

SAN JOAQUIN REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS MEETING – NOTICE AND AGENDA
10:00 A.M. ON FRIDAY, JANUARY 17, 2025

The Board of Directors of the San Joaquin Regional Transit District (RTD) will hold a regular meeting at 10:00 a.m. on Friday, January 17, 2025, in the Boardroom of RTD's Downtown Transit Center, 421 East Weber Avenue, Stockton, California. Please visit <https://sanjoaquinrtd.com/board-of-directors/board-meeting-agendas-and-minutes/> for an electronic copy of this document. Materials related to an item on this agenda packet are available for public inspection at the above address.

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

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

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

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

7. ELECTION OF OFFICERS
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 December financial reports.
9. INFORMATION ITEMS
Reports are provided for information only. Staff will be available to answer any questions.
 - A. FEDERAL LEGISLATIVE UPDATE
Report of Federal Legislative Updates prepared by Capital Edge Advocacy, Inc.
 - B. STATE LEGISLATIVE UPDATE
Report of State Legislative Updates prepared by Shaw Yoder Antwih Schmelzer & Lange.
 - C. MID-YEAR UPDATE OF RTD'S 12-MONTH WORK PLAN FOR STRATEGIC INITIATIVES
FY 2025 12-Month Work Plan for Strategic Initiatives Update.
10. CONSENT CALENDAR
 - A. MOTION: APPROVING THE MINUTES OF THE DECEMBER 6, 2024, REGULAR BOARD OF DIRECTORS MEETING
Board approval of minutes.
 - B. MOTION: APPROVING RTD'S INVESTMENT POLICY AND APPOINTING THE CEO, OR THEIR DESIGNEE, AS TRUSTEE FOR THE PURPOSES OF PLACING INVESTMENTS PURSUANT TO THE INVESTMENT POLICY
Board approval of revisions to the Investment Policy.
 - C. ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF DECEMBER 2024
Board acceptance and filing of Check Register for December 2024.

11. ACTION ITEMS

A. MOTION: AUTHORIZING ESTIMATED EXPENSES IN ADVANCE OF 2025 BOARD OF DIRECTORS TRAVEL AND ACCEPTING AND FILING 2024 BOARD TRAVEL EXPENSES

Board authorization of upcoming 2025 Board member travel and acceptance and filing of 2024 Board member travel expenses.

B. MOTION: APPROVING THE CALENDAR YEAR 2025 LOCAL, STATE, AND FEDERAL LEGISLATIVE PROGRAM AGENDA

Board approval of 2025 Local, State, and Federal Legislative agenda.

C. MOTION: AUTHORIZING THE CEO TO ENTER INTO A MEMORANDUM OF AGREEMENT WITH THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD) TO TRANSFER EIGHT (8) 2018 GILLIG DIESEL ELECTRIC HYBRID COMMUTER BUSES

Board authorization to transfer 8 Gillig buses to SCMTD.

12. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF

13. ADJOURNMENT

NOTE: THE NEXT REGULARLY SCHEDULED BOARD MEETING WILL BE ON FRIDAY, FEBRUARY 21, 2025, AT 10:00 A.M.

DATE POSTED: JANUARY 10, 2025

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LEAD STAFF: **JULIE SHERMAN, LEGAL COUNSEL**

REPORT: **ELECTION OF THE CHAIRPERSON AND VICE CHAIRPERSON
OF THE SAN JOAQUIN REGIONAL TRANSIT DISTRICT
(RTD) BOARD OF DIRECTORS FOR THE CALENDAR YEAR
2025**

I. SUMMARY

- Per section 4.02 of RTD's Rules of Procedure, an election for a Chairperson and a Vice Chairperson must occur annually as they serve a calendar year term.
- The Chairperson and Vice Chairperson shall be elected yearly at the board's first regular meeting in January.
- The election of the Chairperson and Vice Chairperson shall be conducted by the Secretary and the term shall commence at the close of the meeting.

II. DISCUSSION/BACKGROUND

Article IV of the Rules of Procedure for RTD which was revised on April 21, 2023 states:

The officers of the Board of Directors are a Chairperson, a Vice-Chairperson, and a Secretary.

The Chairperson and Vice-Chairperson shall be elected every year at the first regular meeting of the Board in January from among the Directors. The individuals serving as Chairperson and Vice-Chairperson are not prohibited from serving in those roles for consecutive years, if elected to do so.

The election of the Chairperson and Vice-Chairperson pursuant to these Rules of Procedure shall be conducted by the Secretary.

The term of office of the Chairperson and Vice-Chairperson shall commence at the close of the meeting at which the election is held and shall continue to the first regular meeting in January of the succeeding year at which time a successor has been elected. Provided, however, there shall be no change in the officers, other than in January, unless (a) it is necessary to fill or (b) upon the written request to the Secretary by three Directors. At least seven days' written notice of the intent to elect new officers shall be given by the Secretary to all Directors.

The Chairperson shall preside at all meetings of the Board of Directors and shall

perform such duties as ordered by the Board or prescribed by law.

In the Chairperson's absence or inability to act, the Vice-Chairperson shall preside at all sessions of the Board and shall have such other duties as normally performed by the Chairperson.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

IV. FINANCIAL CONSIDERATIONS/IMPACT

None.

V. CHANGES FROM COMMITTEE

N/A

VI. ALTERNATIVES CONSIDERED

No alternatives to consider, this is required by RTD's Rules of Procedure.

VII. ATTACHMENTS

None.

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

VIII. APPROVALS

Alex Clifford, CEO





LEAD STAFF: ALEX CLIFFORD, CEO

REPORT: CHIEF EXECUTIVE OFFICER UPDATE

MEETINGS SINCE DECEMBER 6, 2024

RTD participated in meetings of the following committees and organizations:

- **American Public Transportation Association (APTA) CEOs Council Leadership Team Monthly Meetings:** CEO Alex Clifford
- **APTA Small Operations Committee Officers Meeting:** CEO Alex Clifford
- **APTA Virtual Board of Directors Meeting:** CEO Alex Clifford
- **California Association for Coordinated Transportation (CalACT) Board Meeting:** CEO Alex Clifford
- **CalACT Finance Committee Meeting:** CEO Alex Clifford
- **CalACT Legislative Committee Meeting:** CEO Alex Clifford
- **California Transit Association (CTA) State Legislative Committee Meeting:** CEO Alex Clifford
- **CTA Transit Transformation Advisory Committee Meetings:** CEO Alex Clifford
- **Facilities Committee Meeting:** CEO Alex Clifford, Board Member Balwinder Singh, Board Member Stephan Castellanos
- **Federal Legislative Bi-weekly Meetings with Chris Giglio of Capital Edge Advocacy Inc.:** CEO Alex Clifford
- **Finance and Audit Committee Meeting:** CEO Alex Clifford, Board Member Michael Restuccia, Board Member Gary Giovanetti
- **Lathrop Mayor Sunny Dhaliwal Meeting:** CEO Alex Clifford, Board Member Balwinder Singh
- **San Joaquin Council of Governments (SJCOG) Interagency Transit Committee Meeting:** Planning and Service Development Director Dámaris Galvan, Government Affairs Director Ken Baxter
- **SJCOG Management and Finance Committee Meeting:** CEO Alex Clifford
- **SJCOG Technical Advisory Committee Meeting:** Government Affairs Director Ken Baxter
- **San Joaquin Regional Rail Commission Board Meeting:** Government Affairs Director Ken Baxter
- **Santa Clara Valley Transit Authority - Michael Tree Meeting:** CEO Alex Clifford
- **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, Director of Grants and Capital Projects Juan Gabriel Villanueva
- **The Bus Coalition Board Retreat:** CEO Alex Clifford

- **Tri-Valley – San Joaquin Valley Regional Rail Authority Board Meeting:**
Government Affairs Director Ken Baxter



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

REPORT: MARKETING UPDATE

Rediscover Your City – Miracle Mile

RTD has released a short video reel promoting the use of Local Route 40 to access local businesses along Miracle Mile. This project was a collaboration with Miracle Mile businesses, including Dragonfairy Body and Soul, Comal Coffee, and Hidden Gem. The video also highlighted Shop San Joaquin and the Open Rewards App, which encourage customers to support local businesses by taking advantage of the dollar-for-dollar rewards for spending locally. This effort aligns with RTD’s goals and initiatives to foster meaningful public engagement supporting economic growth through accessible transportation options.

APTA AdWheel Adward Submissions

RTD has submitted a total of seven entries for the 2025 AdWheel Award. The submissions are distributed across the following categories:

Best Marketing and Communications Educational Initiative

- Cesar Chavez Bus Wrap
- Rosa Parks Bus Wrap
- Hydrogen Fuel Cell Bus Unveiling Event
- Respect the Ride Campaign

Best Marketing and Communications to Increase Ridership or Sales

- Rediscover Your City Campaign

Best Marketing and Communications on Workforce Development

- Employee Appreciation Event
- Operator Recruitment Campaign

The announcement of First Place winners is expected in mid-January.

January 26 Service Change

On Sunday, January 26, San Joaquin Regional Transit District (RTD) will implement several service changes designed to enhance accessibility, increase rider convenience, and improve overall service efficiency. These changes are the result of careful evaluation of rider needs, route performance, and traffic conditions.

To ensure riders are informed of these changes, RTD has developed a comprehensive marketing and communication plan. Key elements include:

- **Digital Communication:** Updates are shared through RTD's website, digital displays, Chamber of Commerce email service, and social media platforms to provide real-time information and reminders.
- **Targeted Email Campaigns:** Email blasts were sent to subscribers, focusing on riders who frequently use the affected routes. Moreover, Chamber of Commerce email blast services were used to target businesses who have customers that use the affected routes.
- **Direct Mail:** Postcards were sent out to households and businesses along Route 40 to inform them of the change.
- **Community Engagement:** Flyers and posters highlighting service updates were distributed at key RTD facilities, including the Downtown Transit Center, Park-N-Ride locations, and onboard buses. Customer Engagement staff were also trained to answer questions and provide details about the changes.
- **Media Outreach:** Press releases and advertisements in local publications which included bilingual messaging to reach a broader audience.

Free Wi-Fi on the Buses

RTD now offers free Wi-Fi on all RTD buses, including Local, Express, Hopper, and Commuter routes. This new feature allows passengers to stay connected, work, or enjoy entertainment during their commute. Passengers can easily access the free Wi-Fi by connecting to "RTD-Connect" on their Wi-Fi-enabled mobile devices and using the password provided on the buses.

Recruitment Billboards

Staff will share a video of the billboards in their environment.

PAST EVENTS

- **December 21** – Toys for Tots hosted by the African American Chamber of Commerce
- **January 11** - Second Saturday hosted by The Center Stockton

UPCOMING EVENTS

- **January 25** - Family Fiesta hosted by Parents by Choice at the Courthouse Plaza



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

The operating Revenue and Expense summary report for the fiscal year ending December 31, 2024, is attached. The fiscal year (FY) has elapsed 50%.

Revenues

Passenger fare revenues are lower than the budget due to lower bus pass sales. Federal 5307 preventive maintenance revenue is recorded based on actual expenses, not the budget. Local Transportation Funds (LTF) revenue is lower than the budget due to RTD’s apportionment being reduced by approximately \$1.9million because the City of Mountain House is now an eligible recipient of LTF funds. Federal ARPA 5311 revenue will be recorded based on actual expenses and not the budget. Overall, actual total revenues are lower than the budget revenue level.

Expenses

Compared to the budget level, total expenses are lower mainly due to lower labor and fringe expenses resulting from vacant positions. Insurance expenses exceed the budget due to higher annual premiums for excess auto and general liability. Fuel tax and property assessment taxes are marginally higher than the budget. Purchase transportation expenses are higher due to increased demand for Paratransit services. There has been less spending on materials and supplies, utilities, and miscellaneous expenses.

Cash Basis and Projection

The fiscal year-to-date cash basis has a negative result because we haven’t received any SB 125 funds yet. We used the reserves to bridge the cash shortfall. We anticipate receiving SB 125 funds next month, which will replenish the reserves.

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

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 December 31, 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 December 31, 2024.

Attachment B: Cash flow projections.

Prepared by: Ravi Sharma, Finance Manager

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
Cover Page

San Joaquin RTD
FY2025 Revenue & Expense Summary
For the Period Ending December 31, 2024 **(Manually Generated)***

	FYTD		(fav/unfav)		Fiscal Year	FYTD Cash Flow (amounts in 000's)	
	Actual	Budget	Variance \$	Variance %		Budget	OPERATING
REVENUES						INFLOW	
PASSENGER FARES	\$ 1,255,994	\$ 1,429,871	(173,877)	-12%	\$ 2,859,741	1,256	-
NON-TRANSPORTATION REVENUES	1,351,731	1,354,464	(2,733)	0%	2,708,928	1,601	-
FEDERAL GRANTS (5307)	4,653,252	5,163,829	(510,577)	-10%	10,327,658	8,832	-
FEDERAL GRANTS (5311)	259,082	259,082	0	0%	518,163	562	-
PROPERTY TAXES	729,524	729,524	0	0%	1,459,048	750	-
TDA - LTF	1,753,200	2,798,876	(1,045,676)	-37%	5,597,751	9,397	-
LCTOP	883,133	883,133	0	0%	1,766,265	1,766	-
MEASURE K	2,853,015	2,853,015	0	0%	5,706,030	2,850	-
SB 125**	14,373,261	14,373,261	0	0%	28,746,521	-	-
FEDERAL ARPA (5311)	-	595,000	(595,000)	-100%	1,190,000	-	-
FEDERAL CRRSSA (5311)	-	-	-	-	-	329	-
CAPITAL PROJECTS CASH INFLOW	-	-	-	-	-	-	12,976
TOTAL REVENUES	\$ 28,112,191	\$ 30,440,053	(2,327,862)		\$ 60,880,105		
CASH INFLOW OPERATING & CAPITAL						27,343	12,976
TOTAL CASH INFLOW						40,319	
EXPENSES						OUTFLOW	
WAGES AND FRINGE BENEFITS	17,330,336	21,327,166	3,996,830	19%	42,654,331	18,718	-
SERVICES	2,905,265	2,831,465	(73,800)	-3%	5,662,930	3,229	-
MATERIALS & SUPPLIES	2,113,537	2,390,847	277,310	12%	4,781,694	2,371	-
UTILITIES	626,125	702,539	76,414	11%	1,405,078	574	-
INSURANCE	987,406	780,913	(206,493)	-26%	1,561,826	2,450	-
TAXES	206,550	187,393	(19,157)	-10%	374,786	207	-
PURCHASED TRANSPORTATION	1,403,104	1,242,724	(160,380)	-13%	2,485,448	1,259	-
MISCELLANEOUS EXPENSES	286,287	977,006	690,719	71%	1,954,013	371	-
CAPITAL PROJECTS CASH OUTFLOW	-	-	-	-	-	-	13,751
TOTAL EXPENSES	\$ 25,858,610	\$ 30,440,053	4,581,443		\$ 60,880,105		
CASH OUTFLOW OPERATING & CAPITAL						29,177	13,751
TOTAL CASH OUTFLOW						42,928	
Net Revenue (Deficit)	2,253,581	-	2,253,581		-	-2,609	

****SB 125 \$14,373,261 HAS NOT BEEN RECEIVED YET**

Explanation for unfavourable variances greater than 5%

REVENUES

PASSENGER FARES = Bus pass sales of 31 Day Student and Commuter routes are lower than projected.

FEDERAL 5307 = Preventive Maintenance revenue is recorded based on actual expenses and not the budget.

TDA-LTF = RTD's LTF apportionment was reduced by approximately \$1.9mil because the City of Mountain House is now an eligible recipient of LTF funds.

FEDERAL ARPA 5311 = Revenue will be recorded based on actual expenses and not the budget.

EXPENSES

INSURANCE = Annual Premiums for Excess Auto and General liability is higher than the budget

TAXES = Fuel tax and property assessment taxes are slightly higher than the budget

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>Dec-24</u>	<u>Jan-25</u>	<u>Feb-25</u>	<u>Mar-25</u>	<u>Apr-25</u>	<u>May-25</u>	<u>Jun-25</u>	<u>Jul-25</u>	<u>Aug-25</u>	<u>Sep-25</u>	<u>Oct-25</u>	<u>Nov-25</u>
Beginning Cash Balance	\$62,627	\$69,249	\$66,543	\$73,661	\$70,354	\$69,777	\$75,895	\$74,088	\$70,781	\$78,599	\$74,292	\$78,985
Add: Projected Cash Inflow	11,503	1,813	11,638	1,213	3,943	10,638	2,713	1,213	12,338	213	9,213	213
Less: Projected Cash Outflow	-4,881	-4,520	-4,520	-4,520	-4,520	-4,520	-4,520	-4,520	-4,520	-4,520	-4,520	-4,520
Projected Month-end Cash Balance	\$69,249	\$66,543	\$73,661	\$70,354	\$69,777	\$75,895	\$74,088	\$70,781	\$78,599	\$74,292	\$78,985	\$74,678
OPERATING CASH INFLOWS:												
Fare Revenue	180	200	200	200	200	200	200	200	200	200	200	200
Advertising, Rental, & Other Income	13	13	13	13	13	13	13	13	13	13	13	13
Interest		600				330		1,000				
Federal 5307	8,832		2,000			2,000		2,000		2,000		
Property tax Revenue	724					400			200			
TDA-LTF		1,000	1,000	1,000	1,000	1,000	500					
SB-125			7,000			8,000			8,500		9,000	
Measure K Operating	1,425		1,425			1,425			1,425			
Federal 5311 CRRSAA	329											
Projected Operating Cash Inflow	11,503	1,813	11,638	1,213	3,943	10,638	2,713	1,213	12,338	213	9,213	213
OPERATING CASH OUTFLOWS:												
Payroll and Payroll Related Expenses	3,266	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800
Accounts Payable Check-runs	959	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500
Purchased Transportation Invoices	656	220	220	220	220	220	220	220	220	220	220	220
Projected Operating Cash Outflow	4,881	4,520	4,520	4,520	4,520	4,520	4,520	4,520	4,520	4,520	4,520	4,520
Net Operating Cash Flow	6,622	-2,707	7,118	-3,307	-577	6,118	-1,807	-3,307	7,818	-4,307	4,693	-4,307
CAPITAL CASH INFLOWS:												
Other												
Projected Capital Cash Inflow	0	0	0	0	0	0	0	0	0	0	0	0
CAPITAL CASH OUTFLOWS:												
Other												
Projected Capital Cash Outflow	0	0	0	0	0	0	0	0	0	0	0	0
Net Capital Cash Flow	0	0	0	0	0	0	0	0	0	0	0	0

Funds Kept at:	
Bank of Stockton	2,035
County Treasury	<u>67,214</u>
Total	<u><u>69,249</u></u>

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

REPORT: FEDERAL LEGISLATIVE UPDATE

PRESIDENTIAL TRANSITION

December 21, 2024: President-elect Trump announced on social media his intent to nominate David A. Fink as Administrator of the Federal Railroad Administration (FRA) and the Department of Transportation. Fink was formerly the CEO of Massachusetts based short line railroad Pan Am Railways. The position requires Senate confirmation. None of the other DOT "modal administrator" nominees, such as FTA have been chosen to date.

January 7, 2025: Senate Commerce Committee Chair Ted Cruz (R-TX) has tentatively set a January 15 confirmation hearing for the Trump nominee for Transportation Secretary, former Rep. Sean Duffy of Wisconsin. Duffy is expected to be confirmed easily.

Impact on RTD: Information purposes only.

119th CONGRESS

January 3, 2025: Members of the House and Senate were sworn in and the first session of the 119th Congress officially began. House Speaker Mike Johnson (R-LA) was re-elected to that post, but only after some significant arm-twisting from the President-elect. With a small GOP House majority (currently 219-214 with one vacant Republican seat), Johnson could continue to face opposition from those within his own party who believe he relies too heavily on Democratic votes to pass major legislation.

Johnson was provided with a little breathing room in the new House rules package. It will now take at least nine Members to bring a "motion to vacate" the Speaker's Chair, as opposed to one from the last Congress.

With a new majority in the Senate (53-47), Republicans chose Senator John Thune of South Dakota as Majority Leader.

Newly elected Senator Adam Schiff (D-CA) was sworn-in and assigned to the Senate Judiciary and Environment and Public Works Committees. Democratic Reps. Josh Harder and Adam Gray from San Joaquin County were also sworn in. Harder is expected to remain on the House Appropriations Committee while Gray has not been assigned committees to date.

Impact on RTD: Information purposes only.

FY 2025 BUDGET

December 20, 2024: The House and Senate approved, and President Biden signed into law, another Continuing Resolution (CR) to keep the government running in the absence of a final FY 2025 budget. The new CR expires at the end of the day on March 14, 2025. The measure also includes approximately \$100 billion in federal disaster assistance, mainly FEMA funds for federally declared disasters in 2023 and 2024.

While Congress could continue to negotiate a final FY 2025 budget using the funding levels proposed by the House and Senate last summer, Republicans could seek to make significant changes now that they are in control of the House, Senate, and on January 20, the White House.

While Congress has not traditionally cut funding from authorized levels for federal transit formula programs, there will be significant pressure to reduce all federal domestic discretionary spending to offset the expected costs of two major Trump priorities: extending and expanding the expiring tax cuts first enacted in 2017, along with the cost associated with deporting the approximately 12 million undocumented persons currently residing in the U.S.

Impact on RTD: In early 2025, Congress will likely reconsider the FY 2025 budget proposals from this summer, which could conceivably result in cuts to federal transit programs that benefit RTD.

FEDERAL GRANT OPPORTUNITIES, AWARDS & NOTICES

December 4: The IRS released final rules for the Section 48 Energy tax credits: <https://tinyurl.com/377sxkmt>

December 9: DOT is proposing a waiver of the domestic preference requirements to transit-oriented development projects that receive credit assistance through the Transportation Infrastructure Finance and Innovation Act loan program. Comments were due December 24: <https://tinyurl.com/4a7dpruy>

December 9: DOT issued a proposed rule to provide interim drug testing procedure provisions to address unforeseen circumstances, rendering it impossible to comply with requirements in a final rule from May 2023. Public comments were due January 8: <https://tinyurl.com/4cpatcrc>

December 16: DOT awarded over \$130 million for 42 technology demonstration projects through the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program: <https://tinyurl.com/ms7vkru8>

December 17: DOT is seeking public comments on its Federal Flood Risk Management Standard Interim Guidelines. Comments are due February 18:
<https://tinyurl.com/yckh9xth>

December 17: FTA published an updated policy guidance for the Capital Investment Grants program: <https://tinyurl.com/3mksa7zp>

December 18: DOT is soliciting applications for its FY 2025 Commercial Motor Vehicle Operator Safety Training grant program. Applications are due February 25:
<https://tinyurl.com/5n7p4d92>

December 18: DOT published a final rule to adopt the Architectural and Transportation Barriers Compliance Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way. This rule is effective January 17, 2025:
<https://tinyurl.com/27f7m84z>

December 20: FTA issued a notice and is seeking public feedback regarding a proposed Buy America waiver for battery electric minibuses. Comments were due January 6: <https://tinyurl.com/48bu875r>

December 23: DOT announced nine winners of its Modernizing National Environmental Policy Act challenge: <https://tinyurl.com/4pfbhdd9>

Impact on RTD: Information purposes only.

