

SAN JOAQUIN REGIONAL TRANSIT DISTRICT  
BOARD OF DIRECTORS MEETING – NOTICE AND AGENDA  
10:00 A.M. ON FRIDAY, MAY 17, 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, May 17, 2024, in the Boardroom of RTD's Downtown Transit Center, 421 East Weber Avenue, Stockton, California. Please visit <https://sanjoaquinrtd.com/board-of-directors/board-meeting-agendas-and-minutes/> for an electronic copy of this document. Materials related to an item on this agenda packet are available for public inspection at the above address.

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

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

*For language assistance, interpreter services, please contact (209) 943-1111. Para información en Español, por favor llame al (209) 943-1111.*

1. CALL MEETING TO ORDER
2. MOMENT OF SILENCE/REFLECTION
3. SAFETY ANNOUNCEMENT
4. PLEDGE OF ALLEGIANCE TO THE FLAG
5. ROLL CALL
6. PUBLIC COMMENT  
All public comments shall be limited to no more than THREE MINUTES. In addition, applause, loud noises, or any other outbursts or disruptions from the

audience are not allowed during or after public comment. Those who violate this protocol may be removed from the meeting at the presiding officer's discretion.

7. SPECIAL PRESENTATIONS

- A. RECOGNITION OF EMPLOYEES OF THE QUARTER  
Special recognition of the Administration, Facilities, Maintenance, and Transportation Employees of the Quarter.
- B. RECOGNITION OF EMPLOYEES' YEARS OF SERVICE  
Special recognition of employees for their years of service.
- C. RECOGNITION OF YEARS OF SERVICE FOR RETIRING EMPLOYEES  
Special recognition of retiring employees for their years of service.

8. REPORTS

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

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.
- C. QUARTERLY UPDATE OF GRANTS AWARDED  
Report of current and pending grants from January 1, 2024, through March 31, 2024.

10. CONSENT CALENDAR

- A. RESOLUTION: APPROVING THE MINUTES OF THE APRIL 19, 2024, REGULAR BOARD OF DIRECTORS MEETING  
Board approval of minutes.
- B. RESOLUTION: AUTHORIZING THE CEO TO FILE AND EXECUTE THE FY 2023 - 2024 LOW CARBON TRANSIT OPERATIONS PROGRAM APPLICATION FOR THE BUS RAPID TRANSIT EXPANSION - MIDTOWN CORRIDOR PROJECT  
Board approval of filing and execution of funding application.
- C. ACCEPT AND FILE: APPROVED BOARD OF DIRECTORS TRAVEL EXPENSES  
Board acceptance and filing of recent Board member travel expenses.
- D. ACCEPT AND FILE: SAN JOAQUIN REGIONAL TRANSIT DISTRICT'S (RTD) PARATRANSIT OPERATIONS STATUS QUARTERLY REPORT  
Board acceptance and filing of Paratransit Operations Status Report.
- E. ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF APRIL 2024  
Board acceptance and filing of Check Register for April 2024.  
**Report will be provided under separate cover.**

11. ACTION ITEMS

- A. RESOLUTION: APPROVING THE BOARD OF DIRECTORS BRING YOUR OWN DEVICE POLICY  
Board approval of electronic device reimbursement policy.
- B. RESOLUTION: APPROVING THE REQUEST FOR AUTHORIZATION FROM CALPERS FOR SAN JOAQUIN RTD TO HOLD A MAJORITY VOTE ELECTION FOR SOCIAL SECURITY COVERAGE FOR RETIREMENT PLAN PARTICIPANTS  
Board approval of majority vote election for Social Security coverage.
- C. RESOLUTION: APPROVING THE REQUEST FOR AUTHORIZATION FROM CALPERS FOR SAN JOAQUIN RTD TO HOLD A MAJORITY VOTE ELECTION FOR SOCIAL SECURITY COVERAGE FOR 401(a) RETIREMENT SAVINGS PLAN PARTICIPANTS  
Board approval of majority vote election for Social Security coverage.

12. DISCUSSION ITEMS

- A. FY 2025 PRELIMINARY OPERATING AND CAPITAL BUDGETS REVIEW

B. FY 2025 STRATEGIC PLAN REVIEW

13. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF

14. ADJOURNMENT

**NOTE: THE NEXT REGULARLY SCHEDULED BOARD MEETING WILL BE ON FRIDAY, JUNE 21, 2024, AT 10:00 A.M.**

DATE POSTED: MAY 14, 2024



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

**REPORT:                RECOGNITION OF EMPLOYEES OF THE QUARTER**

**I.       SUMMARY:**

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

**II.      DISCUSSION/BACKGROUND**

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

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

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

RTD selects EOQs based on the following criteria:

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

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

The EOQs are selected as follows:

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

Every EOQ will receive:

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

### **III. STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

Strategic Priorities:

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

### **IV. FINANCIAL CONSIDERATIONS/IMPACT**

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

### **V. CHANGES FROM COMMITTEE**

N/A

### **VI. ALTERNATIVES CONSIDERED**

N/A

### **VII. ATTACHMENTS**

N/A

Prepared by: Ericka Franco, HR Administrator

**VIII. APPROVALS**

Manager Approval:  
Malika McGee, HR Manager



Financial Impact Approved:  
Robert Kyle, CFO



Alex Clifford, CEO





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

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

**I.       SUMMARY:**

Recognition to employees for their years of Service with the RTD.

**II.      DISCUSSION/BACKGROUND**

RTD's primary mission is to provide a safe, reliable, and efficient transportation system for the region and to be the transportation service of choice for the residents it serves. RTD would not be able to achieve this without its employees' strength, contributions, and dedication. Their outstanding commitment and dedication to their career empower RTD to serve its customers well. Employees who have reached a milestone (5, 10, 15, 20, 25, 30 years) will be recognized at the Board Meeting quarterly. Each employee identified will receive a plaque according to the milestone reached.

**III.     STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

Strategic Priorities:

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

**IV.     FINANCIAL CONSIDERATIONS/IMPACT**

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

**V.      CHANGES FROM COMMITTEE**

N/A

**VI.     ALTERNATIVES CONSIDERED**

N/A

**VII.    ATTACHMENTS**

N/A



Prepared by: Ericka Franco, HR Administrator

**VIII. APPROVALS**

Manager Approval:  
Malika McGee, HR Manager



Financial Impact Approved:  
Robert Kyle, CFO



Alex Clifford, CEO





**LEAD STAFF: MALIKA L. MCGEE, HUMAN RESOURCES MANAGER**

**REPORT: RECOGNITION OF YEARS OF SERVICE FOR RETIRING EMPLOYEES**

**I. SUMMARY**

Sharlene Torres joined San Joaquin Regional Transit District (RTD) on January 29, 2007, as an Office Assistant II and retired on April 6, 2024, as a Customer Engagement Specialist II. RTD would like to recognize Sharlene for her 17 years of service.

**II. DISCUSSION/BACKGROUND**

RTD has benefited from many employees who have chosen to spend a significant number of years with our agency. To recognize the years of service for retiring employees, RTD will present a certificate honoring the time employees have spent with RTD and thanking them for their service. Employees retiring after 15 years of service or more will receive a commemorative plaque.

Certificates and plaques will be presented to retiring employees in a special ceremony at the next scheduled RTD Board meeting following their retirement. On behalf of all RTD employees, Board members, customers, and the community, RTD management wishes to thank these employees for their service and contribution over the years.

**III. STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

Strategic Priorities:

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

**IV. FINANCIAL CONSIDERATIONS/IMPACT**

The required funding in the amount of \$125.00 is included in the 2024 fiscal year's Customer Engagement Operating budget within the Recognition Awards – 414000-50932 account.

**V. CHANGES FROM COMMITTEE**  
N/A

**VI. ALTERNATIVES CONSIDERED**  
N/A

**VII. ATTACHMENTS**  
N/A

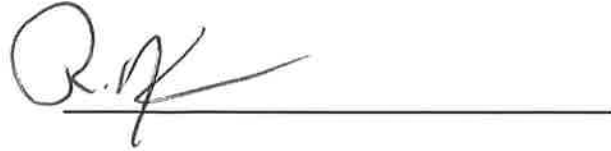
Prepared by: Ericka Franco, HR Administrator

**VIII. APPROVALS**

Human Resources Manager  
Malika McGee



Financial Impact Approved:  
Robert Kyle, CFO



Alex Clifford, CEO





**LEAD STAFF: ALEX CLIFFORD, CEO**

**REPORT: CHIEF EXECUTIVE OFFICER UPDATE**

**MEETINGS SINCE APRIL 19, 2024**

RTD participated in meetings of the following committees and organizations:

- **Business Council of San Joaquin Board Meeting:** CEO Alex Clifford
- **California Transit Association (CTA) State Legislative Committee Meetings:** CEO Alex Clifford
- **CTA Transit Transformation Advisory Committee Meeting:** CEO Alex Clifford
- **CTA Zero-Emission Vehicle Task Force Kickoff Meeting:** CEO Alex Clifford
- **City of Lathrop Transit Assessment Study Bi-Weekly Meetings:** Government Affairs Director Ken Baxter, Planning and Service Development Director Dámaris Galvan
- **Facilities Committee Meeting:** Board Member Balwinder Singh, Board Member Stephan Castellanos, CEO Alex Clifford, CFO Robert Kyle
- **Federal Legislative Bi-weekly Meetings with Chris Giglio of Capital Edge Advocacy Inc.:** CEO Alex Clifford
- **Finance and Audit Committee Meeting:** Board Member Michael Restuccia, Board Member Gary Giovanetti, CEO Alex Clifford, CFO Robert Kyle
- **Meeting with Sacramento Regional Transit District Chief Executive Officer/General Manager Henry Li:** CEO Alex Clifford
- **Meeting with San Joaquin Regional Rail Commission Executive Director Stacey Mortensen:** CEO Alex Clifford
- **San Joaquin Council of Governments Board Meeting (SJCOG):** Board Member Gary Giovanetti, Board Member Les Fong, Board Member Stephan Castellanos, CEO Alex Clifford, COO Ciro Aguirre, CFO Robert Kyle, CIO John Hodson, Safety, Security, and Risk Management Director Curtis Moses, Planning and Service Development Director Dámaris Galvan, Grants Manager Eric Williams, Facilities Superintendent John Coose, Maintenance Superintendent John Van Camp, Government Affairs Director Ken Baxter, Transportation Superintendent LaShonda Nelson, Human Resources Director Malika McGee, Supervisor of Marketing and Customer Engagement Maximilian Cao, Project Controls Manager Merab Talamantes, Interim Assistant Transportation Superintendent Omar Thomas, Finance Manager Ravi Sharma, Director of Procurement Sylvester Donelson Jr., Mobility Manager Tonisha Mixon, Director of Financial Planning Virginia Alcayde
- **SJCOG Executive Committee Meeting:** Government Affairs Director Ken Baxter
- **SJCOG Interagency Transit Committee:** Government Affairs Director Ken Baxter

- **SJCOG Management and Finance Committee Meeting:** Government Affairs Director Ken Baxter
- **SJCOG One Voice:** Board Member Balwinder Singh, Board Member Les Fong
- **SJCOG Social Services Transportation Advisory Council Meeting:** Government Affairs Director Ken Baxter
- **SJCOG Technical Advisory Committee Meeting:** Government Affairs Director Ken Baxter, Grants Manager Eric Williams
- **San Joaquin Partnership Board of Directors Meeting:** CEO Alex Clifford
- **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



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

**REPORT:                MARKETING UPDATE**

**1st Annual Care Fair at TEAM Charter - May 1**

The first-ever Care Fair at TEAM Charter saw lively engagement, primarily from children, with some parental participation. An estimated attendance of 60 was recorded. The bus exhibit was the day's highlight, attracting considerable interest and interaction. The addition of a 'spin-the-wheel' game further enhanced the children's experience. Youth volunteers helped play a pivotal role in the event's success, contributing to the bus's popularity among young attendees.

**Stockton Earth Day - April 21**

On Sunday, April 21, RTD's participation in the Earth Day celebration in Stockton was met with overwhelming enthusiasm, marking one of our most successful community outreach efforts, with over 2,000 attendees at the event and attracting over 250 individuals to the RTD booth. The Gillig Battery-Electric Bus served as a central attraction, drawing attention from families, existing customers, and community members; many of whom inquired about student discounts.

**UOP Local Business / Baseball Game Night - May 3**

RTD, in partnership with the University of the Pacific's (UOP) baseball game, presented an opportunity to network with a diverse assembly of local business vendors on May 3. Despite an estimated 50-75 attendees, our presence supported our partners effectively and gave attendees the opportunity to learn about RTD. While few individuals visited our booth, some expressed familiarity with RTD services and mentioned having friends or family members employed by RTD.

**Cinco de Mayo Festival - May 4**

On Saturday, May 4, rainy weather conditions significantly impacted the Cinco de Mayo Festival, leading to disappointing outreach results. Our hopes are set on more favorable weather for next year's event. Despite the challenges, RTD's sponsorship was visibly acknowledged throughout the program, and logos were displayed prominently on the main stage. On Sunday, May 5, it was suspected over 15,000 attendees were at the festival.

**Upcoming Event: Children and Youth Day - May 18**

## **Respect the Ride Campaign**

### **Summary**

- Launched the "Respect the Ride" campaign in response to the Federal Transit Administration's (FTA) directive on bus driver safety.
- The video launched at the end of April and has received positive feedback from various organizations.
- Further dissemination of the campaign message through updates to the RTD website, social media posts, customer information monitors, and email blasts.
- Commitment to monitoring impact and adjusting strategies as needed for maximum reach and effectiveness.

### **Background**

In response to the FTA's directive to address the significant safety risks associated with the assault of bus drivers, RTD has launched a comprehensive safety campaign titled "Respect the Ride." This campaign is a pivotal element of our Agency Safety Plan (ASP) and aims to foster a safe and respectful environment on all RTD buses.

The "Respect the Ride" campaign is anchored by a video that encapsulates the core message of fostering respect and adherence to agency policies on RTD buses. The video was launched at the end of April and has been distributed across various platforms and organizations, including Franklin High School, Community Medical Center, and Prevail, where it has been met with overwhelmingly positive feedback. Following the launch of the "Respect the Ride" video, we have initiated a series of deliverables to further disseminate our message and enforce our code of conduct among our riders and community-based organizations. These deliverables will run until June 30, and include updates to the RTD website to feature a "Respect the Ride" section with the video and a direct link to our Code of Conduct brochure, weekly social media posts, the use of Customer Information Monitors displaying code of conduct tips, and weekly email blasts that mirror the campaign's message.

To further emphasize our commitment to safety and respect within our transit system, we will continue to monitor the reception and impact of the "Respect the Ride" campaign, adjusting our strategies as required to ensure maximum reach and effectiveness. Collaboration with local organizations and continuous community engagement will remain a priority as we strive to ensure the safety and well-being of both our riders and staff.





**LEAD STAFF: RAVI SHARMA, FINANCE MANAGER**

**REPORT: FINANCIAL UPDATE**

**I. SUMMARY**

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

**II. DISCUSSION/BACKGROUND**

Attached is the Operating Revenue and Expense summary report for the fiscal year ending April 30, 2024. The fiscal year (FY) has elapsed 83%.

Revenues

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

Expenses

The overall total expenses compared to the budget level are lower mainly due to lower labor and fringe expenses due to vacant positions. Service expenses are higher than the budget due to the increased use of temporary help to fill the vacant non-represented positions. Utility expenses are less than projected because less electricity is used. Taxes are higher because fuel taxes on unleaded fuel are more than projected. Purchase transportation expenses are higher due to increased demand for Paratransit services.

Cash Basis and Projection

The fiscal year-to-date cash result is positive because we received \$8.6 million in reimbursable Federal 5307 grant funds in April.

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

**IX. APPROVALS**

Financial Impact Approved:  
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A  
Cover Page

**San Joaquin RTD**  
**FY2024 Revenue & Expense Summary**  
For the Period Ending April 30, 2024 **(Manually Generated)\***

	FYTD		(fav/unfav)	(fav/unfav)	Fiscal Year	FYTD Cash Flow (amounts in 000's)	
	Actual	Budget	Variance \$	Variance %	Budget	OPERATING INFLOW	CAPITAL INFLOW
<b>REVENUES</b>							
PASSENGER FARES & SPECIAL FARES	\$ 2,258,580	\$ 1,843,616	414,964	23%	\$ 2,212,428	2,259	-
NON-TRANSPORTATION REVENUES	2,288,669	933,401	1,355,268	145%	1,120,126	2,602	-
FEDERAL GRANTS (5307)	5,458,051	5,840,964	(382,913)	-7%	7,009,438	8,674	-
FEDERAL GRANTS (5311)	467,796	467,796	0	0%	561,377	550	-
PROPERTY TAXES	1,113,611	1,113,611	0	0%	1,336,386	1,409	-
TDA - STA	145,828	145,828	0	0%	175,000	-	4,616
TDA - LTF	26,651,680	26,968,420	(316,740)	-1%	32,363,399	22,730	-
LCTOP	1,335,093	1,335,093	0	0%	1,602,176	1,602	-
MEASURE K	4,754,561	4,754,835	(274)	0%	5,706,030	2,851	-
FEDERAL CRRSA (5311)	932,681	932,681	0	0%	1,119,262	404	-
FEDERAL ARPA (5310)	57,396	-	57,396	0%	-	77	-
FEDERAL CARES Act (5311)	-	-	-	-	-	119	-
FEDERAL CRRSA (5310)	-	-	-	-	-	57	-
CAPITAL PROJECTS CASH INFLOW	-	-	-	-	-	-	1,201
<b>TOTAL REVENUES</b>	<b>\$ 45,463,946</b>	<b>\$ 44,336,245</b>	<b>1,127,701</b>		<b>\$ 53,205,623</b>	<b>-</b>	<b>-</b>
<b>CASH INFLOW OPERATING &amp; CAPITAL</b>						<b>43,335</b>	<b>5,817</b>
<b>TOTAL CASH INFLOW</b>						<b>49,151</b>	
<b>EXPENSES</b>							
WAGES AND FRINGE BENEFITS	24,905,612	30,743,940	5,838,328	19%	36,894,204	25,335	-
SERVICES	4,599,877	4,012,823	(587,054)	-15%	4,815,580	5,266	-
MATERIALS & SUPPLIES	2,847,395	3,058,126	210,731	7%	3,669,899	5,545	-
UTILITIES	921,696	1,058,660	136,964	13%	1,270,443	790	-
INSURANCE	1,230,250	1,615,426	385,176	24%	1,938,589	1,759	-
TAXES	326,688	240,850	(85,838)	-36%	289,031	315	-
PURCHASED TRANSPORTATION	2,034,244	1,916,309	(117,935)	-6%	2,299,663	2,054	-
MISCELLANEOUS EXPENSES	462,186	1,690,112	1,227,926	73%	2,028,215	378	-
CAPITAL PROJECTS CASH OUTFLOW	-	-	-	-	-	-	1,211
<b>TOTAL EXPENSES</b>	<b>\$ 37,327,948</b>	<b>\$ 44,336,245</b>	<b>7,008,297</b>		<b>\$ 53,205,623</b>	<b>-</b>	<b>-</b>
<b>CASH OUTFLOW OPERATING &amp; CAPITAL</b>						<b>41,442</b>	<b>1,211</b>
<b>TOTAL CASH OUTFLOW</b>						<b>42,653</b>	
<b>Net Revenue (Deficit)</b>	<b>8,135,998</b>	<b>-</b>	<b>8,135,998</b>		<b>-</b>	<b>6,498</b>	

**Explanation for unfavourable variances greater than 5%**

**REVENUES**

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

**EXPENSES**

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

TAXES = Fuel taxes on unleaded fuel are more than projected.

PURCHASED TRANSPORTATION = Purchase transportation expenses are higher than the budget due to increased demand for Paratransit services.

**\* This financial information has been manually produced due to the Cyber attack on RTD's IT servers in early March 2024 and as a result RTD's financial system was wiped out.**

This report is both accrual and cash-based. Revenues are based on accruals, and expenses are mostly cash-based. The expenses for Services, Materials & Supplies, taxes, and Miscellaneous expenses may be misclassified because we don't have access to our purchase order database.



Attachment B  
Cover Page

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

	<u>Apr-24</u>	<u>May-24</u>	<u>Jun-24</u>	<u>Jul-24</u>	<u>Aug-24</u>	<u>Sep-24</u>	<u>Oct-24</u>	<u>Nov-24</u>	<u>Dec-24</u>	<u>Jan-25</u>	<u>Feb-25</u>	<u>Mar-25</u>
<b>Beginning Cash Balance</b>	\$65,772	\$73,078	\$74,997	\$74,590	\$73,977	\$74,070	\$72,238	\$70,372	\$70,365	\$68,533	\$66,701	\$66,294
<b>Add: Projected Cash Inflow</b>	12,434	6,258	3,583	3,377	4,083	2,158	2,158	3,983	2,158	2,158	3,583	2,158
<b>Less: Projected Cash Outflow</b>	-5,127	-4,339	-3,990	-3,990	-3,990	-3,990	-4,024	-3,990	-3,990	-3,990	-3,990	-3,990
<b>Projected Month-end Cash Balance</b>	\$73,078	\$74,997	\$74,590	\$73,977	\$74,070	\$72,238	\$70,372	\$70,365	\$68,533	\$66,701	\$66,294	\$64,462
<b>OPERATING CASH INFLOWS:</b>												
Fare Revenue	200	145	145	145	145	145	145	145	145	145	145	145
Advertising, Rental, Interest & Other Income	663	13	13	13	13	13	13	13	13	13	13	13
Federal 5307	8,569			1,000	500							
Property tax Revenue	602							400				
TDA-LTF	2,400	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Measure K Operating			1,425		1,425			1,425			1,425	
Federal 5311 CRRSAA				219								
<b>Projected Operating Cash Inflow</b>	<b>12,434</b>	<b>2,158</b>	<b>3,583</b>	<b>3,377</b>	<b>4,083</b>	<b>2,158</b>	<b>2,158</b>	<b>3,983</b>	<b>2,158</b>	<b>2,158</b>	<b>3,583</b>	<b>2,158</b>
<b>OPERATING CASH OUTFLOWS:</b>												
Payroll and Payroll Related Expenses	2,735	2,600	2,600	2,600	2,600	2,600	2,600	2,600	2,600	2,600	2,600	2,600
Accounts Payable Check-runs	2,005	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Purchased Transportation Invoices	388	190	190	190	190	190	190	190	190	190	190	190
Measure K loan Interest to SJCOG		34					34					
<b>Projected Operating Cash Outflow</b>	<b>5,127</b>	<b>4,024</b>	<b>3,990</b>	<b>3,990</b>	<b>3,990</b>	<b>3,990</b>	<b>4,024</b>	<b>3,990</b>	<b>3,990</b>	<b>3,990</b>	<b>3,990</b>	<b>3,990</b>
<b>Net Operating Cash Flow</b>	<b>7,306</b>	<b>-1,866</b>	<b>-407</b>	<b>-613</b>	<b>93</b>	<b>-1,832</b>	<b>-1,866</b>	<b>-7</b>	<b>-1,832</b>	<b>-1,832</b>	<b>-407</b>	<b>-1,832</b>
<b>CAPITAL CASH INFLOWS:</b>												
TDA-STA Capital		4,100										
<b>Projected Capital Cash Inflow</b>	<b>0</b>	<b>4,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CAPITAL CASH OUTFLOWS:</b>												
Non-Revenue Vehicles		315										
<b>Projected Capital Cash Outflow</b>	<b>0</b>	<b>315</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Net Capital Cash Flow</b>	<b>0</b>	<b>3,785</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



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

**REPORT: FEDERAL LEGISLATIVE UPDATE**

### **FY 2025 USDOT BUDGET**

Congress is expected to consider the FY 2025 federal budget in committees through the spring in and summer but is not expected to enact a final budget before the October 1 start of the new fiscal year (this is nothing new, as Congress has not achieved that milestone in this century).

The federal budget is considered in 12 individual bills each year, with each having jurisdiction over a handful of federal departments and agencies. The bill that funds the Department of Transportation also funds the Department of Housing and Urban Development, with their products often called "THUD bills."

The House Appropriations Subcommittee with jurisdiction over the DOT budget has a new Chair in the last month, Rep. Steve Womack, a Republican who represents the Northwest corner of Arkansas. The ranking Democrat on the subcommittee is Rep. Mike Quigley of Chicago. The two will be tasked with crafting a DOT budget that most believe will hold the levels for DOT formula programs at the levels authorized in the 2021 infrastructure law, but not likely to provide resources above that.

The House and Senate will be in session much of the months of May through July but will be in recess during the entire months of August and October, sandwiched by a few weeks of activity in September.

It is likely that the last major piece of legislation that Congress will approve prior to the November elections is transportation related – a reauthorization of federal aviation programs that is currently pending.

***Impact on RTD: Information purposes only.***

### **FEDERAL GRANT OPPORTUNITIES, AWARDS & NOTICES**

**April 4:** DOT awarded a contract of up to \$27 million to Cadmus Group, Inc. to establish and administer the Reconnecting Communities Institute, which will provide training and technical assistance to communities in developing and delivering reconnection projects: <https://tinyurl.com/4pcz6cz8>

**April 9:** Federal Transit Administration (FTA) announced a final rule updating FTA's Public Transportation Agency Safety Plans regulation, along with a newly revised National Public Transportation Safety Plan: <https://tinyurl.com/4a88b4bc>

**April 9:** DOT published a final rule updating guidelines for its Disadvantaged Business Enterprise (DBE) and Airport Concession DBE regulations. The final rule is in effect as of May 9, 2024: <https://tinyurl.com/4etpavjc>

**April 15:** DOT awarded \$23.6 million in cooperative agreements through the second round of funding for the Thriving Communities Program: <https://tinyurl.com/bdfbsbca>

**April 22:** The Federal Transit Administration relaunched its Environmental and Sustainability Management System (ESMS) program, a training and technical assistance program that will help up to five transit agencies develop and implement an ESMS at their facilities. Applications due by May 22: <https://tinyurl.com/8jddx73e>

**May 1:** DOT's Build America Bureau approved its first Transit Oriented Development (TOD) TIFIA loan. An additional 20 TOD projects are under development and two more are in the credit underwriting process: <https://tinyurl.com/2s48ddtv>

**May 5:** DOT is seeking input on the potential applications of artificial intelligence (AI) in transportation, as well as emerging challenges and opportunities in creating and deploying AI technologies in applications across all modes of transportation. Written public comments are due July 2: <https://tinyurl.com/ye24eh4e>

***Impact on RTD: Information purposes only.***





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

**REPORT:**           **STATE LEGISLATIVE UPDATE**

*Legislative Update*

April was a busy month in the Legislature as policy committees worked to meet their April 26 deadline to hear and report bills with fiscal impacts and fiscal committees worked to meet their May 17 deadline to hear and report bills to the floor of their respective houses. As of the drafting of this report, all bills heard in the fiscal committees with a cost impact to the state of more than \$50,000 to the General Fund or \$150,000 or more to a special fund are on the "suspense file," pending final action by these committees to approve or hold these bills. The suspense file hearings in these committees will take place on May 16. Bills must also move out of their first house by May 24. Budget subcommittee hearings continue in the lead-up to the release of the Governor's May Revise on May 10.

