

SAN JOAQUIN REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS MEETING – NOTICE AND AGENDA
10:00 A.M. ON FRIDAY, AUGUST 15, 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, August 15, 2025, in the Boardroom of RTD's Downtown Transit Center, 421 East Weber Avenue, Stockton, California. Please visit <https://sanjoaquinrtd.com/board-of-directors/board-meeting-agendas-and-minutes/> for an electronic copy of this document. Materials related to an item on this agenda packet are available for public inspection at the above address.

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

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

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

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

7. SPECIAL PRESENTATIONS

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

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 July 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. QUARTERLY GRANTS ACTIVITY REPORT
Report of current and pending grants as of June 30, 2025.
- D. QUARTERLY UPDATE OF SOLICITATIONS
Report of current and anticipated solicitations.
- E. QUARTERLY UPDATE OF CONTRACTS AWARDED
Report of contracts awarded April 1, 2025, through June 30, 2025.
- F. PARATRANSIT OPERATIONS STATUS QUARTERLY REPORT
Board acceptance and filing of Paratransit Operations Status Report.
- G. FY25 Q4 KEY PERFORMANCE INDICATORS (KPI) REPORT

Board acceptance and filing of Quarterly KPI Report.

10. CONSENT CALENDAR

- A. MOTION: APPROVING THE MINUTES OF THE JUNE 20, 2025, REGULAR BOARD OF DIRECTORS MEETING
Board approval of minutes.
- B. MOTION: APPROVING THE MINUTES OF THE AUGUST 7, 2025, SPECIAL BOARD OF DIRECTORS MEETING
Board approval of minutes.
- C. MOTION: APPROVING CHANGING THE DATE FOR THE REGULAR BOARD OF DIRECTORS MEETING SCHEDULED ON FRIDAY, NOVEMBER 21, 2025, TO THURSDAY, NOVEMBER 20, 2025
Board approval of rescheduling meeting to November 20, 2025.
- D. RESOLUTION: AUTHORIZING THE CEO OR DESIGNEE TO EXECUTE AND FILE GRANT APPLICATIONS, EXECUTE GRANT AGREEMENTS, AND TAKE REQUIRED ACTIONS TO RECEIVE FTA SECTION 5310 GRANT FUNDS FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
Board authorization for CEO to act on Section 5310 Grant Funds.
- E. RESOLUTION: AUTHORIZING THE CEO TO ENTER INTO A LEASE AGREEMENT WITH SBA TOWERS X LLC (SBA COMMUNICATIONS) FOR A SECTION OF PROPERTY AT 20 N. FILBERT STREET, STOCKTON, CA FOR THE RELOCATION OF THE COMMUNICATION TOWER FROM THE REGIONAL TRANSIT CENTER (RTC) DIVISION
Board authorization for CEO to enter into a lease agreement with SBA Towers X LLC.
- F. ACCEPT AND FILE: APPROVED BOARD OF DIRECTORS TRAVEL EXPENSES
Board acceptance and filing of CY 2025 Board Member travel expenses.
- G. ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF JULY 2025
Board acceptance and filing of Check Register for July 2025.
- H. ACCEPT AND FILE: CLOSEOUT REPORT FOR RTD'S FY 2025 12-MONTH WORK PLAN FOR STRATEGIC INITIATIVES AND REVIEW THE PROPOSED FY 2026 12-MONTH WORK PLAN
Board acceptance and filing of the FY25 and FY26 Work Plans.

11. ACTION ITEMS

- A. MOTION: AUTHORIZING THE CEO TO ISSUE A PURCHASE ORDER TO A-Z BUS SALES INC. FOR THE PURCHASE OF UP TO EIGHT (8) CUTAWAY BUSES TO BE PROVIDED TO UNITED CEREBRAL PALSY (UCP) OF SAN

JOAQUIN, CALAVERAS, AND AMADOR COUNTIES, FOR A TOTAL AMOUNT NOT TO EXCEED \$1,200,000

Board authorization for a PO to A-Z Bus Sales for up to 8 cutaway buses.

- B. MOTION: AUTHORIZING THE CEO TO ISSUE A PURCHASE ORDER TO A-Z BUS SALES INC. FOR THE PURCHASE OF UP TO THIRTEEN (13) CUTAWAY BUSES FOR A TOTAL AMOUNT NOT TO EXCEED \$3,400,000
Board authorization for a PO to A-Z Bus Sales for up to 13 cutaway buses.
- C. MOTION: AUTHORIZING THE CEO TO PROCEED WITH THE DECOMMISSIONING OF ALL FARE VENDING MACHINES (FVMS) LOCATED ALONG RTD'S BUS RAPID TRANSIT (BRT) CORRIDORS, EXCLUDING THOSE SITUATED AT RTD'S MAJOR TRANSFER STATIONS
Board authorization to decommission outdated FVMs.
- D. RESOLUTION: APPROVING RTD'S DISADVANTAGED BUSINESS ENTERPRISE (DBE) OVERALL GOAL FOR FEDERAL FISCAL YEARS (FFY) 2026 – 2028
Board approval of FFY 2026-2028 DBE goal.

12. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF

13. CLOSED SESSION

- A. PUBLIC EMPLOYEE PERFORMANCE EVALUATION (Government Code Section 54957(b)); Conference with Labor Negotiator (Government Code Section 54957.6)
Title: Chief Executive Officer
Negotiator: Board Chair

Following the closed session, the Board of Directors may take action to amend the Chief Executive Officer's Employment Contract and adopt the related salary schedule.

14. OPEN SESSION

- A. CLOSED SESSION REPORT (LEGAL COUNSEL)
The Board of Directors may take action to amend the Chief Executive Officer's Employment Contract.

15. ADJOURNMENT

NOTE: THE NEXT REGULARLY SCHEDULED BOARD MEETING WILL BE ON FRIDAY, SEPTEMBER 19, 2025, AT 10:00 A.M.

DATE POSTED: AUGUST 8, 2025



LEAD STAFF: ERICKA FRANCO, HUMAN RESOURCES ADMINISTRATOR

REPORT: RECOGNITION OF EMPLOYEES OF THE QUARTER

I. SUMMARY

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

II. DISCUSSION/BACKGROUND

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

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

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

RTD selects EOQs based on the following criteria:

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

6. Comes to work on time daily.

The EOQs are selected as follows:

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

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

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

IV. CUSTOMER IMPACT

N/A

V. FINANCIAL CONSIDERATIONS/IMPACT

The required \$4,000.00/year funding is included in the 2025 fiscal year's Customer Engagement Operating budget within the Recognition Awards – 414000-50932 account.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

N/A

Prepared by: Ericka Franco, HR Administrator

IX. APPROVALS

Manager Approval:
Noël Mink, Director of HR



Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO



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

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

I. SUMMARY

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

II. DISCUSSION/BACKGROUND

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

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

IV. CUSTOMER IMPACT

N/A

V. FINANCIAL CONSIDERATIONS/IMPACT

The total expense cost of \$4,000/year is included in the 2025 fiscal year's Customer Engagement Departmental budget under Recognition Awards account number 414000-50932.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

N/A

Prepared by: Ericka Franco, HR Administrator

IX. APPROVALS

Manager Approval:
Noël Mink, Director of HR



Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





LEAD STAFF: ALEX CLIFFORD, CEO

REPORT: CHIEF EXECUTIVE OFFICER UPDATE

MEETINGS SINCE JUNE 20, 2025

RTD participated in meetings of the following committees and organizations:

- **American Public Transportation Association (APTA) CEOs Council Leadership Team Monthly Meeting:** CEO Alex Clifford
- **APTA Joint Ops TRANSform Planning Meeting:** CEO Alex Clifford
- **APTA Small Ops Committee Monthly Meeting:** CEO Alex Clifford
- **APTA Transit Board Transit Board Members & Board Administrators Seminars:** Board Member Gary Giovanetti, Board Member Les Fong, Board Member Balwinder Singh, Board Member Stephan Castellanos, Director of Administration Merab Talamantes
- **California Association for Coordinated Transportation (CALACT) Board Retreat:** CEO Alex Clifford
- **Eno Center for Transportation Mid-Manager Program:** Director of Administration Merab Talamantes
- **Federal Legislative Bi-weekly Meetings with Chris Giglio of Capital Edge Advocacy Inc.:** CEO Alex Clifford, Government Affairs Director Ken Baxter, Director of Grants and Capital Projects Juan G. Villanueva
- **Sacramento Regional Transit District (SACRT) Quarterly Meeting with Henry Li and Shelly Valenton:** CEO Alex Clifford
- **San Joaquin Council of Governments (SJCOG) Board Meeting:** CEO Alex Clifford, CIO John Hodson, Government Affairs Director Ken Baxter, Director of Grants and Capital Projects Juan G. Villanueva
- **SJCOG Interagency Transit Committee Meeting:** Government Affairs Director Ken Baxter, Planning and Service Development Director Dámaris Galvan
- **SJCOG Social Services Transportation Advisory Council Meeting:** Government Affairs Director Ken Baxter, Planning and Service Development Director Dámaris Galvan
- **SJCOG Technical Advisory Committee Meeting:** Government Affairs Director Ken Baxter, Director of Grants and Capital Projects Juan G. Villanueva
- **San Joaquin Partnership Board of Directors Meeting:** CEO Alex Clifford
- **San Joaquin Regional Rail Commission Board Meeting:** Government Affairs Director Ken Baxter
- **State Legislative Bi-weekly Meetings with Michael Pimentel and Brendan Repicky of Shaw Yoder Antwih Schmelzer & Lange:** CEO Alex Clifford, Government Affairs Director Ken Baxter, Director of Grants and Capital Projects Juan G. Villanueva
- **The Bus Coalition Board Meeting:** CEO Alex Clifford

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

REPORT: MARKETING UPDATE

Fentanyl Awareness Bus Wrap Unveiling

On June 28, 2025, RTD partnered with the San Joaquin County District Attorney’s Office to unveil the “One Pill Can Kill” bus wrap at the Downtown Transit Center. More than 200 people attended, including city and county officials, local dignitaries, families impacted by fentanyl, representatives from the DEA, and the California Asian Chamber. Fox40, CBS13, and Telemundo provided coverage, further amplifying the message to the community.

District Attorney Ron Freitas and RTD Board Chair Gary Giovanetti spoke on the dangers of fentanyl and the importance of community awareness. The wrap, developed with the District Attorney’s Fentanyl Intervention, Response, and Safety Team (FIRST), reinforces the message that “one pill can kill” as fentanyl continues to cause fatal overdoses in the county. The unveiling reflects RTD’s commitment to supporting education and public safety initiatives.

Patriot Bus Wrap Unveiling

On July 4, 2025, RTD participated in the annual Stockton 4th of July Parade in Downtown Stockton. The event featured approximately 80 parade entries and attracted an estimated 1,000 attendees. RTD unveiled its new Patriot bus, featuring a U.S. Constitution–inspired wrap, which drew enthusiastic reactions from spectators. Members of The Karl Ross Post 16 veterans group posed for photos with the bus in recognition of their contribution to the design.

Approximately 30 RTD volunteers and their family members participated, distributing candy in RTD-branded bags and engaging with families along the route. Two grandstand announcements highlighted RTD’s 60th anniversary, the Patriot bus, and the agency’s ongoing support of local veterans. Event photos and videos shared on RTD’s social media received positive engagement, enhancing community visibility.

Metro Market

On July 18, 2025, RTD hosted its second Metro Market at the Downtown Transit Center from 11:00 a.m. to 3:00 p.m. The event featured 34 vendors, including five food vendors, community partners, and local businesses offering handmade goods, apparel, and art. A steady flow of downtown workers, residents, community members, and RTD staff attended throughout the day.

Vendor feedback was overwhelmingly positive, with most providing five-star ratings and all expressing interest in returning for future events. RTD staff engaged with attendees, sharing transit information and job opportunities, resulting in multiple leads for Human Resources. Strong vendor turnout, positive community response, and an active vendor waiting list highlight Metro Market's growing role in local business and community engagement.

PAST EVENTS

- **July 11** – Art Splash at the DTC
- **July 18** – Metro Market at the DTC
- **July 19** – Department of Child Support Services 10th Annual Block Party at Pixie Woods
- **August 5** – National Night Out at Lincoln Center, Yosemite Village, and Banner Island Ballpark
- **August 8** – ArtSplash at the DTC
- **August 9** – Community Medical Center's Health and Resource Fair at Banner Island Ballpark

UPCOMING EVENTS

- **August 21** – Employee Appreciation Day



Board of Directors Meeting

August 15, 2025

Presented by:

Maximilian Cao, Supervisor of Marketing and Customer Engagement

Fentanyl Awareness Bus Wrap Unveiling



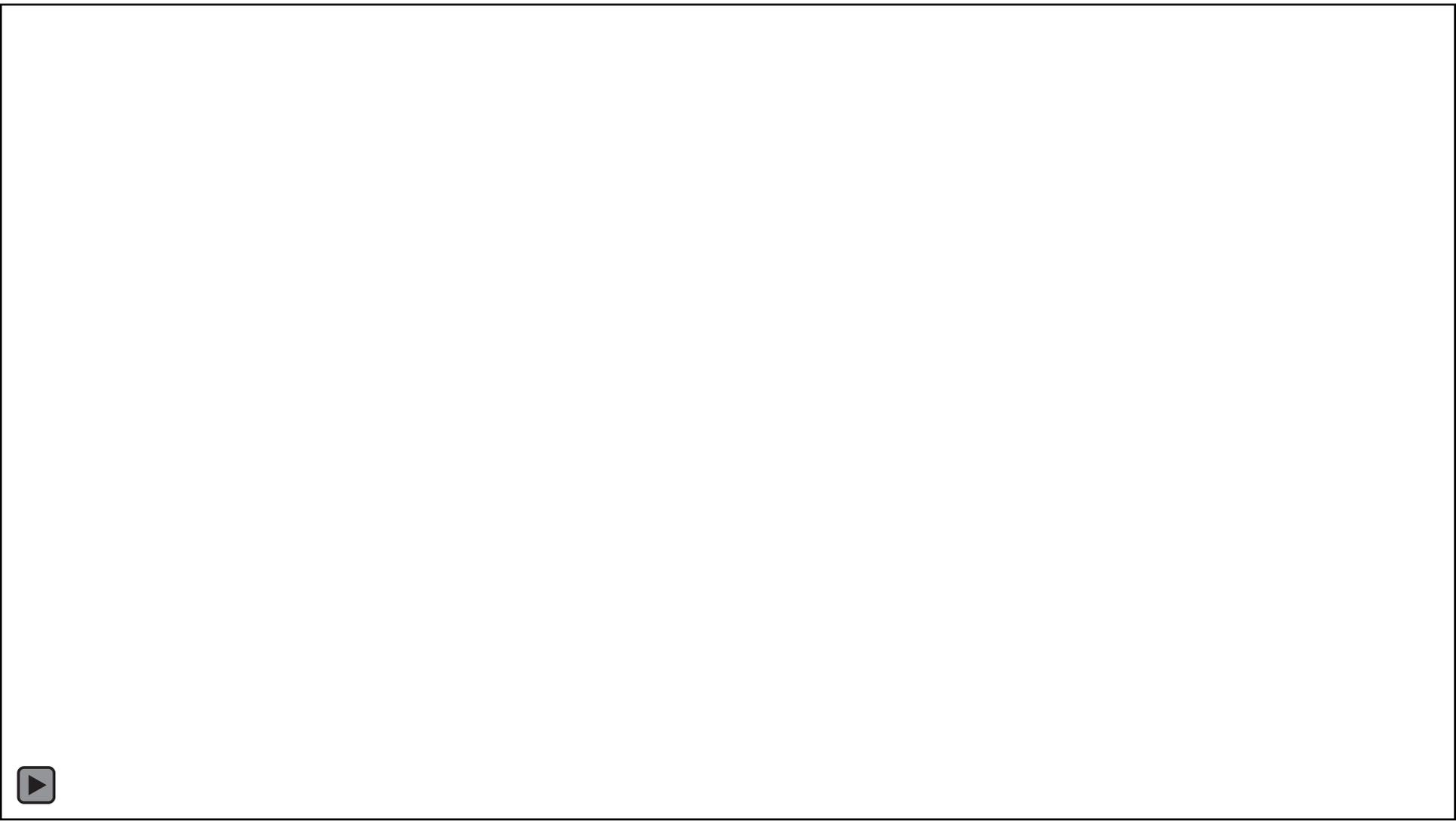
Patriot Bus Wrap Unveiling



Metro Market



Real Riders, Real Impact: Kenneth Huntley



Past Events



Dept of Child Support Services
10th Annual Block Party at Pixie Woods
July 19



National Night Out at Lincoln Center, Yosemite Village, and Banner Island Ballpark
August 5



Past Events



Art Splash at the
DTC
August 8



Community
Medical Center's
Health and
Resource Fair at
Banner Island
Ballpark
August 9

Upcoming Events



The poster features a tropical theme with palm leaves, flowers, a pineapple, a surfboard, and a ukulele. The San Joaquin RTD logo is at the top, followed by 'PROUDLY PRESENTS'. The main title 'EMPLOYEE APPRECIATION DAY' is in large, colorful, bubbly letters. Below it, a green zigzag border separates the event details: 'COME EAT, PLAY FUN GAMES, AND WIN FUN PRIZES AT THE RTC MAHALO LUAU'. Another zigzag border follows, then the date and time: 'THURS, 21 AUGUST | DOORS OPEN 7AM - 5PM | 2849 E MYRTLE RTC'. Below that is 'WIN GIFT CARDS UP TO \$50!'. At the bottom, contact information is provided: 'GOT QUESTIONS? REACH OUT TO THE MARKETING TEAM FOR INFO! DL-MARKETING@SJRTD.COM OR CONTACT MARKETING SUPERVISOR MAX CAO — 209-467-6628.'

**SAN JOAQUIN
RTD**
PROUDLY PRESENTS

EMPLOYEE APPRECIATION DAY

COME EAT, PLAY FUN GAMES, AND WIN FUN PRIZES AT THE
RTC MAHALO LUAU

THURS, 21 | DOORS OPEN | 2849 E MYRTLE
AUGUST | 7AM - 5PM | RTC

WIN GIFT CARDS UP TO \$50!

GOT QUESTIONS? REACH OUT TO THE MARKETING TEAM FOR INFO!
DL-MARKETING@SJRTD.COM OR CONTACT MARKETING SUPERVISOR MAX CAO — 209-467-6628.

Employee Appreciation Day
August 21



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 July 31, 2025, is attached. The fiscal year (FY) has elapsed 8.3%.

Revenues

Passenger fare revenues are lower than the budget due to lower bus pass sales. All other revenue accounts have been accrued for July as per the budget. Overall, actual total revenues are lower than the budget revenue level.

Expenses

Total expenses are lower than the budget level, mainly due to lower labor and fringe expenses resulting from vacant positions. In the first month of the fiscal year, less was spent on services, materials & supplies, insurance, taxes, transportation, and miscellaneous expenses.

Cash Basis and Projection

The fiscal year-to-date cash basis has a negative result because RTD didn't receive any FY2026 operating subsidies in July.

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

Finance Enterprise (FE) ERP System Update

The payroll, accounts receivable, and cash receipts modules are now live, and the accounts payable module should be completely live by the end of September. RTD is working with a consultant on the core financial and accounts payable modules.

The Protiviti team is working on restoring the FY2024 data.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

IV. CUSTOMER IMPACT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

Favorable budget variances in Operating Revenue and Expenses contribute to a favorable budget variance in Operating Balance as of July 31, 2025.

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 July 31, 2025

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
FY2026 Revenue & Expense Summary
For the Period Ending July 31, 2025**

	FYTD		fav/(unfav)		Fiscal Year Budget	FYTD Cash Flow (amounts in 000's)	
	Actual	Budget	Variance \$	Variance %		OPERATING	CAPITAL
REVENUES						INFLOW	
PASSENGER FARES	\$ 212,064	\$ 231,299	(19,235)	-8%	\$ 2,775,585	212	-
NON-TRANSPORTATION REVENUES	227,703	227,703	0	0%	2,732,432	878	-
FEDERAL GRANTS (5307)	883,139	883,139	0	0%	10,597,668	173	-
FEDERAL GRANTS (5311)	43,180	43,180	0	0%	518,163	-	-
PROPERTY TAXES	133,880	133,880	0	0%	1,606,556	-	-
TDA - STA	-	-	0	0%	-	-	-
TDA - LTF	1,404,774	1,404,774	0	0%	16,857,289	-	-
LCTOP	144,685	144,685	0	0%	1,736,225	-	-
MEASURE K	475,770	475,770	0	0%	5,709,244	-	-
SB 125**	2,050,116	2,050,116	0	0%	24,601,390	-	-
CAPITAL PROJECTS CASH INFLOW	-	-	-	-	-	-	985
TOTAL REVENUES	\$ 5,575,313	\$ 5,594,546	(19,233)		\$ 67,134,552	1,263	985
CASH INFLOW OPERATING & CAPITAL						2,248	
TOTAL CASH INFLOW							
EXPENSES						OUTFLOW	
WAGES AND FRINGE BENEFITS	2,752,555	3,725,354	972,799	26%	44,704,249	3,238	-
SERVICES	470,471	707,375	236,904	33%	8,488,500	961	-
MATERIALS & SUPPLIES	296,668	396,339	99,671	25%	4,756,068	436	-
UTILITIES	102,634	101,491	(1,143)	-1%	1,217,894	103	-
INSURANCE	146,217	192,675	46,458	24%	2,312,105	1,420	-
TAXES	25,881	32,341	6,460	20%	388,089	26	-
PURCHASED TRANSPORTATION	248,335	279,332	30,997	11%	3,351,979	233	-
MISCELLANEOUS EXPENSES	66,567	117,972	51,405	44%	1,415,668	98	-
OPERATING CONTINGENCY	-	41,667	41,667	100%	500,000	-	-
CAPITAL PROJECTS CASH OUTFLOW	-	-	-	-	-	-	-
TOTAL EXPENSES	\$ 4,109,328	\$ 5,594,546	1,485,218		\$ 67,134,552	6,514	0
CASH OUTFLOW OPERATING & CAPITAL						6,514	
TOTAL CASH OUTFLOW							
Net Revenue (Deficit)	1,465,985	-	1,465,985		-	-4,266	

****SB 125 \$2,050,116 HAS NOT BEEN RECEIVED YET**

Explanation for unfavourable variances greater than 5%

REVENUES

PASSENGER FARES = Bus pass sales of 31-day full fare are lower than projected.



Attachment B
Cover Page

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

	<u>Jul-25</u>	<u>Aug-25</u>	<u>Sep-25</u>	<u>Oct-25</u>	<u>Nov-25</u>	<u>Dec-25</u>	<u>Jan-26</u>	<u>Feb-26</u>	<u>Mar-26</u>	<u>Apr-26</u>	<u>May-26</u>	<u>Jun-26</u>
Beginning Cash Balance	\$77,873	\$73,607	\$77,020	\$74,498	\$60,952	\$65,555	\$61,763	\$61,921	\$58,824	\$60,302	\$56,380	\$59,283
Add: Projected Cash Inflow	2,248	10,363	2,213	4,689	9,338	943	4,893	1,638	6,213	813	7,638	213
Less: Projected Cash Outflow	-6,514	-6,950	-4,735	-18,235	-4,735	-4,735	-4,735	-4,735	-4,735	-4,735	-4,735	-4,735
Projected Month-end Cash Balance	\$73,607	\$77,020	\$74,498	\$60,952	\$65,555	\$61,763	\$61,921	\$58,824	\$60,302	\$56,380	\$59,283	\$54,761

OPERATING CASH INFLOWS:

Fare Revenue	212	200	200	200	200	200	200	200	200	200	200	200
Advertising, Rental, & Other Income	4	13	13	13	13	13	13	13	13	13	13	13
Interest	874	800		740			600			600		
Federal 5307	173	875			2,000		2,000		2,000		2,000	
Property tax Revenue		50				730	80					
TDA-LTF			2,000		2,000		2,000		4,000		4,000	
SB-125												
LCTOP				1,736								
Measure K Operating		1,425			1,425			1,425			1,425	
Projected Operating Cash Inflow	1,263	3,363	2,213	2,689	5,638	943	4,893	1,638	6,213	813	7,638	213

OPERATING CASH OUTFLOWS:

Payroll and Payroll Related Expenses	3,238	3,000	3,000	4,500	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Accounts Payable Check-runs	3,043	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	233	235	235	235	235	235	235	235	235	235	235	235
Projected Operating Cash Outflow	6,514	4,735	4,735	6,235	4,735							

Net Operating Cash Flow	-5,251	-1,372	-2,522	-3,546	903	-3,792	158	-3,097	1,478	-3,922	2,903	-4,522
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PROJECTED DRAW FROM LINE OF CREDIT	0											
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CAPITAL CASH INFLOWS:

TDA-STA Capital		4,000			3,700							
TDA-LTF Capital		3,000		2,000								
TCC Gillig Hybrid	985											
Projected Capital Cash Inflow	985	7,000	0	2,000	3,700	0						

CAPITAL CASH OUTFLOWS:

Gillig Hybrid Buses				12,000								
Glaval 9 Hopper buses		2,215										
Projected Capital Cash Outflow	0	2,215	0	12,000	0							

Net Capital Cash Flow	985	4,785	0	-10,000	3,700	0						
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Funds Kept at:

Bank of Stockton	1,614
County Treasury	71,993
Total	73,607

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

REPORT: **FEDERAL LEGISLATIVE UPDATE**

DOT BUDGET

July 2025: Both the House and Senate Appropriations Committees have approved their versions of the FY 2026 budget for the Department of Transportation. In both cases, proposed funding for the FTA Section 5307 formula program – the main source of annual federal funds for RTD – would be the same as the level authorized by the 2021 infrastructure law (\$14.6 billion). That level represents a 2% increase over the current level.

Both the House and Senate bills continue the practice of “fully funding” most DOT programs at the levels specified for FY 2026 in the 2021 infrastructure law (IIJA), including \$1.5 billion for the Low and No Emissions/Bus & Bus Facilities competitive programs and \$1.5 billion for the BUILD (formerly TIGER) discretionary grant program.

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

The new fiscal year begins on October 1, and it is unlikely that Congress will have negotiated a final budget by then. As a result, some kind of stopgap funding measure (Continuing Resolution, or CR) will be necessary to avoid a government shutdown on that date.

Given how far apart the Trump Administration and congressional Democrats are on many parts of the federal budget (not necessarily DOT funds), there is a strong chance that an agreement will not be reached and a shutdown of some length this fall will occur.

Impact on RTD: Good news is that the major federal transit formula programs are likely to be funded at their authorized levels and will not negatively impact RTD allocations. Bad news is that a government shutdown of any length this fall is likely to be disruptive to FTA operations.

DOT ADMINISTRATION

August 2, 2025: The Senate confirmed former New York Congressman Marc Molinaro as the Federal Transit Administrator. Molinaro had been serving in a senior advisory role to DOT Secretary Sean Duffy for the last several weeks.

Speaking of Duffy, he is now serving a dual role as DOT Secretary and Acting Administrator of NASA. President Trump is in the process of nominating a permanent replacement after rescinding his previous nomination for the post, "after a thorough review of prior associations." Billionaire Jared Issacman is reported to have ties to Elon Musk.

Finally, Duffy and Molinaro have made formal announcements recently that seems to put into focus the Trump Administration's feelings about electric buses. Duffy announced that grant recipients of the FTA Low and No Emissions grant program could petition the agency to change their project submissions from "no emissions" to "low emissions" if they choose: <https://bit.ly/4mtnqLN>.

And the new FTA Administrator announced that the agency was investigating storage practices of decommissioned electric buses in Philadelphia after a fire there: <https://bit.ly/453W6xU>.

"SANCTUARY CITIES"

August 5, 2025: The Department of Justice published a list of "sanctuary jurisdictions," generally, those state and local entities the Trump Administration believes have policies against cooperating with federal immigration officials: <https://bit.ly/47f78BS>.

The list follows a similar list that was published by the Department of Homeland Security in May but subsequently removed after complaints from jurisdictions on the list. While that original list included the City of Stockton and San Joaquin County, the new DOJ list does not. California is listed as a "sanctuary state," however.

It is unclear whether federal funding for RTD would be impacted by the status of the state, but recent competitive grant applications from DOT have included references to complying with Trump Administration orders and actions.

Impact on RTD: Potential for impacts to federal funding for RTD because of California being designated a sanctuary jurisdiction.

FEDERAL GRANT OPPORTUNITIES, AWARDS & NOTICES

July 1: The Federal Transit Administration (FTA) issued a proposed rulemaking to extend the baseline period to establish a waiver of certain administrative requirements related to its Public Transportation Emergency Relief Program: <https://tinyurl.com/yhn837rz>

July 1: FTA also withdrew the October 2023 “Transit Worker Hours of Service and Fatigue Risk Management” advance notice of proposed rulemaking. FTA has determined not to issue a notice of proposed rulemaking for now: <https://tinyurl.com/3ztrmh53>

June 30: DOT announced an interim final rule regarding its NEPA implementing procedures at the Federal Highway Administration, Federal Railroad Administration, and FTA. This interim rule is effective immediately and comments are due August 4: <https://tinyurl.com/44exfbcp>

July 7: DOT’s Build America Bureau announced a policy update to the Transportation Infrastructure Finance and Innovation Act (TIFIA) credit program that will allow all types of transportation infrastructure projects to finance up to 49 percent of eligible costs: <https://tinyurl.com/4m954b8k>

July 15, 2025: DOT announced \$488 million in FY 2025 Better Utilizing Investments to Leverage Development (BUILD) program awards for 30 projects: <https://tinyurl.com/kxzmadv5>

July 21, 2025: DOT is seeking public ideas, comments, and information for consideration in the development of the next surface transportation authorizing legislation. The deadline for feedback is August 20: <https://tinyurl.com/yeyve9fz>

Impact on RTD: Information purposes only.

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

REPORT: **STATE LEGISLATIVE UPDATE**

General Update

The Legislature is currently on a month-long Summer Recess and will reconvene on August 18. Once the Legislature returns to Sacramento, its fiscal committees will have until August 29 to hear and pass bills to the floor of each house. As a reminder, most bills with a fiscal impact to the state are referred to the appropriations committees' suspense files. August 29 will be the appropriations committees' suspense file hearings. If bills pass the fiscal committees, they are moved to the floors of each house for final votes. Bills will need to be in their final form 72 hours prior to final votes. The Legislature will recess the first year of the two-year 2025-26 Legislative Session on September 12. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

In this report, we provide an update on the State Budget, Cap-and-Trade, the Low Carbon Fuel Standard (LCFS), and bills of interest.

Potential Impact to RTD: N/A – General Update

Update on Budget Act of 2025

On June 27, Governor Newsom [signed](#) into law the Budget Act of 2025, which consists of the main spending bill, the "Budget Bill Jr.," and several budget trailer bills.

Following an aggressive advocacy campaign led by the California Transit Association, and supported by transit agencies across the state, including RTD, the budget staves off significant cuts to one-time transit funding first proposed by the Governor in the May Revise. Specifically, the budget maintains \$1.078 billion in Greenhouse Gas Reduction Fund (GGRF) funding commitment for SB 125 - Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: \$188M for SB 125 - TIRCP
- FY 2025-26: \$180M for TIRCP Cycle 6
- FY 2026-27: \$230M for SB 125 - ZETCP
- FY 2027-28: \$460M for SB 125 - ZETCP

As a technical matter, the preservation of this funding is not yet reflected in GGRF appropriations in the budget. These appropriations, as well as action on all continuous

appropriations, including TIRCP and the Low Carbon Transit Operations Program (LCTOP), will be made later this summer as part of the Legislature's action on the larger Cap-and-Trade Expenditure Plan. This action is expected to coincide with action on Cap-and-Trade reauthorization.

The budget also appropriates \$1.196 billion in General Fund for SB 125 - TIRCP and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: \$812M for SB 125-TIRCP (note that this investment, combined with the commitment above, fully funds SB 125 - TIRCP)
- FY 2025-26: \$384M for TIRCP Cycle 6 (note that this investment, combined with the commitment above, fully funds TIRCP Cycle 6)

In addition, the budget conditionally appropriates \$750 million in General Fund for a loan to four Bay Area transit agencies (AC Transit, BART, Caltrain, SFMTA). The bill language includes new stipulations regarding the passage of the Bay Area's Regional Measure (Senate Bill 63) and repayment. It is short on further details, which we will see in a future trailer bill, expected upon the Legislature's return from Summer Recess.

Finally, the budget appropriates \$132.2 million in FY 2025-26 from the State of California's settlement with Hino to the California Air Resources Board's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).

Potential Impact to RTD: With action still pending on Cap-and-Trade Expenditures, the impact of the Budget Act of 2025 on RTD cannot be fully determined. That said, we can highlight the following positive impacts reflecting actions in the budget.

First, between FYs 2023-24 to 2027-28, pursuant to SB 125, the San Joaquin Council of Governments is scheduled to receive \$93.5 million for pass-through to RTD and other operators in San Joaquin County. The Governor's proposal to cut this funding would have immediately reduced this total by \$12.1 million, impacting the share of total funding RTD and other operators in San Joaquin County would be eligible to receive over this 5-year period. The budget protects this funding.

Second, heading into FY 2025-26, CARB's HVIP was expected to have zero funding capacity, preventing RTD or any other transit agency from accessing the program to reduce the incremental cost of transitioning to zero-emission buses. The budget re-ups this program by directing significant new funding to it to support the transition to zero-emission buses.

We describe the impact of pending Cap-and-Trade reauthorization and Expenditure Plan in the next section.

Update on Cap-and-Trade

The Legislature largely punted on reauthorization on the Cap-and-Trade program and its corresponding Cap-and-Trade Expenditure Plan in the Budget Act of 2025. As a

refresher, while announcing his May Revise, the Governor also proposed extending the Cap-and-Trade program by an additional 15 years and making major changes to the GGRF:

- \$1 billion a year for the high-speed rail project
- \$1.5 billion for CAL FIRE (which, as an essential government agency, has always previously been funded through the General Fund)
- Reset all other expenditures, including continuous LCTOP and TIRCP funding

As noted above, the Legislature successfully pushed back on several of the Governor's proposed changes (the \$1.078 billion in restored transit funding, as detailed above), acquiesced on others (by appropriating \$1.25 billion from the GGRF for CAL FIRE for FY 2025-26), but left most issues to deal with later this Summer.

These issues include high-speed rail funding, continuous TIRCP and LCTOP funding, and all additional programs that receive GGRF monies. The stakes for reaching an agreement are high: there are concerns that the next Cap-and-Trade auction, scheduled for August, may again produce tepid proceeds. The last auction, in May, was the worst performing since 2021. These proceeds directly fund the GGRF, and thus, the pot of money the Legislature, the Governor, and advocates are fighting over.

Potential Impact to RTD: While action on Cap-and-Trade reauthorization and the Cap-and-Trade Expenditure Plan are pending, we cannot precisely identify impacts to RTD at this time. That said, we can highlight where RTD faces funding exposure and risk.

If the Cap-and-Trade program is not reauthorized or the historic levels of investment it makes in LCTOP and/or TIRCP are not maintained, RTD would see a reduction to, or elimination of, its annual formula share of LCTOP; and reductions to, or cancellation of, future TIRCP grant cycles to which RTD could apply.

CARB LCFS Amendments Take Effect

On July 1, the California Air Resources Board's amendments to the LCFS went into effect, following approval by the Office of Administrative Law. These amendments were adopted by CARB in November 2025 to strengthen the program, which aims to reduce the carbon intensity of the state's transportation fuel supply.

Potential Impact to RTD: Among other things, LCFS provides transit and rail agencies in the state, like RTD, the opportunity to generate credits for their use of low and no emission fuels, like electricity or hydrogen, which can be sold to create revenue that supports zero-emission operations. RTD currently participates in LCFS and uses the credits it generates to reduce the cost of the agency's transition to zero-emission buses. These amendments will help increase the price of these credits, resulting in potentially additional revenue to RTD.

Bills of Interest

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

This bill, as amended July 17, would extend the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects to January 1, 2040, add additional project-types to the list of exemptions (ferry terminals, transit operational analysis, bus stops, bus shelters), and make substantive procedural changes surrounding board actions (i.e. board process for establishing a project’s cost estimate).

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

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

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

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

AB 394 (Wilson) Transit Safety – SUPPORT

This bill, as amended July 17, would enhance the safety and security of California’s public transportation systems by strengthening protections for transit operators, employees, and passengers. The bill accomplishes this goal by expanding existing law (Penal Code Section 243.3) to protect all transit employees against battery and empowering agencies to seek a court-issued temporary restraining order against a perpetrator for a violation of Penal Code Section 243.3. The Amalgamated Transit Union and the Teamsters are co-sponsors of this bill.

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

AB 810 (Irwin) Internet Website Requirements – WATCH

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

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

AB 1070 (Ward) Transit District Governing Boards – OPPOSE

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

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

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

This bill, as amended June 30, requires transit operators, by June 1, 2027, to establish and use a streamlined recertification process for persons with permanent disabilities who were previously determined to be eligible for paratransit service. Previously, the bill would have prohibited transit operators from requiring a person who receives, or is eligible to receive, paratransit services based on a disability or medical condition, and whose condition cannot reasonably be expected to improve, to recertify their eligibility for the services. **This bill is in the Senate Appropriations Committee.**

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

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

REPORT: **QUARTERLY GRANTS ACTIVITY REPORT (Q4 FY2024-2025)**

I. SUMMARY

- This report outlines RTD's grant funding activity for the fourth quarter of fiscal year (FY) 2024-2025 (Q4 FY24/25).
- Attachment A contains a list of RTD's active grants as of June 30, 2025.

II. DISCUSSION/BACKGROUND

This report outlines the grant activity for Q4 FY24/25, highlighting the applications submitted, awards received and not received, and ongoing management of active grant funds for RTD. Staff's efforts remain focused on securing funding to enhance services, infrastructure, and overall operational efficiency.

Status of Formula Grant Applications Q4 FY24/25

- FTA 5310 for transit operating assistance Enhanced Mobility of Seniors & Individuals with Disabilities, Stockton UZA \$192,805. Status: Pending Agreement.
- FTA 5311 for transit operating assistance in rural areas (i.e. Escalon, Ripon, and rural unincorporated San Joaquin County) \$518,163. Status: Pending Agreement.
- Low Carbon Transit Operations Program (LCTOP) for total estimated operating budget for the BRT - Midtown Corridor is \$2,215,344. RTD will use \$1,685,607 in LCTOP funds and \$529,737 Local match funding by RTD to fully fund this project. Status: Pending Agreement.

Status of Discretionary Grant Applications Q4 FY24/25

- 2024 Congestion Mitigation and Air Quality (CMAQ)
 - Summary: Total Project Cost: \$6,500,000. CMAQ funding awarded: \$1,000,000. Funding shortfall: \$5,500,000.
 - Status: Pending Agreement.
- Caltrans Sustainable Transportation Planning Grant
 - RTD staff applied for a planning grant, Systemwide Fare Study and Equity Analysis on January 15, 2025.
 - Grant due date: January 22, 2025.
 - Summary: Caltrans funding: \$251,325, RTD match \$32,562, total project cost: \$283,887.
 - RTD did not receive an award for this grant.

- Build America Bureau Rural Assistance Pilot Program
 - RTD staff applied for a planning grant, County Hopper Rural Areas Assessment Study, on March 18, 2025.
 - Summary: Total project cost \$293,529.40, no match required.
 - Application window was March 18, 2025 through April 17, 2025.
 - The program application portal closed due to technical difficulties, no grant applications submitted will be evaluated.
 - The NOFO will be re-released and applicants will re-submit applications.
 - The new due date for future applications is to be determined.
- California Energy Commission (CEC) – Energiize (2 programs) Unmet Transit Needs and Fast Track. CEC (1 program) - Clean Transportation Program (postponed). RTD staff applied for the two available CEC programs for infrastructure and equipment, Hydrogen Fueling Trailer, \$6,500,000. Max program funding available: \$5,000,000. Existing funding (CMAQ: \$1,000,000). RTD is monitoring the Clean Transportation Program.
- FTA 5339 (b)(c) Bus and Bus Facilities and Low or No Emissions Program, RTD's Low Emission Transition Project and Zero Emission Hydrogen Fuel Cell Station Expansion Project, \$22,043,094, Submission Date July 10, 2025. Due Date: July 15, 2025.

Upcoming and Pending Competitive and Formula Grant Opportunities

- FTA 5310 Operating and Capital Due September 3, 2025
- FTA 5311 Operating Assistance, \$526,506, Submitted June 10, 2025. Status: Pending.
- FTA 5307 Preventive Maintenance, Capital Cost of Contracting, Operating Assistance, Security, and Transit Improvements \$13,619,399. Status: Pending submission.
- FTA 5339 (a) Bus and Bus Facilities \$1,471,261. Status: Pending submission.
- SB 1 State of Good Repair \$796,726.20. Due Date: September 5, 2025.
- ARCHES Program, Department of Energy, Hydrogen FCEB Pilot Phase 1 supplemental funding, \$2,000,000 Infrastructure Funding.
- FEMA DHS Transit Security Grant Program, Emergency Operations Center and Cybersecurity, \$2,000,000.
- Transit and Intercity Rail Capital Program 2025 - Cycle 8. RTD staff is developing a scope of work for an application for capital improvement.
- FTA Transit Oriented Development, RTD is monitoring this program, FY 2025 NOFO due out Summer 2025.

Active Grants

As of June 30, 2025, RTD has an estimated \$66,799,674 in active Federal, State, and Local grant funding. The total amount expended is \$42,536,181, with a remaining balance of \$24,263,493. Staff continue to manage all active grants effectively to ensure compliance with funding requirements and achieve project

objectives. Attached is a report for informational purposes that includes the details of the projects for each active grant.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

IV. CUSTOMER IMPACT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

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

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

Attachment A: Active Grants as of June 30, 2025

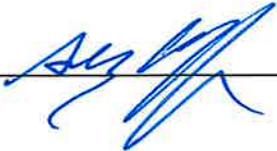
Prepared by: Juan G. Villanueva, Director of Grants and Capital Projects

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
Cover Page

San Joaquin RTD Board of Directors
 Subject: Quarterly Grants Activity Report

Item 9C
 August 15, 2025

San Joaquin Regional Transit District (RTD)											
Quarterly Grants Summary											
Active Grants as of 06/30/2025											
#	Award #	Program	Associated Projects	Awarded Amount	Matching Funds	Total Application Budget	Award Expended	Remaining Award	Matching Funds Expended	Remaining Match	Grant Expiration
1	CA-2021-108-00	FFY20 5339(a) Bus and Bus Facilities Formula	Security Bus Video/Cameras which are to be installed on 18 RTD transit vehicles	\$ 653,778	\$ 163,445	\$ 817,223	\$ 30,820	\$ 622,957.98	\$ 7,850	\$ 155,595.00	12/31/2025
2	FY20/21 SGR	SB1 State of Good Repair	Replacement/Upgrade of existing Bus Video System, Facilities Improvement/Upgrades	\$ 740,550	\$ -	\$ 740,550	\$ 7,850	\$ 732,700.20	\$ -	\$ -	12/1/2025
3	64T021-01875	5311 American Rescue Plan Act (ARPA)	Operating Assistance	\$ 1,190,000	\$ -	\$ 1,190,000	\$ 1,190,000	\$ -	\$ -	\$ -	6/30/2028
4	CA-2024-026	FFY22 5339(c) Low or No Emissions	RTD Disadvantaged Communities Route Expansion Project: Project will purchase five (5) hybrid electric buses	\$ 3,994,277	\$ 998,570	\$ 4,992,847	\$ 3,924,306	\$ 69,971.00	\$ 981,077	\$ 17,493.00	8/31/2028
5	CA-2022-093-00	FFY22 5339(a) Bus and Bus Facilities Formula	Improvements, upgrades, and refurbishments to RTD facilities	\$ 623,401	\$ 155,850	\$ 779,251	\$ -	\$ 623,401.00	\$ -	\$ 155,850.00	6/30/2026
6	SGC23113	City of Stockton's Transformative Climate Communities Round 4 (TCCr4)	Hybrid Electric Bus	\$ 1,057,554	\$ 105,755	\$ 1,163,309	\$ 985,014	\$ 72,540.00	\$ 7,497	\$ 98,257.67	9/30/2026
7	FY22/23 SGR	SB1 State of Good Repair	Revenue Vehicle Replacement Purchase - Bus Replacement	\$ 783,677	\$ -	\$ 783,677	\$ 116,883	\$ 666,793.80	\$ -	\$ -	6/30/2029
8	CA-2024-027	FFY 2023 5307	Preventive Maintenance, Capital Cost of Contracting, Security, and Transit Improvement	\$ 9,272,244	\$ -	\$ 9,272,244	\$ 9,140,770	\$ 131,474.00	\$ -	\$ -	9/30/2026
9	CA-2024-029	FFY 2023 5339a	Buses and Bus Facilities	\$ 811,405	\$ -	\$ 811,405	\$ -	\$ 811,405.00	\$ -	\$ -	6/30/2026
10	23-24-D10-126	FY23-24 LCTOP	BRT Expansion - Midtown Corridor Route 47 (Yr 5)	\$ 1,766,265	\$ 234,301	\$ 2,000,566	\$ 1,766,265	\$ -	\$ 234,301	\$ -	6/30/2025
11	CA-2024-188	FFY 2024 5307	Preventive Maintenance, Capital Cost of Contracting, Operating Assistance, Security, and Transit Improvements	\$ 12,506,374	\$ -	\$ 12,506,374	\$ 12,230,363	\$ 276,011.00	\$ -	\$ -	3/31/2026
12	CA-2024-181	FFY 2024 5339a	Install PCADs & IT Upgrades	\$ 1,330,520	\$ -	\$ 1,330,520	\$ 637,548	\$ 692,972.00	\$ -	\$ -	6/30/2026
13	C-24-004	Intercity Programs	Passenger Rail, Bus, and Bicycle Pedestrian	\$ 7,200,000	\$ 10,800,000	\$ 18,000,000	\$ 1,800,000	\$ 5,400,000.00	\$ 2,700,000	\$ 8,100,000.00	6/30/2027
14	C-24-005	Express Operations	BRT Express Routes 40, 43, 44, 47, 49	\$ 13,600,000	\$ 40,800,000	\$ 54,400,000	\$ 3,400,000	\$ 10,200,000.00	\$ 10,200,000	\$ 30,600,000.00	6/30/2027
15	C-24-006	Interregional Operations Services	Interstate 5/205/580 and State Route 99 Corridor to BART and Sacramento	\$ 2,000,000	\$ 6,000,000	\$ 8,000,000	\$ 500,000	\$ 1,500,000.00	\$ 1,500,000	\$ 4,500,000.00	6/30/2027
16	C-24-007	Regional Bus Services	Park & Ride Lots, Bus Facilities Improvements, Engine Replacement	\$ 940,000	\$ -	\$ 940,000	\$ 80,678	\$ 859,321.83	\$ -	\$ -	6/30/2027
17	C-24-008 A1	Capital Improvements Projects	Five (5) replacement of 2010 Gillig buses and Six (6) 2012 Gillig buses	\$ 6,663,552	\$ 3,602,074	\$ 10,265,626	\$ 663,552	\$ 6,000,000.00	\$ 358,713	\$ 3,243,361.33	6/30/2027
18	FY23/24 SGR	SB1 State of Good Repair	Upgrade and replace maintenance equipment and support vehicles	\$ 845,447	\$ -	\$ 845,447	\$ 362,132	\$ 483,315.47	\$ -	\$ -	6/30/2030
19	FY24/25 SGR	SB1 State of Good Repair	Replace/Upgrade Information Technology (IT) Equipments	\$ 820,630	\$ -	\$ 820,630	\$ -	\$ 820,630.00	\$ -	\$ -	6/30/2031
Grand Total				\$ 66,799,674	\$ 62,859,995	\$ 129,659,669	\$ 36,836,181	\$ 29,963,493	\$ 15,989,438	\$ 46,870,557	

San Joaquin Regional Transit District (RTD)				
Quarterly Grants Summary				
Upcoming and Pending Grant Programs				
#	Funding Program	Project	Status	Due date
1	FTA 5307	Preventive Maintenance, Capital Cost of Contracting, Operating Assistance, Security, and Transit Improvements	RTD is developing scope of work	2025
2	FTA 5310	Operating and Capital	RTD is developing scope of work	September 3, 2025
3	FTA 5311	Operating assistance	Application submitted	June 10, 2025
4	SB 1 State of Good Repair	Transit repair, rehabilitation, and capital	RTD is developing scope of work	September 10, 2025
5	FTA 5339 (a)	Bus and Bus Facilities Formula	RTD is developing scope of work	2025
6	FTA 5339 (b) (c)	Bus and Bus Facilities / Low No Competitive	Application submitted	Due date July 15, 2025 - Award Notice September 30, 2025
7	CEC Energiize Program	Unmet Transit Needs and Fast Track 2025 - Hydrogen Fueling Trailer	Application submitted	April 30, 2025 - October 2, 2025 May 13, 2025 - July 15, 2025
8	CEC Clean Transportation Program	Depot Charging and Hydrogen Refueling - Hydrogen Fueling Station	RTD is developing scope of work	Program postponed due date TBD
9	ARCHES	Hydrogen FCEB Pilot Phase 1	Application submitted	In progress
10	FEMA TSGP	Emergency Operations Center and Cybersecurity	RTD is developing scope of work	FY 25 NOFO due out Summer 2025 Award Fall 2025
11	Transit and Intercity Rail Capital Program	Cycle 8 - Hydrogen Fuel Cell Electric Bus (FCEB) Phase 1	RTD is developing scope of work	TBD
12	Build American Bureau Rural Assistance	County Hopper Rural Areas Assessment Study	Application submitted	March 18, 2025 Program Postponed
13	FTA TOD grant	TBD	RTD is monitoring this program for applicability	FY 25 NOFO due out Summer 2025

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LEAD STAFF: THOMAS DEMPSEY, DIRECTOR OF PROCUREMENT

REPORT: QUARTERLY UPDATE OF SOLICITATIONS

I. SUMMARY:

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

II. DISCUSSION/BACKGROUND

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

The thresholds for formal solicitations are as follows:

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

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

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

IV. CUSTOMER IMPACT

N/A

V. FINANCIAL CONSIDERATIONS/IMPACT

See Attachment A.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

Attachment A: Quarterly Update of Solicitations

Prepared by: Thomas Dempsey, Director of Procurement

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
Cover Page

QUARTERLY UPDATE OF SOLICITATIONS

Solicitation Number	Solicitation Released Date or Anticipated Release Date	Title	Estimated Award Date	Funding Source	Estimated Amount	Procurement Type	Designs and Plans – Delegation of Authority
24044-C	December 2025	Backlot Asphalt/Concrete	March 2026	STA	\$700,000	IFB	Yes
25013-DB	November 2025	DTC HVAC	March 2026	FTA	\$1,700,000	IFB	Yes
25018-C	September 2025	RTC Maint Shop Floor Repair	January 2026	FTA	\$900,000	IFB	Yes
25017-C	September 2025	CTC Seal Pavement	November 2025	STA	\$150,000	IFB	Yes
25001-C	October 2025	RTC Building Painting Project	November 2025	Operating	\$250,000	IFB	Yes
25020-S	November 2025	Portable Liquid Hydrogen Fueling Trailer	January 2026	LTF	\$3,500,000	RFP	Yes
25028-S	October 2025	Pedestrian Collision Avoidance Detection (PCAD)	January 2026	Local	\$687,410	RFP	No

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LEAD STAFF: THOMAS DEMPSEY, DIRECTOR OF PROCUREMENT

REPORT: QUARTERLY UPDATE OF CONTRACTS AWARDED

I. SUMMARY:

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

II. DISCUSSION/BACKGROUND

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

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

Attachment A lists contracts awarded from April 1, 2025, through June 30, 2025.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

IV. CUSTOMER IMPACT

N/A

V. FINANCIAL CONSIDERATIONS/IMPACT

See Attachment A.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

Attachment A: Contracts Awarded for the fourth quarter of FY 2025

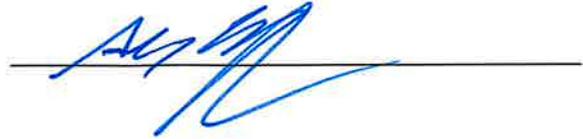
Prepared by: Thomas Dempsey, Director of Procurement

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
Cover Page

QUARTERLY UPDATE OF CONTRACTS AWARDED FOR THE FIRST QUARTER OF FY 2025

Award Date	Contract Number	Company Name	Title	Contract Amount	Funding Source	Capital/ Operating	DBE
CEO APPROVED CONTRACTS							
April 24, 2025	25002-S	3-Fold Communications, LLC	Customer Satisfaction Survey Services	\$181,071	Local	Operating	No
April 23, 2025	25019-S	Teddi Anderson HR Consulting	Compensation Study Services	\$62,000	Local	Operating	No
April 21, 2025	25021-C	King's Roofing	Roof Repairs	\$25,700	STA	Capital	No
April 3, 2025	25024-S	Iris McGee	Financial Accounting Consultant	\$100,000	Local	Operating	No
April 28, 2025	25026-S	Insight Global	Employment Services	\$100,000	Local	Operating	No
May 30, 2025	25029-S	Suns Solar Cleaning	Solar Panel Cleaning Services	\$9,200	Local	Operating	No
May 21, 2025	25034-S	Darktrace	Network and Email Security	\$148,188	Local	Operating	No
June 12, 2025	25031-S	Peter Johnson	Board Governance	\$85,000	Local	Operating	No
BOARD APPROVED CONTRACT							
June 23, 2025	25014-M	The Goodyear Tire & Rubber Company	Tire Leasing Services	\$1,959,431	Local	Operating	No

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

REPORT: PARATRANSIT OPERATIONS STATUS QUARTERLY REPORT

I. SUMMARY:

- San Joaquin Regional Transit District (RTD) is federally mandated to provide ADA complementary paratransit service, which provides shared rides and door-to-door demand-response transportation to customers certified as having disabilities that prevent them from independently using the fixed route bus.
- During April, May, and June 2025, RTD provided 12,860 rides. On-time performance for this period was 94%, which is within the expected range.
- RTD’s ADA complementary paratransit service is contracted out to RydeTrans, which currently has 23 Paratransit Operators, two Road Supervisors, four dispatchers, one Operations Manager, and 21 operating vehicles.

