/Latino population grew the most. The Hispanic/Latino population increased by 3.5%, from 39% to 42.5%. The white (non-Hispanic) population had the largest decrease. It decreased by 6.6%, from 35.9% to 29.3%.

Among six age groups (0 to 4, 5 to 19, 20 to 34, 35 to 49, 50 to 64, and 65 and older), the 65 and older group was the fastest-growing population between 2010 and 2020, increasing by 40.6%. The 0 to 4 age group declined the most dropping 2.6% between 2010 and 2020. The share of the population that is 0 to 4 years old decreased from 7.9% in 2010 to 6.8% in 2020. The share of the population that is 65 and older increased from 10.4% in 2010 to 12.9% in 2020.

RTD utilizes CalEnviroScreen data, Census Tract data, customer survey data and customer communicated unmet needs to identify underserved neighborhoods and to more surgically invest in service improvements.

How will what we do or propose help to satisfy a customer's transit need or improve the customer experience?

VI. FUNDING AND GRANTS

Current Funding for Operations and Capital – see Attachment C

RTD's operating budget for FY24 is \$53.2 million and a capital budget of \$12.5 million, a total FY24 budget of \$65.7 million. RTD receives funds from state,

federal, local, passenger fares, and other auxiliary sources to support its operations and capital projects. Transportation Development Act (TDA): State Transit Assistance Fund (STAF) and Local Transportation Fund (LTF) remain to be RTD's major source of revenue, which is 56.3% of FY24 projected revenues. Federal sources are at 27.9% of the budget, the majority of which are from Federal Section 5307, which are being used for preventive maintenance expenses and safety related projects. Local revenues are from RTD's share of property tax levy and Measure K. Measure K is derived from the half-cent sales tax, which was originally approved by voters in 1990, then extended by voters through March 31, 2042. Passenger fares are slowly increasing in conjunction with increase in ridership. Other auxiliary revenues are from advertisers on buses, lease proceeds, interest, and other revenues. The Capital Program consists of capital projects funded by new capital funds and remaining capital funds for projects yet to be completed. The FY24 Capital Budget is \$12.5 million and the current total amount of unexpended funds on capital projects that are yet to be completed is \$28.5 million as of February 29, 2024.

Operating Grants vs. Capital Grants

Think of the operating budget as "running and maintaining buses" and the capital budget as "buying buses." Most of RTD's formula grants can be used to fund either operations and/or Capital projects. RTD prioritizes funding of its operations but provides strategic planning on capital projects in an effort to maintain its assets in a state of good repair and for the safety of riders and employees. Once the use of a grant is identified, an application for the formula grant is identified on the grant application. State and federal discretionary (competitive) grants do not typically provide revenue for the operating budget, and local grants that might provide operating funds are few and far between. Nearly all state and federal discretionary grant opportunities focus on capital improvements and assist in RTD's ability to buy buses and build/maintain facilities (State of Good Repair).

Formula Grants

State and federal formula grants come to RTD as a result of state and federal legislation; may or may not be a direct allocation to RTD, and instead a formula or discretionary allocation passthrough from the SJCOG; usually require an annual application; and always require follow-up information on how RTD used the money. While this is a cumbersome and time-consuming process for the Grants Department, RTD always follows the directed and mandated processes to ensure compliance and never risks or jeopardizes its local, state and federal formula grant allocations. These state and federal formula dollars are typically used for operations and are sometimes flexible (fungible) to be used for both operations and capital, such as state TDA-LTF and TDA-STA (Local Transportation Funds and State Transportation Assistance). In the case of Federal 5307, RTD is the direct recipient of these formula dollars; they can be used for operating

(preventative maintenance) or capital; and are appropriated on a reimbursement basis, often taking a year or more to be reimbursed.

Discretionary (Competitive) Grants

In any given year, there are a number of local, state and federal discretionary grant opportunities. RTD always submits highly competitive grant applications for programs in which it qualifies for unless there is a strategic reason or local match requirement causing RTD to not apply.

When grants become available for competition, they are always extremely oversubscribed. For example, it is not uncommon for the value of the federal grant applications nationwide to exceed by ten times or more the actual grant awards available, and the amount awarded to each successful recipient is often a fraction of the amount requested.

In FY23, RTD received \$41.5 million in State and Federal Formula Grants for operating assistance.

In FY23, RTD received \$12.2 million in State and Federal Formula Grants for capital assistance.

In FY23, RTD received \$5.2 million in Federal Discretionary Grants for capital assistance.

VII. STRATEGIC PLAN PRIORITIES ALIGNMENT

The CEO will ensure that his state and federal advocacy efforts on behalf of RTD are consistent with and help support the Board's Strategic Priorities.

Strategic Priorities:

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

VIII. FINANCIAL CONSIDERATIONS/IMPACT

There are no direct financial considerations to approving the proposed Local, State and Federal legislative program. The overall goal of the program is to secure stable and growing State and Federal capital and operating funding for the agency and to avoid costly unfunded mandates.

IX. CHANGES FROM COMMITTEE

N/A

San Joaquin RTD Board of Directors
Subject: CY2024 Legislative Agenda

Item 11A
March 15, 2024

X. ALTERNATIVES CONSIDERED

- Take no action. The CEO does not recommend this alternative since he will need Board direction on where to focus his State and Federal legislative efforts in CY2024.
- Accept the proposed legislative program but with Board adopted edits and or changes.

XI. ATTACHMENTS

Attachment A: State Legislative Agenda
Attachment B: Federal Legislative Agenda
Attachment C: Current Funding for Operations and Capital Pie Chart
Attachment D: CEO Participation in State and Federal Transit Advocacy Organizations
Attachment E: The Changing Landscape of Grants Availability
Attachment F: Resolution

Prepared by: Alex Clifford, CEO

XII. APPROVALS

Alex Clifford, CEO

DocuSigned by:

Alex Clifford

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Attachment A
CY24 State Legislative Agenda

CY24 State and Local Legislative Agenda

- **Existing Funding:** Protect against the elimination or diversion of any State-directed funds, including SB 125 funding, that support transportation needs.
- **Unfunded Mandates:** Oppose unfunded mandates.
- **Free Fares:** Oppose legislation that would provide funding for free fares unless such funding is equal to or greater than the current subsidies RTD receives for its student free fare programs and unless such funding is stable and recurring. Support the “concept” of free fares as solely a local decision.
- **Cap-and-Trade:** Continue to seek maximum flexibility in the use of Cap-and-Trade dollars, particularly LCTOP, and work to ensure growth in Cap-and-Trade funding available to transit.
- **Transit Transformation Task Force:** Monitor the Transit Transformation Task Force and seek opportunities to influence its deliberations to ensure that any policy and/or funding recommendations developed by the Task Force address the needs of RTD and do not harm RTD.
- **Voter-Threshold:** Support the initiative to amend the State Constitution to reduce the voter threshold required for a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs.
- **Transit Oriented Development:** Support establishing new funding sources for Transit Oriented Development (TOD) and bus facilities.
- **Transportation Development Act Reform:** In 2023, the Legislature and Governor Newsom created the Transit Transformation Task Force at the California State Transportation Agency. The Task Force will develop recommendations on, among other things, Transportation Development Act Reform. On behalf of RTD, the CEO will continue to seek various changes to the current law that will protect or increase the TDA funds received today by RTD (both STA and LTF). The CEO will continue to seek to reduce the burden of the current outdated performance measures and eliminate the penalties associated with a transit agency missing its farebox recovery ratio or other TDA performance criteria.
- **Resiliency:** The implementation of Pacific Gas & Electric’s Public Safety Power Shutoff program and the ongoing threat of natural disasters has increased the likelihood that RTD’s bus depots will periodically be without power. This creates new challenges as RTD transitions to zero-emission buses and potentially threatens the role RTD plays in emergency response.
RTD will therefore pursue various strategies for mitigating the impacts on its operations of an unreliable grid. These strategies may include: advocating for a carve out or an exemption to the Innovative Clean Transit regulation, which would allow transit agencies to retain a contingency fleet of buses; advocating for long-term consideration at the California Public Utilities Commission (CPUC), California Energy Commission (CEC) and California Air Resources Board (CARB) for funding that hardens and/or creates redundancies to the grid; and, advocating for legislation or regulation that would require PG&E to identify transit agencies as priority users of the grid, much like what is in place for fire and police departments and hospitals.