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 the state budget, RTD-sponsored legislation, the final guidelines and call for projects for TIRCP Cycle 7, the California State Transportation Agency's 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

*State Budget Update*

Governor Newsom will release the May Revise, his update to the January budget on May 10. We expect the May Revise to include updated projections for the state's deficit as well as revised proposals to address the shortfall.

The May Revise will be informed in part by the Early Action Budget Agreement reached by Governor Newsom, Senate President pro Tempore Mike McGuire, and Assembly Speaker Robert Rivas last month, which included \$17 billion in early actions to *"significantly reduce the existing [budget] shortfall and best position California to responsibly address the budget in June."* As we reported last month, the agreement preserved the state's commitment to provide the full balance of the \$4 billion for the

population-based Transit and Intercity Rail Capital Program (commonly referred to as AB 102 / SB 125 funding) approved in the Budget Act of 2023 but advanced a delay to \$1 billion of the planned \$2 billion appropriation to the program for Fiscal Year 2024-25 to Fiscal Year 2025-26.

Therefore, upon the announcement of the Early Action Budget Agreement, the prognosis for the full release of the Budget Act of 2023 was good. Unfortunately, actions taken by the Newsom Administration since the agreement was reached have raised new concerns about this critical funding.

Specifically, on April 30, the Newsom Administration instituted a discretionary spending freeze across all state agencies and departments, which temporarily paused the release of the first tranche of population-based Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program funding approved in the Budget Act of 2023. This funding totals \$2.4 billion and was scheduled to be released no later than April 30.

The spending freeze does not impact funding from the State Transit Assistance Program, Local Transportation Fund (sometimes referred to as "TDA"), Transit and Intercity Rail Capital Program Cycles 5 or 7, Low Carbon Transit Operations Program, or the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project.

According to the Newsom Administration, this discretionary spending freeze will last approximately 60 days and provide the Newsom Administration's Department of Finance with the opportunity to evaluate all General Fund and special fund revenues that may be accessed to address the state's budget deficit in the forthcoming May Revise. While this discretionary spending freeze is in place, the California State Transportation Agency will continue to ready SB 125 allocation packages for release. The authority to implement this discretionary spending freeze was provided by the Legislature to the Newsom Administration in Section 74 of AB 106, the first element of the Early Action Budget Agreement. This section, which we highlighted for you in your last report, provides the Department of Finance with the authority to suspend the expenditure of any one-time funding provided in the Budget Acts of 2021, 2022, or 2023. At the time this language was adopted, we noted our concerns for RTD staff, but communicated that neither the Newsom Administration nor the Legislature would advise on how it would be implemented.

**Potential Impact to RTD:** The Budget Act of 2023 commits \$93.5 million in SB 125 / AB 102 funding to the San Joaquin Council of Governments for allocation to the transit agencies in the region, including RTD, to support transit service and capital projects delivery. For SJCOG to receive this level of funding, the Newsom Administration and Legislature must uphold their commitment to providing the \$4 billion for the population-based Transit and Intercity Rail Capital Program and the \$1.1 billion for the Zero-Emission Transit Capital Program committed to in SB 125 / AB 102.

To support this outcome as budget discussions continue, the California Transit Association, which is steered by an Executive Committee on which RTD CEO Alex Clifford serves, is mounting an advocacy campaign to urge the approval of the \$5.1 billion in SB 125 / AB 102 funding and the immediate release of the first tranche of SB 125 funding.

If the Newsom Administration and/or Legislature rescinds their commitment to provide the full balance of funding, we would expect SJCOG to re-engage the transit agencies in the region about the allocation of the SB 125 / AB 102 funding they are scheduled to receive.

### ***Status Update on RTD-Sponsored Legislation***

Since we last reported to you, AB 1853 (Villapudua), legislation sponsored by RTD, passed off the Assembly Floor with a bipartisan vote of 75-0. The bill is now in the Senate where it is expected to be referred to the Senate Local Government Committee.

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.

### ***CalSTA Releases Final Guidelines and Call for Projects for TIRCP Cycle 7***

On April 30, the California State Transportation Agency (CalSTA) released the final program guidelines and a call for projects for Award Cycle 7 of the Transit and Intercity Rail Capital Program (TIRCP). The final guidelines and the call for projects are now available on the [CalSTA website](#).

The 2024 TIRCP grant cycle will program projects starting with the 2024-25 fiscal year and ending with the 2028-29 fiscal year. The new program cycle will include previously awarded and active projects that have not been fully allocated by the end of the 2023-24 fiscal year, and projects selected with the 2024 cycle. Applications are due July 23, 2024, and CalSTA expects to announce project awards on October 23, 2024.

**Potential Impact to RTD:** The TIRCP Cycle 7 Call for Projects makes available \$900 million for competitive grants for transit and rail capital projects, like those overseen by RTD, that reduce greenhouse gas emissions and increase transit ridership. RTD is currently exploring which of its projects it may seek funding for through TIRCP Cycle 7.

### ***CalSTA's Transit Transformation Task Force Holds Third Meeting***

On April 15, the California State Transportation Agency convened the third meeting of

the Transit Transformation Task Force at the Caltrans District 11 Headquarters in San Diego.

The meeting was organized around reviewing and discussing the initial work of the Task Force's Technical Working Group relative to identifying the components of "transit availability," establishing target metrics for these components, and identifying the factors that determine if transit is an attractive choice. In short, the Technical Working Group identified "connections to destinations," "distance to a transit stop," "span of service," and "understanding of transit" as the primary components of transit availability (while stipulating to the importance of other characteristics of features); presented community-specific, but fiscally unconstrained, metrics for each; and identified "reliability," "speed," "safety," "experience," and "affordability" as the factors that determine if transit is an attractive choice.

The feedback from the Task Force elevated the following points and themes:

- Demography and the characteristics of the built environment, including accessibility, must be factored into how community-specific metrics are defined;
- Efforts to increase transit ridership should not focus solely on "supply side" solutions (as the state has organized the Task Force's discussions to-date) and must consider "demand side" solutions;
- Task Force's work to define metrics should integrate data already developed by Metropolitan Planning Organizations, and Regional Transportation Planning Agencies and included in Sustainable Community Strategies Plans;
- Safety is the top factor determining if transit is an attractive choice;
- Exercise of establishing community-specific metrics and identifying the factors that determine if transit is an attractive choice must be grounded in fiscal constraints and political realities; and,
- Discussion on transit transformation should start with discussion on addressing barriers / challenges to providing or improving public transit services, many of which are created by policies and procedures established by the state and municipalities.

The next Task Force meeting will take place on June 17 in San Francisco. 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](#).

**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 through participation on the Task Force's Technical Working Group. In March, RTD CEO Alex Clifford was appointed to the Association's internal steering body to guide the positions and priorities the Association articulates to the Task Force. Additionally, RTD CEO Alex Clifford was appointed to the Task Force's Technical Working Group as a subject matter expert on TDA.

### ***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 (\$72 million remaining 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:** [Most recent funding cycle opened on April 30; next funding cycle will open on April 17](#)

### ***Other Bills of Interest***

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

On complete streets, this bill would require all transportation projects funded or overseen by Caltrans to provide complete streets facilities unless exempt pursuant to the bill. It would also require the targets and performance measures adopted by the California Transportation Commission to include within the SHOPP asset management plan objective targets and measures reflecting state transportation goals and objectives, including for complete streets assets on the state highway system. This bill would also require Caltrans' performance report to include a description of complete streets facilities on each project. Lastly, this bill would require Caltrans to develop and adopt a

project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or transit agency. As a part of this process, Caltrans would be required to designate an encroachment permit manager in each district to oversee the review of complete streets facilities applications. Caltrans would then be required to produce a report on the project applications submitted for complete streets facilities.

On transit priority projects, this bill would require the Director of Transportation to, on or before July 1, 2027, adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. The bill would also require the Caltrans-prepared State Highway System Management Plan (SHSMP) to include specific and quantifiable accomplishments, goals, objectives, costs, and performance measures for transit priority facilities consistent with SHOPP asset management plan and Caltrans' most recent policy.

**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**

This bill would have enhanced penalties for individuals who commit assault or battery against a public transit operator or employee. This bill is not proceeding this year due to concerns by the Assembly Public Safety Committee. This bill was sponsored by the California Transit Association and the Amalgamated Transit Union.

**Potential Impact to RTD:** This legislation would have provided enhanced legal protections to a broader base of RTD employees and contractors and would have provided transit agencies, like RTD, with new enforcement tools for prohibiting individuals who commit assault or battery against a public transit employee or contractor from riding the system. The pause on this bill this year means that efforts to advance new legislative strategies to protect public transit operators and employees are deferred for one more year. The California Transit Association and Amalgamated Transit

Union have signaled their desire to pursue the bill next year, following continued discussions with the Assembly Public Safety Committee.



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

**REPORT:**           **STATE LEGISLATIVE UPDATE**

**RE:**                 **MAY REVISE UPDATE**

On May 10, Governor Newsom released his [May Revision](#) to the proposed Fiscal Year (FY) 2024-25 budget he released in January. The “May Revise,” as it is commonly referred to, updates the state’s revenue projections for the upcoming fiscal year based on the latest economic forecasts available to California Department of Finance. As expected, the May Revise estimates that the budget deficit has grown – by approximately \$7 billion relative to budget deficit estimate released in January of \$38 billion, placing the state at an estimated \$45 billion deficit for FY 2024-25. This budget deficit estimate drops to \$27 billion when the cost savings generated by the Early Action Budget Agreement are factored in.

Importantly, the “May Revise” maintains the states commitment to provide the \$5.1 billion for public transit capital projects and operations outlined in the Budget Act of 2023 (AB 102 / SB 125), but maintains this commitment by proposing a series of significant fund shifts and delays.

Specifically, the May Revise makes the following changes to the public transit capital and operations funding outlined in the Budget Act of 2023:

- **Maintains the \$4 billion for the formula-based Transit and Intercity Rail Capital Program (TIRCP)** by shifting an additional **\$555.1 million** from the General Fund dollars to Greenhouse Gas Reduction Fund dollars (in addition to the \$260 million shift proposed in January).  
The May Revise maintains the change implemented in the Early Action Budget Agreement that extends the appropriation timeline for this funding from two years (FY 2023-24 and FY 2024-25) to three years (FY 2023-24 through FY 2025-26).
- **Maintains the \$1.1 billion for the formula-based Zero-Emission Transit Capital Program** by delaying the appropriation of **\$680 million** of this funding to out years, as follows:
  - **\$220 million** scheduled for appropriation in FY 2023-24 is delayed to FY 2024-25;
  - **\$230 million** scheduled for appropriation in FY 2025-26 is delayed to FY



- 2027-28; and
- **\$230 million** scheduled for appropriation in FY 2026-27 is delayed to FY 2027-28.

Additionally, the May Revision makes the following changes to various other transportation investments approved in previous Budget Acts:

- **Cuts \$148 million in unawarded funds from the TIRCP Cycle 6.**
- **Cuts an additional \$400 million from the Active Transportation Program** beyond the \$200 million cut included in the Governor's January Budget for a total reduction of \$600 million.
  - The May Revision specifically reduces \$300 million from the Program in FY 2025-26 and \$99 million in FY 2026-27, with Cycle 7 backfilling funding for Cycle 6.
- **Cuts \$330 million in awarded, but not yet appropriated funds for various grade separations projects.**
- **Cuts \$75 million from the Highways to Boulevards Program.**

The May Revision does not mention, or propose new action on, the \$2.4 billion in FY 2023-24 funding for the formula-based TIRCP and ZETCP that is currently frozen by the Newsom Administration. As we previously reported, this funding was scheduled to be released to regional entities for suballocation to transit agencies by April 30, 2024. Therefore, the spending freeze remains in place pending budget discussions between the Newsom Administration and Legislature.

Due to its early release, the May Revision does not yet include an update to State Transit Assistance, State Rail Assistance, Cap and Trade, and Local Transportation Fund projections. We expect this information to become available over the coming week.

**Potential Impact to RTD:** As we previously reported, the Budget Act of 2023 commits \$93.5 million to the San Joaquin Council of Governments for allocation to the transit agencies in the region, including RTD, to support transit service and capital projects delivery.

For SJCOG to receive this level of funding, the Newsom Administration and Legislature must uphold their commitment to providing the \$4 billion for the population-based Transit and Intercity Rail Capital Program and the \$1.1 billion for the Zero-Emission Transit Capital Program committed to in SB 125 / AB 102. While the May Revision helps move this commitment forward, the Legislature has not yet taken action this year to maintain this total funding level or to approve the specific proposals (i.e. fund shifts and delays) the Newsom Administration has newly advanced. The Legislature will begin its review of the May Revision in the week of May 13. The Legislature is required to pass a balanced budget by June 15 and Governor Newsom is required to sign the budget by June 30.

As noted above, the specific proposals included in the May Revise, which help maintain this total funding level are significant and may face heightened scrutiny in the Legislature, while also inviting new concerns from regions and transit agencies. In particular, the \$555.1 million fund shift from the General Fund to the Greenhouse Gas Reduction Fund for the formula-based TIRCP will apply new pressure to a special fund that is viewed by the Legislature as already significantly overleveraged. This fund shift will, therefore, likely face challenges in the Legislature – from legislators who want to retain capacity in the GGRF for other, future priorities. Additionally, the delay in funding for the ZETCP will reduce the amount of total funding that can be approved by CalSTA for the program in Year 1 (from \$410 million to \$190 million) and will likely require changes to CalSTA’s SB 125 guidelines to limit and/or smooth impacts to regional funding allocations. This program will be made whole by increasing outyear investments, as noted above, which will extend the period of uncertainty over the total funding approved in the Budget Act of 2023.

If the Legislature ultimately rescinds their commitment to provide the full balance of funding or adopts more significant changes to the components that comprise the \$5.1 billion investment, we would expect SJCOG to re-engage the transit agencies in the region about the allocation of the SB 125 / AB 102 funding they are scheduled to receive.



**LEAD STAFF:           ERIC WILLIAMS, GRANTS MANAGER**

**REPORT:                QUARTERLY UPDATE OF GRANTS AWARDED**

**I.       SUMMARY:**

- During the third quarter of Fiscal Year FY24 (January 1, 2024 - March 31, 2024), the San Joaquin Regional Transit District (RTD) submitted three (3) competitive grant applications.
- Final agreements were received for two (2) competitive and two (2) formula grants.
- A list of RTD's active grants (Attachment A) is provided quarterly to apprise the Board of Directors (Board) of grant funding status. The current report is for the second quarter dated December 31, 2023, staff will provide an updated report for the third quarter to the Board in June.

**II.      DISCUSSION/BACKGROUND**

In the third quarter of FY24, the Grants department identified an outstanding balance of approximately \$663,552 from the BRT Passenger Amenities agreement (C15-023) to the BRT Capital Improvement Projects agreement (C-24-008). The request for the carryover of these funds went before the San Joaquin Council of Governments on April 24, 2024. The balance has been allocated to buses #1002, #1007 and #1008.

Collaborative submission with Delta College for the San Joaquin Bus Operator Implementation Grant, which was seeking funding of \$675,000 over a three-year duration was not awarded. The objective, if funded, was to enhance the establishment of a core bus operator apprenticeship program within RTD.

Delta College and RTD identified key inconsistencies and discrepancies between what was asked for in the Request for Applications (RFA) and the score rubric and process outlined. An appeal was submitted to the State Chancellor's Office. Every single public transit-focused application submitted was not funded. Final outcome is pending.

Awarded Grants

There were no awarded grants during this period.

Grants Status Report

FY24 5307 Urbanized Area Formula Grant. The Grants department is currently working to identify the final projects to be submitted in the grant application.

Closed-out Grants

There were no grants closed out during this period.

Status of Grant Applications Awarded

- FY23 5307 Preventative Maintenance, Cost of Contracting, Security, and Transit Improvements \$9,272,244. Executed Agreement received on 3/28/2024.
- FY22 5339a Bus and Bus Facilities Formula Amendment \$779,251. Executed agreement received on 3/22/2024.
- FY23 5339a Buses and Bus Facilities Formula \$811,405. Executed agreement received on 3/28/2024.
- FY22 5339c Low or No RTD Disadvantaged Communities Route Expansion Project \$3,994,277. Executed agreement received on 3/28/2024.
- FY24 Low Carbon Transit Operation Program (LCTOP) \$1,914,781. Pending executed agreement.

Grants Not Pursued

- EnergIIZE Commercial Vehicles Incentive Program
  - Announced internally on April 1, 2024.
  - A potential project, a shop retrofit, was mentioned, but the Project Manager determined that a Preliminary Sketch and a request for services from local Utilities are required. Getting a Preliminary Sketch from an Architect would take several months and will not meet the application deadline of May 1, 2024.
  - The application was not submitted.

Grant Applications Submitted

- FY24 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Pending award announcement.

Dated Submitted: February 28, 2024

Award Announcement Date: June 27, 2024

Projects Submitted:

<b>Budget Line-Item Description</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>Total Cost</b>	<b>Federal Amount Requested</b>
Fuel Cell Electric Buses (FCEB)	2	\$1,600,000	\$3,200,000	\$3,200,000
Hybrid Electric Buses	5	\$1,060,000	\$5,300,000	\$5,300,000
Maintenance Shop Hydrogen Retrofit	1	\$2,500,000	\$2,500,000	\$2,500,000
		<b>Grand Total</b>	<b>\$11,000,000</b>	<b>\$11,000,000</b>

- FY24 Innovative Coordinated Access and Mobility (ICAM) Grant Program. Pending award announcement.

Dated Submitted: February 13, 2024  
 Award Announcement Date: TBD  
 Projects Submitted:

<b>Budget Line-Item Description</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>Total Cost</b>	<b>Federal Amount Requested</b>
UCP Cutaway Buses	15	\$150,000	\$2,250,000	\$1,800,000
		<b>Grand Total</b>	<b>\$2,250,000</b>	<b>\$1,800,000</b>

- FY24 5339c Low or No RTD’s Mixed Fleet Transit Improvement Project \$24,615,500. Pending award announcement.

Dated Submitted: April 25, 2024  
 Award Announcement Date: June 15, 2024  
 Projects Submitted:

<b>Budget Line-Item Description</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>Total Cost</b>	<b>Federal Amount Requested</b>
Gillig Partnership - Hybrid Electric Buses	11	\$1,600,000	\$17,600,000	\$14,960,000
State Contract/New Flyer - Hydrogen Fuel Cell Electric Buses	2	\$1600000	\$3,200,000	\$2,720,000
Taylor Wharton Hydrogen Fueling Trailer	1	\$3,500,000	\$3,500,000	\$3,150,000
Maintenance Shop Hydrogen Retrofit - (Reliable Monitoring Services (RMS))	1	\$2,500,000	\$2,500,000	\$2,250,000
Shop Retrofit: Design & Construction Support (Krueger Transit Consulting)	1	\$300,000	\$300,000	\$270,000
Workforce Development	1	\$1,490,500	\$1,490,500	\$1,265,500
		<b>Grand Total</b>	<b>\$28,590,500</b>	<b>\$24,615,000</b>

- FY24 5339c Buses and Bus Facilities Improvements Project \$6,564,551. Pending award announcement.

Dated Submitted: April 25, 2024  
 Award Announcement Date: June 15, 2024  
 Projects Submitted:

<b>Budget Line-Item Description</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>Total Cost</b>	<b>Federal Amount Requested</b>
Bus Rehabilitation and Capital Parts	3	\$1,476,717	\$4,430,151	\$3,710,151
Maintenance Shop Hydrogen retrofit - Reliable Monitoring Service (RMS)	1	\$2,500,000	\$2,500,000	\$2,250,000
Shop Retrofit: Design & Construction Support (Krueger Transit Consulting)	1	300,000	30,000	270,000
Workforce Development	1	\$418,000	\$83,600	\$334,400
		<b>Grand Total</b>	<b>\$7,648,151</b>	<b>\$6,564,551</b>

Upcoming Competitive and Formula Grant Opportunities for FY24 Quarter 3

- SB125 Transit and Intercity Rail Capital Program/Zero Emission Transit Capital Program (TIRCP/ZETCP) allocation amount of \$93.5 million to San Joaquin County. The working group is currently working to form funding and eligibility requirements for the grant application. Projects TBD.
- FHWA Flexible Funding FHWA Notice N4510.889 provides states with additional "obligation limitation" and offers the opportunity to fund additional projects, including transit projects with flexed funds. FHWA estimates a State-by-State distribution totaling over \$8 billion for August Redistribution. Projects TBD.
- TIRCP Cycle 7. Capital projects must reduce greenhouse gas emissions and increase ridership. Projects TBD.

**III. STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

Strategic Priorities:

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

**IV. FINANCIAL CONSIDERATIONS/IMPACT**

The Operating and Capital Budgets will be amended as necessary when grants are awarded.

**V. CHANGES FROM COMMITTEE**

N/A

**VI. ALTERNATIVES CONSIDERED**  
N/A

**VII. ATTACHMENTS**

**Attachment A:** Active Grants as of December 2023

Prepared by: Eric Williams, Grants Manager

**VIII. APPROVALS**

Financial Impact Approved:  
Robert Kyle, CFO



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Alex Clifford, CEO



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Attachment A  
Cover Page



San Joaquin Regional Transit District (RTD)								
Quarterly Grants Summary								
Active Grants as of 12/31/23								
#	Award #	Program	Associated Projects	Awarded Amount	Total Project Budget	Amount Expended	Remaining Award	Grant Expiration
1	22-23-D10-126	FY22-23 LCTOP	BRT Expansion - Midtown Corridor Route 47 (Yr 5)	\$ 1,602,176	\$ 2,038,881	\$ 801,088	\$ 801,088	6/30/2024
2	64RO21-01658	FFY21 5311 CRRSAA Formula	Operating Assistance	\$ 1,119,262	\$ 1,119,262	\$ 559,631	\$ 559,631	6/30/2026
3	64TO21-01875	5311 American Rescue Plan Act (ARPA)	Operating Assistance	\$ 1,190,000	\$ 1,190,000	\$ -	\$ 1,190,000	6/30/2028
4	CA-2020-154-00	FFY17-18 FFY18-19 5339	Technology Upgrades and Bus Rehabilitation: Fare Vending Machines (FVM), Broadband on Buses and Bus Stops, Bus Rehabilitation	\$ 1,248,000	\$ 1,560,000	\$ 1,010,221	\$ 237,779	6/30/2024
5	CA-2021-001-00	FFY21 CMAQ Transfer	Solar Energy Project and Zero-Emission Electric and Cutaway Bus Purchases	\$ 11,918,950	\$ 11,918,950	\$ 8,666,142	\$ 3,252,808	6/30/2026
6	CA-2021-021-00	FFY21 CMAQ	Zero-Emission Electric Bus Replacement	\$ 2,140,000	\$ 2,140,000	\$ -	\$ 2,140,000	6/30/2026
7	CA-2021-118-00	FFY21 5339(a) Bus and Bus Facilities Formula	Replace an aged diesel-electric hybrid	\$ 636,749	\$ 1,105,131	\$ -	\$ 636,749	6/30/2026
8	CA-2021-099-00	FFY21 5307 San Joaquin RTD Urbanized Area Capital Projects	Tire Lease, Safety & Security, Preventative Maintenance, Capital Cost of Contracting	\$ 5,909,032	\$ 7,386,291	\$ 5,849,942	\$ 59,090	6/30/2024
9	CA-2021-108-00	FFY20 5339(a) Bus and Bus Facilities Formula	Security Bus Video/Cameras which are to be installed on 18 RTD transit vehicles	\$ 653,778	\$ 817,223	\$ 30,820	\$ 622,958	6/30/2024
10	CA-2022-093-00	FFY22 5339(a) Bus and Bus Facilities Formula	Improve, upgrade and refurbish RTD facilities and replace (1) service truck that passed its Useful Life Benchmark (ULB)	\$ 623,401	\$ 779,251	\$ -	\$ 623,401	6/30/2025
11	CA-2022-094-00	FFY22 5307 Urbanized Area Formula Program	Capital Cost of Contracting for RTD's ADA and Public Transit services, preventive maintenance of RTD's rolling stock and facilities, and purchase of surveillance/security and other security related items	\$ 7,657,057	\$ 9,571,322	\$ 7,597,484	\$ 59,573	6/30/2026
12	C-24-004	Intercity Programs	Passenger Rail, Bus, and Bicycle Pedestrian	\$ 7,200,000	\$ 18,000,000	\$ -	\$ 7,200,000	6/30/2027
13	C-24-005	Express Operations	BRT Express Routes 40, 43, 44, 47, 49	\$ 13,600,000	\$ 54,400,000	\$ -	\$ 13,600,000	6/30/2027
14	C-24-006	Interregional Operations Services	Interstate 5/205/580 and State Route 99 Corridor to BART and Sacramento	\$ 2,000,000	\$ 8,000,000	\$ -	\$ 2,000,000	6/30/2027
15	C-24-007	Regional Bus Services	Park & Ride Lots, Bus Facilities Improvements, Engine Replacement	\$ 940,000	\$ 940,000	\$ -	\$ 940,000	6/30/2027
16	C-24-008	Capital Improvements Projects	Five (5) replacement of 2010 Gillig buses and Six (6) 2012 Gillig buses	\$ 6,663,552	\$ 9,602,074	\$ -	\$ 6,663,552	6/30/2027
17	SGC23113	City of Stockton's Transformative Climate Communities Round 4 (TCCR4)	Hybrid Electric Bus	\$ 1,163,309	\$ 1,163,309	\$ -	\$ 1,163,309	9/30/2026
			<b>Total</b>	<b>\$ 66,265,266</b>	<b>\$ 131,731,694</b>	<b>\$ 24,515,328</b>	<b>\$ 41,749,938</b>	

San Joaquin Regional Transit District (RTD)								
Pending								
Competitive Grants as of 12/31/23								
#	Award #	Program	Associated Projects	Amount Awarded	Total Project Budget	Amount Expended	Remaining Award	Grant Expiration
1	1665-2022-3	FFY22 5339(c) Low or No Emissions	RTD Disadvantaged Communities Route Expansion Project: Project will purchase five (5) hybrid electric buses	\$ 3,994,277	\$ 4,987,604	\$ 608	\$ 3,993,669	8/31/2024
			<b>Total</b>	<b>\$ 3,994,277</b>	<b>\$ 4,987,604</b>	<b>\$ 608</b>	<b>\$ 3,993,669</b>	

San Joaquin Regional Transit District (RTD)								
Pending								
Formula Grants as of 12/31/23								
#	Award #	Program	Associated Projects	Amount Awarded	Total Project Budget	Amount Expended	Remaining Award	Grant Expiration
1	Pending	FY 2023 5307	Security, Transit Improvement & Capital	\$ 9,272,244	\$ 9,272,244	\$ 7,673,322	\$ 1,598,922	TBD
2	Pending	FY 2023 5339a	Buses and Bus Facilities	\$ 811,405	\$ 811,405	\$ -	\$ 811,405	TBD
			<b>Total</b>	<b>\$ 10,083,649</b>	<b>\$ 10,083,649</b>	<b>\$ 7,673,322</b>	<b>\$ 2,410,327</b>	



**LEAD STAFF: ALEX CLIFFORD, CEO**

**I. RECOMMENDED ACTION**

Approve meeting minutes from the April 19, 2024, Regular Board of Directors Meeting.