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

REPORT: **STATE LEGISLATIVE UPDATE**

General Update

On January 6, the Legislature reconvened in Sacramento for the continuation of the 2025-26 Regular Legislative Session. This follows the initial convening for the Regular Legislative Session on December 2 during which legislators who stood for election in November 2024 were sworn-in and legislators in both houses selected their legislative leaders, adopted joint rules, and introduced the first round of legislation.

Concurrent with the Legislature’s return to Sacramento, on January 6, Governor Newsom provided Californians with a preview of the proposed Fiscal Year 2025-26 State Budget. While only topline budget details are available at this time, we now know that the Governor will unveil a \$322.2 billion balanced budget with no deficit that contemplates \$16.9 billion in budget reserves. The full budget will be released by the Newsom Administration and will be presented to the public by the California Department of Finance on January 10.

For information about key legislative and budget deadlines, please see the 2024 Legislative Calendar available [here](#).

In this report, we provide an update on new committee chairs, the release of draft SB 125 guidelines, the California State Transportation Agency’s Transit Transformation Task Force, and funding for zero- emission buses and infrastructure.

Potential Impact to RTD: N/A – General Update

Legislative Leaders Announce Committee Chairs

On December 27 and January 3, respectively, Assembly Speaker Robert Rivas (D-Hollister) and Senate President pro Tempore Mike McGuire (D-North Coast) announced committee chair appointments.

Chair appointments to committees with jurisdiction over policy and budgetary matters of importance to RTD include the following:

Assembly

- Appropriations: Assembly Member Buffy Wicks (D-Oakland)
- Budget: Assembly Member Jesse Gabriel (D-Encino)

- Budget Subcommittee No. 4 on Climate Crisis, Resources, Energy, and Transportation: Assembly Member Steve Bennett (D-Ventura)
- Emergency Management: Assembly Member Rhodesia Ransom (D-Stockton) **[RTD Delegation Member]**
- Local Government: Assembly Member Juan Carrillo (D-Palmdale)
- Housing and Community Development: Assembly Member Matt Haney (D-San Francisco)
- Natural Resources: Assembly Member Isaac Bryan (D-Los Angeles)
- Revenue and Taxation: Assembly Member Mike Gipson (D-Los Angeles)
- Transportation: Assembly Member Lori Wilson (D-Suisun City)
- Utilities and Energy: Assembly Member Cottie Petrie-Norris (D-Irvine)

Senate

- Appropriations: Senator Anna Caballero (D-Merced)
- Budget and Fiscal Review: Senator Scott Wiener (D-San Francisco)
- Budget and Fiscal Review Subcommittee No. 2 on Resources, Environmental Protection, and Energy: Senator Ben Allen (D-Santa Monica)
- Budget and Fiscal Review Subcommittee No. 5 on Resources, Environmental Protection, and Energy: Senator Laura Richardson (D-San Pedro)
- Energy, Utilities, and Communications: Senator Josh Becker (D-Menlo Park)
- Environmental Quality: Senator Catherine Blakespear (D-Encinitas)
- Housing: Senator Aisha Wahab (D-Hayward)
- Local Government: Senator Maria Elena Durazo (D-Los Angeles)
- Natural Resources and Water: Senator Monique Limon (D-Santa Barbara)
- Revenue and Taxation: Senator Jerry McNerney (D-Pleasanton) **[RTD Delegation Member]**
- Transportation: Senator Dave Cortese (D-San Jose)

The full announcements can be found on the websites for the [Speaker](#) and [President pro Tempore](#).

Potential Impact to RTD: Committee chairs have significant influence over legislation and budget appropriations that impact RTD. RTD may benefit from the appointment of two of its delegation members to the role of committee chairs as they will be able to bring to their policymaking familiarity and awareness of RTD's priorities and needs. Additionally, while not indicated in the list of chairs above, it is important to note that Assembly Member Heath Flora, a member of RTD's delegation, was appointed to serve as Vice Chair of the Assembly Budget Committee. He, too, will be able to bring to his work on the budget committee familiarity and awareness of RTD's priorities and needs.

CalSTA Releases Draft Guidelines for SB 125 Programs

On December 19, the California State Transportation Agency released for public comment [draft guidelines governing the distribution of the second year of SB 125 funding](#) as well as a draft annual reporting template.

Our advocacy team worked with RTD staff to develop a comment letter that seeks additional edits to the draft guidelines to further conform program requirements with the statute that established the program as well as statutory intent for the SB 125 funding. The final guidelines and templates are expected to be published by CalSTA on January 10.

Potential Impact to RTD: The draft guidelines are largely “rollover” guidelines relative to the final guidelines for the first year of SB 125 funding. That said, the draft guidelines include a series of important clarifications, intended to ensure SB 125 funding is administered regionally in a manner consistent with the statute that established the program. These clarifications restate that SB 125 funding can be used for transit capital and operations, including service expansion.

CalSTA’s Transit Transformation Task Force Holds Seventh Meeting, Next Meeting to Take Place in Riverside

The California State Transportation Agency's Transit Transformation Task Force met for its seventh meeting on December 10 in the City of Clovis.

This meeting continued the Task Force's work to develop a report of recommendations, required by [SB 125 \(Committee on Budget and Fiscal Review\) \[Chapter 54, Statutes of 2023\]](#) to be submitted to the California State Legislature by October 31, 2025. Specifically, this meeting invited new discussion between Task Force members around recommendations for the topics of fleet and asset management, including the Innovative Clean Transit regulation; new options for revenue sources to fund transit operations and capital projects to meet necessary future growth of the system for the next 10 years; and state departments or agencies to be responsible for transit oversight and reporting. Additionally, this meeting included review of the draft staff report of findings and recommendations on the topics of workforce opportunities, land use and housing policies, and transit-oriented development and value capture. These topics were the subject of initial discussion at Task Force meetings held on August 29 and October 28. At the Task Force meeting, Task Force members took action to direct CalSTA to further refine the draft staff report of findings and recommendations on these topics.

As we have highlighted for you in our last few reports, the California Transit Association (the trade organization to which RTD belongs) continues to lead engagement in the Task Force discussions on behalf of California transit agencies. To inform the positions it takes at Task Force meetings, the Association continues to engage its membership on the challenges / barriers they face in delivering improvements to transit service and has convened an internal Transit Transformation Advisory Committee to develop policy recommendations (for breaking past these challenges) for submittal to the Task Force.

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 are available on [CalSTA's website](#).

The next Task Force meeting will take place on February 5 in Riverside.

Potential Impact to RTD: RTD's must continue to monitor the work of the Transit Transformation Task Force, as its recommendations may become new laws or regulations impacting the agency. RTD has continued to directly influence the California Transit Association's involvement on the Task Force and its recommendations through RTD CEO Alex Clifford's participation in the Association's Transit Transformation Advisory Committee.

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.

Zero-Emission Transit Bus Funding

Vehicles:

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – Transit Set-Aside (\$46.7 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 (\$10 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: [Funding cycle remains open](#)



LEAD STAFF: MERAB TALAMANTES, DIRECTOR OF ADMINISTRATION

REPORT: MID-YEAR UPDATE OF RTD'S 12-MONTH WORK PLAN FOR STRATEGIC INITIATIVES

I. SUMMARY

- RTD is pleased to present the mid-year update for the FY 2025 12-Month Work Plan, detailing progress across six strategic focus areas: employees, customers, financial health, operational excellence, community relations, and innovation.
- Significant advancements include the implementation of technology upgrades, service enhancements, employee development programs, and financial and operational improvements.
- The attached mid-year update provides a detailed account of achievements, challenges, and next steps to ensure continued alignment with RTD's strategic goals.

II. DISCUSSION/BACKGROUND

In alignment with RTD's commitment to transparency and continuous improvement, this mid-year update highlights progress on the FY 2025 Strategic Plan, originally adopted by the Board. The 12-Month Work Plan, developed to operationalize the Strategic Plan, includes specific, measurable steps to track progress across critical areas.

Key highlights from the mid-year update include:

- **Employees:** Enhanced safety plans, career development initiatives, and leadership training programs have been implemented to support staff growth and well-being.
- **Customers:** Progress includes service expansion plans, such as the January 2025 restoration of weekend services, and technology upgrades like the RTD Realtime Rider App and the Vontas OnRoute migration.
- **Financial Health:** Efforts to increase farebox recovery and secure grants have resulted in measurable financial improvements and strengthened partnerships.
- **Operational Excellence:** Modernization of fleet and facilities, KPI-driven decision-making, and fare evasion reduction strategies are improving service quality and efficiency.
- **Community Relations:** RTD has strengthened engagement with local councils, community stakeholders, and legislative representatives, fostering partnerships to advocate for public transit initiatives.

- Innovation: The launch of cutting-edge technologies, including the RTD Realtime Rider App and upgrades to Vehicle Logic Units, has enhanced operational capabilities.

The attached mid-year update reflects RTD's progress and commitment to delivering on its strategic objectives while adapting to evolving business needs. Staff remains focused on ensuring the success of the work plan through continuous monitoring, collaboration, and adjustments as required.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with all the Board's Strategic Priorities.

Strategic Priorities:

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

IV. CUSTOMER IMPACT

This initiative is designed to enhance the overall customer transit experience by addressing key needs such as service reliability, accessibility, and convenience. By implementing service expansions, cutting-edge technology, and streamlined operations, RTD aims to provide seamless, efficient, and customer-focused transit solutions that improve accessibility to jobs, education, and leisure activities while ensuring rider satisfaction and trust in our services.

V. FINANCIAL CONSIDERATIONS/IMPACT

None.

VI. CHANGES FROM COMMITTEE

None.

VII. ALTERNATIVES CONSIDERED

There is no alternative; this action is needed to monitor the success of the plan throughout the year.

VIII. ATTACHMENTS

Attachment A: Update: FY 2025 12-Month Work Plan for Strategic Initiatives

Prepared by: Merab Talamantes, Director of Administration

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
Cover Page



EMPLOYEES	
<p>Initiative 1: Enhance safety with effective communication systems in the workplace and develop a cohesive safety plan for frontline employees.</p> <p>Lead staff: Safety, Security, and Risk</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> The Agency Safety Plan has been updated as required by the Federal Transit Administration. The plan includes the processes and procedures to implement a Safety Management System (SMS), which is a comprehensive, collaborative, and systematic approach to managing safety.
<p>Initiative 2: Encourage and support employees to continually advance their careers by aligning training to improve and develop professionally and personally.</p> <p>Lead staff: HR</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> Employee Survey - Career Aspirations - After review of results, training needs have been identified to encourage growth, development, and current needs for performance in current positions. In November 2024, HR began providing a two-part series of Basic Excel training sessions. The first set of 7 quick training links was sent to all administrative staff to assist them in brushing up on Excel skills. The second set, with more advanced skill training, will be sent the first week of January. In November 2024, HR launched a partnership with San Jose State University to offer graduate studies in Transportation Management. Employees can choose to pursue a Master of Science degree or graduate-level certificate.
<p>Initiative 3: Deliver immediate and impactful feedback through inclusive decision-making.</p> <p>Lead staff: Safety, Security, and Risk, with Marketing</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> Enhanced Safety Form: The safety form has been updated to include an employee suggestion feature accessible via the existing safety QR code, with suggestions forwarded to a newly created "DL-Quality team" email distribution for



<p>Continued from page 1.</p>	<p>review by department heads and executives.</p> <ul style="list-style-type: none"> Streamlined Meetings: The quarterly safety committee meeting has been restructured as the "Safety/Quality Committee Meeting," allowing extended discussions on resolutions while reducing the need for additional meetings. Employee Engagement: Regular updates on suggestion resolutions will be provided during one-on-one meetings with department heads, fostering collaboration and highlighting RTD's commitment to frontline and union employee contributions.
<p>Initiative 4: Provide support programs to provide greater career opportunities.</p> <p>Lead staff: HR</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> Currently identifying additional programs to encourage career growth. Reestablished supportive relationship with Mentor Program. HR is supporting and becoming key in all SJRTD apprenticeship programs
<p>Initiative 5: Deliver a mental health and wellness program to achieve optimal work-life balance.</p> <p>Lead staff: HR with help of Safety, Security, and Risk</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> We did infer, from the small sample size, that mental health is suffering in our workplace. Concerns regarding work-life balance and job-related stress are primary considerations In December 2024, HR hosted a wellness event that met employees in their workplace (DTC, RTC, CTC, UTS, and HTS). The purpose of this event was to educate and reinforce mental health support currently in place and free to employees.
<p>Initiative 6: Build a bridge that transforms frontline workers into leaders.</p>	<p>Progress Update:</p>

<p>Lead staff: HR and Transportation</p> <p>Continued from page 2.</p>	<ul style="list-style-type: none"> • HR and Transportation leadership successfully identified two Maintenance supervisors accepted into the transition from frontline to supervisor training with CTAA. • Currently working on scheduling Transportation Supervisors for NTI Frontline to Supervisor Training. • Additional administrative training with NTI
<p>Initiative 7: Implement Employee Succession Plan for Business Continuity</p> <p>Lead staff: HR</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> • This initiative has not made much progress due to the departure of the previous HR Director. A previously identified potential plan is no longer viable. • Staff is reassessing this initiative and the approach to business continuity. • Other factors to consider in this initiative may include attrition data, and correlation to initiatives 2 and 7.
<p>CUSTOMERS</p>	
<p>Initiative 1: Implement cutting-edge software applications and service improvements to enhance the customer experience.</p> <p>Lead staff: Marketing/Customer Engagement and IT</p>	<p>Modernize the Transit Tech Stack</p> <p>Progress Update:</p> <ul style="list-style-type: none"> • Accelerated Completion: The Vontas OnRoute upgrade and migration were completed in just three months by streamlining the planning, testing, training, and implementation phases. • Efficient Deployment: Collaboration with internal staff and Vontas ensured seamless planning, rigorous testing, integrated training, and a successful rollout, minimizing downtime and meeting all operational requirements. • Operational Readiness: The project aligned with strategic goals by emphasizing quality, user training, and performance, with post-implementation support



Continued from page 3.	mechanisms ensuring smooth system stabilization.
<p>Initiative 2: Implement forefront security technologies and safety protocols to significantly enhance customer safety.</p> <p>Lead staff: Safety and IT</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> The initiative to implement cutting-edge security technologies and safety protocols is moving forward and is now entering the procurement phase to secure necessary resources and solutions.
<p>Initiative 3: Ensure services not only meet but exceed customer expectations for a seamless transportation experience by addressing customer needs.</p> <p>Lead staff: Marketing, Customer Engagement, and Service Development and Planning</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> Customer Engagement and Marketing continues actively listening to rider’s feedback and using it to improve communication strategies to keep riders informed about their schedules, rider alerts, and service change updates. Vamos app continues to be pushed as a seamless option for riders to plan their trip and bus tickets on the go. Revamp of the Customer Service Window signage has improved wayfinding for riders. Revamp of the Weber Avenue bus stop signs have made it easier for riders to identify their buses as they arrive. Revamp of the Mall Transfer Station bus stop signs are in progress and will have the same methodology as Weber Avenue.
<p>Initiative 4: Simplify fare transactions and improve the overall efficiency of the customer's journey.</p> <p>Lead staff: Marketing and Customer Engagement</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> Vamos app continues to be pushed as a seamless option for riders to plan their trip and bus tickets on the go. Continuing to encourage and educate cash-paying customers to pay directly on the bus without having to purchase at the window or fare vending machine.
<p>Initiative 5: Implement service increases and improvements, especially</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> RTD has planned significant



<p>to underserved communities, places of employment, and leisure activities.</p> <p>Lead staff: Service Development and Planning</p> <p>Continued from page 4.</p>	<p>service expansions for January 2025, supported by ongoing operator recruitment efforts.</p> <ul style="list-style-type: none"> • In January, weekend County Hopper service will be restored, enhancing access for underserved neighborhoods in San Joaquin County. • The next phase will expand weekend local services in Stockton, improving access to jobs and leisure activities for underserved communities.
<p>FINANCIAL HEALTH</p>	
<p>Initiative 1: Leverage Grants, Revenue Contracts, and Strategic Partnerships for Sustainable Ridership Growth</p> <p>Lead staff: Government affairs, Grants, Marketing, Service Development and Planning, Finance, and Financial Planning</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> • Identified 17 potential competitive and formula grants and 6 potential revenue contracts to support operational and strategic initiatives. • Engaged with 11 strategic partners, including renewed collaboration with the City of Ripon (agreement renewed in June 2024, with planning for a multiyear renewal in early 2025) and initial discussions with Mountain House representatives on potential transit operations agreements. Both cities have been invited to join Access San Joaquin monthly meetings. • Progressing partnerships with Aspire Public Schools (meeting scheduled for December 2024 to discuss student transit options) and the San Joaquin County Office of Education (plans for SJCOE cabinet members to experience bus rides with students in February 2025).



<p>Initiative 2: Revamp RTD’s business strategy with thorough input from the community, driving financial resiliency.</p> <p>Lead staff: Marketing leads with all departments involved</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> • Working with the DA’s office to help pay for the Fentanyl awareness bus wraps. • Working with the Stockton Kings and the Stockton Ports on ways to do a trade deal that could benefit both entities in terms of marketing our place in the market. • Safety and Security identified numerous riders partially paying their fares. Most of these riders are on routes along popular social services. Driver interventions have increased their risk of being assaulted. Customer Engagement is working with the agencies trying to push them to buy All-Day passes versus 1-Ride to help mitigate some of the issues upon boarding the bus.
<p>Initiative 3: Align business decisions with robust key performance indicators, transparency, and a steadfast commitment to fiduciary accountability.</p> <p>Lead staff: Executive and Operations</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> • Key performance indicators (KPIs) have been established and are being reviewed monthly. This data is actively considered to inform service improvements and address operational needs agency-wide.
<p>Initiative 4: Increase farebox recovery and reduce fare evasion</p> <p>Lead staff: Safety, Security, Risk and Finance</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> • Conducted a five-year analytical review of farebox collections across all services. • Finance is collaborating with Transportation, Maintenance, Safety, and IT to address and improve cash fare variances, focusing on the Van Go! Service. • Contracted security guards have been deployed on high-risk routes, successfully reducing fare evasion to nearly zero percent.



OPERATIONS EXCELLENCE	
<p>Initiative 1: Revitalize service offerings while being agile to customer needs and funding availability.</p> <p>Lead staff: Service Development and Planning, Marketing, Finance, and Grants</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> RTD has planned the restoration of weekend service on Intercity Service on January 2025. This aims to meet passengers’ needs by providing better accessibility throughout San Joaquin County on weekends and aligns with our initiative to improve service to underserved communities. While RTD works on these service improvements, staff ensures these are in line with the available budget and funding resources.
<p>Initiative 2: Continuously Assess the Efficacy of Service Design to Deliver Quality Transit Experience</p> <p>Lead staff: Service Development and Planning, Marketing, and Customer Engagement</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> RTD monitors key performance indicators (KPIs) such as ridership, service reliability, and service efficiency to assess the performance of its services. Additionally, customer feedback is reviewed to ensure that the service meets expectations and progresses in the right direction. Improvements made in the last year have positively affected ridership, which continues to grow year over year.
<p>Initiative 3: Create and establish departmental key performance indicators.</p> <p>Lead staff: Safety, Security, and Risk, Finance, Maintenance, Transportation, Service Planning and Development, Marketing, Customer Engagement, Facilities, IT, Procurement, and Human Resources</p>	<p>Progress update:</p> <ul style="list-style-type: none"> Key performance indicators (KPIs) have been successfully established for all departments. Each department is now providing monthly and quarterly reports to the CEO, ensuring ongoing data collection and analysis to support organizational objectives.
<p>Initiative 4: Continue to assess and implement cutting-edge software solutions agency-wide.</p>	<p>Modernize the One Solution Financial System</p> <p>Progress Update:</p> <ul style="list-style-type: none"> Phases 1-3 Completed: The

<p>Lead staff: IT</p> <p>Continued from page 7.</p>	<p>planning, network infrastructure preparation, and migration phases have been successfully completed, with the HR department fully operational on the new platform, marking a significant milestone.</p> <ul style="list-style-type: none"> • User Acceptance Testing (UAT): Payroll workflows are being tested using live data to ensure accuracy and reliability, with adjustments being addressed to optimize system performance. • Next Steps: Finalizing UAT and preparing for full-scale deployment across all departments to ensure seamless adoption and alignment with strategic goals for enhanced efficiency.
<p>Initiative 5: Continue to replace aging vehicles with zero-emission vehicles to comply with Innovative Clean Transit (ICT) regulation, State of Good Repair, and Transit Asset Management practices.</p> <p>Lead staff: Maintenance</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> • Maintenance has worked with Operations and Safety to identify improvements in safety and comfort for the drivers and passengers. • Maintenance has identified areas of improvement on portions of the Preventive Maintenance Inspections (PMIs) and are currently making changes to the PMIs.
<p>COMMUNITY RELATIONS</p>	
<p>Initiative 1: Amplify RTD’s values to the community by fostering meaningful public engagement that informs, involves, and empowers individuals to utilize and advocate for public transit.</p> <p>Lead staff: Marketing and Customer Engagement</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> • Customer Engagement continues to discover and be invited to many community outreach events. As of 12/31, we have attended 19 community events and hosted 3 events. • Marketing continues to release communications on places customers can go on RTD through the Rediscover Your City campaign