- **Utility Rates:** Continue to monitor and participate in statewide discussions related to utility rate changes and the definition of peak/off-peak and advocate for a special transit utility rate.
- **HVIP:** Advocate and support efforts to restore out year funding for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).
- **Transit Worker Safety:** Support efforts to increase financial penalties and to streamline the issuance of prohibition orders for individuals arrested and/or convicted of assault and/or battery against transit workers.
- **Yield Signs:** Support efforts to authorize transit agencies statewide to equip transit buses with yield-to-bus signs.
- **Additional CARB Mandates:** Oppose any effort by CARB to create a purchase mandate for over-the-road coaches and cutaways. There has not been good progress in the technology relative to battery range for these two classes of revenue vehicles.

CY24 Local Legislative Agenda

- **San Joaquin Council of Governments:**
 - Secure fair share and proportionate allocations of local Funding, Measure K, SB 125 and other funding SJCOG controls and that may pass through to RTD or that may be included in a discretionary allocation and up for competition between multiple agencies.
- **Valley Link:**
 - Stimulate a public discussion about Valley Link.
 - Continue to ask “Why” a new commuter railroad paralleling (mirroring) ACE is needed in San Joaquin County. Another expensive commuter railroad will draw on the limited resources RTD, ACE and other transit in San Joaquin County count on to serve the transit dependent, lower income and underserved population.
 - Instead of Valley Link in San Joaquin County, support a train-to-train connection to Valley Link just west of Mountain House where ACE riders can alight and board the Valley Link to destinations in the Bay Area.
 - Continue to protect the capital and operating resources transit in San Joaquin County depends on to ensure that current and future local, state and federal funding sources that transit providers depend on, or has direct claim to, are not diverted or negatively impacted by Valley Link, including anticipated growth in those revenue sources.
 - Continuously educate SJCOG Board Members, local elected officials, county leadership and stakeholders about the value RTD brings to the community.



Attachment B
CY24 Federal Legislative Agenda

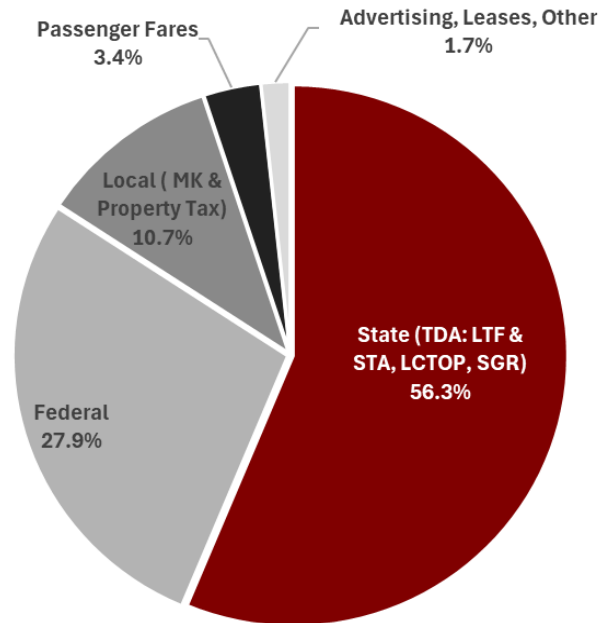
CY24 Federal Legislative Agenda

- Continue to advocate for the IIJA to be funded annually at the authorized level and for plus-ups where possible.
- Advocate for congressional directed spending (earmarks) that will provide capital funding for State of Good Repair RTD capital projects.
- If additional operating funding is proposed that will help large transit agencies with their fiscal crisis, advocate for fair treatment – all ships rise. Similar to CARES and ARPA, new funding flows to all transit agencies via the 5307 formula.
- Oppose federal mandates that would compel transit to transition to zero emission vehicles before the technology is ready and any sooner than California's ICT regulation.
- Oppose unfunded mandates.
- Advocate for the Alternative Fuels Excise Tax Credit Program to be modified to include zero emission electric buses.
- Advocate for and seek congressional support for an increase of the federal gasoline and diesel fuel tax which would increase funding to the Highway Trust Fund and the Mass Transit Account. Federal gas tax has been unchanged since 1993 at 18.4 cents/gallon. Federal diesel fuel tax has been unchanged since 1993 at 24.4 cents/gallon. These Federal gas and diesel taxes provide revenues to the Federal Highway Trust Fund (HTF). 2.86 cents/per gallon from each of these two fuel taxes go to the Mass Transit Account. Federal bus transit funding comes from the Mass Transit Account. The Mass Transit Account, combined with other Federal funding sources, helps to fund RTD operations through the FTA-5307 and 5311 grant programs.
- Advocate for the elimination of the "Rostenkowski Test," which requires public transit funding to be reduced by the amount of any shortfall of annual federal gasoline taxes into the Highway Trust Fund compared to authorization levels.
- Support continued annual funding for the RAISE discretionary program at or above current levels.
- Support the continued sub-allocation of capital money for low emission buses within the overall Lo-No program.
- Develop strong RTD grant submissions to DOT discretionary (competitive) programs such as BUILD, Bus and Bus Facilities, and Lo-No Emissions Bus programs and advocate for their award.
- Ensure that DOT implementation of IIJA rules and regulations does not have a negative impact on RTD operations.
- Reinstate the tax deduction for employers that provide commuter benefits such as transit passes (and parking) that was eliminated in the 2017 federal tax law. While corporate tax rates overall were lowered in the 2017 tax law, the elimination of the deduction for commuter benefits provides a disincentive for employers to provide transit benefits (employees may still receive those benefits in a pre-tax manner if employers choose to offer them).
- Seek amendments to the TIFIA loan program at DOT to make it more attractive as a tool to assist bus purchases.

- Support establishing new dedicated funding sources for TOD and bus facilities and allow planning, engineering, and design to be eligible activities.
- Work with Congress and the FTA to help them understand the significant challenges for small to mid-size transit agencies to fund operating and capital programs and to keep up with State of Good Repair.
- Oppose any federal efforts that would preempt local authority over the use of autonomous vehicles in their communities.
- Encourage Congress to begin serious discussions for a surface transportation reauthorization that will be ready for enactment upon the 2026 expiration of the IIJA.
- Continue the annual transit funding advocacy trip to Washington, DC in March/April/May and encourage Board members to participate.