**II. SUMMARY**

- Staff is providing the meeting minutes of the April 19, 2024, Regular Board of Directors meeting.
- Meeting minutes are recorded after each meeting and will be provided for approval at the following regularly scheduled meeting.

**III. DISCUSSION/BACKGROUND**

Meeting minutes are prepared by staff and serve as an official public record of actions taken by the Board of Directors. Once approved, minutes are filed and will remain in RTD's archives to document the Board's adherence to RTD's Rules of Procedure. Minutes will be made available to any member of the public upon request.

**IV. STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

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

**V. CUSTOMER IMPACT**

Meeting minutes provide customers with transparent agency information.

**VI. FINANCIAL CONSIDERATIONS/IMPACT**

None.

**VII. CHANGES FROM COMMITTEE**

N/A

**VIII. ALTERNATIVES CONSIDERED**

None.

**IX. ATTACHMENTS**

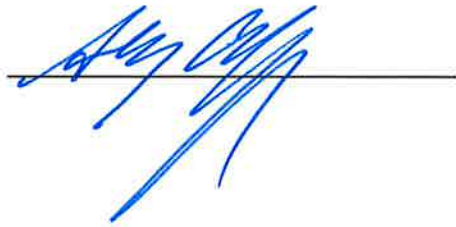
**Attachment A:** Draft minutes of the RTD Board of Directors Regular Meeting of April 19, 2024

**Attachment B:** Resolution for the Regular Meeting Minutes of April 19, 2024

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

**X. APPROVALS**

Alex Clifford, CEO





Attachment A  
Cover Page

MINUTES OF THE REGULAR MEETING OF THE BOARD OF DIRECTORS  
OF THE SAN JOAQUIN REGIONAL TRANSIT DISTRICT  
FRIDAY, APRIL 19, 2024

The San Joaquin Regional Transit District (RTD) Board of Directors held a Regular Meeting at 10:00 a.m. on Friday, April 19, 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 10:02 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:              Michael Restuccia, Chair  
   Gary Giovanetti, Vice Chair  
   Les Fong, Director  
   Stephan Castellanos, Director  
  
   Alex Clifford, CEO  
   Julie Sherman, RTD Legal Counsel  
  
   Absent:              Balwinder Singh, Director
6. PUBLIC COMMENTS  
Public comments were received by Elsie Hirata, Matthew Morgan, Rita Carter-Overstreet and Rita's granddaughter. Van Go! and Commuter Service were the topics of concern.
7. REPORTS
  - A. CHIEF EXECUTIVE OFFICER UPDATE  
CEO Alex Clifford provided an oral update regarding the following topics:
    - AB 1853 Update
    - SJCOG Vanpool MOU
    - APTA Legislative Conference
    - UCP Partnership
    - CALACT Conference
    - IT Update by CIO John Hodson

- B.     MARKETING UPDATE  
Supervisor of Marketing and Customer Engagement Maximilian Cao provided an update on recent events.
  
- 8.     INFORMATION ITEMS  
Reports provided for information only:
  - A.     FEDERAL LEGISLATIVE UPDATE
  - B.     STATE LEGISLATIVE UPDATE
  - C.     QUARTERLY UPDATE OF SOLICITATIONS
  - D.     QUARTERLY UPDATE OF CONTRACTS AWARDED
  - E.     QUARTERLY UPDATE OF CAPITAL PROGRAM
  - F.     UPDATE ON CONSIDERATION OF PRELIMINARY ANALYSIS OF VAN GO! STOCKTON METROPOLITAN AREA FOR POTENTIAL DISCONTINUATION
  
- 9.     CONSENT CALENDAR
  - A.     RESOLUTION NO. 7074: APPROVING THE MINUTES OF THE MARCH 15, 2024, REGULAR BOARD OF DIRECTORS MEETING  
  
ACTION:       MOTION: Gary Giovanetti                               SECOND: Les Fong  
Roll Call:  
AYES: Restuccia, Giovanetti, Fong, Castellanos  
ABSENT: Singh, NAYES: ABSTAIN:
  
  - B.     RESOLUTION NO. 7075: APPROVING THE MINUTES OF THE MARCH 15, 2024, SPECIAL BOARD OF DIRECTORS MEETING  
  
ACTION:       MOTION: Gary Giovanetti                               SECOND: Les Fong  
Roll Call:  
AYES: Restuccia, Giovanetti, Fong, Castellanos  
ABSENT: Singh, NAYES: ABSTAIN:
  
- 10.    ACTION ITEMS
  - A.     RESOLUTION NO. 7076: APPROVING ESTIMATED EXPENSES IN ADVANCE OF BOARD OF DIRECTORS TRAVEL  
  
ACTION:       MOTION: Les Fong                               SECOND: Stephan Castellanos  
Roll Call:

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

- B. RESOLUTION NO. 7077: AUTHORIZING THE CEO TO ENTER INTO AND EXECUTE A MEMORANDUM OF UNDERSTANDING BETWEEN SAN JOAQUIN REGIONAL TRANSIT DISTRICT AND STOCKTON UNIFIED SCHOOL DISTRICT (SUSD) FOR A ONE-YEAR SUSD HIGH SCHOOL STUDENT PASS PROGRAM FOR 9TH THROUGH 12TH GRADE STUDENTS FOR THE PERIOD OF JULY 1, 2024, THROUGH JUNE 30, 2025

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

11. DISCUSSION/POTENTIAL ACTION ITEM

- A. UPDATE, AND CONSIDER PROVIDING DIRECTION TO STAFF, REGARDING SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG) POSSIBLE TERMINATION OF THE VANPOOL MEMORANDUM OF UNDERSTANDING (MOU) AND SUGGESTED CHANGES TO THE PROCESS FOR ALLOCATING FEDERAL TRANSIT ADMINISTRATION (FTA) FUNDING IN THE STOCKTON URBANIZED AREA (UZA)

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

12. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF

13. ADJOURNMENT

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





Attachment B  
Cover Page

RESOLUTION NO. \_\_\_\_\_  
DATED: MAY 17, 2024

RESOLUTION APPROVING THE MINUTES OF THE APRIL 19, 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 April 19, 2024, be approved.



**LEAD STAFF: ERIC WILLIAMS, GRANTS MANAGER**

**REPORT: AUTHORIZE CEO TO FILE AND EXECUTE FY2023 - 2024  
LOW CARBON TRANSIT OPERATIONS PROGRAM  
APPLICATION FOR THE BUS RAPID TRANSIT EXPANSION -  
MIDTOWN CORRIDOR PROJECT**

**I. SUMMARY:**

- Last year, Low Carbon Transit Operations Program (LCTOP) guidelines removed the Five-Year Limit on Operations Projects, allowing for the Bus Rapid Transit (BRT) Expansion – Midtown Corridor Project to be submitted again for operational funding.
- For the current FY23-FY24 period, RTD will be submitting the BRT Expansion – Midtown Corridor Project.
- The project will continue to operate a new BRT route along the Midtown Corridor that will provide service entirely in a disadvantaged and low-income community project including implementing zero-emission technology.
- The total estimated operating budget for the BRT – Midtown Corridor is \$2,000,566. RTD will use the \$1,766,265 in LCTOP funds and \$234,301 in Local Transportation Funds (LTF) from this request to fully fund this project.

**II. DISCUSSION/BACKGROUND**

This project is for an additional one year of operating funds in FY2023-24 for the Bus Rapid Transit (BRT) route along the Midtown Corridor. The project will continue to benefit an entirely disadvantaged and low-income community by providing zero-emission BRT service and access to a variety of destinations.

- FY17-18. Staff requested board approval to authorize the CEO or designee to submit and execute applications, certifications and assurances, authorized agent, and all required documents on behalf of RTD for the LCTOP program. The application included a submittal for the BRT Expansion – Midtown Corridor Project for a total of \$566,110 in FY 2017-18 LCTOP funds.
- FY18-19. Staff requested board approval to authorize the CEO or designee to submit and execute applications, certifications and assurances, authorized agent form, and all required documents on behalf of RTD for the LCTOP program. The application included a submittal for the BRT Expansion – Midtown Corridor Project for a total of \$1,053,267 in FY 2018–19 LCTOP funds.

- FY19-20. Staff requested board approval to authorize the CEO or Deputy CEO to submit and execute applications, certifications and assurances, authorized agent form, and all required documents on behalf of RTD for the LCTOP program. The application included a submittal for the BRT Expansion – Midtown Corridor Project for a total of \$1,173,520 in FY 2019-20 LCTOP funds. This included \$1,014,092 from the regional allocation (PUC 99313) and \$159,428 from RTD’s direct allocation. This was the third year that RTD applied for LCTOP funds for this project. LCTOP guidelines limit operational support for new services for a total of five years.
- FY20-21. Staff requested Board approval to authorize the CEO or Deputy CEO to submit and execute applications, certifications and assurances, authorized agent form, and all required documents on behalf of RTD for the LCTOP program. The application included a submittal for the BRT Expansion – Midtown Corridor Project for a total of \$650,737 in FY 2020–21 LCTOP funds. This included \$577,764 from the regional allocation (PUC 99313) and \$72,973 from RTD’s direct allocation. This allocation was down significantly from the prior year’s total LCTOP allocation of \$1,173,520. Unfortunately, due to auction proceeds being so low, LCTOP apportionments were down statewide.
- FY21-22. Staff requested Board approval to authorize the CEO or Deputy CEO to submit and execute applications, certifications and assurances, authorized agent form, and all required documents on behalf of RTD for the LCTOP program. The application included a submittal for the BRT Expansion – Midtown Corridor Project for a total of \$1,772,940 in FY 2021–22 LCTOP funds. This included \$1,556,856 from the regional allocation (PUC 99313) and \$216,084 from RTD’s direct allocation. LCTOP apportionments were up from FY20-21 by \$979,092.
- FY22-23. Staff requested Board approval to authorize the CEO or Deputy CEO to submit and execute applications, certifications and assurances, authorized agent form, and all required documents on behalf of RTD for the LCTOP program. The application included a submittal for the BRT Expansion – Midtown Corridor Project for a total of \$1,602,176 in FY 2021–22 LCTOP funds. This included \$1,430,676 from the regional allocation (PUC 99313) and \$171,500 from RTD’s direct allocation. LCTOP apportionments were down from FY21-22 by \$170,764.

### **III. STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

Strategic Priorities:

1. Employees
2. Customers
3. Financial Health

4. Operations Excellence
5. Community Relations
6. Innovation

**IV. FINANCIAL CONSIDERATIONS/IMPACT**

The required funding of \$2,000,566 for FY24 will provide continued operating assistance for operators, fuel costs, administration expenses, and other expenses.

**V. CHANGES FROM COMMITTEE**

N/A

**VI. ALTERNATIVES CONSIDERED**

No alternative to consider. This action is needed to continue with last year's Midtown Corridor project submission. Under the new LCTOP Program's guidelines, RTD is allowed to resubmit a request for additional funding.

**VII. ATTACHMENTS**

**Attachment A:** Resolution

Prepared by: Eric Williams, Grants Manager

**VIII. APPROVALS**

Financial Impact Approved:  
Robert Kyle, CFO



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Alex Clifford, CEO



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Attachment A  
Resolution

RESOLUTION NO. \_\_\_\_\_  
DATED: May 17, 2024

RESOLUTION AUTHORIZING THE CEO TO FILE AND EXECUTE THE FY2023 - 2024 LOW CARBON TRANSIT OPERATIONS PROGRAM APPLICATION FOR THE BUS RAPID TRANSIT EXPANSION – MIDTOWN CORRIDOR PROJECT

WHEREAS, the California Legislature enacted the Transit, Affordable Housing and Sustainable Communities Program (SB 862) in 2014 to reduce greenhouse gas emissions from the transportation sector; and

WHEREAS, SB 862 established the Low Carbon Transit Operations Program (LCTOP) to receive revenue from the sale of emission allowances in California's Cap-and-Trade program and distribute these funds to transit operators and regional transportation planning agencies for projects which increase transit ridership; and

WHEREAS, SB 862 named the California Department of Transportation (Caltrans) as the administrative agency for the LCTOP; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, San Joaquin Regional Transit District (RTD) is an eligible project sponsor and may receive state funding from the LCTOP for transit projects; and

WHEREAS, RTD staff recommends the Board authorize submittal of an allocation request for implementation of the following LCTOP project(s):

Project Name: BRT Expansion – Midtown Corridor project

LCTOP Funds Requested: \$1,766,265

Short Description: This project is for one year of additional operating funds in FY2023-24 for the Bus Rapid Transit (BRT) route along the Midtown Corridor. The project will benefit a disadvantaged, low-income community by providing zero-emission BRT service and access to a variety of destinations.

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

- 1) That RTD agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations, and guidelines for all LCTOP-funded transit projects.



- 2) That the Chair of the Board and the CEO be, and they hereby are authorized and directed to finalize and execute the FY2023-24 LCTOP application and all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.
  
- 3) That the Chair of the Board and the CEO, acting separately, are hereby authorized to submit the application for FY2023-24 LCTOP funds for the BRT Expansion – Midtown Corridor project in the amount of \$2,000,566. This project is for one year of additional operating funds in FY2023-24 for the BRT route along the Midtown Corridor. The project will benefit a disadvantaged, low-income community by providing zero-emission BRT service and access to a variety of destinations.



**LEAD: ALEX CLIFFORD, CEO**

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

**I. 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.
- The full Board considered expressions of interest received for travel from Board members on January 19, 2024.
- Vice Chair Gary Giovanetti is a member of the 2024 APTA Executive Committee and will be traveling more often to attend meetings and conferences.
- Actual costs have been added to the table for two recent conferences.

**II. DISCUSSION/BACKGROUND**

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

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

The San Joaquin Council of Governments also convenes an annual 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, Vice Chair Gary Giovanetti is

a member of the 2024 APTA Executive Committee and is required to travel more frequently 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. Actual costs have been added to the table for two recent conferences.

**TRAVEL EXPENSES**

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 Rail Conference June 2-5, 2024 Cleveland, OH	APTA Transit Board Members & Transit Board Admins. Seminars July 13-16, 2024 San Jose, CA	APTA TRANSform Conference & Expo Sept. 29-Oct. 2, 2024 Anaheim, CA	APTA Executive Committee Strategic Retreat November 8-10, 2024 Las Vegas, NV	CTA Fall Conference & Expo November 20-22, 2024 San Jose, CA
Mike Restuccia									
Gary Giovanetti	X	X			X	X	X	X	
Les Fong			X			X	X		X
Balwinder Singh	X		X			X	X		
Stephan Castellanos	X			X		X	X		X
Estimated Cost Per Person	\$3,500	\$2,800	\$3,600	\$175	\$3,700	\$2,500	\$3,700	APTA will reimburse RTD for expenses	\$1,800
Actual Cost									
Gary Giovanetti	\$3,736.84	\$2,762.86							
Les Fong									
Balwinder Singh	\$3,429.59								
Stephan Castellanos	\$3,740.28								

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)
- Destination airports (IAD v. DCA)
- Mileage to and from departing airports (SFO v. SMF)
- Airport parking fees (SFO v. SMF)
- Traveling expenses to and from the airport
- Duration of the trip may vary due to the conference agenda and Board Member's committee assignments

### **III. STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

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

### **IV. FINANCIAL CONSIDERATIONS/IMPACT**

Estimated Board member travel expenses, including registration, are estimated at \$52,775. 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**

None

Prepared by: Merab Talamantes, Project Controls Manager

**IX. APPROVALS**

Financial Impact Approved:  
Robert Kyle, CFO



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Alex Clifford, CEO



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

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

**I. SUMMARY:**

- San Joaquin Regional Transit District (RTD) is federally mandated to provide ADA complementary paratransit service, which provides shared rides and door-to-door demand-response transportation to customers certified as having disabilities that prevent them from independently using the fixed route bus.
- During January, February, and March, RTD provided 11,097 rides. On-time performance for this period was 91%, which is above standard and improved compared to the previous quarter.
- RTD's ADA complementary paratransit service is contracted out to RydeTrans. RydeTrans currently has 15 Paratransit Operators, four Road Supervisors, one Operations Manager, and 15 operating vehicles.

**II. DISCUSSION/BACKGROUND**

Summary review of monthly operational statistics for RTD's paratransit service. Comparing the monthly statistics of Q3 FY23 to the monthly statistics of Q3 FY24:

- In January, the number of Paratransit rides increased by:        816
- In February, the number of Paratransit rides increased by:        856
- In March, the number of Paratransit rides increased by:        668

Summary review of Q2 operational information for FY24:

- January number of total Paratransit rides:                                3,761
- February number of total Paratransit rides:                                3,606
- March number of total Paratransit rides:                                3,730
- Comparing December 2023 statistics to January 2024, Paratransit rides increased by 277.
- Comparing January 2024 statistics to February 2024, Paratransit rides increased by 155.
- Comparing February 2024 statistics to March 2024, Paratransit rides increased by 124.

During January, February, and March, RydeTrans total liquidated damages were as follows:

- \$50 per month if under 85% On-time Performance: 90.65%
- \$50 per missed trip: 356
- \$25 per dress code infraction: 0
- \$100 per day for each late report: 0
- \$500 if > or = one complaint per 1,000 boardings: 0
- \$1,500 per month if the average miles between preventable accidents falls below 70,000 miles: 0

### **III. STRATEGIC PLAN PRIORITIES ALIGNMENT**

This report pertains to RTD's Service Quality and Delivery.

Strategic Priorities:

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

### **IV. FINANCIAL CONSIDERATIONS/IMPACT**

There are no financial considerations for this report.

### **V. CHANGES FROM COMMITTEE**

N/A

### **VI. ALTERNATIVES CONSIDERED:**

N/A

### **VII. ATTACHMENTS**

**Attachment A:** RTD's Paratransit On-time Performance Charts for January, February, and March.

**Attachment B:** Comparative Operating Statistics Tables for January, February, and March.

**Attachment C:** Number of Rides Comparison Chart.

**Attachment D:** Total Ride vs. Shared Ride Chart.

**Attachment E:** Annual Miles Comparison Chart.

**Attachment F:** Monthly ADA Assessments.

**Attachment G:** Top Monthly Ride Destinations for January, February, and March

Prepared by: Tonisha Mixon, Mobility Manager and Dámaris Galvan,  
Director of Planning and Service Development



**VIII. APPROVALS**

Executive Manager Approved:  
Ciro Aguirre, COO



CEO, Alex Clifford





Attachment A  
Cover Page

**On-time Performance Breakdown Report for January 2024**

	January 2023	January 2024
<b>1 to 5 Minutes Late</b>	<b>2.1%</b>	<b>2.7%</b>
<b>6 to 10 Minutes Late</b>	<b>1.0%</b>	<b>1.8%</b>
<b>11 to 15 Minutes Late</b>	<b>0.5%</b>	<b>1.7%</b>
<b>16 to 20 Minutes Late</b>	<b>0.3%</b>	<b>1.0%</b>
<b>21 to 25 Minutes Late</b>	<b>0.2%</b>	<b>0.5%</b>
<b>26 to 30 Minutes Late</b>	<b>0.2%</b>	<b>0.5%</b>
<b>31 to 35 Minutes Late</b>	<b>0.2%</b>	<b>0.3%</b>
<b>36 to 40 Minutes Late</b>	<b>0.0%</b>	<b>0.2%</b>
<b>41 or more Minutes Late (Excessively Late/Missed Trips)</b>	<b>0.0%</b>	<b>0.5%</b>
<b>Total 1-41 or More Minutes Late</b>	<b>4.5%</b>	<b>9.2%</b>

\*Target: 85%-96%

**On-time Performance**

For the month of January, RydeTrans met the standard of on-time performance with 91%. Ridership increased by 277 trips from last month.

**A Customer Service Report is a compliment, comment, or complaint.**

During the month of January, Ryde Trans received one Customer Service Report, which was a valid complaint.

**On-time Performance Breakdown Report for February 2024**

	February 2023	February 2024
<b>1 to 5 Minutes Late</b>	<b>1.8%</b>	<b>3.7%</b>
<b>6 to 10 Minutes Late</b>	<b>0.9%</b>	<b>2.6%</b>
<b>11 to 15 Minutes Late</b>	<b>0.8%</b>	<b>2.1%</b>
<b>16 to 20 Minutes Late</b>	<b>0.4%</b>	<b>1.2%</b>
<b>21 to 25 Minutes Late</b>	<b>0.2%</b>	<b>1.2%</b>
<b>26 to 30 Minutes Late</b>	<b>0.2%</b>	<b>0.8%</b>
<b>31 to 35 Minutes Late</b>	<b>0.1%</b>	<b>0.4%</b>
<b>36 to 40 Minutes Late</b>	<b>0.1%</b>	<b>0.5%</b>
<b>41 or more Minutes Late (Excessively Late/Missed Trips)</b>	<b>0.0%</b>	<b>0.7%</b>
<b>Total 1-41 or More Minutes Late</b>	<b>4.5%</b>	<b>12.9%</b>

\*Target: 85%-96%

**On-time Performance**

For the month of February, RydeTrans met the standard of on-time performance with 87%. Ridership decreased by 155 trips from last month.

**A Customer Service Report is a compliment, comment, or complaint.**

During the month of February, RydeTrans received one Customer Service Report, which was a valid complaint.

**On-time Performance Breakdown Report for March 2024**

	March 2023	March 2024
<b>1 to 5 Minutes Late</b>	<b>1.3%</b>	<b>2.6%</b>
<b>6 to 10 Minutes Late</b>	<b>0.4%</b>	<b>1.5%</b>
<b>11 to 15 Minutes Late</b>	<b>0.3%</b>	<b>0.8%</b>
<b>16 to 20 Minutes Late</b>	<b>0.1%</b>	<b>0.5%</b>
<b>21 to 25 Minutes Late</b>	<b>0.0%</b>	<b>0.4%</b>
<b>26 to 30 Minutes Late</b>	<b>0.0%</b>	<b>0.0%</b>
<b>31 to 35 Minutes Late</b>	<b>0.0%</b>	<b>0.1%</b>
<b>36 to 40 Minutes Late</b>	<b>0.1%</b>	<b>0.1%</b>
<b>41 or more Minutes Late (Excessively Late/Missed Trips)</b>	<b>0.0%</b>	<b>0.2%</b>
<b>Total 1-41 or More Minutes Late</b>	<b>2.2%</b>	<b>6.2%</b>

\*Target: 85%-96%

**On-time Performance**

For the month of March, RydeTrans met the standard of on-time performance with 94%. Ridership increased by 124 trips from last month.

**A Customer Service Report is a compliment, comment, or complaint.**

During the month of March, RydeTrans received no Customer Service Reports.

**Conclusion:** RTD staff is working with RydeTrans to improve the OTP breakdown by increasing the number of vehicles available from 15 to 20. OTP results have a direct correlation with the rise in ridership, which will drive a higher number of revenue hours, which have been considered in the FY2025 budget.