<p>Continued from page 8.</p>	<p>which is driving a high rate of impression and engagement rates on social media.</p>
<p>Initiative 2: Showcase RTD as a leading example of safe, efficient, clean, and affordable transportation.</p> <p>Lead Staff: Marketing</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> • RTD showcased its new fleet of hydrogen fuel cell buses with an unveiling event in October 2024. Attendees include local, state, and federal officials, elected officials, dignitaries, transit partners, and neighboring transit agencies. • Build-a-Bus and brochures are given away at community outreach events to help educate and share our new bus technologies. • Marketing continues to focus messaging on providing accessible public transportation within disadvantaged communities online and offline and participate in any community outreach opportunities within those areas. • Marketing continues to promote services and benefits through digital and print ads through San Joaquin County through general brand awareness campaigns and target campaigns that resonate with students, seniors, those with disabilities, those with medical appointments, retirees, and those who advocate for public transportation. • Marketing continues to participate in networking events that open doors to potential partnership that allows for co-promotions and public-private partnerships such as the Jose Hernandez and Fentanyl Awareness bus. We are having discussions with the Stockton Ports, Stockton Kings, and Miracle Mile Association about some level of partnerships to help stimulate



<p>Continued from page 9.</p>	<p>ridership while also boosting foot traffic to their businesses.</p>
<p>Initiative 3: Actively promote RTD services to regional governing boards, chambers of commerce, transit-dependent resource groups and centers, educational institutions, and stakeholders.</p> <p>Lead staff: Executive, Marketing, and Customer Engagement</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> • RTD continues to use Chamber of Commerce resources as a tool to promote its services via email blast and at networking events. • RTD continues to work with many community-based organizations (CBOs) and SUSD to educate them about the importance of Respect the Ride
<p>Initiative 4: Continue to forge and enhance relationships with regional partners to broaden and refine existing and forthcoming public transportation initiatives and maximize benefits for the community.</p> <p>Lead staff: Executive, Marketing, and Customer Engagement</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> • The CEO conducts one-on-one meetings and provides annual updates to local councils, county boards, and regional stakeholders. Additionally, the CEO attends monthly meetings with transit leaders, business organizations, and key community stakeholders to strengthen partnerships and align objectives and maintains annual engagement with federal and state representatives to advocate for RTD initiatives and priorities. • RTD CEO and staff regularly participate in quarterly and monthly meetings with regional agencies and actively engage in key committee and board discussions.
<p>INNOVATION</p>	
<p>Initiative 1: Increase ridership with the use of cutting-edge technology.</p> <p>Lead staff: IT</p>	<p>Launch RTD Realtime Rider App</p> <p>Progress Update:</p> <ul style="list-style-type: none"> • The Agile development plan has been finalized, ensuring project goals are aligned to provide real-time route information through a system map and SMS alerts. • Development is on track, with initial builds completed and user acceptance testing (UAT)

<p>Continued from page 10.</p>	<p>underway to refine features. The beta build is scheduled for release on January 1, 2025.</p> <ul style="list-style-type: none"> The project is efficiently advancing toward full implementation, with deployment to staff and public ridership planned shortly after the beta phase.
<p>Initiative 2: Proactively monitor and maintain our fleet to ensure a safe, comfortable, and accessible ride for our operators and passengers.</p> <p>Lead staff: Maintenance</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> Maintenance has completed the inventory assessment and identified buses in need of replacement and is currently working with Finance to identify funding for the replacement plan provided to the management.
<p>Initiative 3: Deliver a robust hydrogen refueling infrastructure to ensure sustainable, seamless operations for the hydrogen fuel-cell buses.</p> <p>Lead staff: Operations</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> Staff, in collaboration with a consultant, is assessing Cryogenic (liquid) and Gaseous hydrogen fueling platforms, with an emphasis on Cryogenic systems for their efficiency, storage capabilities, and high fill capacity for fuel cell electric buses (FCEBs). A comprehensive Scope of Work (SOW) has been developed to evaluate and procure the most suitable system, ensuring compliance with California regulations and uninterrupted hydrogen availability. The SOW is currently under review by consultant with intent to release to Procurement by mid or latter part of January 2025. Conditions iterated in the SOW establish conditions under which provider will ensure availability of Hydrogen, meeting CA development requirements, reliable delivery, storage and dispensing system deemed most



<p>Continued from page 11.</p>	<p>appropriate for RTD requirements, and contingency conditions for uninterrupted availability of Hydrogen fuel and dispensing capabilities.</p>
<p>Initiative 4: Assess and maintain the Business Continuity Plan to further improve resiliency.</p> <p>Lead staff: Safety, Security, and Risk</p>	<p>Progress Update:</p> <ul style="list-style-type: none"> The American Public Transportation is in the process of revising its standards addressing considerations to help transit agencies create and implement a Continuity of Operations Plan as directed by the Security and Emergency Management Standards Policy and Planning Committee. Revisions to the current plan are on hold until the new standards are available.
<p>Initiative 5: Implement Technology improvements, upgrades, and replacements.</p> <p>Lead staff: IT</p>	<p>Upgrade the Vehicle Logic Unit to Version 8</p> <p>Progress Update:</p> <ul style="list-style-type: none"> Completed fleet assessment and hardware analysis, identifying buses for upgrades and enabling effective planning for procurement and migration.



LEAD STAFF: ALEX CLIFFORD, CEO

I. RECOMMENDED ACTION

Motion to approve meeting minutes from the December 6, 2024, Regular Board of Directors meeting.

II. SUMMARY

- Staff is providing the December 6, 2024, Regular Board of Directors meeting minutes.
- Minutes provide an official record of the discussions, decisions, and actions taken during the previous board meeting.
- Meeting minutes are recorded after each meeting and will be provided for approval at the following regularly scheduled meeting.

III. DISCUSSION/BACKGROUND

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

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

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

V. CUSTOMER IMPACT

Meeting minutes provide customers with transparent agency information.

VI. FINANCIAL CONSIDERATIONS/IMPACT
N/A

VII. CHANGES FROM COMMITTEE
N/A

VIII. ALTERNATIVES CONSIDERED
N/A

IX. ATTACHMENTS

Attachment A: Draft minutes of the RTD Board of Directors Regular Meeting of December 6, 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, DECEMBER 6, 2024

The San Joaquin Regional Transit District (RTD) Board of Directors held a Regular Meeting at 10:30 a.m. on Friday, December 6, 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 10:43 a.m.

2. MOMENT OF SILENCE/REFLECTION Chair Restuccia called for a moment of silence and reflection.

3. SAFETY ANNOUNCEMENT Safety and Security Specialist II Stephen Mota 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
 Balwinder Singh, Director
 Stephan Castellanos, Director

 Alex Clifford, CEO
 Nicole Witt, RTD Legal Counsel

6. PUBLIC COMMENTS
A public comment was received from Elsie Hirata regarding concerns with the Vamos App for the visually impaired.

7. SPECIAL PRESENTATIONS

 A. RECOGNITION OF EMPLOYEES OF THE QUARTER
Daniel Baker was recognized as the Facilities Employee of the Quarter.
Khang Nguyen was recognized as the Maintenance Employee of the Quarter.
Jin Yu was recognized as the Transportation Employee of the Quarter.
Stephen Mota was recognized as the Administration Employee of the Quarter.
Elena Barraza, Ericka Franco, Jessica Jimenez Munoz, Samantha Providence, and Sunny Pannu from the Human Resources (HR) Department received a Team Award.

- B. RECOGNITION OF EMPLOYEES' YEARS OF SERVICE
Corey Cummings, Uvaldo Salinas, and Martel Peterson were recognized for five years of service with RTD.
Sean Murray was recognized for 30 years of service with RTD.

8. REPORTS

- A. CHIEF EXECUTIVE OFFICER UPDATE
CEO Alex Clifford provided an oral update regarding the following topics:
- Hydrogen Fuel Trailer
 - New hire introduction: Director of HR Noel Mink
- B. MARKETING UPDATE
Supervisor of Marketing and Customer Engagement Maximilian Cao provided an update on recent events.
- C. FINANCIAL UPDATE
Finance Manager Ravi Sharma presented the October Revenue and Expense Summary and Cash Flow Projection.
- D. JANUARY 26, 2025, SERVICE IMPROVEMENTS
Planning and Service Development Director Dámaris Galvan provided information on upcoming service improvement plans.

9. INFORMATION ITEMS

Reports provided for information only:

- A. FEDERAL LEGISLATIVE UPDATE
- B. STATE LEGISLATIVE UPDATE
- C. QUARTERLY UPDATE OF GRANT FUNDING
- D. QUARTERLY UPDATE OF CAPITAL PROGRAM
- E. VEHICLE PURCHASE UPDATE

10. CONSENT CALENDAR

- A. MOTION: APPROVING THE MINUTES OF THE OCTOBER 18, 2024, REGULAR BOARD OF DIRECTORS MEETING

ACTION: MOTION: Gary Giovanetti
Roll Call:

SECOND: Les Fong

AYES: Restuccia, Giovanetti, Fong, Singh, Castellanos

ABSENT: NAYES: ABSTAIN:

B. MOTION: ADOPTING THE 2025 BOARD OF DIRECTORS REGULAR MEETING SCHEDULE

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

C. MOTION: APPROVING THE SUBMISSION OF THE RTD AND UNITED CEREBRAL PALSY 9 CUTAWAY VEHICLE REPLACEMENT PROJECT AS A REGIONAL PRIORITY FOR THE SAN JOAQUIN ONE VOICE 2025 FEDERAL LEGISLATIVE AGENDA

The recommendation was modified to correct the number of vehicles from 15 to nine. The motion accepted the modification.

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

D. MOTION: ADOPTING THE REVISED TRAVEL POLICY FOR SAN JOAQUIN REGIONAL TRANSIT DISTRICT (RTD) EMPLOYEES AND GRANTING THE CHIEF EXECUTIVE OFFICER (CEO) THE AUTHORITY TO ADMINISTER THE POLICY AND MAKE FUTURE MODIFICATIONS AS NEEDED TO ENSURE ITS EFFECTIVE IMPLEMENTATION AND ALIGNMENT WITH ORGANIZATIONAL GOALS

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

E. MOTION: APPROVING RTD'S INVESTMENT POLICY AND APPOINTING THE CEO, OR THEIR DESIGNEE, AS TRUSTEE FOR THE PURPOSES OF PLACING INVESTMENTS PURSUANT TO THE INVESTMENT POLICY

CEO Clifford pulled this item from the Consent Calendar. The item will go to the Finance and Audit Committee for its review in January, before being brought back to the Board at the January 2025 meeting.

F. MOTION: APPROVING DISPOSAL OR AUCTION OF TRANSIT VEHICLES AND DIRECT THE CEO TO DISPOSE OF SURPLUS ITEMS IN

CONFORMANCE WITH RTD'S SALE OF SURPLUS EQUIPMENT PROCESS
AND FEDERAL TRANSIT ADMINISTRATION (FTA) REGULATIONS

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

G. RESOLUTION: APPROVING THE REVISIONS TO THE RULES OF
PROCEDURE FOR THE SAN JOAQUIN REGIONAL TRANSIT DISTRICT

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

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

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

I. ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF OCTOBER
2024

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

J. ACCEPT AND FILE: PARATRANSIT OPERATIONS STATUS QUARTERLY
REPORT

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

K. ACCEPT AND FILE: FY25 Q1 KEY PERFORMANCE INDICATORS (KPI)
REPORT

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

ABSENT: NAYES: ABSTAIN:

11. ACTION ITEMS

- A. MOTION: AUTHORIZE ALEX CLIFFORD, THE CEO, AND JULIE SHERMAN, RTD LEGAL COUNSEL, TO SIGN THE SAN JOAQUIN COUNCIL OF GOVERNMENTS' (SJCOG) SENATE BILL (SB) 125 FUND TRANSFER AGREEMENT (FTA) AFTER ALL APPEALS BY RTD FOR FTA MODIFICATION HAVE BEEN EXHAUSTED

The recommendation was modified to include the qualification "after all appeals by RTD for FTA modification have been exhausted." The motion accepted the modification.

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

- B. MOTION: AUTHORIZING THE CEO TO EXECUTE A CONTRACT WITH GILLIG, LLC FOR PURCHASING AND DELIVERY OF UP TO TWENTY-SEVEN (27) HYBRID ELECTRIC BUSES THROUGH THE STATE OF WASHINGTON DEPARTMENT OF ENTERPRISE SERVICES (DES) COOPERATIVE CONTRACT FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$32,400,000

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

- C. 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

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

- D. 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

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

12. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF
Chair Restuccia was recognized by CEO Clifford for being appointed to another four-year term through November of 2028.
13. ADJOURNMENT
Chair Restuccia adjourned the meeting at 12:16 p.m.

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LEAD STAFF: ROBERT KYLE, CFO

I. RECOMMENDED ACTION:

Staff recommends that the RTD Board of Directors: 1) approve RTD’s Investment Policy as presented in Attachment A; and 2) re-appoint CEO Alex Clifford as originally appointed on 1/19/2024 as trustee for the purposes of placing investments pursuant to the Investment Policy.

II. SUMMARY

- As encouraged by state law and best practices, the Board adopted RTD's Investment Policy on January 19, 2024.
- Staff is proposing revisions to the Investment Policy to align with a recent amendment to RTD's enabling legislation.
- The Investment Policy & Protocol was reviewed by the Special Finance & Audit Committee on 1/7/25. As recommended by the Committee, a few minor changes were made.

III. DISCUSSION/BACKGROUND

As encouraged by state law and best practices, the Board adopted RTD's Investment Policy on January 19, 2024. RTD recently secured an amendment to its enabling legislation (AB 1853 (Villapudua)), which includes a change to the types of investments that RTD is authorized to make. Staff now recommends that the Board amend RTD's Investment Policy to align with the new authority set forth in RTD's enabling legislation

Pursuant to California Government Code section 53607, the Board may delegate the authority to invest and reinvest RTD's funds and to sell or exchange securities so purchased for a one-year period. The delegation of authority shall be renewed annually. To facilitate efficient investment of RTD's funds, staff recommends that the Board reappoint CEO Alex Clifford as trustee for the purposes of placing investments pursuant to the Investment Policy.

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. CUSTOMER IMPACT
N/A

VI. FINANCIAL CONSIDERATIONS/IMPACT
N/A

VII. CHANGES FROM COMMITTEE
The Investment Policy & Protocol was reviewed by the Special Finance & Audit Committee on 1/7/25. As recommended by the Committee, a few minor changes were made.

VIII. ALTERNATIVES CONSIDERED
Do nothing, which is not in the best interests of the agency.

IX. ATTACHMENTS
Attachment A: RTD's Investment Policy
Attachment B: RTD's Investment Protocol (for reference only)

Prepared by: Robert Kyle, CFO

X. APPROVALS

Alex Clifford, CEO





Attachment A
Cover Page



BOARD APPROVED

INVESTMENT POLICY

POLICY NO. AP - 006

Adopted January 19, 2024

Revised January 17, 2025

INVESTMENT POLICY
SAN JOAQUIN REGIONAL TRANSIT DISTRICT

Purpose

This statement of Investment Policy is intended to provide guidelines for the prudent investment of San Joaquin Regional Transit District's (RTD) funds, while meeting the daily cash demands, achieving a return on investments, and conforming to all statutes governing the investment of RTD funds.

Scope

This policy applies to all funds and investment activities under the direction of RTD Board of Directors.

Prudence

The standard of prudence to be used by investment officials shall be the "prudent investor" standard and shall be applied in the context of managing an overall portfolio. All persons investing, reinvesting, purchasing, acquiring, exchanging, selling, and managing public funds shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and anticipated needs of RTD, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of RTD.

Investments shall be made with the judgment and care which persons of prudence and discretion, not for speculation, but for investment, considering the safety of their capital as well as the probable income to be derived, and in accordance with the provisions of Government Code Section 53600 et seq. and Public Utilities Code Section 50205 et seq.

Objectives

Safety. Safety of principal is the foremost objective of the investment program. RTD's funds shall be invested in a manner that seeks to ensure preservation of capital.

Liquidity. RTD's investments will remain sufficiently liquid to enable RTD to meet its cash flow requirements.

Return on Investment. RTD's investments shall be designed with the objective of attaining a market rate of return consistent with the constraints imposed by its safety and liquidity objectives.

Delegation of Authority

The ultimate responsibility for investing, reinvesting, and purchasing investments resides with RTD's Board of Directors. Pursuant to California Government Code section 53607, the Board of Directors may delegate this authority to RTD's CEO, Alex Clifford,

who shall thereafter assume full responsibility for those transactions until the delegation of authority is renewed or reassigned with the understanding that such delegation must be renewed in January of each year.

The authority to invest in or reinvest funds of RTD or to sell or exchange securities so purchased is hereby delegated to the CEO of RTD, Alex Clifford. The daily investment activities under the supervision of the CEO are undertaken by the CFO, Robert Kyle.

Investment of Funds

RTD may invest any surplus money in its treasury, including money in any sinking fund, in any of the following:

- ~~1. Its own bonds, notes, or obligations.~~
- ~~2. In any investment or deposit that a local agency may place funds pursuant to laws of the state.~~
- ~~1.3. The San Joaquin County Treasury Investment Pool.~~
- ~~2. Treasury notes, certificates of indebtedness, bills, bonds of the United States, or any other evidence of indebtedness secured by the full faith and credit of the United States.~~
- ~~3. Obligations issued pursuant to the Federal Home Loan Bank Act or the National Housing Act.~~
- ~~4. Treasury notes or bonds of this State, or of any public corporation, municipal corporation, public district, or political subdivision within this State which are legal as security for the deposit of public funds.~~

If RTD invests surplus money pursuant to item 2 above, those investments shall be made in accordance with Government Code Sections 53600-53686.

Reporting Requirements

The CEO, Alex Clifford, shall provide the Board of Directors a quarterly investment report, ~~unless there has been a change in the investment portfolio, then the reporting shall be monthly~~, which shall include the information required by Government Code section 53646. This report will include beginning balance, quarterly transactions, ending balance, and average yield by fund type. The CEO will also provide a monthly report of any changes to RTD's investments.

This Policy ~~should~~ shall be reviewed annually.



Attachment B
Cover Page

Investment Protocol

Document Management Information			
Person responsible:	Chief Financial Officer		
Area of application:	SJRTD		
Document location:	SharePoint/Protocol/		
Original issue date:	January 17, 2025		
Revisions			
Rev. No.	Date	Description	
		Implementation of Protocol	
Recurring Action Items		Responsibility	Frequency
1.	Review Investment Protocol for appropriateness and to align with the directives of the Board and the Chief Executive Officer.	Chief Financial Officer	As needed
Approval Signature			
Chief Executive Officer (CEO)		Date	

1.0 Purpose

- 1.1. To develop a protocol that allows the CEO to decide investment options and amounts as granted by the recent changes to our enabling legislation (AB 1852 [Villapudua]).
- 1.2. To develop a protocol that properly segregates functional responsibilities and provides adequate internal controls to align with best practices.

2.0 Scope

- 2.1. This protocol applies to any funds maintained by San Joaquin RTD.

Investment Protocol

3.0 Responsibility

- 3.1. **CEO:** The CEO will initiate a request form instructing staff to make a change to our investment portfolio. A change can be to either buy or sell any investment vehicle as allowed by the PUC.

4.0 Definitions

- 4.1. **N/A**

5.0 Process

- 5.1. **CEO:** The CEO identifies an allowable investment option and submits the form to the CFO to be counter signed.
- 5.2. **CFO:** The CFO reviews the request to ensure reasonableness and within policy. Once satisfied, countersigns and submits to the Finance Manager.
- 5.3. **Finance Manager:** Finance Manager reviews the request and once satisfied, fills out the appropriate Warrant to transfer funds and submits to the CFO.
- 5.4. **CFO:** The CFO reviews warrant for accuracy and signs off and submits to the CEO for a second signature.
- 5.5. **CEO:** The CEO counter signs and returns to either the CFO or Finance Manager.
- 5.6. **Finance Manager:** Finance Manager submits the warrant to County Treasury with the relevant detail to execute the transaction with the appropriate Financial Institution.
- 5.7. **CEO:** The CEO reports when changes to the investment portfolio are made (buy/sell, etc.) at the next Board Meeting to include rates of return, and the types & duration of those investments.

6.0 References/Related Documents

- 6.1. **N/A**

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LEAD STAFF: RAVI SHARMA, FINANCE MANAGER

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

I. SUMMARY

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

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 December 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 December 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 December 2024.