II. DISCUSSION/BACKGROUND

Summary review of monthly operational statistics for RTD’s paratransit service. Comparing the monthly statistics of Q4 FY24 to the monthly statistics of Q4 FY25:

- In April, the number of paratransit rides increased by: 489
- In May, the number of paratransit rides increased by: 295
- In June, the number of paratransit rides increased by: 384

Summary review of Q4 operational information for FY25:

- April number of total paratransit rides: 4,421
- May number of total paratransit rides: 4,387
- June number of total paratransit rides: 4,052
- Comparing March 2025 statistics to April 2025, paratransit rides increased by 147.
- Comparing April 2025 statistics to May 2025, paratransit rides decreased by 34.
- Comparing May 2025 statistics to June 2025, paratransit rides decreased by 335.

During April, May, and June, RydeTrans total assessments and incentives were as follows:

- Penalty of \$50 per month if under 85% On-time Performance: \$0
- Penalty of \$50 per missed trip (including no shows deemed as missed trips): 22, \$1,100 (From a total of 12,860 completed trips)
- Penalty of \$25 per dress code infraction: \$0

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

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

IV. CUSTOMER IMPACT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None.

VIII. ATTACHMENTS

Attachment A: RTD's Paratransit On-time Performance Charts for April, May, and June

Attachment B: Comparative Operating Statistics Tables for April, May, and June

Attachment C: Number of Rides Comparison Chart

Attachment D: Annual Miles Comparison Chart

Attachment E: Monthly ADA Assessments

Attachment F: Top Monthly Ride Destinations for April, May, and June

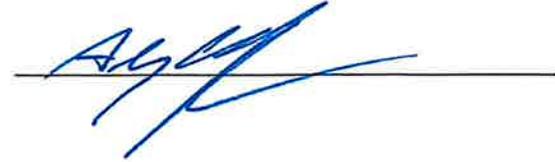
Prepared by: Dámaris Galvan, Director of Planning and Service Development

IX. APPROVALS

Executive Manager Approved:
Ciro Aguirre, COO



Alex Clifford, CEO





Attachment A
Cover Page

Revised 8/14/2025

On-time Performance Breakdown Report for April 2025

	April 2024		April 2025	
1 to 5 Minutes Late	2.90%	2.9%	2.71%	3%
6 to 10 Minutes Late	1.60%	1.6%	1.22%	1%
11 to 15 Minutes Late	1.04%	1.0%	0.68%	0%
16 to 20 Minutes Late	0.71%	0.3%	0.25%	0%
21 to 25 Minutes Late	0.69%	0.7%	0.14%	0%
26 to 30 Minutes Late	0.25%	0.3%	0.05%	0%
31 to 35 Minutes Late	0.36%	0.4%	0.05%	0%
36 to 40 Minutes Late	0.10%	0.1%	0.05%	0%
41 or more Minutes Late (Excessively Late/Missed Trips)	0.20%	0.2%	0.02%	0%
Total 1-41 or More Minutes Late	7.86%	7.9%	5.16%	5%

*Target: 85%-96% - Rounded to the hundredths place

On-time Performance

For the month of April, RydeTrans met the standard of on-time performance with 95%. Ridership increased by 147 trips from the previous month.

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

On-time Performance Breakdown Report for May 2025

	May 2024		May 2025	
1 to 5 Minutes Late	3.57%	3.6%	3.78%	0.0%
6 to 10 Minutes Late	2.66%	2.7%	1.91%	1.9%
11 to 15 Minutes Late	1.81%	1.8%	0.80%	0.8%
16 to 20 Minutes Late	1.61%	1.6%	0.50%	0.0%
21 to 25 Minutes Late	0.81%	0.8%	0.34%	0.0%
26 to 30 Minutes Late	0.86%	0.9%	0.23%	0.2%
31 to 35 Minutes Late	0.54%	0.5%	0.05%	0.0%
36 to 40 Minutes Late	0.29%	0.3%	0.11%	0.1%
41 or more Minutes Late (Excessively Late/Missed Trips)	0.90%	0.9%	0.02%	0.0%
Total 1-41 or More Minutes Late	13.05%	13.0%	7.75%	7.8%

*Target: 85%-96% - Rounded to the hundredths place

On-time Performance

For the month of May, RydeTrans met the standard of on-time performance with 93%. Ridership decreased by 34 trips from the previous month.

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

On-time Performance Breakdown Report for June 2025

	June 2024		June 2025	
1 to 5 Minutes Late	3.52%	3.5%	2.44%	2.4%
6 to 10 Minutes Late	2.10%	2.1%	1.21%	1.2%
11 to 15 Minutes Late	1.09%	1.1%	0.69%	0.7%
16 to 20 Minutes Late	0.93%	0.9%	0.39%	0.4%
21 to 25 Minutes Late	0.76%	0.8%	0.12%	0.1%
26 to 30 Minutes Late	0.52%	0.5%	0.05%	0.0%
31 to 35 Minutes Late	0.33%	0.3%	0.07%	0.0%
36 to 40 Minutes Late	0.16%	0.2%	0.05%	0.0%
41 or more Minutes Late (Excessively Late/Missed Trips)	0.33%	0.3%	0.12%	0.1%
Total 1-41 or More Minutes Late	9.73%	9.7%	5.16%	5.2%

*Target: 85%-96% - Rounded to the hundredths place

On-time Performance

For the month of June, RydeTrans met the standard of on-time performance with 95%. Ridership increased by 335 trips from the previous month.

During the month of June, RydeTrans received three Customer Service Reports.

This year’s fourth quarter shows a strong improvement in service performance. On-Time Performance (OTP) has increased by 4.3%, reaching an average of 94.3%, compared to 90% last year. This trend shows the success of our collaborative efforts and consistent monitoring with RydeTrans.



Attachment B
Cover Page

	Apr-24	May-24	Jun-24	Total	Q4 2024 AVG	Apr-25	May-25	Jun-25	Total	Q4 2025 AVG	Difference	Performance Goals	FTA Guideline
Requested	4,987	4,018	4,594	13,599	4,533	5,434	5,556	5,158	16,148	5,383	850		
Performed (Completed Trips)	3,932	4,092	3,668	11,692	3,897	4,421	4,387	4,052	12,860	4,287	389		
Advanced and Late Cancels (Passengers)	1,055	1,264	926	3,245	1,082	1,013	1,019	972	3,004	1,001	-80		
No Shows	118	174	112	404	135	140	149	134	423	141	6		
Total Revenue Miles	31,776	32,111	28,587	92,474	30,825	35,269	33,767	33,529	102,565	34,188	3,364		
Average (Completed) Trip Miles	8.08	7.85	7.79	23.72	7.9	7.98	7.70	8.27	23.95	7.98	0		
Within Ready Window (OTP)	92%	87%	91%	90.0%	90.0%	95.0%	93.0%	95.0%	94.3%	94.3%	4.3%	85% - 96% Expected	FTA 8.5.7, this is monitored to improve OTP and take any appropriate action. This KPI helps identifying and addressing patterns and practices in capacity constraints.
Standing Orders (subscriptions)	1,218	1,396	1,269	3883	1,294	1,002	1,024	901	2,927	976	-319		FTA c 4710 (8.6) This KPI is monitors to ensure that standing orders or "subscriptions" do not absorb more than fifty percent of the number of trips available at a given time of day, unless there is non-subscription capacity.
Call Center Volume	4,144	4,210	3,934	12,288	4,096	4,283	4,202	3,839	12,324	4,108	12		FTA C 4710 (8.5.6) This KPI monitors the calls volume to ensure customer service quality and on-time phone response.
Hold Times less than 2 minutes*	856	969	942	2,767	922	768	814	575	2,157	719	-203		FTA C 4710 (8.5.6) Setting telephone hold time- standards, this KPI is monitored on a monthly basis. Quality Assurance test calls are performed to ensure hold times are within acceptable parameters.
Distinct Riders	373	384	366	1,123	374	415	465	424	1,304	435	60		
Most Frequent Rider	147	148	99	394	131	79	103	90	272	91	-41		
Shared Rides	1,573	1,802	1,399	4,569	1,523	1,429	1,653	1,302	4,384	1,461	-62		
Passenger per Revenue Hour	2.4	2.5	2.5	7.4	2.5	1.9	2	1.8	5.7	1.9	-0.6		
Completed Trips <= 10 Miles	3,570	3,715	3,360	10,645	3,548	4,057	4,035	3,727	11,819	3,940	391		
Completed Trips > 10 Miles	362	377	308	1,047	349	364	350	325	1,039	346	-3		
Denied Rides	0	0	0	0	0	0	0	0	0	0	0	Zero	
Missed Trips	11	14	27	52	17	7	12	3	22	7	-10		FTA C 4710.1 (8.5.5) This KPI is monitored on a monthly basis and validated and crossreferenced with notes provided by RydeTrans.
Excessively Long Trips (Duration)	0	0	0	0	0	4	6	2	12	4	4		FTA C 4710.1 (8.5.5) This KPIs are monitored to ensure trip lengths are not "excessive" in comparison to the time required to make a similar trip using the fixed route system.
Accidents	0	0	0	0	0	1	0	0	1	0	0		
Reported Complaints	3	0	0	3	1	0	0	3	3	1	0		
Valid Complaints	0	0	0	0	0	0	0	3	3	1	1	Less than 1 per 10k boarding	
Commendations	0	0	0	0	0	0	0	0	0	0	0		
Farebox Recovery Ratio	1.95%	5.09%	5.00%	4.0%	4.0%	5.3%	5.6%	5.2%	5.4%	5.4%	1.3%	*07/2024 - 09/2024 Estimated	
Total Pickup	3,932	4,092	3,668	11,692	3,897	4,421	4,387	4,052	12,860	4,287	389		

Revised 8/14/2025

Late Trips Beyond The 30-Minute Window Ranging From 1-41 or More Minutes Late	Apr-24	May-24	Jun-24	Total	Q4 2024 AVG	Apr-25	May-25	Jun-25	Total	Q4 2025 AVG	Difference	Performance Goals	FTA Guideline
1 to 5 Minutes Late	2.90%	3.57%	3.52%	3.33%	3.33%	2.71%	3.78%	2.44%	2.99%	2.98%	-0.35%		FTA 8.5.3 and 8.5.7, this is monitored to improve OTP and take any appropriate action. This KPI helps identifying and addressing patterns and practices in capacity constraints.
6 to 10 Minutes Late	1.60%	2.66%	2.10%	2.13%	2.12%	1.22%	1.91%	1.21%	1.45%	1.45%	-0.67%		
11 to 15 Minutes Late	1.04%	1.81%	1.09%	1.33%	1.31%	0.68%	0.80%	0.69%	0.72%	0.72%	-0.59%		
16 to 20 Minutes Late	0.71%	1.61%	0.93%	1.09%	1.08%	0.25%	0.50%	0.39%	0.38%	0.38%	-0.70%		
21 to 25 Minutes Late	0.69%	0.81%	0.76%	0.75%	0.75%	0.14%	0.34%	0.12%	0.20%	0.20%	-0.55%		
26 to 30 Minutes Late	0.25%	0.86%	0.52%	0.55%	0.54%	0.05%	0.23%	0.05%	0.11%	0.11%	-0.44%		
31 to 35 Minutes Late	0.36%	0.54%	0.33%	0.41%	0.41%	0.05%	0.05%	0.07%	0.05%	0.05%	-0.35%		
36 to 40 Minutes Late	0.10%	0.29%	0.16%	0.19%	0.19%	0.05%	0.11%	0.05%	0.07%	0.07%	-0.12%		
41 or more Minutes Late (Excessively Late/Missed Trips)	0.20%	0.90%	0.33%	0.49%	0.48%	0.02%	0.02%	0.12%	0.05%	0.06%	-0.42%		
Total 1-41 or more lates	7.86%	13.05%	9.73%	10.26%	10.21%	5.16%	7.75%	5.16%	6.04%	6.02%	-4.19%		
Total after 30 minute window	309	534	357	1200	400	228	340	209	777	259	-141		

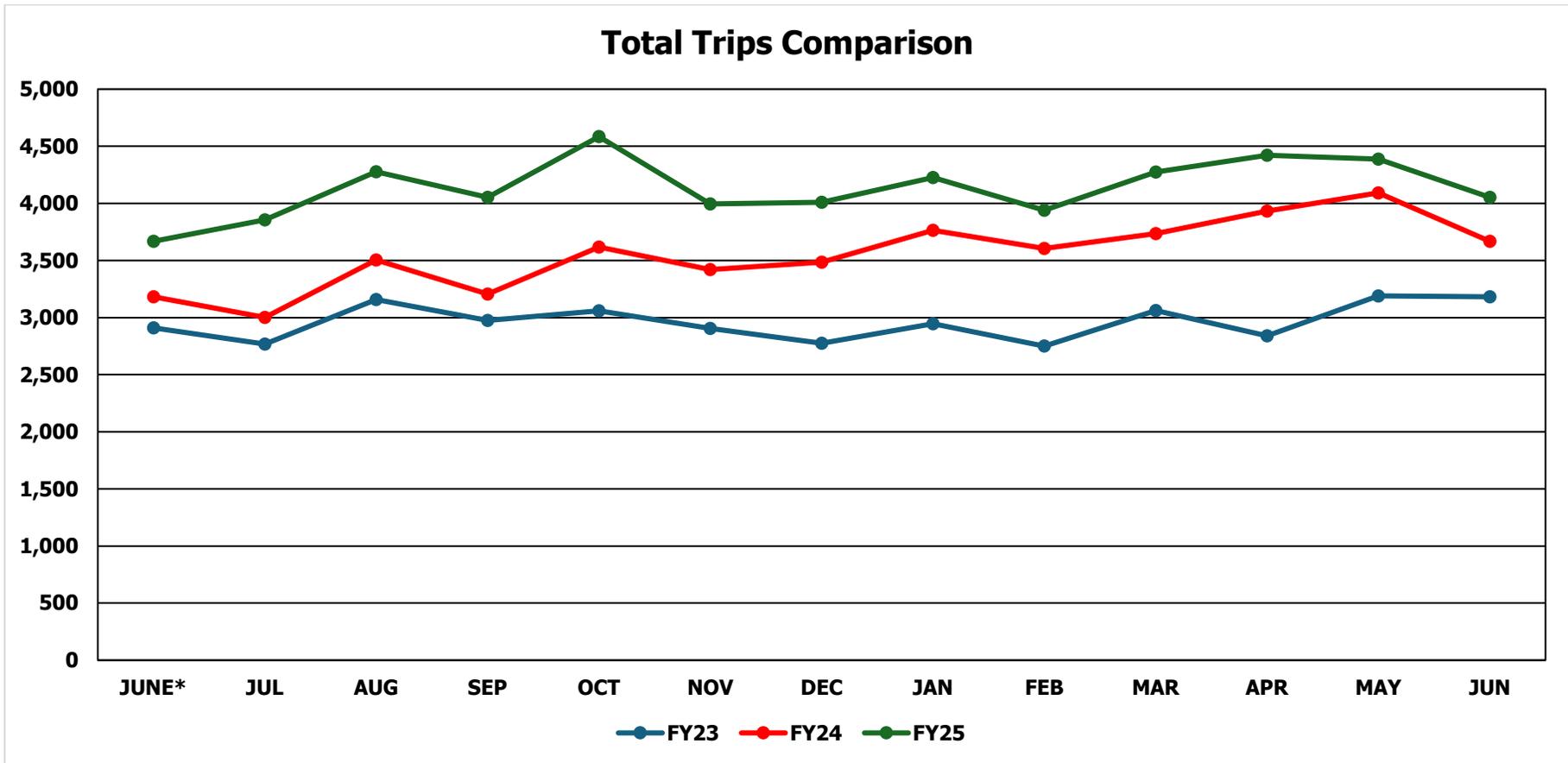
Revised to the hundredths place

Published 8/8/2025

Late Trips Beyond The 30-Minute Window Ranging From 1-41 or More Minutes Late	Apr-24	May-24	Jun-24	Total	Q4 2024 AVG	Apr-25	May-25	Jun-25	Total	Q4 2025 AVG	Difference	Performance Goals	FTA Guideline
1 to 5 Minutes Late	2.9%	3.6%	3.5%	3.3%	3.0%	3%	0.0%	2.4%	3.0%	1.7%	-1.3%		FTA 8.5.3 and 8.5.7, this is monitored to improve OTP and take any appropriate action. This KPI helps identifying and addressing patterns and practices in capacity constraints.
6 to 10 Minutes Late	1.6%	2.7%	2.1%	2.1%	2.1%	1%	1.9%	1.2%	1.5%	1.4%	-0.7%		
11 to 15 Minutes Late	1.0%	1.8%	1.1%	1.3%	1.3%	0%	0.8%	0.7%	0.7%	0.5%	-0.8%		
16 to 20 Minutes Late	0.3%	1.6%	0.9%	1.1%	0.9%	0%	0.0%	0.4%	0.4%	0.1%	-0.8%		
21 to 25 Minutes Late	0.7%	0.8%	0.8%	0.8%	0.8%	0%	0.0%	0.1%	0.2%	0.1%	-0.7%		
26 to 30 Minutes Late	0.3%	0.9%	0.5%	0.5%	0.5%	0%	0.2%	0.0%	0.1%	0.1%	-0.4%		
31 to 35 Minutes Late	0.4%	0.5%	0.3%	0.4%	0.4%	0%	0.0%	0.0%	0.1%	0.0%	-0.4%		
36 to 40 Minutes Late	0.1%	0.3%	0.2%	0.2%	0.2%	0%	0.1%	0.0%	0.1%	0.1%	-0.1%		
41 or more Minutes Late (Excessively Late/Missed Trips)	0.2%	0.9%	0.3%	0.5%	0.5%	0%	0.0%	0.1%	0.1%	0.0%	-0.4%		
Total 1-41 or more lates	7.9%	13.0%	9.7%	10.3%	10.2%	5%	7.8%	5.2%	6.0%	6.0%	-4.2%		
Total after 30 minute window	309	534	356	1199	400	228	340	209	777	259	-141		



Attachment C
Cover Page

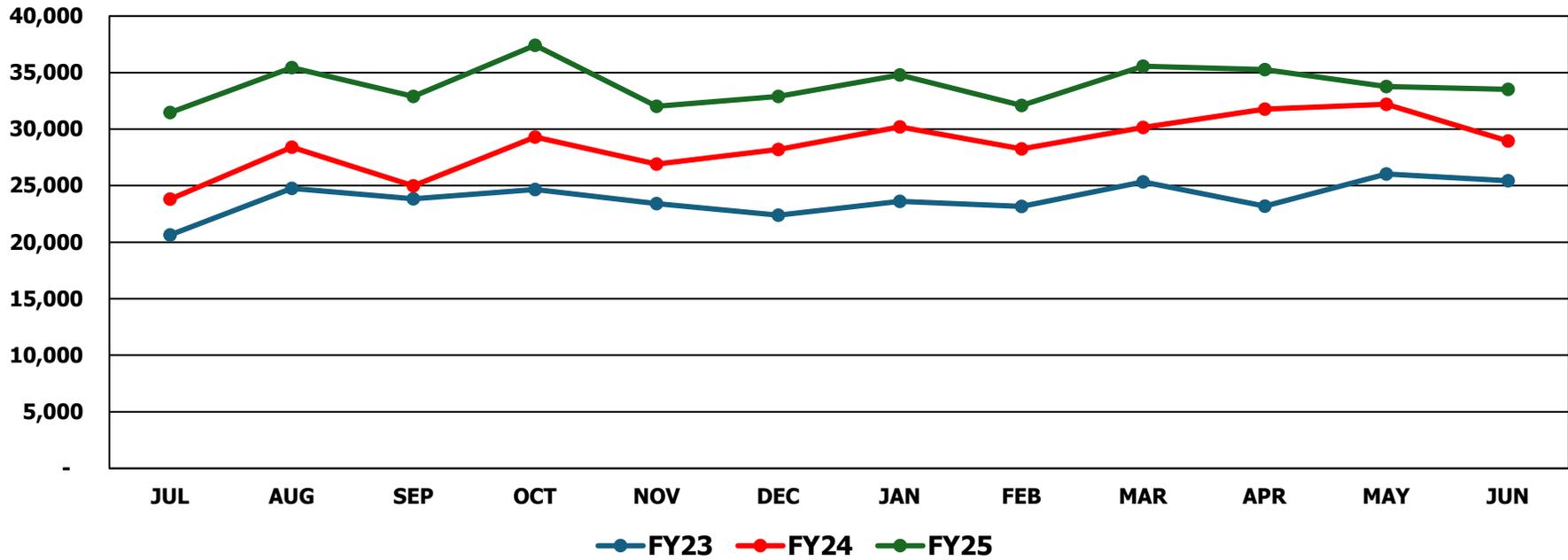


	JUNE*	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
FY23	2,909	2,769	3,158	2,974	3,059	2,905	2,775	2,945	2,750	3,062	2,839	3,190	3,183	35,609
FY24	3,183	3,001	3,505	3,207	3,618	3,419	3,484	3,765	3,606	3,735	3,932	4,092	3,668	43,032
FY25	3,668	3,855	4,276	4,054	4,584	3,995	4,009	4,227	3,939	4,274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



Attachment D
Cover Page

SMA Annual Miles Revenue Miles



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



Attachment E
Cover Page

**Monthly Assessments for ADA Eligibility
April, May, and June 2025**

	Unconditional Assessments	Conditional Assessments	Temporary Assessments	Denied Eligibility	Total Assessments
April-25	55	13	1	1	70
May-25	75	12	1	0	88
June-25	59	13	2	4	78

Number of Eligible Riders for the month of April 2025= **70**

Number of Eligible Riders for the month of May 2025 = **88**

Number of Eligible Riders for the month of June 2025 = **78**

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

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

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

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



Attachment F
Cover Page

Top Monthly Ride Destinations for April, May, and June 2025

LOCATION	Apr-25	May-25	Jun-25	Total	% of Total Rides
Person Centered Services, Inc. Day Program 4155 NEI Dorado, Stockton, CA 95204	164	153	134	451	3.51%
Service First of Northern CA Day Program 102 W Bianchi Rd Stockton, CA 95207	148	134	112	394	3.06%
RIA Care Center Dialysis 3115 W March Lane Stockton, CA 95219	131	125	111	367	2.85%
Open Door Services Inc. Day Program 4045 Coronado Ave Stockton, CA 95204	104	112	108	324	2.52%
Person Centered Services, Inc. Day Program 722 W March Ln Stockton, CA 95207	99	102	99	300	2.33%
Delta College 5151 Pacific Ave Stockton, CA 95207	70	29	8	107	0.83%
Walmart Supercenter 3223 E Hammer Ln Stockton, CA 95212	69	88	69	226	1.76%
Da Vita Delta Sierra Dialysis Center 7500 West Ln Stockton, CA 95210	62	68	71	201	1.56%
Kaiser Permanente Stockton 7373 West Ln Stockton, CA 95210	61	38	44	143	1.11%
Community Cener for the Blind and Visually Impaired 2453 Grand Canal Blvd Stockton, CA 95207	50	39	36	125	0.97%
Totals	958	888	792	2638	20.51%

Total Trips Completed – Q4 = 12,860

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LEAD STAFF: ALEX CLIFFORD, CEO

REPORT: FY25 Q4 KEY PERFORMANCE INDICATORS (KPI) REPORT

I. SUMMARY:

- This report provides a summary of the key performance indicators (KPI) for San Joaquin RTD, highlighting April, May, and June of 2025, the fourth quarter of FY2025 (Q4).
- KPIs are crucial for evaluating our safety and security, financial health, operational efficiency, fleet maintenance, planning and service development, customer service, human resources, information technology, facilities management, and purchasing activities.
- This report aims to provide a comprehensive overview of several performance indicators.
- This report will continue to be provided to the Board of Directors on a quarterly basis.

II. DISCUSSION/BACKGROUND

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

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

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

IV. CUSTOMER IMPACT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED:

N/A

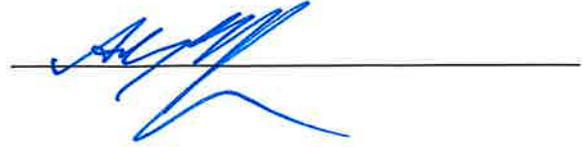
VIII. ATTACHMENTS

Attachment A: Key Performance Indicators (KPI) Reports

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

IX. APPROVAL

Alex Clifford, CEO



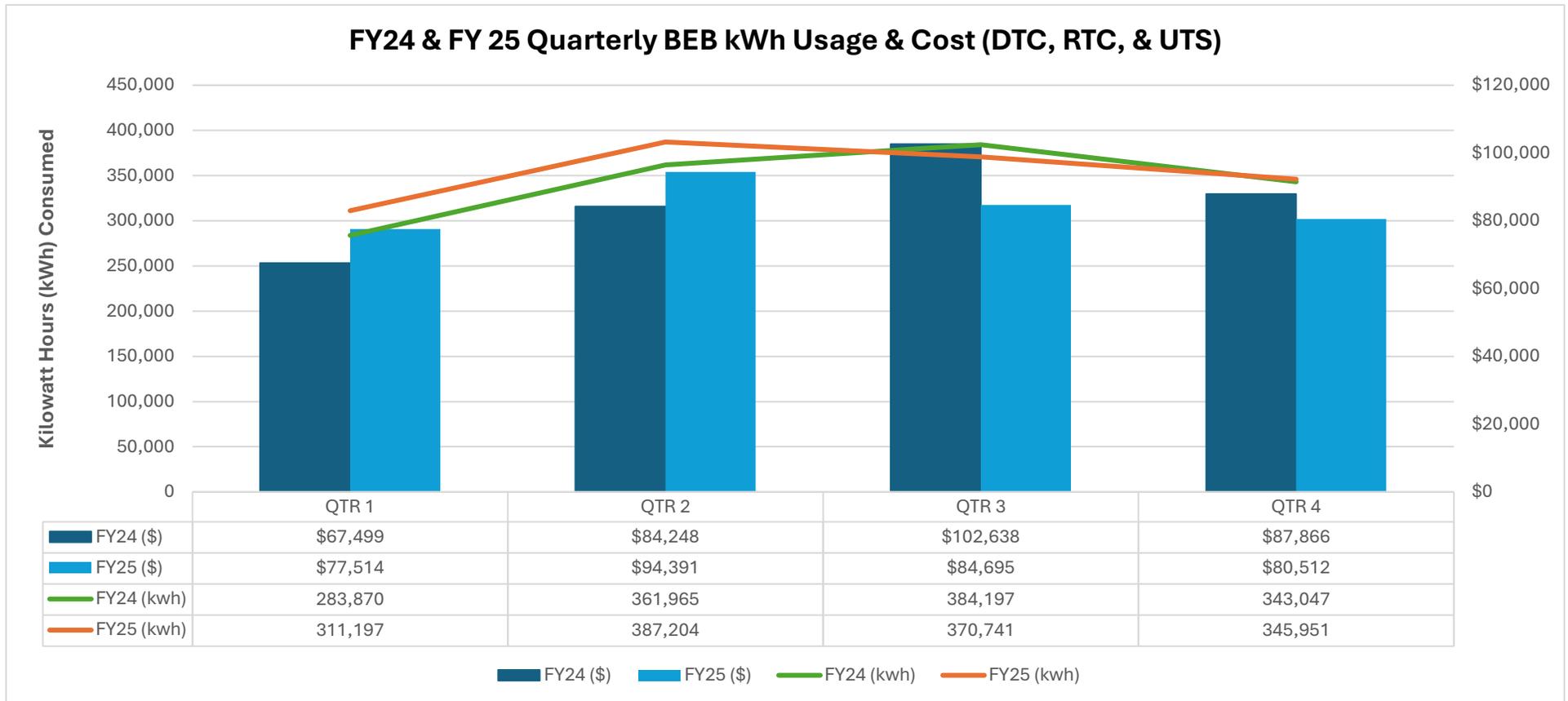


Attachment A
Cover Page



Key Performance Indicators (KPIs) Reports
Table of Contents

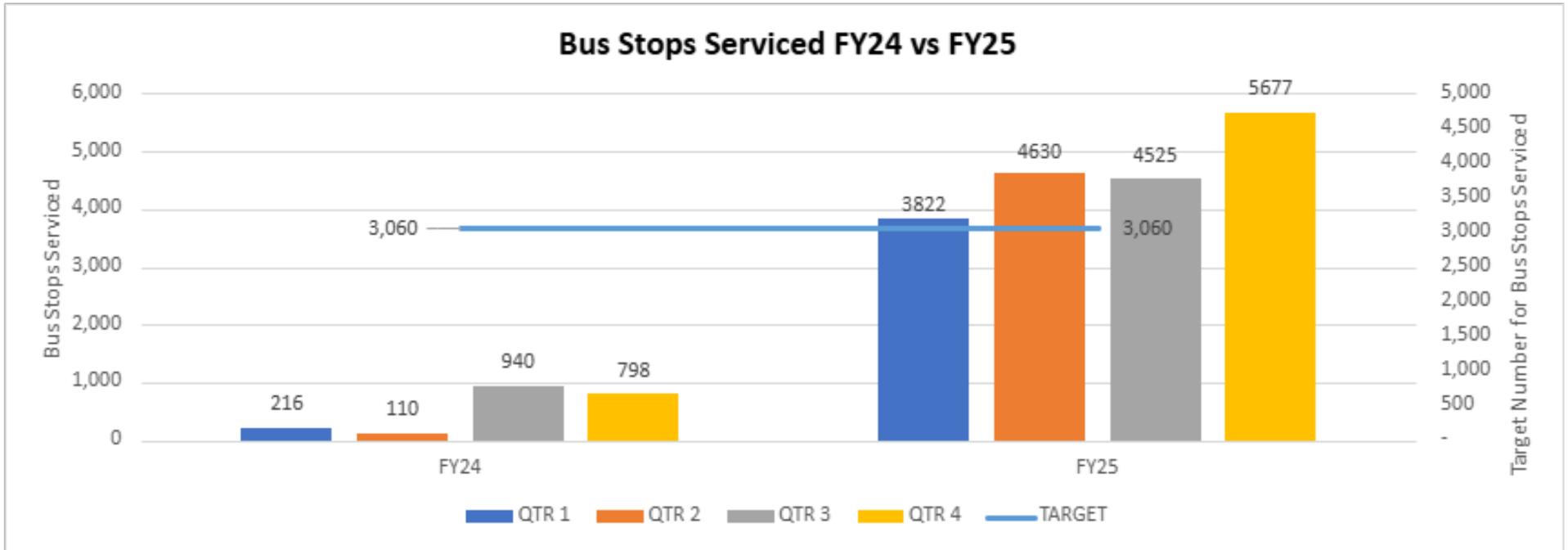
<u>Department</u>	<u>Pages</u>
Facilities Reports	76 - 80
Finance Reports	81 - 87
Human Resources Reports	88 - 94
Information Technology Reports	95 - 100
Marketing and Customer Engagement Reports	101 - 126
Operations – Fleet Maintenance Reports	127 - 132
Operations – Transportation Reports	133 - 138
Planning and Service Development Reports	139 - 157
Procurement Report	158
Safety and Security Reports	159 - 164



This graph shows the FY24 battery electric bus (BEB) energy consumption for all charging stations, both depot (RTC Division) and overhead chargers (DTC and UTS).

Energy consumption declined in the third and fourth quarters of FY25 due to ongoing parts shortages and lack of technical support, stemming from Proterra’s bankruptcy, which impacted both the bus fleet and charging infrastructure. During this period, two depot chargers and one overhead charger were offline, and three battery electric buses (BEBs) remained out of service.

Note – January 2024, one new Gillig BEB received bringing BEB fleet to 25, and a 17.7% bus service increase.

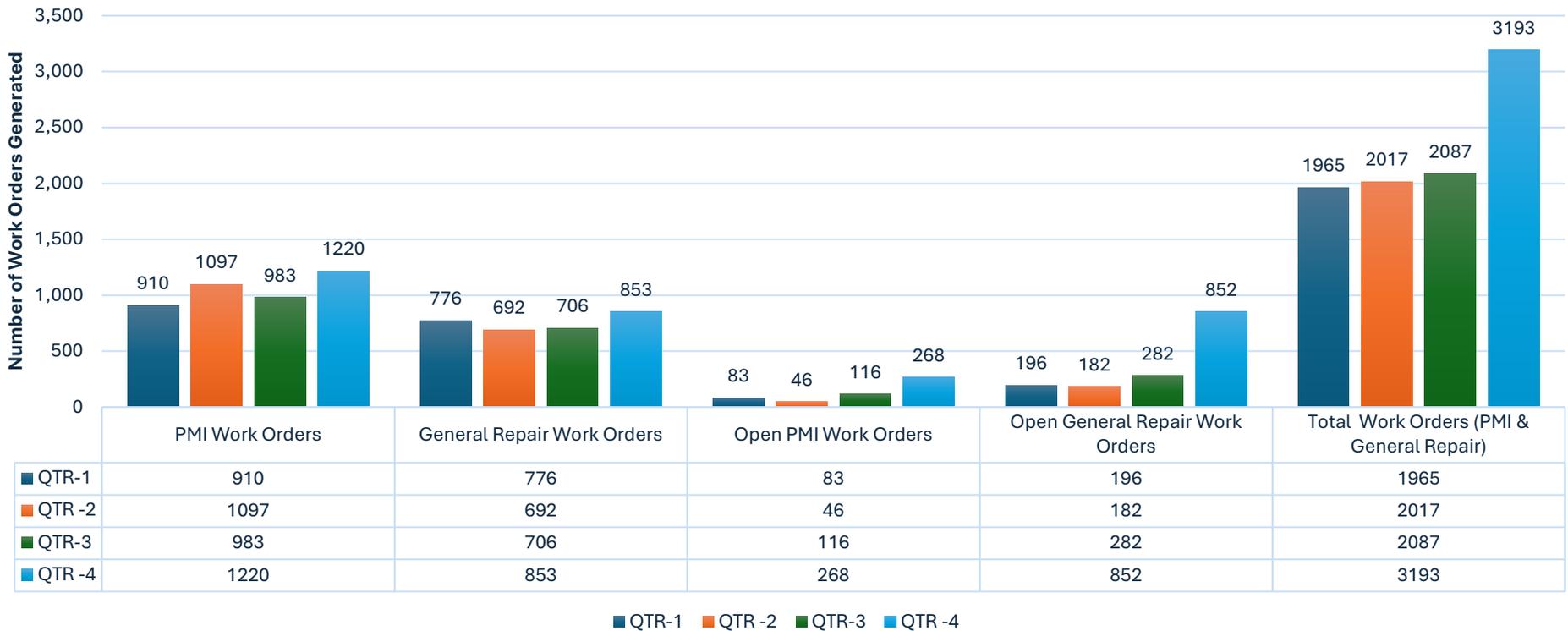


This chart compares FY24 to FY25 bus stop cleaning efforts.

In FY25, we have consistently met our goal for servicing bus stops, with Q4 delivering the strongest results—driven largely by the month of July, during which we exceeded our target by more than 1,300 bus stops.

In contrast, FY24 was marked by challenges including staff shortages and equipment failures, which limited our capacity. Additionally, during FY24, we only tracked bus stops that were pressure-washed, whereas in FY25, we began tracking all bus stops that were serviced and cleaned, providing a more comprehensive view of our efforts.

FY25 Quarterly Work Orders



This graph shows the total number of work orders generated for both General Repairs and Preventive Maintenance Inspection (PMI) for FY25.

The fourth quarter has an increase in Work Orders due to tracking bus stop services in our Equipment Maintenance (EAM) software. However, the number of 'open' Work Orders increased due to staffing shortages experienced in June.

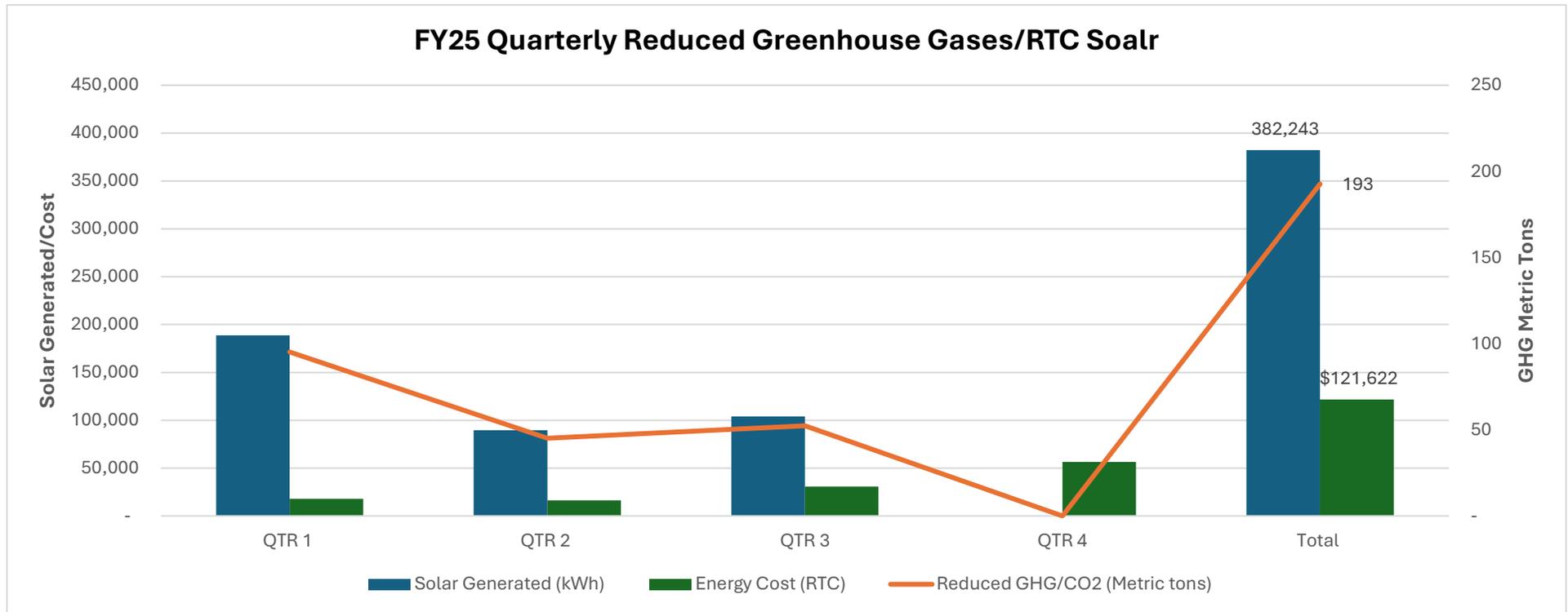
Quarterly On-Time PMI Performance

FY24	Total PMI Work Orders Generated	PMI's Completed On Time	PMI's Completed Late	PMI On-Time Performance %
QTR - 1	902	653	46	95%
QTR - 2	686	616	20	97%
QTR - 3	578	522	44	92%
QTR - 4	546	506	58	98%
FY25	Total PMI Work Orders Generated	PMI's Completed On Time	PMI's Completed Late	PMI On-Time Performance %
QTR - 1	910	715	2	99%
QTR - 2	1097	639	2	99%
QTR - 3	983	590	24	96%
QTR - 4	1220	678	24	94%

This table shows the total number of Preventative Maintenance Inspection (PMI) work orders generated and the on-time performance (on-time, late, and percentage) for FY24 and FY25.

In FY25, the total number of work orders continued to rise, largely due to the implementation of bus stop service tracking within the maintenance software system. This represents a 76% increase compared to Q4 of FY24. Facilities also completed 24 preventive maintenance inspections (PMIs) late, all occurring in June, due to limited staffing and competing project demands.

The department's on-time performance goal is between 98% and 100%.