Attachment B  
Cover Page

San Joaquin RTD Board of Directors  
 Subject: Accept and File: Paratransit Operations Status Report

Item 10D  
 May 17, 2024

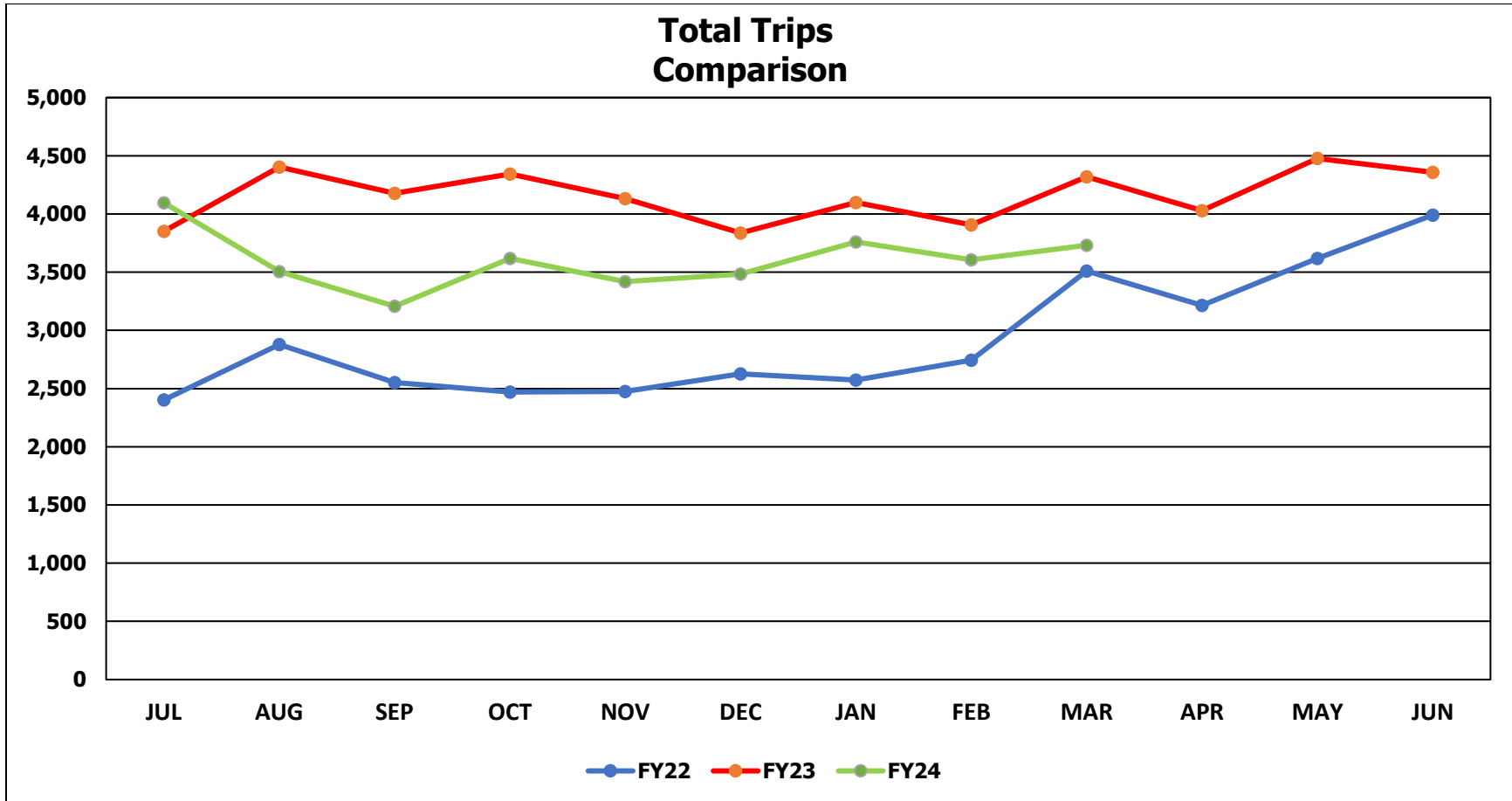
	Jan-23	Feb-23	Mar-23	Total	Q3 2023 AVG	Jan-24	Feb-24	Mar-24	Total	Q3 2024 AVG	Difference	Performance Goals	FTA Guideline
Requested	5,724	5,149	5,768	16,641	5,547	6,685	6,565	6,864	20,114	6,705	1,158		
Performed (Completed Trips)	2,945	2,750	3,062	8,757	2,919	3,761	3,606	3,730	11,097	3,699	780		
Advanced and Late Cancels (Passengers)	606	506	588	1,700	567	641	629	725	1,995	665	98		
No Shows	11	3	2	16	5	27	38	37	102	34	29		
Total Revenue Miles	23,620	23,150	25,336	72,106	24,035	30,202	25,567	30,157	85,926	28,642	4,607		
Average (Completed) Trip Miles	8.02	8.42	8.27	24.71	8.2	8.03	7.09	8.08	23.20	7.73	-1		
Within Ready Window (OTP)	95.0%	95.0%	97.0%	95.7%	95.7%	91.0%	87.0%	94.0%	90.7%	90.7%	-5.0%	85% - 96% Expected	FTA 8.5.7, this is monitored to improve OTP and take any appropriate action. This KPI helps identifying and addressing patterns and practices in capacity constraints.
Standing Orders (subscriptions)	1,402	1,378	1,455	4,235	1,412	1,478	1,325	1,355	4,158	1,386	-26		FTA c 4710 (8.6) This KPI is monitors to ensure that standing orders or "subscriptions" do not absorb more than fifty percent of the number of trips available at a given time of day, unless there is non-subscription capacity.
Call Center Volume	3,210	2,582	2,571	8,363	2,788	3,303	3,873	3,995	11,171	3,724	936		FTA C 4710 (8.5.6) regarding poor telephone performance. This KPI monitors the calls volume to ensure customer service quality and on-time phone response.
Hold Times less than 2 minutes*	1,352	1,178	1,182	3,712	1,237	1,534	1,746	1,848	5,128	1,709	472		FTA C 4710 (8.5.6) Setting telephone hold time-standards, this KPI is monitored on a monthly basis. Quality Assurance test calls are performed to ensure hold times are within acceptable parameters.
Distinct Riders	286	276	285	847	282	337	329	356	1,022	341	58		
Most Frequent Rider	109	158	149	416	139	103	134	131	368	123	-16		
Shared Rides	1,153	1,157	1,258	3,568	1,189	1,137	1,113	1,188	3,438	1,146	-43		
Passenger per Revenue Hour	2.2	2.2	2.1	2.2	2.2	2.4	2.7	2.3	2.5	2.5	0.3		
Completed Trips <= 10 Miles	2,683	2,481	2,791	7,955	2,652	3,401	3,200	3,439	10,040	3,347	695		
Completed Trips > 10 Miles	262	269	271	802	267	364	406	296	1,066	355	88		
Denied Rides	0	0	0	0	0	0	0	0	0	0	0	Zero	
Missed Trips	20	16	3	39	13	110	164	46	320	107	94		FTA C 4710.1 (8.5.5) This KPI is monitored on a monthly basis and validated and crossreferenced with notes provided by RydeTrans.

	Jan-23	Feb-23	Mar-23	Total	Q3 2023 AVG	Jan-24	Feb-24	Mar-24	Total	Q3 2024 AVG	Difference	Performance Goals	FTA Guideline
Excessively Long Trips (Duration)	0	0	0	0	0	19	27	8	54	18	18		FTA C 4710.1 (8.5.5) This KPI is monitored to ensure lengths of trips are not "excessive" in comparison to the time required to make a similar trip using the fixed route system.
Accidents	0	1	0	1	0	0	0	0	0	0	0		
Reported Complaints	2	2	1	5	2	1	1	0	2	1	-1		
Valid Complaints	2	2	1	5	2	1	1	0	2	1	-1	Less than 1 per 10k boarding	
Commendations	0	0	0	0	0	0	0	0	0	0	0		
Farebox Recovery Ratio	4.4%	4.7%	3.9%	13.0%	4.3%	6.1%	5.3%	6.1%	5.8%	5.8%	1.5%	*03/2024 Estimated to be validated	
Total Pickup	2,945	2,750	3,062	8,757	2,919	3,761	3,606	3,730	11,097	3,699	780		
<b>Late Trips Beyond The 30-Minute Window Ranging From 1-41 or More Minutes Late</b>													<b>*Belows Data refers to FTA C 4710.1 Assessing On Time Performance</b>
1 to 5 Minutes Late	2.1%	1.8%	1.3%	1.7%	1.7%	2.7%	3.7%	2.6%	3.0%	3.0%	1.3%		FTA 8.5.3 and 8.5.7, this is monitored to improve OTP and take any appropriate action. This KPI helps identifying and addressing patterns and practices in capacity constraints.
6 to 10 Minutes Late	1.0%	0.9%	0.4%	0.8%	0.8%	1.8%	2.6%	1.5%	2.0%	2.0%	1.2%		
11 to 15 Minutes Late	0.5%	0.8%	0.3%	0.5%	0.5%	1.7%	2.1%	0.8%	1.6%	1.6%	1.0%		
16 to 20 Minutes Late	0.3%	0.4%	0.1%	0.2%	0.2%	1.0%	1.2%	0.5%	0.9%	0.9%	0.7%		
21 to 25 Minutes Late	0.2%	0.2%	0.0%	0.1%	0.1%	0.5%	1.2%	0.4%	0.7%	0.7%	0.6%		
26 to 30 Minutes Late	0.2%	0.3%	0.0%	0.2%	0.2%	0.5%	0.8%	0.0%	0.4%	0.4%	0.3%		
31 to 35 Minutes Late	0.2%	0.1%	0.0%	0.1%	0.1%	0.3%	0.4%	0.1%	0.3%	0.3%	0.2%		
36 to 40 Minutes Late	0.0%	0.1%	0.1%	0.1%	0.1%	0.2%	0.5%	0.1%	0.3%	0.3%	0.2%		
41 or more Minutes Late (Excessively Late/Missed Trips)	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.7%	0.2%	0.5%	0.5%	0.5%		
Total 1-41 or more lates	4.5%	4.6%	2.2%	3.8%	3.8%	9.2%	13.4%	6.2%	9.6%	9.6%	5.9%		



Attachment C  
Cover Page

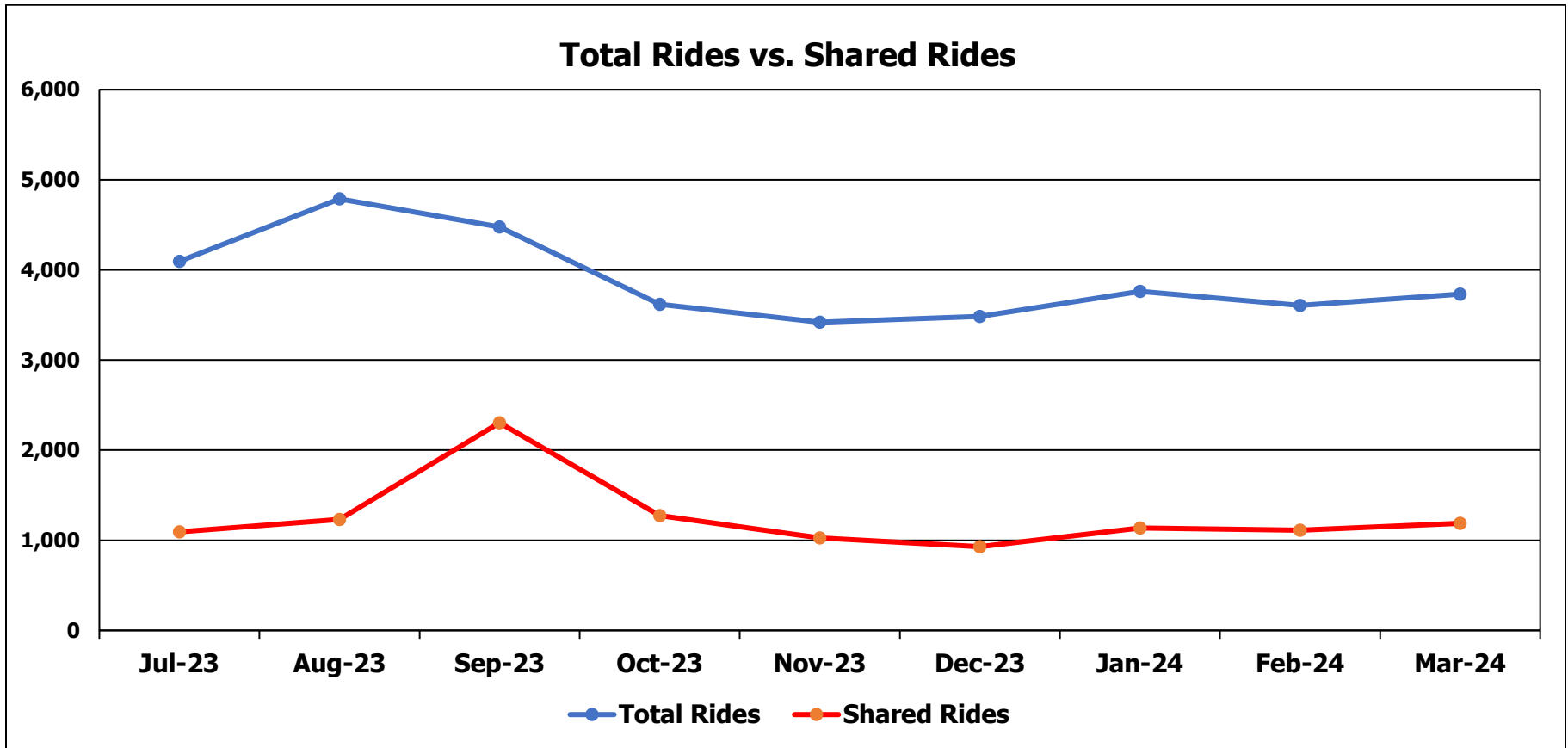




	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
<b>FY22</b>	2,402	2,879	2,552	2,470	2,475	2,626	2,574	2,743	3,509	3,215	3,618	3,991	35,054
<b>FY23</b>	3,850	4,404	4,178	4,344	4,133	3,837	4,098	3,907	4,320	4,029	4,477	4,359	49,936
<b>FY24</b>	4,096	3,505	3,207	3,619	3,419	3,484	3,761	3,606	3,730				32,427



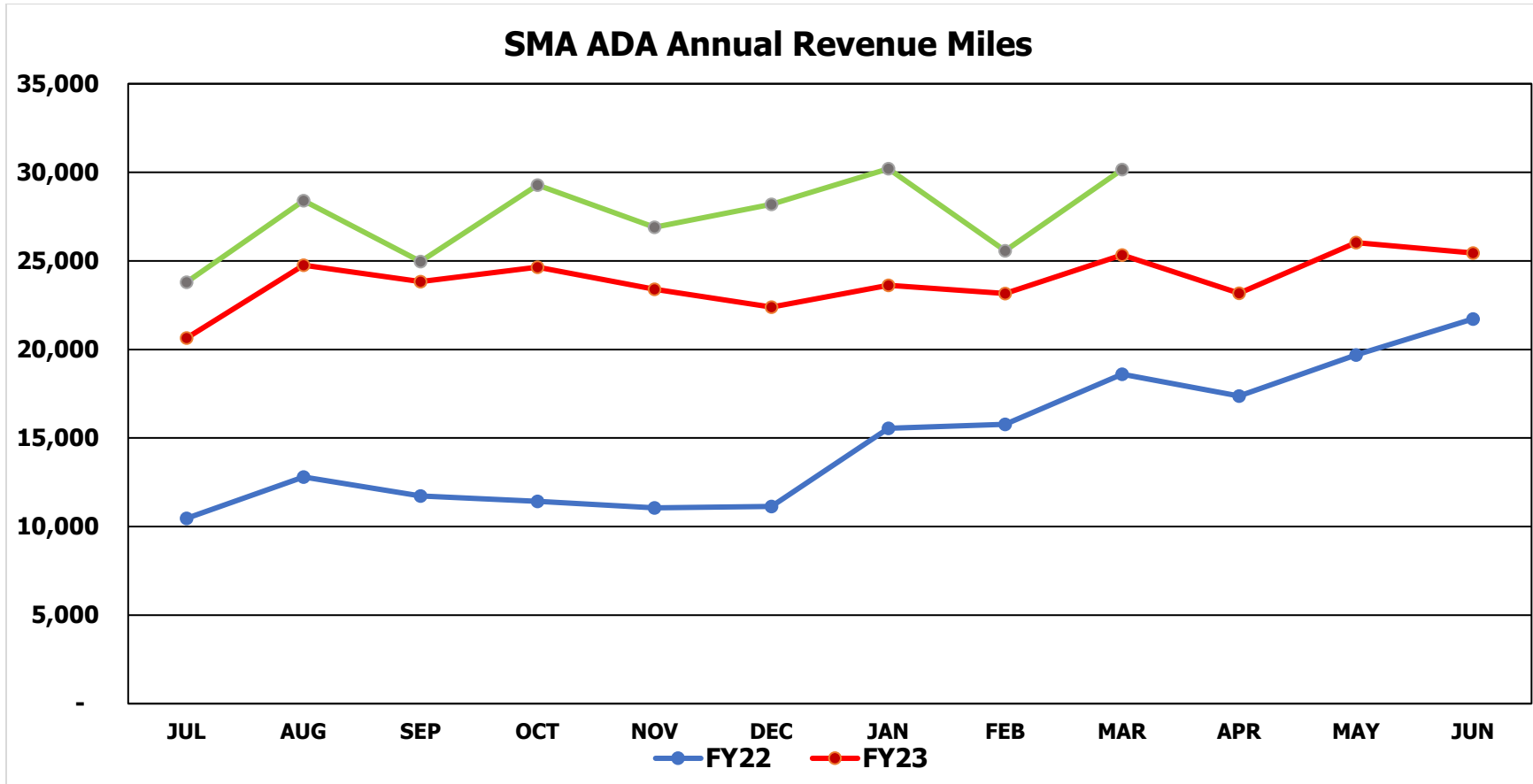
Attachment D  
Cover Page



	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Total	Avg
<b>Total Rides</b>	4,096	4,787	4,477	3,619	3,419	3,484	3,761	3,606	3,730				34,979	3,887
<b>Shared Rides</b>	1,094	1,232	2,304	1,274	1,025	929	1,137	1,113	1,188				11,296	1,255
<b>% of Share Rides</b>	27%	26%	51%	35%	30%	27%	30%	31%	32%				32%	32%



Attachment E  
Cover Page



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
<b>FY22</b>	10,464	12,795	11,720	11,427	11,055	11,129	15,541	15,768	18,596	17,374	19,692	21,723	177,284
<b>FY23</b>	20,641	24,764	23,837	24,648	23,404	22,395	23,620	23,150	25,336	23,178	26,030	25,438	286,441
<b>FY24</b>	23,800	28,401	24,970	29,289	26,893	28,195	30,202	25,567	30,157				247,474



Attachment F  
Cover Page

**Monthly Assessments for January, February, and March 2024**

MONTHLY ASSESSMENTS					
	UNCONDITIONAL ASSESSMENTS	CONDITIONAL ASSESSMENTS	TEMPORARY ASSESSMENTS	DENIED ELIGIBILITY	TOTAL
JULY 2023	54	0	0	2	56
AUGUST 2023	89	2	1	1	93
SEPTEMBER 2023	60	0	0	7	67
OCTOBER 2023	45	4	0	3	52
NOVEMBER 2023	36	0	0	0	36
DECEMBER 2023	50	14	0	3	67
JANUARY 2024	44	4	2	0	50
FEBRUARY 2024	59	6	0	0	65
MARCH 2024	58	10	2	0	70
APRIL 2024					
MAY 2024					
JUNE 2024					

Number of Eligible Riders for the month of January 2024 = 50  
 Number of Eligible Riders for the month of February 2024 = 65  
 Number of Eligible Riders for the month of March 2024 = 70

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

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

**Temporary Assessment:** If a person has a limited-term condition that prevents them from using the fixed route service system or is a visitor from a different County/State, a visitor assessment is provided for 21 days.

**Denied Eligibility:** By law, eligibility is based on the functional ability to ride fixed-route services (trains, buses), not just on the medical diagnosis. The assessment indicated that the individual has the ability to perform the necessary tasks for independent travel on fixed routes. It was determined that the person has the skills for full community mobility, defined as the ability to independently travel on multiple complex fixed routes.



Attachment G  
Cover Page



**Top Monthly Ride Destinations for January, February, March, 2024**

LOCATION	Jan-24	Feb-24	Mar-24	Total	% of Total Rides
Service First of Northern CA Day Program 102 W Bianchi Rd Stockton, CA 95207	121	124	126	371	3.34%
Dollar General Shopping 4155 N El Dorado, Stockton, CA 95204	110	116	124	350	3.15%
Open Door Services Inc. Day Program 4045 Coronado Ave Stockton, CA 95204	109	108	112	329	2.96%
Person Centered Services, Inc. Day Program 722 W March Ln Stockton, CA 9520	84	91	94	269	2.42%
RIA Care Center Dialysis 3115 W March Lane Stockton, CA 95219	90	76	100	266	2.40%
Da Vita Inc – Kidney Care Dialysis 545 Cleveland St Stockton, CA 95204	58	59	62	179	1.61%
Da Vita Port City – Kidney Care - Dialysis 810 S Fresno Ave Stockton CA, 95206	60	52	51	163	1.47%
Walmart Supercenter – Work/Shopping 3223 E Hammer Ln Stockton, CA 95212	51	44	56	151	1.36%
Futures Explored Day Program 8026 Lorraine Ave Stockton, CA 95210	53	48	44	145	1.31%
United Cerebral Palsy (UCP) Day Program 333 W Benjamin Holt Dr Stockton, CA 95207	50	39	42	131	1.18%
<b>Totals</b>	<b>786</b>	<b>757</b>	<b>811</b>	<b>2354</b>	<b>21.21%</b>

**Total Trips Completed- Q2= 10,522**

### **III. STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

Strategic Priorities:

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

### **IV. CUSTOMER IMPACT**

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

### **V. FINANCIAL CONSIDERATIONS/IMPACT**

Favorable budget variances in Operating Revenue and Expenses contribute to favorable budget variance in Operating Balance as of April 30, 2024.

### **VI. CHANGES FROM COMMITTEE**

N/A

### **VII. ALTERNATIVES CONSIDERED**

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

### **VIII. ATTACHMENTS**

**Attachment A:** Fiscal year-to-date monthly financial report for the period ending April 30, 2024.

**Attachment B:** Cash flow projections.

Prepared by: Ravi Sharma, Finance Manager



**LEAD STAFF: RAVI SHARMA, FINANCE MANAGER**

**REPORT: ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF APRIL 2024**

**I. SUMMARY**

- This staff report provides the Board of Directors (Board) with the Check Register for the month of April 2024.
- The Finance Department submits the check register for Board acceptance and filing.

**II. DISCUSSION/BACKGROUND**

This check register provides the Board with a listing of the vendors and amounts paid out on a monthly cash flow basis (Operating and Capital expenses). All invoices submitted for the month of April 2024 have been processed. The payments have been issued and signed by the Chief Executive Officer and Chief Financial Officer.

**III. STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

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

**IV. CUSTOMER IMPACT**

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

**V. FINANCIAL CONSIDERATIONS/IMPACT**

The check register presents the invoices paid in April 2024 for Board review, agency disclosure, and transparency.

**VI. CHANGES FROM COMMITTEE**

N/A

**VII. ALTERNATIVES CONSIDERED**

None

**VIII. ATTACHMENTS**

**Attachment A:** Check Register for the month of January 2024.

Prepared by: Ravi Sharma, Finance Manager


**IX. APPROVALS**

Financial Impact Approved:  
Robert Kyle, CFO



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Alex Clifford, CEO



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Attachment A  
Cover Page

Vendor Name	Inv Date	Invoice#	Invoice Amount	Payment Date	EFT or Check #
US BANK	3/8/2024	RETCONT Mar082024	\$ 236,987.39	4/3/2024	EFT
Amazon	2/19/2024	114-6133407-0677853	\$ 56.48	4/8/2024	EFT
Amazon	2/21/2024	113-0313431-2020230	\$ 66.02	4/8/2024	EFT
Amazon	2/23/2024	1FMG-DRJX-GVDR	\$ 143.42	4/8/2024	EFT
Amazon	3/1/2024	1VMF-D9W4-9HGG	\$ 27.20	4/8/2024	EFT
Amazon	3/1/2024	1WYW-7MPW-9HWK	\$ 172.08	4/8/2024	EFT
Amazon	3/1/2024	16LF-HC1T-C4KX	\$ 27.22	4/8/2024	EFT
Amazon	3/1/2024	1VL9-VTQL-DMK6	\$ 7.10	4/8/2024	EFT
Amazon	3/1/2024	1LJP-CWFT-CFNX	\$ 315.39	4/8/2024	EFT
Amazon	3/1/2024	1WDX-H39T-99X3	\$ 111.82	4/8/2024	EFT
Amazon	3/8/2024	1R67-LV4H-7GHR	\$ 338.59	4/8/2024	EFT
Amazon	3/8/2024	13CF-CHKW-6L77	\$ 264.80	4/8/2024	EFT
Amazon	3/8/2024	1JKD-JNYK-797F	\$ 130.01	4/8/2024	EFT
Amazon	3/8/2024	1V4C-GYW6-73XW	\$ 237.15	4/8/2024	EFT
Amazon	3/15/2024	1KFY-6HWY-FN9R	\$ 20.86	4/8/2024	EFT
Amazon	3/15/2024	1GY7-XWQV-HDKD	\$ 357.31	4/8/2024	EFT
Amazon	3/15/2024	1C46-LW4N-FN9Y	\$ 160.42	4/8/2024	EFT
Amazon	3/15/2024	11YR-LC4C-GFXL	\$ 24.48	4/8/2024	EFT
Amazon	3/22/2024	164H-6WND-NLHX	\$ 523.20	4/8/2024	EFT
Amazon	3/22/2024	16GY-Q3LJ-P1NH	\$ 16.03	4/8/2024	EFT
Amazon	3/22/2024	1C3J-RXX6-NVGW	\$ 73.89	4/8/2024	EFT
Amazon	3/22/2024	1GCJ-R47L-P4MK	\$ 287.51	4/8/2024	EFT
Amazon	3/22/2024	1QQP-DTCM-NX4F	\$ 119.79	4/8/2024	EFT
Amazon	3/29/2024	1MGG-H6CD-FQY9	\$ 41.40	4/8/2024	EFT
Amazon	3/29/2024	1KR3-LJ4D-FQGR	\$ 147.41	4/8/2024	EFT
Amazon	3/29/2024	11NK-9NWT-FVLY	\$ 109.59	4/8/2024	EFT
Amazon	3/29/2024	1PR1-CQK9-FGVM	\$ 65.39	4/8/2024	EFT
Amazon	3/29/2024	1F6W-QTVL-FMV4	\$ 114.44	4/8/2024	EFT
Amazon	3/29/2024	11NK-9NWT-FYJ3	\$ 45.72	4/8/2024	EFT
Amazon	4/5/2024	1KGJ-TCKF-3VTK	\$ 176.36	4/8/2024	EFT
Amazon	4/5/2024	1CDJ-4XL6-4GNL	\$ 40.29	4/8/2024	EFT
Amazon	4/5/2024	1N6L-MR7Q-4CPT	\$ 17.50	4/8/2024	EFT
CAVALRY FIRST V00214	4/1/2024	APR12024	\$ 231.75	4/8/2024	EFT
DELTA DENTAL V00390	4/1/2024	BE005992054	\$ 25,480.94	4/8/2024	EFT
LIFESONG V00130	4/1/2024	APR12024	\$ 225.00	4/8/2024	EFT
MINNESOTA LIFE V01162	4/1/2024	59850451-00	\$ 4,908.33	4/8/2024	EFT
PG & E V00111	4/3/2024	778212108142024	\$ 61,415.91	4/8/2024	EFT
VERIZON V00312	3/23/2024	9959920657	\$ 6,423.18	4/8/2024	EFT
VERIZON V00312	3/23/2024	9959920658	\$ 707.61	4/8/2024	EFT
VERIZON V00312	3/23/2024	9959920659	\$ 1,046.90	4/8/2024	EFT
VSP V01348	4/1/2024	820109172	\$ 3,683.16	4/8/2024	EFT
VSP-COBRA V01348	4/1/2024	820021244	\$ 80.46	4/8/2024	EFT
VSP-COBRA V01348	4/1/2024	820229448	\$ 69.68	4/8/2024	EFT
AGREEYA V01569	3/12/2024	259186	\$ 2,898.64	4/8/2024	EFT
CASTLE BRANCH V05459	3/18/2024	0922119-IN	\$ 592.20	4/8/2024	EFT
CONCERN V01880	3/15/2024	CN2409116	\$ 807.00	4/8/2024	EFT
FEHR & PEERS V01577	3/10/2024	173467	\$ 7,852.50	4/8/2024	EFT