Prepared by: Ravi Sharma, Finance Manager

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
Cover Page

RTD Check Register for December 2024

Vendor Name	Invoice Date	Invoice Number	Invoice Amount	Payment Date	EFT or Check #
California State Disbursement Unit	12/3/2024	1371867	12.00	12/3/2024	1790
California State Disbursement Unit	12/3/2024	770200192-01	46.15	12/3/2024	1785
Franchis Tax Board	12/3/2024	559159110	\$50.00	12/3/2024	1773
California State Disbursement Unit	12/3/2024	2072702	92.30	12/3/2024	1791
California State Disbursement Unit	12/3/2024	AF15756445	98.30	12/3/2024	1787
California State Disbursement Unit	12/3/2024	2-00000002460197	\$138.46	12/3/2024	1778
California State Disbursement Unit	12/3/2024	1754135	\$138.46	12/3/2024	1779
Franchis Tax Board	12/3/2024	563739907	\$150.00	12/3/2024	1774
California State Disbursement Unit	12/3/2024	15DCS3743	157.50	12/3/2024	1789
Franchise Tax Board	12/3/2024	546558585	\$160.00	12/3/2024	1777
Franchise Tax Board	12/3/2024	1103432037	\$200.00	12/3/2024	1776
California State Disbursement Unit	12/3/2024	2-00000002609655	222.46	12/3/2024	1784
California State Disbursement Unit	12/3/2024	1353083	223.84	12/3/2024	1781
California State Disbursement Unit	12/3/2024	600099	234.00	12/3/2024	1782
California State Disbursement Unit	12/3/2024	FS99265	307.38	12/3/2024	1780
California State Disbursement Unit	12/3/2024	HF19033817	307.50	12/3/2024	1788
California State Disbursement Unit	12/3/2024	1214574	363.69	12/3/2024	1783
US Department of the Treasury	12/3/2024	WG2615239	\$403.33	12/3/2024	1772
Franchise Tax Board	12/3/2024	549597479	\$635.88	12/3/2024	1775
California State Disbursement Unit	12/3/2024	20000002567603.00	865.38	12/3/2024	1786
Aflac	12/3/2024	PAYROLL12323	\$865.44	12/3/2024	EFT
Great West	12/3/2024	GW12324	\$3,253.45	12/3/2024	EFT
Great West	12/3/2024	12324	\$18,000.00	12/3/2024	EFT
US Bank	12/3/2024	US12324	\$204,644.18	12/3/2024	EFT
BIG VALLEY FORD INC. (NPS)	11/14/2024	626333FOW	\$7.50	12/5/2024	EFT
PREVOST CAR / US INC	11/21/2024	902621168	\$10.89	12/5/2024	EFT
NEXT LEVEL PARTS, INC. DBA FAR-GO AUTO PART	11/18/2024	15891-39931	\$13.30	12/5/2024	EFT
Capital Clutch and Brake, Inc.	11/19/2024	1853747	19.29	12/5/2024	1792
GRAINGER	11/21/2024	9324841023	\$19.74	12/5/2024	EFT
AMAZON	11/15/2024	1YY6-37WK-9JJN	\$26.14	12/5/2024	EFT
Calnet	11/28/2024	9391035730	\$30.65	12/5/2024	EFT
TEC EQUIPMENT, INC. (NPS)	11/14/2024	966845D	\$31.02	12/5/2024	EFT
AUTOZONE	11/18/2024	02858993085	\$32.04	12/5/2024	EFT
AUTOZONE	11/18/2024	05684264356	\$32.04	12/5/2024	EFT
AMAZON	11/15/2024	1FTF-7RTX-946F	\$38.01	12/5/2024	EFT
THOMPSON, PAULISHA	11/18/2024	REIMB111824UNIFO	38.42	12/5/2024	EFT
AUTOZONE	11/14/2024	05686991896	\$38.51	12/5/2024	EFT
NFI PARTS	11/15/2024	83565688	\$39.73	12/5/2024	EFT
GILLIG LLC	11/14/2024	41242706	\$51.15	12/5/2024	EFT
NEXT LEVEL PARTS, INC. DBA FAR-GO AUTO PART	11/18/2024	15891-39914	\$51.84	12/5/2024	EFT
MISSION LINEN SUPPLY	11/27/2024	522833325	\$54.43	12/5/2024	EFT
NEXT LEVEL PARTS, INC. DBA FAR-GO AUTO PART	11/14/2024	15891-39737	\$55.71	12/5/2024	EFT
FIFITA, GEORGE	8/9/2024	REIMB8924DMV	\$58.00	12/5/2024	EFT
CREATIVE BUS SALES INC.	11/15/2024	XA128024953:02	\$61.15	12/5/2024	EFT
PREVOST CAR / US INC	11/18/2024	902617054	\$62.13	12/5/2024	EFT
CHASE CHEVROLET (NPS)	11/15/2024	31853	\$65.30	12/5/2024	EFT
NFI PARTS	11/21/2024	83570931	\$70.48	12/5/2024	EFT
AUTOZONE	11/14/2024	00911236790	\$70.54	12/5/2024	EFT
AUTOZONE	11/20/2024	02858995860	\$73.37	12/5/2024	EFT
TESCO TRANSPORTATION EQUIPMENT	11/21/2024	PA0221121	92.68	12/5/2024	EFT
PREVOST CAR / US INC	11/15/2024	902615889	\$94.39	12/5/2024	EFT
GILLIG LLC	11/15/2024	41243168	\$95.20	12/5/2024	EFT

GILLIG LLC	11/19/2024	41244148	\$102.64	12/5/2024	EFT
GILLIG LLC	11/15/2024	41243169	\$108.19	12/5/2024	EFT
BIG VALLEY FORD INC. (NPS)	11/21/2024	626614FOW	\$108.51	12/5/2024	EFT
INTERSTATE TRUCK CENTER LLC	11/21/2024	01P545984	\$126.48	12/5/2024	EFT
NEXT LEVEL PARTS, INC. DBA FAR-GO AUTO PART	11/19/2024	15891-39976	\$129.57	12/5/2024	EFT
CHASE CHEVROLET (NPS)	11/19/2024	32066	\$137.10	12/5/2024	EFT
GENFARE	11/21/2024	90205253	\$137.43	12/5/2024	EFT
AMAZON	11/15/2024	17XH-7GFV-CGP4	\$143.86	12/5/2024	EFT
TESCO TRANSPORTATION EQUIPMENT	11/19/2024	PA0221049	149.78	12/5/2024	EFT
CREATIVE BUS SALES INC.	11/15/2024	XA128024953:01	\$151.34	12/5/2024	EFT
TEC EQUIPMENT, INC. (NPS)	11/14/2024	966553DX3	\$161.49	12/5/2024	EFT
FIFITA, GEORGE	11/25/2024	REIMB112524TOOLS	\$162.41	12/5/2024	EFT
R.L. RIGHETTI ENTERPRISES, INC.	11/18/2024	61599	\$163.50	12/5/2024	EFT
A-Z BUS SALES INC	11/18/2024	INVSAC27435	\$166.91	12/5/2024	EFT
FAST UNDERCAR STOCKTON	11/14/2024	16RX5329	\$175.14	12/5/2024	EFT
ALEX CLIFFORD	10/13/2024	CALACT101324MEETING	\$175.54	12/5/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	10/25/2024	00227214-00	\$190.00	12/5/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	10/27/2024	00227336-00	\$190.00	12/5/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	10/27/2024	00227337-00	\$190.00	12/5/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	10/29/2024	00227452-00	\$190.00	12/5/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	11/7/2024	00228466-00	\$190.00	12/5/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	11/11/2024	00228973-00	\$190.00	12/5/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	11/19/2024	00229680-00	\$190.00	12/5/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	11/20/2024	00229871-00	\$190.00	12/5/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	11/20/2024	00229872-00	\$190.00	12/5/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	11/20/2024	00229873-00	\$190.00	12/5/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	11/21/2024	00230007-00	\$190.00	12/5/2024	EFT
BIG VALLEY FORD INC. (NPS)	11/15/2024	626436FOW	\$198.82	12/5/2024	EFT
TEC EQUIPMENT, INC. (NPS)	11/20/2024	967094D	\$207.71	12/5/2024	EFT
HARBOR SIGNS INC	11/14/2024	429121	\$218.00	12/5/2024	EFT
GILLIG LLC	11/15/2024	41243167	\$227.15	12/5/2024	EFT
CHASE CHEVROLET (NPS)	11/20/2024	32072	\$230.52	12/5/2024	EFT
Calvary First Assembly of God	12/1/2024	45597	231.75	12/5/2024	1796
PG&E / PACIFIC GAS AND ELECTRIC	12/2/2024	3090228695-1	\$233.23	12/5/2024	EFT
CINTAS	11/25/2024	5241558602	\$238.94	12/5/2024	EFT
NFI PARTS	11/19/2024	83567947	\$242.90	12/5/2024	EFT
NEXT LEVEL PARTS, INC. DBA FAR-GO AUTO PART	11/20/2024	15891-40024	\$247.28	12/5/2024	EFT
PG&E / PACIFIC GAS AND ELECTRIC	11/30/2024	7782121081-0	\$247.64	12/5/2024	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES	11/14/2024	146829	248.40	12/5/2024	EFT
BRANNON TIRE	11/26/2024	20399270	\$252.16	12/5/2024	EFT
TESCO TRANSPORTATION EQUIPMENT	11/20/2024	PA0221105	281.34	12/5/2024	EFT
Calnet	11/22/2024	9391035732	\$284.45	12/5/2024	EFT
TEC EQUIPMENT, INC. (NPS)	11/21/2024	967094DX1	\$309.76	12/5/2024	EFT
PLATT / REXEL USA INC.	11/15/2024	5S34429	\$313.69	12/5/2024	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	11/14/2024	3748420	\$342.54	12/5/2024	EFT
TEC EQUIPMENT, INC. (NPS)	11/20/2024	967163D	\$353.23	12/5/2024	EFT
PHOENIX CARS LLC	11/18/2024	PS-INV105308	\$359.01	12/5/2024	EFT
GILLIG LLC	11/14/2024	41242707	\$374.31	12/5/2024	EFT
VENTURA, JAVIER	11/23/2024	REIMB112324UNIFO	398.61	12/5/2024	EFT
MOBILEVIEW / SEON DESIGN USA CORP	11/21/2024	198564	\$401.07	12/5/2024	EFT
CHASE CHEVROLET (NPS)	11/14/2024	31359	\$408.04	12/5/2024	EFT
FASTENAL COMPANY	11/22/2024	CAST296918	\$412.75	12/5/2024	EFT
DUNCAN PRESS	11/19/2024	38505	\$429.46	12/5/2024	EFT
ALHAMBRA / PRIMO WATER	12/1/2024	7599441 120124	\$430.21	12/5/2024	EFT
TEC EQUIPMENT, INC. (NPS)	11/15/2024	966845DX1	\$436.24	12/5/2024	EFT

SAMUEL BERRI	11/15/2024	19381	\$437.50	12/5/2024	EFT
GILLIG LLC	11/14/2024	41242902	\$446.18	12/5/2024	EFT
PREVOST CAR / US INC	11/21/2024	902621169	\$556.27	12/5/2024	EFT
FASTENAL COMPANY	11/26/2024	CAST296996	\$566.94	12/5/2024	EFT
GILLIG LLC	11/20/2024	41244576	\$567.36	12/5/2024	EFT
ALEX CLIFFORD	9/27/2024	APTA10124MEETING	\$602.60	12/5/2024	EFT
PLATT / REXEL USA INC.	11/15/2024	5S34409	\$605.87	12/5/2024	EFT
MISSION LINEN SUPPLY	11/27/2024	522833326	\$606.59	12/5/2024	EFT
MUTUAL OF OMAHA	12/5/2024	1787454266	\$689.32	12/5/2024	EFT
Calnet	11/25/2024	9391052480 (9391052479)	\$699.80	12/5/2024	EFT
ROBERT HALF/ACCONTEMPS	11/5/2024	64270675	\$718.24	12/5/2024	EFT
GRAINGER	11/21/2024	9324841031	\$721.61	12/5/2024	EFT
CINTAS	11/25/2024	5241558601	\$724.89	12/5/2024	EFT
TEC EQUIPMENT, INC. (NPS)	11/19/2024	967018D	\$731.80	12/5/2024	EFT
ROBERT HALF/ACCONTEMPS	12/2/2024	64368965	\$769.86	12/5/2024	EFT
ARS / AMERICAN REFRIGERATION SUPPLIES	11/19/2024	31007380	\$775.97	12/5/2024	EFT
INTERSTATE TRUCK CENTER LLC	11/20/2024	01P545752	\$783.43	12/5/2024	EFT
PREVOST CAR / US INC	11/15/2024	902615888	\$880.25	12/5/2024	EFT
PREVOST CAR / US INC	11/21/2024	902621170	\$880.25	12/5/2024	EFT
GILLIG LLC	11/14/2024	41242709	\$882.51	12/5/2024	EFT
CONCERN EMPLOYEE ASSISTANCE PROGRAM	11/18/2024	CN2505120	\$915.00	12/5/2024	EFT
NFI PARTS	11/15/2024	83565105	\$1,004.50	12/5/2024	EFT
Calnet	11/13/2024	9391068033 (9391052479)	\$1,008.97	12/5/2024	EFT
VERIZON LIFELINE	11/23/2024	9979477548	1,009.37	12/5/2024	EFT
NEXT LEVEL PARTS, INC. DBA FAR-GO AUTO PART	11/15/2024	15889-56924	\$1,029.91	12/5/2024	EFT
Calnet	11/28/2024	9391035733	\$1,030.52	12/5/2024	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES	11/14/2024	146817	1,049.44	12/5/2024	EFT
Calnet	11/25/2024	9391051984 (9391052479)	\$1,116.93	12/5/2024	EFT
Calnet	11/25/2024	9391052479	\$1,116.93	12/5/2024	EFT
Calnet	11/25/2024	9391052481 (9391052479)	\$1,116.93	12/5/2024	EFT
VAN DE POL	11/27/2024	1000871-IN	1,151.04	12/5/2024	EFT
City Of Stockton Invoice	11/21/2024	45617	1,186.08	12/5/2024	1793
GILLIG LLC	11/14/2024	41242708	\$1,266.62	12/5/2024	EFT
ROBERT HALF/ACCONTEMPS	11/27/2024	64366461	\$1,270.21	12/5/2024	EFT
VERIZON LIFELINE	11/23/2024	9979477547	1,287.69	12/5/2024	EFT
Transit Finance Learning Exchange	7/3/2024	000276	1,300.00	12/5/2024	1797
FASTENAL COMPANY	11/26/2024	CAST296921	\$1,411.86	12/5/2024	EFT
ROBERT HALF/ACCONTEMPS	11/19/2024	64325070	\$1,436.48	12/5/2024	EFT
DUNCAN PRESS	11/19/2024	38504	\$1,541.26	12/5/2024	EFT
RAYS RADIO SHOP INC LIFELINE	11/30/2024	56844	\$1,552.85	12/5/2024	EFT
ROTH STAFFING COMPANIES LP	11/22/2024	16226426	\$1,726.00	12/5/2024	EFT
S&A SYSTEM	11/13/2024	17615S	\$1,744.00	12/5/2024	EFT
ROBERT HALF/ACCONTEMPS	11/13/2024	64306415	\$1,795.60	12/5/2024	EFT
ROBERT HALF/ACCONTEMPS	11/25/2024	64343213	\$1,795.60	12/5/2024	EFT
GILLIG LLC	11/20/2024	41244575	\$1,901.48	12/5/2024	EFT
ROTH STAFFING COMPANIES LP	11/29/2024	16228933	\$1,940.00	12/5/2024	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	11/15/2024	599752	\$2,202.30	12/5/2024	EFT
CREATIVE BUS SALES INC.	11/15/2024	XA116002054:01	\$2,216.85	12/5/2024	EFT
GILLIG LLC	11/19/2024	41244149	\$2,678.00	12/5/2024	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES	11/20/2024	146530	2,807.51	12/5/2024	EFT
VAN DE POL	11/4/2024	0873654-IN	3,053.31	12/5/2024	EFT
SHAW YODER ANTWHI SCHMELZER & LANGE	11/30/2024	23103	\$3,468.00	12/5/2024	EFT
A-Z BUS SALES INC	11/18/2024	INVSAC27417	\$3,673.17	12/5/2024	EFT
VSP VISION SERVICE PLAN	12/1/2024	821702965	3,748.02	12/5/2024	EFT
Bertland, Fox, Elliot, Osman & Wenzel	11/22/2024	12288	\$3,784.95	12/5/2024	EFT

NEXT LEVEL PARTS, INC. DBA FAR-GO AUTO PART	11/14/2024	15889-56823	\$4,392.86	12/5/2024	EFT
Bertrand, Fox, Elliot, Osman & Wenzel	11/22/2024	12296	\$4,421.19	12/5/2024	EFT
CHASE CHEVROLET (NPS)	11/20/2024	32170	\$6,345.78	12/5/2024	EFT
GENFARE	11/18/2024	90205148	\$6,799.42	12/5/2024	EFT
VERIZON LIFELINE	11/23/2024	9979477546	7,400.37	12/5/2024	EFT
TRANSPORTATION SERVICES INC	11/13/2024	32634	10,907.66	12/5/2024	EFT
Downtown Stockton Alliance	11/1/2024	139-260-010-000 thru 139-2	14,313.70	12/5/2024	1794
PINNACLE PETROLEUM INC	11/19/2024	0355769	\$20,600.77	12/5/2024	EFT
Employment Development Department	11/4/2024	925-0089-1	23,625.11	12/5/2024	1795
DELTA DENTAL OF CALIFORNIA	12/1/2024	BE006330743	\$26,072.22	12/5/2024	EFT
RYDETRANS INCORPORATED	11/4/2024	RTD-0924	\$219,391.57	12/5/2024	EFT
CALIFORNIA PUBLIC EMPLOYEE RETIREMENT SYST	12/1/2024	1984844037 DEC24	\$343,397.28	12/5/2024	EFT
Great West	12/6/2024	12624	2,456.09	12/6/2024	EFT
Stockton Police Department	11/15/2024	59723	\$32.50	12/12/2024	1805
AMAZON	11/22/2024	1MKL-GWDT-MMJ6	35.58	12/12/2024	EFT
BIG VALLEY FORD INC. (NPS)	11/22/2024	626810FOW	44.84	12/12/2024	EFT
MISSION LINEN SUPPLY	12/4/2024	522879809	\$54.43	12/12/2024	EFT
MCSPARREN AUTO GLASS / KENDALL OWEN (NPS)	12/3/2024	I56686	\$60.00	12/12/2024	EFT
HOGAN MFG INC.	11/7/2024	166471	\$60.34	12/12/2024	EFT
ELAVON	11/30/2024	CA4335100558	\$65.00	12/12/2024	EFT
CRUZ, MARIO	11/23/2024	REIMB112324UNIFO	\$65.97	12/12/2024	EFT
AUTOZONE	11/22/2024	2858998862	66.48	12/12/2024	EFT
NEXT LEVEL PARTS, INC. DBA FAR-GO AUTO PART	11/22/2024	15891-40187	\$69.45	12/12/2024	EFT
REPUBLIC SERVICES / DBA DELTA CONTAINER	11/30/2024	0205-010980974	\$78.03	12/12/2024	EFT
BIG VALLEY FORD INC. (NPS)	11/22/2024	626795FOW	87.65	12/12/2024	EFT
NICKOLA, KELLIE	11/14/2024	REIMB111424UNIFO	\$93.60	12/12/2024	EFT
BIG VALLEY FORD INC. (NPS)	11/22/2024	626861FOW	98.10	12/12/2024	EFT
CHASE CHEVROLET (NPS)	11/22/2024	32033	99.10	12/12/2024	EFT
GILLIG LLC	11/22/2024	41245540	\$102.69	12/12/2024	EFT
GILLIG LLC	11/22/2024	41245541	\$108.19	12/12/2024	EFT
CREATIVE BUS SALES INC.	11/22/2024	XA101005461:01	110.46	12/12/2024	EFT
BRANNON TIRE	12/3/2024	20399548	125.81	12/12/2024	EFT
EXCLUSIVE SIGNS AND GRAPHICS	11/18/2024	1084	\$130.80	12/12/2024	EFT
CUMULUS- MEDIA KWIN-FM KATM-FM MODESTO	11/30/2024	BB4301599	\$138.00	12/12/2024	EFT
FAST UNDERCAR STOCKTON	11/22/2024	16R22550	\$151.95	12/12/2024	EFT
CHASE CHEVROLET (NPS)	11/22/2024	32342	158.03	12/12/2024	EFT
R.L. RIGHETTI ENTERPRISES, INC.	11/18/2024	60599	\$163.50	12/12/2024	EFT
FGL Environmental	12/2/2024	456786A	\$187.00	12/12/2024	1800
FGL Environmental	12/2/2024	456787A	\$187.00	12/12/2024	1800
FREEMAN, NICOLAS	12/2/2024	REIMB12224BOOTS	\$200.00	12/12/2024	EFT
AMAZON	11/8/2024	1NMX-VLC7-HJ3Y	207.50	12/12/2024	EFT
MARK-EASE PRODUCTS, INC	11/20/2024	48839	\$222.36	12/12/2024	EFT
Department of Industrial Relations	12/2/2024	2122319 SA	\$225.00	12/12/2024	1804
ECO-CHEK	11/25/2024	246683	\$225.00	12/12/2024	EFT
PACIFIC SHREDDING/STORAGE CO	12/5/2024	5237962	\$231.84	12/12/2024	EFT
Emery's Upholstery	11/27/2024	3914	\$245.00	12/12/2024	1801
REPUBLIC SERVICES / DBA DELTA CONTAINER	11/30/2024	0208-000842837	\$299.20	12/12/2024	EFT
TAKE CARE TERMITE / TCT	11/27/2024	100825-103198	\$380.00	12/12/2024	EFT
GILLIG LLC	11/22/2024	41245542	\$439.49	12/12/2024	EFT
PITNEY BOWES	12/3/2024	800090001143 DEC.24	\$560.18	12/12/2024	EFT
PLATT / REXEL USA INC.	11/21/2024	5S70125	\$584.74	12/12/2024	EFT
TKE . THYSSENKRUPP ELEVATOR CORP	12/1/2024	3008240789	\$585.00	12/12/2024	EFT
MISSION LINEN SUPPLY	12/4/2024	522879810	\$590.09	12/12/2024	EFT
SAMUEL BERRI	12/2/2024	15941H	\$600.00	12/12/2024	EFT
SAMUEL BERRI	12/2/2024	15995H	\$600.00	12/12/2024	EFT