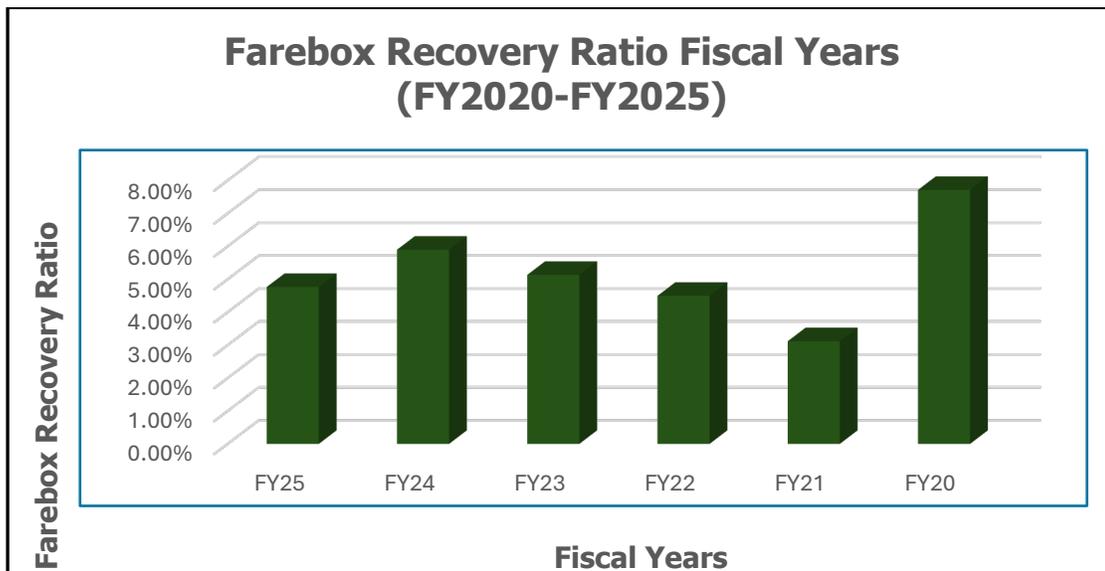
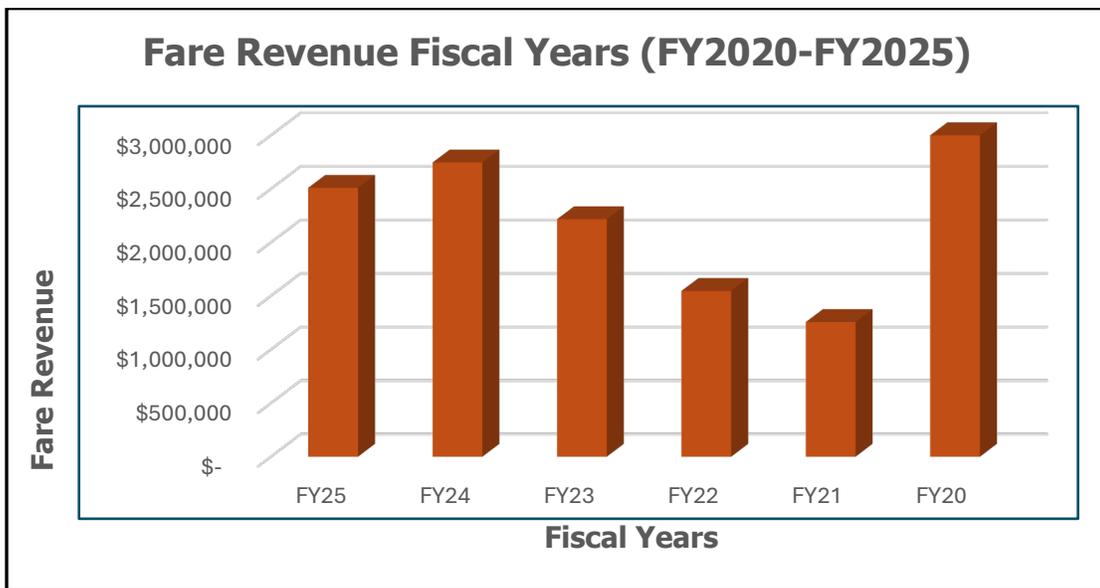


This graph shows building energy costs, generated solar energy, and greenhouse gases (GHG) that were reduced by the energy being generated from RTCs’ photovoltaic system.

During the first three quarters of FY25, RTC has reduced 193 metric tons of GHGs. This is equivalent to CO₂ emissions from 66 homes’ electricity use for one year or greenhouse gas emissions from 490,948 miles driven by an average gasoline-power passenger vehicle. Unfortunately, the system experienced an electrical component failure and was placed out of service in the fourth quarter, resulting in no energy generation or GHG reductions during that period. Repairs expected in August of 2025.

FY25 AND 5-YEAR FARE REVENUE AND FAREBOX RECOVERY RATIO COMPARISON

Fiscal Year	Fare Revenue	Actual Operating Expenses	Farebox Recovery Ratio
FY25	\$ 2,509,257	\$ 52,674,682	4.76%
FY24	\$ 2,745,875	\$ 46,574,985	5.90%
FY23	\$ 2,215,923	\$ 43,189,548	5.13%
FY22	\$ 1,545,334	\$ 34,378,894	4.50%
FY21	\$ 1,255,396	\$ 40,275,178	3.12%
FY20	\$ 2,999,192	\$ 38,894,740	7.71%
Total	\$ 13,270,977	\$ 255,988,027	5.18%

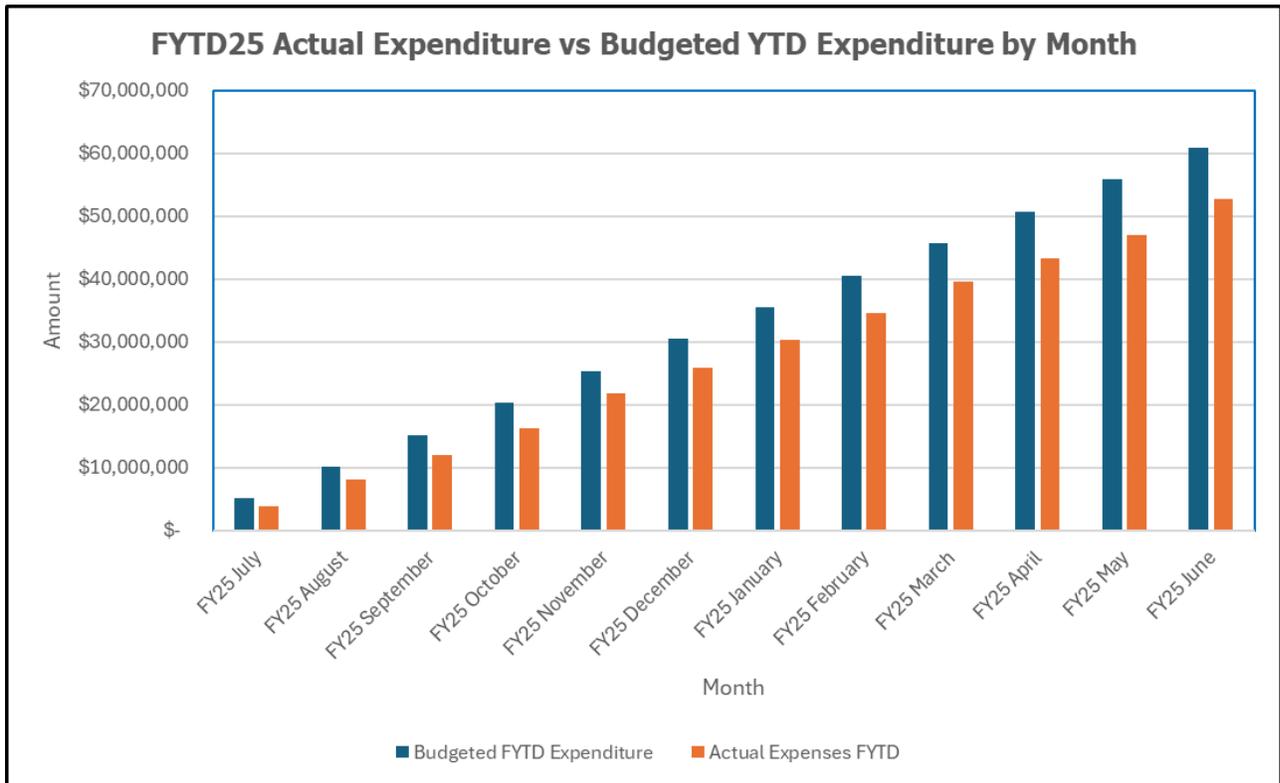


The farebox recovery ratio for FY2025 is lower than FY2024 due to lower fares collected in the fiscal year. The MOU with SUSD for FY2025 is \$400,000 compared to \$800,000 for FY2024. In 2025, SUSD subsidized rides for only grades 9-12, whereas in FY2024, SUSD subsidized rides for grades 7-12.

The farebox recovery ratio includes Passenger and Special Transit Fares. In FY21, the farebox revenue declined to 3.12% from 7.71% in FY20. The decrease is attributed to the decreased ridership following the COVID-19 pandemic and the Governor's stay-at-home order for non-essential work. Additionally, RTD did not enforce fare collection on some of its services.

FY25 BUDGET VS ACTUAL EXPENDITURE

FY2025 Month/Quarter	Budgeted FYTD Expenditure	Actual Expenses FYTD	FYTD Favorable/ (Unfavorable) Variance
FY25 July	\$ 5,073,342	\$ 3,861,764	\$ 1,211,578
FY25 August	\$ 10,146,684	\$ 8,024,789	\$ 2,121,896
FY25 September	\$ 15,220,026	\$ 12,076,614	\$ 3,143,412
FY25 October	\$ 20,293,368	\$ 16,281,211	\$ 4,012,158
FY25 November	\$ 25,366,710	\$ 21,793,051	\$ 3,573,659
FY25 December	\$ 30,440,053	\$ 25,931,210	\$ 4,508,843
FY25 January	\$ 35,513,395	\$ 30,283,632	\$ 5,229,763
FY25 February	\$ 40,586,737	\$ 34,624,549	\$ 5,962,188
FY25 March	\$ 45,660,079	\$ 39,593,686	\$ 6,066,393
FY25 April	\$ 50,733,421	\$ 43,352,731	\$ 7,380,690
FY25 May	\$ 55,806,763	\$ 47,009,773	\$ 8,796,990
FY25 June	\$ 60,880,105	\$ 52,674,682	\$ 8,205,423

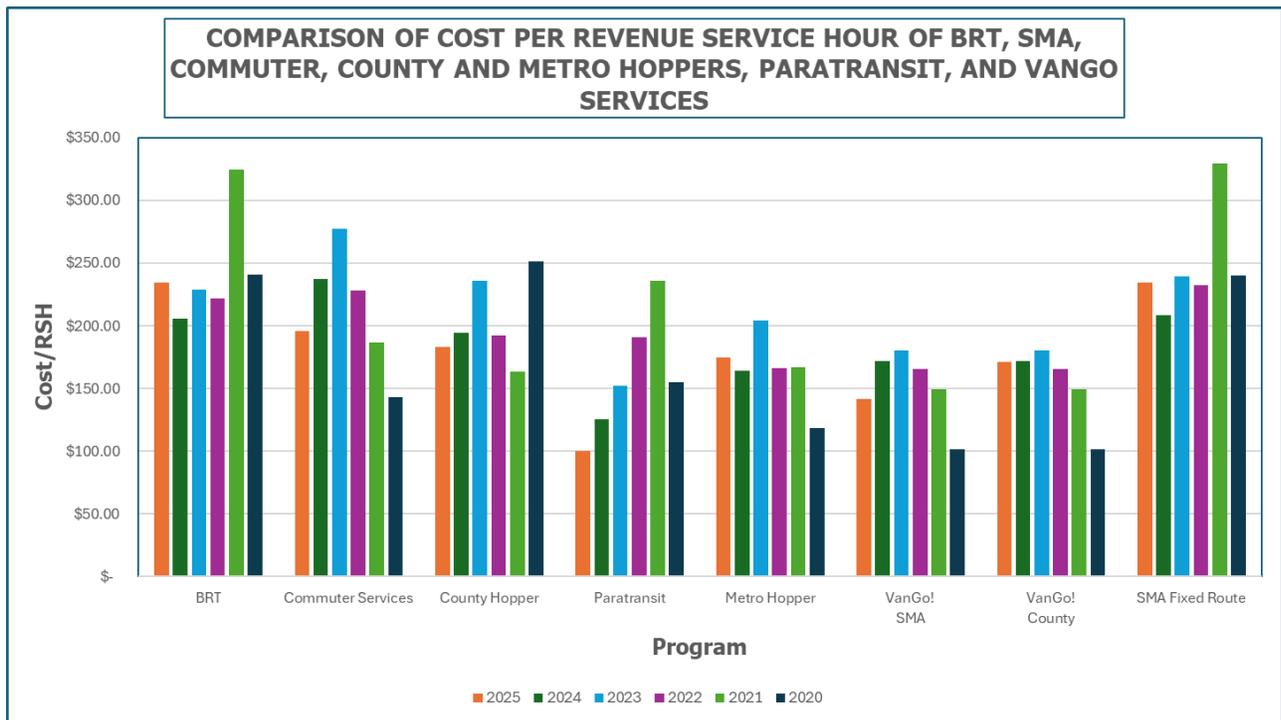


The actual expenses for FY2025 are lower than the budget, mainly due to vacant positions resulting in lower wages and fringes. Less was spent on supplies, utilities, and miscellaneous expenses.

Staff training and travel expenses, advertising, and recruitment are lower than the budget. The data center lease budgeted for the fiscal year was used only in July 2024. RTD terminated the lease space with the county and moved the servers to RTD premises.

5-YEAR PROGRAM COST PER REVENUE SERVICE HOUR COMPARISON

Fiscal Year/Period	Program Cost/Revenue Service Hour per Year							
	BRT	Commuter Services	County Hopper	Paratransit	Metro Hopper	VanGo! SMA	VanGo! County	SMA Fixed Route
2025	\$ 234.47	\$ 195.94	\$ 183.02	\$ 100.28	\$ 174.79	\$ 141.65	\$ 171.38	\$ 234.19
2024	\$ 205.74	\$ 237.55	\$ 194.55	\$ 125.41	\$ 164.11	\$ 172.05	\$ 172.05	\$ 208.73
2023	\$ 229.14	\$ 277.55	\$ 235.78	\$ 152.46	\$ 203.89	\$ 180.35	\$ 180.35	\$ 239.07
2022	\$ 222.08	\$ 228.26	\$ 192.23	\$ 190.64	\$ 166.32	\$ 165.76	\$ 165.76	\$ 232.47
2021	\$ 324.55	\$ 186.90	\$ 163.42	\$ 236.13	\$ 167.13	\$ 149.48	\$ 149.48	\$ 329.37
2020	\$ 240.52	\$ 142.97	\$ 251.66	\$ 155.17	\$ 118.54	\$ 101.36	\$ 101.36	\$ 240.39



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

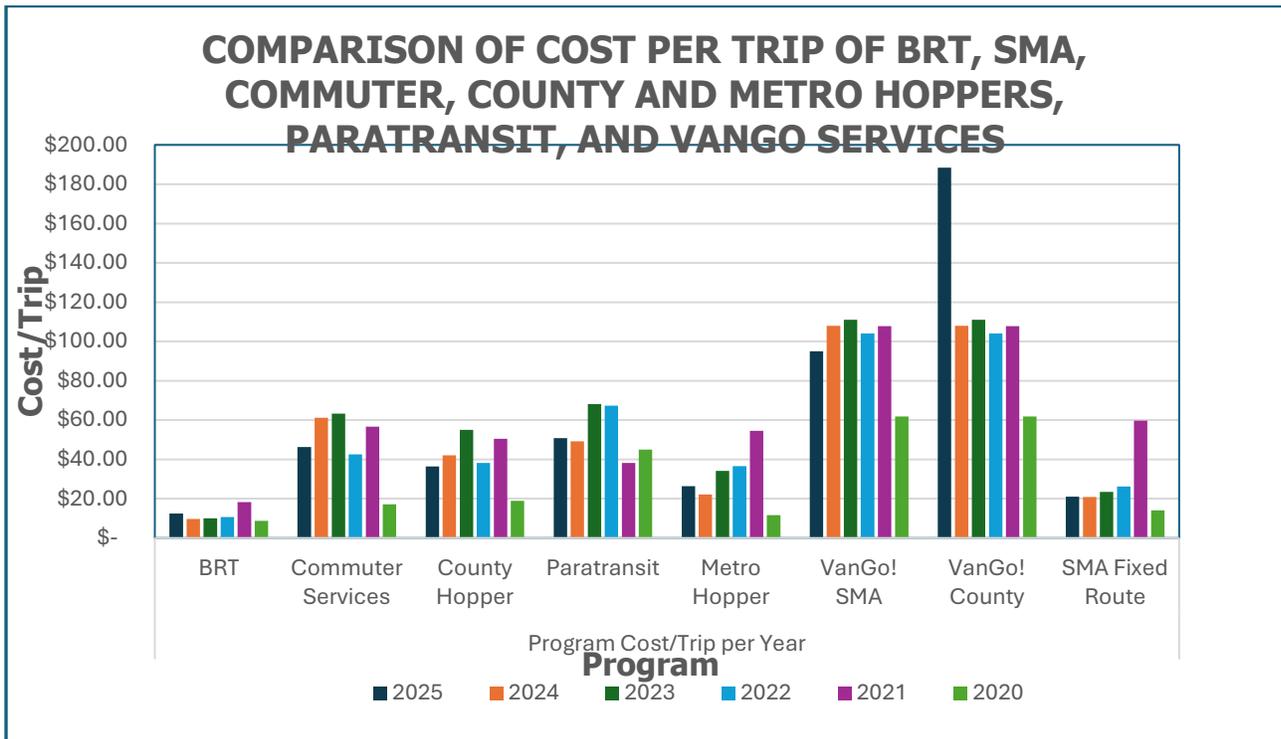
VanGo! County cost/RSH in FY2025 compared to FY2024 decreased due to lower allocated costs. VanGo SMA service was discontinued on September 1, 2024.

The cost/RSH of Commuter Services, County Hopper, and Paratransit decreased in FY2025 compared to FY2024 due to lower allocated costs. The cost/RSH of BRT, Metro Hopper, and SMA Fixed Route services increased due to increased service hours and higher allocated costs.

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

5-YEAR PROGRAM COST PER TRIP COMPARISON

Fiscal Year	Program Cost/Trip per Year							
	BRT	Commuter Services	County Hopper	Paratransit	Metro Hopper	VanGo! SMA	VanGo! County	SMA Fixed Route
2025	\$ 12.54	\$ 46.32	\$ 36.46	\$ 50.90	\$ 26.32	\$ 95.04	\$ 188.44	\$ 20.99
2024	\$ 9.71	\$ 61.26	\$ 42.02	\$ 49.18	\$ 22.19	\$ 108.04	\$ 108.04	\$ 20.91
2023	\$ 10.05	\$ 63.35	\$ 54.98	\$ 68.17	\$ 34.18	\$ 111.07	\$ 111.07	\$ 23.46
2022	\$ 10.65	\$ 42.55	\$ 38.24	\$ 67.38	\$ 36.62	\$ 104.03	\$ 104.03	\$ 26.18
2021	\$ 18.37	\$ 56.70	\$ 50.49	\$ 38.20	\$ 54.57	\$ 107.78	\$ 107.78	\$ 59.72
2020	\$ 8.80	\$ 17.12	\$ 19.02	\$ 44.96	\$ 11.67	\$ 61.81	\$ 61.81	\$ 14.05

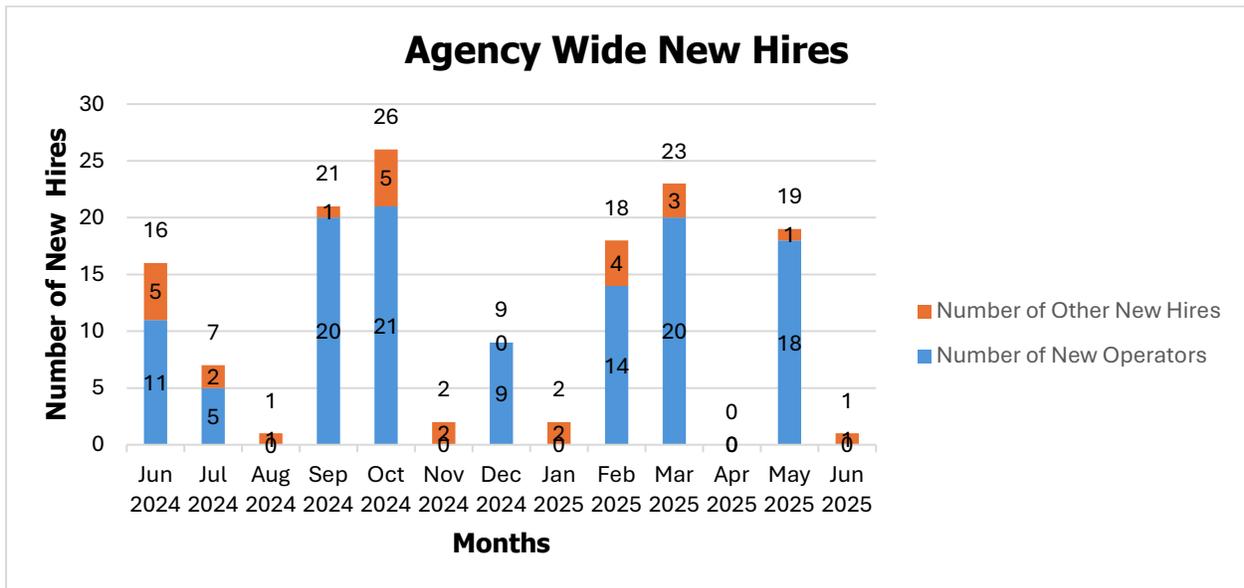


The annual cost calculated per passenger trip (cost/trip) includes direct and indirect costs attributed to each program. The total ridership is the number of trips for each program per year.

VanGo! SMA services were discontinued on September 1, 2024, reducing ridership. The cost/trip for VanGo! County increased because costs were allocated to only the county service. The cost/trip for Commuter Services and County Hopper decreased due to increased ridership during FY25. The cost/trip for BRT, Paratransit, Metro Hopper, and SMA Fixed Route increased due to higher allocated costs.

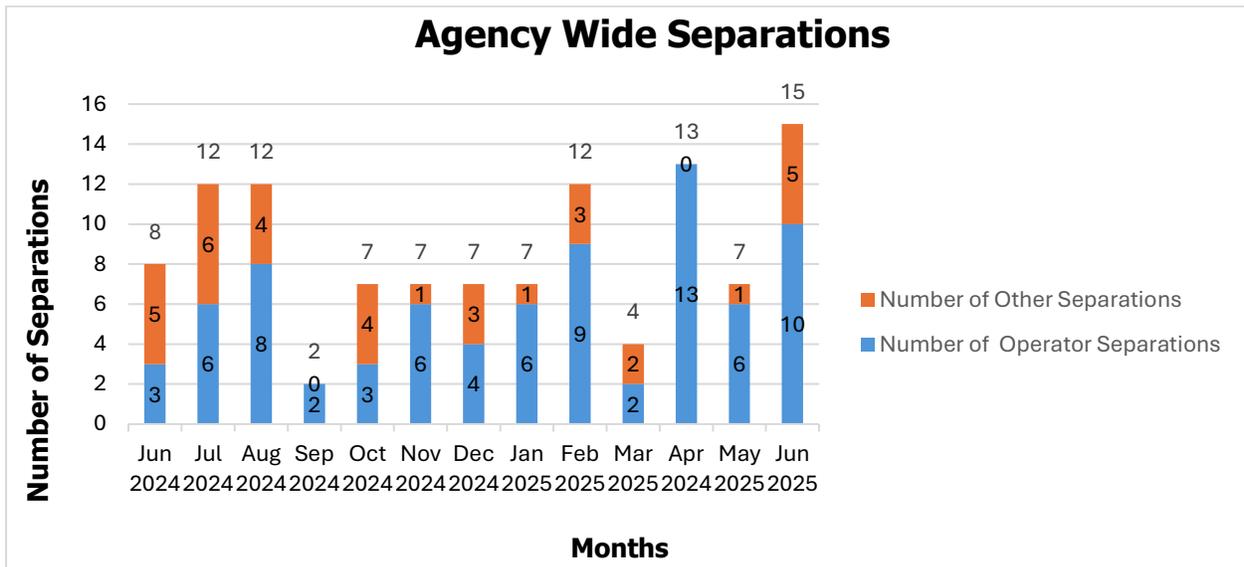
The cost/trip for the SMA fixed route and BRT services in FY21 is higher than normal due to reduced ridership during the pandemic. Ridership has since increased, and service frequency for the SMA fixed route also increased in January FY24. The cost/trip for Commuter service and VanGo! increased from FY23 to FY24 due to fewer passengers.

SAN JOAQUIN REGIONAL TRANSIT DISTRICT						
FY25 Monthly Free Rides						
July 1, 2024 through June 30, 2025						
Dates	# of Days	Service/Route(s)	Event	# of Passengers	Estimated Loss in Fare Revenue (\$1.50/per Passenger)	Comments
7/1/2024 - 7/31/2024	31	All services except for Van Gol, Commuter and ADA DAR	Miscellaneous Free Rides	2,526	\$ 3,789	Access San Joaquin Pass, Courtesy Card rides*, employee and eligible family member free rides*, Personal Care Attendants on ADA DAR Service.
	20		Free Rides to Cooling Centers			Free rides to the cooling centers are offered on days when the outside temperature goes over 100 degrees.
7/1/2024	3	All services except for Van Gol, Commuter and ADA DAR	San Joaquin County Fair	5	\$ 8	At the San Joaquin County Fair, attendees who visited the RTD booth and expressed interest in riding the bus were offered free passes. These passes were given exclusively to highly engaged individuals who visited our booth and showed strong potential to convert into regular riders.
July 2024 Total				2,531	\$ 3,797	
8/1/2024 - 8/31/2024	31	All services except for Van Gol, Commuter and ADA DAR	Miscellaneous Free Rides	2,660	\$ 3,990	Access San Joaquin Pass, Courtesy Card rides*, employee and eligible family member free rides*, Personal Care Attendants on ADA DAR Service.
	5		Free Rides to Cooling Centers			Free rides to the cooling centers are offered on days when the outside temperature goes over 100 degrees.
08/15/2024 - 08/31/2024	31	All services except for Van Gol, Commuter and ADA DAR	Respect the Ride	27	\$ 40.50	This marketing initiative was launched in response to increased incidents of misconduct on buses. It aimed to promote safety rules in an engaging way (i.e. eye catching graphics) while reinforcing the message that riding the bus is safe. The free rides could only be redeemed if they received a mailer promotion. The mailer targeted households near high-density bus routes. This campaign continues on into September.
August 2024 Total				2,687	\$ 4,031	
09/01/2024- 09/30/2024	30	All services except for Van Gol, Commuter and ADA DAR	Rediscover Stockton Campaign	104	\$ 416	Free 134 All-Day pass issued through VAMOS App and electronic passes to be used from 09/15-10/15 (Rediscover Stockton) and 08/15-09/15 (Respect the Ride). Promotion for VAMOS App and to increase ridership.
			Respect the Ride	32	\$ 128	
September 2024 Total				136	\$ 544	
10/01/2024 - 10/31/2024	31	All services except for Van Gol, Commuter and ADA DAR	i.e. Courtesy Card rides, employee, eligible family member, and PCA PCA Free rides	3,332	\$ 13,328	Le Courtesy Card rides, employee, eligible family member, and PCA PCA Free rides
10/12/2024	1	All services except for Van Gol, Commuter and ADA DAR	Disability Resource and Cultural Fair	20	\$ 80	20 free passes distributed through Vamos App.
October 2024 Total				3,352	\$ 13,408	
11/1/2024- 11/30/2024	30	All services except for Van Gol, Commuter and ADA DAR	i.e. Election Day, Courtesy Card rides, employee, eligible family member, and PCA free rides	2,648	\$ 10,592	Le Courtesy Card rides, employee, eligible family member, Election Day, City of Stockton Warming Center due to Winter Storm, and PCA PCA Free rides.
November 2024 Total				2,648	\$ 10,592	
12/1/2024- 12/31/2024	31	All services except for Van Gol, Commuter and ADA DAR	i.e. Courtesy Card rides, employee, eligible family member, and PCA PCA Free rides	2,734	\$ 10,936	Le Courtesy Card rides, employee, eligible family member, and PCA PCA Free rides
December 2024 Total				2,734	\$ 10,936	
1/1/2025- 1/31/2025	31	All services except for Van Gol, Commuter and ADA DAR	i.e. Courtesy Card rides, employee, eligible family member, and PCA free rides	3,063	\$ 12,252	Le Courtesy Card rides, employee, eligible family member, and PCA PCA Free rides
January 2025 Total				3,063	\$ 12,252	
2/1/2025- 2/28/2025	28	All services except for Van Gol, Commuter and ADA DAR	i.e. , Courtesy Card rides, employee, eligible family member, and PCA free rides	3,070	\$ 12,280	Le Courtesy Card rides, employee, eligible family member, and PCA PCA Free rides
February 2025 Total				3,070	\$ 12,280	
3/1/2025- 3/31/2025	31	All services except for Van Gol, Commuter and ADA DAR	i.e. , Courtesy Card rides, employee, eligible family member, and PCA free rides	2,992	\$ 11,968	Le Courtesy Card rides, employee, eligible family member, and PCA PCA Free rides
March 2025 Total				2,992	\$ 11,968	
4/1/2025- 4/30/2025	30	All services except for Van Gol, Commuter and ADA DAR	i.e. Courtesy Card rides, employee, eligible family member, and PCA free rides	3,780	\$ 15,120	Le Courtesy Card rides, employee, eligible family member, and PCA PCA Free rides
April 2025 Total				3,780	\$ 15,120	
5/1/2025- 5/31/2025	31	All services except for Van Gol, Commuter and ADA DAR	i.e. Courtesy Card rides, employee, eligible family member, and PCA free rides	3,465	\$ 13,860	Le Courtesy Card rides, employee, eligible family member, and PCA PCA Free rides
May 2025 Total				3,465	\$ 13,860	
6/1/2025- 6/30/2025	30	All services except for Van Gol, Commuter and ADA DAR	i.e. Courtesy Card rides, employee, eligible family member, and PCA free rides	2,987	\$ 11,748	Le Courtesy Card rides, employee, eligible family member, and PCA PCA Free rides
TOTAL FYTD, 06/30/2025				33,395	\$ 120,535	July 01, 2024 to June 30, 2025



The data shown above represents agency-wide recruitment for one year of monthly data.

The data shows the number of operators hired each month in blue. There was only one (1) hire for the month of June 2025 in Procurement. There is a continued emphasis on hiring bus operators, the next class is scheduled for July 2025.



The data shown above represents agency-wide separations for one year of monthly data.

The number of Bus Operators that separated from RTD each month are shown in blue. There was a total of fifteen (15) separations for the month of June 2025. Bus Operator separations accounted for ten (10) of the separations for the month, and five (5) for other separations in Maintenance, Facilities, and Customer Engagement.

Of the ten (10) operator separations, five (5) were voluntary resignations and five (5) were involuntary, primarily probationary releases. The non-operator separations were all voluntary, with the exception of one (1) which was due to a skelly hearing result.

Current Operator Recruitment



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

All newly hired bus operators start at the County division. Once training is complete and vacancies arise at Metro, the tenured County operators are offered the opportunity to transfer from the County to Metro based on seniority. In June 2024, Metro was short zero (0) operators, and County was also short zero (0) operator vacancies. The spike in July 2024-December 2024 shows additional vacancies due to the proposed service expansion which continues to be extended and the need to hire additional operators. The chart shows a gradual decline in vacancies as more operators are hired and operators are transferred from County to Metro. Currently, there are nineteen (19) operator vacancies at Metro, and twelve (12) at County.

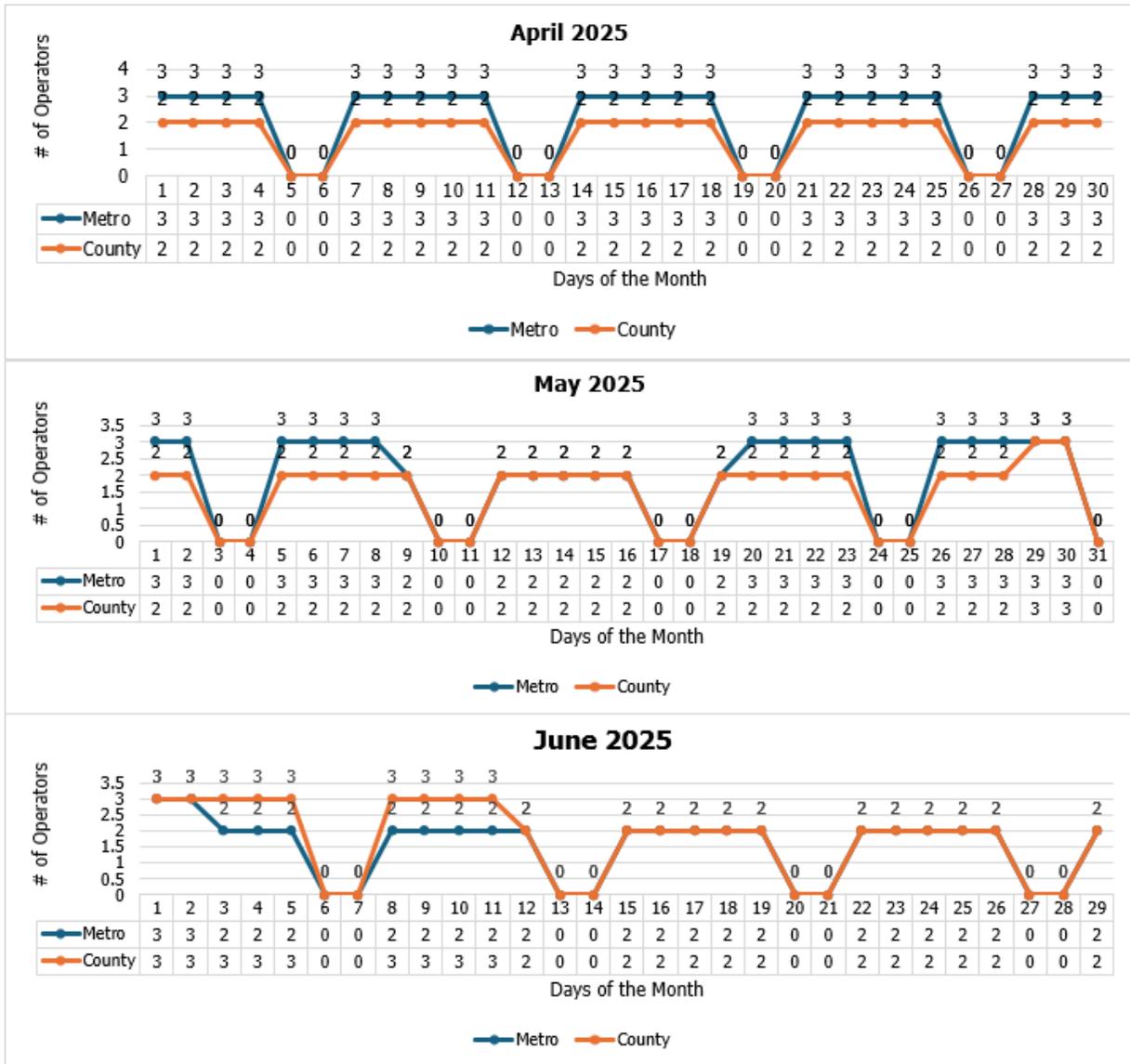
Current Operator Recruitment & Classes				
Month/Class	Start Date	Number of Operators Hired	Number of Operators Remaining	Expected Graduation Date
Jun 2024 Class	6/11/2024	11	5	9/11/2024
Jul 2024 Class	7/9/2024	5	1	10/7/2024
Aug 2024	N/A			
Sep 2024 Class #1	9/4/2024	11	5	12/4/2024
Sep 2024 Class #2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

The table above reflects a full year of data for each Operator recruitment and class.

There was not a June 2025 Bus Operator class. The May 2025 class was the most recent class with eighteen (18) operator trainees hired and currently there are seventeen (17) trainees remaining. Most of the trainees are demonstrating proficient skills and are on track to graduate by the respective dates listed above.

A class started in July 2025.

Daily Number of Operators Out on Workers' Compensation

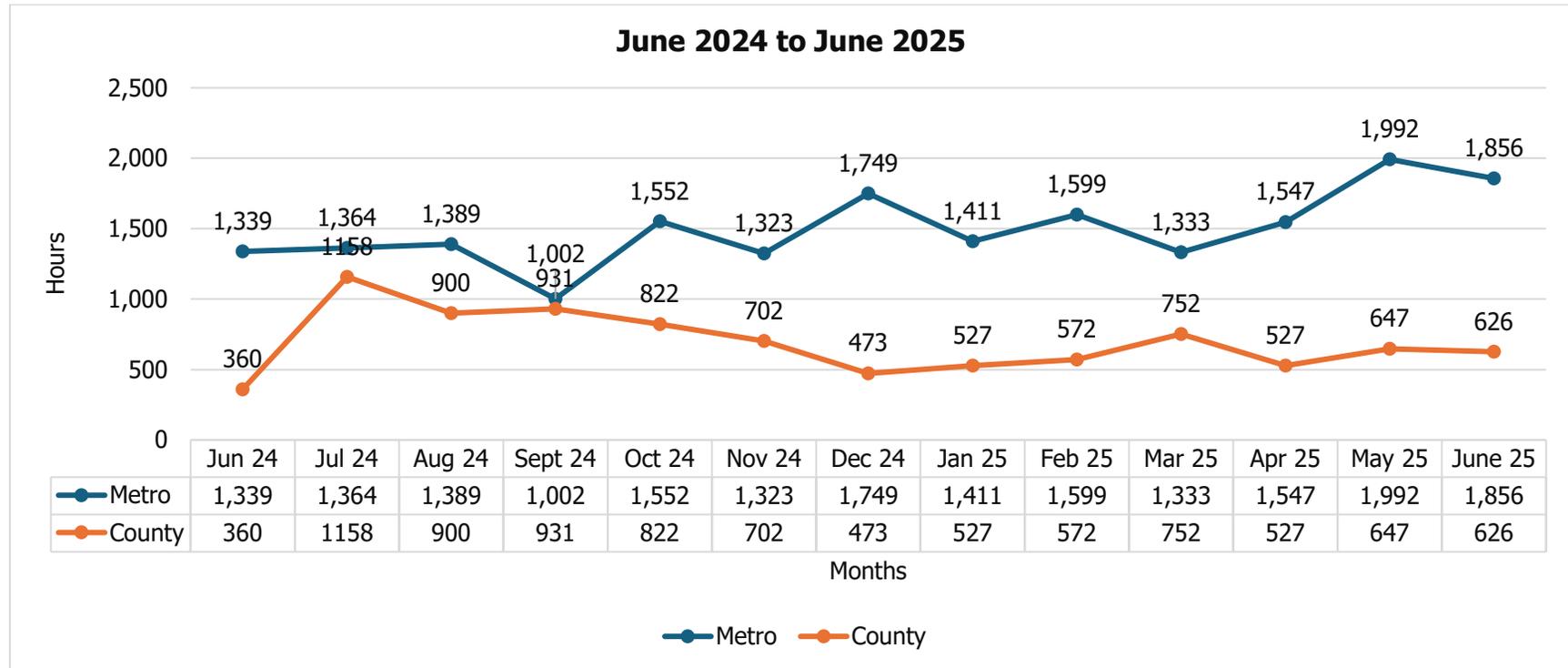


The chart displays the daily number of operators out due to workers' compensation for Metro and County Transportation from April 2025 through June 2025.

Metro and County experienced fluctuations in the number of operators out on workers' compensation, ranging from two to three between April through June. Despite these variations, the overall numbers within Metro and County Transportation remained stable.

***Note:** HR confirmed schedules, and all impacted operators are currently working Monday through Friday. Should an operator work a shift that includes weekends, it will be reflected appropriately on the chart.

Work Time Lost > or = to 5 Days



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

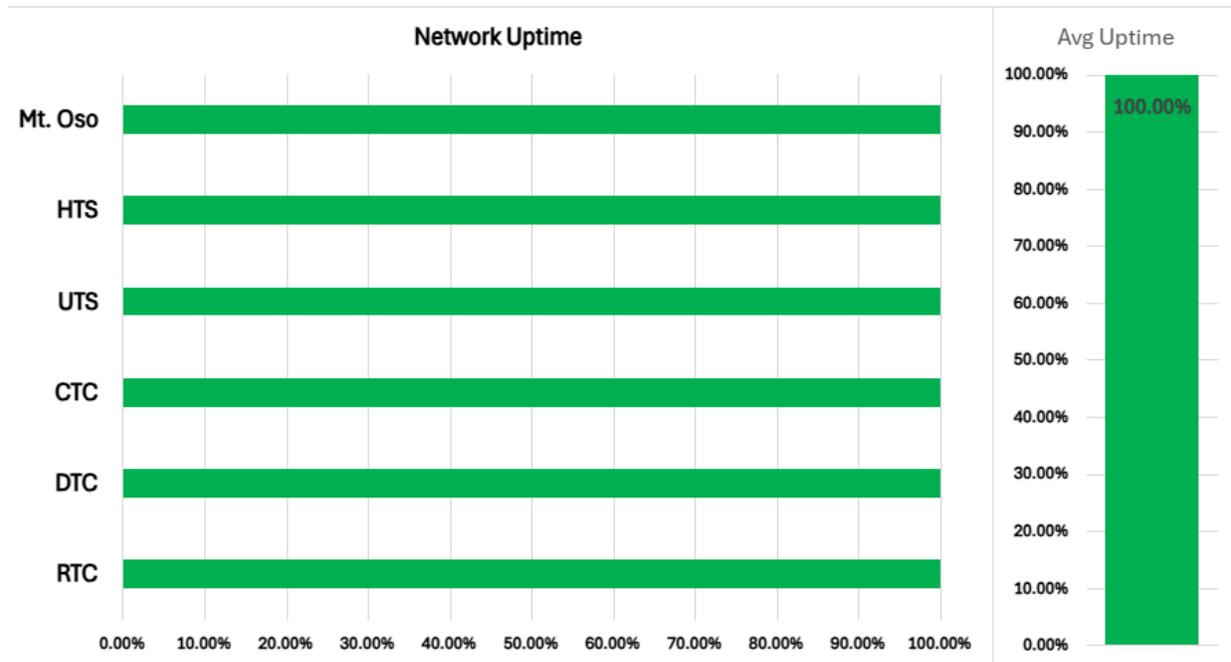
The graph shows a notable increase, particularly in Metro Transportation, with the highest peak occurring in May 2025 at 1,992 hours. County Transportation also experienced fluctuations, with a consistent but lower overall impact compared to Metro. The increase in May can be linked to seasonal allergies, graduations, and the beginning of summer break for many schools and universities. In conclusion, the line graph highlights a growing concern in managing long-term absences, particularly within Metro Transportation.

13 Months of Workplace Injuries

Date of Loss	Medical Treatment (Yes/No)	Target/Part of Body Description	Lost Workdays
06/07/2024	Yes	Knee	378
06/21/2024	Yes	Leg, Multiple	38
06/27/2024	Yes	Lumbar and/or Sacral Vertebrae	350
07/12/2024	Yes	Eye(s)	3
07/31/2024	Yes	Multiple Body Parts	0
08/21/2024	Yes	Back (All Other)	28
09/04/2024	No	Multiple Body Parts	0
09/05/2024	Yes	Hand	0
09/09/2024	Yes	Buttocks	0
09/09/2024	Yes	Knee	0
09/20/2024	Yes	Wrist	0
10/12/2024	Yes	Low Back Area (Incl. Lumbar & Lumbo-Sacral)	0
10/18/2024	Yes	Hip	0
10/25/2024	Yes	Low Back Area (Incl. Lumbar & Lumbo-Sacral)	42
10/31/2024	Yes	Multiple Body Parts	0
12/18/2024	Yes	Shoulder(s)	30
01/27/2025	Yes	Head, Neck	0
01/29/2025	Yes	Knee	0
02/11/2025	Yes	Low Back Area (Incl. Lumbar & Lumbo-Sacral)	18
03/13/2025	Yes	Cervical	38
05/07/2025	No	Stress	0
05/20/2025	Yes	Cervical	34
05/26/2025	Yes	Finger(s)	28
05/28/2025	No	Body Systems & Multiple Body Systems	0
05/29/2025	Yes	Eye(s)	14

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

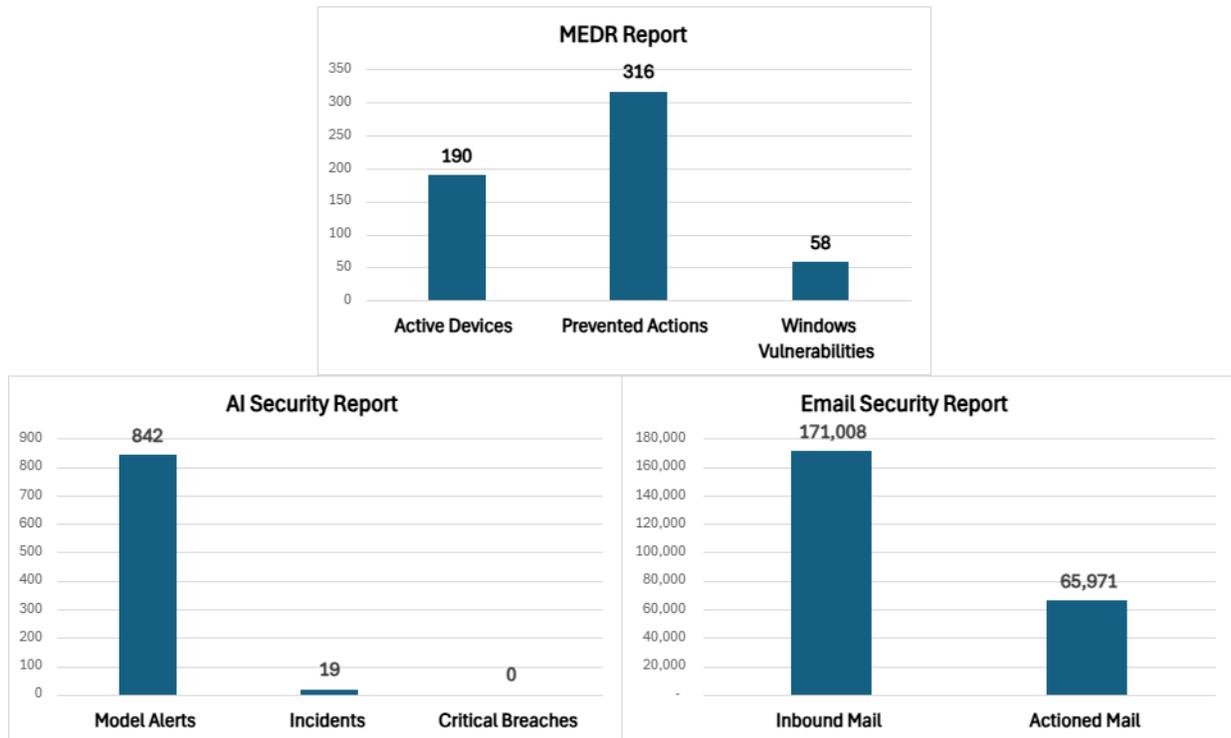
Network Uptime – Q4



The Q4 Network Uptime chart reflects uninterrupted service across all monitored locations—Mt. Oso, HTS, UTS, CTC, DTC, and RTC—each site reporting 100% uptime. The average uptime for the quarter stands at 100%, continuing the strong performance trend observed throughout the year.

This quarter’s uptime marks the first full quarter following the completion of the Network Infrastructure Modernization project in December, underscoring its success. The sustained reliability demonstrates the project’s immediate impact on network stability and resilience across all locations.

Cybersecurity Report – Q4



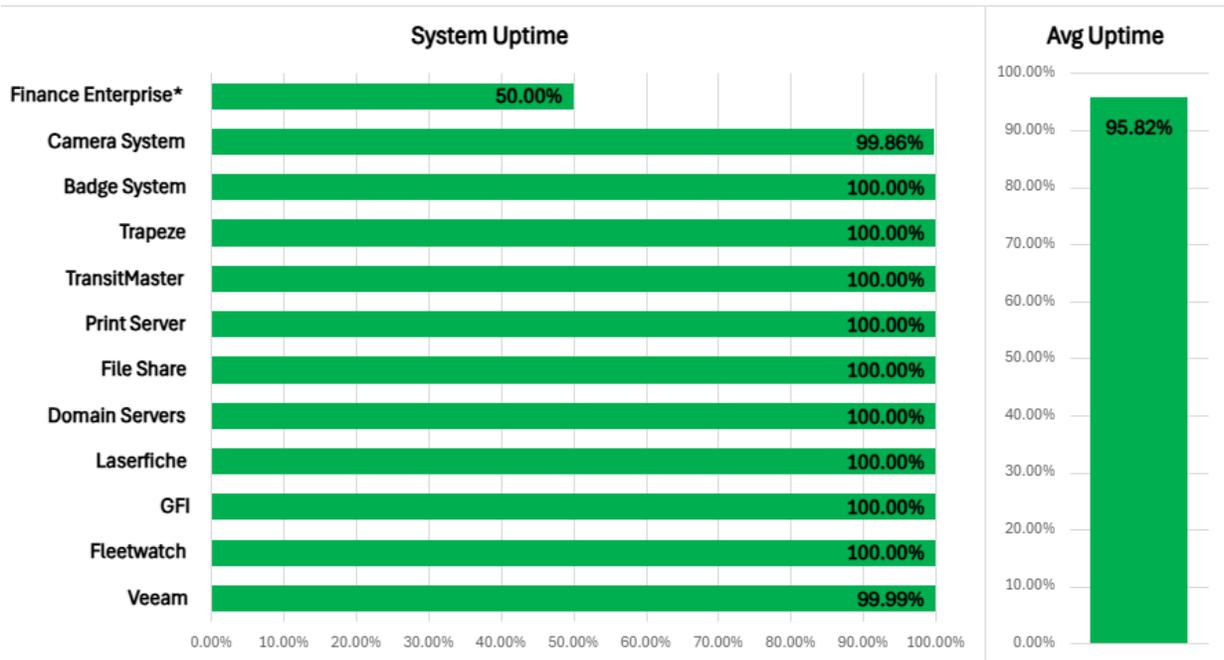
The Q4 cybersecurity reports cover endpoint protection (MEDR), AI-based threat detection, and email filtering. MEDR logged 190 active devices, 316 prevented actions, and 58 Windows vulnerabilities. The AI Security Report recorded 842 model alerts and 19 incidents, with no critical breaches. Email Security handled 171,008 inbound messages, with 65,971 actioned as potential threats.