FEHR & PEERS V01577	3/12/2024	172568	\$ 975.00	4/8/2024	EFT
KRONOS V01024	3/11/2024	12214996	\$ 737.65	4/8/2024	EFT
MTM V01576	3/11/2024	100026439	\$ 48,196.58	4/8/2024	EFT
MTM V01576	3/15/2024	100026808	\$ 14,099.79	4/8/2024	EFT
PACIFIC SHREDDING V00741	2/29/2024	5198074	\$ 231.84	4/8/2024	EFT
PEOPLE SPACE V01964	2/22/2024	INV85904	\$ 3,343.00	4/8/2024	EFT
ROBERT HALF V00398	3/5/2024	63288395	\$ 1,795.60	4/8/2024	EFT
ROBERT HALF V00398	3/7/2024	63307910	\$ 1,469.19	4/8/2024	EFT
ROBERT HALF V00398	3/14/2024	63338769	\$ 1,403.51	4/8/2024	EFT
ROBERT HALF V00398	2/21/2024	63236267	\$ 1,256.92	4/8/2024	EFT
ROTH STAFFING V01614	3/8/2024	16132770	\$ 1,724.97	4/8/2024	EFT
SIEGFRIED V01003	2/23/2024	46776	\$ 2,261.00	4/8/2024	EFT
SIEGFRIED V01003	2/23/2024	46948	\$ 1,606.50	4/8/2024	EFT
STOCKTON FENCE & MATERIAL V00742	2/26/2024	16681	\$ 31,473.00	4/8/2024	EFT
TAKE CARE TERMITE V01196	2/26/2024	19599-19596	\$ 380.00	4/8/2024	EFT
TKE TK ELEVATOR V00822	3/1/2024	300776219	\$ 585.00	4/8/2024	EFT
US BANK	4/1/2024	DSMITH-RETIREE04012024	\$ 2,922.87	4/8/2024	EFT
AMERICAN REFRIGERATION SUPPLIES	3/12/2024	30767656	\$ 826.14	4/8/2024	1099
CALIFORNIA STATE DISBURSEMENT UNIT	4/8/2024	1371867	\$ 12.00	4/8/2024	1077
CALIFORNIA STATE DISBURSEMENT UNIT	4/8/2024	437901	\$ 104.76	4/8/2024	1078
CALIFORNIA STATE DISBURSEMENT UNIT	4/8/2024	394877	\$ 212.49	4/8/2024	1079
CALIFORNIA STATE DISBURSEMENT UNIT	4/8/2024	1214574	\$ 363.69	4/8/2024	1080
CALIFORNIA STATE DISBURSEMENT UNIT	4/8/2024	1754135	\$ 138.46	4/8/2024	1081
CALIFORNIA STATE DISBURSEMENT UNIT	4/8/2024	200000002609655	\$ 222.46	4/8/2024	1082
CALIFORNIA STATE DISBURSEMENT UNIT	4/8/2024	2072702	\$ 92.30	4/8/2024	1084
CALIFORNIA STATE DISBURSEMENT UNIT	4/8/2024	200000001902028	\$ 234.00	4/8/2024	1085
CALIFORNIA STATE DISBURSEMENT UNIT	4/8/2024	1353083	\$ 223.84	4/8/2024	1086
CALIFORNIA STATE DISBURSEMENT UNIT	4/8/2024	770200192-01	\$ 46.15	4/8/2024	1087
CALVARY FIRST ASSEMBLY OF GOD	4/1/2024	APR12024	\$ 231.75	4/8/2024	1094
FRANCHISE TAX BOARD	4/8/2024	2023001285	\$ 200.00	4/8/2024	1083
FRANCHISE TAX BOARD	4/8/2024	2150107884	\$ 35.00	4/8/2024	1088
FRANCHISE TAX BOARD	4/8/2024	553478784	\$ 123.00	4/8/2024	1089
FRANCHISE TAX BOARD	4/8/2024	548313189	\$ 25.00	4/8/2024	1090
FRANCHISE TAX BOARD	4/8/2024	565797083	\$ 100.00	4/8/2024	1093
MARK CAIN	3/15/2024	REIMBURSEMENTDMV31524	\$ 58.00	4/8/2024	1096
MOHAWK MANUFACTURING AND SUPPLY	3/11/2024	U113835	\$ 317.97	4/8/2024	1100
PEOPLESPLACE	2/22/2024	INV85904	\$ 3,343.00	4/8/2024	1101
SAN JOAQUIN COUNTY SHERIFF'S OFFICE	4/8/2024	2023001285	\$ 200.00	4/8/2024	1091
SAN JOAQUIN COUNTY SHERIFF'S OFFICE	4/8/2024	2023001192	\$ 633.65	4/8/2024	1092
SHARLENE TORRES	4/1/2024	PETTYCASH04012024	\$ 169.50	4/8/2024	1097
STEPHANIE LA FEVER	3/12/2024	REIBURSEMENTDMV31224	\$ 68.00	4/8/2024	1095
WILLIAM DICKERSON	3/16/2024	REIMB031624BOOTS	\$ 193.94	4/8/2024	1098
Chase Chevrolet	3/7/2024	14860	\$ 1,441.37	4/9/2024	EFT
Interstate Truck Center	3/18/2024	01P503548	\$ 952.15	4/9/2024	EFT
Muncie	3/6/2024	3630134	\$ 226.61	4/9/2024	EFT
Western Radiator	3/13/2024	24155	\$ 273.53	4/9/2024	EFT
Sonsray	3/18/2024	PSO070407-1	\$ 643.37	4/9/2024	EFT
Sonsray	3/11/2024	PSO069315-1	\$ 1,173.47	4/9/2024	EFT
Creative Bus	3/22/2024	XA128018087:03	\$ 394.45	4/9/2024	EFT



Big Valley Ford	3/14/2024	612264FOW	\$ 68.91	4/9/2024	EFT
Big Valley Ford	3/14/2024	611864FOW	\$ 29.26	4/9/2024	EFT
Big Valley Ford	3/6/2024	611804FOW	\$ 656.57	4/9/2024	EFT
Big Valley Ford	3/11/2024	611865FOW	\$ 149.16	4/9/2024	EFT
Big Valley Ford	3/7/2024	611854FOW	\$ 52.88	4/9/2024	EFT
Big Valley Ford	3/7/2024	611821FOW	\$ 120.77	4/9/2024	EFT
Carquest Auto Parts	3/9/2024	8306-756228	\$ 252.83	4/9/2024	EFT
Camfil USA, INC	3/14/2024	30454090	\$ 2,100.86	4/9/2024	EFT
JM Equipment	3/13/2024	V110082930	\$ 54.68	4/9/2024	EFT
VenTek International	3/12/2024	142474	\$ 194.45	4/9/2024	EFT
Grainger	3/13/2024	9051460518	\$ 52.64	4/9/2024	EFT
	3/11/2024	9048673801	\$ 194.71	4/9/2024	EFT
NFI Part	3/18/2024	83322081	\$ 368.93	4/9/2024	EFT
NFI Part	3/6/2024	83309416	\$ 39.91	4/9/2024	EFT
NFI Part	3/6/2024	83309409	\$ 4,700.33	4/9/2024	EFT
AutoZone	3/1/2024	2858555495	\$ 39.21	4/9/2024	EFT
AutoZone	3/5/2024	2858563191	\$ 817.47	4/9/2024	EFT
Next Level Part Inc	3/7/2024	15891-26468	\$ 79.47	4/9/2024	EFT
Next Level Part Inc	3/6/2024	15891-26315	\$ 34.51	4/9/2024	EFT
Next Level Part Inc	3/7/2024	15891-26477	\$ 8.94	4/9/2024	EFT
Next Level Part Inc	3/7/2024	15891-26472	\$ 946.99	4/9/2024	EFT
Next Level Part Inc	3/11/2024	15891-26592	\$ 462.59	4/9/2024	EFT
Next Level Part Inc	3/13/2024	15891-26781	\$ 534.54	4/9/2024	EFT
Genfare	3/11/2024	90198870	\$ 863.15	4/9/2024	EFT
TESCO	3/6/2024	PA0212128	\$ 22.29	4/9/2024	EFT
TESCO	3/13/2024	PA0212378	\$ 193.50	4/9/2024	EFT
TESCO	3/6/2024	PA0212142	\$ 133.30	4/9/2024	EFT
TESCO	3/13/2024	PA0212383	\$ 149.00	4/9/2024	EFT
Prevost	3/8/2024	902387885	\$ 14.42	4/9/2024	EFT
Prevost	3/8/2024	902387884	\$ 390.46	4/9/2024	EFT
Prevost	3/7/2024	902386733	\$ 1,027.68	4/9/2024	EFT
Prevost	3/7/2024	902386732	\$ 108.61	4/9/2024	EFT
Prevost	3/7/2024	902386731	\$ 76.46	4/9/2024	EFT
Prevost	3/12/2024	902390798	\$ 54.24	4/9/2024	EFT
Prevost	3/14/2024	902393498	\$ 76.46	4/9/2024	EFT
Prevost	3/11/2024	902389230	\$ 878.50	4/9/2024	EFT
Prevost	3/13/2024	902392623	\$ 54.24	4/9/2024	EFT
Prevost	3/11/2024	902389229	\$ 108.61	4/9/2024	EFT
Gillig	3/13/2024	41152207	\$ 143.86	4/9/2024	EFT
Gillig	3/13/2024	41152208	\$ 559.58	4/9/2024	EFT
Gillig	3/13/2024	41152209	\$ 993.66	4/9/2024	EFT
Gillig	3/12/2024	41151619	\$ 240.65	4/9/2024	EFT
Gillig	3/8/2024	41150350	\$ 1,217.66	4/9/2024	EFT
Gillig	3/8/2024	41150351	\$ 1,255.32	4/9/2024	EFT
Gillig	3/7/2024	41149890	\$ 189.37	4/9/2024	EFT
Gillig	3/7/2024	41149891	\$ 73.70	4/9/2024	EFT
Gillig	3/7/2024	41149892	\$ 310.76	4/9/2024	EFT
Gillig	3/7/2024	41149894	\$ 123.47	4/9/2024	EFT
Gillig	3/6/2024	41149364	\$ 8.02	4/9/2024	EFT

Gillig	3/12/2024	41151620	\$ 342.66	4/9/2024	EFT
Gillig	3/8/2024	41150352	\$ 1,100.86	4/9/2024	EFT
Gillig	3/8/2024	41150537	\$ 1,509.96	4/9/2024	EFT
Gillig	3/11/2024	41151163	\$ 105.04	4/9/2024	EFT
Gillig	3/6/2024	41149365	\$ 842.29	4/9/2024	EFT
Gillig	3/7/2024	41149893	\$ 179.50	4/9/2024	EFT
Hogan Manufacturing	3/12/2024	159445	\$ 565.66	4/9/2024	EFT
Hogan Manufacturing	3/12/2024	159447	\$ 920.37	4/9/2024	EFT
R.L. Righetti Enterprises	3/13/2024	53367	\$ 796.79	4/9/2024	EFT
R.L. Righetti Enterprises	3/7/2024	53167	\$ 352.43	4/9/2024	EFT
Proclean	3/8/2024	591633	\$ 1,410.11	4/9/2024	EFT
Proclean	3/8/2024	591629	\$ 1,807.87	4/9/2024	EFT
Tec Equipment	3/12/2024	957251D	\$ 951.18	4/9/2024	EFT
Tec Equipment	3/6/2024	956051D	\$ 439.08	4/9/2024	EFT
Tec Equipment	3/14/2024	957351D	\$ 59.95	4/9/2024	EFT
Tec Equipment	3/13/2024	957251DX1	\$ 1,067.31	4/9/2024	EFT
CASTLE BRANCH V05459	3/18/2024	0922119-IN	\$ 592.20	4/9/2024	EFT
CONCERN V01880	3/15/2024	CN2409116	\$ 807.00	4/9/2024	EFT
FEHR & PEERS V01577	3/10/2024	173467	\$ 7,852.50	4/9/2024	EFT
FEHR & PEERS V01577	3/12/2024	172568	\$ 975.00	4/9/2024	EFT
KRONOS V01024	3/11/2024	12214996	\$ 737.65	4/9/2024	EFT
PG&E	4/1/2024	3090228695-1	\$ 243.52	4/9/2024	EFT
RAY'S RADIO	3/1/2024	54014	\$ 1,514.97	4/9/2024	EFT
AFLAC	4/10/2024	422563	\$ 821.33	4/10/2024	EFT
GREAT WEST TRUST COMPANY	4/10/2024	743880-01	\$ 2,133.45	4/10/2024	EFT
NAVIA BENEFIT SOLUTION	4/10/2024	RTD APR052024	\$ 2,286.76	4/10/2024	EFT
US BANK	4/10/2024	RETCONT APR052024	\$ 220,049.77	4/10/2024	EFT
Alex Clifford	3/11/2024	BOARD031124MEETING	\$ 44.05	4/11/2024	EFT
American Refrigeration supply ARS	3/27/2024	30778071	\$ 826.14	4/11/2024	EFT
AutoZone	3/19/2024	2858589772	\$ 91.55	4/11/2024	EFT
AutoZone	3/19/2024	2858589490	\$ 10.24	4/11/2024	EFT
A-Z Bus Sales	3/19/2024	INVSAC17438	\$ 371.42	4/11/2024	EFT
A-Z Bus Sales	3/15/2024	INVSAC17366	\$ 36.46	4/11/2024	EFT
A-Z Bus Sales	3/18/2024	INVSAC17387	\$ 84.20	4/11/2024	EFT
A-Z Bus Sales	3/18/2024	INVSAC17386	\$ 142.92	4/11/2024	EFT
Balwinder Singh	1/19/2024	BOARD011924MEETING	\$ 232.30	4/11/2024	EFT
Big Valley Ford	3/26/2024	612710FOW	\$ 619.26	4/11/2024	EFT
Big Valley Ford	3/26/2024	612948FOW	\$ 109.35	4/11/2024	EFT
Big Valley Ford	3/26/2024	612978FOW	\$ 279.49	4/11/2024	EFT
Big Valley Ford	3/20/2024	612580FOW	\$ 21.19	4/11/2024	EFT
Big Valley Ford	3/20/2024	612600FOW	\$ 51.36	4/11/2024	EFT
Big Valley Ford	3/25/2024	612827FOW	\$ 367.60	4/11/2024	EFT
Big Valley Ford	3/20/2024	612695FOW	\$ 50.36	4/11/2024	EFT
Big Valley Ford	3/22/2024	612780FOW	\$ 226.91	4/11/2024	EFT
Bus and Equipment	3/20/2024	77814	\$ 206.27	4/11/2024	EFT
Bus and Equipment	3/19/2024	77812	\$ 69.10	4/11/2024	EFT
Bus and Equipment	3/20/2024	77817	\$ 69.10	4/11/2024	EFT
CarQuest	4/3/2024	8306-757927	\$ 264.43	4/11/2024	EFT
CarQuest	3/27/2024	8306-757437	\$ 170.05	4/11/2024	EFT

CarQuest	3/28/2024	8306-757499	\$ 79.43	4/11/2024	EFT
CarQuest	3/18/2024	8306-756791	\$ 175.29	4/11/2024	EFT
CarQuest	3/21/2024	8306-757034	\$ 461.39	4/11/2024	EFT
Chase Chevroelt Co.	3/29/2024	16814	\$ 30.68	4/11/2024	EFT
Chase Chevroelt Co.	3/29/2024	16812	\$ 12.61	4/11/2024	EFT
Chase Chevroelt Co.	3/25/2024	16454	\$ 111.49	4/11/2024	EFT
Chase Chevroelt Co.	3/15/2024	15768	\$ 498.63	4/11/2024	EFT
Chase Chevroelt Co.	3/20/2024	16169	\$ 174.02	4/11/2024	EFT
Chase Chevroelt Co.	3/20/2024	16143	\$ 66.08	4/11/2024	EFT
Clutch & Brake Xchange, INC	3/28/2024	926574	\$ 2,031.87	4/11/2024	EFT
Creative Bus	3/14/2024	XA128017658:02	\$ 714.26	4/11/2024	EFT
Damaris Galvan	3/24/2024	TRANTEC032424MEETING	\$ 210.23	4/11/2024	EFT
Duncan press	3/14/2024	37886	\$ 103.55	4/11/2024	EFT
Fast Undercar-Stockton	3/26/2024	16PY2702	\$ 574.41	4/11/2024	EFT
Gary Giovanetti	1/5/2024	BOARD010524MEETING	\$ 853.25	4/11/2024	EFT
Genfare	3/20/2024	90199102	\$ 558.18	4/11/2024	EFT
Genfare	3/6/2024	90198701	\$ 10,361.66	4/11/2024	EFT
Genfare	3/11/2024	90198869	\$ 8,485.48	4/11/2024	EFT
Gillig	3/20/2024	41155067	\$ 378.34	4/11/2024	EFT
Gillig	3/20/2024	41155063	\$ 282.19	4/11/2024	EFT
Gillig	3/22/2024	41156171	\$ 95.25	4/11/2024	EFT
Gillig	3/22/2024	41156172	\$ 95.25	4/11/2024	EFT
Gillig	3/22/2024	41156173	\$ 12.00	4/11/2024	EFT
Gillig	3/22/2024	41156174	\$ 852.90	4/11/2024	EFT
Gillig	3/21/2024	41155624	\$ 30.04	4/11/2024	EFT
Gillig	3/20/2024	41155066	\$ 174.33	4/11/2024	EFT
Gillig	3/20/2024	41155064	\$ 160.59	4/11/2024	EFT
Gillig	3/20/2024	41155065	\$ 100.62	4/11/2024	EFT
Gillig	3/19/2024	41154539	\$ 0.66	4/11/2024	EFT
Gillig	3/20/2024	41155068	\$ 103.68	4/11/2024	EFT
Gillig	3/18/2024	41154055	\$ 39.91	4/11/2024	EFT
Gillig	3/18/2024	41154056	\$ 207.35	4/11/2024	EFT
Gillig	3/15/2024	41153548	\$ 1,270.74	4/11/2024	EFT
Gillig	3/15/2024	41153549	\$ 1.26	4/11/2024	EFT
Gillig	3/14/2024	41152853	\$ 89.75	4/11/2024	EFT
Gillig	3/15/2024	41153547	\$ 104.69	4/11/2024	EFT
Gillig	3/18/2024	41154058	\$ 1,474.50	4/11/2024	EFT
Gillig	3/18/2024	41154057	\$ 919.01	4/11/2024	EFT
Grainger	2/29/2024	9037531846	\$ 1,624.12	4/11/2024	EFT
Grainger	3/21/2024	9061500733	\$ 581.86	4/11/2024	EFT
Grainger	3/21/2024	9061233103	\$ 337.91	4/11/2024	EFT
Habor Signs & Graphic	3/18/2024	428561	\$ 114.45	4/11/2024	EFT
Interstate Truck Center	3/25/2024	01P504607	\$ 121.84	4/11/2024	EFT
Interstate Truck Center	3/27/2024	01P505067	\$ 65.66	4/11/2024	EFT
John Coose	3/25/2024	CTE032524MEETING	\$ 144.00	4/11/2024	EFT
John Van Camp	3/14/2024	NFI032024MEETING	\$ 154.83	4/11/2024	EFT
John Van Camp	4/15/2024	CALACT041524MEETING	\$ 138.00	4/11/2024	EFT
LaShonda Nelson	3/24/2024	TRANTEC032424MEETING	\$ 181.99	4/11/2024	EFT
LaShonda Nelson	4/15/2024	CALACT041524MEETING	\$ 138.00	4/11/2024	EFT

Les Fong	1/19/2024	BOARD011924MEETING	\$ 325.53	4/11/2024	EFT
Maximilian Cao	4/9/2024	TDA040924MEETING	\$ 70.51	4/11/2024	EFT
Merab Talamantes	4/8/2024	REIMB040824TUITION	\$ 1,395.00	4/11/2024	EFT
Michael Restuccia	1/5/2024	BOARD010524MEETING	\$ 616.85	4/11/2024	EFT
MobileView	2/26/2024	189285	\$ 295.33	4/11/2024	EFT
Muncie	3/18/2024	3635345	\$ 480.85	4/11/2024	EFT
Muncie	3/14/2024	3634263	\$ 76.66	4/11/2024	EFT
Next Level Parts	3/18/2024	15891-26992	\$ 582.34	4/11/2024	EFT
Next Level Parts	3/18/2024	15891-27009	\$ 92.79	4/11/2024	EFT
Next Level Parts	3/18/2024	15891-27006	\$ 43.39	4/11/2024	EFT
Next Level Parts	3/28/2024	15891-27639	\$ 5.10	4/11/2024	EFT
Next Level Parts	3/15/2024	15891-26892	\$ 64.54	4/11/2024	EFT
Next Level Parts	3/19/2024	15891-27089	\$ 343.54	4/11/2024	EFT
Next Level Parts	3/28/2024	15891-27671	\$ (23.54)	4/11/2024	EFT
Next Level Parts	3/27/2024	15891-27561	\$ 23.54	4/11/2024	EFT
Next Level Parts	3/28/2024	15891-27675	\$ 154.56	4/11/2024	EFT
Next Level Parts	3/18/2024	15889-39218	\$ 3,259.08	4/11/2024	EFT
NFI part	3/22/2024	83328200	\$ 1,731.27	4/11/2024	EFT
NFI part	3/22/2024	83328199	\$ 797.08	4/11/2024	EFT
NFI part	3/22/2024	83328175	\$ 2,715.36	4/11/2024	EFT
NFI part	3/25/2024	83330538	\$ 536.64	4/11/2024	EFT
NFI part	3/27/2024	83333335	\$ 18.11	4/11/2024	EFT
Prevost	3/14/2024	902393499	\$ 925.87	4/11/2024	EFT
Prevost	3/20/2024	902398754	\$ 711.61	4/11/2024	EFT
Proclean Supply	3/26/2024	592157	\$ 1,179.63	4/11/2024	EFT
R.L. Righetti Enterprises	3/22/2024	53674	\$ 1,032.12	4/11/2024	EFT
R.L. Righetti Enterprises	3/22/2024	53684	\$ 1,032.12	4/11/2024	EFT
San Joaquin Council of Government	4/8/2024	2024 SJCOG One Voice	\$ 200.00	4/11/2024	EFT
Sedgwick Claims Management	4/8/2024	SF-2657-2024-01465833	\$ 40,931.67	4/11/2024	EFT
Sedgwick Claims Management	4/8/2024	#400000182163	\$ 3,787.50	4/11/2024	EFT
Stephan Castellanos	1/19/2024	BOARD011924MEETING	\$ 309.84	4/11/2024	EFT
Tec Equipment	3/21/2024	957691D	\$ 849.00	4/11/2024	EFT
Tec Equipment	3/21/2024	957550DX1	\$ 75.19	4/11/2024	EFT
Tec Equipment	3/25/2024	957598D	\$ 542.07	4/11/2024	EFT
Tec Equipment	3/25/2024	957788D	\$ 102.19	4/11/2024	EFT
Tec Equipment	3/28/2024	957932DX3	\$ 2,325.39	4/11/2024	EFT
Tec Equipment	3/27/2024	957932DX1	\$ 204.38	4/11/2024	EFT
Tec Equipment	3/27/2024	957788DX2	\$ 4,802.00	4/11/2024	EFT
Tec Equipment	3/28/2024	957932DX2	\$ 361.75	4/11/2024	EFT
Tec Equipment	3/27/2024	957550DX2	\$ 35.19	4/11/2024	EFT
Tec Equipment	3/27/2024	957932D	\$ 45.31	4/11/2024	EFT
Tec Equipment	3/29/2024	CM950904D	\$ (312.70)	4/11/2024	EFT
Tec Equipment	3/26/2024	957788DX1	\$ 7.59	4/11/2024	EFT
Tec Equipment	3/18/2024	957462D	\$ 10.92	4/11/2024	EFT
Tec Equipment	3/19/2024	957550D	\$ 231.88	4/11/2024	EFT
Tec Equipment	3/19/2024	957462DX1	\$ 258.66	4/11/2024	EFT
Tec Equipment	3/25/2024	957800D	\$ 102.19	4/11/2024	EFT
Tec Equipment	3/25/2024	957691DX1	\$ 3,312.10	4/11/2024	EFT
Tesco	3/14/2024	PA0212424	\$ 90.08	4/11/2024	EFT

Van De Pol	4/1/2024	0399140-IN	\$ 757.78	4/11/2024	EFT
Van De Pol	4/1/2024	0399521-IN	\$ 4,846.37	4/11/2024	EFT
Ventek	3/15/2024	141992	\$ 4,487.37	4/11/2024	EFT
Ventek	3/19/2024	142784	\$ 4,628.10	4/11/2024	EFT
AIR & LUBE V01438	3/15/2024	46562	\$ 2,080.08	4/11/2024	EFT
BRANNON TIRE V00387	3/18/2024	20384352	\$ 23.95	4/11/2024	EFT
BRANNON TIRE V00387	3/19/2024	20384329	\$ 256.20	4/11/2024	EFT
BRANNON TIRE V00387	3/25/2024	20384750	\$ 23.95	4/11/2024	EFT
BRANNON TIRE V00387	3/27/2024	20384945	\$ 23.95	4/11/2024	EFT
CALTIP V01766	4/8/2024	07-2024-MARCH	\$ 495.76	4/11/2024	EFT
CALWATER V00132	3/29/2024	9332387932APR24	\$ 2,251.08	4/11/2024	EFT
CAPITAL EDGE V01753	4/1/2024	#24-52	\$ 5,500.00	4/11/2024	EFT
CEN-CAL V01615	3/15/2024	13366	\$ 690.00	4/11/2024	EFT
CUMULUS V0662	3/17/2024	BB4016651	\$ 40.00	4/11/2024	EFT
CUMULUS V0662	3/17/2024	BB4016652	\$ 363.00	4/11/2024	EFT
CUMULUS V0662	3/17/2024	BB4016653	\$ 240.00	4/11/2024	EFT
CUMULUS V0662	3/17/2024	BB4016654	\$ 1,048.00	4/11/2024	EFT
CUMULUS V0662	3/17/2024	BB4016655	\$ 50.00	4/11/2024	EFT
CUMULUS V0662	3/17/2024	BB4016656	\$ 30.00	4/11/2024	EFT
ECO-CHEK V01952	3/18/2024	241278	\$ 225.00	4/11/2024	EFT
ECO-CHEK V01952	3/18/2024	241279	\$ 225.00	4/11/2024	EFT
FASTENAL V000426	3/15/2024	CAGO12090	\$ 2,911.40	4/11/2024	EFT
FASTENAL V000426	3/15/2024	CAGO12109	\$ 782.95	4/11/2024	EFT
FASTENAL V000426	3/12/2024	CAGO12111	\$ 97.77	4/11/2024	EFT
FASTENAL V000426	3/15/2024	CAGO12114	\$ 25.34	4/11/2024	EFT
FASTENAL V000426	3/19/2024	CAGO12131	\$ 1,332.58	4/11/2024	EFT
FASTENAL V000426	3/29/2024	CAGO12132	\$ 2,477.70	4/11/2024	EFT
FASTENAL V000426	3/25/2024	CAGO12136	\$ 1,408.61	4/11/2024	EFT
FASTENAL V000426	3/29/2024	CAGO12148	\$ 894.44	4/11/2024	EFT
FASTENAL V000426	3/29/2024	CAGO12164	\$ 140.89	4/11/2024	EFT
LOOMIS V00573	3/31/2024	13459040	\$ 11,072.08	4/11/2024	EFT
LOOMIS V00573	3/31/2024	13459097	\$ 693.16	4/11/2024	EFT
LOOMIS V00573	3/31/2024	13459200	\$ 3,113.26	4/11/2024	EFT
MASABI V01199	3/18/2024	SJTD-IN21	\$ 3,380.00	4/11/2024	EFT
MCSPARREN V01363	3/22/2024	I54383	\$ 574.30	4/11/2024	EFT
MISSION V00172	3/13/2024	521210943	\$ 43.75	4/11/2024	EFT
MISSION V00172	3/13/2024	521210944	\$ 439.54	4/11/2024	EFT
MISSION V00172	3/20/2024	521254828	\$ 43.75	4/11/2024	EFT
MISSION V00172	3/20/2024	521254829	\$ 1,136.27	4/11/2024	EFT
MISSION V00172	3/27/2024	521297981	\$ 43.75	4/11/2024	EFT
MISSION V00172	3/27/2024	521297982	\$ 439.54	4/11/2024	EFT
MISSION V00172	4/3/2024	521340246	\$ 43.75	4/11/2024	EFT
MISSION V00172	4/3/2024	521340247	\$ 544.54	4/11/2024	EFT
NAVIA V01204	2/28/2024	10817845	\$ 440.15	4/11/2024	EFT
NAVIA V01204	3/28/2024	10834107	\$ 444.60	4/11/2024	EFT
PLATINUM V01855	4/1/2024	59612	\$ 110,435.48	4/11/2024	EFT
RELATION V01599	4/2/2024	4204910	\$ 5,417.00	4/11/2024	EFT
REPUBLIC V00252	3/31/2024	0208-000816550	\$ 1,215.76	4/11/2024	EFT
REPUBLIC V00252	3/31/2024	0208-000816906	\$ 299.20	4/11/2024	EFT