SAMUEL BERRI	12/2/2024	16251H	\$600.00	12/12/2024	EFT
SAMUEL BERRI	12/2/2024	16254H	\$600.00	12/12/2024	EFT
SAMUEL BERRI	12/2/2024	16295H	\$600.00	12/12/2024	EFT
SAMUEL BERRI	12/2/2024	16296H	\$600.00	12/12/2024	EFT
SAMUEL BERRI	12/2/2024	16297H	\$600.00	12/12/2024	EFT
Hexagon	11/25/2024	21947	\$658.75	12/12/2024	1802
Emery's Upholstery	10/24/2024	3907	\$680.00	12/12/2024	1801
Cisco Air Systems	11/22/2024	278613-1	\$795.00	12/12/2024	1798
FILTERBUY	11/22/2024	88C1BA2A-0004	\$823.52	12/12/2024	EFT
FASTENAL COMPANY	11/22/2024	CAST296878	\$861.84	12/12/2024	EFT
REPUBLIC SERVICES / DBA DELTA CONTAINER	11/30/2024	0208-000843519	\$871.32	12/12/2024	EFT
GILLIG LLC	11/21/2024	41245058	\$877.97	12/12/2024	EFT
San Joaquin Valley Air pollution Control District	12/2/2024	167415	\$900.00	12/12/2024	1803
PACIFIC SHREDDING/STORAGE CO	11/30/2024	1166805	\$973.23	12/12/2024	EFT
LOOMIS	11/30/2024	13618135	\$978.52	12/12/2024	EFT
GILLIG LLC	11/22/2024	41245538	\$1,255.32	12/12/2024	EFT
GILLIG LLC	11/22/2024	41245539	\$1,255.32	12/12/2024	EFT
Dentoni's Welding Works	11/12/2024	01W8352	\$1,317.72	12/12/2024	1799
REPUBLIC SERVICES / DBA DELTA CONTAINER	11/30/2024	0208-000842489	\$1,358.79	12/12/2024	EFT
REPUBLIC SERVICES / DBA DELTA CONTAINER	11/30/2024	0208-000842965	\$1,513.04	12/12/2024	EFT
ROTH STAFFING COMPANIES LP	11/22/2024	1-12224130802	\$1,926.31	12/12/2024	EFT
ROTH STAFFING COMPANIES LP	11/29/2024	1-12924130802	\$2,380.00	12/12/2024	EFT
ROTH STAFFING COMPANIES LP	10/11/2024	1-01124130802	\$2,390.71	12/12/2024	EFT
CALIFORNIA WATER SERVICES	11/27/2024	9332387932	2,674.55	12/12/2024	EFT
CUMULUS- MEDIA KWIN-FM KATM-FM MODESTO	12/1/2024	BB4301959	\$3,360.00	12/12/2024	EFT
MT&L / MAGNETIC TICKET & LABEL CORP.	9/17/2024	583888	\$3,913.00	12/12/2024	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES	12/1/2024	147084	\$5,100.00	12/12/2024	EFT
LOOMIS	11/30/2024	13618102	\$5,350.55	12/12/2024	EFT
PAN AMERICAN / RELATION INSURANCE SERVICES	12/5/2024	5217064	\$5,417.00	12/12/2024	EFT
CAPITAL EDGE	12/10/2024	#24-160	5,500.00	12/12/2024	EFT
THE GOODYEAR TIRE & RUBBER CO	10/22/2024	9845995097	\$7,812.00	12/12/2024	EFT
MTM MY RIDE	12/4/2024	100031896	\$10,008.06	12/12/2024	EFT
LOOMIS	11/30/2024	13618134	\$13,378.36	12/12/2024	EFT
AXCELERATE	11/27/2024	SAIO46626	17,985.00	12/12/2024	EFT
PINNACLE PETROLEUM INC	12/2/2024	356768	\$19,908.73	12/12/2024	EFT
PG&E / PACIFIC GAS AND ELECTRIC	12/2/2024	7782121081-0 NOV 24	\$64,149.07	12/12/2024	EFT
RYDETRANS INCORPORATED	12/3/2024	RTD-1024	\$224,669.50	12/12/2024	EFT
California State Disbursement	12/13/2024	1371867	\$12.00	12/13/2024	1807
California State Disbursement	12/13/2024	770200192-01	\$46.15	12/13/2024	1811
Franchise Tax Board	12/13/2024	559159110	\$50.00	12/13/2024	1824
California State Disbursement	12/13/2024	2072702	\$92.30	12/13/2024	1806
California State Disbursement	12/13/2024	AF15756445	\$98.30	12/13/2024	1810
California State Disbursement	12/13/2024	1754135	\$138.46	12/13/2024	1818
California State Disbursement	12/13/2024	2-00000002460197	\$138.46	12/13/2024	1819
Franchise Tax Board	12/13/2024	563739907	\$150.00	12/13/2024	1823
California State Disbursement	12/13/2024	15DCS3743	\$157.50	12/13/2024	1808
Franchise Tax Board	12/13/2024	546558585	\$160.00	12/13/2024	1821
Franchise Tax Board	12/13/2024	1103432037	\$200.00	12/13/2024	1822
California State Disbursement	12/13/2024	2-00000002609655	\$222.46	12/13/2024	1812
California State Disbursement	12/13/2024	1353083	\$223.84	12/13/2024	1816
California State Disbursement	12/13/2024	600099	\$234.00	12/13/2024	1814
California State Disbursement	12/13/2024	24FL-01650	\$250.15	12/13/2024	1815
California State Disbursement	12/13/2024	FS99265	\$307.38	12/13/2024	1817
California State Disbursement	12/13/2024	HF19033817	\$307.50	12/13/2024	1809
California State Disbursement	12/13/2024	1214574	\$363.69	12/13/2024	1813

U.S. Department of the Treasury	12/13/2024	WG2615239	\$403.33	12/13/2024	1825
PA SCU	12/13/2024	2633300212	\$596.23	12/13/2024	1820
Franchise Tax Board	12/13/2024	549597479	\$635.88	12/13/2024	1826
Aflac	12/13/2024	12132024	\$875.87	12/13/2024	EFT
NAVIA BENEFITS SOLUTIONS	12/13/2024	PAYROLL121324	\$2,150.63	12/13/2024	EFT
Great West	12/13/2024	GR121324	\$3,253.45	12/13/2024	EFT
ATU Local 256	12/13/2024	Cope121324	\$11,809.98	12/13/2024	EFT
US BANK	12/13/2024	US121324	\$194,096.36	12/13/2024	EFT
PHOENIX CARS LLC	11/13/2024	PS-INV105264	\$0.13	12/19/2024	EFT
NFI PARTS	11/27/2024	83577936	\$3.73	12/19/2024	EFT
BIG VALLEY FORD INC. (NPS)	12/5/2024	627185FOW	\$6.00	12/19/2024	EFT
BIG VALLEY FORD INC. (NPS)	12/4/2024	627267FOW	\$6.02	12/19/2024	EFT
NEXT LEVEL PARTS, INC. DBA FAR-GO AUTO PARTS	12/6/2024	15891-40838	\$9.37	12/19/2024	EFT
FASTENAL COMPANY	12/2/2024	MN019897305	\$10.90	12/19/2024	EFT
GILLIG LLC	12/4/2024	41248544	14.74	12/19/2024	EFT
AMAZON	12/6/2024	1LWF-9DLK-7N13	15.12	12/19/2024	EFT
AMAZON	12/6/2024	1WJL-FLH7-7GXW	\$18.09	12/19/2024	EFT
R.L. RIGHETTI ENTERPRISES, INC.	11/22/2024	61753	\$21.80	12/19/2024	EFT
AMAZON	11/29/2024	1KX1-YVLP-DQML	23.43	12/19/2024	EFT
PLATT / REXEL USA INC.	12/5/2024	0Y08416	\$24.31	12/19/2024	EFT
NEXT LEVEL PARTS, INC. DBA FAR-GO AUTO PARTS	12/3/2024	15891-40594	\$25.51	12/19/2024	EFT
BIG VALLEY FORD INC. (NPS)	11/25/2024	626801FOW	\$25.58	12/19/2024	EFT
PREVOST CAR / US INC	12/3/2024	902630194	\$34.66	12/19/2024	EFT
BIG VALLEY FORD INC. (NPS)	12/2/2024	627187FOW	\$34.79	12/19/2024	EFT
CHASE CHEVROLET (NPS)	11/27/2024	32538	\$36.06	12/19/2024	EFT
NEXT LEVEL PARTS, INC. DBA FAR-GO AUTO PARTS	12/3/2024	15891-40595	\$39.89	12/19/2024	EFT
GRAINGER	11/22/2024	9325064245	41.54	12/19/2024	EFT
GILLIG LLC	12/2/2024	41247504	\$44.50	12/19/2024	EFT
PHOENIX CARS LLC	12/2/2024	PS-INV105370	\$44.97	12/19/2024	EFT
CHASE CHEVROLET (NPS)	12/3/2024	32746	\$46.71	12/19/2024	EFT
BRANNON TIRE	12/13/2024	20400023	\$47.91	12/19/2024	EFT
AMAZON	12/6/2024	116L-RYM3-11XM	\$51.37	12/19/2024	EFT
MISSION LINEN SUPPLY	12/11/2024	522925687	\$54.43	12/19/2024	EFT
VENTURA, JAVIER	12/5/2024	REIMB12524UNITO	\$57.74	12/19/2024	EFT
NEXT LEVEL PARTS, INC. DBA FAR-GO AUTO PARTS	12/5/2024	15891-40723	\$61.79	12/19/2024	EFT
BIG VALLEY FORD INC. (NPS)	12/6/2024	627423FOW	\$66.35	12/19/2024	EFT
INTERSTATE TRUCK CENTER LLC	12/6/2024	01P548215	66.71	12/19/2024	EFT
NFI PARTS	11/25/2024	83574140	\$72.50	12/19/2024	EFT
FASTENAL COMPANY	11/26/2024	CAST296998	\$76.66	12/19/2024	EFT
BIG VALLEY FORD INC. (NPS)	11/25/2024	626889FOW	\$80.49	12/19/2024	EFT
CHASE CHEVROLET (NPS)	11/25/2024	32343	\$81.58	12/19/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	11/27/2024	00230794-00	\$85.00	12/19/2024	EFT
AMAZON	11/29/2024	1F1D-YXWT-F6FJ	86.76	12/19/2024	EFT
AMAZON	11/29/2024	1N7R-W4DW-7NDH	96.92	12/19/2024	EFT
Burke, Wiliam, & Sorensen, LLP	12/18/2024	333623	\$97.50	12/19/2024	1828
GRAINGER	12/3/2024	9332806893	98.11	12/19/2024	EFT
CREATIVE BUS SALES INC.	12/5/2024	XA128025377:01	\$106.41	12/19/2024	EFT
GRIFFITH, JENNIFER	12/12/2024	REIMB121224 UNIFO	106.66	12/19/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	11/22/2024	00230170-00	\$110.00	12/19/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	12/3/2024	00231213-00	\$110.00	12/19/2024	EFT
NFI PARTS	11/27/2024	83577944	\$117.53	12/19/2024	EFT
CALIFORNIA WELDING SUPPLY CO	11/30/2024	199697	\$120.00	12/19/2024	EFT
CHASE CHEVROLET (NPS)	12/2/2024	32761	\$121.69	12/19/2024	EFT
PREVOST CAR / US INC	11/27/2024	902626679	\$124.76	12/19/2024	EFT
NAVIA BENEFITS SOLUTIONS	10/24/2024	ANDREA1024AGUILAR	\$125.00	12/19/2024	EFT

GILLIG LLC	12/3/2024	41248003	137.68	12/19/2024	EFT
BRANNON TIRE	12/14/2024	20400101	\$149.76	12/19/2024	EFT
HOGAN MFG INC.	11/25/2024	166824	158.86	12/19/2024	EFT
AMAZON	11/29/2024	1XVW-M9KM-CHC3	\$161.20	12/19/2024	EFT
NFI PARTS	11/27/2024	83577703	\$161.28	12/19/2024	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES	12/5/2024	147147	\$175.32	12/19/2024	EFT
GILLIG LLC	12/2/2024	41247505	\$178.05	12/19/2024	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES	11/27/2024	146875	\$184.54	12/19/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	11/26/2024	00230469-00	\$190.00	12/19/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	11/26/2024	00230470-00	\$190.00	12/19/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	12/4/2024	00231257-00	\$190.00	12/19/2024	EFT
PREVOST CAR / US INC	11/26/2024	902625067	\$194.24	12/19/2024	EFT
HARBOR SIGNS INC	12/3/2024	429142	196.20	12/19/2024	EFT
GRAINGER	12/4/2024	9334841666	197.59	12/19/2024	EFT
CHASE CHEVROLET (NPS)	11/27/2024	32611	\$200.42	12/19/2024	EFT
BIG VALLEY FORD INC. (NPS)	12/4/2024	627330FOW	\$208.43	12/19/2024	EFT
BIG VALLEY FORD INC. (NPS)	11/29/2024	627016FOW	\$214.83	12/19/2024	EFT
CHASE CHEVROLET (NPS)	11/26/2024	28431	\$217.69	12/19/2024	EFT
PLATT / REXEL USA INC.	12/6/2024	5T66862	\$229.98	12/19/2024	EFT
ZOLS, NIKLAVS	12/12/2024	REIMB121224UNIFO	\$231.86	12/19/2024	EFT
NEXT LEVEL PARTS, INC. DBA FAR-GO AUTO PART	11/29/2024	15891-40452	\$239.30	12/19/2024	EFT
BIG VALLEY FORD INC. (NPS)	12/6/2024	627529FOW	\$249.66	12/19/2024	EFT
CREATIVE BUS SALES INC.	11/26/2024	XA128024713:01	\$251.23	12/19/2024	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	11/22/2024	3752349	\$252.95	12/19/2024	EFT
CINTAS	12/16/2024	5244761907	\$253.33	12/19/2024	EFT
GRAINGER	12/4/2024	9334841674	256.75	12/19/2024	EFT
BIG VALLEY FORD INC. (NPS)	11/25/2024	626941FOW	\$257.01	12/19/2024	EFT
AMAZON	11/22/2024	14J6-R76N-P9YR	\$258.11	12/19/2024	EFT
NEXT LEVEL PARTS, INC. DBA FAR-GO AUTO PART	11/25/2024	15891-40269	\$259.52	12/19/2024	EFT
TRAPEZE	11/27/2024	NWRMA0000000223	\$275.00	12/19/2024	EFT
GILLIG LLC	12/6/2024	41249745	277.02	12/19/2024	EFT
AMAZON	11/29/2024	1PXD-Q14T-DJR7	284.79	12/19/2024	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES	11/26/2024	146918	\$292.23	12/19/2024	EFT
Capitol Clutch and brake Inc	12/5/2024	1855780	\$300.10	12/19/2024	1829
PHOENIX CARS LLC	11/21/2024	PS-INV105318	\$303.65	12/19/2024	EFT
TEC EQUIPMENT, INC. (NPS)	11/22/2024	967236D	\$311.57	12/19/2024	EFT
R.L. RIGHETTI ENTERPRISES, INC.	12/5/2024	62086	\$313.92	12/19/2024	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES	11/26/2024	146892	\$316.87	12/19/2024	EFT
TEC EQUIPMENT, INC. (NPS)	12/2/2024	967486D	\$319.44	12/19/2024	EFT
GILLIG LLC	12/5/2024	41249140	322.26	12/19/2024	EFT
AMAZON	12/6/2024	1M4H-KC64-6YTG	350.26	12/19/2024	EFT
NVB Equipment	11/26/2024	HI53587	\$350.36	12/19/2024	1834
GRAINGER	12/3/2024	9332806901	351.63	12/19/2024	EFT
FinDec Benefit Service	6/13/2024	78040	\$357.04	12/19/2024	1832
Oppenheimer Investigation	12/17/2024	7118	\$395.00	12/19/2024	1835
AMAZON	11/29/2024	1JPQ-CCQL-9GCH	430.19	12/19/2024	EFT
GILLIG LLC	11/26/2024	41246640	\$432.73	12/19/2024	EFT
BRANNON TIRE	12/14/2024	20400061	\$446.13	12/19/2024	EFT
CREATIVE BUS SALES INC.	12/6/2024	XA128024988:01	\$449.67	12/19/2024	EFT
NEXT LEVEL PARTS, INC. DBA FAR-GO AUTO PART	12/2/2024	15891-40508	\$451.42	12/19/2024	EFT
DUNCAN PRESS	12/5/2024	38545	\$453.44	12/19/2024	EFT
GILLIG LLC	12/6/2024	41249744	458.84	12/19/2024	EFT
GRAINGER	11/22/2024	9325674142	472.71	12/19/2024	EFT
GENFARE	11/25/2024	90205369	488.00	12/19/2024	EFT
GILLIG LLC	12/4/2024	41248545	520.97	12/19/2024	EFT

PREVOST CAR / US INC	12/2/2024	902628626	\$530.50	12/19/2024	EFT
ROSCO COLLISION AVOIDANCE, INC.	12/6/2024	804006	\$542.26	12/19/2024	EFT
Beccs Pacifice LTD	10/15/2024	01 068457	\$542.66	12/19/2024	1827
PROCLEAN SUPPLY/MODESTO JANITORIAL	12/6/2024	600361	\$547.64	12/19/2024	EFT
GENFARE	11/25/2024	90205394	571.47	12/19/2024	EFT
SAMUEL BERRI	12/16/2024	16258H	\$600.00	12/19/2024	EFT
SAMUEL BERRI	12/9/2024	16265H	\$600.00	12/19/2024	EFT
SAMUEL BERRI	12/10/2024	16269H	\$600.00	12/19/2024	EFT
SAMUEL BERRI	12/12/2024	16271H	\$600.00	12/19/2024	EFT
SAMUEL BERRI	12/13/2024	16360H	\$600.00	12/19/2024	EFT
A-Z BUS SALES INC	11/26/2024	INVSAC27804	\$601.60	12/19/2024	EFT
MISSION LINEN SUPPLY	12/11/2024	522925688	\$602.15	12/19/2024	EFT
Letter Publications	11/29/2024	2693214-R1	\$674.00	12/19/2024	1833
STOCKTON PROGRESSIVE GLASS	12/11/2024	16522	\$680.20	12/19/2024	EFT
CDW GOVERNMENT INC	11/26/2024	AB7GW3D	\$692.56	12/19/2024	EFT
PREVOST CAR / US INC	11/22/2024	902622594	\$702.20	12/19/2024	EFT
GILLIG LLC	12/3/2024	41248000	776.97	12/19/2024	EFT
PREVOST CAR / US INC	12/5/2024	902632274	\$778.74	12/19/2024	EFT
TRANSPORTATION SERVICES INC	12/9/2024	32805	\$816.02	12/19/2024	EFT
CALACT (CALIFORNIA ASSOC FOR COORD TRA	12/17/2024	2025-250	\$840.00	12/19/2024	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	11/22/2024	3752321	\$930.21	12/19/2024	EFT
GRAINGER	11/25/2024	9326469740	932.90	12/19/2024	EFT
PREVOST CAR / US INC	11/26/2024	902625068	\$991.70	12/19/2024	EFT
NFI PARTS	12/3/2024	83580691	\$1,004.50	12/19/2024	EFT
ROBERT HALF/ACCONTEMPS	12/5/2024	64392576	\$1,176.26	12/19/2024	EFT
JM EQUIPMENT COMPANY	12/3/2024	V110091725	1,205.40	12/19/2024	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	12/3/2024	600223	\$1,216.82	12/19/2024	EFT
ROTH STAFFING COMPANIES LP	12/6/2024	16231098	\$1,232.25	12/19/2024	EFT
CINTAS	12/17/2024	5244972301	\$1,249.06	12/19/2024	EFT
NFI PARTS	12/5/2024	83584068	\$1,258.74	12/19/2024	EFT
FASTENAL COMPANY	12/9/2024	CAST297266	\$1,341.83	12/19/2024	EFT
ROTH STAFFING COMPANIES LP	12/6/2024	16231099	\$1,428.00	12/19/2024	EFT
ROBERT HALF/ACCONTEMPS	12/11/2024	64415304	\$1,456.66	12/19/2024	EFT
PREVOST CAR / US INC	11/21/2024	902621519	\$1,489.84	12/19/2024	EFT
CALIFORNIA WATER SERVICES	12/10/2024	3472131955 NOV24	\$1,499.90	12/19/2024	EFT
A-Z BUS SALES INC	11/25/2024	INVSAC27755	\$1,558.24	12/19/2024	EFT
Chemstation of Northern California	12/9/2024	57778	\$1,626.40	12/19/2024	1830
AMAZON	11/29/2024	146Q-9CDM-DC46	\$1,721.08	12/19/2024	EFT
ROBERT HALF/ACCONTEMPS	12/10/2024	64402727	\$1,795.60	12/19/2024	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	11/27/2024	3754707	\$1,887.13	12/19/2024	EFT
GENFARE	11/26/2024	90205453	\$1,888.09	12/19/2024	EFT
ROTH STAFFING COMPANIES LP	12/13/2024	16233717	\$2,005.25	12/19/2024	EFT
PREVOST CAR / US INC	11/26/2024	902625069	\$2,155.49	12/19/2024	EFT
FASTENAL COMPANY	12/16/2024	CAST297174	\$2,389.25	12/19/2024	EFT
NVB Equipment	11/26/2024	HI153514A	\$2,419.71	12/19/2024	1834
GILLIG LLC	12/6/2024	41249746	2,465.70	12/19/2024	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	11/26/2024	600066	\$2,735.10	12/19/2024	EFT
VANNER INC	12/5/2024	631244	\$3,021.11	12/19/2024	EFT
PREFERRED ALLIANCE , INC.	11/30/2024	0199064-IN	\$3,202.25	12/19/2024	EFT
TEC EQUIPMENT, INC. (NPS)	12/3/2024	967519D	\$3,277.86	12/19/2024	EFT
City of Stockton- Finar Revenue Services Division	12/1/2024	524644	\$3,777.00	12/19/2024	1831
VAN DE POL	12/11/2024	0043658-IN	\$4,021.45	12/19/2024	EFT
HD / HARBOR DIESEL & EQUIPMENT	12/6/2024	P306628	4,030.37	12/19/2024	EFT
CDW GOVERNMENT INC	11/27/2024	AB7LU8X	\$4,263.18	12/19/2024	EFT
TRAPEZE	7/21/2024	AMPRT0000005213	\$4,705.83	12/19/2024	EFT