Attachment C
FY23 Operating and Capital Revenues



Reflects FY24 % of Operating and Capital Revenues

	FY2023-24 Budget			
	Operating	Capital	Total	%
State (TDA: LTF & STA, LCTOP, SGR)	\$ 34,140,575	\$ 2,851,850	\$ 36,992,425	56.3%
Federal	8,690,077	9,632,758	18,322,835	27.9%
Local (MK & Property Tax)	7,042,416		7,042,416	10.7%
Passenger Fares	2,212,428		2,212,428	3.4%
Advertising, Leases, Other	1,120,126		1,120,126	1.7%
Total	\$ 53,205,622	\$ 12,484,608	\$ 65,690,230	100%



Attachment D
Transit Advocacy Organizations

CEO Participation in State and Federal Transit Advocacy Organizations

- **California Transit Association (CTA)**
 - Executive Committee member
 - State Legislative Committee member
 - Program and Conference Committee member
 - TDA Reform Task Force member
 - Governance and Finance Task Force member
 - <https://caltransit.org/>
- **American Public Transportation Association (APTA)**
 - APTA Board Member
 - APTA Finance Committee
 - Access Committee
 - Bus and Paratransit CEOs Committee
 - Legislative Committee
 - Public Transportation CEOs Coordinating Council
 - Small Operations Committee, Vice-Chair
 - <https://www.apta.com/>
- **The Bus Coalition**
 - Board of Directors
 - <https://www.buscoalition.com/>
- **Community Transportation Association of America (CTAA)**
 - Member
 - California CTAA delegate
 - <https://ctaa.org/>
- **California Association for Coordinated Transportation (CalACT)**
 - Board of Directors, Chair
 - Legislative Committee
 - <https://calact.org/>
- **Zero Emission Bus Resource Alliance (ZEBRA)**
 - Member
 - <https://zebragrp.org/>
- **Center for Transportation and the Environment (CTE)**
 - Member
 - <https://cte.tv/>
- **Hydrogen Fuel Cell Bus Council (HFCBC)**
 - Member
 - <https://www.hfcbuscouncil.com/>



Attachment E
The Changing Landscape of Grants Availability

The Changing Landscape of Grants Availability

The grant funding landscape has changed dramatically over the past two decades. At the same time, the cost of labor, benefits, goods and services have risen faster than the increases in revenue sources. In bad economic times, revenues may decrease, yet the cost of labor, benefits, goods and services do not. Transit, in general, is always looking for new revenue sources in an effort to keep the assets in a state of good repair and to avoid the downward death spiral of cutting service to balance the budget. Here are just a few examples of the transit funding landscape going back to 1971:

- 1971 - The Mills-Alquist-Deddeh Act (SB 325)

Source: <https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act>

Enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans.

TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction and maintenance. The STA funding can only be used for transportation planning and mass transportation purposes.

- LTF - Local Transportation Fund (LTF), is derived from a ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. Each county then apportions the LTF funds within the county based on population.
- STA - State Transit Assistance (STA) funds are generated by a sales tax on fuel and diesel fuel. The amount of money available for transit agencies varies from year to year based on the ups and downs of diesel prices. STA funds are appropriated by the legislature to the State Controller's Office (SCO). The SCO then allocates the tax revenue, by formula, to planning agencies and other selected agencies. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to transit operator revenues from the prior fiscal year.
- 2006 - California voters created a capital funding source through Proposition 1B – Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. This ten-year capital program, which expired in 2016, funded numerous RTD security, facilities and bus procurements. Fortunately, the Governor signed the Road Repair and Accountability Act (SB1) in April 2017 to partially replace Proposition 1B and to provide additional State Transit Assistance (STA). Again, this legislation favors capital projects

for the use of this money, although some of it can be used for operating assistance if RTD meets specific performance criteria.

- 2009 - The American Recovery and Reinvestment Act (ARRA) of 2009, signed into law by President Barack Obama on February 17, 2009, was an economic stimulus package that provided RTD valuable capital dollars. ARRA was a one-time capital program and did not provide recurring resources.
- 2012 - The US Congress eliminated federal “earmarks,” a process that provided legislative appropriations to specific projects in a congressional representative’s district. Until then, RTD had secured federal earmarks to fund multiple capital projects.

Up until 2012, the federal transportation authorization included a Bus and Bus Facilities Program, which was a discretionary capital grant program. RTD had competed successfully for some of this capital funding. With the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012, the Bus and Bus Facilities discretionary grant program was eliminated and replaced with a small formula program (5339(a).

- 2016 - It was not until the Fixing America’s Surface Transportation Act (FAST Act) reauthorization in 2016 that the Bus and Bus Facilities discretionary grant program was reestablished, albeit at a substantially reduced funding level in comparison to pre-2012 funding levels. Years later, The Bus Coalition was successful in convincing Congress to fund the discretionary program at substantially higher levels.
- 2017 - On April 28, 2017 Governor Brown signed Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017. Senate Bill 1 (SB 1) augments the base of the State Transit Assistance program essentially doubling the funding for this program. To provide for SB 1 reporting and transparency, transit agencies are asked to work with the Department to report on planned expenditures for these augmented funds.
Source: Road Repair and Accountability Act of 2017, <https://www.rebuildingca.ca.gov/> and SB 1.

It is a landmark transportation investment to rebuild California by fixing roads, freeways, and bridges in communities throughout California. The legislative package invests an average of \$5.4 billion annually and puts more dollars toward transit and safety.

SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in over two decades. It allows local agencies and Caltrans to fix California’s roads and bridges, reduce traffic delays, improve goods movement, and increase options for transit, intercity rail, and active transportation. SB 1 increases funding for California’s transportation system by an average of \$5.4 billion annually, split between state and local investments.

The bill creates in the State Transportation Fund, including revenues attributable to a \$0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, 50% of a \$0.20 per gallon increase in the diesel excise tax, with an inflation adjustment, as provided, a portion of a new transportation improvement fee imposed under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and with an inflation adjustment, as provided, and a new \$100 annual vehicle registration fee applicable only to zero-emission vehicles model year 2020 and later, with an inflation adjustment, as provided. The bill would provide that the fuel excise tax increases take effect on November 1, 2017, the transportation improvement fee takes effect on January 1, 2018, and the zero-emission vehicle registration fee takes effect on July 1, 2020.

- 2021 - Reauthorization: IIJA also known as the Bipartisan Infrastructure Law Signed into law by President Biden on November 15, 2021
 - Up to \$108 billion for public transit over five years (Formula and Discretionary)
 - \$69.9 billion from Highway Trust Fund
 - \$21.25 billion in Advance Appropriations
 - \$17 billion in Authorized Appropriations
 - New and increased funding for State of Good Repair, Low or No Emission, and Capital Investment Grants (CIG)
 - 30% increase to authorized funding levels, plus an additional \$1.1 billion per year for Low or No Emissions Competitive Grants
 - Requires a Notice of Funding Opportunity (NOFO) be issued no more than 30 days after the passage of a full-year appropriation, and awards be announced 75 days after the NOFO closes or the end of the fiscal year the NOFO was issued, whichever is earlier
 - An applicant that is submitting a project to both Low-No and Bus, or only Low-No, may propose partnerships with TVMs to satisfy the competitive procurement requirements
 - Both require that for projects related to zero-emission buses, a zero-emission fleet transition plan must also be submitted with the application
 - Not less than 25% of Low-No funding must be made available for low emission vehicles and related facilities
 - 5% of funds used to purchase zero-emission vehicles or infrastructure must be utilized for workforce development unless the applicant certifies that less is needed to carry out their transition plan
 - Minimum amount of rural funding has increased from 10% to 15% for the Buses and Bus Facilities Competitive Program
 - Urbanized Area Formula funding:
 - 30% increase to program funding levels from FY21 to FY22 (\$4.8B to \$6.3B)
 - Increases the set-aside for Small Transit Intensive Cities from 2% to 3%
 - Requires recipients in large UZAs to use at least 0.75% of their funds for safety-related projects eligible under the Urbanized Area Formula program (Section 5307)

- Formula Grants for Rural Areas:
 - 30% increase to program funding levels from FY21 to FY22 (\$601M to \$781M)
 - Provides \$229 million for Public Transportation on Indian Reservations over five years
 - 20% of the Public Transportation on Indian Reservations funds must be distributed on a competitive basis, while the remainder must be apportioned by formula
 - 3% of Rural Formula funding is available for the Appalachian Development Public Transportation Assistance program
- Buses and Bus Facilities:
 - 30% increase to program funding levels from FY21 to FY22 (\$461M to \$599M)
 - The Formula National Distribution is increased to \$4 million for each State and \$1 million for each territory
 - Encourages use of Innovative Procurement tools, such as cooperative procurement contracts or state cooperative procurement schedules
- FTA's priorities:
 - Safety
 - Modernization
 - Climate
 - Equity

(Source: FTA presentation dated January 7, 2022)