REPUBLIC V00252	3/31/2024	0208-000817033	\$ 1,513.04	4/11/2024	EFT
REPUBLIC V00252	3/31/2024	0208-000817612	\$ 299.20	4/11/2024	EFT
REPUBLIC V00252	3/31/2024	0205-010862591	\$ 78.03	4/11/2024	EFT
ROBERT HALF V00398 LISA	3/13/2024	63331112	\$ 718.24	4/11/2024	EFT
ROBERT HALF V00398 LISA	3/18/2024	63344410	\$ 404.01	4/11/2024	EFT
ROTH STAFFING V01614 JJ	3/15/2024	16135295	\$ 1,769.20	4/11/2024	EFT
ROTH STAFFING V01614 ULYSSES	3/15/2024	16135296	\$ 8,014.58	4/11/2024	EFT
RYDETRANS V01642	3/29/2024	RTD-0224	\$ 186,957.69	4/11/2024	EFT
SHAW YODER ANTIWIH V01415	3/31/2024	22278	\$ 3,400.00	4/11/2024	EFT
THE GOODYEAR TIRE & RUBBER V00512	3/14/2024	9837050430	\$ 5,088.00	4/11/2024	EFT
THE GOODYEAR TIRE & RUBBER V00512	3/26/2024	9837472351	\$ 14,023.48	4/11/2024	EFT
THE GOODYEAR TIRE & RUBBER V00512	3/26/2024	9837472352	\$ 7,812.00	4/11/2024	EFT
TK ELEVATORS V00822	4/1/2024	3007842472	\$ 585.00	4/11/2024	EFT
WESTERN ALINEMENT V00610	3/19/2024	42579	\$ 90.00	4/11/2024	EFT
WESTERN ALINEMENT V00610	4/2/2024	42658	\$ 95.00	4/11/2024	EFT
WESTERN ALINEMENT V00610	4/3/2024	42667	\$ 95.00	4/11/2024	EFT
ZETTA V05438	3/17/2024	INV00082095	\$ 1,260.72	4/11/2024	EFT
TONY'S LANDSCAPING V03683	2/25/2024	15838	\$ 2,740.00	4/11/2024	EFT
Andres Ornelas	4/15/2024	CALACT041524MEETING	\$ 138.00	4/11/2024	1105
CALHR	12/22/2023	23ST00037	\$ 525.00	4/11/2024	1118
DEPARTMENT OF INDUSTRIAL RELATIONS	4/3/2024	1698228	\$ 2,500.00	4/11/2024	1103
Jocelyn Oamilda	4/3/2024	PETTYCASH040324	\$ 228.38	4/11/2024	1112
Mark Olivares	4/21/2024	GET042124MEETING	\$ 340.00	4/11/2024	1104
Thatsana, Thavisay	1/18/2024	REIMB011824UNFI	\$ 251.84	4/11/2024	1113
Trusaic	4/10/2024	CINV-034519	\$ 5,238.00	4/11/2024	1125
University of the Pacific	3/20/2024	S24TS-18rev	\$ 2,990.00	4/11/2024	1115
Big Valley Ford	4/1/2024	613227FOW	\$ 122.23	4/19/2024	EFT
Big Valley Ford	4/1/2024	613199FOW	\$ 61.50	4/19/2024	EFT
Big Valley Ford	4/2/2024	613324FOW	\$ 94.72	4/19/2024	EFT
Bus and Equipment repair	4/1/2024	77869	\$ 122.26	4/19/2024	EFT
Bus and Equipment repair	4/2/2024	77873	\$ 228.79	4/19/2024	EFT
Bus and Equipment repair	4/4/2024	77887	\$ 124.56	4/19/2024	EFT
Chase Chevrolet	4/3/2024	17109	\$ 607.34	4/19/2024	EFT
Chase Chevrolet	4/3/2024	17052	\$ 204.68	4/19/2024	EFT
Chase Chevrolet	4/2/2024	16961	\$ 102.34	4/19/2024	EFT
Creative Bus	4/4/2024	XA121002860:01	\$ 34.54	4/19/2024	EFT
Creative Bus	4/5/2024	XA128019258:01	\$ 69.60	4/19/2024	EFT
Creative Bus	3/19/2024	XA107004565:01	\$ 330.35	4/19/2024	EFT
Creative Bus	4/15/2024	XA107004680:01	\$ (252.08)	4/19/2024	EFT
Fast UnderCar	4/2/2024	16PZ9294	\$ 252.14	4/19/2024	EFT
Gillig	4/5/2024	41161227	\$ 95.25	4/19/2024	EFT
Gillig	4/5/2024	41161228	\$ 298.92	4/19/2024	EFT
Gillig	4/1/2024	41159182	\$ 1,349.34	4/19/2024	EFT
Gillig	4/4/2024	41160695	\$ 67.72	4/19/2024	EFT
Gillig	4/5/2024	41161226	\$ 55.00	4/19/2024	EFT
Gillig	3/29/2024	41158713	\$ 199.57	4/19/2024	EFT
Gillig	3/29/2024	41158714	\$ 1,804.89	4/19/2024	EFT
Gillig	3/29/2024	41158712	\$ 53.16	4/19/2024	EFT
Gillig	3/27/2024	41157737	\$ 979.50	4/19/2024	EFT

Gillig	3/26/2024	41157250	\$ 5.37	4/19/2024	EFT
Gillig	3/27/2024	41157736	\$ 42.09	4/19/2024	EFT
Gillig	3/25/2024	41156710	\$ 1,164.68	4/19/2024	EFT
Gillig	3/25/2024	41156711	\$ 132.46	4/19/2024	EFT
Grainger	4/5/2024	9077838044	\$ 111.01	4/19/2024	EFT
Grainger	4/5/2024	9077332022	\$ 364.85	4/19/2024	EFT
Grainger	4/5/2024	9077971084	\$ 48.55	4/19/2024	EFT
Harbor Signs & Graphics	3/25/2024	428566-1	\$ 76.30	4/19/2024	EFT
Hogan Manufacturing	4/4/2024	160182	\$ 19.52	4/19/2024	EFT
Next Level Parts	4/5/2024	15891-28069	\$ 666.58	4/19/2024	EFT
Next Level Parts	4/3/2024	15891-27929	\$ 42.83	4/19/2024	EFT
Prevost	4/2/2024	902410151	\$ 149.18	4/19/2024	EFT
Prevost	4/2/2024	902410150	\$ 129.80	4/19/2024	EFT
Prevost	4/2/2024	902410152	\$ 147.37	4/19/2024	EFT
Proclean Supply	3/6/2024	591521	\$ 1,838.19	4/19/2024	EFT
Proclean Supply	3/26/2024	592151	\$ 160.43	4/19/2024	EFT
Proclean Supply	3/29/2024	592278	\$ 1,037.20	4/19/2024	EFT
R.L. Righetti	3/14/2024	52518	\$ 4,309.73	4/19/2024	EFT
Tec Equipment	4/2/2024	958008DX2	\$ 3,924.22	4/19/2024	EFT
Tec Equipment	4/2/2024	954018DX1	\$ 3,625.26	4/19/2024	EFT
Tec Equipment	4/1/2024	958008DX1	\$ 65.62	4/19/2024	EFT
Tesco	2/21/2024	PA0211680	\$ 284.02	4/19/2024	EFT
Tesco	4/2/2024	PA0212967	\$ 43.72	4/19/2024	EFT
Warden's	4/3/2024	201344-00	\$ 2,530.33	4/19/2024	EFT
Vontas	3/20/2024	AMPRT0000005115	\$ 2,316.30	4/19/2024	EFT
Amazon	4/5/2024	13JP-NRTJ-4QHL	\$ 444.09	4/19/2024	EFT
Amazon	4/12/2024	1Hnk-6M6J-FX4K	\$ 40.31	4/19/2024	EFT
Amazon	4/12/2024	14YV-9GL1-HQJR	\$ 29.85	4/19/2024	EFT
Amazon	4/12/2024	13YJ-LYJQ-GHR6	\$ 88.97	4/19/2024	EFT
Van De Pol	4/5/2024	0400917-IN	\$ 3,053.31	4/19/2024	EFT
Van De Pol	4/4/2024	0399928-IN	\$ 1,151.04	4/19/2024	EFT
Pinnacle Petroleum	4/2/2024	334145	\$ 30,645.53	4/19/2024	EFT
Alex Clifford	4/5/2024	APTA040524MEETING	\$ 403.95	4/19/2024	EFT
Lamar Companies	4/3/2024	115823778	\$ 124.00	4/19/2024	EFT
Lamar Companies	3/18/2024	115757127	\$ 7,842.24	4/19/2024	EFT
Carl Warren	4/15/2024	CWC-2042724	\$ 2,330.00	4/19/2024	EFT
AGREEYA V01569	3/26/2024	259683	\$ 242.40	4/19/2024	EFT
AGREEYA V01569	4/4/2024	260416	\$ 3,040.00	4/19/2024	EFT
AGREEYA V01569	4/10/2024	260812	\$ 767.03	4/19/2024	EFT
AGREEYA V01569	4/11/2024	260823	\$ 2,142.82	4/19/2024	EFT
AGREEYA V01569	3/28/2024	259714	\$ 2,447.20	4/19/2024	EFT
AGREEYA V01569	4/10/2024	260810	\$ 2,154.22	4/19/2024	EFT
AGREEYA V01569	4/10/2024	260814	\$ 36.10	4/19/2024	EFT
BRANNON TIRE V00387	4/5/2024	20385401	\$ 140.90	4/19/2024	EFT
CDW-G V00472	4/6/2024	QP32047	\$ 13,879.66	4/19/2024	EFT
CDW-G V00472	3/27/2024	QK49834	\$ 47,634.40	4/19/2024	EFT
CDW-G V00472	3/23/2024	QJ34916	\$ 1,169.45	4/19/2024	EFT
CDW-G V00472	4/4/2024	QN76336	\$ (1,169.45)	4/19/2024	EFT
CENTRAL VALLEY LIFT TRUCK V05052	4/1/2024	61230	\$ 483.00	4/19/2024	EFT

CENTRAL VALLEY LIFT TRUCK V05052	4/1/2024	61231	\$ 206.69	4/19/2024	EFT
CENTRAL VALLEY LIFT TRUCK V05052	4/1/2024	61232	\$ 499.08	4/19/2024	EFT
CENTRAL VALLEY LIFT TRUCK V05052	4/1/2024	61233	\$ 182.81	4/19/2024	EFT
CENTRAL VALLEY LIFT TRUCK V05052	4/1/2024	61234	\$ 215.81	4/19/2024	EFT
CENTRAL VALLEY LIFT TRUCK V05052	4/2/2024	61235	\$ 189.81	4/19/2024	EFT
CENTRAL VALLEY LIFT TRUCK V05052	4/4/2024	61363	\$ 678.10	4/19/2024	EFT
CO OCCUPATIONAL V05098	3/15/2024	00202801-00	\$ 110.00	4/19/2024	EFT
CO OCCUPATIONAL V05098	3/13/2024	00202548-00	\$ 190.00	4/19/2024	EFT
CO OCCUPATIONAL V05098	3/15/2024	00202803-00	\$ 105.00	4/19/2024	EFT
CO OCCUPATIONAL V05098	3/17/2024	00203071-00	\$ 190.00	4/19/2024	EFT
CO OCCUPATIONAL V05098	3/17/2024	00203072-00	\$ 105.00	4/19/2024	EFT
CO OCCUPATIONAL V05098	3/26/2024	00203948-00	\$ 190.00	4/19/2024	EFT
CO OCCUPATIONAL V05098	3/15/2024	00202804-00	\$ 85.00	4/19/2024	EFT
CO OCCUPATIONAL V05098	3/15/2024	00202802-00	\$ 190.00	4/19/2024	EFT
CO OCCUPATIONAL V05098	3/26/2024	00203950-00	\$ 110.00	4/19/2024	EFT
ELAVON V01901	3/31/2024	CA4091100512	\$ 25.00	4/19/2024	EFT
FASTENAL V000426	4/5/2024	CAGO12175	\$ 2,201.07	4/19/2024	EFT
FASTENAL V000426	4/5/2024	CAGO12190	\$ 557.20	4/19/2024	EFT
FASTENAL V000426	4/10/2024	CAGO12197	\$ 7,401.15	4/19/2024	EFT
FASTENAL V000426	4/10/2024	CAGO12198	\$ 885.05	4/19/2024	EFT
KRONOS V01024	4/8/2024	12228198	\$ 737.65	4/19/2024	EFT
MISSION V00172	4/10/2024	521385785	\$ 43.75	4/19/2024	EFT
MISSION V00172	4/10/2024	521385786	\$ 531.32	4/19/2024	EFT
ROBERT HALF V00398	3/25/2024	63370136	\$ 886.59	4/19/2024	EFT
ROBERT HALF V00398	4/2/2024	63409254	\$ 1,200.81	4/19/2024	EFT
ROBERT HALF V00398	4/8/2024	63429929	\$ 359.12	4/19/2024	EFT
ROBERT HALF V00398	4/11/2024	63457710	\$ 645.25	4/19/2024	EFT
ROTH STAFFING V01614	3/22/2024	16137843	\$ 1,415.36	4/19/2024	EFT
ROTH STAFFING V01614	3/29/2024	16140411	\$ 1,769.20	4/19/2024	EFT
ROTH STAFFING V01614	4/5/2024	16142994	\$ 1,769.20	4/19/2024	EFT
ROTH STAFFING V01614	4/12/2024	16145575	\$ 1,769.20	4/19/2024	EFT
ROTH STAFFING V01614	3/22/2024	16137844	\$ 4,577.00	4/19/2024	EFT
ROTH STAFFING V01614	3/29/2024	16140412	\$ 5,290.46	4/19/2024	EFT
ROTH STAFFING V01614	4/5/2024	16142995	\$ 6,888.96	4/19/2024	EFT
ROTH STAFFING V01614	4/12/2024	16145576	\$ 3,963.36	4/19/2024	EFT
ROTH STAFFING V01614	10/6/2023	16074141	\$ 2,237.60	4/19/2024	EFT
ROTH STAFFING V01614	10/6/2023	16074140	\$ 1,296.34	4/19/2024	EFT
ROTH STAFFING V01614	10/6/2023	16074139	\$ 3,000.00	4/19/2024	EFT
TAKE CARE TERMITE V01196	4/1/2024	20228-20229	\$ 380.00	4/19/2024	EFT
UBEO V00327	3/20/2024	4450854	\$ 224.00	4/19/2024	EFT
UBEO V00327	3/26/2024	4456494	\$ 273.75	4/19/2024	EFT
UBEO V00327	3/26/2024	4456497	\$ 224.00	4/19/2024	EFT
UBEO V00327	4/2/2024	4465418	\$ 329.16	4/19/2024	EFT
DS SERVICES	4/2/2024	Mar-24	\$ 436.21	4/19/2024	EFT
LASHONDA	4/2/2024	REIMBURSEMENT	\$ 109.23	4/19/2024	EFT
PREFERRED ALLIANCE	4/2/2024	0194665-IN	\$ 1,415.25	4/19/2024	EFT
US BANK	4/2/2024	RETCONT04022024	\$ 143.80	4/19/2024	EFT
RED LEAF CHICAGO	3/18/2024	1-1740b	\$ 25,000.00	4/19/2024	EFT
AMANDA MAHAN	4/5/2024	REIMB040524UNIF	\$ 134.03	4/19/2024	1148



BRANDON HANNAH	4/10/2024	REIMB041024UNIF	\$ 52.35	4/19/2024	1149
CALIFORNIA STATE DISBURSEMENT UNIT	4/19/2024	200000001902028	\$ 234.00	4/19/2024	1132
CALIFORNIA STATE DISBURSEMENT UNIT	4/19/2024	1353083	\$ 223.84	4/19/2024	1133
CALIFORNIA STATE DISBURSEMENT UNIT	4/19/2024	770200192-01	\$ 46.15	4/19/2024	1134
CALIFORNIA STATE DISBURSEMENT UNIT	4/19/2024	1371867	\$ 12.00	4/19/2024	1135
CALIFORNIA STATE DISBURSEMENT UNIT	4/19/2024	437901	\$ 104.76	4/19/2024	1136
CALIFORNIA STATE DISBURSEMENT UNIT	4/19/2024	394877	\$ 212.49	4/19/2024	1137
CALIFORNIA STATE DISBURSEMENT UNIT	4/19/2024	1214574	\$ 363.69	4/19/2024	1138
CALIFORNIA STATE DISBURSEMENT UNIT	4/19/2024	1754135	\$ 138.46	4/19/2024	1139
CALIFORNIA STATE DISBURSEMENT UNIT	4/19/2024	200000002609655	\$ 222.46	4/19/2024	1140
CALIFORNIA STATE DISBURSEMENT UNIT	4/19/2024	2072702	\$ 92.30	4/19/2024	1156
El Concilio California	4/8/2024	Oro Sponsor	\$ 3,500.00	4/19/2024	1146
Elite Maintenance & Service	3/1/2024	11200725	\$ 2,222.98	4/19/2024	1144
FRANCHISE TAX BOARD	4/19/2024	2150107884	\$ 35.00	4/19/2024	1127
FRANCHISE TAX BOARD	4/19/2024	553478784	\$ 123.00	4/19/2024	1128
FRANCHISE TAX BOARD	4/19/2024	548313189	\$ 25.00	4/19/2024	1129
FRANCHISE TAX BOARD	4/19/2024	565797083	\$ 100.00	4/19/2024	1130
FRANCHISE TAX BOARD	4/19/2024	435860014	\$ 200.00	4/19/2024	1131
JEWELL CALANDRI	4/2/2024	REIMB040224DMV	\$ 68.00	4/19/2024	1152
JOHN RAMIREZ	4/11/2024	REIMB041124UNIF	\$ 195.96	4/19/2024	1153
Mexican Heritage Center	4/8/2024	1	\$ 2,000.00	4/19/2024	1145
PIP Marketing Signs Print	3/18/2024	59032	\$ 1,021.58	4/19/2024	1143
ROBERT ROTH	3/2/2024	REIMB041224UNIF	\$ 275.98	4/19/2024	1150
SAN JOAQUIN COUNTY SHERIFF'S OFFICE	4/19/2024	2023001285	\$ 200.00	4/19/2024	1141
SAN JOAQUIN COUNTY SHERIFF'S OFFICE	4/19/2024	2023001192	\$ 633.65	4/19/2024	1142
STEPHANIE DOMINGUEZ	4/11/2024	REIMB041124UNIF	\$ 102.30	4/19/2024	1151
TROYNISHA BISHOP	4/11/2024	REIMB041124UNIF	\$ 68.57	4/19/2024	1154
Vericom LLC	3/28/2024	24840	\$ 2,950.00	4/19/2024	1147
AFLAC	4/23/2024	Payroll 04232024	\$ 753.23	4/23/2024	EFT
ATU LOCAL 256	4/23/2024	Payroll 04232024	\$ 2,740.00	4/23/2024	EFT
GREAT WEST TRUST COMPANY	4/23/2024	Payroll 04232024	\$ 2,133.45	4/23/2024	EFT
NAVIA BENEFIT SOLUTION	4/23/2024	Payroll 04232024	\$ 3,092.32	4/23/2024	EFT
US BANK	4/23/2024	Payroll 04232024	\$ 225,775.48	4/23/2024	EFT
FOOTHILL TRANSIT	3/22/2024	Proterra Chargers	\$ 6,000.00	4/23/2024	EFT
MAC TOOLS	3/5/2024	153814	\$ 5,294.90	4/23/2024	EFT
Advance Electronic Solution	3/29/2024	1880	\$ 2,541.70	4/26/2024	EFT
Advance Electronic Solution	3/29/2024	1881	\$ 2,656.98	4/26/2024	EFT
Amazon	4/5/2024	1PNC-JGCP-3WP1	\$ 43.57	4/26/2024	EFT
Amazon	4/12/2024	1HKM-LW9F-GJDH	\$ 26.54	4/26/2024	EFT
Amazon	4/5/2024	13JP-NRTJ-3W46	\$ 438.46	4/26/2024	EFT
Amazon	4/19/2024	1JDR-NJCX-4WH7	\$ 15.20	4/26/2024	EFT
Autozone	4/11/2024	2858630513	\$ 80.65	4/26/2024	EFT
Autozone	4/11/2024	2858630678	\$ 359.68	4/26/2024	EFT
Autozone	4/10/2024	2858628659	\$ 18.52	4/26/2024	EFT
A-Z Bus Sale	3/26/2024	INVSAC17766	\$ 1,346.31	4/26/2024	EFT
A-Z Bus Sale	4/5/2024	INVSAC18216	\$ 50.28	4/26/2024	EFT
A-Z Bus Sale	3/1/2024	INVSAC16813	\$ 24.24	4/26/2024	EFT
A-Z Bus Sale	4/3/2024	CMINVSAC523	\$ (24.24)	4/26/2024	EFT
Big Valley Ford	4/11/2024	613962FOW	\$ 268.49	4/26/2024	EFT

Big Valley Ford	4/10/2024	613961FOW	\$ 2.92	4/26/2024	EFT
Big Valley Ford	4/8/2024	613776FOW	\$ 27.46	4/26/2024	EFT
Big Valley Ford	4/8/2024	613775FOW	\$ 575.65	4/26/2024	EFT
Big Valley Ford	4/10/2024	613828FOW	\$ 129.00	4/26/2024	EFT
Big Valley Ford	4/5/2024	613633FOW	\$ 60.73	4/26/2024	EFT
Big Valley Ford	3/29/2024	612968FOW	\$ 91.24	4/26/2024	EFT
Carquest	4/10/2024	8306-758399	\$ 122.85	4/26/2024	EFT
Carquest	4/8/2024	8306-758247	\$ 99.78	4/26/2024	EFT
Chase Chevrolet	4/11/2024	17422	\$ 523.70	4/26/2024	EFT
Chase Chevrolet	4/8/2024	17113	\$ 401.88	4/26/2024	EFT
Chase Chevrolet	4/9/2024	17333	\$ 863.14	4/26/2024	EFT
Chase Chevrolet	4/5/2024	17282	\$ 125.68	4/26/2024	EFT
Grainger	4/9/2024	9080142335	\$ 231.52	4/26/2024	EFT
Grainger	4/10/2024	9081987621	\$ (19.43)	4/26/2024	EFT
Grainger	3/28/2024	9069544121	\$ 365.77	4/26/2024	EFT
Gillig	4/11/2024	41163383	\$ 3,321.69	4/26/2024	EFT
Gillig	4/10/2024	41162860	\$ 1,454.84	4/26/2024	EFT
Gillig	4/10/2024	41162859	\$ 225.53	4/26/2024	EFT
Gillig	4/9/2024	41162368	\$ 2,075.72	4/26/2024	EFT
Gillig	4/3/2024	41160165	\$ 20.96	4/26/2024	EFT
Gillig	4/3/2024	41160166	\$ 138.38	4/26/2024	EFT
Gillig	4/4/2024	41160696	\$ 33.97	4/26/2024	EFT
Gillig	4/3/2024	41160164	\$ 110.86	4/26/2024	EFT
Gillig	4/9/2024	41162367	\$ 63.00	4/26/2024	EFT
Gillig	4/8/2024	41161759	\$ 200.75	4/26/2024	EFT
Gillig	4/3/2024	41160163	\$ 41.92	4/26/2024	EFT
Gillig	3/28/2024	41158272	\$ 30.60	4/26/2024	EFT
Gillig	3/28/2024	41158273	\$ 103.46	4/26/2024	EFT
Gillig	2/23/2024	41144576	\$ 388.22	4/26/2024	EFT
Gillig	2/23/2024	41144577	\$ 1,319.73	4/26/2024	EFT
Gillig	4/11/2024	41163381	\$ 1,285.20	4/26/2024	EFT
Habor Signs	4/2/2024	428597	\$ 220.73	4/26/2024	EFT
Hogan	4/9/2024	160307	\$ 42.24	4/26/2024	EFT
MobileView	4/11/2024	190704	\$ 4,436.32	4/26/2024	EFT
MobileView	4/5/2024	190548	\$ 4,450.34	4/26/2024	EFT
MobileView	4/1/2024	190391	\$ 1,826.79	4/26/2024	EFT
Muncie	4/11/2024	3646890	\$ 57.20	4/26/2024	EFT
NFI Parts	4/9/2024	83344730	\$ 295.39	4/26/2024	EFT
NFI Parts	4/3/2024	83338714	\$ 2,481.85	4/26/2024	EFT
NFI Parts	4/2/2024	83337171	\$ 474.64	4/26/2024	EFT
Next Level Parts	4/10/2024	15891-28257	\$ 17.96	4/26/2024	EFT
Next Level Parts	4/5/2024	15891-28023	\$ 150.01	4/26/2024	EFT
Next Level Parts	3/29/2024	15891-27690	\$ 113.13	4/26/2024	EFT
Next Level Parts	3/29/2024	15891-27712	\$ 958.07	4/26/2024	EFT
Next Level Parts	4/10/2024	15889-40935	\$ 2,760.08	4/26/2024	EFT
Next Level Parts	4/8/2024	15889-40730	\$ 154.56	4/26/2024	EFT
Next Level Parts	1/4/1900	15891-28023	\$ 150.01	4/26/2024	EFT
Pinnacle Petroleum	4/15/2024	335410	\$ 27,626.15	4/26/2024	EFT
Phoenix Motorcars	3/25/2024	PHX-1004172	\$ 815.61	4/26/2024	EFT