GILLIG LLC	11/27/2024	41247032	\$4,864.08	12/19/2024	EFT
CHASE CHEVROLET (NPS)	11/26/2024	32469	\$6,274.74	12/19/2024	EFT
EVOLVE IP / EIP HOLDCO INC	12/14/2024	322222	\$7,236.96	12/19/2024	EFT
VAN DE POL	12/3/2024	1000766-IN	\$24,088.50	12/19/2024	EFT
VAN DE POL	12/2/2024	1000763-IN	\$25,636.53	12/19/2024	EFT
VAN DE POL	11/29/2024	1000758-IN	\$25,760.37	12/19/2024	EFT
MTM / MEDICAL TRANSPORTATION MANAGEMEN	12/11/2024	100031268	\$46,102.35	12/19/2024	EFT
SEDGWICK CLAIMS MANAGEMENT SERVICES INC	12/12/2024	SF-2657-2024-01599180	\$47,495.94	12/19/2024	EFT
HANSON BRIDGETT, LLP	12/12/2024	1512487-1512503	48,142.00	12/19/2024	EFT
San Joaquin RTD	12/18/2024	Transfer to County funds	\$7,000,000.00	12/19/2024	1836
FASTENAL COMPANY	12/17/2024	CAST297322	\$53.27	12/24/2024	EFT
MISSION LINEN SUPPLY	12/18/2024	522960051	\$54.43	12/24/2024	EFT
OMAR THOMAS	11/21/2024	CTA112124MEETING	\$86.00	12/24/2024	EFT
VSP VISION SERVICE PLAN	12/1/2024	821818650	\$87.38	12/24/2024	EFT
CINTAS	12/18/2024	5245189908	\$103.11	12/24/2024	EFT
Occupational Health Center of California	11/22/2024	85165952	\$117.00	12/24/2024	1841
CCT TELECOM	12/7/2024	83969	\$152.18	12/24/2024	EFT
FASTENAL COMPANY	11/26/2024	CAST296997	\$155.82	12/24/2024	EFT
FASTENAL COMPANY	12/17/2024	CAST297489	\$176.08	12/24/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	12/13/2024	00232286-00	\$190.00	12/24/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	12/13/2024	00232654-00	\$190.00	12/24/2024	EFT
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNS	12/14/2024	00232655-00	\$190.00	12/24/2024	EFT
SAFETY-KLEEN SYSTEMS INC	12/13/2024	96045519	\$282.58	12/24/2024	EFT
ORTIGOZA, FRANCISCO	12/13/2024	REIMB121324TOOLS	\$299.16	12/24/2024	EFT
SAMUEL BERRI	12/17/2024	15963H	\$337.50	12/24/2024	EFT
CURTIS MOSES	11/20/2024	CTA112124MEETING	\$372.41	12/24/2024	EFT
TAKE CARE TERMITE / TCT	12/16/2024	29004-29647	\$380.00	12/24/2024	EFT
CURTIS MOSES	12/4/2024	CALTIP12424MEETING	\$421.16	12/24/2024	EFT
CURTIS MOSES	12/7/2024	APTA12724MEETING	\$436.20	12/24/2024	EFT
FIFITA, GEORGE	11/29/2024	REIMB112924TOOLS	\$437.59	12/24/2024	EFT
PREVOST CAR / US INC	9/6/2024	902553199	\$437.66	12/24/2024	EFT
KTC	11/4/2024	INV2401-7	\$474.43	12/24/2024	1840
GILLIG LLC	12/3/2024	41248002	\$519.26	12/24/2024	EFT
SAMUEL BERRI	12/16/2024	15961H	\$600.00	12/24/2024	EFT
SAMUEL BERRI	12/16/2024	16257H	\$600.00	12/24/2024	EFT
SAMUEL BERRI	12/17/2024	16362H	\$600.00	12/24/2024	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	12/5/2024	3757400	\$622.58	12/24/2024	EFT
GILLIG LLC	10/9/2024	41228625	\$628.05	12/24/2024	EFT
CEN-CAL FIRE ALARM & SECURITY	12/15/2024	14547	\$690.00	12/24/2024	EFT
CB / CASTLE BRANCH INC.	12/19/2024	949244	\$764.60	12/24/2024	EFT
CB / CASTLE BRANCH INC.	12/17/2024	0978134-IN	\$766.00	12/24/2024	EFT
MISSION LINEN SUPPLY	12/18/2024	522960052	\$861.28	12/24/2024	EFT
CONCERN EMPLOYEE ASSISTANCE PROGRAM	12/18/2024	CN2506128	\$900.00	12/24/2024	EFT
SAFETY-KLEEN SYSTEMS INC	12/6/2024	95910206	\$1,009.40	12/24/2024	EFT
FASTENAL COMPANY	12/17/2024	CAST297420	\$1,364.66	12/24/2024	EFT
MERAB	12/16/2024	121624TUITION	\$1,395.00	12/24/2024	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	10/11/2024	3730380	\$1,779.30	12/24/2024	EFT
ROBERT HALF/ACCOMTEMP	12/17/2024	64429778	\$1,795.60	12/24/2024	EFT
CALTIP	12/4/2024	07-2024-NOVEMBER	\$1,836.56	12/24/2024	EFT
US BANK	12/24/2024	EC12242024	\$1,902.48	12/24/2024	EFT
ARCSERVE	12/17/2024	INV00084411	\$2,324.88	12/24/2024	EFT
ROTH STAFFING COMPANIES LP	12/13/2024	16233718	\$2,421.95	12/24/2024	EFT
GILLIG LLC	12/3/2024	41248001	\$3,672.28	12/24/2024	EFT
Community Transportation Association of Americ	12/5/2024	2123995	\$3,800.00	12/24/2024	1839
MINNESOTA LIFE	12/1/2024	61663951-00 DEC24	\$4,878.41	12/24/2024	EFT

Center For Transportation and the Enviornment	11/20/2024	2025-56	\$5,000.00	12/24/2024	1838
STOCKTON PROGRESSIVE GLASS	12/18/2024	16543	\$5,194.98	12/24/2024	EFT
SIRIUS	12/18/2024	24120297	\$7,100.29	12/24/2024	EFT
THE GOODYEAR TIRE & RUBBER CO	12/18/2024	9848541264	\$8,203.00	12/24/2024	EFT
THE GOODYEAR TIRE & RUBBER CO	12/18/2024	9848541265	\$14,793.87	12/24/2024	EFT
California Transit Association	12/17/2024	16455	\$16,000.00	12/24/2024	1837
PINNACLE PETROLEUM INC	12/16/2024	358170	\$20,082.68	12/24/2024	EFT
ECOLANE USA, INC	9/30/2024	CINV-049549	\$29,584.00	12/24/2024	EFT
PLATINUM SECURITY	12/1/2024	61146	\$94,566.31	12/24/2024	EFT
RYDETRANS INCORPORATED	12/19/2024	RTD112024	\$211,549.75	12/24/2024	EFT
California State Disbursement Unit	12/27/2024	770200192-01	\$46.15	12/27/2024	1845
Franchise Tax Board	12/27/2024	559159110	\$50.00	12/27/2024	1858
California State Disbursement Unit	12/27/2024	1754135	\$138.46	12/27/2024	1852
California State Disbursement Unit	12/27/2024	2-00000002460197	\$138.46	12/27/2024	1853
Amalgamated Transit Union Local #256	12/27/2024	Cope	\$150.00	12/27/2024	1861
Franchise Tax Board	12/27/2024	563739907	\$150.00	12/27/2024	1857
California State Disbursement Unit	12/27/2024	15DCS3743	\$157.50	12/27/2024	1844
Franchise Tax Board	12/27/2024	546558585	\$160.00	12/27/2024	1855
Franchise Tax Board	12/27/2024	1103432037	\$200.00	12/27/2024	1856
California State Disbursement Unit	12/27/2024	2-00000002609655	\$222.46	12/27/2024	1846
California State Disbursement Unit	12/27/2024	1353083	\$223.84	12/27/2024	1850
California State Disbursement Unit	12/27/2024	600099	\$234.00	12/27/2024	1848
California State Disbursement Unit	12/27/2024	24FL-01650	\$250.15	12/27/2024	1849
Franchise Tax Board	12/27/2024	549597479	\$288.78	12/27/2024	1860
California State Disbursement Unit	12/27/2024	FS99265	\$307.38	12/27/2024	1851
California State Disbursement Unit	12/27/2024	1214574	\$363.69	12/27/2024	1847
U.S. Department of the Trreasury	12/27/2024	WG2615239	\$403.33	12/27/2024	1859
PA SCDU	12/27/2024	2633300212	\$779.26	12/27/2024	1854
Aflac	12/27/2024	12272024	\$865.44	12/27/2024	EFT
NAVIA BENEFITS SOLUTIONS	12/27/2024	PAYROLL12272024	\$2,150.63	12/27/2024	EFT
Great West	12/27/2024	GR121324	\$3,428.41	12/27/2024	EFT
ATU Local 256	12/27/2024	COPE122724	\$4,330.00	12/27/2024	EFT
US BANK	12/27/2024	US122724	\$184,831.49	12/27/2024	EFT
TOTAL EFT/CHECKS			\$9,645,242.00		
P-Card Payments			\$34,192.93		
Total December Vendor Payments			\$9,679,434.93		

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LEAD: ALEX CLIFFORD, CEO

I. RECOMMENDED ACTION

That the Board consider and approve the estimated Board of Directors travel expenses for calendar year 2025 and accept and file the 2024 Board member travel expenses.

II. SUMMARY

- RTD's Board Travel Policy requires that the full Board approve estimated expenses before board member travel.
- RTD staff annually solicits the Board members' interest in attending educational conferences and events.
- The Board considered expressed travel interests from Board members on January 19, 2024 and throughout 2024 as needed.
- This report includes a table summarizing all expenses associated with Board travel for calendar year 2024.
- The full Board will consider expressions of interest received for travel from Board members as of January 10, 2025 and throughout the year as necessary.
- Vice Chair Gary Giovanetti is a member of the APTA Executive Committee and will be traveling more often to attend committee meetings and other related conferences.
- Director Balwinder Singh has been appointed as the Chair of the APTA Transit Board Members (TBM) Legislative Committee and American Public Transportation Foundation (APTF) Board of Director.

III. DISCUSSION/BACKGROUND

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

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

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

Each year the CEO considers the political landscape in Washington, DC and may consider scheduling a separate RTD advocacy trip to Washington, DC with a few Board Members. Such a trip might take place in March or April. The goal of the trip is to separate RTD's advocacy efforts from the larger conferences, in hopes of achieving more focused advocacy with the FTA and with key congressmen and their Washington, DC staff. Additionally, the APTA Legislative Conference and the SJCOG One Voice trip both occur in May of 2025. The CEO considers May potentially very late in the congressional budget process since it is likely that congressional members will have submitted their Congressionally Directed Spending (earmarks) requests in March or April. An earlier trip in 2025 may provide more opportunity for RTD to advocate for our earmark request and to begin to discuss our preliminary thoughts about the 2026 transportation reauthorization.

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 APTA Executive Committee and is required to travel more frequently to attend meetings and conferences. Director Balwinder Singh has been appointed as the Chair of the APTA Transit Board Members (TBM) Legislative Committee and American Public Transportation Foundation (APTF) Board of Director and may also require more frequent travel.

The total cost of travel expenses for board members, listed by conference for the 2024 calendar year, is provided in a table on the next page. Following the 2024 travel expenses is a table with estimated planned travel expenses for board members for the 2025 calendar year.

2024 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 attendee for expenses	\$1,800
Actual Cost									
Gary Giovanetti	\$3,736.84	\$2,762.86			\$3,624.85	\$2,161.91	\$3,649.21		
Les Fong			\$3,241.36			\$1,826.43	\$2,750.15		\$1,520.28
Balwinder Singh	\$3,429.59		\$3,394.04			\$1,850.68	\$3,238.80		
Stephan Castellanos	\$3,740.28			Did not attend		Did not attend	Did not attend		Did not attend

Actual costs have been added to the table after each conference.

2025 CONFERENCES

Board Member	APTA Mobility Conference April 6-9, 2025 Austin, TX	CTA Spring Legislative Conference May 8, 2025 Sacramento, CA	APTA Legislative Conference May 18-20, 2025 Washington, DC	San Joaquin One Voice May 19-21, 2025 Washington, DC	CTAA National EXPO in Collaboration with CALACT June 2-4, 2025 San Diego, CA	APTA Rail Conference June 29- July 2, 2025 San Francisco, CA	APTA Transit Board Members & Transit Board Admins. Seminars July 19-22, 2025 Kansas City, MO	APTA TRANSform September 14-17, 2025 Boston, MA	CALACT Fall Conference October 20-24, 2025 Stateline, NV	CTA Fall Conference & Expo November 5-7, 2025 Long Beach, CA	APTA Executive Committee Strategic Retreat Date: TBD Location: TBD
Mike Restuccia											
Gary Giovanetti			X			X	X	X			X
Les Fong				X			X	X			
Balwinder Singh			X	X			X	X			
Stephan Castellanos		X					X			X	
Estimated Cost Per Person	\$2,800	\$300	\$3,600	\$3,300	\$2,000	\$3,600	\$2,500	\$3,200	\$2,400	\$2,400	APTA will reimburse attendee for expenses

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

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

V. CUSTOMER IMPACT

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

VI. FINANCIAL CONSIDERATIONS/IMPACT

Total Board member travel expenses, including registration, were \$40,927.28 for calendar year 2024. Estimated Board member travel expenses for 2025, including registration, are estimated at \$54,820. Expenses are budgeted according to fiscal year under account number 403000-50912 – Board Travel.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

N/A

IX. ATTACHMENTS

None

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

X. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



A handwritten signature in blue ink, appearing to read 'R. Kyle', is written above a horizontal line.

Alex Clifford, CEO



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LEAD STAFF: **ALEX CLIFFORD, CEO**

REPORT: **CALENDAR YEAR (CY) 2025 RTD LOCAL, STATE, AND
FEDERAL LEGISLATIVE AGENDA**

I. RECOMMENDED ACTION:

Approve the CEO's recommended San Joaquin Regional Transit District (RTD) CY2025 Local, State, and Federal Legislative Agenda, as presented in this report.

II. SUMMARY:

- At the start of each new legislative cycle, the CEO requests the Board of Directors (Board) to review, comment, and approve the proposed local, state, and federal legislative agendas for the upcoming calendar year.
- Once approved, the CEO uses the approved Legislative Agenda as a guide throughout the year as he represents RTD on various state and federal transportation association Boards and Committees and the Legislative Agenda provides guidance to RTD's state and federal legislative advocates.
- The Legislative Agenda also provides the CEO, governmental affairs staff, grants staff, the RTD Board of Directors, and RTD staff who sit on various San Joaquin Council of Governments (SJCOG) committees with guidance as they represent RTD and RTD's interests on these various governmental bodies.
- The overall central goal of the program is to advocate for stable and growing local, state, and federal capital and operating funding, protect existing funding, and oppose costly unfunded mandates, reductions in current funding, and potential threats to future funding.
- For the next several years, there is an added emphasis on trying to ensure that the SJCOG allocates California SB 125 funds within the San Joaquin region for the purpose the legislation intended.
- This year's legislative agenda includes continued active outreach to the State to maintain in each budget year the state's commitment to transit funding secured in the Budget Act of 2023-2024, AB 102, and SB 125. At the time of the writing of this report, the Legislative Analyst's Office (LAO) is projecting a minor budget shortfall.
- This year's Legislative Agenda includes continued and expanded emphasis on protecting RTD's current and potential future capital and operating revenues, including SB 125, from Valley Link.

- Allows RTD staff to continue advocating that SJCOG not apportion/allocate funding to Valley Link, that could otherwise be allocated to RTD and current San Joaquin County transit providers.
- Allows RTD staff to continue advocating that SJCOG apportion/allocate transit-qualified funds to RTD and current transit providers and services in the county and not to potential new projects that are not currently providing transit services in the county.
- On the federal side, continued outreach to federal representatives for “Plus-Ups” above the Infrastructure Investment and Jobs Act (IIJA) authorized funding levels and to request of our Congressional Representatives to include RTD in their annual Congressionally Directed Spending allocations (earmarks), if such is included in the federal budget.
- Since the current transit funding authorization ends in 2026, throughout CY2025 the CEO will provide input to the federal government about the upcoming reauthorization legislation, supporting increased formula and discretionary transit funding.
- The CEO will also seek to include in the next reauthorization language that will provide transit agencies with an appeals process when there is a dispute or disagreement between the region’s Metropolitan Planning Organization / Regional Transportation Planning Agency (MPO/RTPA) and the transit agency relative to the MPO’s/RTPA’s handling of federal funding sources.
- The legislative agenda also provides a guide to Board members in their legislative activities. Typically, some Board members join the CEO in at least one annual federal advocacy trip to Washington, D.C., in March, April, and/or May each year, including the San Joaquin Council of Governments One Voice® and the American Public Transportation Association (APTA) Legislative conference.
- New in this year’s Legislative Agenda will be the initiation of outreach to SJCOG requesting that they come into compliance with the law, MAP-21, and change RTD’s seat on the SJCOG Board from ex officio non-voting to a fully recognized voting Board member.
- Through this annual Legislative Agenda, the Board also approves and encourages the CEO to continue actively participating and expanding his leadership roles in APTA, California Transit Association (CTA), The Bus Coalition, California Association for Coordinated Transportation (CALACT), Community Transportation Association of America (CTAA), Center for Transportation and the Environment (CTE), the Hydrogen Fuel Cell Bus Council (HFCBC) and the Zero Emission Bus Resource Alliance (ZEBRA) (*See Attachment D for additional information*).

III. DISCUSSION/BACKGROUND

CY2024 State and Federal Outcomes

State

- In 2023, the California State Legislature and Governor Newsom enacted a transportation funding package as part of the Budget Act of 2023-24 (SB 125 and AB 102) that provides \$5.1 billion over four years to fund transit operations and high-priority transit and rail capital projects statewide. In 2024, in response to a two-year \$50 billion funding shortfall, the Legislature and Governor enacted minor changes to the transportation funding package, extending the appropriation timeline from four years to five years, as follows:
 - \$4 billion in Fiscal Years (FYs) 2023-2024 through 2025-2026 for transit operations and capital projects statewide, administered through the Transit and Intercity Rail Capital Program and allocated to RTPAs via population-based formula.
 - \$1.1 billion in FYs 2023-24 through 2027-28 for zero-emission transit vehicles and infrastructure and transit operations statewide, administered through the new Zero-Emission Transit Capital Program and allocated to RTPAs via population-based formula.
- Through this transit funding package, SJCOG will receive \$93.5 million for suballocation to transit and rail agencies in the region. SJCOG received the first tranche of this funding in July/August 2024 and subsequent tranches will be allocated by the California State Transportation Agency (CalSTA) to SJCOG annually.
- As part of the Budget Act of 2023-24, the Legislature and Governor also created the Transit Transformation Task Force at the California State Transportation Agency. This new state body held its kick-off meeting in December 2023 and, at the writing of this report, has met a total of seven times. It is charged with developing a report of policy and funding recommendations, for delivery to the Legislature by October 31, 2025, to address systemic issues faced by transit agencies and to support transit agencies in their ongoing recovery from the pandemic. CTA represents California transit agencies on the Task Force and has formed an internal Transit Transformation Advisory Committee, which includes participation from RTD, to ensure its recommendations reflect the interests of its members. As the Task Force continues to meet in 2025, it will continue to discuss, and develop recommendations on, Transportation Development Act reform.
- Following the adoption of the Budget Act of 2024-25, the California Air Resources Board (CARB) approved a \$34.94 million funding plan to support zero-emission vehicle deployment, and the California Energy Commission (CEC) approved a \$1.4 billion investment plan to support the buildout of zero-emission vehicle infrastructure.
- CARB's funding plan does not include any new funding for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) or HVIP-Transit and the CEC's investment plan does not include any new funding for Transit Bus Zero Emission Vehicle (ZEV) Infrastructure. Funding

previously directed to these programs was redirected by the Legislature and Governor in 2023 to the Zero-Emission Transit Capital Program.

- Instead, CARB's funding plan restates the continued availability of \$46.6 million in previously approved funding for HVIP-Transit.
- CEC's investment plan also includes the following key investments:
 - \$38.2 million in FY 2024-2025 for Medium- and Heavy-Duty ZEV Infrastructure.
 - \$15 million in FY 2024-2025 for Hydrogen Refueling.
- Finally, the State enacted legislation to:
 - Require the California Department of Transportation to develop and implement a transit priority policy for the state highway system.
 - Expedite judicial review for certain hydrogen production and storage facilities.
 - Authorize transit agencies statewide to equip their buses with yield right-of-way signs to support transit prioritization and traffic safety.
 - Update RTD's authorizing statutes.

Federal

- **Infrastructure Investment and Jobs Act (IIJA) and Other**
 - Proposed Bus program Plus-Ups from IIJA Authorization Levels \$84 million (FY2025 budget not yet finalized)
 - Likely 2% increase in Pre-authorized spending levels for the 2025 Federal Transit Administration (FTA) formula program (FY2025 budget not yet finalized)
 - \$250,000 for RTD-UCP Van Replacements in House version of FY2025 FTA budget from Rep. Harder (FY2025 Budget not yet finalized)
 - The Buy America waiver was extended for the purchase of some cutaway vehicles

IV. RTD ECONOMIC/DEMOGRAPHIC/RIDERSHIP BACKGROUND

San Joaquin RTD is a California Special District with an operating and capital budget of \$114.7 million for FY2025 and employs approximately 342 people (funded positions). RTD supports the local economy by purchasing goods and services for its operations and by transporting residents to their jobs, schools, shopping centers, medical appointments, and other destinations. Labor costs (wages and benefits) represent approximately 70% of the total FY2025 budget. Since approximately 93% of RTD's employees reside in San Joaquin County, the local multiplier effect of these labor dollars to the region is high as our employees' income is reinvested locally in housing, goods, services, and recreation.

RTD is San Joaquin County's regional transportation provider, a Special District (not municipal transit) as defined in California Public Utility Code (PUC) 50000-50507, initially serving the Stockton Metropolitan Area and amended in 1994 to include the entire county.

RTD serves over 1,400 square miles and a population of approximately 800,000. According to a 2021 on-board survey, approximately 32% of RTD riders use the service to get to and from work.

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

Other notable data and demographics:

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

While pre-pandemic annual ridership was about 3.7 million passenger trips per year, the impacts of the pandemic on ridership have resulted in RTD delivering a low of 1.8 million trips in FY2022 (year ended June 30, 2022). The effects of the pandemic continue to impact RTD's ridership, which is slowly recovering year-over-year.

In FY2024, the ridership increased to 2,586,620. This can be attributed to the restoration of service on the street beyond pre-pandemic levels of service on local routes and an increase in service in traditionally underserved neighborhoods.

As of November 30, 2024, fiscal year to date, ridership has recovered to an average of 70% of pre-pandemic levels.

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

San Joaquin Regional Transit District’s enabling legislation designates RTD as the San Joaquin County regional transit provider, providing service that connects to and operates within the cities of Stockton, Lodi, Escalon, Manteca, Lathrop, Ripon and Tracy.

The table below reflects San Joaquin County regional transit data (RTD and the municipal operators) and helps to support and reinforce the regional nature of San Joaquin County RTD’s service.

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

Notes: Based on NTD 2023 Data.

*Ripon contracts with RTD for a driver who drives their bus for four trips twice a week.

Lathrop is studying the possibility of providing transit service.

V. CALIFORNIA AIR RESOURCES BOARD CALIFORNIA INNOVATIVE CLEAN TRANSIT (ICT) REGULATION

RTD must comply with the 2019 California Air Resources Board (CARB) California Innovative Clean Transit (ICT) Regulation. However, RTD was way ahead of the ICT Regulation because beginning in 2013, RTD was one of the first early adopters of public transit battery electric buses (BEBs) in the nation, reducing greenhouse gas emissions (GHGs) and doing our part to improve air quality in the San Joaquin Valley Air Pollution Control District, six years ahead of the ICT. RTD has developed a comprehensive plan to comply with the 2019 CARB ICT Regulation while at the same time avoiding the premature retirement of its conventional propulsion-powered transit vehicles.

RTD currently operates twenty-five zero-emission battery electric buses. In late 2024, RTD received five Fuel Cell Electric Buses (FCEBs). RTD’s fleet includes 56 electric hybrid buses, both 40’ and 60’ buses. These electric hybrids are considered the “workhorse” of the fleet. Unlike the battery electric buses, the electric hybrid buses are more dependable and have a range sufficient to run on any route in the RTD system. RTD will continue to purchase electric hybrids until 2029, at which time the California ICT requires all purchases to be zero emission.