- FY2024 - Earmarks
Earmarks, also known as Congressionally-Directed Funding or Community Project Funding, after an absence of over 10 years, returned in the FY 2022, FY 2023, and the yet-to-be completed FY 2024 budget bills enacted by Congress and are expected to be included again in the FY 2025 budget cycle. In FY 2024, approximately \$4 million in pending earmarks were included for San Joaquin County for non-bus transportation projects:
 - \$500,000 for SR 99/120
 - \$3.5 million for emissions reduction activities at Port of Stockton



Attachment F
Resolution

RESOLUTION NO. ____
DATED: MARCH 15, 2024

RESOLUTION APPROVING THE CALENDAR YEAR 2024 LOCAL, STATE AND FEDERAL
LEGISLATIVE PROGRAM AGENDAS

WHEREAS, at the start of each new legislative cycle, the CEO requests the Board of Directors (Board) to review, comment, and approve the proposed Local, State and Federal legislative agendas for the upcoming calendar year; and

WHEREAS, the CEO uses this legislative agenda as a guide throughout the year as he represents RTD on various state and federal transportation association Boards and Committees and provides legislative guidance to RTD's state and federal legislative advocates; and

WHEREAS, the overall central goal of the program is to advocate for stable and growing state and federal capital and operating funding and to oppose costly unfunded mandates; and

WHEREAS, the legislative agenda also guides Board members. The Board accepts and encourages the CEO to continue actively participating and expanding leadership roles in American Public Transportation Association (APTA), California Transit Association (CTA), The Bus Coalition, California Association for Coordinated Transportation (CALACT), Community Transportation Association of America (CTAA), Center for Transportation and the Environment (CTE), and Zero Emission Bus Resource Alliance (ZEBRA).

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Directors of RTD that the proposed Local, State and Federal legislative agendas for 2024 be, and hereby are, approved.



LEAD STAFF: DÁMARIS GALVAN, PLANNING AND SERVICE DEVELOPMENT DIRECTOR

I. RECOMMENDED ACTION:

That the RTD Board of Directors consider discontinuation of Commuter Route 120 to the Defense Logistics Agency, Tracy Defense Distribution Depot (Commuter Route 120) effective May 31, 2024.

II. SUMMARY:

- Commuter Route 120 is a weekday service originating in Stockton, stopping in Lathrop, with the destination being the Tracy Defense Distribution Depot.
- Ridership on Route 120 has been declining since July 2018.
- The service is provided using a full-sized forty-foot commuter bus driven by a full-time RTD Operator.
- The route provides one trip in the morning and one trip in the afternoon on weekdays.
- In January 2024, staff presented an initial analysis to the Board of Directors to further evaluate the route, perform outreach, and seek an alternative to Route 120 riders.
- Further analysis determined that, on average, only five (5) individual riders per day continue to use the route; projected FY2024 expenses are \$173,381, while projected fares are \$11,386, with a 7% fare recovery ratio.
- The potential discontinuation of Route 120 will not compromise funding.
- Staff conducted a public forum to discuss this proposal on Thursday, February 15, at 6 p.m. Additionally, members of the public had the opportunity to provide comments through Thursday, February 22, 2024.
- A more efficient and cost-effective alternative is for current Route 120 riders to use available vanpool services.
- Staff recommends the RTD Board of Directors consider discontinuing the Route 120 service effective May 31, 2024.

III. DISCUSSION/BACKGROUND:

Commuter Route 120 currently provides weekday service from Stockton and Lathrop to Tracy traveling a total of 74.43 miles per day (37 miles one-way, including deadhead), operating 1 morning trip and 1 afternoon trip, with total of 2.5 revenue hours per day using an accessible 40' Bus.

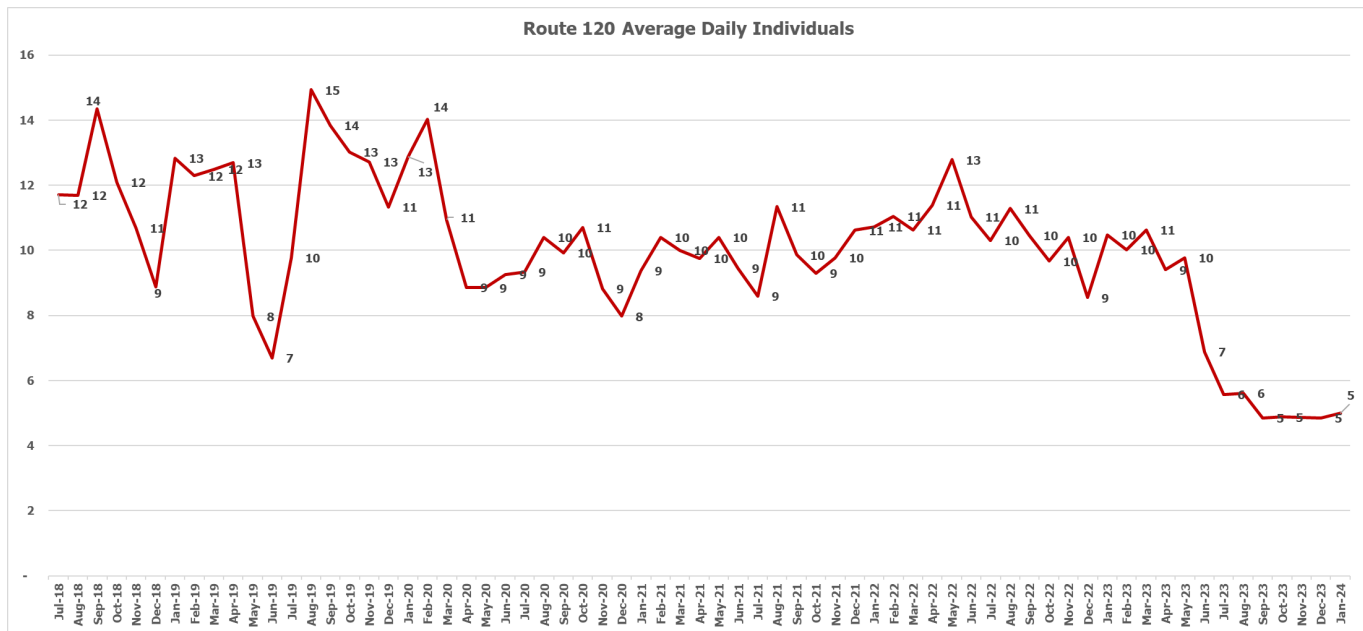
The current fare structure is as follows:

Fares:

- 1-Ride Pass: \$7
- 31-Day Pass: \$165

Since July 2018, ridership on this route has declined substantially over the years. In July 2018, the average number of individuals riding Route 120 per day was 12-14, and currently, as of January 2024, the average number of individuals using this route per day is five (5). This represents a decrease of 64%. See table 1.

Table 1



While ridership and fares collected have decreased since July 2018, the cost of operating Route 120 has continued to increase. In FY2019, the Ratio of Fares versus Expenses was 48%, while more recently, in FY2023, this ratio dropped to 11%, a decline of 37 points.

Fiscal Year 2024 data through December, the Ratio of Fares, versus Expenses, has dropped to 7% and the staff has projected that at the end of FY2024, this trend will remain. See Tables 2 and 3.