Prevented actions and alert volumes rose slightly compared to Q3, but the lack of critical breaches reflects effective containment. Lower Windows vulnerability counts and increased email filtering indicate improved patching cycles and a stronger mail security posture. Overall, the quarter demonstrated steady, layered threat defense.

Key solutions and their protective measures:

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

System Uptime – Q4



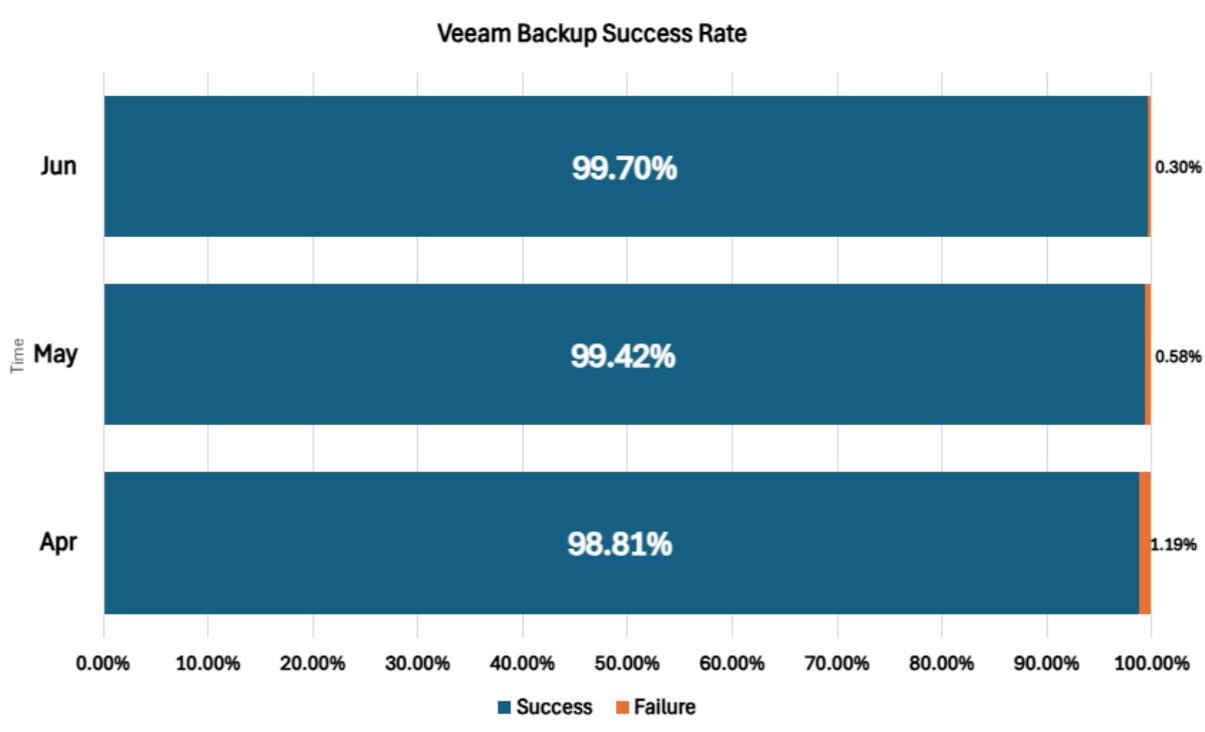
The Q4 System Uptime chart reflects strong overall performance, with an average uptime of 95.82%. Most systems—including Badge, TransitMaster, and GFI—achieved 100% uptime, while Veeam and Camera System followed closely at 99.99% and 99.86%, respectively. Finance Enterprise showed measurable progress, reaching 50.00% uptime, its first recovery since extended downtime began.

The 50% ERP uptime reflects that the General Ledger, automatic checks, and payroll systems are operational, with procurement nearing completion. This partial recovery lifted the overall average and marks a key milestone in restoring financial system functionality while other systems remained consistently reliable.

Below are vital systems and their importance:

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

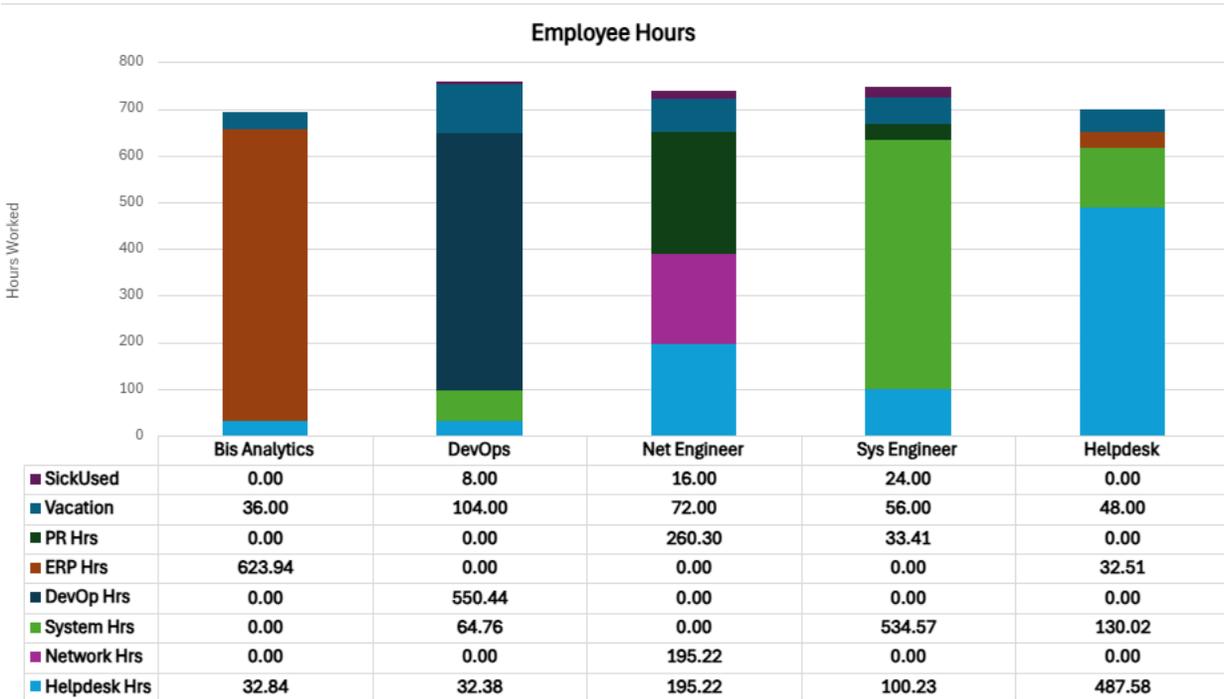
Veeam Workload History – Q4



The Q4 Veeam Backup Success Rate chart shows continued improvement in backup reliability. April recorded a 98.81% success rate, followed by 99.42% in May, and 99.70% in June. Corresponding failure rates steadily decreased from 1.19% in April to 0.30% by June.

This upward trend demonstrates the successful refinement of backup processes over the quarter. The near-perfect rates in May and June highlight operational stability and reinforce the reliability of the organization’s data protection strategy.

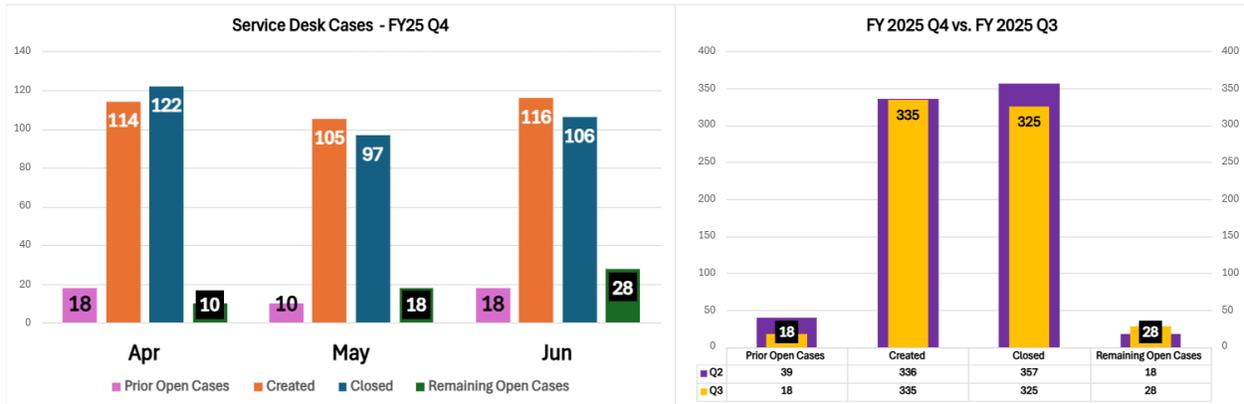
Employee Hours – Q4



The Q4 Employee Hours chart displays work distribution across five teams. Business Analytics focused on ERP with 623.94 hours, while DevOps dedicated 550.44 hours to development tasks. Network Engineers logged 195.22 hours in network support, 260.30 PR hours, and 130.22 helpdesk hours. System Engineers concentrated on system operations (534.57 hours) and provided 100.23 hours of helpdesk support. The Helpdesk team contributed the largest share to frontline service, with 487.58 helpdesk hours and 130.02 hours in system support.

Workload distribution reflects targeted priorities—ERP development, infrastructure maintenance, and user support. High DevOps and Helpdesk activity highlights operational continuity, while network and system engineers offer key cross-functional support across all categories.

SugarCRM – Q4



The Q4 Service Desk Cases chart shows 335 cases created, 325 closed, and 28 remaining open. April had 114 cases created and 122 closed; May followed with 105 made and 97 closed; and June saw 116 created and 106 closed. Monthly trends reflect vigorous closure activity, though a slight backlog began in June.

Compared to Q3, Q4 saw nearly identical case volume but a slight uptick in remaining open cases (from 18 to 28). This increase was expected, as an elevated amount of PTO was taken across all teams during the quarter, temporarily reducing support capacity and contributing to the rise in unresolved cases.

Social Media – Top 10 Performing Posts
Top 10 Engagement Rate
1 and # 2

  San Joaquin Regional Tr...
 Mon 6/2/2025 2:00 pm PDT

The County Fair was a blast! RTD had a good time running the shuttle and hanging with our amazing riders! Big...



Engagement Rate (per Impression)	22%
Impressions	1,271
Engagements	280

... 

  San Joaquin Regional Tr...
 Fri 6/27/2025 3:25 pm PDT

RTD was proud to partner with the District Attorney's Office to unveil the new Fentanyl Awareness bus at today'...



Engagement Rate (per Impression)	19.8%
Impressions	3,148
Engagements	623

... 

Social Media – Top 10 Performing Posts
Top 10 Engagement Rate
3 and # 4

  San Joaquin Regional Tr...
 Tue 6/10/2025 9:01 am PDT

RTD was out at Festa Italiana in Lodi this past weekend! It's always a joy to engage with our diverse cultures that...



<u>Engagement Rate (per Impression)</u>	12.6%
<u>Impressions</u>	855
<u>Engagements</u>	108

... 

  San Joaquin Regional Tr...
 Wed 6/18/2025 10:40 am PDT

You know what downtown Stockton could use more of? Stuff like this. Back by popular demand (and a shared sen...



<u>Engagement Rate (per Impression)</u>	11.1%
<u>Impressions</u>	443
<u>Engagements</u>	49

... 

Social Media – Top 10 Performing Posts
Top 10 Engagement Rate
5 and # 6

  San Joaquin Regional Tr...
 Wed 6/18/2025 10:40 am PDT

RTD Metro Market is back in July! Pull up to the RTD Downtown Transit Center July 18 and get ready for good vibes,...



<u>Engagement Rate (per Impression)</u>	10.5%
<u>Impressions</u>	50,881
<u>Engagements</u>	5,355

Boosted ... 

  San Joaquin Regional Tr...
 Fri 6/13/2025 1:00 pm PDT

Effective Saturday, June 14: Due to heavy pedestrian activity at Pacific and Yokuts, RTD will not be serving bus...



<u>Engagement Rate (per Impression)</u>	10.3%
<u>Impressions</u>	9,426
<u>Engagements</u>	974

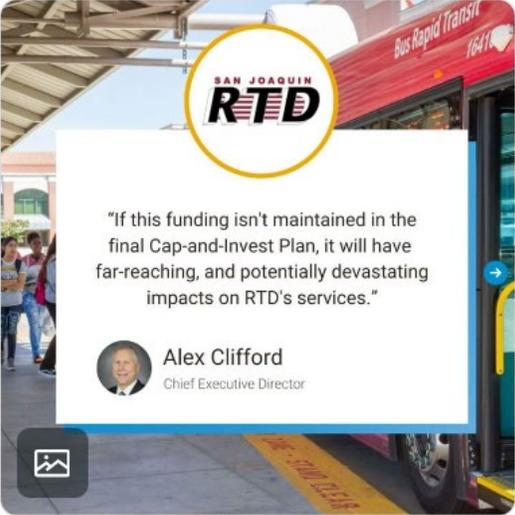
... 

Social Media – Top 10 Performing Posts
Top 10 Engagement Rate
7 and # 8



San Joaquin Regional Tr...

Fri 6/13/2025 10:36 am PDT



Engagement Rate (per Impression) 10%

Impressions 319

Engagements 32

... 



sanjoaquirtd

Thu 6/26/2025 9:03 am PDT

Join Sammi on a quick day trip to Downtown Lodi on RTD's Hopper 93!
  From cute shops to cool finds...



Engagement Rate (per View) 6.8%

Views 2,062

Engagements 141

... 

Maximilian Cao, Supervisor of Marketing and Customer Engagement
 Page 4 of 26

104

Social Media – Top 10 Performing Posts
Top 10 Engagement Rate
9 and # 10

San Joaquin Regional Transi...
 Mon 6/16/2025 12:30 pm PDT

Whoa there partner! Service Changes Coming July 27! 🐻 We're updating routes to make your ride more reliable, consistent, and convenient...

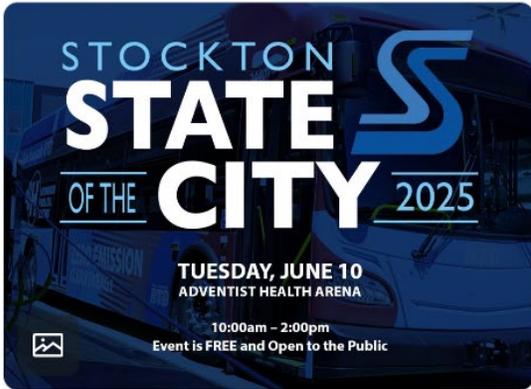


Engagement Rate (per Impression)	6.2%
Impressions	68,752
Engagements	4,247

Boosted

San Joaquin Regional Transit Dis...
 Mon 6/9/2025 8:35 am PDT

Stockton State of the City 2025 📅 Tuesday, June 10 | 10:00 AM – 2:00 PM 📍 Adventist Health Arena | Downtown Stockton RTD will be...



Engagement Rate (per Impression)	4.8%
Impressions	124
Engagements	6

Social Media – Top 10 Impressions # 1 and # 2

<p>  San Joaquin Regional Tr... Fri 6/6/2025 9:01 am PDT</p> <p>🚧 We're Hiring! 🚧 Ready to roll into a new position? 🛠️ Whether you're great with a wrench, behind the wheel...</p> <p>Careers - San Joaquin Regional T...</p>  <p><u>Impressions</u> 129,968</p> <p>Boosted ... 🗨️</p>	<p>  San Joaquin Regional Tr... Tue 6/3/2025 12:00 pm PDT</p> <p>Whether you're grabbing a quick bite, running errands in the Spanos area, or getting to and from summer classes at...</p>  <p><u>Impressions</u> 70,470</p> <p>Boosted ... 🗨️</p>
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**Social Media – Top 10 Impressions
3 and # 4**

  San Joaquin Regional Tr...
Mon 6/16/2025 12:30 pm PDT

Whoa there partner! Service Changes
Coming July 27! 🦊 We're updating
routes to make your ride more reliable...



Impressions 68,688

Boosted ...

  San Joaquin Regional Tr...
Wed 6/18/2025 10:40 am PDT

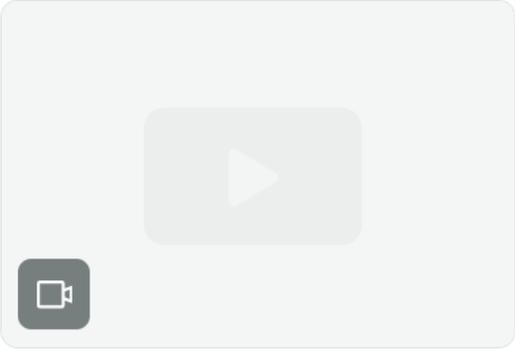
RTD Metro Market is back in July! Pull
up to the RTD Downtown Transit Center
July 18 and get ready for good vibes,...



Impressions 50,881

Boosted ...

**Social Media – Top 10 Impressions
5 and # 6**

<p>  San Joaquin Regional Tr... Thu 6/26/2025 9:00 am PDT</p> <p>Join Sammi on a quick day trip to Downtown Lodi on RTD's Hopper 93!   From cute shops to cool finds...</p>  <p><u>Impressions</u> 31,852</p> <p style="text-align: right;">... </p>	<p>  San Joaquin Regional Tr... Fri 6/13/2025 1:00 pm PDT</p> <p>Effective Saturday, June 14: Due to heavy pedestrian activity at Pacific and Yokuts, RTD will not be serving bus...</p>  <p><u>Impressions</u> 9,426</p> <p style="text-align: right;">... </p>
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**Social Media – Top 10 Impressions
7 and # 8**

  San Joaquin Regional Tr...
Fri 6/27/2025 3:25 pm PDT

RTD was proud to partner with the District Attorney's Office to unveil the new Fentanyl Awareness bus at today'...



Impressions 3,148

... 

  sanjoaquirtd
Wed 6/18/2025 10:40 am PDT

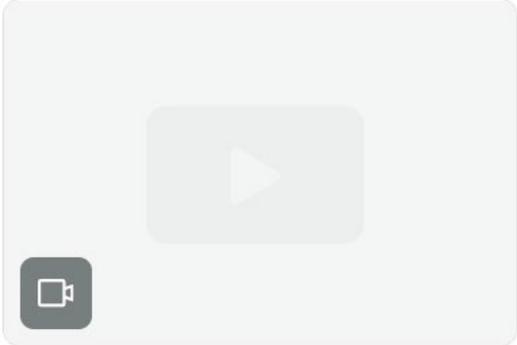
RTD Metro Market is back in July! Pull up to the RTD Downtown Transit Center July 18 and get ready for good vibes,...



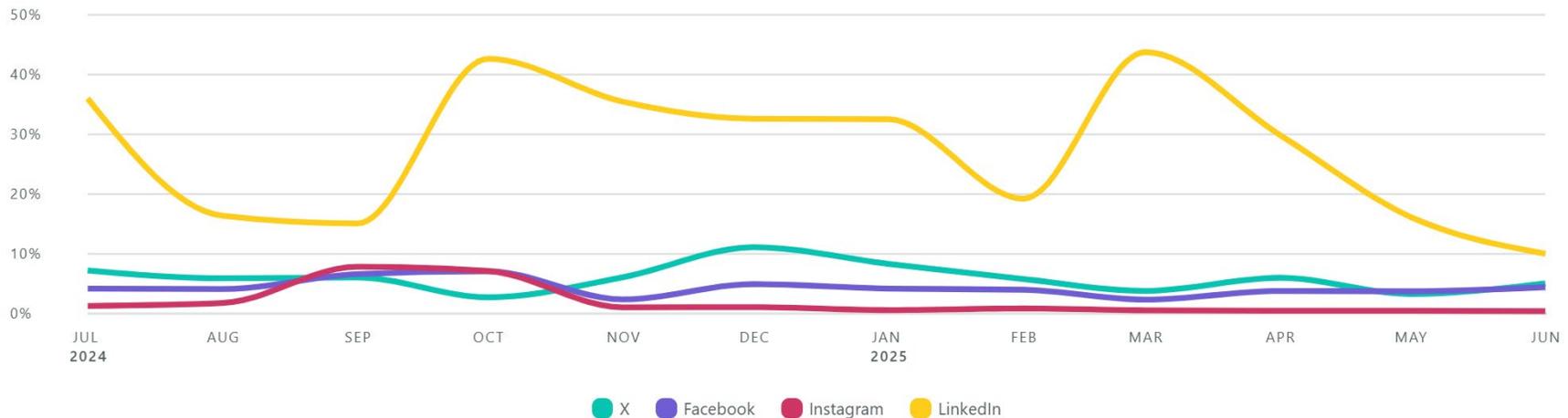
Views 3,025

... 

**Social Media – Top 10 Impressions
9 and # 10**

<p>  sanjoaquirtd <u>Mon 6/2/2025 2:00 pm PDT</u></p> <p>The County Fair was a blast! RTD had a good time running the shuttle and hanging with our amazing riders! Big...</p>  <p><u>Views</u> 2,571</p> <p style="text-align: right;">... </p>	<p>  sanjoaquirtd <u>Thu 6/26/2025 9:03 am PDT</u></p> <p>Join Sammi on a quick day trip to Downtown Lodi on RTD's Hopper 93!   From cute shops to cool finds...</p>  <p><u>Views</u> 2,062</p> <p style="text-align: right;">... </p>
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Social Media – Engagement (July 2024 to June 2025)



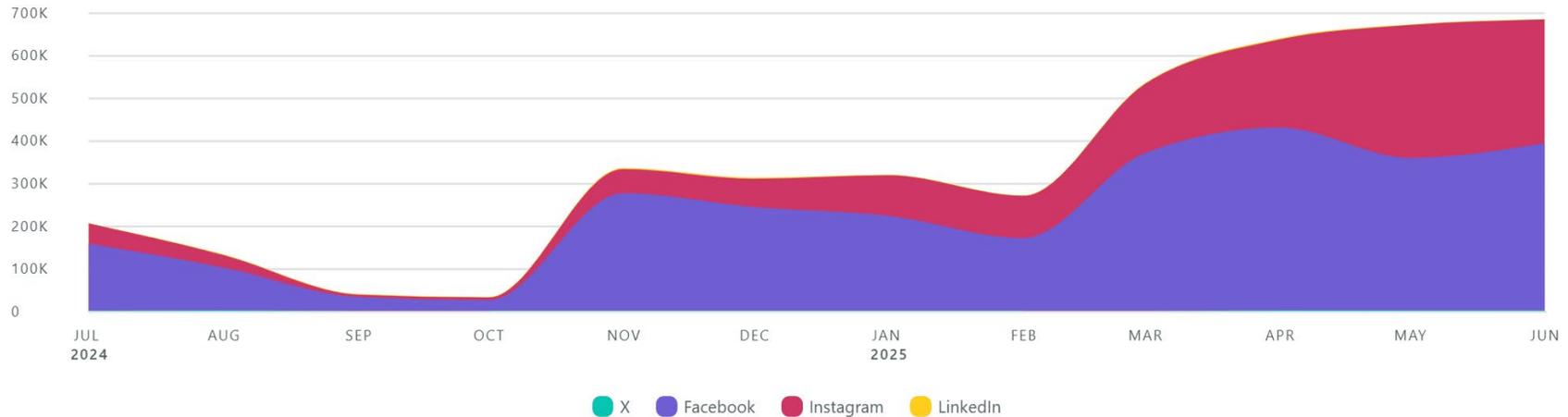
May Engagement Rate Insights

- **Community-Centered Content Wins** – Posts featuring José Hernández, local outreach events, and youth-focused fair content drove the strongest engagement across LinkedIn and Facebook. People respond to community pride and personal moments.
- **Employees Remain a Strong Hook** – Recognition content like Employees of the Quarter continued to get solid reactions, especially on LinkedIn, where followers tend to be team members or partners.
- **Event Highlights Get Clicks** – Cinco de Mayo, Veterans Tribute, Team Charter’s School CARE Fair, and the Linden Cherry Festival all drew strong interactions, confirming that event-based posts still resonate.
- **County Fair Shuttle Content = Solid Engagement** – While shuttle posts didn’t top the charts, many performed above average with 5%+ engagement rates, proving people not only saw them, they liked them.
- **LinkedIn Holds Strong** – As usual, LinkedIn engagement stayed consistent, especially for professional recognitions and event recaps.
- **Key Trend: Purpose + People + Participation** – Posts that spotlight our community role, show real people, or invite the audience to be part of something continue to drive the strongest interactions across platforms.

June Engagement Rate Insights

- **Service Updates Buck the Trend** – The upcoming July service change post, despite being boosted, achieved a strong 6.7% engagement rate on Facebook (4.6% on IG). Usually, boosted posts get a lower engagement rate, but the graphics, copy, and relevance of the post helped it maintain strong engagement.
- **Topical Alert = High Engagement** – The rider alert tied to the local protests performed extremely well with 10.3% engagement on Facebook, proving that real-time relevance and topical, trending content drives interaction.
- **Community + Celeb Power** – The County Fair recap post landed at a 22% engagement rate on IG, thanks to a fun photo set highlighting employees and riders. It's a reminder that people connect most with real community stories and faces. Mentioning Bay Area Rapper (who was also among the pictures) helped draw comments/engagement.
- **Cultural Events Get Noticed** – The Fiesta Italiana post drew a strong 12.6% engagement rate. A humorous photo with performers sparked curiosity and clicks, showing that unique imagery still grabs attention.
- **LinkedIn Remains Reliable** – Posts continued to do well on LinkedIn. Posts with civic or economic themes (Hiring, Metro Market and State of the City) resonate with our professional audience.
- **Leadership Content Holds Value** – A quote post featuring CEO Alex delivered a solid 10% engagement rate on Facebook, showing interest in leadership transparency and organizational updates.
- **Fentanyl Bus Wrap:** 19.8% engagement on FB, with high interest in both the message and the visuals.
Sammi Video: Despite being pulled after one day, the video achieved a 6.8% engagement rate, which is a very strong number for video content on IG. Engagement was warm, positive and friendly reactions overall.
- **Key Trend: People Power Engagement** – Nearly all of June's most engaging posts featured people—riders, employees, community members, or leaders. Whether it's job posts, events, or recognition, our audience responds best to faces, stories, and real connections. Also notable: X Twitter engagement is low overall with many posts capturing less than 100 impressions, but still performs decently for quick updates.
- **Overall Platform Note** – Nearly every post in June across Facebook and Instagram had an engagement rate above 3.5%, which meets or exceeds industry benchmarks (typically 1–3% for Facebook/Instagram). More than 50% of posts had engagement rate of 20% or higher. LinkedIn remains a steady performer with targeted professional content.

Social Media – Impressions (July 2024 to June 2025)

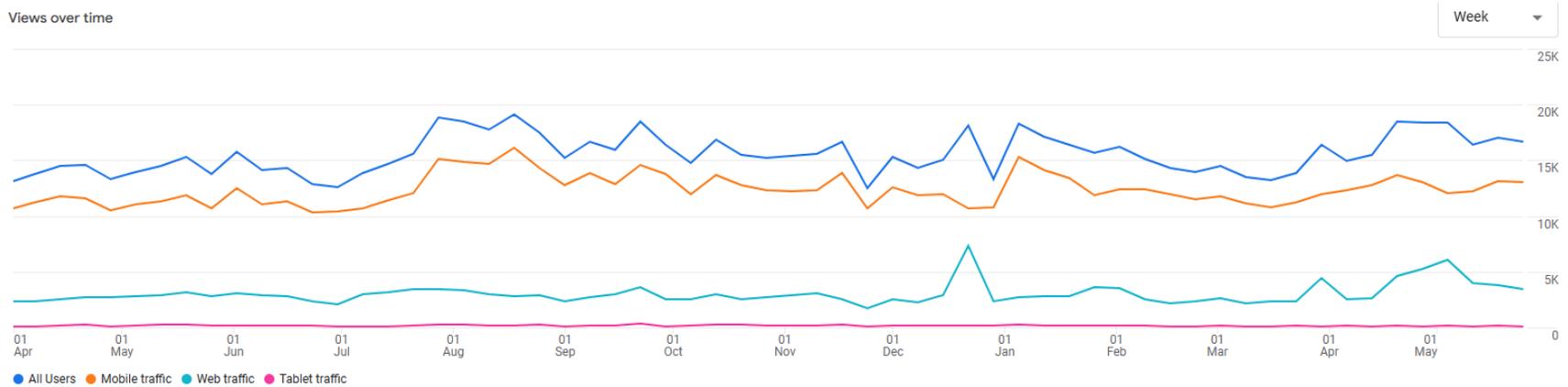


June Impressions Insights

- **Hiring + Boost = High Impact** – The top-performing post in June was a boosted job listing featuring Laura Ortiz. It racked up nearly 130K impressions (1,088 on IG), showing once again that hiring content draws eyeballs. Boosting helped with impressions, as does strong visuals and/or recognizable faces.
- **Route Highlights Drive Recognition** – A boosted route highlight post saw strong reach with over 70K impressions. Recently, marketing has included drivers as part of the visuals, which has led to comments from riders about the driver, pointing to the value of familiar faces in visual content.
- **Service Updates Cut Through** – The upcoming July service update post was another high performer (68K+ impressions). Boosting made this a standout, and riders naturally engage with practical transit info that affects their day.
- **Metro Market Keeps Momentum** – A reminder post featuring Sammi generated over 50K impressions (3K+ on IG). Boosting helped, but engagement and shares were fueled by Sammi’s recognition, and community events and relevance.

- **Organic Video Still Shines** – A short-lived, unboosted reel of Sammi visiting Lodi reached over 31K on Facebook (and 2K+ on IG). The post was able to attain this reach in one day. This continues the trend that Sammi’s videos perform strongly in organic reach.
- **Topical Content Finds a Niche** – A timely rider alert tied to nationwide protests on June 14 hit nearly 9.5K impressions on Facebook and sparked solid discussion. Topical posts with immediate relevance continue to break through even without heavy boosts.
- **Community Partnerships Expand Reach** – The Fentanyl awareness bus post saw decent numbers (3K+ on FB, 1.3K on IG) due to partner shares, especially from the district attorney’s office, reinforcing that tagged collaborators can help boost impressions organically.
- **Events Still Attract Eyeballs** – County Fair recap posts earned solid traction (2.5K on IG, 1.2K on FB), largely thanks to recognizable faces, employee photos, and the inclusion of Bay Area rapper LaRussell. People love seeing themselves and familiar community figures.
- **Key Trend: Boosted Info + Organic Personality = Visibility** – Boosted posts still lead in total reach, but the best-performing organic content was either video, tied to timely topics, or featured well-loved personalities like Sammi or local riders and drivers.

Website – Total Pageviews by Device Type (May 2024 to June 2025)



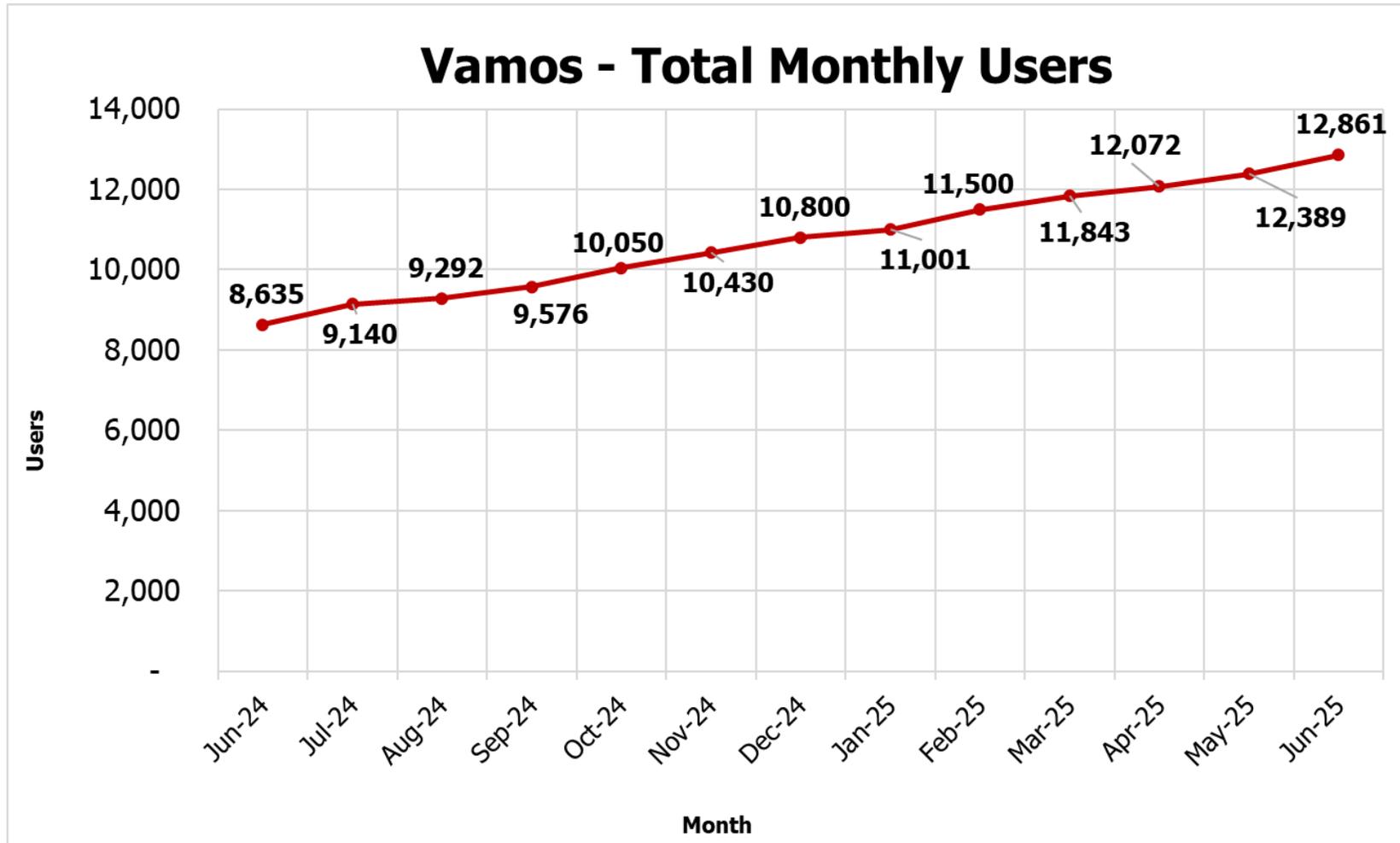
Page title and screen class	Views	Active users	Views per active user	Average engagement time per active user
All Users	948,128 100% of total	183,090 100% of total	5.18 Avg 0%	1m 36s Avg 0%
Mobile traffic	753,414 79.46% of total	129,048 70.48% of total	5.84 Avg +12.74%	1m 25s Avg -11.11%
Web traffic	184,290 19.44% of total	50,957 27.83% of total	3.62 Avg -30.16%	2m 03s Avg +28.4%
Tablet traffic	10,354 1.09% of total	2,412 1.32% of total	4.29 Avg -17.1%	1m 56s Avg +21.22%

- **Total Views Increased:** Overall views rose from 948k to 959k, reflecting a continued trend of growth in site traffic.
- **Mobile and Web Traffic Growth:** Both mobile and web traffic grew while tablet traffic stayed the same.

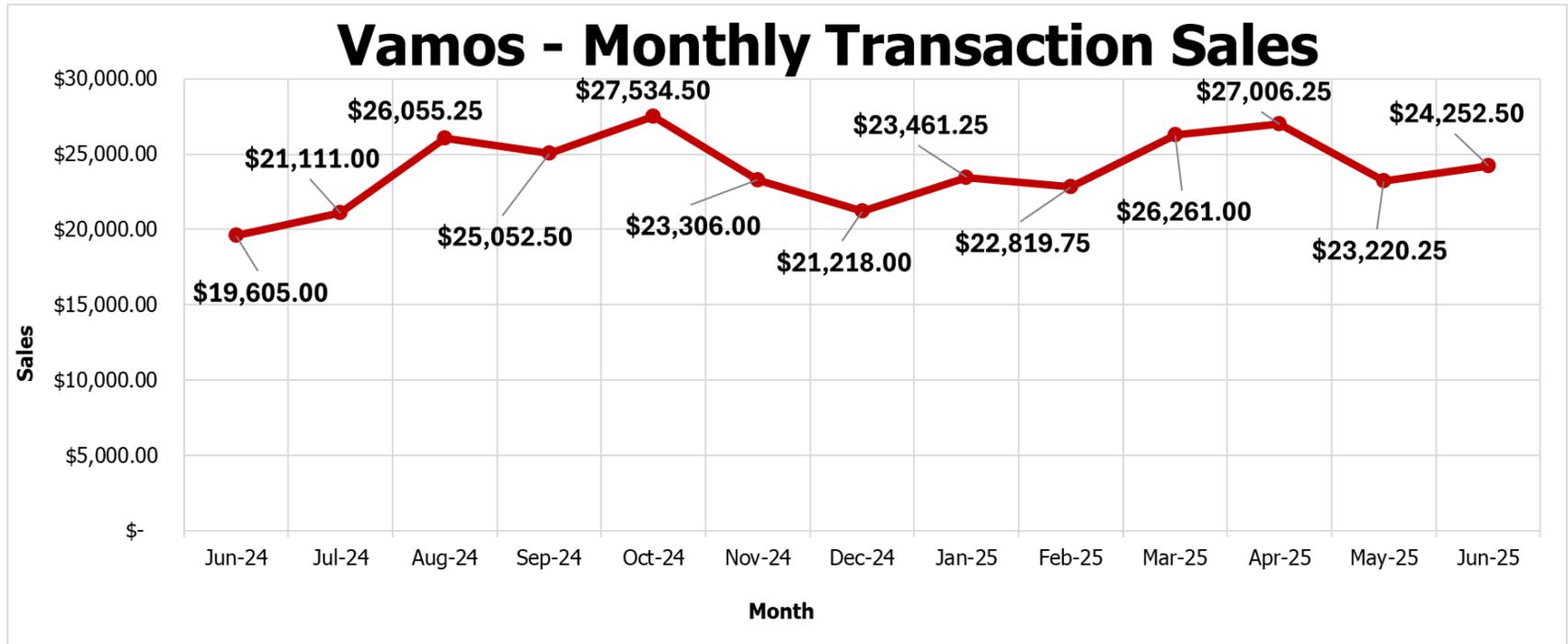
Website – Top 10 Visited Pages

<input type="checkbox"/>	Page title and screen class ▼	+	↓ Views	Active users	Views per active user	Average engagement time per active user
<input type="checkbox"/>	Total		73,506 100% of total	14,469 100% of total	5.08 Avg 0%	1m 25s Avg 0%
<input type="checkbox"/>	1 All Routes - San Joaquin Regional Transit District		11,548 (15.71%)	3,920 (27.09%)	2.95	54s
<input type="checkbox"/>	2 Home - San Joaquin Regional Transit District		6,738 (9.17%)	3,439 (23.77%)	1.96	31s
<input type="checkbox"/>	3 Events from April 6, 2024 – June 15, 2024 – San Joaquin Regional Transit District		5,720 (7.78%)	15 (0.1%)	381.33	1h 32m
<input type="checkbox"/>	4 Route 150 - San Joaquin Regional Transit District		3,711 (5.05%)	1,331 (9.2%)	2.79	43s
<input type="checkbox"/>	5 Careers - San Joaquin Regional Transit District		3,511 (4.78%)	2,696 (18.63%)	1.30	3s
<input type="checkbox"/>	6 Express Route 40 - San Joaquin Regional Transit District		2,694 (3.67%)	952 (6.58%)	2.83	46s
<input type="checkbox"/>	7 Route 93 - San Joaquin Regional Transit District		2,175 (2.96%)	658 (4.55%)	3.31	57s
<input type="checkbox"/>	8 Route 43 - San Joaquin Regional Transit District		1,892 (2.57%)	531 (3.67%)	3.56	40s
<input type="checkbox"/>	9 Fares - San Joaquin Regional Transit District		1,584 (2.15%)	984 (6.8%)	1.61	1m 04s
<input type="checkbox"/>	10 Route 40 Local - San Joaquin Regional Transit District		1,535 (2.09%)	467 (3.23%)	3.29	53s

- **All Routes shows an increase:** The All Routes page continues as a top performer with over 11,500 views.
- **Careers remain in top 5:** The Careers page continues to be a high-traffic page, remaining in the top 5.
- **In-demand routes:** Interest has been shown in Route 40 Local, bringing it into the top 10 in views.
- **Events page:** This page was developed for the employee monitors which are refreshed every 6 rotations.



- From May to June, Total Users increased by 472, or 3.81%.
- The increased usage may be due to marketing efforts and the convenience of access when the service center is closed.
- Customer service and marketing teams consistently promote the app, highlighting its convenience to customers.
- There are some concerns about abandoning accounts that exist and that the number of actual users is much lower.



- From May to June 2025, Total Sales increased by \$1032.25 or 4.46%.
- As we continue to promote our services, customers find it convenient to purchase digital tickets as it reduces waiting times in line, and loss of physical passes.
- Increasing sales may also be caused by a system glitch resolution, which has been a major issue in the past.
- The number of discount passes sold compared to full-fare passes is relatively lower which suggest some folks are honest about purchasing their fares.

Call Center Report

Month	Average Ringing Duration (seconds)	Average Call Duration (minutes)	Answered Call Totals	Answered Call Rate	Abandon Call Totals	Abandon Call Rates	Total Calls Volume
Jun-2024	13	1.35	2,531	95%	135	5%	2,666
Jul-2024	13	1.07	1,404	42%	1,970	58%	3,374
Aug-2024	58	1.80	1,660	70%	710	30%	2,363
Sep-2024	51	1.66	1,367	74%	491	26%	1,858
Oct-2024	51	1.57	1,460	80%	366	20%	1,826
Nov-2024	47	1.43	1,267	79%	344	21%	1,611
Dec-2024	45	1.56	1,181	85%	204	15%	1,385
Jan-2025	50	1.70	1,302	76%	421	24%	1,723
Feb-2025	56	1.71	1,254	81%	288	19%	1,542
Mar-2025	52	1.55	1,119	80%	277	20%	1,396
Apr-2025	46	1.36	1,298	81%	312	19%	1,610
May-2025	47	1.41	1,246	83%	258	17%	1,504
Jun-2025	49	1.46	1,085	84%	148	12%	1,286

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

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

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

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

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

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

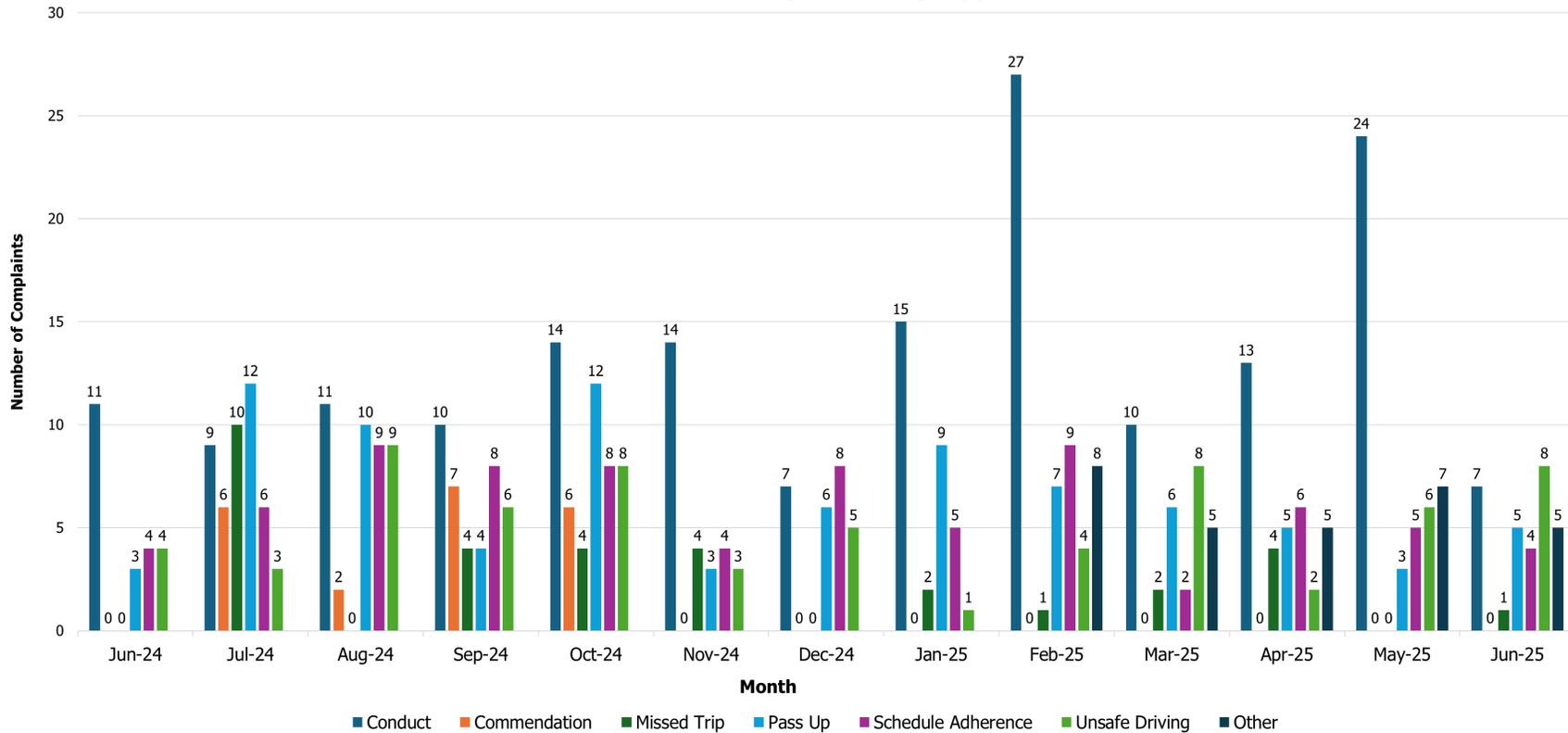
Total Calls Volume: This figure encompasses the complete number of calls received over a month, including both answered and abandoned calls, providing a broad overview of call traffic.

In June, the CIC managed a total of 1,286 calls, reflecting a 14.5% decrease from the 1,504 calls received in May. This suggests that families are on vacation while school is out and not riding RTD.

Abandoned Calls update: The 148 count is a decrease from May's total of 258 and is made up of:

- 91 Callers who hung up during the phone's introduction message or before an agent could answer, and
- 57 Overflow/transferred calls where the caller had the option to leave a voicemail for a return call.
- Total abandoned/stranded calls decreased from May by 42.6%.
- The daily average is 5 abandoned calls for June.
- 0 total abandoned/stranded calls, some excessive repeated attempts, were queued during the three scheduled departmental meetings.
- On 6/20/25: The Customer Info Clerk was out of the office, and the CED staff shared phone coverage.