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

RTD Board Action 04/21/2023:

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

RTD's Compliance with the ICT Regulation

California Code of Regulations, Title 13, § 2023.1. Zero-Emission Bus Requirements. (a) Zero-Emission Bus Purchase Requirements. (1) In any given calendar year, transit agencies must purchase or operate a minimum number of zero-emission buses as determined by the following schedules:

(A) For a large transit agency:

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

"Large Transit Agency" means either:

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

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

AB 32 and SB 32:

RTD is committed to meeting the regulations to reduce greenhouse gas emissions, its carbon footprint, and the effects of Global Climate Change. California's landmark AB 32 legislation, enacted in 2006, tasked CARB with (1) ensuring that statewide greenhouse gas emissions in 2020 would not exceed the 1990 level, and (2) achieving the "maximum technologically feasible and cost-effective reductions in greenhouse gas emissions". CARB adopted a caps-and-

standards framework for regulating emissions in energy sectors (electricity generation, industrial combustion, and transportation fuels). CARB's November 2022 Scoping Plan extends the same framework to implement California's new legislative directive (AB 1279) requiring achievement of "net zero greenhouse gas emissions as soon as possible, but no later than 2045". Its Scoping Plan adopts an ambitious reduction target of 48% in 2030 – up from the 40% mandated by SB 32.

Service Equity/Underserved Neighborhoods:

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

An emphasis on serving underserved neighborhoods:

Based on the Climate and Economic Justice Screening Tool, approximately 75% of the census tracts in the Stockton area are identified as Disadvantaged Communities.

- Minorities comprise 82% of the population.
- The median household income in Stockton is \$58,393.
- Approximately 16.3% of the population lives below the federal poverty line.
- These minority and low-income communities experience socio-economic burdens related to air quality and access to transit, to name a few.

2010 and 2020 Census Tracts:

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

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

Outside the City of Stockton, there were 64 census tracts in 2010 and 83 in 2020. The number of low-income census tracts increased from 18 to 27 (28% to 33%).

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

The population of San Joaquin County in 2020 was 780,517, 13.6% up from the 687,115 who lived there in 2010. Between 2010 and 2020, the county grew by an average of 1.3% per year. The estimated population of San Joaquin County in 2024 is 807,637.

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

Among six age groups (0 to 4, 5 to 19, 20 to 34, 35 to 49, 50 to 64, and 65 and older), the 65 and older group was the fastest-growing population between 2010 and 2020, increasing by 42.3%. The 0 to 4 age group declined the most dropping 4% between 2010 and 2020. The share of the population that is 0 to 4 years old decreased from 7.9% in 2010 to 6.7% in 2020. The share of the population that is 65 and older increased from 10.4% in 2010 to 13.1%

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

**In everything we do, RTD is committed to answering the question -
How does what we do or what we propose to do help to satisfy a
customer's transit need or improve the customer experience?**

- Improved Accessibility: Expanding service ensures more people have access to public transit, particularly in underserved areas, enabling them to commute to work, school, medical appointments, and other essential destinations.
- Increased Convenience: Higher frequency reduces wait times
- Reduced Travel Times: Additional trips and better connections
- Greater Reliability: Frequent service minimizes the impact of missed trips or delays.
- Flexibility: Expanded schedules and routes provide more options, accommodating various travel times and personal schedules, such as evening or weekend trips.

VI. FUNDING AND GRANTS

Current Funding for Operations and Capital – See Attachment C

RTD's operating budget for FY2025 is \$60.8 million and RTD's capital budget is \$53.8 million, for a total FY2025 budget of \$114.7 million. RTD receives funds from state, federal, local, passenger fares, and other auxiliary sources to support its operations and capital projects. California State Transportation Development Act (TDA): State Transit Assistance (STA) and Local Transportation Fund (LTF) funding, along with RTD's budgeted anticipated allocation of SB 125, remain RTD's major sources of revenue, which is 69.5% of FY2025 projected revenues. Federal sources are at 13.7% of the budget, the majority of which are from Federal Section 5307 which are being used for preventive maintenance expenses and safety related projects. Local revenues are from RTD's share of property tax levy and Measure K. Measure K is derived from the half-cent sales tax, which was originally approved by voters in 1990, then extended by voters through March 31, 2041. Passenger fares are slowly increasing in conjunction with an increase in ridership, fare enforcement, and the installation of fareboxes on the BRT routes. Other auxiliary revenues are from advertisers on buses, lease proceeds, interest, and other revenues. The Capital Program is funded by TDA-LTF, TDA-STA, Low Carbon Transit Operations Program (LCTOP), State of Good Repair (SGR), federal funds, local Measure K, and property taxes.

Operating Grants vs. Capital Grants

Think of the operating budget as "running and maintaining buses" and the capital budget as "buying buses." Much of RTD's formula grants are fungible and can be used to fund either operations and/or capital projects. Each year, during the annual budget process, the Board must struggle with the challenging dilemma of assigning fungible revenues to operations and to

capital. There is never enough money to fully fund both. RTD prioritizes funding of its operations but must also consider strategically funding some needed capital projects in an effort to maintain its assets in a state of good repair and to ensure safety is always first. Once a grant opportunity is identified, an application for the formula or discretionary grant is submitted. State and federal discretionary (competitive) grants do not typically provide revenue for the operating budget, and local grants that might provide operating funds are few and far between. Nearly all state and federal discretionary grant opportunities focus on capital improvements and assist in RTD's ability to buy buses and build/maintain facilities in a state of good repair.

Formula Grants

State and federal formula grants come to RTD as a result of state and federal legislation and may or may not be a direct allocation to RTD, and instead may be an allocation via passthrough from the SJCOG. Most formula grants usually require an annual application and always require follow-up reporting on how RTD uses the money. While this can be a cumbersome and time-consuming process for the Grants Department, RTD always follows the directed and mandated processes to ensure compliance and never risks or jeopardizes its local, state, and federal formula grant allocations. These formula local, state, and federal formula grants are typically used for operations and are sometimes flexible (fungible) to be used for both operations and capital, such as state TDA-LTF and TDA-STA. In the case of Federal 5307, RTD is the designated recipient of these formula dollars, and these dollars can be used for operating (preventative maintenance) or capital and are appropriated to RTD on a reimbursement basis, often taking a year or more to be reimbursed.

Discretionary (Competitive) Grants

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

When discretionary grants become available for competition, they are always extremely oversubscribed. For example, it is not uncommon for the value of the federal grant applications nationwide to exceed by ten times or more the actual grant awards available, and the amount awarded to each successful recipient is often something less than was requested. It is important that when RTD submits a discretionary grant application, we try to make it scalable.

In FY2024, RTD received \$44.7 million in State and Federal Formula Grants for operating assistance.

In FY2024, RTD received \$13.8 million in State and Federal Formula Grants for capital assistance.

No discretionary grants in FY2024.

VII. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

VIII. FINANCIAL CONSIDERATIONS/IMPACT

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

IX. CHANGES FROM COMMITTEE

N/A

X. ALTERNATIVES CONSIDERED

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

XI. ATTACHMENTS

- Attachment A:** State Legislative Agenda
- Attachment B:** Federal Legislative Agenda
- Attachment C:** Current Funding for Operations and Capital Pie Chart
- Attachment D:** CEO Participation in State and Federal Transit Advocacy Organizations
- Attachment E:** The Changing Landscape of Grants Availability
- Attachment F:** SB 125 Chronology of Events

Prepared by: Alex Clifford, CEO

XII. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
CY2025 State and Local Legislative Agenda

CY2025 State and Local Legislative Agenda

- **Existing Funding:** Protect against the elimination or diversion of any State-directed funds, including SB 125 funding, that support transportation needs.
- **Unfunded Mandates:** Oppose unfunded mandates.
- **Free Fares:** Oppose legislation that would provide funding for free fares unless such funding is equal to or greater than the current subsidies RTD receives for its student free fare programs and unless such funding is stable and recurring. Support the “concept” of free fares as solely a local decision.
- **Cap-and-Trade:** Support legislation to re-authorize Cap-and-Trade beyond 2030. Should the Legislature consider changes to continuously appropriated Cap-and-Trade dollars as part of this legislation, ensure that an equal, if not greater, amount of revenue is dedicated to transit. Additionally, continue to seek maximum flexibility in the use of Cap-and-Trade dollars, particularly LCTOP.
- **Transit Transformation Task Force:** Monitor the Transit Transformation Task Force and seek opportunities to influence its deliberations, including through CTA Transit Transformation Advisory Committee, to ensure that any policy and/or funding recommendations developed by the Task Force address the needs of RTD and do not harm RTD.
- **Voter-Threshold:** Support the initiative to amend the State Constitution to reduce the voter threshold required for a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs.
- **Transit Oriented Development (TOD):** Support establishing new funding sources for TOD and bus facilities.
- **Transportation Development Act Reform:** In 2023, the Legislature and Governor Newsom created the Transit Transformation Task Force at the California State Transportation Agency. The Task Force will develop recommendations on, among other things, Transportation Development Act Reform. On behalf of RTD, the CEO will continue to seek, including through CTA’s Transit Transformation Advisory Committee, various changes to the current law that will protect or increase the TDA funds received today by RTD (both STA and LTF). The CEO will continue to seek to reduce the burden of the current outdated performance measures and eliminate the penalties associated with a transit agency missing its farebox recovery ratio or other TDA performance criteria. The CEO will also support efforts to mandate that 100% of TDA-LTF go to transit.
- **Innovative Clean Transit Regulation (CARB ICT):** Monitor implementation of the Innovative Clean Transit regulation and work to address the impacts associated with deploying ZEVs, including by pursuing dedicated funding for zero-emission transit vehicle deployment and supportive infrastructure, supporting legislation to extend the partial sales and use tax exemption for zero-emission buses purchased by transit agencies; monitoring and participating in statewide discussions related to

utility rate changes and the definition of peak/off-peak and advocating for a special transit utility rate; supporting efforts to increase the production and distribution of hydrogen fuel; engaging CARB through various forums; and, potentially pursuing relief from the regulations. Advocate for and support efforts to ask the CARB to slow down and delay the impending 2026 and 2029 mandatory zero-emission purchase requirements.

- **Additional CARB Mandates:** Oppose any effort by CARB to create a purchase mandate for over-the-road coaches and cutaways. There has not been good progress in the evolution of this technology relative to battery range for these two classes of revenue vehicles.
- **Resiliency:** The implementation of Pacific Gas & Electric's Public Safety Power Shutoff program and the ongoing threat of natural disasters has increased the likelihood that RTD's bus depots will periodically be without power. This creates new challenges as RTD transitions to zero-emission buses and potentially threatens the role RTD plays in emergency response.
RTD will therefore pursue various strategies for mitigating the impacts on its operations of an unreliable grid. These strategies may include: advocating for a carve out or an exemption to the Innovative Clean Transit regulation, which would allow transit agencies to retain a contingency fleet of buses; advocating for long-term consideration at the California Public Utilities Commission (CPUC), California Energy Commission (CEC) and CARB for funding that hardens and/or creates redundancies to the grid; and, advocating for legislation or regulation that would require PG&E to identify transit agencies as priority users of the grid, much like what is in place for fire and police departments and hospitals.
- **Transit Worker Safety:** Support legislation to increase financial penalties and to streamline the issuance of prohibition orders for individuals arrested and/or convicted of assault and/or battery against transit workers.
- **CEQA and Permit Streamlining:** Support legislation to further refine existing statutory exemptions for transit agencies and explore opportunities to expedite state and local permit reviews and approvals.

CY2025 Local Legislative Agenda

- **San Joaquin Council of Governments:**

- Secure a fair share and proportionate allocations of local funding, Measure K, SB 125, and other funding the SJCOG controls, and that may be in the form of a pass-through to RTD, or that may be included in a discretionary allocation and up for competition between multiple agencies.
- Carefully monitor the overdue Measure K strategic plan update, which should include a reconciliation of revenues from the past several years, to ensure that RTD receives excess funds generated over the past several years and held currently by SJCOG and that the programming of anticipated revenues through the end of the Measure properly accounts for RTD's share.
- Initiate outreach to SJCOG requesting that they come into compliance with the law, MAP-21, and change RTD's seat on the SJCOG Board from ex officio non-voting to a fully recognized voting Board member.

- **Valley Link:**

- Stimulate a public discussion about Valley Link
- Continue to ask "Why" a new commuter rail line paralleling (mirroring) ACE is needed in San Joaquin County and how the future operating expenses will be funded. Such questions should be answered before the SJCOG or others spend resources on Valley Link, which could otherwise be used to fund RTD. Operating funds are limited, and another planned commuter rail line will place pressure on this county's limited resources that RTD, ACE, and the municipal transit providers in San Joaquin County count on and anticipate in the future to serve the transit-dependent, lower-income, and underserved population.
- RTD staff will continue advocating that SJCOG not apportion/allocate funds to Valley Link, that could otherwise be allocated to RTD, until Valley Link has provided a viable and validated operating revenue budget, in detail, reflecting how they propose to fund Valley Link operations in San Joaquin County, and that Valley Link be compelled to update their antiquated, invalid and outdated October 2019 Feasibility Study to reflect the ridership, revenues, and construction cost impacts of the post-pandemic realities.
- RTD staff will continue advocating that the SJCOG not allow Valley Link to receive funding that could otherwise be allocated to RTD and other transit providers in San Joaquin County.
- Continuously educate SJCOG Board members, local elected officials, county leadership, and stakeholders about the value RTD, the regional transit provider, brings to San Joaquin County by connecting the cities within San Joaquin County and providing commuter service to Sacramento and the Dublin/BART Station.



Attachment B
CY2025 Federal Legislative Agenda

CY2025 Federal Legislative Agenda

- Outreach to federal representatives for “Plus-Ups” above the IIJA authorized funding levels and to request of our Congressional Representatives to include RTD in their annual Congressionally Directed Spending allocations (earmarks), if such is included in the federal budget. If additional operating funding is proposed that will help large transit agencies with their fiscal crisis, advocate for fair treatment – all ships rise. Similar to CARES and ARPA, new funding flows to all transit agencies via the 5307 formula.
- Oppose federal mandates that would compel transit to transition to zero emission vehicles before the technology is ready and any sooner than California’s ICT regulation.
- Oppose unfunded mandates.
- Advocate for the Alternative Fuels Excise Tax Credit Program to be modified to include zero emission electric buses.
- Advocate for and seek congressional support for an increase the federal gasoline and diesel fuel tax which would increase funding to the Highway Trust Fund and the Mass Transit Account. Federal gas tax has been unchanged since 1993 at 18.4 cents/gallon. Federal diesel fuel tax has been unchanged since 1993 at 24.4 cents/gallon. These Federal gas and diesel taxes provide revenues to the Federal Highway Trust Fund (HTF). 2.86 cents/per gallon from each of these two fuel taxes go to the Mass Transit Account. Federal bus transit funding comes from the Mass Transit Account. The Mass Transit Account, combined with other Federal funding sources, help to fund RTD operations through the FTA 5307 and 5311 grant programs.
- Advocate for the elimination of the “Rostenkowski Test,” which requires public transit funding to be reduced by the amount of any shortfall of annual federal gasoline taxes into the Highway Trust Fund compared to authorization levels.
- Support continued annual funding for the RAISE discretionary program at or above current levels.
- Support the continued mandatory sub-allocation of capital money for low emission buses (electric hybrid buses) within the overall Lo-No Program and an increase in the minimum allocation requirement.
- Develop strong RTD grant submissions to DOT discretionary (competitive) programs such as BUILD, Bus and Bus Facilities, and Lo-No Emissions Bus programs and advocate for their award.
- Ensure that DOT implementation of IIJA rules and regulations does not have a negative impact on RTD operations.
- Reinstate the tax deduction for employers that provide commuter benefits such as transit passes (and parking) that was eliminated in the 2017 federal tax law. While corporate tax rates overall were lowered in the 2017 tax law, the elimination of the deduction for commuter benefits provides a

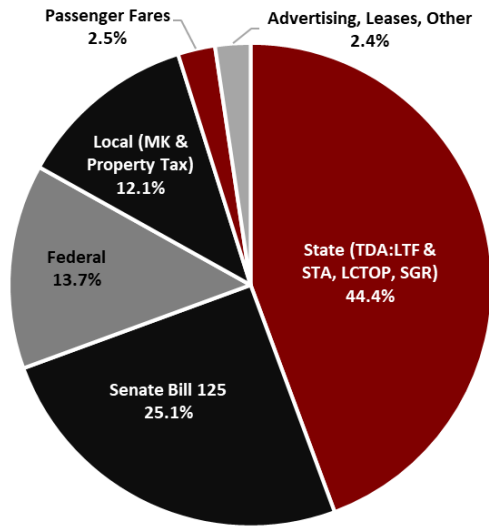
disincentive for employers to provide transit benefits (employees may still receive those benefits in a pre-tax manner if employers choose to offer them).

- Seek amendments to the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program at DOT to make it more attractive as a tool to assist bus purchases.
- Support establishing new dedicated funding sources for TOD and bus facilities and allow planning, engineering, and design to be eligible activities.
- Work with Congress and the FTA to help them understand the significant challenges for small to mid-size transit agencies to fund operating and capital programs and to keep up with State-of-Good-Repair.
- Oppose any federal efforts that would preempt local authority over the use of autonomous vehicles in their communities.
- The current transit funding authorization (IIJA) ends in 2026. Throughout CY2025 the CEO will provide input to the federal government about the upcoming reauthorization legislation, supporting increased formula and discretionary transit funding.
- Oppose any effort to claw back previous IIJA funding or eliminate future authorized funding.
- The CEO will also seek a change in the next reauthorization that will provide transit agencies with an appeals process when there is a dispute or disagreement between the region's Metropolitan Planning Organization/Regional Transportation Planning Agency (MPO/RTPA) and the transit agency relative to the MPO's/RTPA's handling of a federal funding source.
- Continue the annual transit funding advocacy trip to Washington, DC in March/April/May and encourage Board members to participate.



Attachment C
FY2025 Operating and Capital Revenues

FY25 Operating and Capital Revenues



	FY2024-25 Budget			
	Operating	Capital	Total	%
State (TDA:LTF & STA, LCTOP, SGR)	7,364,016	43,523,262	50,887,278	44.4%
Senate Bill 125	\$ 28,746,521		\$ 28,746,521	25.1%
Federal	12,035,821	3,650,302	15,686,123	13.7%
Local (MK & Property Tax)	7,165,078	6,667,334	13,832,412	12.1%
Passenger Fares	2,859,741		2,859,741	2.5%
Advertising, Leases, Other	2,708,928		2,708,928	2.4%
Total	\$ 60,880,105	\$ 53,840,898	\$ 114,721,003	100.0%

	FY2023-24 Budget			
	Operating	Capital	Total	%
State (TDA:LTF & STA, LCTOP, SGR)	34,140,575	2,851,850	36,992,425	56.3%
Federal	8,690,077	9,632,758	18,322,835	27.9%
Local (Measure K & Property Tax)	7,042,416		7,042,416	10.7%
Passenger Fares	2,212,428		2,212,428	3.4%
Advertising, Leases, Other	1,120,126		1,120,126	1.7%
Total	\$ 53,205,622	\$ 12,484,608	\$ 65,690,230	57.3%



Attachment D
Transit Advocacy Organizations

CEO Participation in State and Federal Transit Advocacy Organizations

- **California Transit Association (CTA)**
 - Executive Committee Member
 - State Legislative Committee Member
 - CTA Transit Transportation Advisory Committee Member
 - <https://caltransit.org/>

- **American Public Transportation Association (APTA)**
 - APTA Executive Committee Member
 - APTA Board Member
 - Access Committee
 - Bus and Paratransit CEOs Committee
 - Legislative Committee
 - Public Transportation CEOs Coordinating Council
 - Small Operations Committee, Chair
 - <https://www.apta.com/>

- **The Bus Coalition**
 - Board of Directors
 - <https://www.buscoalition.com/>

- **Community Transportation Association of America (CTAA)**
 - Member
 - <https://ctaa.org/>

- **California Association for Coordinated Transportation (CalACT)**
 - Board of Directors, past Chair (two years)
 - Legislative Committee
 - <https://calact.org/>

- **Zero Emission Bus Resource Alliance (ZEBRA)**
 - Member
 - <https://zebragr.org/>

- **Center for Transportation and the Environment (CTE)**
 - Member
 - <https://cte.tv/>

- **Hydrogen Fuel Cell Bus Council (HFCBC)**
 - Member
 - <https://www.hfcbuscouncil.com/>



Attachment E
The Changing Landscape of Grants Availability

The Changing Landscape of Grants Availability

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

- 1971 - The Mills-Alquist-Deddeh Act (SB 325).
Source: <https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act>
Enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans.
TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction and maintenance. The STA funding can only be used for transportation planning and mass transportation purposes.
 - LTF is derived from a ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. Each county then apportions the LTF funds within the country based on population.
 - STA funds are generated by a sales tax on fuel and diesel fuel. The amount of money available for transit agencies varies annually based on the ups and downs of diesel prices. STA funds are appropriated by the legislature to the State Controller's Office (SCO). The SCO then allocates the tax revenue, by formula, to planning agencies and other selected agencies. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to transit operator revenues from the prior fiscal year.
- 2006 - California voters created a capital funding source through Proposition 1B – Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. This ten-year capital program, which expired in 2016, funded numerous RTD security, facilities and bus procurements. Fortunately, the Governor signed the Road Repair and Accountability Act (SB1) in April 2017 to partially replace Proposition 1B and to provide additional STA. Again, this legislation favors capital projects for the

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

- 2009 - The American Recovery and Reinvestment Act (ARRA) of 2009, signed into law by President Barack Obama on February 17, 2009, was an economic stimulus package that provided RTD valuable capital dollars. ARRA was a one-time capital program and did not provide recurring resources.
- 2012 - The US Congress eliminated federal "earmarks," a process that provided legislative appropriations to specific projects in a congressional representative's district. Until then, RTD had secured federal earmarks to fund multiple capital projects.
- Up until 2012, the federal transportation authorization included a Bus and Bus Facilities Program, which was a discretionary capital grant program. Until 2012, RTD had competed successfully for some of this capital funding. With the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012, the Bus and Bus Facilities discretionary grant program was eliminated and replaced with a small formula program (5339(a)).
- 2016 - It was not until the Fixing America's Surface Transportation Act (FAST Act) reauthorization in 2016 that the Bus and Bus Facilities discretionary grant program was reestablished, albeit at a substantially reduced funding level in comparison to pre-2012 funding levels. The Bus Coalition was largely successful in convincing Congress to fund the discretionary program at substantially higher levels.
- 2017 - On April 28, 2017 Governor Brown signed Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017. SB 1 augments the base of the STA program, essentially doubling the funding for this program. To provide for SB 1 reporting and transparency, transit agencies are asked to work with the Department to report on planned expenditures for these augmented funds.