Table 2

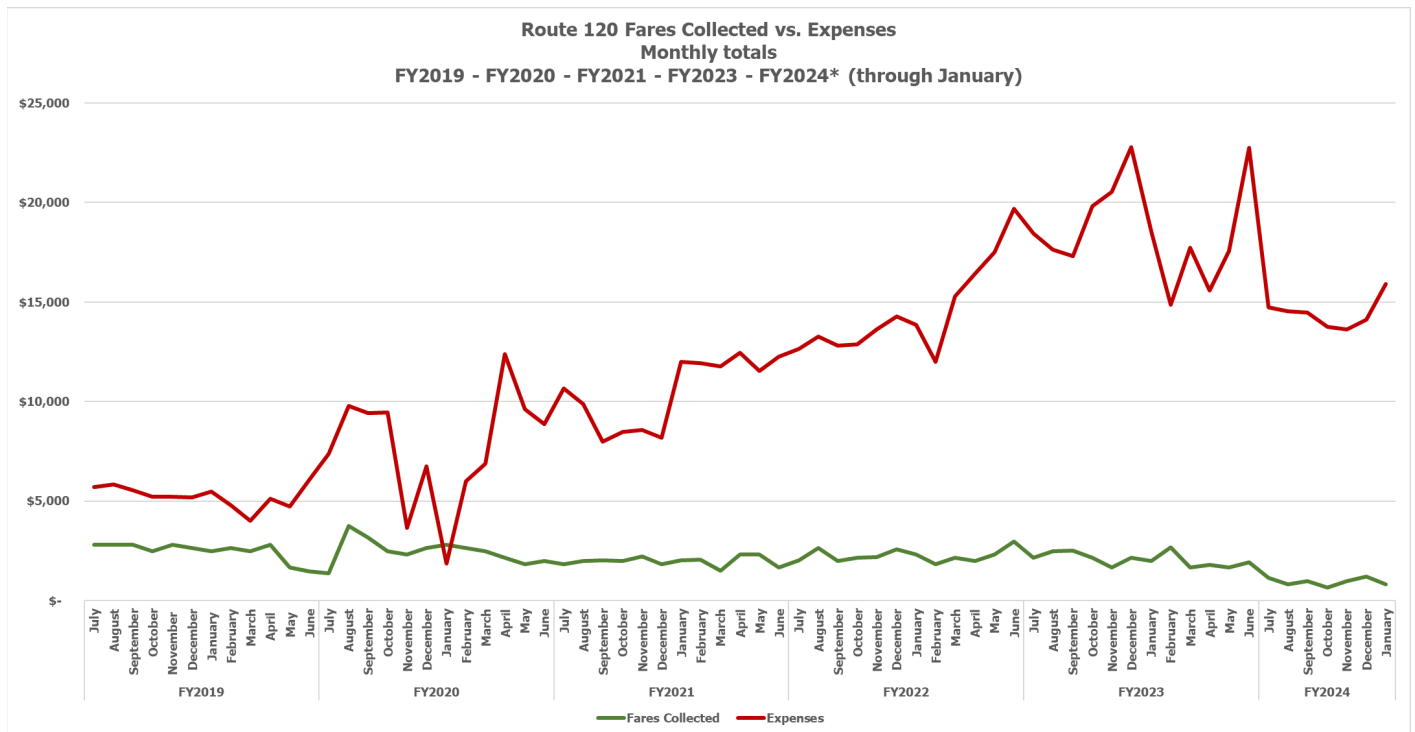
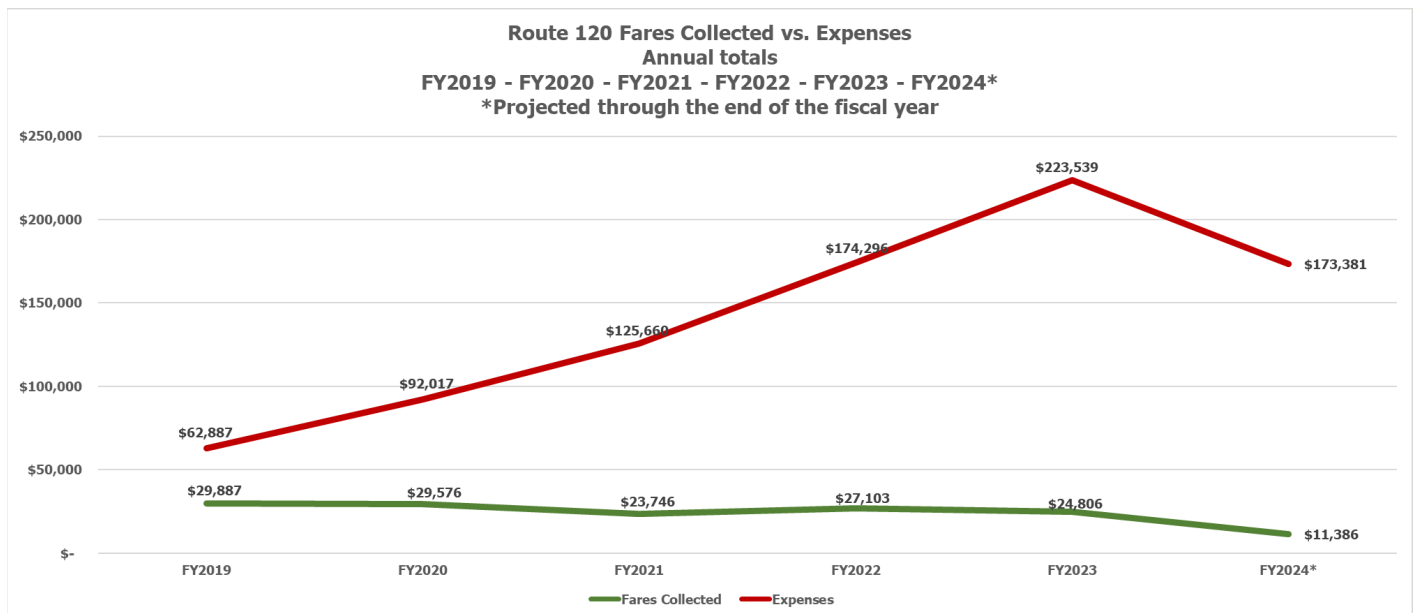


Table 3



The discontinuation of Route 120 will not compromise any current funding, such as Local Transportation Funds (LTF) or Measure K funding since these are not specific to Route 120. This funding could potentially be allocated to another, more productive commuter service.

Considering this analysis, RTD conducted a survey and one virtual public forum to solicit public comments regarding the potential Discontinuation of Commuter Route 120 Service. RTD notified the riders of the opportunity to provide comments through direct notification via email, postings on the bus, hard copy notification, and Rider Alerts. Comments were also accepted through telephone messages and written comments mailed, e-mailed, faxed, or delivered in person.

The public forum was held on Thursday, February 15, at 6:00 p.m. At this meeting, staff presented an overview of the service, shared ridership, and fares versus expenses information, and explained additional options for travel to the Tracy Defense Distribution Depot using existing vanpool programs available. In addition, members of the public had the opportunity to provide RTD with comments through Thursday, February 22, 2024.

Meeting attendees:

- 3 Members of the Public
- 1 San Joaquin Council of Governments (SJCOG) – Dibs: Transportation Demand Management Program Representative
- 3 RTD staff members

RTD received a total of four comments, one at the public forum, and three through e-mail. All comments were made by current riders.

Staff noted that riders at the public forum did not know information regarding vanpool options and the attendance of SJCOG – Dibs Representative provided answer to questions and clarification on this program.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns with the RTD Board's Strategic Priorities 3 and 5.

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

V. CUSTOMER IMPACT

Customers will have the alternative of commuting using vanpool services available. This service meets their needs and is a more cost-efficient alternative. Riders will have the time and opportunity to transition to vanpool service as RTD will provide them with sufficient notice if discontinuation is approved by the board.

VI. FINANCIAL CONSIDERATIONS/IMPACT

Ridership decreased by 64% since fiscal year 2019 and the Ratio of Fares versus Expenses decreased from 48% in FY2019 to 7% in FY2024 through January. Fiscal Year 2024 projected annual fares are \$11,386 while projected annual service costs are \$173,381.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

- Discontinue Commuter Route 120 due to the financial burden that it represents.
- Continue operating Route 120 at a significant cost to RTD with few riders.
- Have current riders transition to available Vanpool services.