Phoenix Motorcars	3/18/2024	PHX-1004105	\$ 683.77	4/26/2024	EFT
Phoenix Motorcars	2/26/2024	PHX-1004191	\$ 42.25	4/26/2024	EFT
Phoenix Motorcars	3/25/2024	PHX-1004173	\$ 785.34	4/26/2024	EFT
Phoenix Motorcars	3/5/2024	PHX-1004104	\$ 142.61	4/26/2024	EFT
Prevost	4/4/2024	902413151	\$ 930.82	4/26/2024	EFT
Prevost	4/11/2024	902420342	\$ 1,067.95	4/26/2024	EFT
Prevost	3/26/2024	902404341	\$ 183.36	4/26/2024	EFT
Prevost	4/10/2024	902419007	\$ 33.81	4/26/2024	EFT
Proclean	4/9/2024	592577	\$ 2,075.92	4/26/2024	EFT
Rosco Collision	4/9/2024	802892	\$ 281.05	4/26/2024	EFT
R.L. Righetti	4/8/2024	54226	\$ 96.36	4/26/2024	EFT
R.L. Righetti	4/2/2024	54089	\$ 409.61	4/26/2024	EFT
R.L. Righetti	4/5/2024	54170	\$ 15.07	4/26/2024	EFT
R.L. Righetti	4/9/2024	54280	\$ 512.32	4/26/2024	EFT
R.L. Righetti	4/3/2024	54132	\$ 676.36	4/26/2024	EFT
Sportworks	4/11/2024	153037	\$ 2,386.81	4/26/2024	EFT
Tesco	4/12/2024	PA0213300	\$ 27.72	4/26/2024	EFT
Tesco	12/26/2023	PA0210229	\$ 35.99	4/26/2024	EFT
TEC Equipment	4/8/2024	958274DX1	\$ 453.72	4/26/2024	EFT
TEC Equipment	4/11/2024	956051DX1	\$ 392.32	4/26/2024	EFT
TEC Equipment	3/29/2024	958083D	\$ 110.60	4/26/2024	EFT
TEC Equipment	3/29/2024	957932DX4	\$ 1,494.34	4/26/2024	EFT
TEC Equipment	4/5/2024	958318D	\$ 4,378.20	4/26/2024	EFT
TEC Equipment	4/4/2024	958111D	\$ 2,976.37	4/26/2024	EFT
TEC Equipment	4/10/2024	958571D	\$ 639.15	4/26/2024	EFT
TEC Equipment	3/28/2024	958008D	\$ 204.38	4/26/2024	EFT
TEC Equipment	4/4/2024	958274D	\$ 49.29	4/26/2024	EFT
TEC Equipment	4/5/2024	956269DX2	\$ 158.24	4/26/2024	EFT
Van De Pol	4/9/2024	0403201-IN	\$ 29,075.82	4/26/2024	EFT
Van De Pol	4/10/2024	0402891-IN	\$ 28,910.66	4/26/2024	EFT
Van De Pol	4/9/2024	0402851-IN	\$ 29,086.71	4/26/2024	EFT
Vontas	3/29/2024	NWRMA0000000125	\$ 550.00	4/26/2024	EFT
MT&L / MAGNETIC TICKET & LABEL CORP.	4/3/2024	578986	\$ 4,356.60	4/26/2024	EFT
XPO Logistics	3/27/2024	896-504195	\$ 268.17	4/26/2024	EFT
Sedwick Claim Management	10/2/2024	SF-2657-2023-01371982	\$ 23,660.35	4/26/2024	EFT
Alex Clifford	4/18/2024	CALACTREIMB04182024	\$ 244.33	4/26/2024	EFT
Curtis Moses	4/23/2024	FTADAPNATCON	\$ 261.60	4/26/2024	EFT
Co Occupational	4/24/2024	00205544-00	\$ 190.00	4/26/2024	EFT
Co Occupational	4/24/2024	00206333-00	\$ 190.00	4/26/2024	EFT
Co Occupational	4/24/2024	00206334-00	\$ 100.00	4/26/2024	EFT
EVOLVE V01176	4/14/2024	310538	\$ 6,960.39	4/26/2024	EFT
CALWATERS V00132	4/10/2024	3472131955	\$ 1,312.25	4/26/2024	EFT
CCT TELECOM V05313	4/7/2024	80757	\$ 780.83	4/26/2024	EFT
SIRIUS V01581	4/18/2024	24040309	\$ 5,297.22	4/26/2024	EFT
BRANNON TIRE V00387	4/16/2024	20385994	\$ 248.92	4/26/2024	EFT
CEN-CAL V01615	4/15/2024	13481	\$ 690.00	4/26/2024	EFT
CINTAS V01927	2/8/2024	5196947258	\$ 15.61	4/26/2024	EFT
CONCERN V01880	4/15/2024	CN2410121	\$ 828.00	4/26/2024	EFT
FASTENAL V000426	4/15/2024	CAGO12174	\$ 1,999.89	4/26/2024	EFT

FASTENAL V000426	4/15/2024	CAGO12208	\$ 220.80	4/26/2024	EFT
GANNETT V00287	3/1/2024	6342160	\$ 115.30	4/26/2024	EFT
GANNETT V00287	3/1/2024	6342194	\$ 162.50	4/26/2024	EFT
HANSONBRIDGETT V00419	4/11/2024	1373799-1373809	\$ 74,087.99	4/26/2024	EFT
MASABI V01199	4/15/2024	SJTD-IN22	\$ 3,380.00	4/26/2024	EFT
MISSION V00172	4/17/2024	521428156	\$ 43.75	4/26/2024	EFT
MISSION V00172	4/17/2024	521428157	\$ 1,217.97	4/26/2024	EFT
MTM V01576	4/20/2024	100027387	\$ 13,407.97	4/26/2024	EFT
ROBERT HALF V00398	4/15/2024	63460036	\$ 359.12	4/26/2024	EFT
ROBERT HALF V00398	4/22/2024	63488485	\$ 359.12	4/26/2024	EFT
ROBERT HALF V00398	3/21/2024	63368625	\$ 1,397.30	4/26/2024	EFT
ROBERT HALF V00398	4/1/2024	63399375	\$ 2,595.48	4/26/2024	EFT
ROBERT HALF V00398	4/16/2024	63475278	\$ 1,780.00	4/26/2024	EFT
ROTH STAFFING V01614	4/19/2024	16148159	\$ 1,769.20	4/26/2024	EFT
ROTH STAFFING V01614	4/19/2024	16148160	\$ 3,873.20	4/26/2024	EFT
RYDETRANS V01642	4/23/2024	RTD-0324	\$ 200,594.16	4/26/2024	EFT
TRC V01276	4/8/2024	20346	\$ 45,390.00	4/26/2024	EFT
UBEO V00327	4/19/2024	4484829	\$ 677.00	4/26/2024	EFT
VENTEK V01313	4/1/2024	143068	\$ 5,100.00	4/26/2024	EFT
VERVE V05361	3/31/2024	29517	\$ 165.00	4/26/2024	EFT
ZETTA V05438	4/17/2024	INV00082382	\$ 1,252.56	4/26/2024	EFT
DARKTRACE	1/31/2024	DTGBR01_10000504	\$ 3,444.40	4/26/2024	EFT
<b>TOTAL EFT/CHECKS</b>			<b>\$ 2,377,918.70</b>		
<b>P-Card Payments</b>			<b>\$ 30,136.56</b>		
<b>Total April Vendor Payments</b>			<b>\$ 2,408,055.26</b>		



**LEAD STAFF:** Merab Talamantes, Project Controls Manager

**I. RECOMMENDED ACTION:**

Adoption and implementation of the proposed Board of Directors Bring Your Own Device Policy effective May 17, 2024.

**II. SUMMARY**

- The proposed policy intends to provide a structure for reimbursement of personal computing equipment for RTD Board members use for RTD business.
- The policy provides an allowance of up to \$600 every three (3) years. A similar policy exists for RTD managers.
- General requirements, including authorized and nonauthorized expenses, are outlined in the policy.
- The policy also specifies software and operating system minimums for eligible devices.

**III. DISCUSSION/BACKGROUND**

RTD is committed to its core value of maintaining a sustainable business model that includes environmental and fiscal responsibility. For this reason, in 2016, RTD transitioned from distributing hard copies of Board packets to primarily distributing electronic copies.

To facilitate this change, RTD provided personal electronic devices to Board members to use as computing equipment resources for RTD business. Over the years, some devices have been replaced due to their age.

The purpose of this policy is to establish clear rules and reimbursement allowance thresholds for Board members who choose to purchase personal computing equipment predominately for conducting RTD business, such as accessing Board meeting agendas, RTD email, or attending virtual meetings, whether on or off RTD premises. A similar program for technology resources exists for RTD managers.

The policy outlines several key requirements for Board members participating in the program, including the following:

- Devices shall be used primarily for RTD business.
- Participation in the program is limited to once every three (3) years.
- Reimbursement is limited to up to \$600 for personal computing equipment.
- Password protection and notification protocols for lost or stolen devices.

The policy specifies compatible operating systems and reimbursable expenses while also clarifying expenses that will not be reimbursed, such as data plan costs and unauthorized repairs.

Per the policy, upon purchasing the technology resource device, Board members are required to submit a copy of their receipt to the CEO's office for reimbursement within 30 days. The policy emphasizes compliance with the Political Reform Act and the Public Records Act regarding expenditures and data stored on technology resource devices.

The policy also provides that all data and information pertaining to RTD business that are stored on RTD's technology resources are public records subject to disclosure. It also addresses password protection, data deletion, and compliance with RTD's Record Retention Policy.

On Friday, May 3, RTD's Finance and Audit Committee met with staff to review and consider the policy before endorsing it to the full Board for approval. All recommendations from the Committee have been included in the policy as presented in Attachment A.

In conclusion, staff recommends adopting and implementing this policy to provide a structured framework for the reimbursement and use of personal computing equipment by RTD Board members, ensuring efficiency, security, and compliance with legal requirements.

#### **IV. STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

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

#### **V. FINANCIAL CONSIDERATIONS/IMPACT**

The required funding of up to \$3,000 is included in the FY 2024 current fiscal year's Executive Operating budget (403000) within the Bring Your Own Device Object Code. Since this is a multi-year program, the respective department manager will be accountable for budgeting and tracking usage and cost in future years.

#### **VI. CHANGES FROM COMMITTEE – Finance and Audit Committee**

Changes from the Committee meeting on Friday, May 3, included limiting the reimbursement allowance to once every three (3) years and encouraging the

purchase of device insurance when available. All recommended changes are incorporated into the proposed policy.

**VII. ALTERNATIVES CONSIDERED**

Do nothing. The Board may choose not to adopt the policy. However, the absence of standardized procedures could result in inconsistent practices when providing or reimbursing Board members for personal devices used mainly for conducting RTD business.

**VIII. ATTACHMENTS**

**Attachment A:** Proposed RTD Board of Directors Bring Your Own Device Policy

**Attachment B:** Resolution

Prepared by: Merab Talamantes, Project Controls Manager

**IX. APPROVALS**

Financial Impact Approved:  
Robert Kyle, CFO



Alex Clifford, CEO







Attachment A  
Cover Page



**BOARD OF DIRECTORS BRING YOUR OWN DEVICE POLICY**

**BOARD APPROVED**

**(DATE)**

**POLICY NO. AP - 006**

DRAFT

Adopted (INSERT DATE)

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DRAFT

## **I. PURPOSE**

San Joaquin Regional Transit District (RTD) provides various technology resources to its Board members in order to help them perform their duties. This policy establishes rules and guidelines governing the use of and reimbursement for personal computing equipment (laptops, tablets, and iPads) expenses incurred while accessing RTD computing resources to perform official duties as RTD Board members.

## **II. APPLICABILITY**

This policy shall apply when members of the RTD Board of Directors choose to purchase equipment to use primarily for conducting RTD business, such as accessing Board meeting agendas, RTD email, or attending virtual meetings whether on or off RTD premises.

## **III. DEFINITIONS**

**RTD Business:** is defined as accessing RTD email (e.g., [jsmith@sjrtd.com](mailto:jsmith@sjrtd.com)), or personal email (e.g., [jsmith@gmail.com](mailto:jsmith@gmail.com)) for the purpose of conducting RTD Business, accessing RTD Board and committee meeting agendas and reports and other RTD documents, and representing RTD in virtual meetings.

**Technology Resources:** are defined as electronic devices, software, and means of electronic communication, such as email.

## **IV. GENERAL REQUIREMENTS**

Board members participating in this program shall follow the requirements listed below.

- A. RTD's technology resources are provided predominately for the purpose of conducting RTD business.
- B. Board members may participate in this program every three (3) years.
- C. Reimbursement is available to assist Board members in the purchase of personal computing equipment up to \$600.
- D. Board members are not required to return fully depreciated (old) devices to RTD.
- E. RTD accepts no responsibility for loss, damage, destruction, alteration, disclosure, or misuse of any personal data or communications transmitted over or stored on technology resources.
- F. RTD strongly discourages Board members from storing personal data on RTD's technology resources.
- G. Devices shall be password protected with automatic enforcement after 5 minutes of inactivity.
- H. Board members must notify RTD within 24 hours or the next business day if their device is lost or stolen.

- I. Board members agree that any device used to access RTD resources may be subject to “discovery” in the event of a lawsuit to which RTD is a party or public information requests.

**V. AUTHORIZED EXPENSES**

The following categories of devices and software versions are compatible with RTD’s Bring Your Own Device Program.

Supported Operating Systems (or newer):

- A. Android 13 Tiramisu
- B. iOS, iPadOS 16
- C. MacOS 13 Ventura
- D. Windows 10

**VI. UNAUTHORIZED EXPENSES**

RTD will not reimburse Board members for any cost incurred connecting to RTD’s applications, data, or computing resources, including but not limited to data plan, plan overages, etc. Reimbursements for repairs of damage incurred shall not be paid unless approved by the Chairman of the Board or their designee.

RTD encourages Board members to purchase insurance for their devices if available (e.g., AppleCare).

**VII. REIMBURSEMENT**

Upon purchase of the technology resource device, Board members shall submit a copy of their receipt to the CEO’s office for reimbursement within 30 days.

**VIII. COMPLIANCE WITH LAWS**

Board members should be aware that expenditures are likely subject to reporting under the Political Reform Act. In addition, all RTD expenditures and all data pertaining to RTD Business that is stored on the technology resource device are public records subject to disclosure under the Public Records Act.

**IX. NO EXPECTATION OF PERSONAL PRIVACY IN TECHNOLOGY RESOURCES**

All messages sent and received, including personal messages, and all data and information stored on RTD’s electronic mail system or computer systems are RTD’s property, regardless of the content of the messages. At any time, RTD may monitor access or inspect all of its technology resources, including its computers and electronic mail systems, at the Board’s discretion. This includes reviewing a Board member’s personal use of RTD’s technology resources. This is true even if the technology resources can be accessed only by entering a password.

Passwords are intended to prevent unauthorized access to RTD equipment and information, and thus, Board members should have no expectation of privacy in any information. Individual passwords confer no right of privacy on any RTD resources. Board members are expected to maintain their passwords as

confidential and must not share passwords or access other Board member systems without express authorization from the full Board.

Deleting or erasing information, documents, or messages maintained on RTD's technology resources is often ineffective and may not be permissible under law and RTD policy. All users should understand that any information kept on RTD's technology resources might be recalled electronically or recreated, regardless of whether it may have been "deleted" or "erased". Because RTD may periodically back up all files and messages, and because computers re-use file storage space, files and messages may exist that are thought to have been deleted or erased. Therefore, users who delete or erase information or messages should not assume that such information or messages are confidential. In addition, all information, documents, or messages, deleted or not, may be "discoverable" during the course of any court-related matters. Board members should also familiarize themselves and comply with RTD's Record Retention Policy, which governs the retention requirements for various RTD records, including email.

DRAFT



Attachment B  
Cover Page

RESOLUTION NO. \_\_\_\_\_

DATED: MAY 17, 2024

RESOLUTION APPROVING THE BOARD OF DIRECTORS BRING YOUR OWN DEVICE POLICY

WHEREAS, the proposed policy intends to provide a structure for reimbursement of personal computing equipment for RTD Board members use for RTD business; and

WHEREAS, the policy provides an allowance of up to \$600 every three (3) years, and a similar policy exists for RTD managers; and

WHEREAS, additionally, the policy specifies compatible operating systems and reimbursable expenses while also clarifying expenses that will not be reimbursed, such as data plan costs and unauthorized repairs; and

WHEREAS, the policy also provides that all data and information stored on RTD's technology resources are public records subject to disclosure. It also addresses password protection, data deletion, and compliance with RTD's Record Retention Policy.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Directors of San Joaquin RTD that the Board of Directors Bring Your Own Device Policy be adopted and implemented effective May 17, 2024.





Revised May 13, 2024

**LEAD STAFF:        ROBERT KYLE, CHIEF FINANCIAL OFFICER**

**I.        RECOMMENDED ACTION:**

That the Board of Directors (Board) approve the resolutions to request for authorization from CalPERS for San Joaquin Regional Transit District (RTD) to hold a majority vote election for Social Security coverage for participants in both the Retirement Plan and the 401(a) Retirement Savings Plan as part of an error modification for each of those plans.

**II.       SUMMARY**

- It came to the attention of RTD's leadership that such a vote never occurred and, as a result, the state's section 218 agreement was never modified to extend Social Security coverage to plan participants.
- It also came to the attention of RTD's leadership that a majority vote referendum as part of an error modification is necessary to correct this error.
- A majority vote of each of the retirement plans' participants will permit the Social Security Administration (SSA) to continue providing Social Security benefits to RTD retirees and correct employment tax errors.

**III.      DISCUSSION/BACKGROUND**

A majority vote referendum for each plan under section 218 of the Social Security Act is required to be held to extend Social Security coverage to employees who are plan participants and who have been paying into Social Security. RTD should have held a referendum to obtain a modification of the state's section 218 agreement to extend Social Security coverage to Retirement Plan participants when it established that plan 50 plus years ago and again in 2017 when it established the 401(a) Retirement Savings Plan to extend coverage to participants in that plan. Staff were informed that this is a common error and a situation many public agencies find themselves in as a result, and is correctible by holding a majority vote referendums now to obtain error modifications of the state's section 218 agreement to extend Social Security coverage to plan participants effective retroactively.

**IV.      STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

Strategic Priorities:

1. Employees
2. Customers
3. Financial Health

4. Operations Excellence
5. Community Relations
6. Innovation

**V. FINANCIAL CONSIDERATIONS/IMPACT**

CalPERS charges a one-time fee of \$650 for each error modification, and an ongoing annual maintenance fee for each modification of \$1,000.

**VI. CHANGES FROM COMMITTEE**

N/A

**VII. ALTERNATIVES CONSIDERED**

There are no alternatives that will extend Social Security coverage to plan participants effective retroactively.

**VIII. ATTACHMENTS**

- Attachment A:** 218 Attachment  
**Attachment B:** Resolution for the Retirement Plan  
**Attachment C:** Resolution for the 401(a) Retirement Savings Plan

Prepared by: Robert Kyle, Chief Financial Officer

**VIII. APPROVALS**

Financial Impact Approved:  
Robert Kyle, CFO



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Alex Clifford, CEO



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Attachment A  
Cover Page

## 218 Attachment

[https://www.ssa.gov/OP\\_Home/ssact/title02/o218.htm](https://www.ssa.gov/OP_Home/ssact/title02/o218.htm)

### VOLUNTARY AGREEMENTS FOR COVERAGE OF STATE AND LOCAL EMPLOYEES<sup>[256]</sup>

#### Purpose Of Agreement

SEC. 218. [42 U.S.C. 418] (a)(1) The Commissioner of Social Security shall, at the request of any State, enter into an agreement with such State for the purpose of extending the insurance system established by this title to services performed by individuals as employees of such State or any political subdivision thereof. Each such agreement shall contain such provisions, not inconsistent with the provisions of this section, as the State may request.

(2) Notwithstanding section 210(a), for the purposes of this title the term “employment” includes any service included under an agreement entered into under this section.

#### Definitions

(b) For the purposes of this section—

(1) The term “State” does not include the District of Columbia, Guam, or American Samoa.

(2) The term “political subdivision” includes an instrumentality of (A) a State, (B) one or more political subdivisions of a State, or (C) a State and one or more of its political subdivisions.

(3) The term “employee” includes an officer of a State or political subdivision.

(4) The term “retirement system” means a pension, annuity, retirement, or similar fund or system established by a State or by a political subdivision thereof.

(5) The term “coverage group” means (A) employees of the State other than those engaged in performing service in connection with a proprietary function; (B) employees of a political subdivision of a State other than those engaged in performing service in connection with a proprietary function; (C) employees of a State engaged in performing service in connection with a single proprietary function; or (D) employees of a political subdivision of a State engaged in performing service in connection with a single proprietary function. If under the preceding sentence an employee would be included in more than one coverage group by reason of the fact that he performs service in connection with two or more proprietary functions or in connection with both a proprietary function and a nonproprietary function, he shall be included in only one such coverage group. The determination of the coverage group in which such employee shall be included shall be made in such manner as may be specified in the agreement. Persons employed under section 709 of title 32,

United States Code<sup>[257]</sup>, who elected under section 6 of the National Guard Technicians Act of 1968<sup>[258]</sup> to remain covered by an employee retirement system of, or plan sponsored by, a State or the Commonwealth of Puerto Rico, shall, for the purposes of this Act, be employees of the State or the Commonwealth of Puerto Rico and (notwithstanding the preceding provisions of this paragraph), shall be deemed to be a separate coverage group. For purposes of this section, individuals employed pursuant to an agreement, entered into pursuant to section 205 of the Agricultural Marketing Act of 1946<sup>[259]</sup> (7 U.S.C. 1624) or section 14 of the Perishable Agricultural Commodities Act, 1930<sup>[260]</sup> (7 U.S.C. 499n), between a State and the United States Department of Agriculture to perform services as inspectors of agricultural products may be deemed, at the option of the State, to be employees of the State and (notwithstanding the preceding provisions of this paragraph) shall be deemed to be a separate coverage group.

### Services Covered

(c)(1) An agreement under this section shall be applicable to any one or more coverage groups designated by the State.

(2) In the case of each coverage group to which the agreement applies, the agreement must include all services (other than services excluded by or pursuant to subsection (d) or paragraph (3), (5), or (6) of this subsection) performed by individuals as members of such group.

(3) Such agreement shall, if the State requests it, exclude (in the case of any coverage group) any one or more of the following:

(A) All services in any class or classes of (i) elective positions, (ii) part-time positions, or (iii) positions the compensation for which is on a fee basis;

(B) All services performed by individuals as members of a coverage group in positions covered by a retirement system on the date such agreement is made applicable to such coverage group, but only in the case of individuals who, on such date (or, if later, the date on which they first occupy such positions), are not eligible to become members of such system and whose services in such positions have not already been included under such agreement pursuant to subsection (d)(3).

(4) The Commissioner of Social Security shall, at the request of any State, modify the agreement with such State so as to (A) include any coverage group to which the agreement did not previously apply, or (B) include, in the case of any coverage group to which the agreement applies, services previously excluded from the agreement; but the agreement as so modified may not be inconsistent with the provisions of this section applicable in the case of an original agreement with a State. A modification of an agreement pursuant to clause (B) of the preceding sentence may apply to individuals to whom paragraph (3)(B) is applicable (whether or not the previous exclusion of the service of such individuals was pursuant to such paragraph), but only if such individuals are, on the effective date specified in such modification, ineligible to be members of any retirement system or if the modification with respect to such individuals is pursuant to subsection (d)(3).

(5) Such agreement shall, if the State requests it, exclude (in the case of any coverage group) any agricultural labor, or service performed by a student, designated by the State. This paragraph shall apply only with respect to service which is excluded from employment by any provision of section 210(a) other than paragraph (7) of such section and service the remuneration for which is excluded from wages by subparagraph (B) of section 209(a)(7).

(6) Such agreement shall exclude—

(A) service performed by an individual who is employed to relieve him from unemployment,

(B) service performed in a hospital, home, or other institution by a patient or inmate thereof,

(C) covered transportation service (as determined under section 210(k)),

(D) service (other than agricultural labor or service performed by a student) which is excluded from employment by any provision of section 210(a) other than paragraph (7) of such section,

(E) service performed by an individual as an employee serving on a temporary basis in case of fire, storm, snow, earthquake, flood, or other similar emergency, and

(F) service described in section 210(a)(7)(F) which is included as “employment” under section 210(a).

(7) No agreement may be made applicable (either in the original agreement or by any modification thereof) to service performed by any individual to whom paragraph (3)(B) is applicable unless such agreement provides (in the case of each coverage group involved) either that the service of any individual to whom such paragraph is applicable and who is a member of such coverage group shall continue to be covered by such agreement in case he thereafter becomes eligible to be a member of a retirement system, or that such service shall cease to be so covered when he becomes eligible to be a member of such a system (but only if the agreement is not already applicable to such system pursuant to subsection (d)(3)), whichever may be desired by the State.

(8)(A) Notwithstanding any other provision of this section, the agreement with any State entered into under this section may at the option of the State be modified at any time to exclude service performed by election officials or election workers if the remuneration paid in a calendar year for such service is less than \$1,000 with respect to service performed during any calendar year commencing on or after January 1, 1995, ending on or before December 31, 1999, and the adjusted amount determined under subparagraph (B) for any calendar year commencing on or after January 1, 2000, with respect to service performed during such calendar year. Any modification of an agreement pursuant to this paragraph shall be effective with respect to services performed in and after the calendar year in which the modification is mailed or delivered by other means to the Commissioner of Social Security.

(B) For each year after 1999, the Commissioner of Social Security shall adjust the amount referred to in subparagraph (A) at the same time and in the same

manner as is provided under section 215(a)(1)(B)(ii) with respect to the amounts referred to in section 215(a)(1)(B)(i), except that—

(i) for purposes of this subparagraph, 1997 shall be substituted for the calendar year referred to in section 215(a)(1)(B)(ii)(II), and

(ii) such amount as so adjusted, if not a multiple of \$100, shall be rounded to the next higher multiple of \$100 where such amount is a multiple of \$50 and to the nearest multiple of \$100 in any other case.

The Commissioner of Social Security shall determine and publish in the Federal Register each adjusted amount determined under this subparagraph not later than November 1 preceding the year for which the adjustment is made.

### Positions Covered By Retirement Systems

(d)(1) No agreement with any State may be made applicable (either in the original agreement or by any modification thereof) to any service performed by employees as members of any coverage group in positions covered by a retirement system either (A) on the date such agreement is made applicable to such coverage group, or (B) on the date of enactment of the succeeding paragraph of this subsection<sup>[261]</sup> (except in the case of positions which are, by reason of action by such State or political subdivision thereof, as may be appropriate, taken prior to the date of enactment of such succeeding paragraph, no longer covered by a retirement system on the date referred to in clause (A), and except in the case of positions excluded by paragraph (5)(A)). The preceding sentence shall not be applicable to any service performed by an employee as a member of any coverage group in a position (other than a position excluded by paragraph (5)(A)) covered by a retirement system on the date an agreement is made applicable to such coverage group if, on such date (or, if later, the date on which such individual first occupies such position), such individual is ineligible to be a member of such system.

(2) It is hereby declared to be the policy of the Congress in enacting the succeeding paragraphs of this subsection that the protection afforded employees in positions covered by a retirement system on the date an agreement under this section is made applicable to service performed in such positions, or receiving periodic benefits under such retirement system at such time, will not be impaired as a result of making the agreement so applicable or as a result of legislative enactment in anticipation thereof.