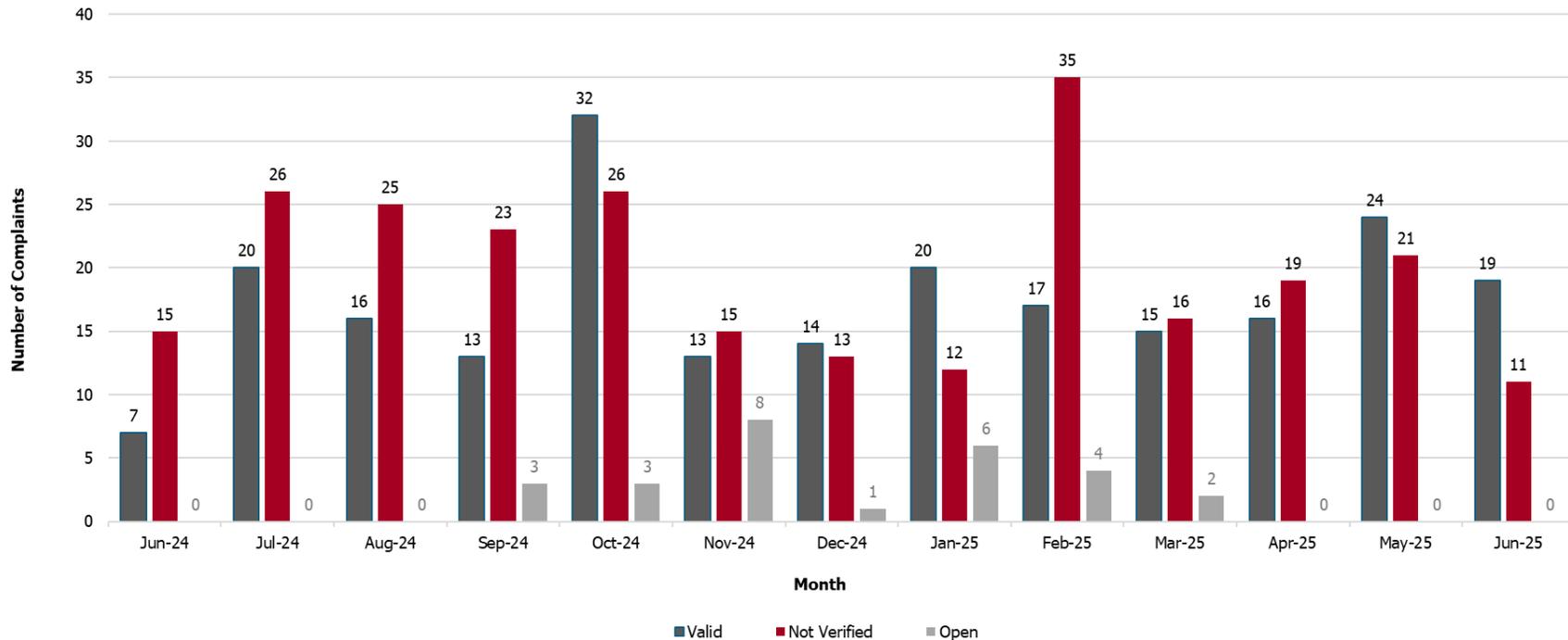
Customer Complaints by Type



- **Conduct:** A display of negative behavior, action or manner by an RTD staff.
- **Commendation:** A formal statement of praise for someone who has performed something admirable.
- **Missed Trip:** A no-show of a bus at any location or bus stop.
- **Pass Up:** A bus bypasses a bus stop where riders are waiting.
- **Schedule Adherence:** A bus arrives late (beyond its scheduled time point) or departs early (before its scheduled time point).
- **Unsafe Driving:** Any driving maneuver that may result in a safety risk to the public or occupants of the bus.
- **Other:** A classification for cases that do not fit within the defined criteria of any other specified case type.

- Conduct reached its lowest complaints in the past 6 months for the month of June, down by 17 cases and a 70.83 % decrease.
 - Safety and Security
 - Implemented the 'Hello' initiatives where guards are expected to greet passengers and say 'hello' or 'hola'.
 - Intent is to de-escalate a passenger hostile mood and push to a more peaceful ride for other passengers and Operators.
 - Transportation
 - Several operators were released in June due to their conduct in May.
 - Supervisors have reinforced expectations, increased communication, and actively work on strengthening accountability and engagement.
- Unsafe Driving and Pass Ups complaints increased in June.
 - Unsafe Driving cases are up by 2 cases from May.
 - Pass Up cases are up by 2 cases from May.
- Schedule Adherence and Other cases decreased in June.
 - Schedule Adherence cases are down 1 case from May.
 - Other cases are down 2 cases from May
- June had a total of 30 complaints, with the highest cases of 14 in Metro and 8 in County.

Customer Complaints - Valid / Not Verified



Valid: A complaint is considered valid if, during the investigation process, is determined to have merit based on the available evidence.

Not Verified: A complaint is classified as "Not Verified" if, after completing the investigation, there is insufficient evidence to substantiate its claims or confirm its validity.

Open: A case that remains Open or Work in Process as it is being investigated.

- From May to June, Total Complaints decreased by 15 cases or 33.33%.
- In June, Valid complaints decreased from the previous month by 5 cases or 20.83%.
- Not Verified complaints decreased by 10 cases or 47.6%
- For June, we continued to have no Open cases, as all cases were successfully closed by the department supervisors.

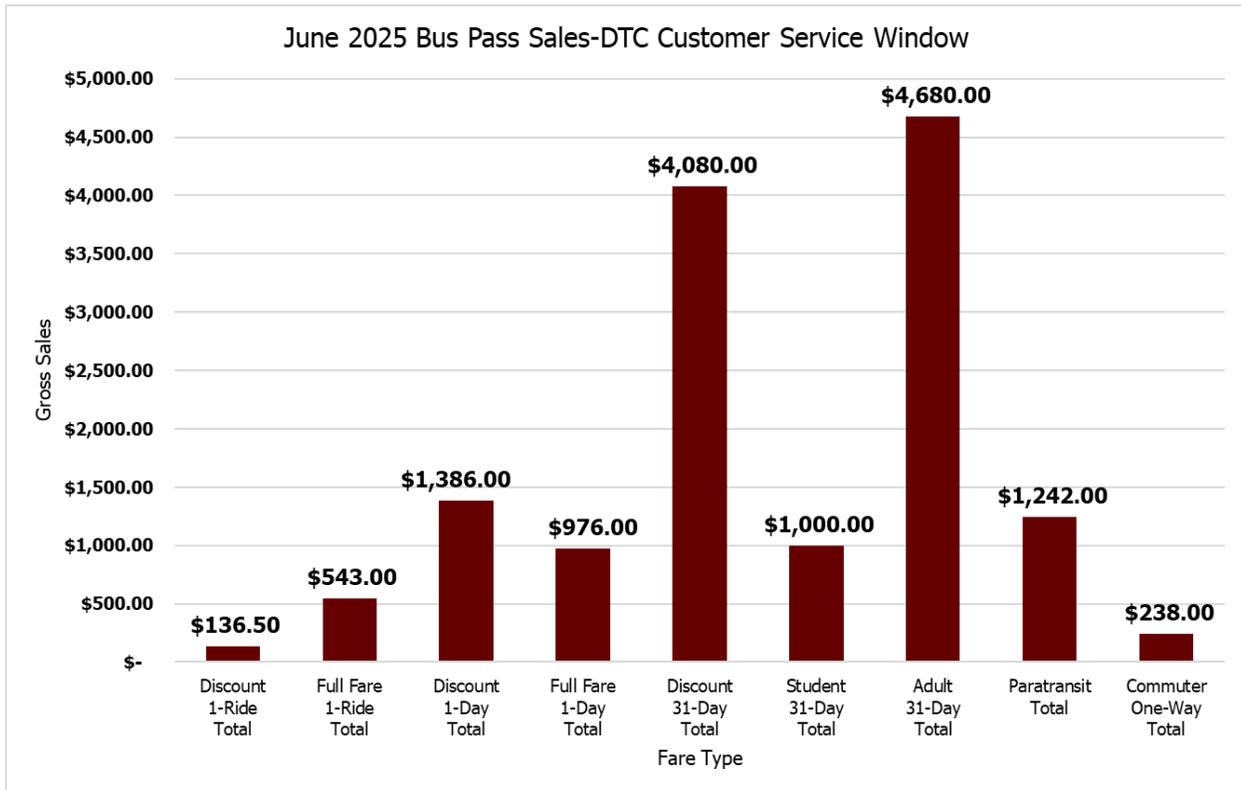
Bus Pass Sales – DTC Customer Service Window

Discount 1-Ride Total			Full Fare 1-Ride Total			Discount 1-Day Total		
Month	Sold	Gross Sales	Month	Sold	Gross Sales	Month	Sold	Gross Sales
Jun-24	455	\$ 341.25	Jun-24	338	\$ 507.00	Jun-24	926	\$ 1,852.00
Jul-24	397	\$ 297.75	Jul-24	427	\$ 640.50	Jul-24	918	\$ 1,836.00
Aug-24	500	\$ 375.00	Aug-24	775	\$ 1,162.50	Aug-24	1441	\$ 2,882.00
Sep-24	324	\$ 243.00	Sep-24	706	\$ 1,059.00	Sep-24	1622	\$ 3,244.00
Oct-24	565	\$ 423.75	Oct-24	1372	\$ 2,058.00	Oct-24	1679	\$ 3,358.00
Nov-24	722	\$ 541.50	Nov-24	751	\$ 1,126.50	Nov-24	1688	\$ 3,376.00
Dec-24	419	\$ 314.25	Dec-24	650	\$ 975.00	Dec-24	1695	\$ 3,390.00
Jan-25	237	\$ 177.75	Jan-25	454	\$ 681.00	Jan-25	898	\$ 1,796.00
Feb-25	284	\$ 213.00	Feb-25	356	\$ 534.00	Feb-25	797	\$ 1,594.00
Mar-25	257	\$ 192.75	Mar-25	291	\$ 436.50	Mar-25	730	\$ 1,460.00
Apr-25	340	\$ 255.00	Apr-25	242	\$ 363.00	Apr-25	729	\$ 1,458.00
May-25	272	\$ 204.00	May-25	272	\$ 408.00	May-25	651	\$ 1,302.00
Jun-25	182	\$ 136.50	Jun-25	362	\$ 543.00	Jun-25	693	\$ 1,386.00

Full Fare 1-Day Total			Discount 31-Day Total			Student 31-Day Total		
Month	Sold	Gross Sales	Month	Sold	Gross Sales	Month	Sold	Gross Sales
Jun-24	723	\$ 2,892.00	Jun-24	174	\$ 5,220.00	Jun-24	15	\$ 600.00
Jul-24	720	\$ 2,880.00	Jul-24	198	\$ 5,940.00	Jul-24	21	\$ 840.00
Aug-24	675	\$ 2,700.00	Aug-24	248	\$ 7,440.00	Aug-24	83	\$ 3,320.00
Sep-24	952	\$ 3,808.00	Sep-24	194	\$ 5,820.00	Sep-24	123	\$ 4,920.00
Oct-24	305	\$ 1,220.00	Oct-24	243	\$ 7,290.00	Oct-24	53	\$ 2,120.00
Nov-24	627	\$ 2,508.00	Nov-24	220	\$ 6,600.00	Nov-24	32	\$ 1,280.00
Dec-24	679	\$ 2,716.00	Dec-24	190	\$ 5,700.00	Dec-24	27	\$ 1,080.00
Jan-25	470	\$ 1,880.00	Jan-25	153	\$ 4,590.00	Jan-25	44	\$ 1,760.00
Feb-25	208	\$ 832.00	Feb-25	119	\$ 3,570.00	Feb-25	38	\$ 1,520.00
Mar-25	187	\$ 748.00	Mar-25	108	\$ 3,240.00	Mar-25	47	\$ 1,880.00
Apr-25	279	\$ 1,116.00	Apr-25	143	\$ 4,290.00	Apr-25	95	\$ 3,800.00
May-25	267	\$ 1,068.00	May-25	144	\$ 4,320.00	May-25	33	\$ 1,320.00
Jun-25	244	\$ 976.00	Jun-25	136	\$ 4,080.00	Jun-25	25	\$ 1,000.00

Adult 31-Day Total			Paratransit Total			Commuter One-Way Total		
Month	Sold	Gross Sales	Month	Sold	Gross Sales	Month	Sold	Gross Sales
Jun-24	73	\$ 4,745.00	Jun-24	409	\$ 1,227.00	Jun-24	105	\$ 735.00
Jul-24	88	\$ 5,720.00	Jul-24	918	\$ 2,754.00	Jul-24	93	\$ 651.00
Aug-24	107	\$ 6,955.00	Aug-24	646	\$ 1,938.00	Aug-24	91	\$ 637.00
Sep-24	92	\$ 5,980.00	Sep-24	399	\$ 1,197.00	Sep-24	140	\$ 980.00
Oct-24	113	\$ 7,345.00	Oct-24	648	\$ 1,944.00	Oct-24	81	\$ 567.00
Nov-24	94	\$ 6,110.00	Nov-24	400	\$ 1,200.00	Nov-24	103	\$ 721.00
Dec-24	95	\$ 6,175.00	Dec-24	459	\$ 1,377.00	Dec-24	135	\$ 945.00
Jan-25	47	\$ 3,055.00	Jan-25	525	\$ 1,575.00	Jan-25	63	\$ 441.00
Feb-25	55	\$ 3,575.00	Feb-25	709	\$ 2,127.00	Feb-25	49	\$ 343.00
Mar-25	76	\$ 4,940.00	Mar-25	431	\$ 1,293.00	Mar-25	92	\$ 644.00
Apr-25	84	\$ 5,460.00	Apr-25	652	\$ 1,956.00	Apr-25	78	\$ 546.00
May-25	64	\$ 4,160.00	May-25	467	\$ 1,401.00	May-25	75	\$ 525.00
Jun-25	72	\$ 4,680.00	Jun-25	414	\$ 1,242.00	Jun-25	34	\$ 238.00

Bus Pass Sales (June 2025)

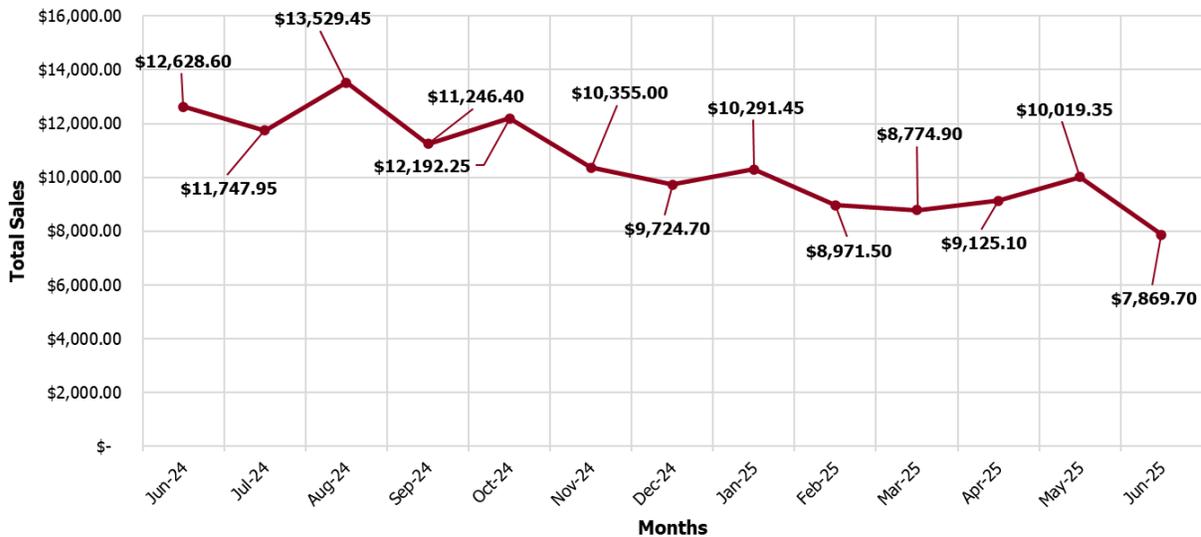


- The four main payment types at DTC CSC, ranked from highest to lowest preference are:
 - Cash - \$5,938.62
 - Debit cards - \$4,912.88
 - Credit cards - \$3,4000.00
 - Checks - \$40.00
- June Net Sales totaled \$14,291.50
- Sales for the month of June compared to May decreased by \$426.50, which represents a 2.90% decline. This decrease may be attributed to the school off-season, while high school students from SUSD ride for free, we typically still see a good number of middle school students using our buses during the active school year.

Top 10 FVMs- June 2025

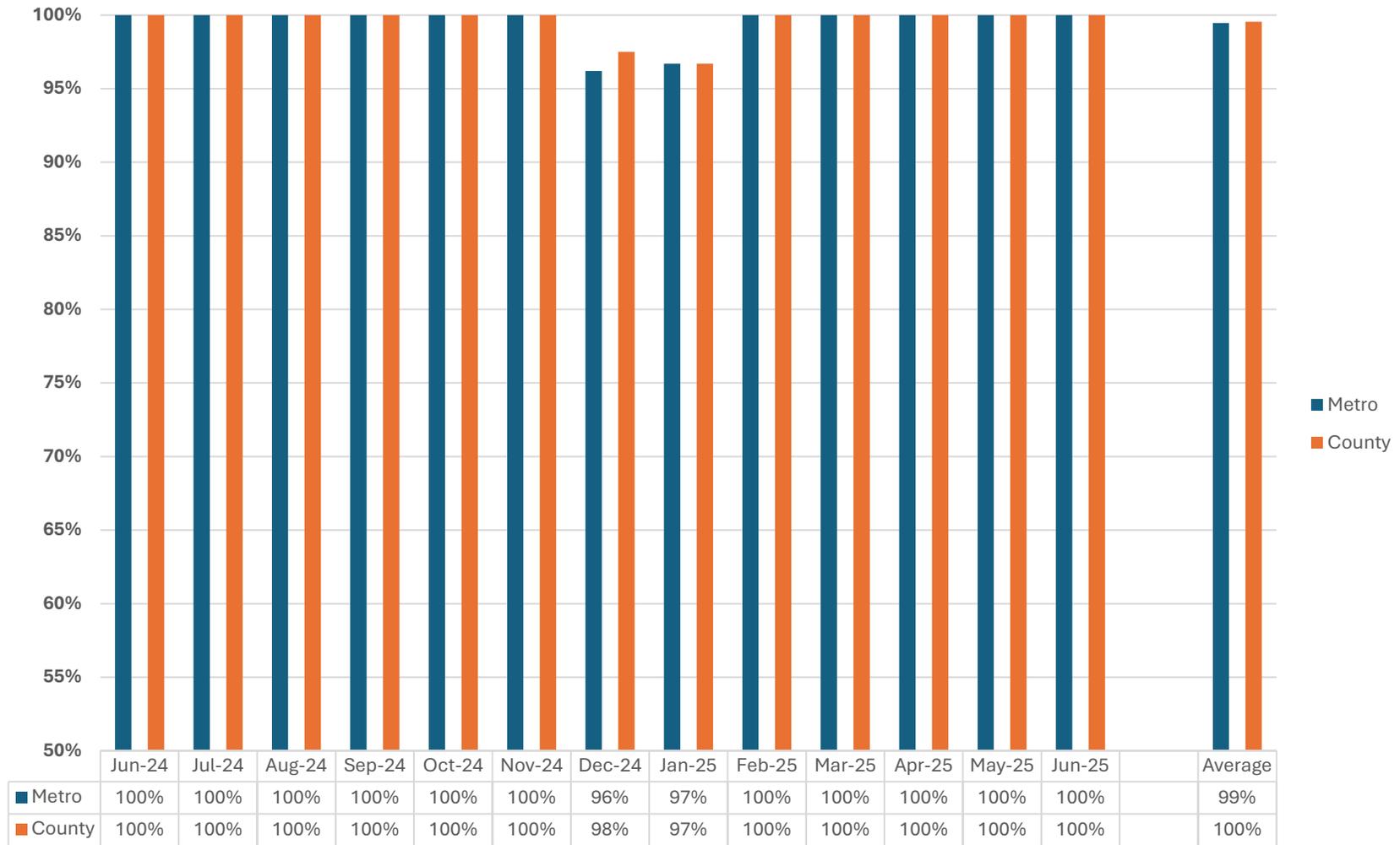
SJRTD VenTek RCS						
Location	Number of Routes Served	Cash	Visa	MC	Amex	Total Sale
DTC Outside L/S	33	\$ 805.20	\$ 432.00	\$ 147.75	\$ -	\$ 1,384.95
DTC Outside R/S	33	\$ 590.95	\$ 318.75	\$ 134.50	\$ -	\$ 1,044.20
NB Hammer Triangle	9	\$ 438.35	\$ 361.75	\$ 105.00	\$ 1.50	\$ 906.60
NB Pacific/Yokuts	19	\$ 235.00	\$ 121.75	\$ 37.75	\$ -	\$ 394.50
WB/Hammen/Holman	2	\$ 146.10	\$ 125.50	\$ 29.75	\$ 2.00	\$ 303.35
EB Hammer/Kelley	2	\$ 176.95	\$ 76.75	\$ 28.25	\$ -	\$ 281.95
NB Airport/8th St	1	\$ 79.80	\$ 94.25	\$ 85.50	\$ -	\$ 259.55
WB Hammer/West Lane	4	\$ 139.50	\$ 51.75	\$ 27.25	\$ -	\$ 218.50
SB Pacific/Ben Holt	5	\$ 133.80	\$ 62.75	\$ 18.25	\$ -	\$ 214.80
NB Pacific/Walnut	4	\$ 129.60	\$ 76.00	\$ 5.75	\$ -	\$ 211.35
Total Sales		\$ 2,875.25	\$ 1,721.25	\$ 619.75	\$ 3.50	\$ 5,219.75

FVM Monthly Sales June 2024 to June 2025



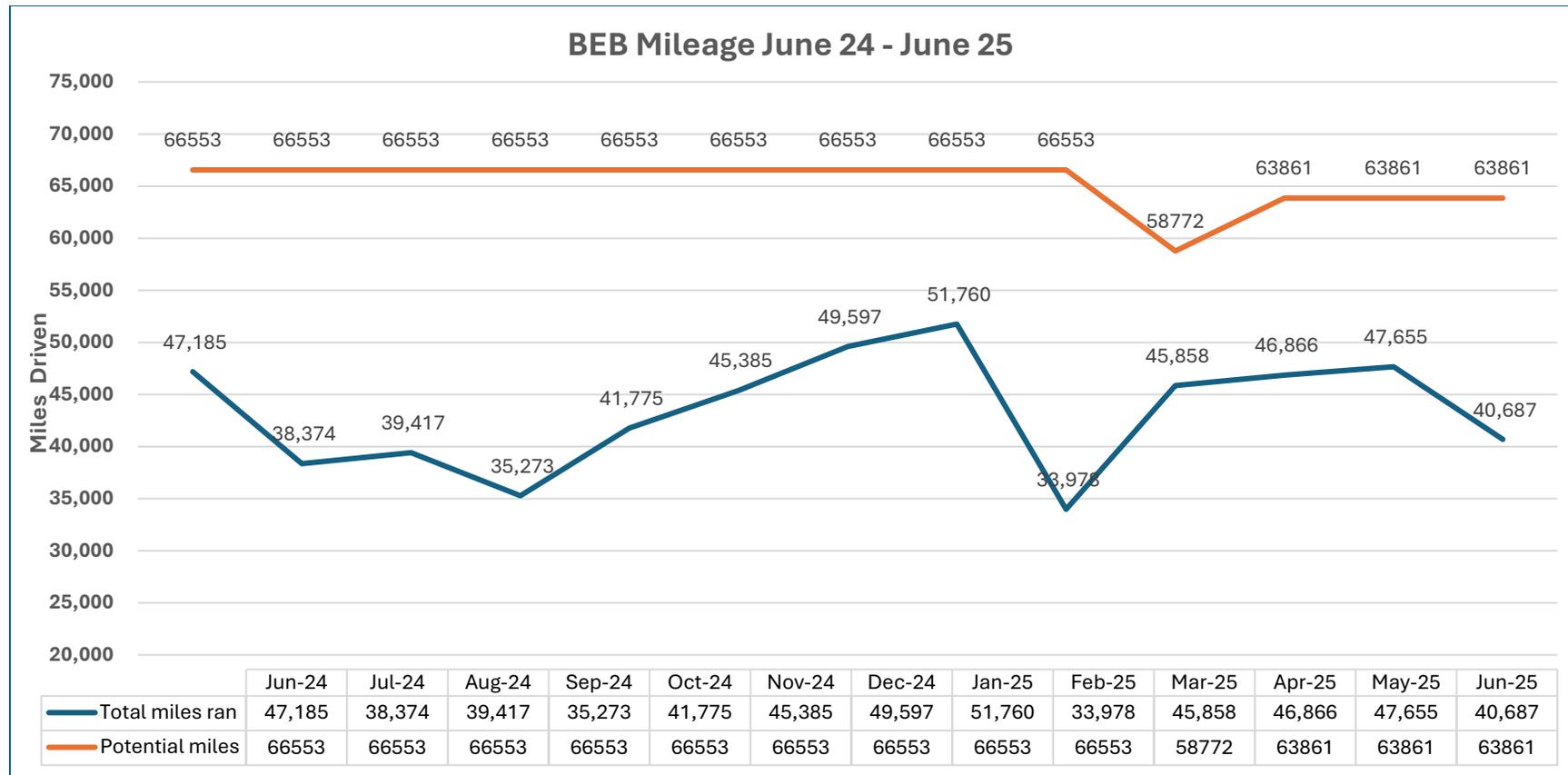
- Sales decreased from May 2025 to June 2025 by \$2,149.65, representing 21.45%.
- The decrease in June sales may be attributed to the school off-season and increased customer adoption of alternative payment options, such as the Vamos Mobility app, cash fare on buses, and purchases at the Customer Service window.
- Despite the decrease, Downtown FVMs remain in the top 10 performers, likely due to continued heavy foot traffic in the area during the weekday.
- Also, the number of discount tickets sold has also decreased compared to last year.

On Time PMI Performance (June 24 - June 25)



This Graph displays 13 months of On-Time Preventative Maintenance Inspection Performance (PMI) for the Metro and County fleets. Metro and County have shown improvement over the last 13 months, and for the previous five months, we have maintained 100% On-Time Performance for our PMIs.

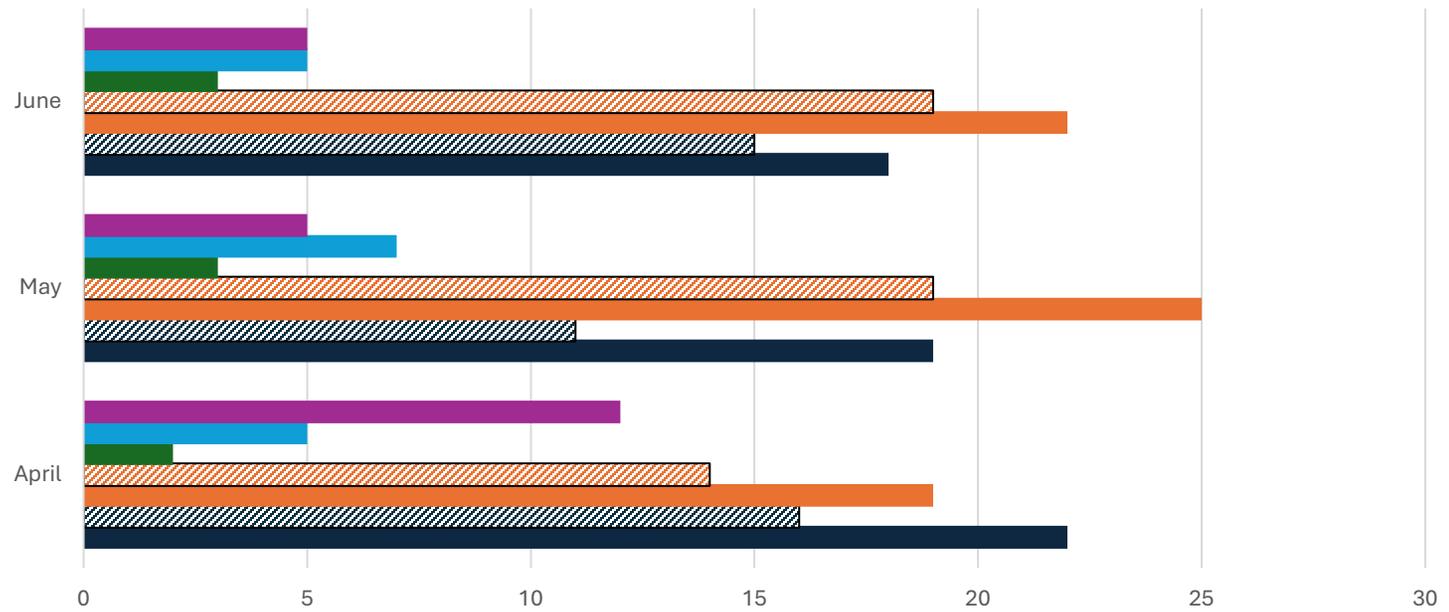
John Van Camp, Maintenance Superintendent
 Page 1 of 6



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

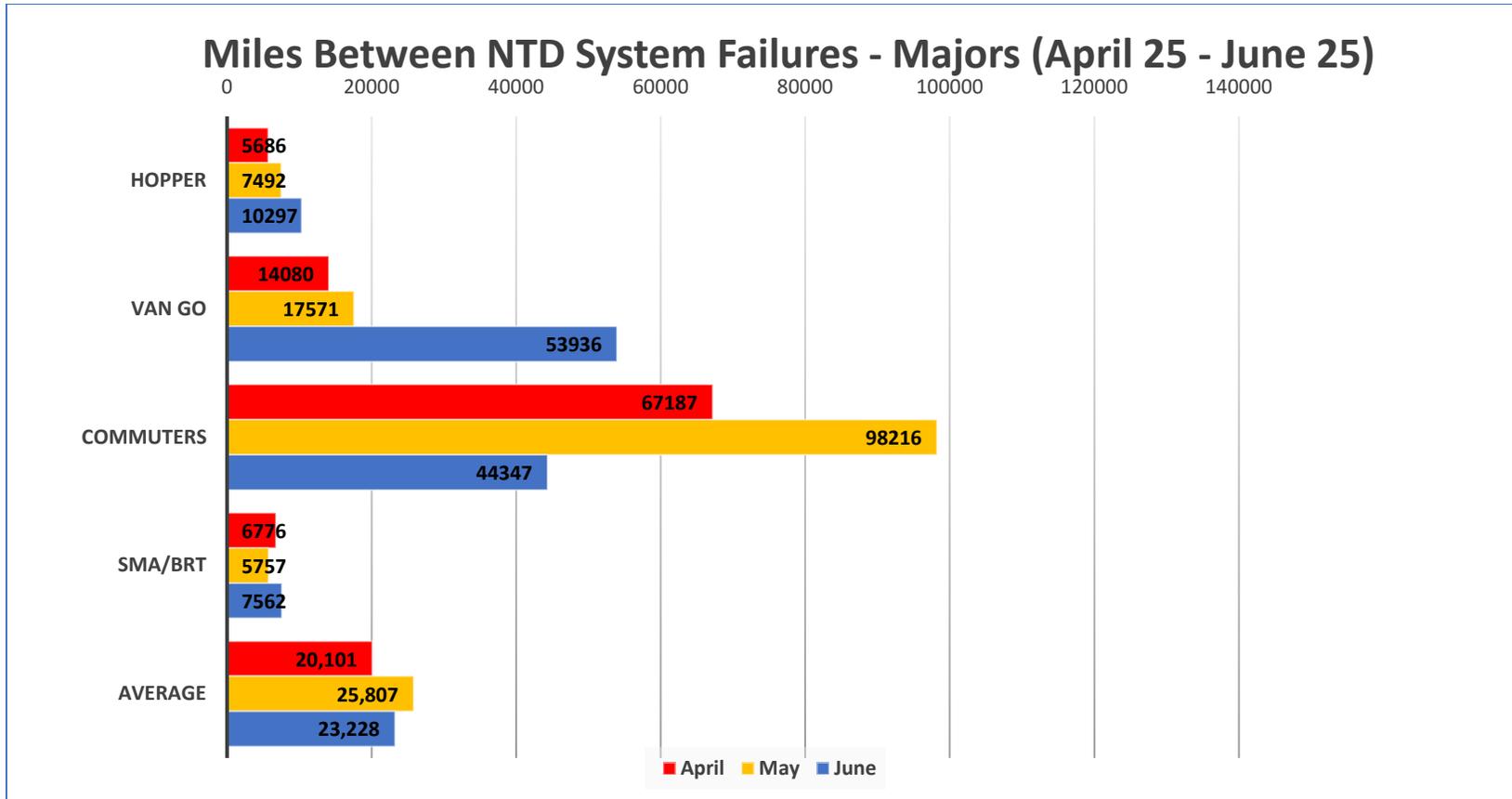
Currently, three Proterra buses are indefinitely out of service due to a lack of manufacturer support and unavailable parts. We have also had three Gillig BEBs at the Cummins service location for battery pack replacement, which has impacted actual mileage.

Buses Down > 5 Days (April 25 - June 25)

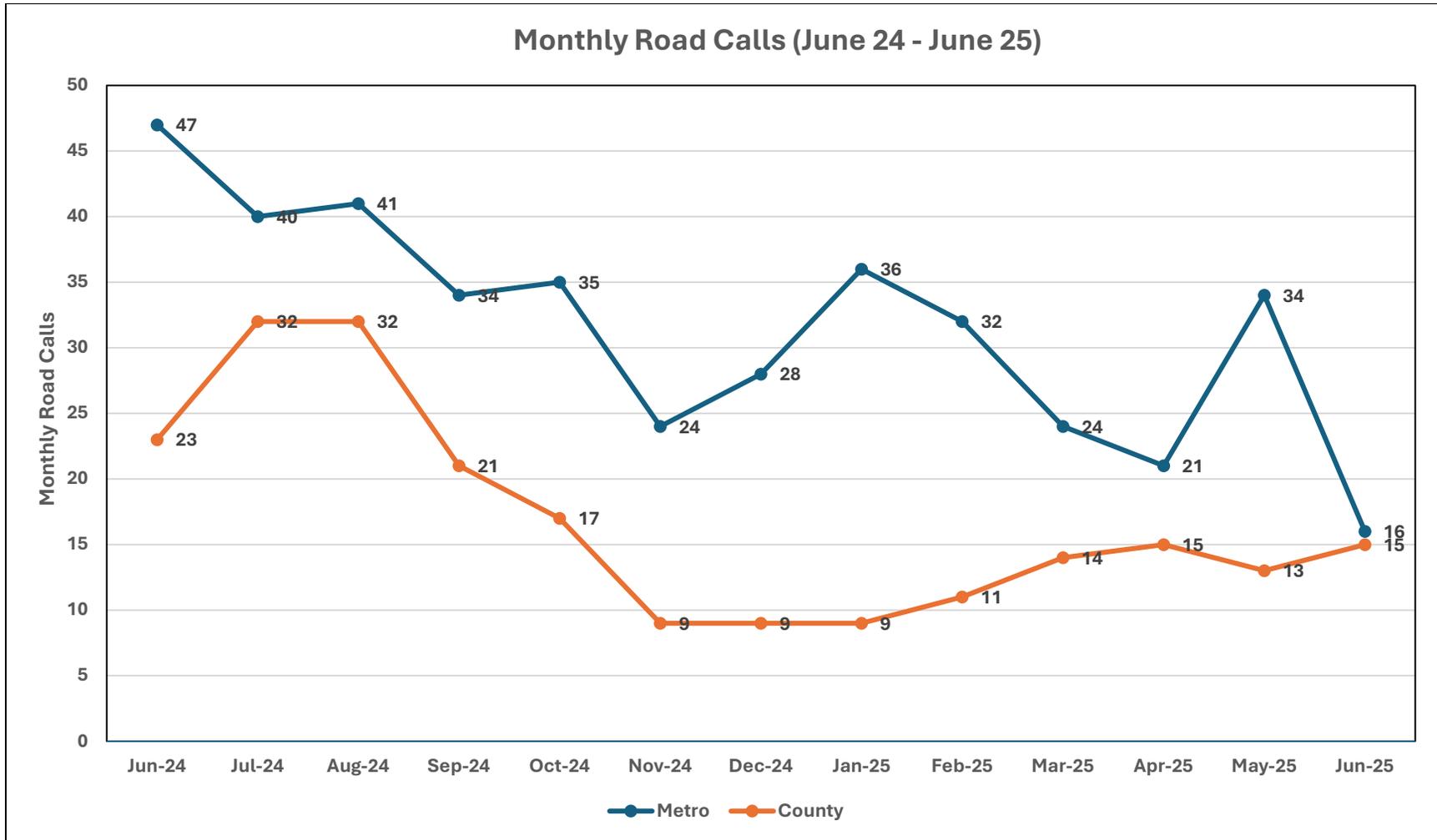


	April	May	June
■ Gillig BEB	12	5	5
■ Proterra BEB	5	7	5
■ New Flyer ZEB	2	3	3
▨ Waiting On Parts (Metro)	14	19	19
■ Metro	19	25	22
▨ Waiting On Parts (County)	16	11	15
■ County	22	19	18

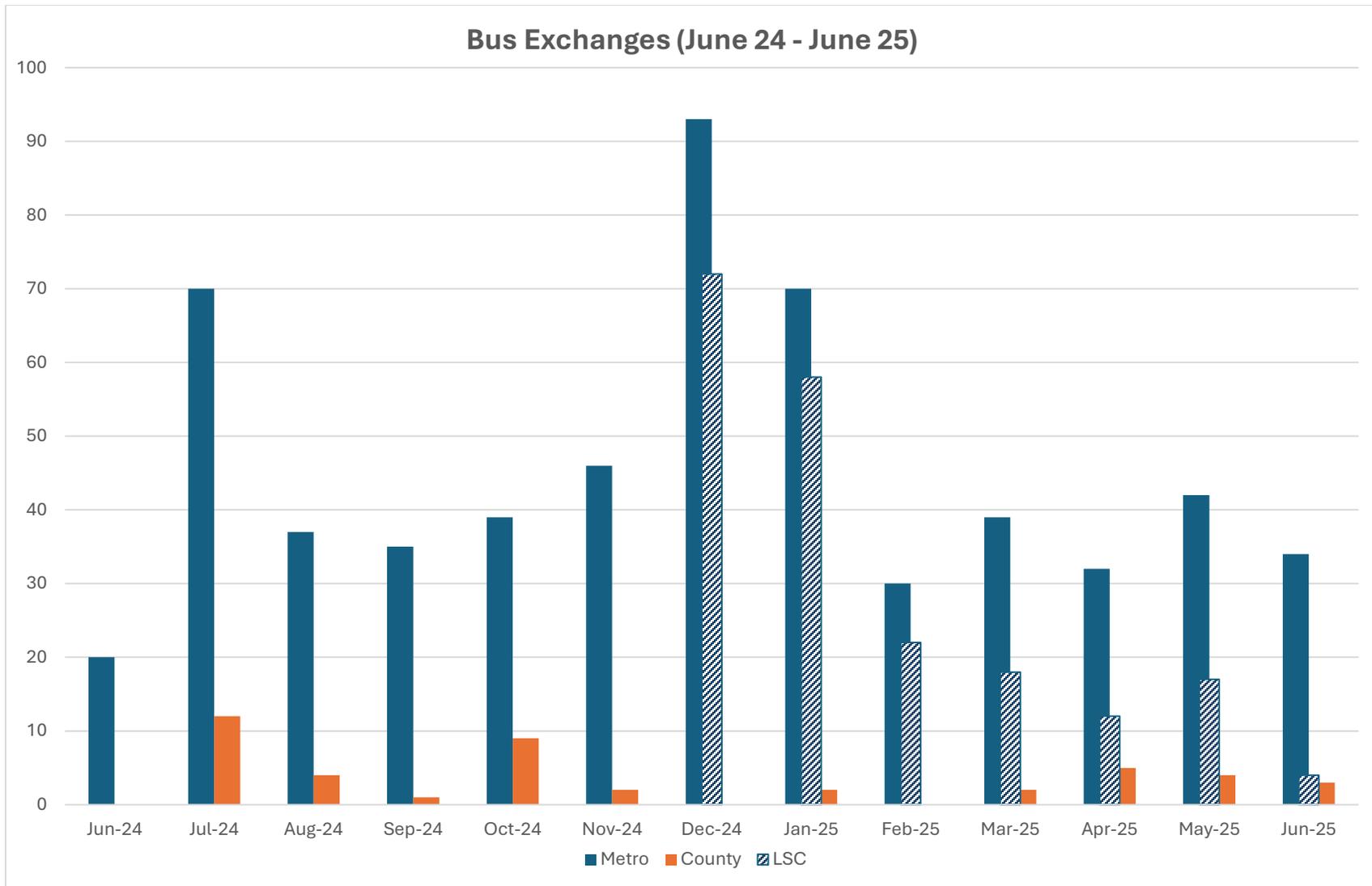
This graph shows the total number of buses that were down for more than five days in a month from April to June 2025. For January, we added a shaded bar showing the number of buses down due to a lack of parts.



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

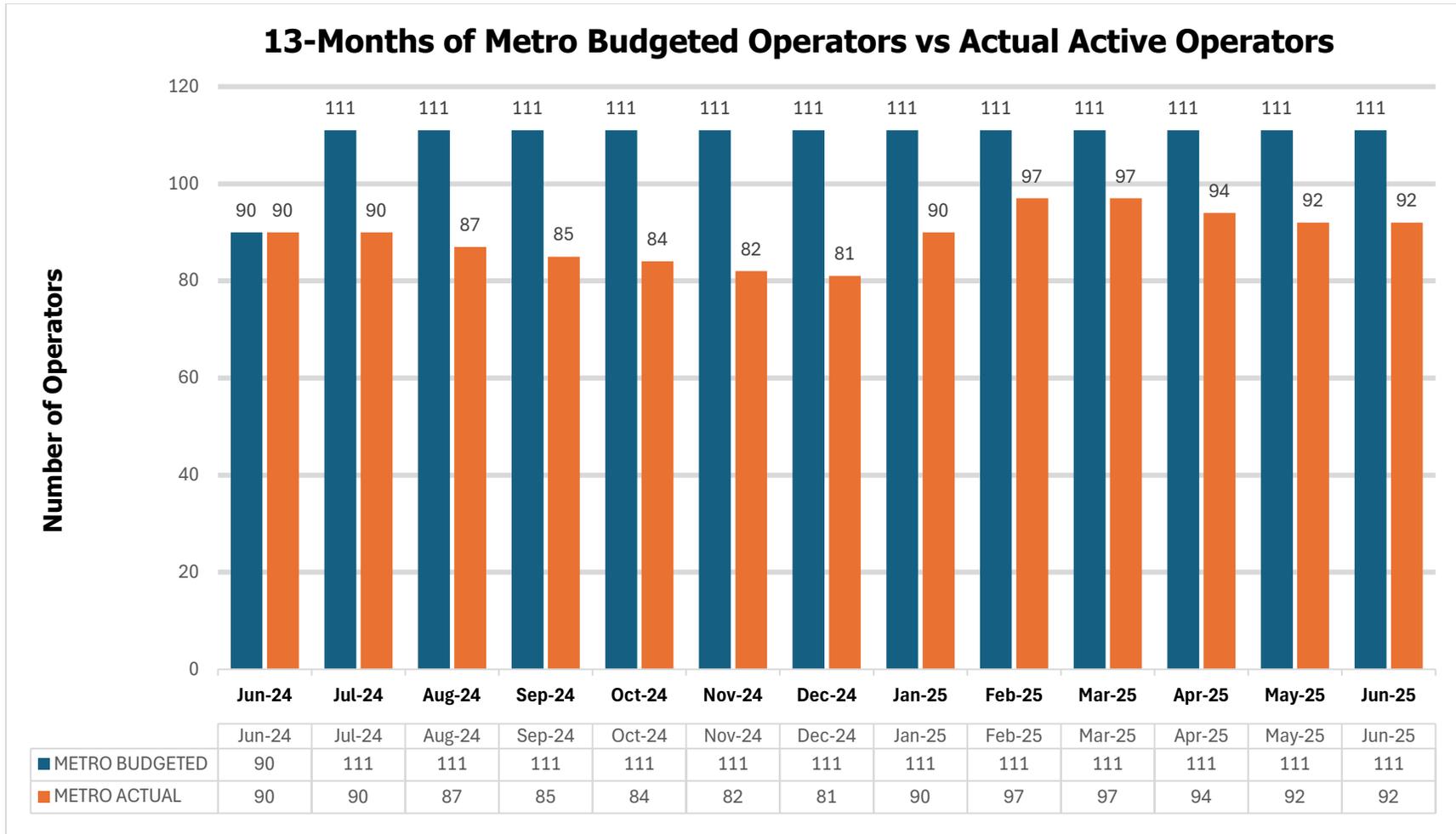


The total number of Metro and County Road Calls is shown by month from June 2024 – June 2025. Metro shows a decrease in road calls this month. With the increase in temperature, we had seen a high number of heat-related issues in May. We have increased the A inspections to weekly from biweekly, which has also improved road calls.

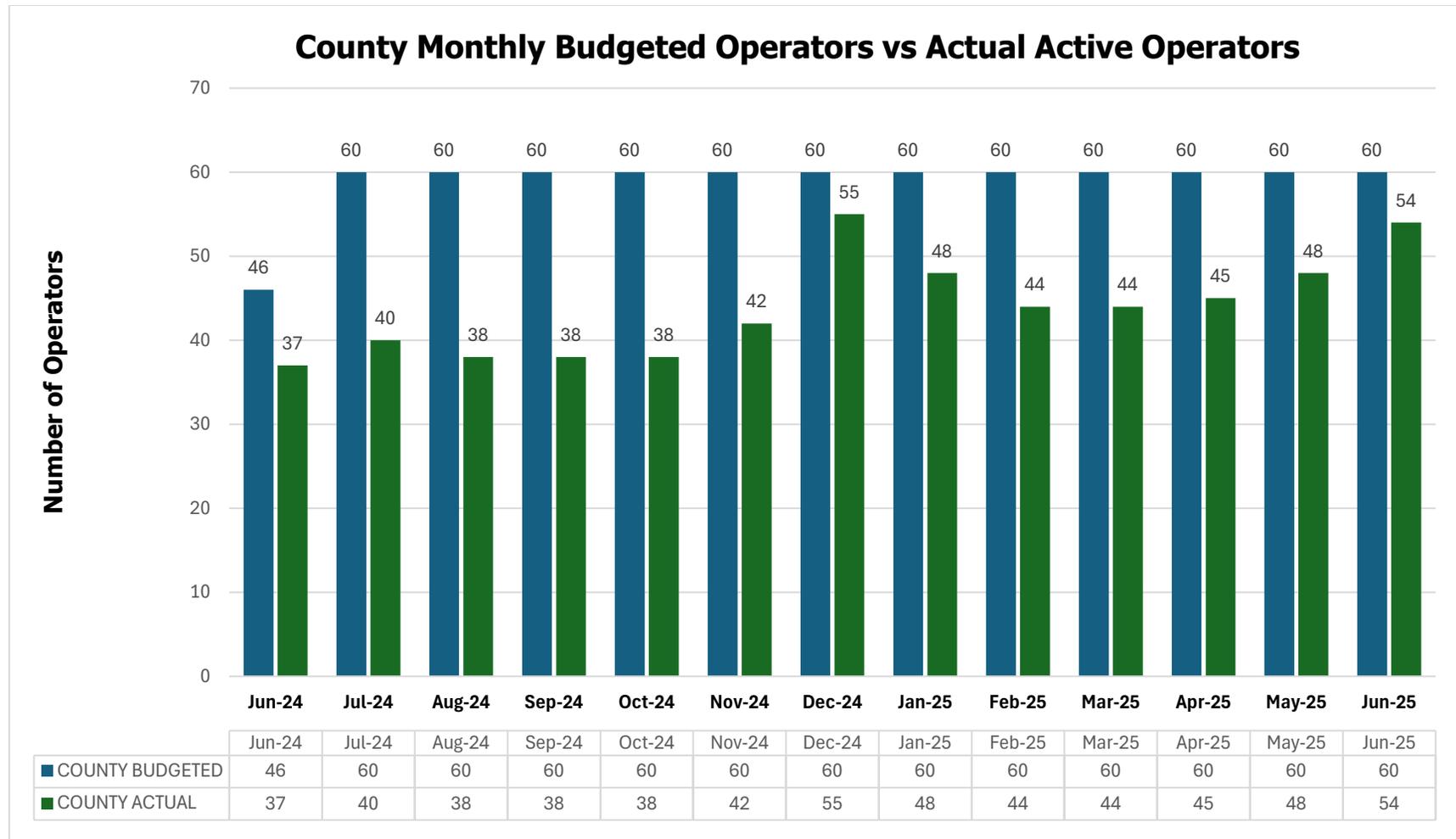


The bar graph shows Metro and County Bus Exchanges for the past 12 months. We have added a shaded bar showing bus exchanges due to the Low State of Charge (SOC).