IX. ATTACHMENTS

Attachment A: Public Comments Received – Commuter Route 120 Discontinuation
Attachment B: Survey Results Summary
Attachment C: Resolution

Prepared by: Dámaris Galvan, Planning and Service Development Director

San Joaquin RTD Board of Directors
Subject: Commuter Route 120 Discontinuation

Item 11B
March 15, 2024

X. APPROVALS

Executive Manager Approved:
Ciro Aguirre, COO

DocuSigned by:
Ciro Aguirre
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Financial Impact Approved:
Robert Kyle, CFO

DocuSigned by:
Robert Kyle
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Alex Clifford, CEO

DocuSigned by:
Alex Clifford
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Attachment A
Cover Page

**Public Forum Customer Comments Regarding
Discontinuation of Commuter Route 120 Service
February 2024**

#	NAME	Public Hearing Location	Address	Date	Questions/Comments
1	Philip Cathey	E-mail	Phillip.Cathey@dla.mil	2/08/2024	My name is Phillip Cathey. Route 120 is vital for me to be able to get to work every day. I am over 60 yrs. old and between my wife and I we have only one vehicle to get back and forth to work. It has been a blessing to us to be able to have her drop me off at the pick-up point which is only 3 miles from my home and pick me up in the evenings once I get off. My commute into work would ordinarily be 15-20 miles from my home. Without the RTD service it would not be possible for my wife and I both to make it to work on time. This route has served us so well and I thank you for this valuable service. I implore you to not discontinue this service which the riders that use it rely on so heavily.
		Public Forum		2/15/2024	I have been riding on Route 120 for over 1 year, and for myself, it is very viable. I know you guys say it's not viable based on the numbers, but when you look at viability to a customer, myself it is very necessary for me. I actually ride a bicycle to my pickup point and have the bus available to place my bicycle on the rack and get transported to my job is

				<p>vital for me. My wife and I both work and we only have one car and so she drives her car to work and I ride my bicycle to the pick up route.</p> <p>Now, you showed the options of Enterprise and Vanpool accessibility, but for me, I have to be picked up at a specific location I am still stuck riding my bicycle. Vanpool doesn't offer me a place to actually place my bicycle when bringing it to work with me.</p> <p>Before, the driver could enter the depot and drop us off at the different locations, but now it doesn't. We get dropped off at one location, which is 1 mile away from where I work at. So I have to ride my bicycle to my job location, which has helped me immensely.</p> <p>I am wondering, I understand we have the Hoppers available. When you mention viability and ridership has decline and cost to operate is much greater compared to the fares from the ridership. Would operating one of the smaller buses, would that be something we can take a look specifically for that route.</p> <p>What is the Dibs program exactly? Do they provide assistance with Transportation?</p>
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					<p>Given the group we have there are a couple of individuals with disabilities. Do we need to have an alternate driver? I don't believe they can become alternate drivers.</p> <p>The idea of the Hopper seems a good alternative. I don't know if the ratio on how much it would cost to operate the Hopper would be? If you mention that the Operator expense is what we are looking at when looking at viability, they are only driving 2.5 hours a day. Doesn't the Commuter route have other routes that they can operate a long the day prior to operating Route 120?</p> <p>The current Commuter bus is it a diesel engine? Is that correct? I assume with Hybrid Electric you save fuel. Are any vehicles electric?</p>
2	Nancy E Todd	E-mail	Nancy.Todd@dla.mil	2/22/2024	<p>ALCON,</p> <p>Please take into consideration the following comments and suggestions. I was unable to join the Zoom meeting on Feb. 15th.</p> <p>Some of the reasons why I and others prefer to take the SJRTD bus, rather than driving:</p> <ul style="list-style-type: none"> -It's more environmentally friendly. -There is less stress to the commute. We are able to relax while a professional does the driving. -There is a significant savings in gas, as well as wear-and-tear to personal vehicles.

				<p>-Some who ride are either not licensed to drive or prefer/should not be driving long distances. Personally, I have been wearing an orthopedic boot on my right foot for quite a while. My Dr. understands that I need to drive short distances, but he has cautioned me against driving more than a few miles at a time. I am not comfortable driving at this time, as I have had to modify my foot motions to do so. It's uncomfortable and could be dangerous.</p> <p>I understand why SJRTD may be concerned with low performance and declining ridership. However, I still believe that SJRTD was the direct cause of the decline within the last year. Due to your company's refusal to adhere to the Federal government's security policy, we lost five riders. I understand that one of the two individuals that prompted the 'new' route within the Depot has moved to the county side and is no longer a factor in the process of background checks. It would be very easy to limit anyone else who can't pass such checks to any route but this one. If you have a driver that isn't qualified for certain vehicles, you wouldn't let them operate it. This is the same principle. If they don't qualify, they can't do it. The change of route within the Depot itself is the direct cause of the loss of the five riders I mentioned. If the internal route were re-established, we might be able to get some or all of those riders back. Also, there may be the possibility of future customers. There is no way that some of us are able to get to our work areas on time, or back to the bus at</p>
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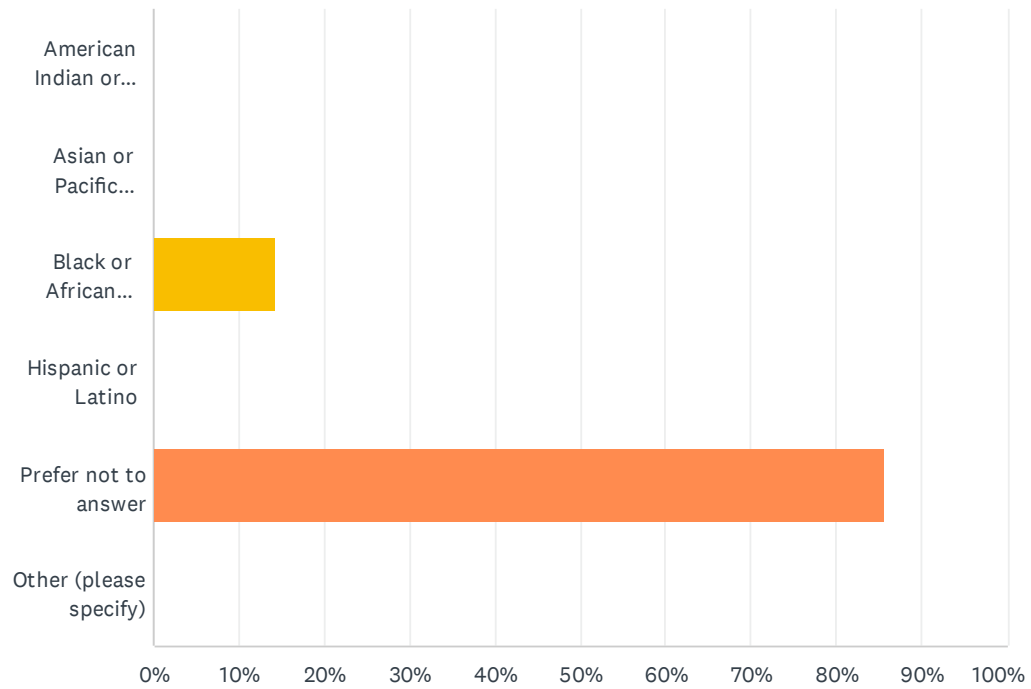
				<p>the end of the day, based on where the one stop is now. I am fortunate in that I've had co-workers willing to ferry me back-and-forth. I am bringing this subject up not to try to change back (although it would be great), but to try to make more people aware of why we lost riders.</p> <p>I haven't heard anyone say anything about the cost of running the current bus on our route, or if that is part of the reason for this proposal. I don't know if it's any more or less efficient than one of the hoppers, or a 'Van-go'. If the smaller bus is less costly to operate, why not switch our Route to one of those buses. If ridership in the future ever outgrows one of these, the switch could be made back to a larger bus.</p> <p>With the Federal Government paying for our tickets, that's a guaranteed \$165.00 a month per rider, whether we ride every day or not. That equals \$825.00 at current ridership. This amount doesn't change even if there are holidays, or an employee takes days off. If this route is discontinued, that revenue will disappear, while SJRTD still has the cost of running and upkeep of the bus.</p> <p>Yesterday when I got dropped off at Michigan and Kirk, I saw one of the city buses drive by. I noticed it had a new paint job. "50 years of RTD. It's cool to ride the bus." I'm not sure how 'cool' I feel about riding a bus, nor do I care, but it is something that I want to continue doing for a while longer.</p>
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					Please reconsider this proposal of discontinuation. It would have a significant impact on me personally, as well as my fellow riders.
3	JP Hughes	E-mail	jphughes85@cox.net	2/22/2024	The reason I want the route 120 RTD bus to continue is that it is convenient for the environment. It's also helpful to others who would rather not have to worry about the vanpool being late or unavailable to get to their destination. Last reason is that there'll be others in the future who would love the option of riding the bus. It may not happen anytime soon, but it will happen and they shouldn't be denied the chance to choose this option. Thank you for taking the time to read my comment.
4	Devon Spears	E-mail	devonspears209@gmail.com	2/22/2024	My name Devon Spears and I been catching the bus for years and I want to continue to catch bus still.