(3) Notwithstanding paragraph (1), an agreement with a State may be made applicable (either in the original agreement or by any modification thereof) to service performed by employees in positions covered by a retirement system (including positions specified in paragraph (4) but not including positions excluded by or pursuant to paragraph (5)), if the governor of the State, or an official of the State designated by him for the purpose, certifies to the Commissioner of Social Security that the following conditions have been met:

(A) A referendum by secret written ballot was held on the question of whether service in positions covered by such retirement system should be excluded from or included under an agreement under this section;



(B) An opportunity to vote in such referendum was given (and was limited) to eligible employees;

(C) Not less than ninety days' notice of such referendum was given to all such employees;

(D) Such referendum was conducted under the supervision of the governor or an agency or individual designated by him; and

(E) A majority of the eligible employees voted in favor of including service in such positions under an agreement under this section.

An employee shall be deemed an "eligible employee" for purposes of any referendum with respect to any retirement system if, at the time such referendum was held, he was in a position covered by such retirement system and was a member of such system, and if he was in such a position at the time notice of such referendum was given as required by clause (C) of the preceding sentence; except that he shall not be deemed an "eligible employee" if, at the time the referendum was held, he was in a position to which the State agreement already applied, or if he was in a position excluded by or pursuant to paragraph (5). No referendum with respect to a retirement system shall be valid for purposes of this paragraph unless held within the two-year period which ends on the date of execution of the agreement or modification which extends the insurance system established by this title to such retirement system, nor shall any referendum with respect to a retirement system be valid for purposes of this paragraph if held less than one year after the last previous referendum held with respect to such retirement system.

(4) For the purposes of subsection (c) of this section, the following employees shall be deemed to be a separate coverage group—

(A) all employees in positions which were covered by the same retirement system on the date the agreement was made applicable to such system (other than employees to whose services the agreement already applied on such date);

(B) all employees in positions which became covered by such system at any time after such date; and

(C) all employees in positions which were covered by such system at any time before such date and to whose services the insurance system established by this title has not been extended before such date because the positions were covered by such retirement system (including employees to whose services the agreement was not applicable on such date because such services were excluded pursuant to subsection (c)(3)(B)).

(5)(A) Nothing in paragraph (3) of this subsection shall authorize the extension of the insurance system established by this title to service in any policeman's or fireman's position.

(B) At the request of the State, any class or classes of positions covered by a retirement system which may be excluded from the agreement pursuant to paragraph (3) or (5) of subsection (c), and to which the agreement does not already apply, may be excluded from the agreement at the time it is made applicable to such retirement system; except that, notwithstanding the provisions of paragraph (3)(B) of such subsection, such exclusion may not

include any services to which such paragraph (3)(B) is applicable. In the case of any such exclusion, each such class so excluded shall, for purposes of this subsection, constitute a separate retirement system in case of any modification of the agreement thereafter agreed to.

(6)(A) If a retirement system covers positions of employees of the State and positions of employees of one or more political subdivisions of the State, or covers positions of employees of two or more political subdivisions of the State, then, for purposes of the preceding paragraphs of this subsection, there shall, if the State so desires, be deemed to be a separate retirement system with respect to any one or more of the political subdivisions concerned and, where the retirement system covers positions of employees of the State, a separate retirement system with respect to the State or with respect to the State and any one or more of the political subdivisions concerned. Where a retirement system covering positions of employees of a State and positions of employees of one or more political subdivisions of the State, or covering positions of employees of two or more political subdivisions of the State, is not divided into separate retirement systems pursuant to the preceding sentence or pursuant to subparagraph (C), then the State may, for purposes of subsection (e) only, deem the system to be a separate retirement system with respect to any one or more of the political subdivisions concerned and, where the retirement system covers positions of employees of the State, a separate retirement system with respect to the State or with respect to the State and any one or more of the political subdivisions concerned.

(B) If a retirement system covers positions of employees of one or more institutions of higher learning, then, for purposes of such preceding paragraphs there shall, if the State so desires, be deemed to be a separate retirement system for the employees of each such institution of higher learning. For the purposes of this subparagraph, the term "institutions of higher learning" includes junior colleges and teachers colleges. If a retirement system covers positions of employees of a hospital which is an integral part of a political subdivision, then, for purposes of the preceding paragraphs there shall, if the State so desires, be deemed to be a separate retirement system for the employees of such hospital.

(C) For the purposes of this subsection, any retirement system established by the State of Alaska, California, Connecticut, Florida, Georgia, Illinois, Kentucky, Louisiana, Massachusetts, Minnesota, Nevada, New Jersey, New Mexico, New York, North Dakota, Pennsylvania, Rhode Island, Tennessee, Texas, Vermont, Washington, Wisconsin, or Hawaii, or any political subdivision of any such State, which, on, before, or after the date of enactment of this subparagraph<sup>[262]</sup>, is divided into two divisions or parts, one of which is composed of positions of members of such system who desire coverage under an agreement under this section and the other of which is composed of positions of members of such system who do not desire such coverage, shall, if the State so desires and if it is provided that there shall be included in such division or part composed of members desiring such coverage the positions of individuals who become members of such system after such coverage is extended, be deemed to be a

separate retirement system with respect to each such division or part. If, in the case of a separate retirement system which is deemed to exist by reason of subparagraph (A) and which has been divided into two divisions or parts pursuant to the first sentence of this subparagraph, individuals become members of such system by reason of action taken by a political subdivision after coverage under an agreement under this section has been extended to the division or part thereof composed of positions of individuals who desire such coverage, the positions of such individuals who become members of such retirement system by reason of the action so taken shall be included in the division or part of such system composed of positions of members who do not desire such coverage if (i) such individuals, on the day before becoming such members, were in the division or part of another separate retirement system (deemed to exist by reason of subparagraph (A)) composed of positions of members of such system who do not desire coverage under an agreement under this section, and (ii) all of the positions in the separate retirement system of which such individuals so become members and all of the positions in the separate retirement system referred to in clause (i) would have been covered by a single retirement system if the State had not taken action to provide for separate retirement systems under this paragraph.

(D)(i) The position of any individual which is covered by any retirement system to which subparagraph (C) is applicable shall, if such individual is ineligible to become a member of such system on August 1, 1956, or, if later, the day he first occupies such position, be deemed to be covered by the separate retirement system consisting of the positions of members of the division or part who do not desire coverage under the insurance system established under this title.

(ii) Notwithstanding clause (i), the State may, pursuant to subsection (c)(4)(B) and subject to the conditions of continuation or termination of coverage provided for in subsection (c)(7), modify its agreement under this section to include services performed by all individuals described in clause (i) other than those individuals to whose services the agreement already applies. Such individuals shall be deemed (on and after the effective date of the modification) to be in positions covered by the separate retirement system consisting of the positions of members of the division or part who desire coverage under the insurance system established under this title.

(E) An individual who is in a position covered by a retirement system to which subparagraph (C) is applicable and who is not a member of such system but is eligible to become a member thereof shall, for purposes of this subsection (other than paragraph (8)), be regarded as a member of such system; except that, in the case of any retirement system a division or part of which is covered under the agreement (either in the original agreement or by a modification thereof), which coverage is agreed to prior to 1960, the preceding provisions of this subparagraph shall apply only if the State so requests and any such individual referred to in such preceding provisions shall, if the State so requests, be treated, after division of the retirement system pursuant to such

subparagraph (C), the same as individuals in positions referred to in subparagraph (F).

(F) In the case of any retirement system divided pursuant to subparagraph (C), the position of any member of the division or part composed of positions of members who do not desire coverage may be transferred to the separate retirement system composed of positions of members who desire such coverage if it is so provided in a modification of such agreement which is mailed, or delivered by other means, to the Commissioner of Social Security prior to 1970 or, if later, the expiration of two years after the date on which such agreement, or the modification thereof making the agreement applicable to such separate retirement system, as the case may be, is agreed to, but only if, prior to such modification or such later modification, as the case may be, the individual occupying such position files with the State a written request for such transfer. Notwithstanding subsection (e)(1), any such modification or later modification, providing for the transfer of additional positions within a retirement system previously divided pursuant to subparagraph (C) to the separate retirement system composed of positions of members who desire coverage, shall be effective with respect to services performed after the same effective date as that which was specified in the case of such previous division.

(G) For the purposes of this subsection, in the case of any retirement system of the State of Florida, Georgia, Minnesota, North Dakota, Pennsylvania, Washington, or Hawaii which covers positions of employees of such State who are compensated in whole or in part from grants made to such State under title III, there shall be deemed to be, if such State so desires, a separate retirement system with respect to any of the following:

(i) the positions of such employees;

(ii) the positions of all employees of such State covered by such retirement system who are employed in the department of such State in which the employees referred to in clause (i) are employed; or

(iii) employees of such State covered by such retirement system who are employed in such department of such State in positions other than those referred to in clause (i).

(7) The certification by the governor (or an official of the State designated by him for the purpose) required under paragraph (3) shall be deemed to have been made, in the case of a division or part (created under subparagraph (C) of paragraph (6) or the corresponding provision of prior law) consisting of the positions of members of a retirement system who desire coverage under the agreement under this section, if the governor (or the official so designated) certifies to the Commissioner of Social Security that—

(A) an opportunity to vote by written ballot on the question of whether they wish to be covered under an agreement under this section was given to all individuals who were members of such system at the time the vote was held;

(B) not less than ninety days' notice of such vote was given to all individuals who were members of such system on the date the notice was issued;

(C) the vote was conducted under the supervision of the governor or an agency or individual designated by him; and

(D) such system was divided into two parts or divisions in accordance with the provisions of subparagraphs (C) and (D) of paragraph (6) or the corresponding provision of prior law.

For purposes of this paragraph, an individual in a position to which the State agreement already applied or in a position excluded by or pursuant to paragraph (5) shall not be considered a member of the retirement system.

(8)(A) Notwithstanding paragraph (1), if under the provisions of this subsection an agreement is, after December 31, 1958, made applicable to service performed in positions covered by a retirement system, service performed by an individual in a position covered by such a system may not be excluded from the agreement because such position is also covered under another retirement system.

(B) Subparagraph (A) shall not apply to service performed by an individual in a position covered under a retirement system if such individual, on the day the agreement is made applicable to service performed in positions covered by such retirement system, is not a member of such system and is a member of another system.

(C) If an agreement is made applicable, prior to 1959, to service in positions covered by any retirement system, the preceding provisions of this paragraph shall be applicable in the case of such system if the agreement is modified to so provide.

(D) Except in the case of State agreements modified as provided in subsection (l) and agreements with interstate instrumentalities, nothing in this paragraph shall authorize the application of an agreement to service in any policeman's or fireman's position.

#### Effective Date Of Agreement

(e)(1) Any agreement or modification of an agreement under this section shall be effective with respect to services performed after an effective date specified in such agreement or modification; except that such date may not be earlier than the last day of the sixth calendar year preceding the year in which such agreement or modification, as the case may be, is mailed or delivered by other means to the Commissioner of Social Security.

(2) In the case of service performed by members of any coverage group—

(A) to which an agreement under this section is made applicable, and

(B) with respect to which the agreement, or modification thereof making the agreement so applicable, specifies an effective date earlier than the date of execution of such agreement and such modification, respectively,

the agreement shall, if so requested by the State, be applicable to such services (to the extent the agreement was not already applicable) performed before such date of execution and after such effective date by any individual as a member of such coverage group if he is such a member on a date, specified by the State, which is

earlier than such date of execution, except that in no case may the date so specified be earlier than the date such agreement or such modification, as the case may be, is mailed, or delivered by other means, to the Commissioner of Social Security.

(3) Notwithstanding the provisions of paragraph (2) of this subsection, in the case of services performed by individuals as members of any coverage group to which an agreement under this section is made applicable, and with respect to which there were timely paid in good faith to the Secretary of the Treasury amounts equivalent to the sum of the taxes which would have been imposed by sections 3101 and 3111 of the Internal Revenue Code of 1986<sup>[263]</sup> had such services constituted employment for purposes of chapter 21 of such Code<sup>[264]</sup> at the time they were performed, and with respect to which refunds were not obtained, such individuals may, if so requested by the State, be deemed to be members of such coverage group on the date designated pursuant to paragraph (2).

#### Duration Of Agreement

(f) **No agreement under this section may be terminated**, either in its entirety or with respect to any coverage group, on or after the date of the enactment of the Social Security Amendments of 1983<sup>[265]</sup>.

#### Instrumentalities Of Two Or More States

(g)(1) The Commissioner of Social Security may, at the request of any instrumentality of two or more States, enter into an agreement with such instrumentality for the purpose of extending the insurance system established by this title to services performed by individuals as employees of such instrumentality. Such agreement, to the extent practicable, shall be governed by the provisions of this section applicable in the case of an agreement with a State.

(2) In the case of any instrumentality of two or more States, if—

(A) employees of such instrumentality are in positions covered by a retirement system of such instrumentality or of any of such States or any of the political subdivisions thereof, and

(B) such retirement system is (on, before, or after the date of enactment of this paragraph<sup>[266]</sup>) divided into two divisions or parts, one of which is composed of positions of members of such system who are employees of such instrumentality and who desire coverage under an agreement under this section and the other of which is composed of positions of members of such system who are employees of such instrumentality and who do not desire such coverage, and

(C) it is provided that there shall be included in such division or part composed of the positions of members desiring such coverage the positions of employees of such instrumentality who become members of such system after such coverage is extended,

then such retirement system shall, if such instrumentality so desires, be deemed to be a separate retirement system with respect to each such division or part. An individual who is in a position covered by a retirement system divided pursuant to

the preceding sentence and who is not a member of such system but is eligible to become a member thereof shall, for purposes of this subsection, be regarded as a member of such system. Coverage under the agreement of any such individual shall be provided under the same conditions, to the extent practicable, as are applicable in the case of the States to which the provisions of subsection (d)(6)(C) apply. The position of any employee of any such instrumentality which is covered by any retirement system to which the first sentence of this paragraph is applicable shall, if such individual is ineligible to become a member of such system on the date of enactment of this paragraph<sup>[267]</sup> or, if later, the day he first occupies such position, be deemed to be covered by the separate retirement system consisting of the positions of members of the division or part who do not desire coverage under the insurance system established under this title. Services in positions covered by a separate retirement system created pursuant to this subsection (and consisting of the positions of members who desire coverage under an agreement under this section) shall be covered under such agreement on compliance, to the extent practicable, with the same conditions as are applicable to coverage under an agreement under this section of services in positions covered by a separate retirement system created pursuant to subparagraph (C) of subsection (d)(6) or the corresponding provision of prior law (and consisting of the positions of members who desire coverage under such agreement).

(3) Any agreement with any instrumentality of two or more States entered into pursuant to this Act may, notwithstanding the provisions of subsection (d)(5)(A) and the references thereto in subsections (d)(1) and (d)(3), apply to service performed by employees of such instrumentality in any policeman's or fireman's position covered by a retirement system, but only upon compliance, to the extent practicable, with the requirements of subsection (d)(3). For the purpose of the preceding sentence, a retirement system which covers positions of policemen or firemen or both, and other positions shall, if the instrumentality concerned so desires, be deemed to be a separate retirement system with respect to the positions of such policemen or firemen, or both, as the case may be.

#### Delegation Of Functions

(h) The Commissioner of Social Security is authorized, pursuant to agreement with the head of any Federal agency, to delegate any of the Commissioner's functions under this section to any officer or employee of such agency and otherwise to utilize the services and facilities of such agency in carrying out such functions, and payment therefor shall be in advance or by way of reimbursement, as may be provided in such agreement.

#### Wisconsin Retirement Fund

(i)(1) Notwithstanding paragraph (1) of subsection (d), the agreement with the State of Wisconsin may, subject to the provisions of this subsection, be modified so as to apply to service performed by employees in positions covered by the Wisconsin retirement fund or any successor system.

(2) All employees in positions covered by the Wisconsin retirement fund at any time on or after January 1, 1951, shall, for the purposes of subsection (c) only, be deemed to be a separate coverage group; except that there shall be excluded from such separate coverage group all employees in positions to which the agreement applies without regard to this subsection.

(3) The modification pursuant to this subsection shall exclude (in the case of employees in the coverage group established by paragraph (2) of this subsection) service performed by any individual during any period before he is included under the Wisconsin retirement fund.

(4) The modification pursuant to this subsection shall, if the State of Wisconsin requests it, exclude (in the case of employees in the coverage group established by paragraph (2) of this subsection) all service performed in policemen's positions, all service performed in firemen's positions, or both.

#### Certain Positions No Longer Covered By Retirement Systems

(j) Notwithstanding subsection (d), an agreement with any State entered into under this section prior to the date of the enactment of this subsection<sup>[268]</sup> may, prior to January 1, 1958, be modified pursuant to subsection (c)(4) so as to apply to services performed by employees, as members of any coverage group to which such agreement already applies (and to which such agreement applied on such date of enactment), in positions (1) to which such agreement does not already apply, (2) which were covered by a retirement system on the date such agreement was made applicable to such coverage group, and (3) which, by reason of action by such State or political subdivision thereof, as may be appropriate, taken prior to the date of the enactment of this subsection, are no longer covered by a retirement system on the date such agreement is made applicable to such services.

#### Certain Employees Of The State Of Utah

(k) Notwithstanding the provisions of subsection (d), the agreement with the State of Utah entered into pursuant to this section may be modified pursuant to subsection (c)(4) so as to apply to services performed for any of the following, the employees performing services for each of which shall constitute a separate coverage group: Weber Junior College, Carbon Junior College, Dixie Junior College, Central Utah Vocational School, Salt Lake Area Vocational School, Center for the Adult Blind, Union High School (Roosevelt, Utah), Utah High School Activities Association, State Industrial School, State Training School, State Board of Education, and Utah School Employees Retirement Board. Any modification agreed to prior to January 1, 1955, may be made effective with respect to services performed by employees as members of any of such coverage groups after an effective date specified therein, except that in no case may any such date be earlier than December 31, 1950. Coverage provided for in this subsection shall not be affected by a subsequent change in the name of a group.

#### Policemen And Firemen In Certain States



(l) Any agreement with a State entered into pursuant to this section may, notwithstanding the provisions of subsection (d)(5)(A) and the references thereto in subsections (d)(1) and (d)(3), be modified pursuant to subsection (c)(4) to apply to service performed by employees of such State or any political subdivision thereof in any policeman's or fireman's position covered by a retirement system in effect on or after the date of the enactment of this subsection, but only upon compliance with the requirements of subsection (d)(3). For the purposes of the preceding sentence, a retirement system which covers positions of policemen or firemen, or both, and other positions shall, if the State concerned so desires, be deemed to be a separate retirement system with respect to the positions of such policemen or firemen, or both, as the case may be.

#### Positions Compensated Solely On A Fee Basis

(m)(1) Notwithstanding any other provision in this section, an agreement entered into under this section may be made applicable to service performed after 1967 in any class or classes of positions compensated solely on a fee basis to which such agreement did not apply prior to 1968 only if the State specifically requests that its agreement be made applicable to such service in such class or classes of positions.

(2) Notwithstanding any other provision in this section, an agreement entered into under this section may be modified, at the option of the State, at any time after 1967, so as to exclude services performed in any class or classes of positions compensation for which is solely on a fee basis.

(3) Any modification made under this subsection shall be effective with respect to services performed after the last day of the calendar year in which the modification is mailed or delivered by other means to the Commissioner of Social Security.

(4) If any class or classes of positions have been excluded from coverage under the State agreement by a modification agreed to under this subsection, the Commissioner of Social Security and the State may not thereafter modify such agreement so as to again make the agreement applicable with respect to such class or classes of positions.

(n)(1) The Commissioner of Social Security shall, at the request of any State, enter into or modify an agreement with such State under this section for the purpose of extending the provisions of title XVIII, and sections 226 and 226A, to services performed by employees of such State or any political subdivision thereof who are described in paragraph (2).

(2) This subsection shall apply only with respect to employees—

(A) whose services are not treated as employment as that term applies under section 210(p) by reason of paragraph (3) of such section; and

(B) who are not otherwise covered under the State's agreement under this section.

(3) For purposes of sections 226 and 226A of this Act, services covered under an agreement pursuant to this subsection shall be treated as "medicare qualified government employment".

(4) Except as otherwise provided in this subsection, the provisions of this section shall apply with respect to services covered under the agreement pursuant to this subsection.



Attachment B  
Cover Page

Revised May 15, 2024

RESOLUTION NO. \_\_\_\_\_  
DATED: MAY 17, 2024

RESOLUTION APPROVING MAJORITY VOTE ELECTION – DB PENSION

WHEREAS, San Joaquin Regional Transit District hereinafter designated as "Public Agency", desires to include services performed by its employees in positions covered by San Joaquin Regional Transit District Retirement Plan in the California State Social Security Agreement of March 9, 1951, providing for the coverage of public employees under the old age, survivors, disability and health insurance system established by the Federal Social Security Act, as amended; and

WHEREAS, State and Federal laws require, as a condition of such coverage, that an election first be authorized by the Board of Administration, Public Employees' Retirement System, and conducted among the "eligible employees" (as defined in Section 218(d)(3) of the Social Security Act) of the Public Agency; and

WHEREAS, it is necessary that the "Public Agency" now designate any classes of positions covered by said retirement system which it desires to exclude from coverage under said insurance system; and

NOW, THEREFORE, BE IT RESOLVED, that the Board of Administration, Public Employees' Retirement System be, and hereby is requested to authorize the foregoing election; and

BE IT FURTHER RESOLVED, that upon receipt of authorization from the Board of Administration, an election shall be conducted in accordance with the requirements of Section 218(d) of the Social Security Act, and applicable State and Federal laws and regulations; that such election shall be held on the question of whether service in positions covered by said retirement system should be excluded from or included under an agreement under the insurance system established under the Social Security Act, as hereinbefore provided, with such coverage effective as to services performed on and after June 1, 1968; and

BE IT FURTHER RESOLVED, that the following classes of positions covered by said retirement system of the "Public Agency" shall be excluded from coverage under said agreement:

1. All services excluded from coverage under the agreement by Section 218 of the Social Security Act; and
2. Services excluded by option of the Public Agency (**Check a or b; fill in b if checked**):

a. No optional exclusions desired.

b. Service performed: \_\_\_\_\_

BE IT FURTHER RESOLVED, that not less than ninety days' notice of such election be given to all "eligible employees" as hereinabove provided; and that Alex Clifford, Chief Executive Officer is hereby designated and appointed to conduct such election on behalf of the "Public Agency" in accordance with law, regulations, and this resolution, including the giving of proper notice thereof to all such "eligible employees"; and

BE IT FURTHER RESOLVED, that with respect to eligible members thereof, the benefits and contributions of the said retirement system shall not be modified in any way; and

BE IT FURTHER RESOLVED, that the Public Agency will pay and reimburse the State at such time and in such amounts as may be determined by the State the approximate cost of any and all work and services relating to such election.

Alex Clifford, Chief Executive Officer  
\_\_\_\_\_  
Presiding Officer

San Joaquin Regional Transit District  
\_\_\_\_\_  
Official Name of Public Agency

\_\_\_\_\_  
Date

**CERTIFICATION**

I, Alex Clifford, Chief Executive Officer of the San Joaquin Regional Transit District, State of California, do hereby certify the foregoing to be a full, true, and correct copy of Resolution No. \_\_\_\_\_ adopted by the Board of Directors of the San Joaquin Regional Transit District at the regular meeting held on the 17<sup>th</sup> day of May 2024, as the same appears of record in my office.

\_\_\_\_\_  
Signature

Chief Executive Officer  
\_\_\_\_\_  
Title

\_\_\_\_\_  
Date



Attachment C  
Cover Page

Revised May 15, 2024

RESOLUTION NO. \_\_\_\_\_  
DATED: MAY 17, 2024

RESOLUTION APPROVING MAJORITY VOTE ELECTION – 401(a) PENSION

WHEREAS, San Joaquin Regional Transit District hereinafter designated as "Public Agency", desires to include services performed by its employees in positions covered by San Joaquin Regional Transit District 401(a) Retirement Savings Plan in the California State Social Security Agreement of March 9, 1951, providing for the coverage of public employees under the old age, survivors, disability and health insurance system established by the Federal Social Security Act, as amended; and

WHEREAS, State and Federal laws require, as a condition of such coverage, that an election first be authorized by the Board of Administration, Public Employees' Retirement System, and conducted among the "eligible employees" (as defined in Section 218(d)(3) of the Social Security Act) of the Public Agency; and

WHEREAS, it is necessary that the "Public Agency" now designate any classes of positions covered by said retirement system which it desires to exclude from coverage under said insurance system; and

NOW, THEREFORE, BE IT RESOLVED, that the Board of Administration, Public Employees' Retirement System be, and hereby is requested to authorize the foregoing election; and

BE IT FURTHER RESOLVED, that upon receipt of authorization from the Board of Administration, an election shall be conducted in accordance with the requirements of Section 218(d) of the Social Security Act, and applicable State and Federal laws and regulations; that such election shall be held on the question of whether service in positions covered by said retirement system should be excluded from or included under an agreement under the insurance system established under the Social Security Act, as hereinbefore provided, with such coverage effective as to services performed on and after January 1, 2017; and

BE IT FURTHER RESOLVED, that the following classes of positions covered by said retirement system of the "Public Agency" shall be excluded from coverage under said agreement:

1. All services excluded from coverage under the agreement by Section 218 of the Social Security Act; and
2. Services excluded by option of the Public Agency (**Check a or b; fill in b if checked**):

a. No optional exclusions desired.



b. Service performed: \_\_\_\_\_

BE IT FURTHER RESOLVED, that not less than ninety days' notice of such election be given to all "eligible employees" as hereinabove provided; and that Alex Clifford, Chief Executive Officer is hereby designated and appointed to conduct such election on behalf of the "Public Agency" in accordance with law, regulations, and this resolution, including the giving of proper notice thereof to all such "eligible employees"; and

BE IT FURTHER RESOLVED, that with respect to eligible members thereof, the benefits and contributions of the said retirement system shall not be modified in any way; and

BE IT FURTHER RESOLVED, that the Public Agency will pay and reimburse the State at such time and in such amounts as may be determined by the State the approximate cost of any and all work and services relating to such election.

Alex Clifford, Chief Executive Officer  
Presiding Officer

San Joaquin Regional Transit District  
Official Name of Public Agency

\_\_\_\_\_  
Date

**CERTIFICATION**

I, Alex Clifford, Chief Executive Officer of the San Joaquin Regional Transit District, State of California, do hereby certify the foregoing to be a full, true, and correct copy of Resolution No. \_\_\_\_\_ adopted by the Board of Directors of the San Joaquin Regional Transit District at the regular meeting held on the 17<sup>th</sup> day of May 2024, as the same appears of record in my office.

\_\_\_\_\_  
Signature

Chief Executive Officer  
\_\_\_\_\_  
Title

\_\_\_\_\_  
Date