Source: [Road Repair and Accountability Act of 2017](https://www.rebuildingca.ca.gov/), www.rebuildingca.ca.gov, <https://www.rebuildingca.ca.gov/> and SB 1.

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

SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in over two decades. It allows local agencies and Caltrans to

fix California's roads and bridges, reduce traffic delays, improve goods movement, and increase options for transit, intercity rail, and active transportation. SB 1 increases funding for California's transportation system by an average of \$5.4 billion annually, split between state and local investments.

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

- 2020/2021 Pandemic - To support the nation's public transportation systems during the COVID-19 public health emergency, the federal government signed into law the Corona Aid, Relief, and Economic Security (CARES) Act on March 27, 2020, which provided a \$25 billion grant for public transit. Then, on December 27, 2020, a second round of public transit funding was signed into law under the Corona Virus Response and Relief Supplemental Appropriations Act (CRRSAA), which provided a \$14 billion grant to continue to support public transportation systems. While the two rounds of funding provided transit agencies across the nation with needed relief, gaps in transit funding continued to grow due to ongoing losses of ridership, consequently fare revenue, coupled with growing labor costs, cost of personal protective equipment, and other higher costs, on March 11, 2021, the American Rescue Plan Act (ARPA) was signed into law, which provided \$30.5 billion grant for public transportation systems. RTD was awarded a total of \$29.6 million, of which \$18.2 million was from CARES grants, \$1.2 million from CRRSAA grants, and \$10.2 million from ARPA grants for public transportation systems. RTD has expended and collected all these grants, except for the \$1.1 million CRRSAA FTA-5311 grant, which is projected to be expended before the end of FY25.
- 2021 - Reauthorization: IIJA also known as the Bipartisan Infrastructure Law
 - Signed into law by President Biden on November 15, 2021
 - Up to \$108 billion for public transit over five years (Formula and Discretionary).
 - \$69.9 billion from Highway Trust Fund.
 - \$21.25 billion in Advance Appropriations.
 - \$17 billion in Authorized Appropriations.

- New and increased funding for State of Good Repair, Low or No Emission, and Capital Investment Grants (CIG).
- 30% increase to authorized funding levels, plus additional \$1.1 billion per year for Low or No Emissions Competitive Grants.
- Requires a Notice of Funding Opportunity (NOFO) be issued no more than 30 days after the passage of a full-year appropriation, and awards be announced 75 days after the NOFO closes or the end of the fiscal year the NOFO was issued, whichever is earlier.
- An applicant that is submitting a project to both Low-No and Bus, or only Low-No, may propose partnerships with TVMs to satisfy the competitive procurement requirements.
- Both require that for projects related to zero-emission buses, a zero-emission fleet transition plan must also be submitted with the application.
- Not less than 25% of Low-No funding must be made available for low-emission vehicles and related facilities.
- 5% of funds used to purchase zero-emission vehicles or infrastructure must be utilized for workforce development unless the applicant certifies that less is needed to carry out their transition plan.
- Minimum amount of rural funding has increased from 10% to 15% for the Buses and Bus Facilities Competitive Program.
- Urbanized Area Formula funding:
 - 30% increase to program funding levels from FY2021 to FY2022 (\$4.8B to \$6.3B).
 - Increases the set-aside for Small Transit Intensive Cities from 2% to 3%.
 - Requires recipients in large UZAs to use at least 0.75% of their funds for safety-related projects eligible under the Urbanized Area Formula program (Section 5307).
- Formula Grants for Rural Areas:
 - 30% increase to program funding levels from FY2021 to FY2022 (\$601M to \$781M).
 - Provides \$229 million for Public Transportation on Indian Reservations over five years.
 - 20% of the Public Transportation on Indian Reservations funds must be distributed on a competitive basis, while the remainder must be apportioned by formula.
 - 3% of Rural Formula funding is available for the Appalachian Development Public Transportation Assistance Program.
- Buses and Bus Facilities:
 - 30% increase to program funding levels from FY2021 to FY2022 (\$461M to \$599M).
 - The Formula National Distribution is increased to \$4 million for each State and \$1 million for each territory.

- Encourages use of Innovative Procurement tools, such as cooperative procurement contracts or state cooperative procurement schedules.
- FTA's priorities:
 - Safety
 - Modernization
 - Climate
 - Equity

(Source: FTA presentation dated January 7, 2022)

- FY2024 Earmarks
Earmarks, also known as Congressionally-Directed Funding or Community Project Funding, after an absence of over 10 years, returned in the FY 2022, FY 2023, and the yet-to-be completed FY2024 budget bills enacted by Congress and are expected to be included again in the FY2025 budget cycle. In FY2024, approximately \$4 million in pending earmarks were included for San Joaquin County for non-bus transportation projects:
 - \$500,000 for SR 99/120
 - \$3.5 million for emissions reduction activities at Port of Stockton



Attachment F
SB 125 Chronology of Events

SENATE BILL (SB) 125 – CHRONOLOGY OF EVENTS

In order to better understand the purpose and origin of SB 125, please first review the various news articles at the end of this Chronology.

Note the dates of the headlines – 2022 and 2023.

- February 27, 2023 - Alex Clifford, Chief Executive Officer (CEO), San Joaquin Regional Transit District (RTD), was invited to Sacramento to testify on a panel to the Joint Senate and Assembly Transportation Committee Hearing titled, "Short Term Crisis and Long-Term Transformation: How to Bring Back and Build Transit Ridership in California." The topics Mr. Clifford presented to the Committee included an overview of transit's need for more operating and capital funding to increase ridership.
- Throughout 2023 - In the weeks and months that followed, Mr. Clifford actively participated in the California Transit Association's (CTA) Executive Committee and Legislative Committee, aggressively advocating for new transit funding and helping to ensure the funding did not all go to large agencies (e.g.: SFMTA, LACMTA, BART, etc.). He regularly promoted the "all ships rise" philosophy for any new funding.
 - Mr. Clifford is a longstanding member of the CTA Executive Committee and has been elected and reelected to the Committee by his peers across the state. CTA was the chief advocate for the new funding that became Assembly Bill (AB) 102 and SB 125.
- May 9, 2023 - Ken Baxter represented RTD at the California State Transportation Agency's (CalSTA) Transit Listening Session in San Francisco. The purpose was for CalSTA to receive input from transit providers concerning funding, legislation, regulation, and policy issues and concerns.
- June 16, 2023 - Mr. Clifford reported to the RTD Board:
 - Last minute budget proposal passed yesterday (June 15, 2023) to help transit (Mostly BART and Muni), represents agreement between Senate and Assembly.
 - Serves as basis for continued negotiations with Governor Newsom who hasn't agreed to specific funding levels in it.
 - Restores \$2B to the Transit and Intercity Rail Capital Program (TIRCP) to the original proposed \$4B.
 - Includes \$811M identified for transit capital – NEW Zero-Emission Transit Capital Program (ZETCP).
 - Funded in part by the reduction in the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP) and new Cap and Trade revenue.
 - Can flex both programs to operating, but there may be strings, such as ridership.
 - Both programs will be distributed by formula.

- In that case, San Joaquin may receive as much as \$79 million from TIRCP over two years and as much as \$13.5 million for zero emission bus capital over three years.
- July 10, 2023 - California Governor Newsom signed AB 102, The Budget Act of 2023, and SB 125. SB 125 is a transportation budget trailer bill that steers the investment of \$5.1 billion approved under AB 102 to assist transit providers with their operating and capital needs and directed the establishment of the Transit Transformation Task Force.
- July 2023 - In a phone call, RTD CEO Alex Clifford notified the Executive Director of San Joaquin Council of Governments (SJCOG) about SB 125 and its inclusion of over \$90 million in transit funding for San Joaquin County. The Executive Director for SJCOG said that she was unaware of the bill. Mr. Clifford encouraged the Executive Director to expedite a meeting with the potential San Joaquin County transit recipients to determine a fair distribution of the new funding.
- August 24, 2023 - During the SJCOG Board meeting, the Executive Director of SJCOG announced the following: CalSTA released the SB 125 Draft Guidelines, it is expected that San Joaquin County will receive \$93.5 million for public transit, SJCOG will be responsible for allocating the funds, and SJCOG staff will collaborate closely with bus and rail public transit agencies.
- September 13, 2023 - RTD, SJCOG, and the San Joaquin Regional Rail Commission collectively signed a SB 125 Draft Guidelines comment letter to CalSTA. This letter emphasized the need to increase transit ridership.
- September 28, 2023 - At the SJCOG Board meeting, the Executive Director for Valley Link provided an overview of Valley Link and requested \$35 million in SB 125 funds.
- September 29, 2023 - CalSTA released the final SB 125 Guidelines. (Note: as of 12/2/24, an update to the final guidelines is currently underway and soon to be released).
- October 26, 2023 - The SJCOG Board meeting included an information item explaining there is \$5.1 billion statewide for transit funding that will be allocated to the regional transportation planning agencies (RTPAs). The RTPAs will have the discretion to suballocate or distribute funds based on local needs, policies, existing procedures, or priorities if SB 125 program requirements and goals are met, including addressing how operating needs are met.
- November 30, 2023 - The SJCOG Board approved the formation of a SB 125 Working Group to frame a timeline and initial steps for the \$93.5 million in SB 125 funding.

- December 8, 2023 - CalSTA Secretary announced the Transit Transformation Task Force membership. This 25-member body includes numerous appointments from the CTA as the chief proponent for AB 102/SB 125 funding, totaling 12 out of the 25 members. The 12 appointments from the CTA include the organization's Executive Director and Executive Committee Chair.
- December 19, 2023 - SB 125 Transit Transformation Task Force kick-off meeting. Goals include increasing mobility and ridership on transit.
 - "Specifically, the Task Force was directed to develop specific policy recommendations by Winter 2025 "to grow transit ridership, improve the transit experience and address long-term operational needs," according to the 2023 bill."
Source: July 31, 2024, Blog – Task Force Seeks to Improve the Future of Transit, Arianna Smith, Managing Editor, Transit California
- Throughout early 2024, the state worked to resolve a budget deficit of \$40 - \$60 billion. Mr. Clifford actively participated with the CTA, working to protect against the threat that SB 125 could be pulled back or substantially reduced. CTA's effort was eventually successful and while some changes to the program were implemented, no money was lost.
- On January 19, 2024, Mr. Clifford reported the following to the RTD Board:
 - The Governor proposes to continue to fund the SB 125 Program, but to split year two TIRCP funding into years two and three.
 - Governor's Draft Budget assumes a \$40+ billion deficit and the Legislative Analyst's Office (LAO) assumes a \$60+ billion deficit.
 - But now they are saying that the governor and the LAO are closer because of some prudent use of reserves, use of Prop 98 reserves for education and some funding delays into future years, like the second installment of SB 125.
 - However, until there is a final budget, SB 125 dollars could still be at risk.
 - Mr. Clifford convinced the SJCOG to be equally concerned about the potential claw back of SB 125 funds by the state.
 - Yesterday (January 18, 2024), the SJCOG Executive Committee agreed to expedite the county's request for SB 125 funding, seeking to present a recommendation at their January Board meeting asking that the Working Group wrap up their initial recommendations for the first two years of funding in time for the February SJCOG Board meeting; that their first drawdown be years 1 and 2, per the Governor's Draft Budget; that the funds be distributed in the county via a formula; and to only current transit agency recipients; and that the county's SB 125 funds be used first for fiscal deficits.
 - RTD will present a scenario reflecting a fiscal deficit.

- January 25, 2024 - SJCOG Board directed staff to expedite a SB 125 funding allocation for years one and two (Fiscal Years [FY] 2024/2025 and 2025/2026) totaling \$67.8 million and to collaborate with the SB 125 Working Group that included RTD.
- The Board direction also requested a recommendation be brought back and considered at the SJCOG Board meeting on February 22, 2024, and include the following items:
 - Develop a formula funding allocation for "operating fiscal cliff."
 - Restrict eligibility to San Joaquin County public transit operators.
 - Include a reconciliation process by SJCOG to vet the "operating fiscal cliff" numbers of each agency and identify any excess formula funding beyond the "operating fiscal cliff."
 - Should any transit operator be allocated funds more than the funds needed for their "operating fiscal cliff," SJCOG will "claw back" the excess funds and will add the amount to the unprogrammed SB 125 balance of \$25.7 million, making those previously allocated formula funds available for consideration in the next phase of SB 125 programming.
- February 22, 2024 - the SJCOG Board approved the SB 125 working group's recommended distribution methodology for the initial \$67.8 million in SB 125 funds for years one and two.
 - The funding methodology was based on the transit operator's ridership (50%) and operations budget (50%). The total formula distribution for RTD for years one and two is \$43,347,911. RTD's funding amount is 64% of the total.
- February 23, 2024 - The CTA Executive Committee voted to establish a new Transit Transformation Advisory Committee to guide CTA's engagement on the Transit Transformation Task Force. CTA Executive Committee Chair appointed RTD CEO Alex Clifford to serve on the Advisory Committee, which held its kick-off meeting on March 18, 2024.
- April 29, 2024 - California Department of Finance announced state spending freeze, which paused the release of \$2.4 billion in SB 125 funds and created a new threat for funds to be rescinded to address state budget deficit.
- Throughout 2024 - In the weeks and months that followed the state spending freeze, Mr. Clifford actively participated in the CTA's Executive Committee and Legislative Committee to help steer CTA's strategy to ensure that the full \$5.1 billion in SB 125 funds are maintained and that the state spending freeze is lifted.
- May 14, 2024 - RTD CEO Alex Clifford was interviewed by representatives from the California Transit Transformation Task Force as a "subject matter expert" on the Transportation Development Act (TDA).

- June 16, 2024 - Mr. Clifford reported to the RTD Board of Directors that the Senate and Assembly have reached an agreement on transit assistance.
 - Restores \$2B to the TIRCP program to the original proposed \$4B.
 - Includes \$811M identified for transit capital – NEW Zero-Emission Transit Capital Program.
 - Funded in part by reduction in the HVIP program, and new Cap and Trade revenue.
 - Can flex both programs to operating, but there may be strings, such as ridership.
 - Both programs will be distributed by formula.
 - In that case, San Joaquin County may receive as much as \$79 million from TIRCP over two years, and as much as \$13.5 million for zero-emission bus capital over three years.

- August 5, 2024 - RTD responded to SJCOG with edits to the SB 125 allocation packet narrative (required by CalSTA). SJCOG then submitted the allocation packet narrative to CalSTA. CalSTA approved the SJCOG allocation packet narrative as submitted, inclusive of RTD's edits and soon thereafter sent the first SB 125 check to SJCOG.

- August 21, 2024 – At the SJCOG Management and Finance Committee meeting, under Other Matters of Business, Mr. Clifford asked for an update on the status of the SB 125 Subrecipient Agreements. The SJCOG staff response seemed to indicate that staff was planning to issue the agreement in final form. Mr. Clifford requested that the Agreement be distributed in draft for comment. The SJCOG Executive Director agreed to do so.

- Mr. Clifford continues to this day as an active member of the CTA Executive Committee and the CTA Transit Transformation Advisory Committee, which advises the CTA representatives on the Transit Transformation Task Force. These weekly meetings started in April 2024.

What is the origin of SB 125?

Excerpts from various news media

Feb. 11, 2022

Ricardo Cano, San Francisco Chronicle

BART Faces Toughest Financial Outlook in 50-Year History

The Bay Area regional transit system is desperately trying to recover from the plummeting ridership numbers caused by the coronavirus pandemic. Officials expect the system's budget deficit will be \$1.2 billion by 2032.

December 6, 2022

[Local News Matters by Eli Walsh, Bay City News](#)



BART faces 'death spiral' of budget deficits without more public funding, officials warn

News

Bay Area transit agencies are teetering over a fiscal cliff. Who will save them?

By [Sarah Wright](#) Published **Dec. 22, 2022** • 4:00pm

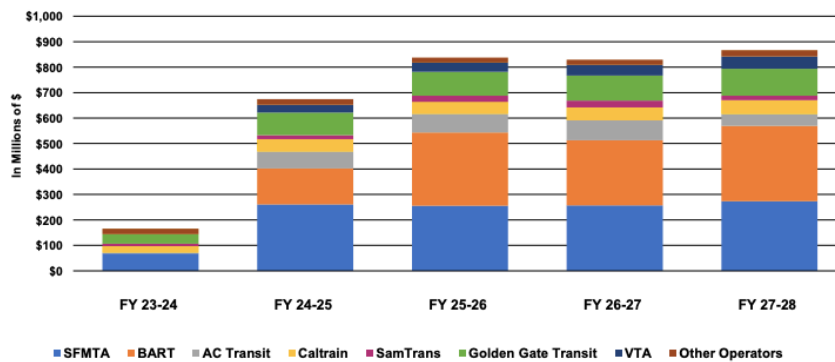
Six months. That’s how long Caltrain can stretch federal funding to cover its operations if it can’t refill its coffers. The San Francisco Municipal Transportation Agency and BART, meanwhile, each have about two years to get their money right.



FEBRUARY 7, 2023 [ADINA LEVIN](#)

Saving transit service: Transit agency fiscal cliff comes into sharper focus

Forecast of Annual Operating Shortfalls by Operator



Bay Area transit operators anticipate a cumulative operating shortfall of between \$2.5 - \$3.3 billion over next five years

This range of potential shortfalls reflects the uncertainty of the coming years. The lower end of the range would require making hard decisions like delaying the zero-emission bus transition, canceling key Vision Zero safety projects on streets, and delaying customer facing repairs for assets like escalators.

Note: Amounts shown in table represent high end of possible shortfall forecast.
 Source: Operator forecasts provided the California Transit Association



April 7, 2023

Transit's Looming Fiscal Cliff: How Bad is it and What Can We Do?

Los Angeles

LA Metro expects to be short \$400 million in FY2025, ballooning to a \$1 billion gap by FY2026. Planned projects, including opening and operating new train lines and electrifying its bus fleet, will add considerable expense to LA Metro's bottom line over this time period. The estimated shortfalls are 20-45% of FY2023's operations expenditures of \$2.2 billion.

San Francisco

SFMTA projects that its operating expenses will exceed revenues by \$130 million in FY2025, when federal aid runs out. The agency's budget deficit will grow, to a \$230 million gap in FY2028, equal to 15% of its operating costs.

BART will go over the fiscal cliff in 2025, with a deficit of \$143 million. More alarming, BART expects to run up a \$350 million deficit for each year starting in 2026 – about 25% of its operating costs.

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LEAD STAFF: JOHN VAN CAMP, MAINTENANCE SUPERINTENDENT

I. RECOMMENDED ACTION:

Authorize the CEO to enter into a memorandum of agreement with the Santa Cruz Metropolitan Transit District (SCMTD) to transfer eight (8) 2018 Gillig Diesel Electric Hybrid Commuter buses.

II. SUMMARY

- On October 20, 2017, the RTD Board of Directors approved the purchase of 12 Gillig Diesel Electric Hybrid Commuter buses for the Not to Exceed amount of \$10,384,000.
- The actual purchase amount of the 12 buses was \$9,097,146.24.
- In FY 2018, RTD operated in service eight (8) commuter routes, requiring a daily peak of 13 buses in service.
- In FY25, RTD operated two (2) commuter routes, with a daily peak of seven buses in service.
- The Federal Transportation Administration (FTA) allows for a 20% spare ratio to in-service buses.
- The current commuter spare ratio is 100%, which is 80% higher than allowed by FTA.
- The eight (8) Commuter buses identified for transfer have six (6) years of Federal interest remaining before fully depreciating.
- SCMTD has expressed interest in placing these commuter buses in service for their Highway 17 commuter express route.
- RTD will follow the transfer of rolling stock per Federal Transportation Administration (FTA) requirements.
- SCMTD to transport the vehicles at their own Cost.

III. DISCUSSION/BACKGROUND

On October 20, 2017, the RTD Board of Directors approved the acquisition of 12 Gillig Diesel Electric Hybrid commuter buses to enhance the agency's fleet and support its operational needs. The approved budget for this purchase was set at a "Not to Exceed" amount of \$10,384,000; however, the actual cost came in under budget at \$9,097,146.24.

At the time of acquisition, RTD operated eight commuter routes requiring a daily peak of 13 buses in service. However, by FY2025, significant operational needs have occurred due to the impact of COVID-19. With the rise of remote work, commuter ridership has declined, and this trend continues. As a result, RTD now operates only two commuter routes requiring a daily in-service peak of seven

buses. This service change has resulted in a commuter spare ratio of 100%, exceeding the Federal Transit Administration (FTA)-mandated spare ratio of 20% by 80%.

Staff investigated converting the commuter buses to regular RTD local or BRT service but determined that would not be feasible since the buses only have one door.

These eight (8) vehicles identified for transfer still have six years of federal interest before fully depreciating. SCMTD will assume full responsibility of the remaining FTA requirements for their remaining life span and place them into service on the Highway 17 Express Commuter route. To-facilitate the transfer, RTD will adhere to FTA requirements regarding the transfer of rolling stock, ensuring compliance with all applicable federal guidelines. As part of this process, SCMTD will assume responsibility for transporting the vehicles and covering all associated costs. This arrangement ensures a cost-effective and compliant resolution to RTD's commuter bus overcapacity.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

V. CUSTOMER IMPACT

The transfer of the eight commuter buses will not impact San Joaquin residents' customers, but it will enhance SCMTD's customers by providing newer vehicles for their service.

VI. FINANCIAL CONSIDERATIONS/IMPACT

The transfer of the eight commuter buses will reduce RTD costs since maintenance and insurance for the eight vehicles will no longer be required.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

Do not transfer the eight buses – Not recommended, the approach proposed will allow RTD to meet FTA Spare Ratio compliance requirements.

IX. ATTACHMENTS

None.

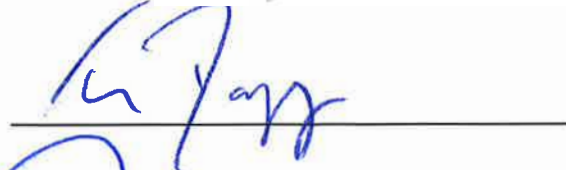
Prepared by: John Van Camp, Maintenance Superintendent

X. APPROVALS

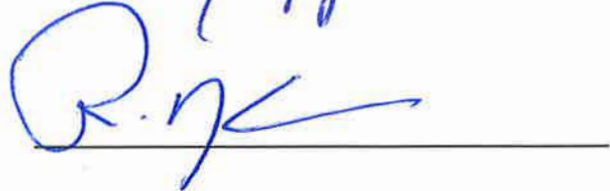
Ciro Aguirre, COO



Thomas Dempsey,
Director of Procurement



Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO