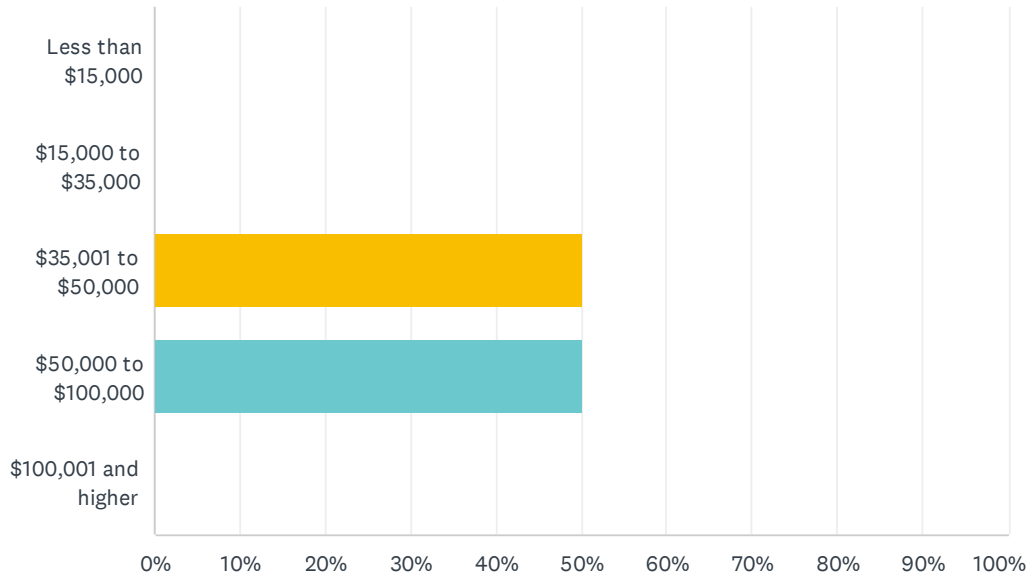


Attachment B
Cover Page

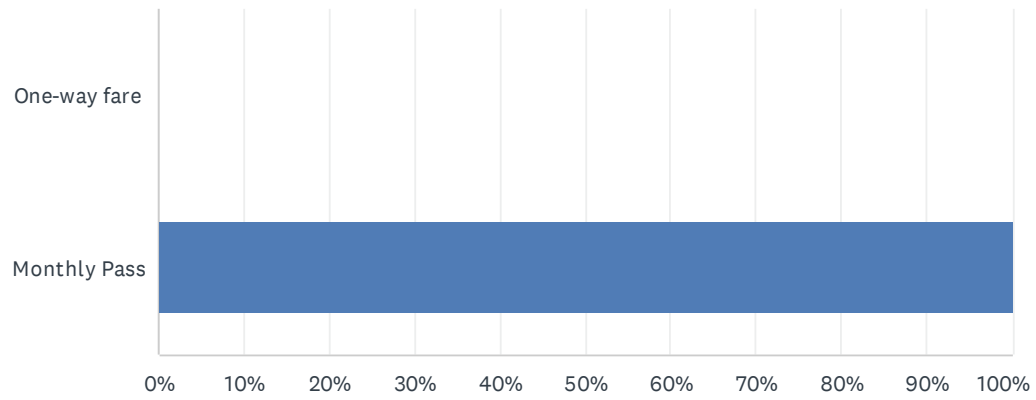
Q1 What is your ethnicity?



Q2 What is the approximate total household income of everyone in your home?



Q3 What type of fare (ticket) do you use?



Q4 If the Commuter Route 120 is cancelled, would you be in favor of using a vanpool instead?

ANSWER CHOICES	RESPONSES	
Yes. Why?	14.29%	1
No. Why?	100.00%	7



Attachment C
Cover Page

RESOLUTION NO. _____
DATED: MARCH 15, 2024

RESOLUTION APPROVING DISCONTINUATION OF COMMUTER ROUTE 120 TO TRACY
DEFENSE DISTRIBUTION DEPOT EFFECTIVE MAY 31, 2024

WHEREAS, ridership on commuter Route 120 has been declining since 2018 and is currently averaging five (5) individual riders per day; and

WHEREAS, fare recovery has decreased 41% and service costs have increased by 176%; and

WHEREAS, a more efficient and cost-effective alternative is for current Route 120 riders to use available vanpool services.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Directors of San Joaquin Regional Transit District (RTD) that Commuter Route 120 is discontinued as of May 31, 2024.



LEAD STAFF: JOHN VAN CAMP, MAINTENANCE SUPERINTENDENT

I. RECOMMENDED ACTION:

That the RTD Board of Directors authorizes the CEO to issue a purchase order to Big Valley Ford for the purchase of six non-revenue vehicles not to exceed \$330,000.

II. SUMMARY:

- RTD has established in its Transit Asset Management Plan that non-revenue vehicle Useful Life Benchmark (ULB) should not exceed 10 years or 100K miles.
- RTD Maintenance Staff have identified six (6) non-revenue vehicles assigned to the Facilities Department that have exceeded their ULB and should be replaced.
- The six (6) non-revenue vehicles are used to perform various functions critical to RTD business requirements throughout the RTD service area by Facilities personnel.
- As part of complying with the Federal Transit Administration (FTA) and RTD Transit Asset Management (TAM) guidelines, and State of Good Repair (SGR) requirements, staff recommends the RTD Board of Directors authorizes the purchase of the six (6) vehicles.
- RTD will procure the identified vehicles through the California Department of General Service (Cal DGS) contract.

III. DISCUSSION/BACKGROUND:

The RTD Facilities Department provides extensive custodial services, building maintenance, and repairs to all RTD departments and facilities, and they service over nine hundred (900) bus stops throughout the RTD service area.

Facilities utilize a mixed fleet of non-revenue maintenance vehicles to perform functions ranging from cleaning and repairing bus stops, transporting supplies and materials to various facilities, and providing equipment transport in the maintenance and repair of RTD buildings.

These vehicles will be purchased via the Cal DGS California Multiple Award Schedule Contract with additional dealer price incentives offered.

The ULB has been met for six (6) non-revenue vehicles within this fleet based on the criteria set in the FTA/RTD TAM Plan and SGR guidelines, which state that all non-revenue vehicles are to be replaced upon reaching ten years or 100,000 miles.

Additionally, RTD's commitment to reduce its carbon footprint would be further realized by updating to newer vehicles that have improved technology in reducing emissions. The six (6) vehicles listed below (see table 1) have met their ULB in FY2023, and to remain compliant with the TAM Plan and maintain our SGR status are to be replaced if the purchase is authorized.

Table 1

Vehicle Number	Model	Year	Miles
F106	Ford F350, T-Utility	2011	52,669
F13101	Ford F250, T-Utility	2013	41,473
F13102	Ford F150, T-Utility	2013	40,829
F13103	Ford F150, P-Utility	2013	120,194
F13104	Ford F150, P-Utility	2013	102,194
F13105	Ford Transit Connect Van	2013	72,362

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

V. CUSTOMER IMPACT

This purchase will be for non-revenue vehicles and there will not be any customer impact.

VI. FINANCIAL CONSIDERATIONS/IMPACT

The non-revenue vehicle replacement funding is provided by FY24 SGR 99313 included in the FY24 Capital Budget Projects, codes 2414 through 2419, for a total of \$572,250.

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GL:000002-11101 JL:2415012453-1421129
GL:000002-11101 JL:2416012453-1421129
GL:000002-11101 JL:2417012453-1421129
GL:000002-11101 JL:2418012453-1421129
GL:000002-11101 JL:2419012453-1421129

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

Do not purchase new vehicles and continue using existing vehicles. This is not recommended as this action is needed to comply with the TAM Plan and maintain scheduled equipment replacement meeting SGR guidelines.

IX. ATTACHMENTS

- Attachment A:** TAM Plan
- Condition Assessments-Pg 21-22
 - RTD 10-Year Service Vehicle Condition Assessment Criteria-Pg 43
- Attachment B:** Resolution

Prepared by: John Van Camp, Maintenance Superintendent

San Joaquin RTD Board of Directors
Subject: Big Valley Ford Purchase Order

Item 11C
March 15, 2024

X. APPROVALS

Executive Manager Approved:
Ciro Aguirre, COO

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Ciro Aguirre

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Sylvester Donelson,
Director of Procurement

DocuSigned by:

Sylvester Donelson Jr.

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Financial Impact Approved:
Robert Kyle, CFO

DocuSigned by:

Robert Kyle

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Alex Clifford, CEO

DocuSigned by:

Alex Clifford

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Attachment A
Cover Page

Transit Asset Management Plan



San Joaquin Regional Transit District
September 2022

Detailed tables of all assets appear in appendices under Condition Assessments for Facilities and Vehicles (Appendices G – I).

Chapter 3: Condition Assessment

(Element 2. Condition)

A condition assessment is the process of inspecting an asset, quantifying the condition of that asset, and producing useable data to measure the condition and performance of the asset. This process involves regular inspections that evaluate an asset’s visual and physical conditions and addresses risk, ensures that the asset can meet its service requirements, and provides information from which assets can be managed across their lifecycle. This helped RTD create evaluation criteria and a grading basis for all of its equipment.

Staff conducted current assessments using the assessment criteria established in the initial TAM Plan (Appendix F).

RTD 2022 Revenue Fleet and Status Summary

Year	Make/Model	Total Vehicle Score	Assessment Condition	Quantity
2010	Gillig/Hybrid Electric	4/5	Failing/Fair	7
2011	Gillig/Hybrid Electric	3/5	Failing/Fair	2
2016	Starcraft Transit 350	6/7	Fair	6
2017	Glaval Titan II	6/7	Fair	22
2019	Glaval Transit 3500	6-9	Fair/Good	14
2008	MCI/D4500	4	Poor	1
2006	Gillig/Hybrid Electric	3-5	Poor/Fair	8
2009	Gillig/Low Floor Hybrid	4	Poor	3
2012	Gillig/Hybrid Electric	6/7	Fair	6
2013	Gillig/Diesel Electric	7	Fair	20
2013	MCI/J4800	5/8	Fair/Good	2
2014	Nova/LFS-60	9	Good	6
2016	Proterra/Catalyst	10	Good	10
2018	Proterra/Catalyst BE-40	11	Excellent	5

2018	Gillig/Diesel Electric	10/11	Good/Excellent	12
2020	Arboc (SOM)	12	Excellent	4
2021	MCI D45 CRT LE	12	Excellent	2
2012	Proterra/Ecoride	8	Poor	2
Total				132

RTD 2022 Service Vehicle Fleet and Status Summary

Year	Make/Model	Total Vehicle Score	Assessment Condition	Quantity
2003	Ford F550	3	Poor	1
2005	Ford F350	0	Failing	1
2006	Dodge Ram Truck	0	Failing	1
2006	Eldorado Type II	0	Failing	1
2007	Chrysler Sebring	2	Poor	1
2008	Ford F550	3	Poor	1
2011	Ford F350	4	Poor	1
2013	Ford F150	4	Poor	2
2013	Ford Transit Connect	5	Fair	1
2014	Ford F250	6	Fair	2
2014	Ford C-Max	3/4/6	Poor/Fair	7
2014	Hybrid Nissan Pathfinder	5/6/8	Fair/Good	3
2017	Dodge Caravan	10	Good	1
2017	Ford Transit 350	10	Good	1
2017	Ford Focus	8/9/10/12	Good/Excellent	6
2017	Ford Escape SE	7/9	Good	2
2021	Ford Transit Connect	13	Excellent	5
2022	Ford Explorer	N/A	N/A	N/A
Total				37

RTD Facility Assessment Summary

Facilities	RTC	CTC	HTS	UTS
TAM Component & Subcomponent	Rating	Rating	Rating	Rating
Exterior Loading and On-Site Parking	N/A	3.9	4.1	4.9
Bus Canopies				

RTD 10-Year Service Vehicle Condition Assessment Criteria

Visual Inspection Criteria 1		ULB Remaining Years Criteria 2			Vehicle Miles Accrued Criteria 3	
Score	Tier Value	Years	Score	Weighted value	Miles	Tier Value
45-55	4	1	10	4	0-25,000	4
		2	9			
		3	8			
34-44	3	4	7	3	25,001-50,000	3
		5	6			
		6	5			
23-33	2	7	4	2	50,001-75,000	2
		8	3			
		9	2			
12-22	1	10	1	1	75,001-100,000	1
0-11	0	>10	0	0	>100,001	0

The tier values for each of the three assessment criteria were tabulated to arrive at a final base condition score for each vehicle as presented below.

RTD 2018 Base Condition Assessment Vehicle Scoring

Base Condition Scoring	
Condition	Tier Value Score
Excellent	11-13
Good	8-10
Fair	5-7
Poor	2-4
Failing	0-1

RTD TERM Facilities Assessment Scoring

Condition	Rating	Description
Excellent	5.0 to 4.8	New asset; no visible defects.
Good	4.7 to 4.0	Asset showing minimal signs of wear; some slightly defective or deteriorated component(s).
Adequate	3.9 to 3.0	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
Marginal	2.9 to 2.0	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
Poor	1.9 to 1.0	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

The score and ratings given to each component and subcomponent took into consideration general wear and tear, the age of the facility subcomponent/parts, and other important variables (i.e. associated components, ownership, warranty, etc.).



Attachment B
Cover Page

RESOLUTION NO. _____
DATED: MARCH 15, 2024

RESOLUTION AUTHORIZING THE CEO TO ISSUE A PURCHASE ORDER TO BIG VALLEY FORD FOR THE PURCHASE OF SIX (6) NON-REVENUE VEHICLES NOT TO EXCEED \$330,000

WHEREAS, the six (6) non-revenue vehicles will be replacing six (6) non-revenue vehicles that have met their ULB; and

WHEREAS, Big Valley Ford quoted a price on February 6, 2024, for six non-revenue vehicles of \$315,583.81; and

WHEREAS, RTD staff conducted a price analysis and determined the price to be fair and reasonable.

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

- 1) That the RTD Board of Directors authorizes the CEO to issue a purchase order to Big Valley Ford for the purchase of six (6) non-revenue vehicles.
- 2) That the Chair of the Board and the CEO, acting separately, are hereby authorized, and directed to execute such other agreements and amendments to this agreement and to take such other actions as may be necessary or appropriate to carry out the intent and purpose of this resolution.