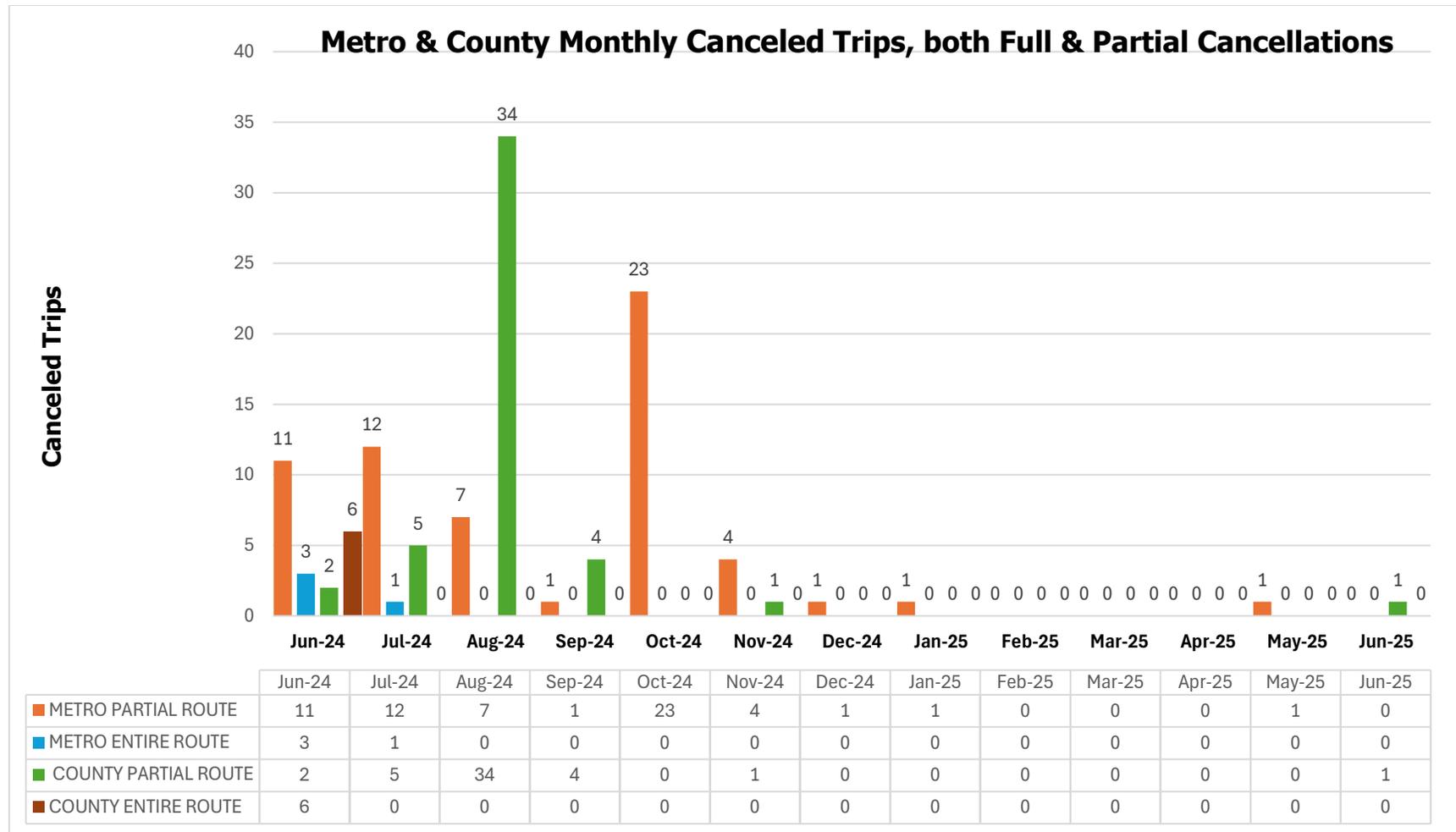
Maintenance is still working with Operations to reduce the number of bus exchanges due to low SOC.



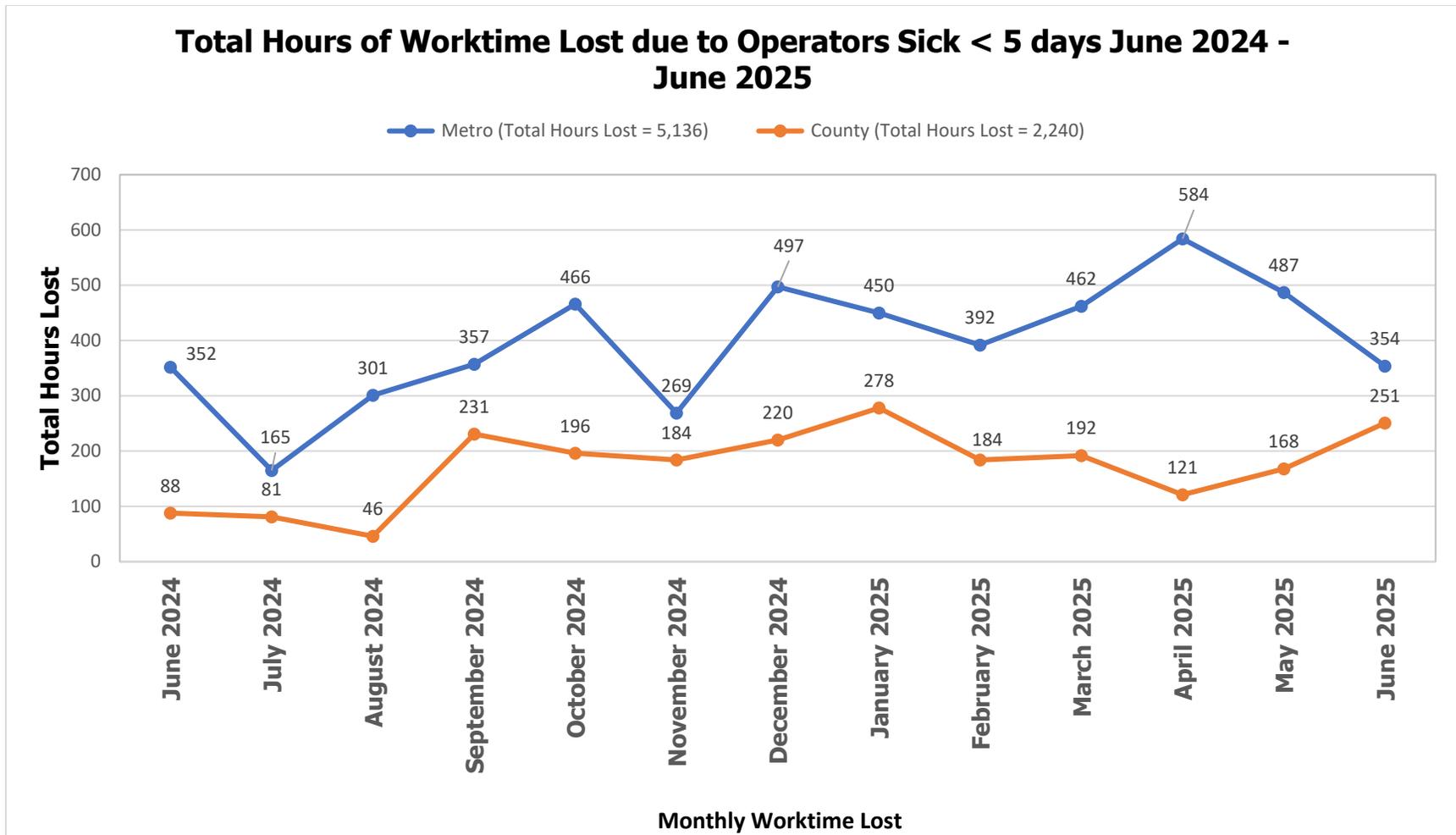
- This chart shows the budgeted number of operators compared to the number of active operators monthly.
- The number of active operators stabilized last month. We diligently train and recruit to meet our budgeted goal.



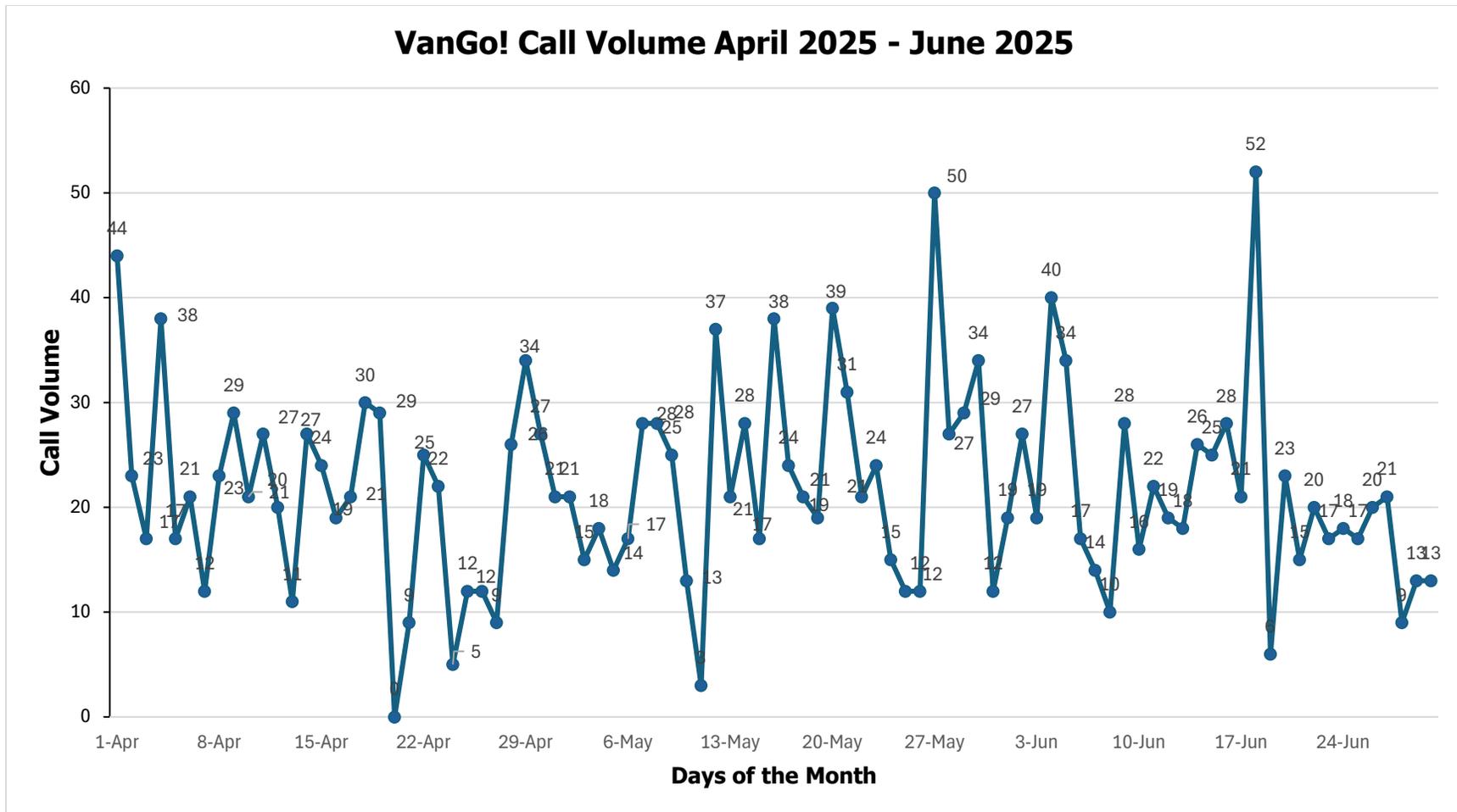
- This chart shows the budgeted number of operators compared to the number of active operators monthly.
- County active operators have been increasing over the past few months. Once we meet our budgeted goal in the County Division, we will transfer operators to the Metro Division.



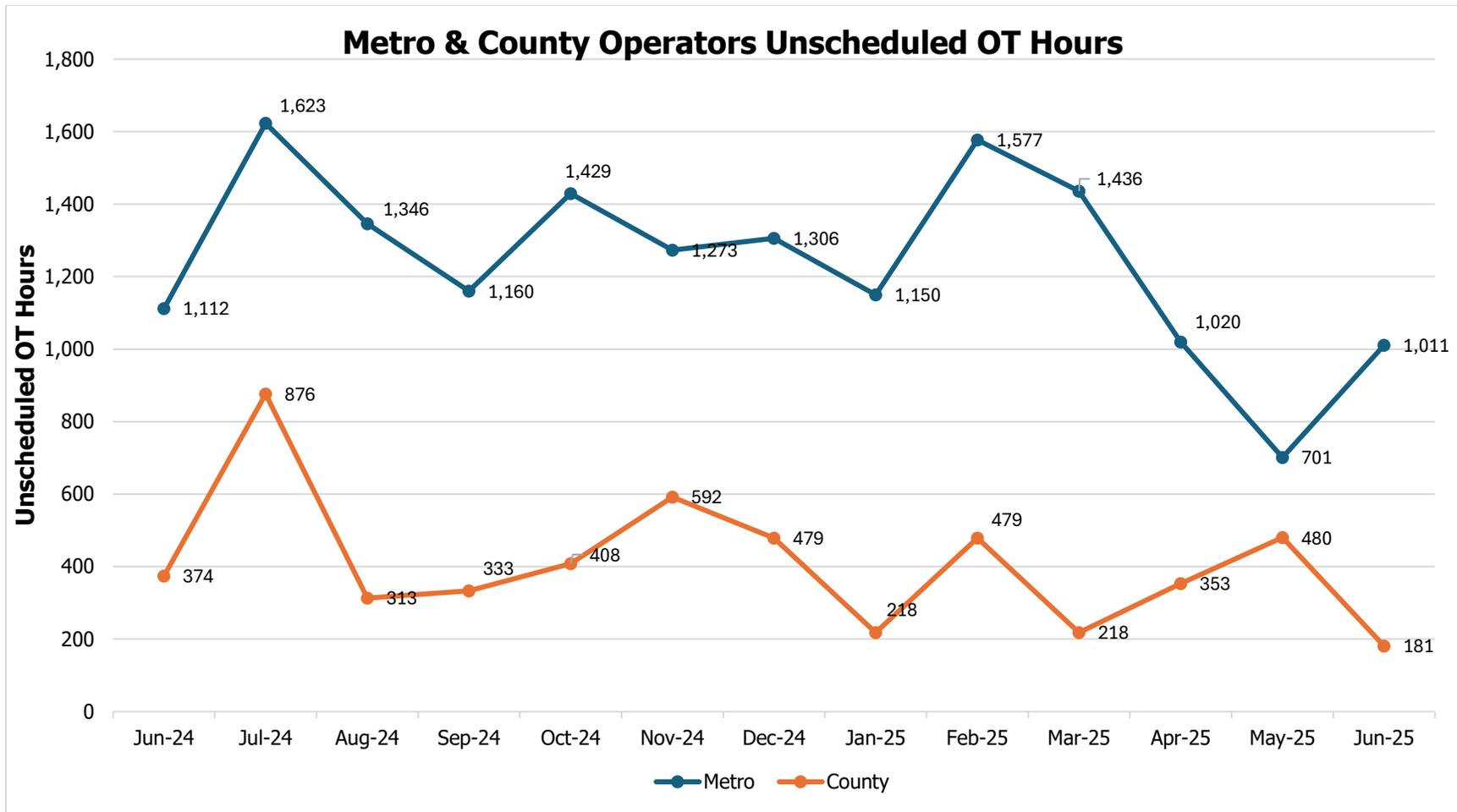
- This chart shows both full and partial trip cancellations monthly.
- Two partial trips have been canceled since January 2025 due to external factors, not the fault of RTD



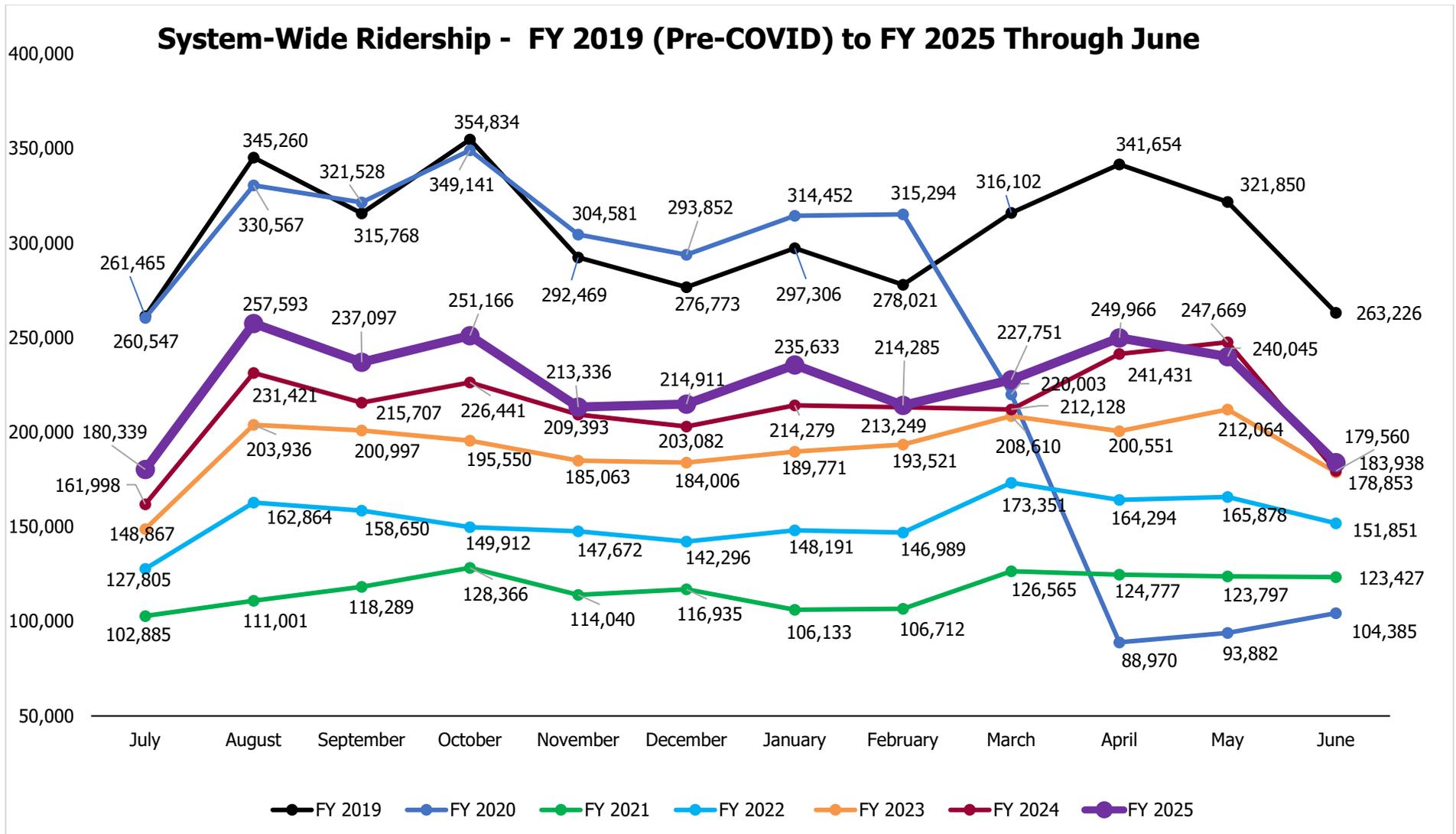
- This chart shows 13 months of work time lost due to operators being sick for less than 5 days.
- In June 2025, the County Division experienced an increase in work time loss due to operators being out sick for fewer than five days, while the Metro Division saw a decrease in such losses. The worktime lost at the County Divisions increased, while trainees released into solo revenue helped absorb the impact.



- This chart shows the daily VanGo! Call volume from April to June 2025.
- We have noticed constant call volume over the past three months. To help keep call volume manageable, we continue to promote the Ecolane Application.

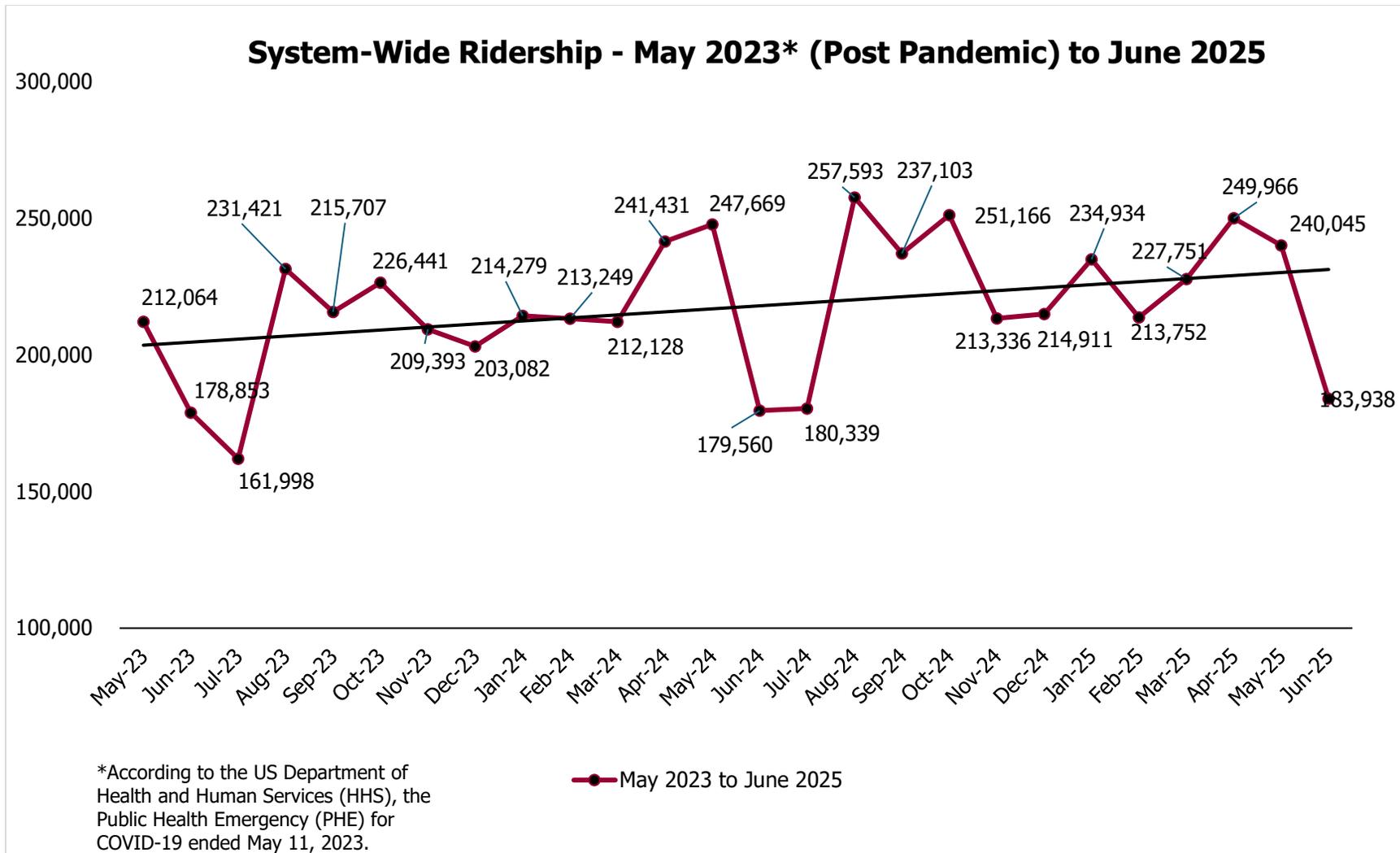


- This chart shows the number of unscheduled overtime hours worked by operators over the past thirteen months.
- The decrease in unscheduled overtime in the County Division is a positive development. The Metro Division's unscheduled overtime increased from last month but has decreased overall over the past year.



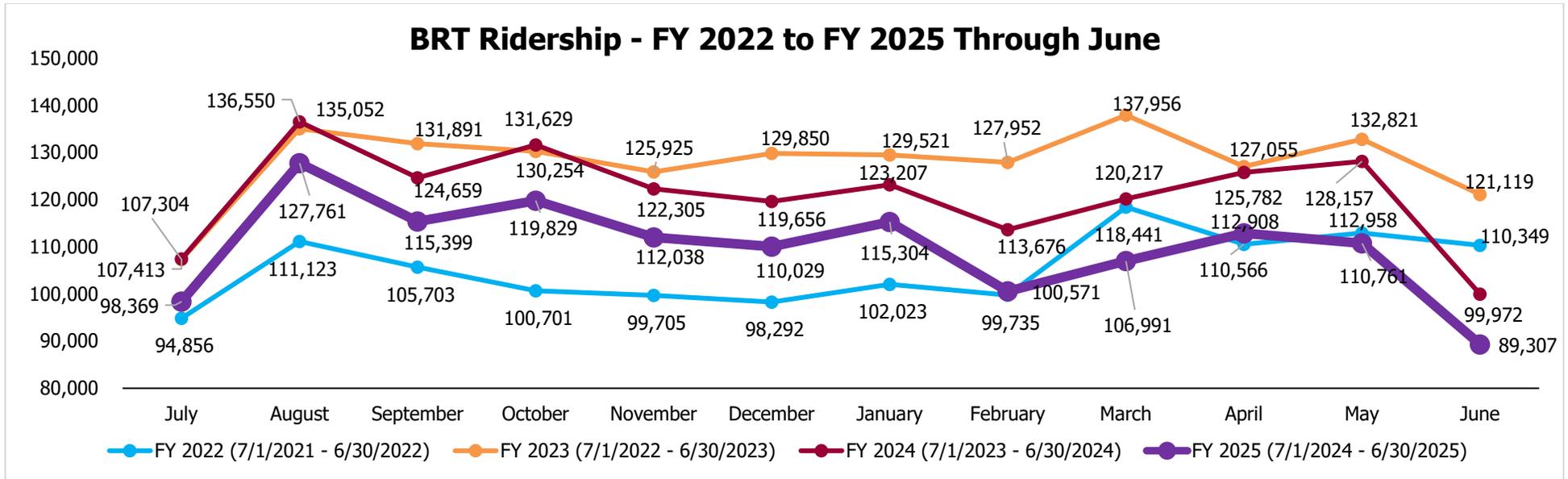
Notes - System-Wide Ridership – FY 2019 (Pre-COVID) to FY 2025

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



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

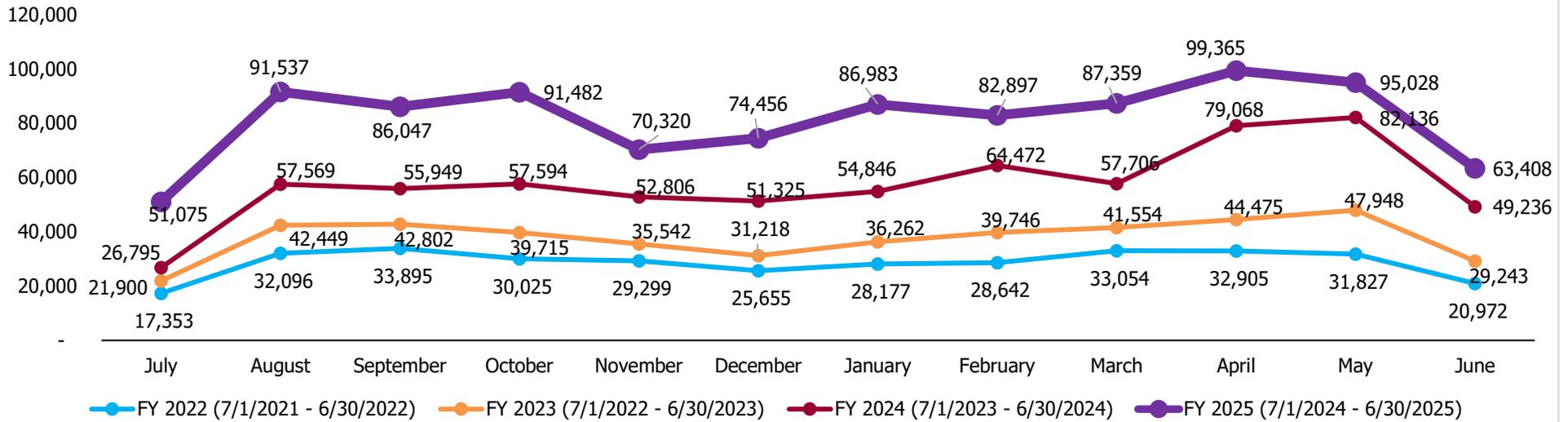
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Oct 23 (FY 24)	SUSD Fall Break (one week)
Nov 23 (FY 24)	SUSD Thanksgiving Break (one week)
Dec 23 & Jan 24 (FY 24)	SUSD Winter Break (two weeks)
Jan 24 (FY 24)	Implemented 30-minute frequency all day on Routes 545, 555, 566, 576, 578, and 580 and the new Route 40 Local.
Feb 24 (FY 24) - May 24 (FY 24)	Missed service due to personnel shortage.
Apr 24 & May 24 (FY 24)	System-wide revenue hours increased by 17.7%. From January, ridership increased by 12.7% in April and 15.6% in May.
Jun 24 (FY 24)	SUSD Summer Break. Discontinued Commuter Route 120
Jul 24 (FY 25)	SUSD Summer Break
Aug 24 (FY 25)	School resumed. Due to the increased frequency of the SMA local routes and the establishment of Route 40 Local, data shows that ridership is shifting to the SMA local routes. However, system-wide ridership has increased overall. It increased by 21,321 (9%) in August 2024 compared to August 2023.
Sept 24 (FY 25)	Labor Day, no service. SUSD was off for a total of 3 days.
Oct 24 (FY 25)	SUSD Fall Break (one week), no holidays
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BRT Notes

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

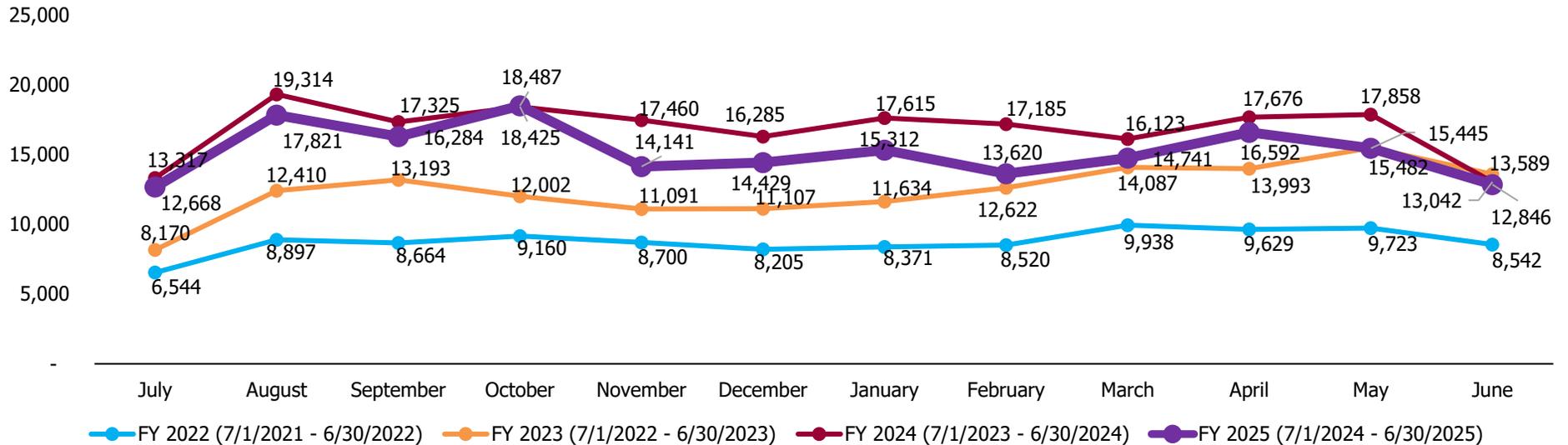
SMA Fixed Routes Ridership - FY 2022 to FY 2025 Through June



SMA Fixed Routes Notes

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

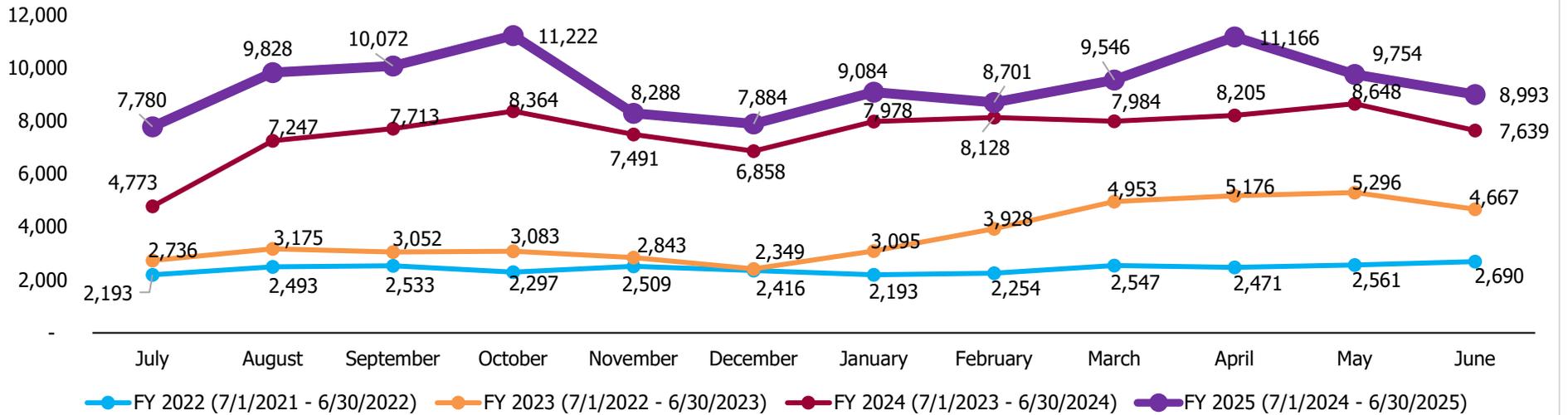
Metro Hopper Ridership - FY 2022 to FY 2025 Through June



Metro Hopper Notes

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

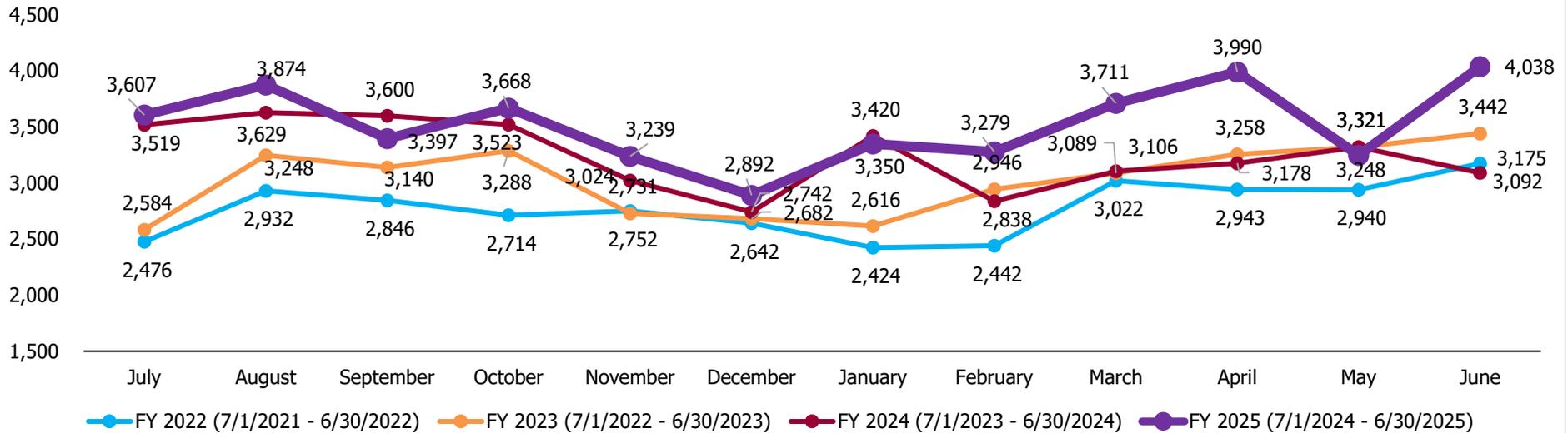
County Hopper Ridership - FY 2022 to FY 2025 Through June



County Hopper Notes

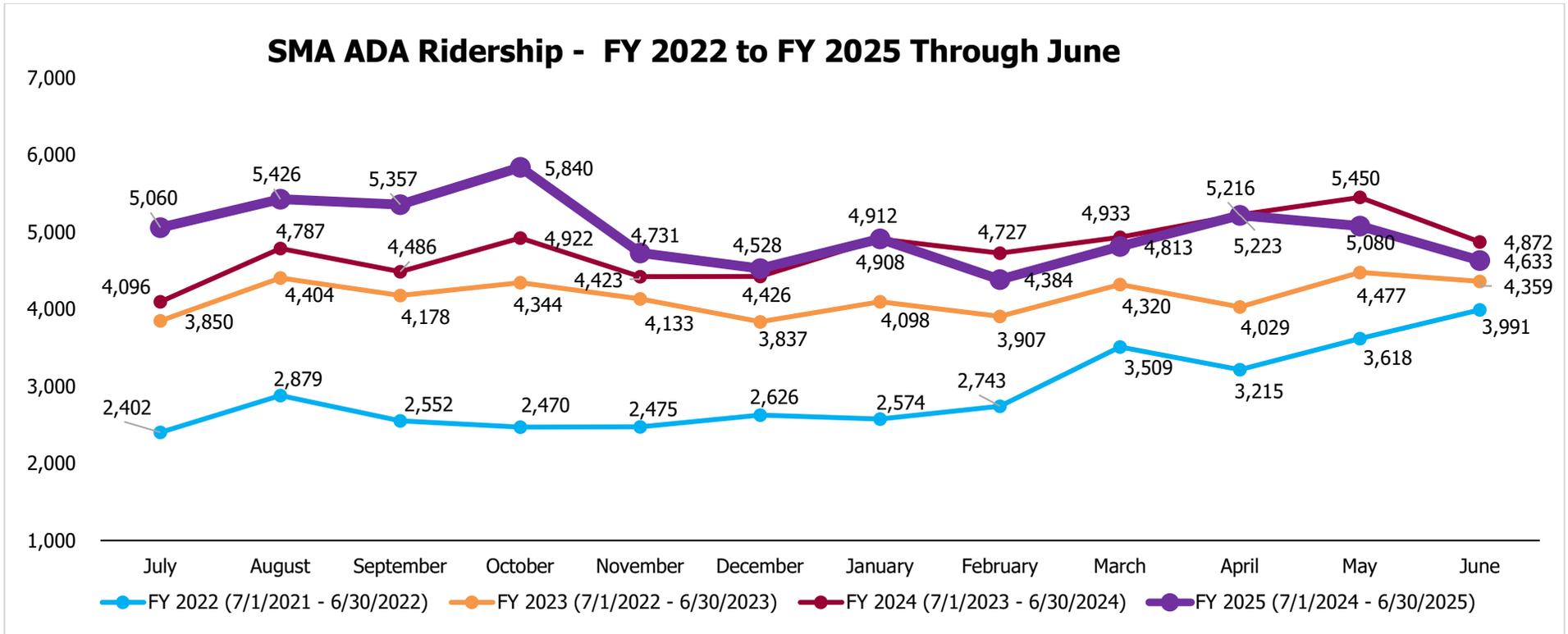
Period	Description
Jul 23 (FY 24)	Extended certain trips on County Hopper routes to serve the Downtown Transit Center (DTC) and Mall Transfer Station (MTS).
Mar 24 (FY 24)	Missed service due to personnel shortage.
Jun 24 (FY 24) - Jul 24 (FY 25)	SUSD Summer Break
Aug 24 (FY 25)	SUSD start of school year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

Commuter Ridership - FY 2022 to FY 2025 Through June



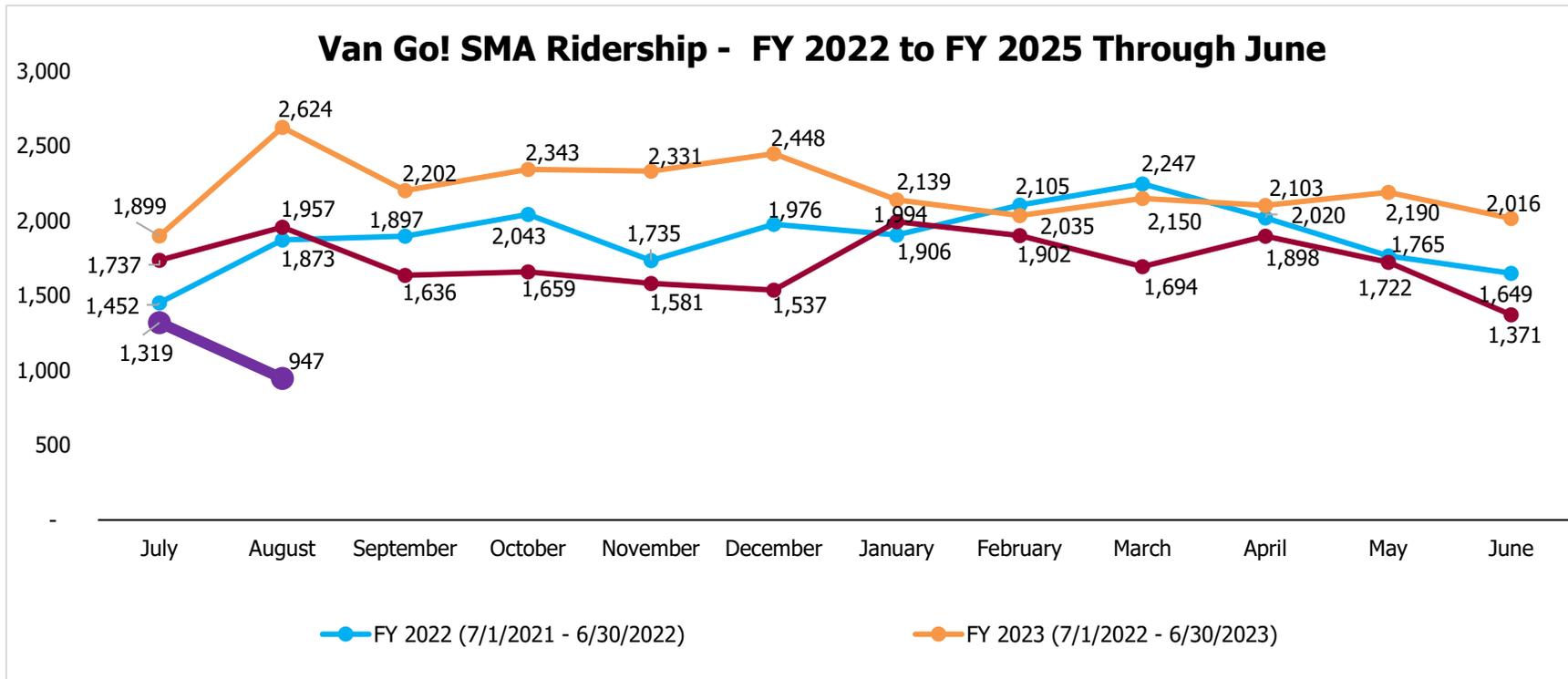
Commuter Notes

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



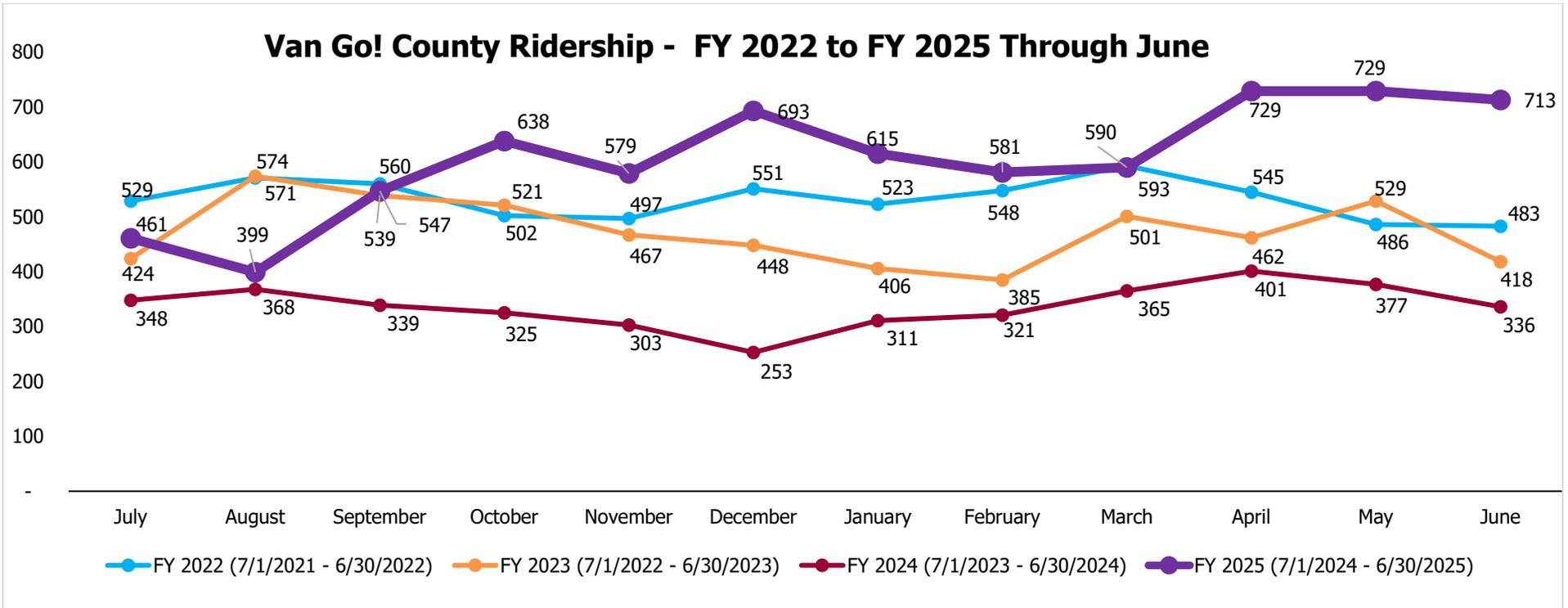
SMA ADA Notes

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



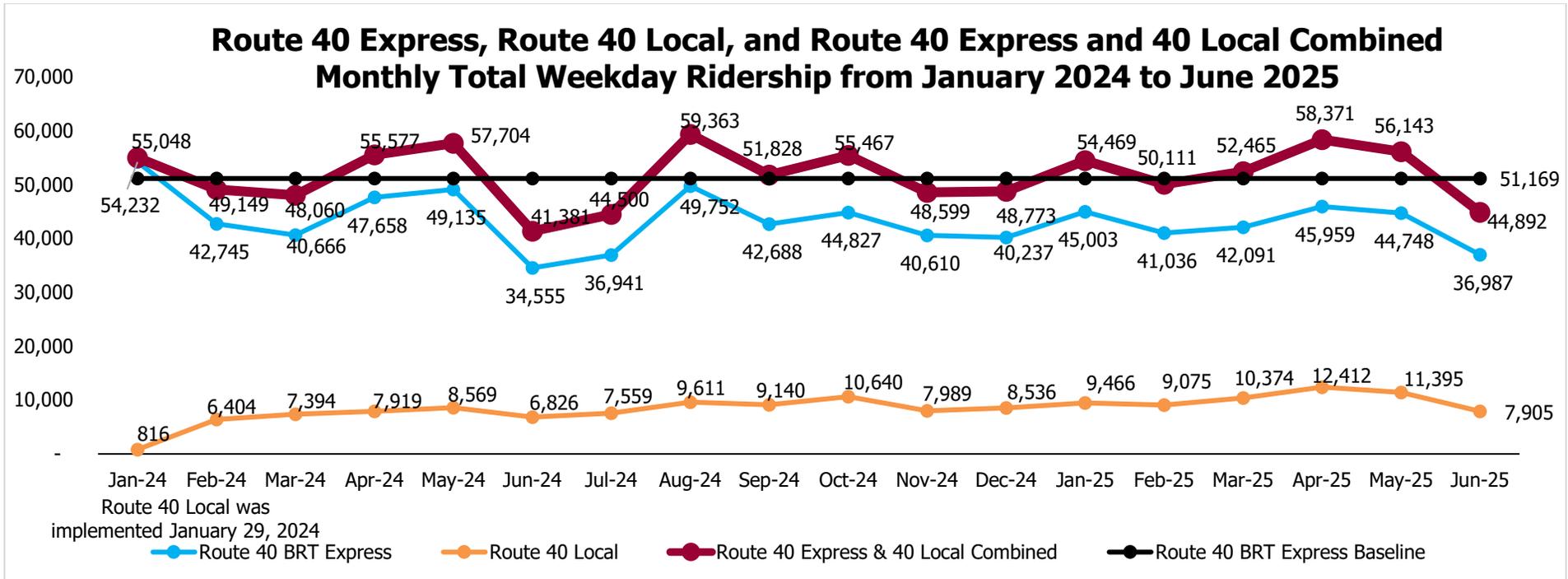
Van Go! SMA Notes

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



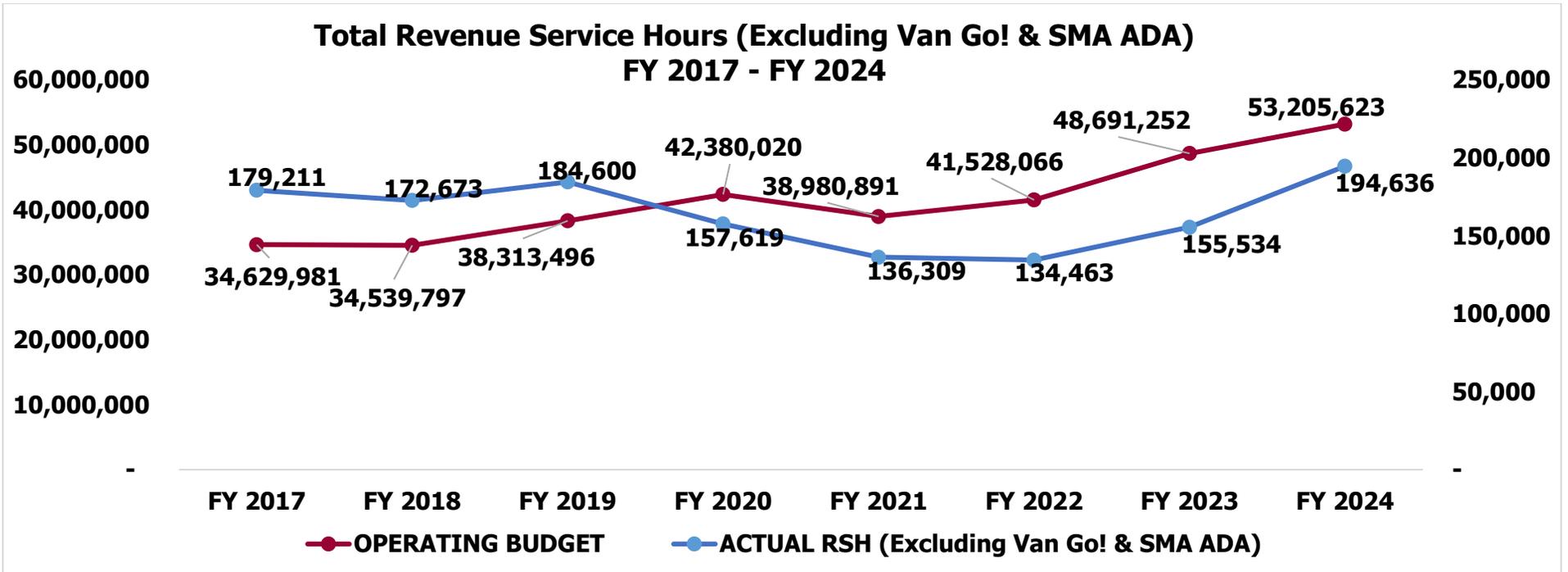
Van Go! County Notes

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



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

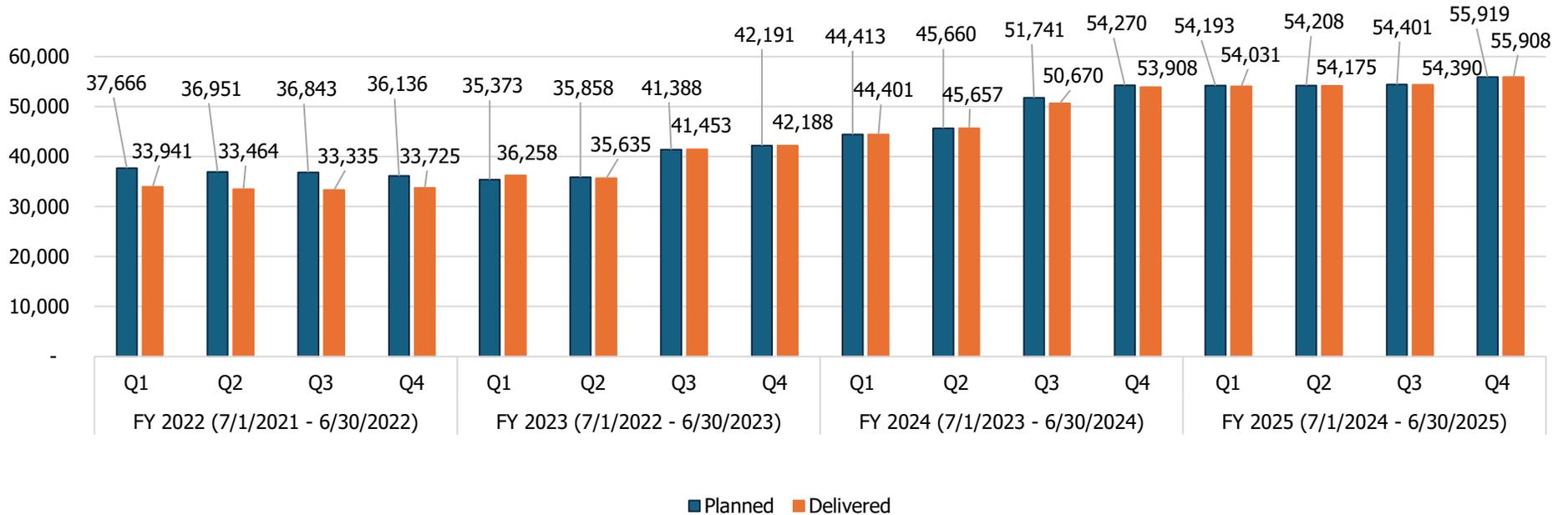
Period	Description
Jan 24 (FY 24)	Implemented the new Route 40 Local on January 29, 2024.
Feb 24 – Apr 24 (FY 24)	Missed service due to personnel shortage.
Jun 24 (FY 24)	SUSD Summer Break. Baseline Ridership is the average monthly of the first half of FY 2024. It does not account for the lower ridership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



Notes:

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

Revenue Service Hours Planned vs Revenue Service Hours Delivered per Quarter - FY 2022 to FY 2025 Through June (Excluding Van Go! & SMA ADA)



Notes:

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

**FY 2024 & FY 2025 Through June
 Passenger Per Revenue Hour (PPRH) by Route**

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

**FY 2024 & FY 2025 Through June
 Passenger Per Revenue Hour (PPRH) by Route**

Weekday - Continued

Route	FY 2024 Quarterly PPRH				FY 2025 Quarterly PPRH			
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Metro Hopper								
6	8	9	10	9	9	9	9	8
5	10	9	9	8	7	8	7	8
2	6	6	7	6	7	7	6	6
1	6	6	6	6	6	6	6	6
4	9	10	9	8	7	8	7	6
3	5	5	5	6	5	5	5	5
9	5	5	5	5	5	4	4	4
County Hopper								
93	8	8	7	7	8	8	7	8
90	5	7	6	6	7	7	7	7
91	3	3	3	3	4	4	4	4
95	2	2	2	2	3	3	3	3
97	1	1	1	2	2	2	2	2
Commuter								
150	6	5	5	5	6	5	6	6
163	3	2	2	2	3	2	2	2
120	5	4	4	4				
Demand Response (Paratransit)								
SMA ADA	3	2	2	2	2	2	2	2
Mobility on Demand								
Van Go	2	1	2	2	1	1	1	1

**FY 2024 & FY 2025 Through June
 Passenger Per Revenue Hour (PPRH) by Route**

Weekend								
Route	FY 2024 Quarterly PPRH				FY 2025 Quarterly PPRH			
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
BRT								
40 L							29	31
43	22	24	26	24	23	25	24	24
47	13	13	16	17	14	14	14	14
44	11	11	12	11	10	9	8	9
49	6	5	6	5	4	3	4	5
40	41	43	52	45	43	44	46	
SMA Fixed Route								
710	12	12	11	13	13	11	11	13
715	6	7	8	8	9	8	9	8
720	5	5	4	6	5	4	5	6
725	5	5	4	4	5	4	5	6
745	4	4	4	4	5	5	5	5
793							2	3
797							1	2
Commuter								
150	3	3	3	3	3	4	3	4
Demand Response (Paratransit)								
SMA ADA	3	2	2	2	2	2	2	2
Mobility on Demand								
Van Go	2	2	2	2	1	1	1	1

Notes:

Period	Description
FY 24 Q1	In July 2024, RTD implemented a 30-minute frequency all day on Routes 510, 515, 520, 525 and extended certain trips on County Hopper routes to serve the Downtown Transit Center (DTC) and Mall Transfer Station (MTS).
FY 24 Q2	SUSD fall, Thanksgiving, and winter breaks.
FY 24 Q3	In January 2024, RTD implemented a 30-minute frequency all day on Routes 545, 555, 566, 576, 578, and 580 and the new Route 40 Local. In March 2024, RTD had missed service due to the system failure.
FY 24 Q4	SUSD summer break in June.
FY 25 Q1	SUSD summer break in July. School resumed in August 2024.
FY 25 Q2	SUSD Fall Break (one week) in October, Thanksgiving Break (one week) plus two additional days off in November, Winter Break (One and a half weeks) in December.
FY 25 Q3	SUSD Winter Break (three days) and no service on New Year's Day. Less operating days in February. SUSD Spring Break (one week).
FY 25 Q4	No service on Easter Sunday, SUSD off on Memorial Day, SUSD last day of school May 29. June 2025 - SUSD Summer Break.

**San Joaquin County Regional Data
 FY 2023**

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

Based on 2023 NTD Data

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

Latest available data as per NTD

Procurement Department Key Performance Indicators (KPI's)

KPI (Monthly/ Quarterly Count)	Jul-24	Aug-24	Sep-24	1Q25	Oct-24	Nov-24	Dec-24	2Q25	Jan-25	Feb-25	Mar-25	3Q25	Apr-25	May-25	Jun-25	4Q25
Number of Procurements in Process (ALL Requests) - Current Requisitions/ Projects (Monthly Total)	316	360	243	919	278	251	224	753	259	309	227	795	298	626	232	1,156
Number of Informal Procurements out for Bid - MSE and Services (Monthly Total)	313	354	237	904	272	248	177	697	187	210	179	576	219	239	191	649
Number of Informal Procurements Completed - MSE and Services (Monthly Total)	300	325	237	862	272	247	185	704	200	217	197	614	219	239	191	649
Number of Formal Procurements Solicitations Solicited - MSE and Services (Monthly Total)	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	2
Number of Formal Procurements Awarded - MSE and Services (Monthly Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Non-Revenue Vehicles Currently Awaiting Delivery (End of Month)	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Non-Revenue Vehicles Accepted (Monthly Total)	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Revenue Vehicles Currently Awaiting Delivery (End of Month)	0	0	7	7	7	7	7	7	0	0	0	0	0	0	9	9
Revenue Vehicles Accepted (Monthly Total)	3	0	0	3	0	0	0	0	0	0	7	7	0	0	0	0

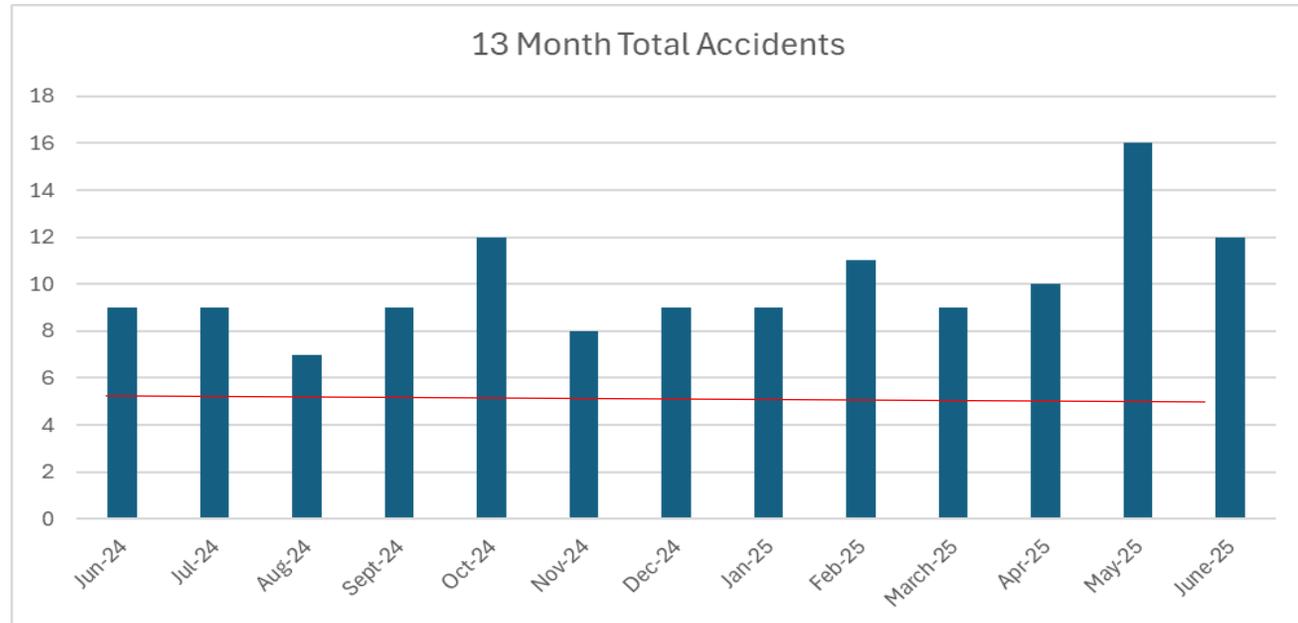
NOTE: This chart shows the total number of purchase requests, divided into informal and formal processes and the vehicles ordered and accepted.

FY 25 Quarter 4 Fare Evasion

FY25	Correct Fare Paid	Number of Riders without Fares	Improperly Used Discount Fare	Number of Partial Fare Paid
Quarter 4 (Apr-Jun)	6903	2	186	10

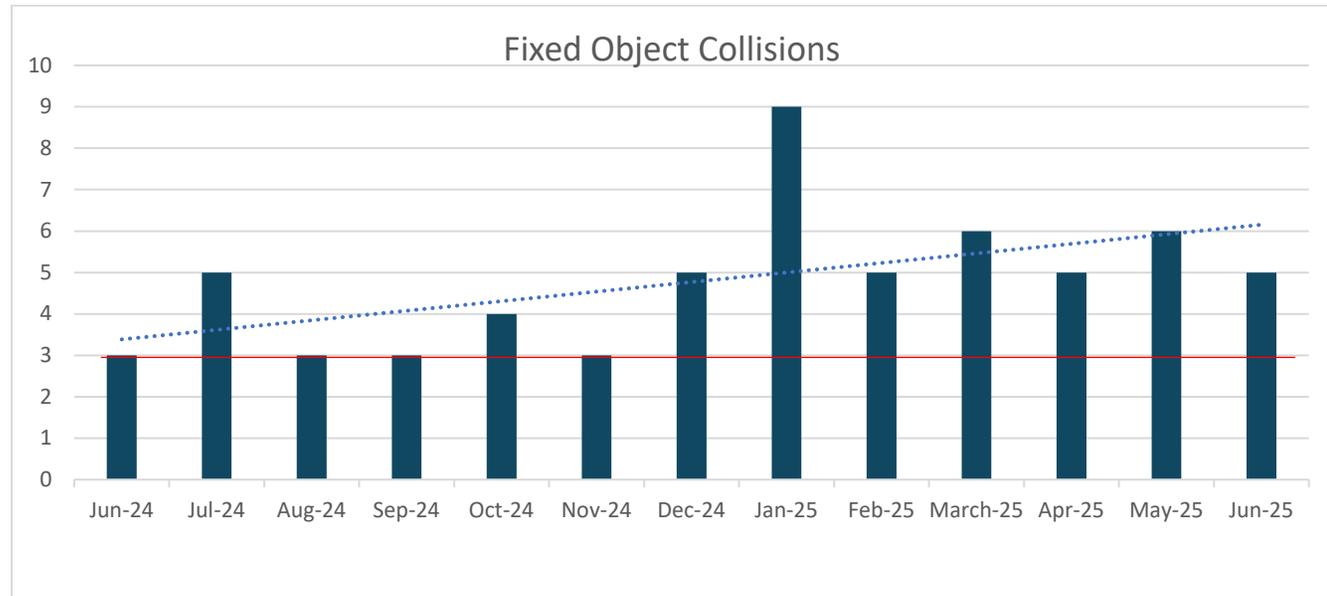
The Fare Evasion data illustrated was observed and recorded by contracted security guards' onboard buses throughout all routes.

Year to Date	
Jun-24	9
Jul-24	9
Aug-24	7
Sep-24	9
Oct-24	12
Nov-24	8
Dec-24	9
Jan-25	9
Feb-25	11
March-25	9
Apr-25	10
May-25	16
June-25	12
Total	130



The blue dotted line is the trend line.
 The red horizontal line is the target goal line.
 The goal is 5 Monthly Total Accidents.

Year to Date	
Jun-24	3
Jul-24	5
Aug-24	3
Sep-24	3
Oct-24	4
Nov-24	3
Dec-24	5
Jan-25	9
Feb-25	5
March-25	6
Apr-25	5
May-25	6
June-25	5
Total	62

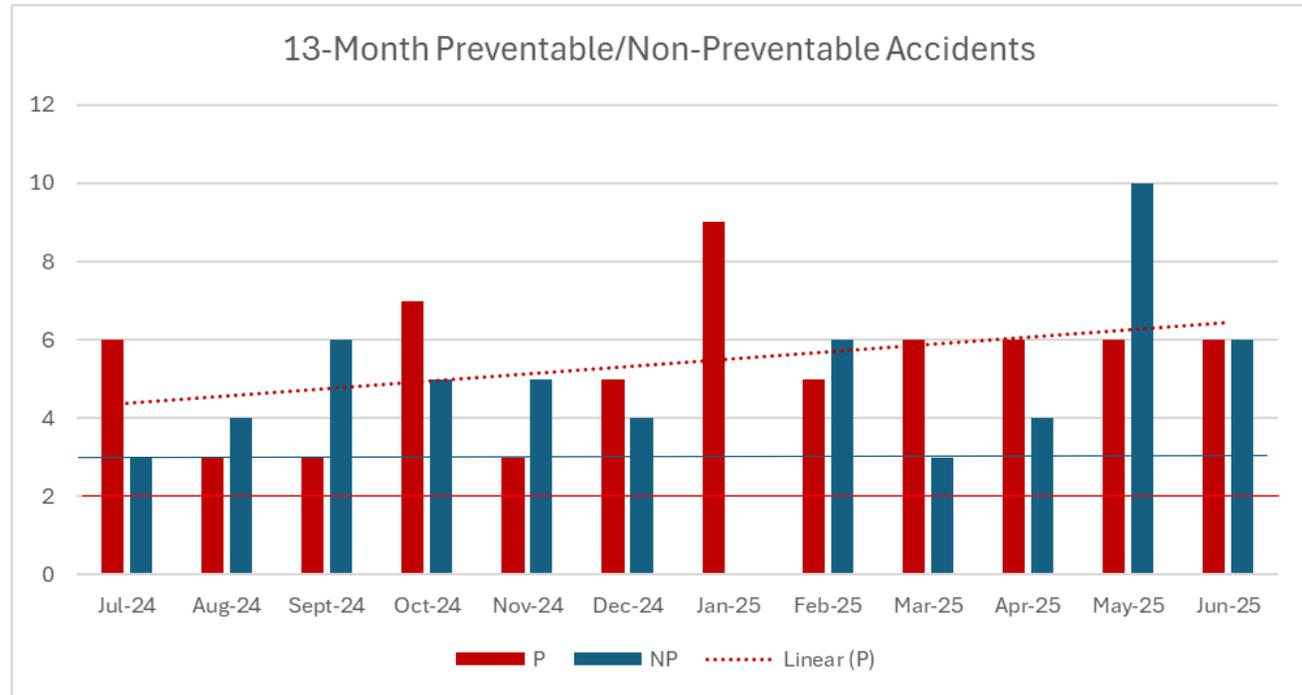


The blue dotted line is the trend line. The red horizontal line is the target goal line. The goal is 3 Monthly Fixed Object Accidents.

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

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

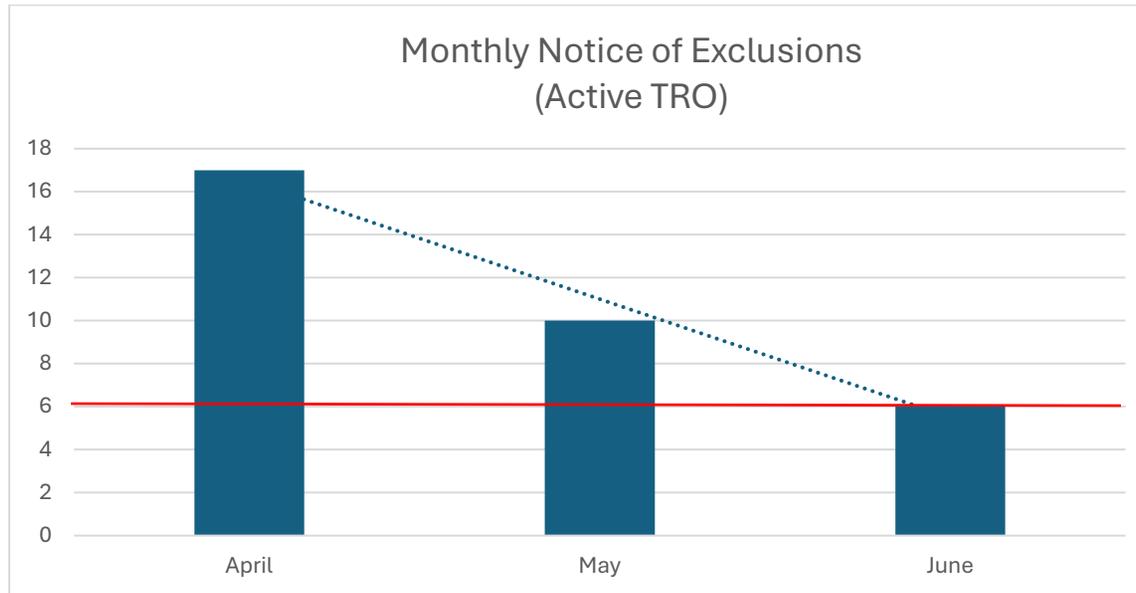
13 Month Preventable/ Non Preventable		
Month	P	NP
Jun-24	4	5
Jul-24	6	3
Aug-24	3	4
Sept-24	3	6
Oct-24	7	5
Nov-24	3	5
Dec-24	5	4
Jan-25	9	0
Feb-25	5	6
Mar-25	6	3
Apr-25	6	4
May-25	6	10
June-25	6	6
Total	69	61



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

The red dotted line is the trend line.
 The goal is 3 Monthly Non-Preventable Accidents.
 The goal is 2 Monthly Preventable Accidents.

FY 25 Q4 Active TROs

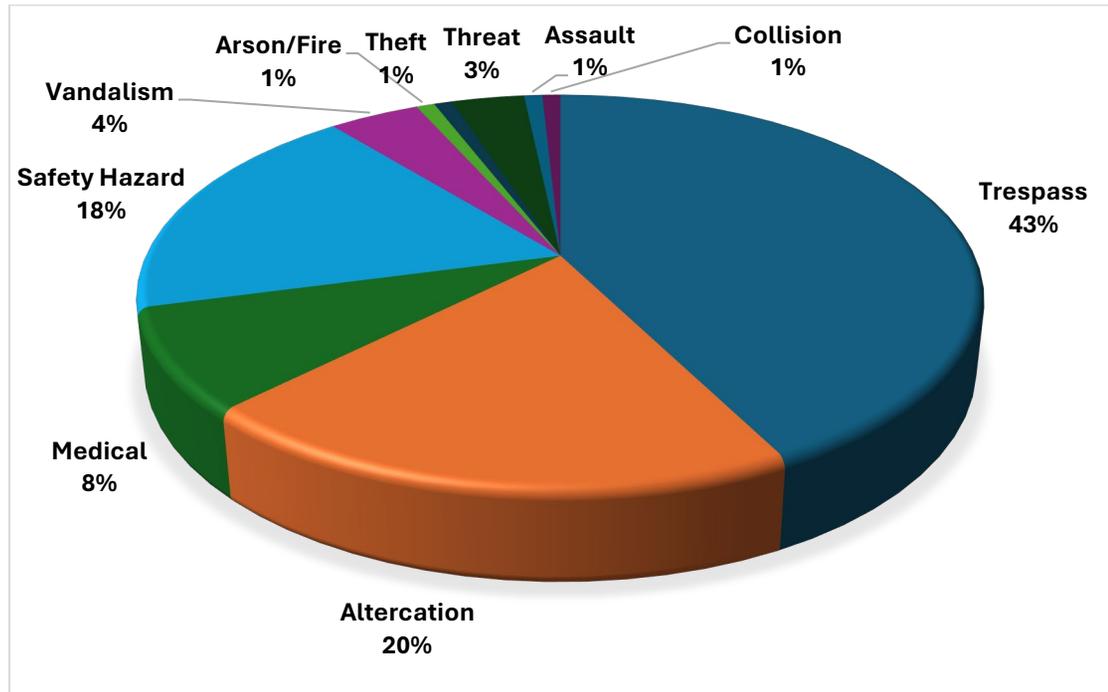


FY 25 Q4 Active TROs	
April 2025	17
May 2025	10
June 2025	6

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

FY 25 Q4 Total Incidents

Type of Incident	Count of Incident
Trespass	51
Altercation	24
Medical	10
Safety Hazard	22
Vandalism	5
Arson/Fire	1
Theft	1
Injury	0
Threat	4
Assault	1
Collision	1



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



LEAD STAFF: ALEX CLIFFORD, CEO

I. RECOMMENDED ACTION

Motion to approve meeting minutes from the June 20, 2025, Regular Board of Directors meeting and the August 7, 2025, Special Board of Directors meeting.

II. SUMMARY

- Staff is providing the June 20, 2025, Regular Board of Directors meeting minutes.
- Staff is providing the minutes of the August 7, 2025, Special Board of Directors meeting.
- 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

IV. 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 June 20, 2025

Attachment B: Draft minutes of the RTD Board of Directors Special Meeting of August 7, 2025

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

X. APPROVAL

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, JUNE 20, 2025

The San Joaquin Regional Transit District (RTD) Board of Directors held a regular meeting at 10:00 a.m. on Friday, June 20, 2025, in the Boardroom of RTD's Downtown Transit Center, 421 East Weber Avenue, Stockton, California.

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

 Alex Clifford, CEO
 Nicole Witt, RTD Legal Counsel
6. PUBLIC HEARING AT 10:00 A.M. OR AS SOON AS POSSIBLE AFTER THE START OF THE BOARD MEETING
 - A. AB 2561 PUBLIC HEARING
Chair Giovanetti called the public hearing to order at 10:02 am.

Director of Human Resources Noël Mink provided a presentation about RTD vacancies and retention and recruitment efforts.

There were no public comments or presentations from RTD's recognized employee organizations.

Chair Giovanetti closed the public hearing at 10:06 am.
7. PUBLIC COMMENTS

No public comments were received.

8. REPORTS

A. CHIEF EXECUTIVE OFFICER UPDATE

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

- SB 125 Funding
- Section 5307 Grant
- Lathrop Transit Study
- APTA Legislative Conference and SJCOG One Voice

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 April Revenue and Expense Summary and Cash Flow Projection.

9. INFORMATION ITEMS

Reports provided for information only:

A. FEDERAL LEGISLATIVE UPDATE

B. STATE LEGISLATIVE UPDATE

10. CONSENT CALENDAR

A. MOTION: APPROVING THE MINUTES OF THE MAY 15, 2025, REGULAR BOARD OF DIRECTORS MEETING

ACTION: MOTION: Michael Restuccia SECOND: Balwinder Singh

Roll Call:

AYES: Giovanetti, Restuccia, Fong, Singh, Castellanos

ABSENT: NAYES: ABSTAIN:

B. MOTION: APPROVING CANCELLATION OF THE REGULAR BOARD MEETING ON JULY 18, 2025

ACTION: MOTION: Michael Restuccia SECOND: Balwinder Singh

Roll Call:

AYES: Giovanetti, Restuccia, Fong, Singh, Castellanos

ABSENT: NAYES: ABSTAIN:

- C. RESOLUTION: AUTHORIZING THE CEO TO PROVIDE A COST-OF-LIVING ADJUSTMENT (COLA) INCREASE TO ALL NON-REPRESENTED EMPLOYEES WHO WERE HIRED OR PROMOTED PRIOR TO MAY 1, 2025, EFFECTIVE JULY 1, 2025

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

- D. RESOLUTION: ADOPTING THE FISCAL YEAR 2026 OPERATING BUDGET IN THE AMOUNT OF \$67,134,552 AND CAPITAL BUDGET IN THE AMOUNT OF \$38,678,577

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

- E. MOTION: ADOPTING THE FISCAL YEAR 2026 STRATEGIC PLAN

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

- F. MOTION: APPROVING AMENDMENT EIGHT OF THE INTERAGENCY AGREEMENT BETWEEN THE CITY OF RIPON AND SAN JOAQUIN RTD FOR OPERATION ASSISTANCE OF RIPON'S TRANSIT SERVICES

Director Restuccia requested to pull this item from the Consent Calendar. This item was considered the first item under Action Items.

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

- G. RESOLUTION: AUTHORIZING THE ADOPTION OF THE FISCAL YEAR 2025 SHORT RANGE TRANSIT PLAN (SRTP)

ACTION: MOTION: Michael Restuccia SECOND: Balwinder Singh
Roll Call:
AYES: Giovanetti, Restuccia, Fong, Singh, Castellanos

ABSENT: NAYES: ABSTAIN:

H. RESOLUTION: AUTHORIZING THE ADOPTION OF THE SAN JOAQUIN COUNTY COORDINATED TRANSPORTATION PLAN

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

I. MOTION: AUTHORIZING THE CEO TO EXECUTE A MEMORANDUM OF UNDERSTANDING WITH THE SAN JOAQUIN COUNTY OFFICE OF EDUCATION (SJCOE) FOR THE IMPLEMENTATION OF THE HIGH SCHOOL STUDENT PASS PROGRAM ON RTD'S LOCAL FIXED ROUTE SERVICE, EFFECTIVE JULY 1, 2025, THROUGH JUNE 30, 2026

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

J. MOTION: AWARDING A CONTRACT TO THE GOODYEAR TIRE & RUBBER COMPANY FOR MILEAGE RENTAL AND SERVICE OF RADIAL TIRES AND WHEELS FOR A THREE YEAR TERM PLUS TWO ONE-YEAR OPTIONS IN A TOTAL CONTRACT AMOUNT NOT TO EXCEED \$1,959,431

CEO Alex Clifford requested to pull this item from the Consent Calendar. This item was considered the second item under Action Items.

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

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

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

L. ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF MAY 2025

ACTION: MOTION: Michael Restuccia SECOND: Balwinder Singh

Roll Call:

AYES: Giovanetti, Restuccia, Fong, Singh, Castellanos

ABSENT: NAYES: ABSTAIN:

11. ACTION ITEMS

- A. MOTION: AWARDING A CONTRACT TO SEON DESIGN (USA) CORP. FOR THE REPLACEMENT OF BUS VIDEO CAMERA SYSTEMS FLEETWIDE FOR A TOTAL AMOUNT NOT TO EXCEED \$1,000,000

ACTION: MOTION: Les Fong SECOND: Stephan Castellanos

Roll Call:

AYES: Giovanetti, Restuccia, Fong, Singh, Castellanos

ABSENT: NAYES: ABSTAIN:

- B. MOTION: APPROVING AMENDMENT TWO TO CONTRACT 2020-018-S WITH MEDICAL TRANSPORTATION MANAGEMENT, INC. (MTM) TO CONTINUE PROVIDING ACCESS SAN JOAQUIN SERVICES THROUGH JUNE 30, 2026, AND TO INCREASE THE TOTAL CONTRACT PRICE BY \$584,456.81 FOR A REVISED NOT TO EXCEED TOTAL OF \$2,818,312.81

ACTION: MOTION: Balwinder Singh SECOND: Stephan Castellanos

Roll Call:

AYES: Giovanetti, Restuccia, Fong, Singh, Castellanos

ABSENT: NAYES: ABSTAIN:

12. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF

13. ADJOURNMENT

Chair Giovanetti adjourned the meeting at 11:34 a.m.



Attachment B
Cover Page



LEAD STAFF: ALEX CLIFFORD, CEO

I. RECOMMENDED ACTION

Motion to approve changing the date for the Regular Board of Directors meeting scheduled on Friday, November 21, 2025, to Thursday, November 20, 2025.

II. SUMMARY

- The need to reschedule the November Board Meeting to an earlier date due to scheduling conflicts has been identified.
- Staff proposes that the Friday, November 21, 2025, Board of Directors meeting be rescheduled to Thursday, November 20, 2025, to accommodate this need.
- The November meeting will be the last Board Meeting of 2025.

III. DISCUSSION/BACKGROUND

The RTD Board of Directors approved the 2025 Regular Board of Directors Meeting Schedule by motion at the December 6, 2024, Board of Directors meeting. The current schedule for 2025 includes a Board meeting date of Friday, November 21, 2025. This is the last regularly scheduled Board meeting in 2025. RTD staff has identified a scheduling conflict on this date. To accommodate this need, staff recommends changing the date of the Board of Directors Meeting scheduled for Friday, November 21, 2025, to Thursday, November 20, 2025.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

V. CUSTOMER IMPACT

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

VI. FINANCIAL CONSIDERATIONS/IMPACT

None.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

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

IX. ATTACHMENTS

None.

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

X. APPROVAL

Alex Clifford, CEO





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

I. RECOMMENDED ACTION:

That the Board of Directors authorizes the Chief Executive Officer (CEO) or designee to execute and file grant applications, execute grant agreements, and take required actions to receive FY25 FTA Section 5310 grant funds from the California Department of Transportation.

II. SUMMARY:

- RTD will apply for FY 2025 FTA Section 5310 Funds.
- The Section 5310 Program requires RTD to obtain a separate resolution with prescribed language for each fiscal year it applies for funding.
- Applications are due September 3, 2025.

III. DISCUSSION/BACKGROUND

RTD currently has a blanket resolution in place for the CEO to execute grant agreements and take action to meet the requirements of the grantors. However, certain grant programs require RTD to obtain a separate resolution with prescribed language for each fiscal year it applies for funding.

The California Department of Transportation (CalTrans) has provided specific language for the applicant's Board of Directors to approve before applying for funding.

The Board took similar action on August 18, 2023, authorizing the CEO to file and execute actions related to Section 5310 Program applications on behalf of RTD.

RTD applies for Section 5310 funds on an "as needed" basis. Applications are initiated by eligible projects submitted to the Finance Department for budgeting. RTD was last awarded the Section 5310 Expanded Program Funds in FY 2023 for \$385,611 for Van Go! Operating Assistance. The Standard Agreement was received and executed in FY 2023.

Approval of this resolution will allow RTD to apply for the FY 2025 cycle of FTA Section 5310 funding. The competitive application is due September 3, 2025.

RTD staff recommends that the Board approve this resolution to authorize the CEO to sign applications, execute grant agreements, and take actions necessary to meet the grant program's requirements.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

V. CUSTOMER IMPACT

This project will improve transportation for seniors and people with disabilities by making services more reliable, easier to access, and better matched to their needs. It will help riders get to medical appointments, shopping, and other important destinations more easily and safely.

VI. FINANCIAL CONSIDERATIONS/IMPACT

If RTD's competitive application is approved, it may result in funding for operating assistance or capital assistance for an RTD project.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

None.

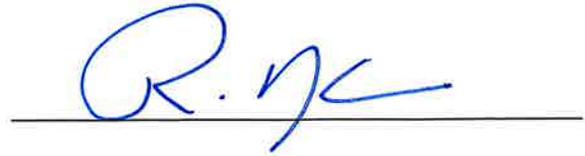
IX. ATTACHMENTS

Attachment A: Resolution

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

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
Cover Page

RESOLUTION NO. _____
DATED: AUGUST 15, 2025

AUTHORIZE THE CHIEF EXECUTIVE OFFICER OR DESIGNEE TO EXECUTE AND FILE
GRANT APPLICATIONS, EXECUTE GRANT AGREEMENTS, AND TAKE REQUIRED
ACTIONS TO RECEIVE FTA SECTION 5310 GRANT FUNDS FROM THE CALIFORNIA
DEPARTMENT OF TRANSPORTATION

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital projects for non-urbanized public transportation systems under Section 5310 of the Federal Transit Act (FTA C 9070.1G); and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5310 grants for transportation projects for seniors and individuals with disabilities; and

WHEREAS, San Joaquin Regional Transit District (RTD) desires to apply for said financial assistance to permit the operation of paratransit service in San Joaquin County; and

WHEREAS, RTD has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social services agencies).

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

1. That RTD does hereby authorize the CEO to file and execute applications on behalf of RTD with the Department to aid in financing capital or operating projects pursuant to Section 5310 of the Federal Transit Act (FTA C 9070.1G), as amended.
2. That the CEO is authorized to execute and file all certifications of assurances, contracts or agreements, or any other document required by the Department.
3. That the CEO is authorized to provide additional information as the Department may require in connection with the application for Section 5310 projects.
4. That the CEO is authorized to submit and approve requests for reimbursement of funds from the Department for the Section 5310 project(s).

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LEAD STAFF: CIRO AGUIRRE, CHIEF OPERATING OFFICER

I. RECOMMENDED ACTION:

That the Board of Directors authorizes the Chief Executive Officer (CEO) to enter into a lease agreement with SBA Towers X LLC (SBA Communications) and the San Joaquin Regional Transit District (RTD) for lease of a section of land at 20 N. Filbert Street for the relocation of the communications tower located in the Regional Transit Center (RTC) division.

II. SUMMARY:

- In 2010, RTD acquired properties at 2825, 2841, 2849, and 3023 E. Myrtle Street, Stockton, CA.
- As part of the purchase agreement for the lot at 2825 Myrtle Street, RTD assumed a twenty-five-year lease agreement between West Coast PCS, LLC, (later becoming SBA Communications), and the Larson Living Trust, for a 140 ft. Communication Tower and related equipment on a 40 foot by 40 foot section of land.
- The lease was established for a twenty-five (25) year period, scheduled to expire on December 31, 2025.
- After purchase and through a Lot Consolidation process approved by the city of Stockton, all four lots became the RTD Regional Transit Center (RTC), which is located at 2849 E. Myrtle Street, Stockton, CA 95205.
- The 2010 purchases included an additional fifth lot, located at 20 N. Filbert Street, Stockton, CA.
- In October 2022, representatives from SBA reached out to RTD expressing interest in renewing the lease at the current RTC site.
- RTD informed SBA that the lease for the current location at RTC would not be renewed and the tower would need to be dismantled as outlined in the lease agreement.
- RTD offered SBA an alternative vacant industrial site for consideration to relocate the Communication Tower to 20 N. Filbert St. across from the County Transit Center (CTC).
- The site is approximately 1.4 acres, or 60,984 sq. ft., of which approximately 9,200 sq. ft. would be used by SBA to install a 40 ft. by 60 ft. pad to erect the tower on and mount related equipment.
- The site will be developed and maintained at SBA's cost.
- RTD and SBA have negotiated a Property Lease Agreement, divided as follows: a five (5) year ("Initial Term") from the Commencement Date, with three (3) additional 5-year terms for a total of a twenty (20) year lease

- agreement for the installation and operation of a Communication Tower at 20 N. Filbert Street, Stockton.
- Staff recommend the Board authorize the CEO to enter into this agreement with SBA.

III. DISCUSSION/BACKGROUND

In April 2000, the Larsen Living Trust, property owners of 2825 Myrtle Street, Stockton, and West Coast Personal Communications Services LLC established a lease agreement for a twenty-five (25) year period, scheduled to expire on December 31, 2025, for a 40 ft. by 40 ft. space on the property accommodating a 140 ft. Communication Tower and related equipment.

In January 2010, the San Joaquin Regional Transit District (RTD) reached agreements to purchase properties at 2825, 2841, 2849, and 3023 E. Myrtle Street, Stockton, CA. After the purchase, and through a Lot Consolidation process approved by the city of Stockton, all four lots became the RTD Regional Transit Center (RTC), located at 2849 E. Myrtle Street, Stockton, CA 95205 (APN 157-02-011). The 2010 purchases included an additional fifth lot, located at 20 N. Filbert Street, Stockton, CA. As part of the purchase agreement for the lot at 2825 Myrtle Street, RTD was required to honor the twenty-five-year lease agreement. The agreement is now with SBA Communications, since West Coast Personal Communications Services is no longer viable, and this current lease is scheduled to expire December 31, 2025.

In October 2022, the current Tower Operator, SBA, reached out to RTD, interested in renewing a new lease at the current RTC location prior to termination in December 2025. RTD informed SBA that it was not interested in renewing the lease for the current site, as it is RTD's intention to reclaim that section of land for use in its entirety.

With RTD's purchase of the property at 2731 E. Myrtle St. (Sardee Corporation, vacating in 2026), the two Divisions, CTC and RTC, will now be able to be combined into one compound. Eliminating the Communication Tower and developing its footprint will allow for a more uniform transition from one site to the other, increasing usable space for RTC.

Formal notices to SBA were sent by RTD on September 11, 2023, and April 4, 2024, officially informing SBA that RTD was not intending to renew a lease for the site being occupied by SBA at the RTC. Included in the notices was RTD's offer to SBA that an alternative industrial site was available for leasing if SBA was interested in considering it for the relocation of the Communication Tower. The parties agreed to a land usage design concept, with the understanding that all improvements would be financially covered by SBA, including the drafting and negotiation of the lease agreement.

Representatives at SBA, cognizant of the time requirement in obtaining regulatory approvals, construction designs, and city permitting for the project, engaged RTD and its legal representatives at Hanson Bridgett on or about April 2024, and have negotiated a lease agreement. The lease agreement consists of a five (5) year ("Initial Term") from the Commencement Date. After the Initial Term expires, this Lease will automatically renew for three (3) additional 5-year terms for a total lease term of twenty (20) years. The location is 20 N. Filbert Street, where approximately 9,200 sq. ft. area will be leased from a 60,900 sq. ft. lot (approximately 1.41 acres) with a 30 ft. wide easement allowing for equipment service. The mounting footprint will be approximately 40 ft. by 60 ft., where a 140 ft. tower will be erected and related equipment will be installed. SBA will assume full responsibility for all utilities, maintenance, and landscaping of the leased area.

The lease agreement includes provisions that allow SBA to temporarily license an additional area on the property to accommodate a portable Communication Tower. Once the permanent Communication Tower is erected, the portable unit will be removed. SBA will install all required utilities for the Communication Tower, dismantle the existing Communication Tower at RTC, and restore the current Communication Tower site to required specifications and regulatory safety parameters. SBA will then install all utilities to the identified permanent Communication Tower location at 20 N. Filbert Street, construct the Communication Tower base, equipment foundations, and install the permanent Communication Tower. The order of work to be performed may differ, but results will be as noted (see Attachment C). Staff recommend authorization for the CEO to enter into this lease agreement with SBA for a term of 20 years.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Since RTDs acquisition of the property at 2825 E. Myrtle, SBA has provided timely lease payments as agreed to respective to the current Cell Tower Site at 2849 E. Myrtle Street. As an opportunity to continue the partnership with SBA,

the property at 20 N. Filbert St. currently vacant was offered as an alternative Cell Tower Site. The property consists of approximately 1.4 acres or 60,984 square feet. It is estimated that approximately 9,200 square feet will be used for the SBA tower relocation. Additional details may be reviewed in the agreement, but a summary of the revenue stream to be generated is as follows:

Monthly Lease Payment

The current monthly payments for the Cell Tower Site at 2849 E. Myrtle Street (RTC Division) consists of \$1,555.20, monthly, \$18,662.40 yearly. Beginning on the Commencement Date to be mutually agreed to, SBA will pay RTD Five Thousand Dollars (\$5,000) per month, \$60,000 for the first year, a difference of \$41,337.60 per year.

Annual Adjustments

Starting on the first anniversary of the Commencement Date and every anniversary thereafter throughout the Term, the Base or Adjusted Rent will be automatically increased by three percent (3%) over the Base or Adjusted Rent payable in the previous year. Total 12-month revenue at year twenty (20) \$105,210.36. Total revenue for a twenty (20) year lease agreement period \$1,612,222.47.

Administrative Fee

SBA will pay RTD a one-time fee of Twenty Thousand Dollars (\$20,000) for administrative costs associated with negotiating and administering this Agreement and ongoing inspection and staff approval processes within thirty (30) business days of the Effective Date.

Improvements to be performed by SBA at their cost. RTD will still have control of approximately 51,784 square feet of the land for later use (see Attachment B).

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

- Do nothing. The site is currently empty and has not had a viable use to RTD.
 - Previous attempts to sell the property have not been successful.
 - Solicited attempts to lease to other entities have not been successful.
- Leasing to SBA appears to be viable for this location. Significant property space will still be available for future use if needed.

IX. ATTACHMENTS

- Attachment A:** Resolution
Attachment B: Site Locations (aerial photo)
Attachment C: Partially Executed SBA Lease Agreement

Attachment D: Planning Application

Prepared by: Ciro Aguirre, COO

X. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
Cover Page

RESOLUTION NO. _____
DATED: AUGUST 15, 2025

AUTHORIZE THE CEO TO ENTER INTO A LEASE AGREEMENT WITH SBA TOWERS X LLC (SBA COMMUNICATIONS) FOR A SECTION OF PROPERTY AT 20 N. FILBERT STREET, STOCKTON, CA FOR THE RELOCATION OF THE COMMUNICATION TOWER FROM THE REGIONAL TRANSIT CENTER (RTC) DIVISION

WHEREAS, the lease agreement between the San Joaquin Regional Transit District (RTD) and SBA expires December 2025 and there are no additional options for renewal; and

WHEREAS, RTD does not intend to renew or negotiate a new lease at the current RTC site for the SBA Communications Tower; and

WHEREAS, RTD owns industrial property that is currently vacant at 20 N. Myrtle Street, Stockton, CA, and not being used, provided SBA the option to consider leasing a portion of the site for relocation of the Communication Tower to the site, with upgrades and improvements being borne by SBA; and

WHEREAS, SBA must begin engineering, designing, meeting regulatory, permitting, and construction requirements that will entail a significant amount of time to accomplish prior to the current lease termination; and

WHEREAS, the agreement for SBA to lease from RTD approximately 9,200 square feet of property at 20 N. Myrtle Street, at the negotiated and mutually agreed-upon terms and price, will include a temporary accommodation for SBA to use additional lot space as part of the agreement for a portable Communication Tower until the permanent Communication Tower is constructed.

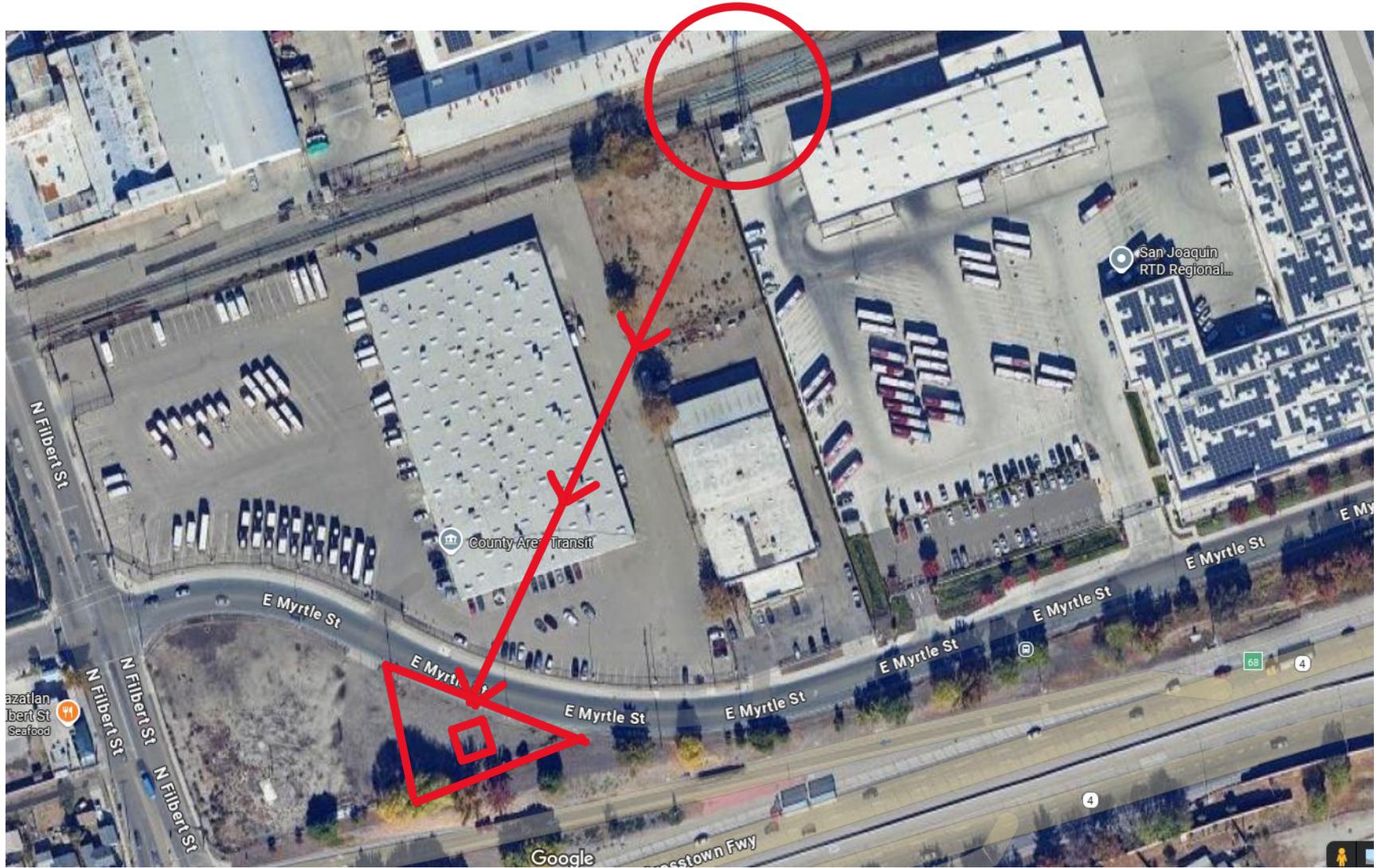
NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Directors of San Joaquin RTD as follows:

1. That an agreement be, and hereby is, approved with SBA for the purpose of leasing site space at 20 N. Filbert St., Stockton, CA.
2. That the CEO be, and he hereby is, authorized and directed to finalize and execute the agreement with SBA upon the lease is mutually agreed to and with the concurrence of the legal parties.
3. That RTD's CEO be, and he hereby is, authorized and directed to execute such other agreements and documents and to take such other actions, as may be necessary or appropriate to carry out the intent and purpose of this resolution.



Attachment B
Cover Page

Tower Site Relocation
RTC to 20 N. Filbert St.





Attachment C
Cover Page

COMMUNICATIONS SITE LEASE AGREEMENT

between

SBA Tower X LLC, a Delaware limited liability company

and

San Joaquin Regional Transit District, a public agency

EFFECTIVE DATE: _____

Site Name Stockton 4 Relo
Site No. CA188A6-S

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TABLE OF CONTENTS

1.	DEFINITIONS	1
2.	PREMISES	4
2.1	Temporary Premises.....	4
2.2	Grant and Scope	5
2.3	Premises Condition	5
2.4	Certified Access Specialist Disclosure.....	5
3.	USE.....	6
3.1	Permitted Use; Equipment	6
3.2	Prohibited Uses	6
3.3	Access	6
3.3.1	Tenant Access	6
3.3.2	Entry and Inspection	7
3.4	Utilities.....	7
3.5	Tests and Surveys.....	7
3.6	Equipment Modifications; Alterations; Replacements; Routine Maintenance	8
3.7	Construction and Installation Activities.....	8
3.7.1	Structural Review.....	8
3.7.2	Performance Standards	8
3.7.3	Tenant’s Contractors	8
3.7.4	Labor and Material Costs.....	9
3.7.5	Coordination; Supervision	9
3.7.6	As-Built Site Plans.....	9

3.8	Reserved Rights	9
4.	TERM	10
4.1	Initial Term; Renewal Term(s).....	10
4.2	Holdover Term.....	10
5.	RENT; OTHER PAYMENTS TO THE LANDLORD.....	11
5.1	Base Rent	11
5.2	Annual Adjustments.....	11
5.3	Late Charges.....	11
5.4	Interest.....	11
5.5	Administrative Fee.....	12
5.6	Payment Procedures.....	12
6.	GOVERNMENTAL APPROVALS.....	12
6.1	Proprietary Capacity Acknowledgment	12
6.2	Permits and Other Governmental Approvals	13
7.	MAINTENANCE.....	13
7.1	Tenant’s Maintenance Obligations	13
7.2	Landlord’s Maintenance Obligations.....	13
8.	INTERFERENCE.....	14
8.1	Tenant’s Interference Obligations.....	14
8.2	Landlord’s Interference Obligations	14
9.	TAXES	14
9.1	Title to Tenant’s Equipment and Improvements.....	14
9.2	Possessory Interest Taxes.....	15

9.3	Tenant’s Tax and Assessment Obligations	15
9.4	Tenant’s Right to Contest Taxes or Assessments	15
10.	LIENS.....	15
11.	INDEMNIFICATION	16
11.1	Tenant’s General Indemnification Obligations	16
11.2	Tenant’s Indemnification for Personnel Injuries.....	17
11.3	Tenant’s Defense of the Landlord.....	17
11.4	Landlord’s Indemnification Obligations	17
12.	ENVIRONMENTAL PROVISIONS	17
12.1	Tenant’s General Environmental Obligations.....	17
12.2	Hazardous Substances	18
12.3	Tenant’s Response to Hazardous Substance Release.....	18
12.4	Self Help	18
12.5	Tenant’s Environmental Indemnification Obligations	18
12.6	Tenant's Liability for Hazardous Substance Release	19
13.	INSURANCE	20
13.1	Tenant's Insurance Obligations	20
13.1.1	Required Endorsements	20
13.1.2	Claims-Made Policies	21
13.1.3	General Aggregate Limit	21
13.1.4	Insurer Qualifications.....	21
13.1.5	Certificates; Effective Dates	21
13.1.6	Self-Insurance	22

13.2 Contractors' Bonds Insurance22

13.3 No Limitation on Indemnification Obligations22

13.4 Landlord's Termination Right.....22

14. ASSIGNMENT; SUBLEASE22

14.1 Assignment.....22

14.2 Sublease (Colocation)22

14.3 Continuing Obligation.....23

15. DEFAULT; REMEDIES23

15.1 Defaults and Cure Periods.....23

15.2 Sums Paid During Default23

15.3 No Consequential Damages23

15.4 No Personal Liability for Landlord Officials, Employees or Agents.....23

15.5 Cumulative Remedies24

16. TERMINATION24

16.1 Grounds for Termination.....24

16.2 Relocation25

17. REMOVAL AND RESTORATION25

18. CONDEMNATION.....25

19. DESTRUCTION26

20. NOTICES26

21. BANKRUPTCY27

22. REMOVAL BOND27

23. MISCELLANEOUS27

23.1	Interpretation; Construction	27
23.2	Unenforceability; Severability	28
23.3	Time for Performance; Force Majeure.....	29
23.4	Integration; Entire Agreement.....	29
23.5	Successors and Assigns.....	29
23.6	Amendments or Modifications.....	29
23.7	Waivers	29
23.8	Governing Law; Venue; Attorneys' Fees	29
23.9	Government Claims Act.....	30
23.10	Public Records Act Disclosure.....	30
23.11	Estoppels	30
23.12	Brokers	31
23.13	Survival	31
23.14	Submission for Inspection; No Offer	31
23.15	Execution; Counterparts.....	31
23.16	Delegation of Authority	31
23.17	Secured Parties	32
23.18	Exclusivity	32
23.19	Right to Register or Record.....	33

EXHIBIT A

EXHIBIT B-1

EXHIBIT B-2

EXHIBIT C

EXHIBIT D

Site Name Stockton 4 Relo
Site No. CA188A6-S

00780724 - v1

21752289.8

COMMUNICATIONS SITE LEASE AGREEMENT

This Communications Site Lease Agreement (this “Lease”) is dated _____, 2025 (“Effective Date”) and is between the San Joaquin Regional Transit District, (the “Landlord”) and SBA Towers X, LLC, a Delaware limited liability company (the “Tenant”). The Landlord and Tenant are each referred to in this Lease as a “Party” and collectively as the “Parties”.

A. Landlord, through an *Assignment and Assumption of Lease* effective July 2009, assumed the rights, duties and obligations of the landlord as described in that certain *Lease Agreement* dated April 3, 2000, by and between Tenant and J. Craig & Gail M. Larsen, Trustees of the Larsen Living Trust (the “Original Agreement”). The Original Agreement expires on December 31, 2025, and Landlord has elected not to renew or replace the Original Agreement. Rather, Landlord has agreed to allow Tenant to relocate its Equipment to the Premises described in this Lease. It is the Parties’ intent that upon the Effective Date of this Lease, the Original Agreement is void in its entirety, except for any indemnification obligations therefrom, and this Lease shall be the controlling Lease regarding the Property by and between the Landlord and Tenant.

B. The Landlord owns that certain real property commonly known as 20 Filbert Street, Stockton, California 95295 (the “Property”), as depicted in Exhibit A.

C. Tenant desires to lease from the Landlord certain ground space on the Property (the “Premises”) for the Permitted Use as defined in Section 3.1 (Permitted Use; Equipment) below, together with additional non-exclusive license for access and utilities, all as more particularly described and depicted in Exhibits B-1 and B-2.

D. The Landlord desires to lease to Tenant the Premises for the Permitted Use (as defined below) on the terms and conditions in this Lease.

The Landlord and Tenant therefore agree as follows:

1. DEFINITIONS

“Access Route” means the non-exclusive license for physical ingress and egress over the Property to the Premises in the location shown on Exhibit B-2.

“Affiliate” means any person or entity that directly or indirectly Controls, is Controlled by, or is under Common Control with Tenant and has a comparable credit quality to that of Tenant.

“Agent” means any agent, employee, officer, official, contractor, subcontractor and/or representative of a party to this Lease in relation to the Premises.

Site Name Stockton 4 Relo
Site No. CA188A6-S

00780724 - v1

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“Assignment” means as follows: (a) a merger, acquisition or other transfer of a controlling interest in Tenant, voluntarily or by operation of Law (excluding any assignment for the benefit of creditors or similar transfer); (b) Tenant’s sale, assignment, encumbrance, pledge or other transfer of any part of its interest in or rights with respect to the Premises; and (c) any action by Tenant to permit any portion of the Premises to be occupied by anyone other than itself, including a sublease.

“Bankruptcy Code” means the United States Bankruptcy Code, 11 U.S.C. §§ 101 *et seq.*, as may be amended or superseded.

“Best Management Practices” means all those environmental or operational standards or guidelines for common and accepted practices appropriate for the business that Tenant and its Agents or Invitees engage in on the Property and/or such guidelines as have been articulated by pertinent trade associations, professional associations or regulatory agencies.

“Broker” means any licensed real estate broker or other person who could claim a right to a commission or finder’s fee in connection with the Lease contemplated herein.

“Chief Executive Officer” means the Landlord’s Chief Executive Officer or his/her designee.

“Claim” means any and all liabilities, losses, costs, claims, judgments, settlements, damages, administrative actions, liens, fines, penalties and expenses, whether direct or indirect.

“Commencement Date” means the date Tenant begins installation of its Equipment at the Temporary Premises.

“Common Control” means, for purposes related to Affiliate(s) in Section 14 (Assignment; Sublease), two entities that are both controlled by the same third entity.

“Control” means, for purposes related to Affiliate(s) in Section 14 (Assignment; Sublease), as follows: (a) as to a corporation, the ownership of stock having the right to exercise more than 50 percent of the total combined voting power of all classes of stock of the controlled corporation, issued and outstanding; or (b) as to partnerships and other business associations forms, ownership of more than 50 percent of the beneficial interest and voting control of such association.

“Court” means San Joaquin County Superior Court.

“Environmental Costs” means any and all damages, fines, costs and fees that arise from: (i) any violation of or material noncompliance with any applicable Environmental Laws; (ii) any violation of or material noncompliance with any environmental provision in this Lease; (iii) immediate response, remediation and restoration actions; (iv) governmental oversight and participation; (v) actual fees and costs for project managers, attorneys, legal assistants, engineers, consultants, accountants and experts, whether employed with the damaged party or not; (vi) any diminution in value, loss or restriction on use of the Property; and (vii) any damages, fines, costs or fees whether taxable as costs or not, incurred before, at or after any administrative or judicial proceeding, appeal or any other judicial review.

“Environmental Laws” means any and all Laws which govern materials, substances, regulated wastes, emissions, pollutants, water, storm water, ground water, wellfield and wellhead protection, cultural resources protection, animals or plants, noise or products and relate to protection for health, safety or the environment and natural resources, including land, sediments, water, groundwater and stormwater.

“Equipment” means monopoles, lattice towers, antennas, antenna support structures and any associated utility, optical fiber, equipment boxes, battery backup, electrical backup generator, transmitters, receivers, radios, amplifiers, ancillary fiber-optic cables, wiring and ancillary equipment for the transmission and reception of communication signals for voice and other data transmission for electrical infrastructure systems, including the means and devices used to install Equipment at the Premises, peripherals, and ancillary equipment and installations, including wiring, cabling, power feeds and any approved signage attached to Equipment.

“Equipment Shelter” means the structure on the Premises containing part of Tenant’s Equipment.

“ETF” is an acronym for “early termination fee” and is defined in Section 16 (Termination).

“Governmental Approvals” means any governmental or regulatory licenses, permits and other approvals necessary for Tenant to install, operate and maintain Equipment on the Premises.

“Government Claims Act” means California Government Code §§ 810 *et seq.*, as may be amended or superseded.

“Hazardous Substance” means any and all substances, materials, pollutants, contaminants or products defined as or designated as hazardous, toxic, radioactive, dangerous or regulated wastes or materials or any other similar term in or under any applicable Environmental Laws. The term “Hazardous Substance” also includes, but is not limited to: (1) fuels, petroleum or petroleum-based products; or (2) any material or substance defined as a “hazardous substance” or “pollutant” or “contaminant” in the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (codified as 42 U.S.C. §§ 9601 *et seq.*) or California Health & Safety Code § 25316, as both may be amended or superseded.

“Holdover Fee” means the increased fee assessed if Tenant continues to use or occupy the Premises after this Lease expires or terminates, and as is defined in Section 4.2 (Holdover Term).

“Holdover Term” means the month-to-month lease on the same terms and conditions that this Lease automatically converts to if Tenant continues to use or occupy the Premises after this Lease expires or terminates, and as is defined in Section 4.2 (Holdover Term).

“Impositions” means any and all taxes, assessments, charges, excises and exactions whatsoever, and as is defined in Section 9.3 (Tenant’s Tax and Assessment Obligations).

“Indemnified Parties” means the Landlord, and their respective Agents, officers, directors, employees, attorneys and invitees and their respective heirs, legal representatives, successors and assigns.

“Interference” has the same meaning as in 47 C.F.R. § 2.1, as may be amended, which defines the term as the effect of unwanted energy due to one or a combination of emissions, radiations, or inductions upon reception in a radio communication system, manifested by any performance degradation, misinterpretation or loss of information which could be extracted in the absence of such unwanted energy.

“Invitee” means any client, customer, invitee, guest, tenant, subtenant, tenant, subtenant, site manager, or assignee and subtenant of a party to this Lease in relation to the Premises.

“Laws” means all present and future laws, statutes, ordinances, codes, orders, regulations and implementing requirements and restrictions of federal, state, county and municipal authorities, whether foreseen or unforeseen, ordinary as well as extraordinary, as adopted or as amended at the time in question.

“Premises” means that certain ground space on the Property more particularly described and depicted in Exhibit B-1 attached hereto and incorporated herein.

“Permitted Use” means operate, maintain, remove and repair the Equipment, in certain locations and configurations to transmit and receive communications signals operated in compliance with all applicable Laws, and as is defined in Section 3.1 (Permitted Use; Equipment).

“Property” means that certain real property commonly known as 20 Filbert Street in Stockton, State of California, as depicted in Exhibit A.

“Release” means, with respect to any Hazardous Substance, any actual or imminent discharging, disposing, dumping, emitting, emptying, escaping, injecting, jettisoning, leaching, leaking, pouring, pumping, releasing, or spilling on, under or about the Premises, Access Route, Utilities Route, Trails, or Property.

“Temporary Premises” means that certain ground space on the Property where Tenant may install its temporary Flowerpot design Ballast Tower, in the area and as depicted on Exhibit C.

“Tests” means tests, surveys, and other reasonably necessary inspections, and as is defined in Section 3.5 (Tests and Surveys).

“Utilities Route” means the non-exclusive license for utility installation on, under, or over the Property as shown on Exhibit B-2.

2. PREMISES

2.1 Temporary Premises.

Site Name Stockton 4 Relo
Site No. CA188A6-S

00780724 - v1

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Beginning as of the Commencement Date, Landlord licenses to Tenant the Temporary Premises, which includes sufficient space for the placement of the temporary flowerpot design ballast tower (the “**Temporary Facilities**”), together with all necessary space and easements for access and utilities, as generally described and depicted in the attached Exhibit C. Upon completion of the construction of the Equipment on the Premises, Tenant will remove the Temporary Facilities and restore the Temporary Premises to its original condition prior to this Agreement, normal wear and tear excepted, consistent with the restoration requirements of Section 17.

2.2 Grant and Scope

Subject to the terms and conditions in this Lease, the Landlord leases to Tenant the right to use the Premises, together with a non-exclusive right to use the Utilities Route and Access Route, for only the Permitted Use under this Lease and for no other purpose whatsoever without the Landlord’s prior written consent, which the Landlord may withhold in its sole and absolute discretion for any or no reason. This Lease and all Tenant’s rights and/or privileges to use the Premises will remain subject and subordinate to all leases, subleases, licenses, sublicenses, easements, reservations, covenants, conditions, restrictions and exceptions, that existed and were recorded prior to the Effective Date.

2.3 Premises Condition

Except as may be specifically and explicitly provided otherwise in this Lease, the Landlord makes no warranties or representations whatsoever about the Property’s condition, fitness or suitability for Tenant’s use. Tenant is fully familiar with, and has inspected and approved of, all aspects of the Temporary Premises, Premises and the Property, including, without limitation, the physical, environmental, title, regulatory and financial condition of the Premises and the Property. Tenant accepts the Temporary Premises and the Premises in its present “**AS-IS**” and “**WITH ALL FAULTS**” condition. Tenant expressly acknowledges and agrees that neither the Landlord nor its Agents made any warranties, representations or promises to Tenant or its Agents about the Property, in whole or in part, the Temporary Premises or the Premises, in whole or in part, or any aspect about the Property, Temporary Premises, or Premises including without limitation, any structures or improvements, utilities, presence of unauthorized individuals or trespassers, or Hazardous Substances.

2.4 Certified Access Specialist Disclosure

Pursuant to California Civil Code § 1938, and to the extent applicable to this Lease, the Landlord expressly advises Tenant, and Tenant expressly acknowledges, that a Certified Access Specialist (as defined in California Civil Code § 55.53) has not inspected any Premises in whole or in part to determine whether it meets all applicable construction-related accessibility requirements.

3. USE

3.1 Permitted Use; Equipment

- (a) Tenant shall provide to Landlord drawing, renderings, and specifications of the design of the Equipment, which shall be subject to Landlord's approval, which approval shall not be unreasonably withheld, delayed or conditioned. Tenant's drawings, renderings, and specifications of the design of the Equipment attached hereto as **Exhibit D**.
- (b) Tenant may use the Premises to construct, support, operate, maintain, modify, upgrade, remove and repair the Equipment. The Equipment may be used to transmit and receive communications signals and/or data, including without limitation, radio frequency signals, power or energy generation and storage for Tenant's transmission infrastructure systems, operated in compliance with all applicable Laws (the "**Permitted Use**"), and for purposes reasonably necessary to accomplish the Permitted Use, but for no other purpose whatsoever without the Landlord's prior written consent, which consent may not be unreasonably withheld.
- (c) Upon the Effective Date of this Lease, the Original Agreement is void in its entirety, except for any indemnification obligations therefrom, and this Lease shall be the controlling lease agreement regarding this Property by and between the Landlord and Tenant.

3.2 Prohibited Uses

Tenant may use the Premises only for the Permitted Use. Tenant shall not use the Premises in whole or in part in any unlawful manner or for any illegal purpose. Tenant shall not use the Premises in whole or in part in any manner that constitutes a nuisance under either applicable Laws or as determined by the Landlord in its reasonable discretion. Tenant shall take all reasonable precautions to eliminate any nuisances or hazards in connection with its uses and activities on or about the Premises. Tenant acknowledges and agrees that its rights under this Lease do not authorize Tenant to erect, post or maintain, or permit others to erect, post or maintain, any signs, notices, graphics or advertisements whatsoever on the Premises, except signs that may be required under applicable Laws for site identification and/or public health and safety reasons.

3.3 Access

3.3.1 Tenant Access

Site Name Stockton 4 Relo
Site No. CA188A6-S

00780724 - v1

21752289.8

Except as may be specifically provided otherwise in this Lease, Tenant may access the Premises via the Access Route 24 hours per day and 7 days per week. The Landlord will issue to Tenant, and Tenant shall safeguard and not share with others, any keys or codes necessary to access the Premises. Tenant shall provide the Landlord with a method of immediate (24 hours per day /7 days per week /365 days per year) access to the Property via ‘daisy chaining’ a pad lock, using biometric locks or other method agreed upon by the parties. Tenant further acknowledges and agrees that Tenant’s access is non-exclusive and the Property is used by the Landlord’s employees and contractors and other Tenants of the Landlord, including PG&E, which operates and maintains electrical facilities on the Property.

3.3.2 Entry and Inspection

Landlord, shall upon seventy-two hours’ prior notice to Tenant and accompanied by an escort designated by Tenant, have the right to go upon and inspect the Premises and the operations thereon to assure compliance with the requirements herein stated. In the event of emergency, where Landlord cannot reasonably comply with the foregoing notice requirement, Landlord shall have the right to access the Premises and Landlord shall, within forty-eight (48) hours following actual notice of emergency access, inform Tenant of (i) the date and time of emergency access and (ii) the nature of the event requiring emergency access. If, under such emergency circumstances, Tenant is not present to open the Premises, the Landlord may enter by any means without liability to Tenant except if the Landlord fails to exercise reasonable care under the circumstances. The Landlord’s actions under this Section 3.3.2 will not constitute an actual or constructive eviction or relieve Tenant of any obligation with respect to making any repair, replacement, or improvement or complying with any law, order or requirement of any government or other authority. No provision of this Lease will be construed as obligating the Landlord to perform any maintenance, repairs, alterations or improvements.

3.4 Utilities

Tenant shall be solely responsible to secure its own utilities for the Temporary Facilities and its Permitted Use and will not be permitted to submeter from any electrical service provided to the Landlord. Tenant shall timely pay when due all charges for all utilities furnished to the Temporary Facilities or the Equipment.

3.5 Tests and Surveys

At any time throughout the Term, Tenant will have the right, but not the obligation, to conduct necessary non-invasive and non-destructive tests, surveys and other reasonably necessary inspections (collectively “**Tests**”) on the Temporary Premises, Premises and/or Utilities Route to determine suitability for Temporary Facilities or the Permitted Use; provided that (1) Tenant has first furnished the Landlord with all up-to-date insurance documentation required in Section 13

(Insurance) under this Lease; (2) Tenant has provided the Landlord with at least 24-hour prior notice; (3) Tenant complies with all the Landlord's rules and regulations necessary to avoid undue interference with other authorized activities or operations on the Property; and (4) Tenant shall promptly return any areas on the Property affected by any Tests to the condition that existed immediately prior to such Tests, reasonable wear and tear excepted. Tenant shall not conduct any soil borings without the express written permission of the Landlord.

3.6 Equipment Modifications; Alterations; Replacements; Routine Maintenance

Tenant may remove, modify, add to, or alter any Equipment, or repair or replace any damaged or inoperable Equipment and perform maintenance without the Landlord's prior consent, provided, however, that Tenant may not perform upgrades or alterations that materially increase the size, loading or footprint of the Premises with receiving prior written consent from Landlord. After Tenant completes any modification or alteration, upon request from Landlord, Tenant shall produce or cause to be produced a revised **Exhibit D** that shows all Equipment and other improvements in their current, as-built location and configuration.

3.7 Construction and Installation Activities

3.7.1 Structural Review

Tenant may not commence any construction or installation activities on the Property that involves new structures without prior written approval from the Chief Executive Officer of Tenant's proposed plans and specifications for such construction or installation. Tenant shall submit its written request for approval together with complete engineering plans, specifications and a structural analysis report all in a form reasonably acceptable to the Chief Executive Officer.

3.7.2 Performance Standards

Tenant, its Agents, employees, contractors and subcontractors shall perform all work on the Property and Premises in a safe and commercially reasonable manner, in strict compliance with all applicable Laws. All installed equipment must be high quality, safe, fire resistant and current industry standard.

3.7.3 Tenant's Contractors

Tenant shall use only qualified and trained persons and appropriately licensed contractors ("Tenant's Contractors") for all work performed on or about the Property. Tenant shall provide proof of insurance from all of Tenant's Contractors showing the Landlord as an additional insured on all insurance policies for all work performed on or about the Property. Additionally, before any work commences on or about the Temporary Premises or the Premises Tenant shall provide

the Landlord a notice by email at jcoose@sjRTD.com. In the case of emergency, Tenant shall provide the Landlord with notice of the work performed on or about the Temporary Premises or Premises as soon as practicable after discovery of the emergency.

3.7.4 Labor and Material Costs

Tenant shall be responsible for all direct and indirect costs (labor, materials, and overhead, etc.) in connection with designing, purchasing, and installing all Equipment in accordance with all applicable Laws. Tenant shall timely pay for all labor, materials, Equipment and all professional services related to the Permitted Use or furnished to the Premises at Tenant's direction or for Tenant's benefit.

In connection with any construction, alteration, demolition, installation, or repair work performed at the Property, if prevailing wage laws are or become applicable to the Tenant's proposed use, Tenant shall pay no less than the prevailing wages ascertained and published by the California Department of Industrial Relations and on file with the County's Board of Supervisors, and shall cause notice of prevailing wages to be posted as required by the California Labor Code and other applicable Laws.

3.7.5 Coordination; Supervision

Tenant must coordinate all its installation, construction and other work on or about the Property with the Landlord so as to avoid any interference (physical, electronic or otherwise) with any: existing utilities, substructures, or facilities; or the operations of any other Tenants or subtenants of the Property. The Landlord may, but will not be obligated to, supervise or inspect any construction activities in connection with this Lease that require the Landlord's prior review and approval, without any responsibility or liability for any construction defects, property damage or personal injury arising from or related to the construction activities and/or its inspection/supervision.

3.7.6 As-Built Site Plans

Within ninety (90) calendar days after Tenant completes any construction work on the Property, upon written request from Landlord Tenant shall furnish the Landlord with as-built site plans that depict all the Equipment and any improvements in the then-current location and configuration. Tenant shall also provide such as-built site plans in a native or portable document format. The As-Built site plans depicting the Equipment will be attached hereto as a revised **Exhibit D**.

3.8 Reserved Rights

Site Name Stockton 4 Relo
Site No. CA188A6-S

00780724 - v1

21752289.8

Pursuant to its reserved rights under Section 2.1, the Landlord reserves the right to install, lay, construct, maintain, repair and operate the following subsurface improvements: sanitary sewers, drains, stormwater sewers, pipelines and connections; water, oil and gas pipelines; telephone and telegraph power lines; and the appliances and appurtenances necessary or convenient in connection therewith, under the Premises. The Landlord may enter the Premises for the reserved rights in this Section 3.8, provided the Landlord complies with Section 3.3.2 of this Lease. The Landlord also reserves the right to grant easements, rights of way, and permits under any and all portions of the Premises for all such purposes described in the preceding sentence. Notwithstanding anything to the contrary contained herein, the Landlord shall not exercise any rights reserved under this Section 3.8 so as to interfere unreasonably with Tenant's operations or access under this Lease or to impair the security of any secured creditor of Tenant.

4. TERM

4.1 Initial Term; Renewal Term(s)

The initial term of this Lease will be five (5) years ("**Initial Term**") from the Commencement Date. After the Initial Term expires, this Lease will automatically renew for three (3) additional 5-year terms (each a "**Renewal Term**") unless Tenant is in default beyond any applicable cure periods at the time the Initial Term or any Renewal Term expires. If Tenant is in default beyond any applicable cure periods at the time of expiration of the Initial Term or any Renewal Term, as applicable, this Lease will not be renewed and will terminate effectively as of the expiration of the applicable Initial Term or applicable Renewal Term. The Initial Term and any applicable Renewal Term(s) are hereinafter referred to as the "**Term.**" Upon termination of the Lease as described in this Section 4.1 and Section 16.1, the parties shall have no further obligations to each other except only those obligations that accrued prior to such termination and those obligations that expressly survive the termination of this Lease.

4.2 Holdover Term

Tenant will have no right or privilege whatsoever to use or occupy the Temporary Premises or Premises in any manner or for any purpose after this Lease expires or terminates. If Tenant continues to use or occupy the Property after this Lease expires or terminates, then this Lease will automatically convert to a month-to-month lease on the same terms and conditions (the "**Holdover Term**"), except that (1) the Rent will be automatically increased to **one hundred ten percent (110%)** of the Base Rent or Adjusted Rent, as applicable, payable in the immediately previous year (the "**Holdover Fee**"), and will continue to increase in accordance with Section 5.2 (Annual Adjustments) and Section 5.3 (Renewal Term Adjustments); and (2) either the Landlord or Tenant may terminate such lease during the Holdover Term on thirty (30) calendar days' written notice for any or no reason. Landlord's receipt of any Holdover Fees from Tenant will not be construed

to constitute Landlord's consent to such holding over by Tenant or to limit, waive, or impair, in any way, Landlord's rights or remedies under this Lease, at law or equity. Tenant shall indemnify, defend and hold harmless all Indemnified Parties from and against any loss, liability, claim, damage, cause of action, injury, cost or expense (including, without limitation, attorneys' fees and costs) arising out of, in connection with, or relating to Tenant's holding over, except to the extent arising from Landlord's negligence or willful misconduct. The foregoing indemnity survives termination or expiration of this Lease.

5. RENT; OTHER PAYMENTS TO THE LANDLORD

5.1 Base Rent

Beginning on the Commencement Date, Tenant shall pay the Landlord **Five Thousand and No/100 Dollars (\$5,000.00)** per month (the "**Rent**"), in advance, which Tenant shall pay to Landlord at the place as Landlord will designate to Tenant in writing, without any prior notice or demand, setoff, deduction grace or counterclaim for any reason. If the Initial Term or Renewal Term does not begin on the first day or end on the last day of a month, the Rent for that month will be prorated by multiplying the monthly Rent by a fraction, the numerator of which is the number of days of the partial month included in the Initial Term or Renewal Term and the denominator of which is the total number of days in the full calendar month. All amounts required to be paid by Tenant under this Lease will be paid in lawful funds of the United States.

5.2 Annual Adjustments

Starting on the first anniversary of the Commencement Date and every anniversary thereafter throughout the Term, the Base Rent or Adjusted Rent will be automatically increased **three percent (3%)** over the Base Rent or Adjusted Rent payable in the immediately previous year.

5.3 Late Charges

If Tenant fails to pay any Rent or any other amount payable to the Landlord within thirty (30) calendar days after such amounts are due and unpaid, then such amounts will be subject to a late charge equal to **six percent (6%)** of unpaid amounts. Tenant and the Landlord agree that the late charge is a reasonable estimate of the amount that the lateness of the Rent will cost the Landlord.

5.4 Interest

Any Rent and all other amounts payable to the Landlord other than late charges will bear interest at **ten percent (10%)** per annum or the highest rate permitted by Law (whichever is greater) from the due date when not paid within thirty (30) calendar days after due and payable to the Landlord. Any sums received shall be first applied towards any interest, then to the late charge and lastly to

principal amount owed. Any interest or late charge payments will not alone excuse or cure any default by Tenant.

5.5 Administrative Fee

Tenant shall pay to Landlord a one-time fee of **Twenty Thousand and No/100 Dollars** (\$20,000.00) for administrative costs associated with negotiation and administration of this Agreement and ongoing inspection and staff approval processes within thirty (30) business days of the Effective Date.

5.6 Payment Procedures

Tenant shall deliver all payments due under this Lease to the Landlord at the address designated in Section 20 (Notices). The designated place of payment may be changed from time-to-time upon written notice. Payments will be made to "San Joaquin Regional Transit District" at the place designated by Landlord to Tenant or via ACH wire transfer, which wire transfer information will be provided by Landlord to Tenant. The Landlord's acceptance of any payment which is less than the amount required to be paid by Tenant is deemed to have been received only for the obligation for which it is paid, and such payment shall not be deemed an accord and satisfaction notwithstanding any statement to the contrary written on any check or contained in any transmittal letter from Tenant. The Landlord's acceptance of such checks or payment will be without prejudice to the Landlord's right to recover the balance of the amount due or pursue any other remedy in this Lease.

6. GOVERNMENTAL APPROVALS

6.1 Proprietary Capacity Acknowledgment

The Landlord and Tenant expressly acknowledge and agree the Landlord enters this Lease solely in its proprietary capacity as the owner of the Property and not in its capacity as a transit district, or in any regulatory capacity. Tenant acknowledges and agrees that any federal or state Laws applicable to the Landlord in its regulatory capacity will not be applicable to the Landlord in its proprietary capacity and Tenant will not seek to have such Laws applied to the Landlord or any approval, disapproval, act or failure to act in connection with this Lease. Tenant further acknowledges and agrees that (1) only the terms and conditions in this Lease will govern the criteria and timeframes for the Landlord's decisions or actions in its proprietary capacity in response to Tenant's requests for approvals in connection with this Lease; (2) any approval or disapproval the Landlord may issue in its proprietary capacity in connection with this Lease will not be deemed to be an approval or disapproval the Landlord may be required to issue in its regulatory capacity; and (3) any approval or disapproval the Landlord may issue in its proprietary

capacity will not give preference to Tenant or Tenant's applications over other persons or applications in any regulatory proceeding solely based on this proprietary relationship.

6.2 Permits and Other Governmental Approvals

Tenant shall not commence any work at the Temporary Premises or the Premises until Tenant obtains all necessary Governmental Approvals, which may include without limitation, a conditional use permit, grading permit, building permit and any other permit obtained through any other County of San Joaquin department, and tenders full and complete copies for each Governmental Approval to the Landlord. Subject to the provisions and limitations in Section 6.1 (Proprietary Capacity Acknowledgment), and only to the extent permissible under applicable Laws, the Landlord will cooperate with Tenant's efforts to obtain and maintain all necessary Governmental Approvals at no cost to Landlord.

7. MAINTENANCE

7.1 Tenant's Maintenance Obligations

At all times throughout the Term, Tenant shall maintain, repair and secure its Equipment and all other personal property and improvements brought onto the Property in clean and safe condition. Tenant shall keep the Temporary Premises (while occupied by Tenant) and the Premises free of debris, graffiti, or nuisance condition and shall correct any such conditions within fifteen (15) calendar days after written notice from the Landlord to Tenant's Help Desk at [[888-950-7483/530-777-1716](tel:888-950-7483)/mtorres@sbsite.com]. Tenant shall keep the Temporary Premises (while occupied by Tenant) and Premises free of any dangerous or noxious, condition which would create a hazard or undue vibration, heat, noise or interference, and shall correct any such conditions within 48 hours after notice from the Landlord to Tenant at [888-950-7483/530-777-1716](tel:888-950-7483)/mtorres@sbsite.com]. Tenant shall post, and at all times maintain in good condition, a sign on the Temporary Premises (while occupied by Tenant) or Premises, in a location reasonably acceptable to both the Landlord and Tenant, that contains (1) the site operator name; (2) the site identification or reference number that corresponds with this facility; and (3) a working telephone number that connects to a live person that can exert power-down control over the Equipment. Tenant shall be responsible for maintenance of landscaping on and around the Premises as depicted or described in **Exhibit D**. Notwithstanding anything to the contrary contained herein, if a reasonable cure cannot be effected within the aforementioned time periods and provided that the Tenant commences and diligently pursues such cure, the cure period shall be extended for the duration of the Tenant's diligent efforts.

7.2 Landlord's Maintenance Obligations

The Landlord shall not be responsible for repairs to or maintenance of the Temporary Premises, Premises, or Equipment, or for any associated costs except to the extent caused by the Landlord,

its agents or employees. The Landlord will not perform repairs on Tenant's Equipment or inside Tenant's Equipment Shelter. The Landlord shall maintain, at its sole expense, the Access Route in a manner sufficient to allow access, weather and seasonal conditions permitting. The Access Route may be altered in design or location by the Landlord provided that the alteration does not materially impair Tenant's ability to access the Premises. If Tenant causes any damage to the Access Route, or existing facilities or security fencing on the Property, Tenant shall promptly perform Landlord-approved repair of same at Tenant's sole expense.

8. INTERFERENCE

8.1 Tenant's Interference Obligations

Tenant shall not operate the Equipment, cause or allow others to operate the Equipment or use the Premises in a manner that causes Interference with other communication transmission or reception equipment lawfully used by the Landlord, its Agents or any third parties authorized by the Landlord to use the Property. If Landlord determines that the Interference is the responsibility of Tenant, Landlord will notify Tenant in writing and Tenant shall have five (5) business days to correct the Interference. The parties acknowledge that continued Interference with communication transmission or reception equipment lawfully used by the Landlord, its Agents or any third parties authorized by the Landlord to use the Property may result in irreparable harm and, therefore, the Landlord shall have all rights to any legal means necessary including injunctive relief and self-help remedies to cause Tenant to cease transmission, except for intermittent testing for the purpose of correcting the interference.

8.2 Landlord's Interference Obligations

The Landlord shall not operate communications equipment on the Property in a manner that causes Interference with other communication transmission or reception equipment lawfully used by Tenant. After the Landlord receives written notice from Tenant that such Interference exists, the Landlord will be responsible to use reasonable efforts to cause such Interference to cease. Tenant agrees to reasonably cooperate with the Landlord's efforts to locate the Interference source. If the Landlord does not cure such Interference within five (5) business days, then the parties acknowledge that continued Interference with communication transmission or reception equipment lawfully used by Tenant may result in irreparable harm and, therefore, Tenant will have the right to terminate this Lease.

9. TAXES

9.1 Title to Tenant's Equipment and Improvements

Site Name Stockton 4 Relo
Site No. CA188A6-S

00780724 - v1

21752289.8

All Equipment and other improvements constructed, installed or placed on the Temporary Premises or Premises by Tenant or at Tenant's request or direction will be and at all times remain Tenant's personal property and will not be deemed fixtures or real property for any purpose, whether such objects would be deemed fixtures or real property under applicable Laws or not.

9.2 Possessory Interest Taxes

Tenant understands and acknowledges that (1) this Lease and/or any improvements placed on the Property may create a possessory interest, as defined in California Revenue and Taxation Code § 107, subject to taxation; (2) Tenant will be required to timely pay any and all such possessory interest taxes; and (3) any transfer, assignment or sublicense in connection with this Lease, and any options to extend or renew this Lease, may constitute a change in ownership for taxation purposes and therefore result in a revaluation for any possessory interest created under this Lease. Tenant further acknowledges that Tenant will have no claim for damages against the Landlord for any possessory interest taxes levied against the Premises or the Equipment because it received actual notice that this Lease may create a possessory interest and that Tenant would be solely liable for any and all taxes levied on such possessory interest.

9.3 Tenant's Tax and Assessment Obligations

Tenant agrees to pay when due and prior to delinquency any and all taxes, assessments, charges, excises and exactions whatsoever (collectively, "**Impositions**"), which includes without limitation any possessory interest taxes, that arise from or in connection with Tenant's uses on the Property or the Equipment that may be imposed on Tenant under Law. Tenant shall not allow or suffer any lien for any Impositions to be imposed on the Property or Equipment. If the Landlord receives any Imposition notices on or in connection with the Property or Equipment, then the Landlord shall promptly forward the same, together with reasonably sufficient written documentation that details any increases in the taxable or assessable amount attributable to Equipment.

9.4 Tenant's Right to Contest Taxes or Assessments

Tenant will have the right to contest any Impositions that Tenant disputes in good faith, so long as no lien attaches to the Property and Tenant complies with any bond, deposit, collateral or other requirements under applicable Law.

10. LIENS

Tenant shall keep the Property free and clear from any and all liens or other Impositions in connection with any work performed, material furnished, or obligations incurred by or for Tenant. Tenant will inform all contractors and material suppliers that provide any work, service, equipment or material to Tenant in connection with the Property that the Property is public property not

subject to any mechanics' liens or stop notices. If any Tenant contractor or material supplier files any lien or Imposition that attaches to the Property, then Tenant shall promptly, but in no case later than thirty (30) calendar days after discovery, cause such lien or Imposition to be released. If Tenant does not cause such lien or Imposition to be released within the 30-calendar day period, then the Landlord will have the right, but not the obligation, to cause such lien or Imposition to be released in any manner the Landlord deems proper, which includes without limitation, payment to the lienholder, with or without notice to Tenant. Tenant shall reimburse the Landlord for all costs and expenses incurred to cause such lien or Imposition to be released (which includes without limitation attorneys' fees) within thirty (30) calendar days after Tenant receives a written demand from the Landlord together with reasonable documentation to support such costs and expenses.

11. INDEMNIFICATION

11.1 Tenant's General Indemnification Obligations

Tenant, for itself and its successors and assigns, shall indemnify, defend with legal counsel acceptable to the Landlord and hold the Indemnified Parties harmless from and against any and all Claims incurred in connection with or arising in whole or in part from: (1) death or personal injury to any person or property damage or other loss that occurred on or about the Temporary Premises (while occupied by Tenant), Premises, and Access Route or arises in connection with Tenant's, its subtenants, Agents' or Invitees' authorized or unauthorized uses on or about the Property; (2) any failure or refusal by Tenant to observe or perform any term, covenant or condition in this Lease to be observed or performed on Tenant's part; (3) Tenant's, its subtenants, Agents' or Invitees' uses or occupancy, or manner of use or occupancy, of the Temporary Premises (while occupied by Tenant) or Premises; (4) any exposure to radio frequency (RF) emissions or electromagnetic fields (EMFs) from Tenant's or subtenants Equipment or uses on or about the Temporary Premises (while occupied by Tenant) or Premises; (5) the Temporary Premises (while occupied by Tenant) or Premises condition or any occurrence on or about the Temporary Premises (while occupied by Tenant) or Premises attributable to the events described in clauses (1), (2), (3) or (4) above in this Section 11.1; or (6) any act, omission or negligence of Tenant, its subtenants, Agents or Invitees in, on or about the Temporary Premises (while occupied by Tenant) or Premises; but except to the extent that such Claim(s) arise from the Indemnified Parties' willful misconduct or negligence. Tenant's obligations under this Section 11 include, without limitation, fees, costs and expenses for attorneys, consultants and experts, and the Landlord's costs to investigate any Claim. Tenant's duty to defend is independent of the duty to indemnify and Tenant specifically acknowledges and agrees that it has an immediate and independent obligation to defend the Indemnified Parties from any Claim that actually or potentially falls within this Section 11 and which obligation arises at the time the Indemnified Parties tender such Claim to Tenant and continues at all times until such Claim's final resolution. Tenant's obligations under this Section 11 will survive the expiration or termination of this Tenant.

11.2 Tenant's Indemnification for Personnel Injuries

Tenant acknowledges that (1) the Landlord has delegated to Tenant control over the Temporary Premises (while occupied by Tenant) and the Premises; and (2) the Landlord is not a co-employer of any employee of Tenant or any employee of Tenant's Agents; and (3) the Landlord shall not be liable for any Claim by Tenant or its Agents or employees. Tenant agrees to fully indemnify, defend and hold the Indemnified Parties harmless in the same manner as provided in Section 11.1 (Tenant's General Indemnification Obligations) against any Claim by any employee of Tenant or its Agents that arises in connection with Tenant's or its subtenants' or Agents' access, uses or other activities on or about the Temporary Premises (while occupied by Tenant), Premises or Access Route. The foregoing indemnity survives expiration or termination of this Lease.

11.3 Tenant's Defense of the Landlord

If any action or proceeding is brought against any Indemnified Party in connection with any Claim, then the Landlord will send prompt written notice to Tenant. At the time Tenant receives such written notice, Tenant shall, at Tenant's sole cost and expense, resist and defend such action or proceeding with legal counsel reasonably acceptable to the Landlord. Tenant may not admit any liability or enter into any compromise or settlement agreement on any Indemnified Party's behalf without the Landlord's prior written consent. The Landlord's legal counsel will be permitted to cooperate with Tenant and its legal counsel and to participate in any action or proceeding brought against any Indemnified Party in connection with any Claim.

11.4 Landlord's Indemnification Obligations

Landlord will indemnify Tenant for costs, demands or loss including reasonable attorneys' fees to the extent arising out of Landlord's ownership and use of the Property, except to the extent arising from the negligence or misconduct of Tenant.

12. ENVIRONMENTAL PROVISIONS

12.1 Tenant's General Environmental Obligations

Tenant shall manage and conduct its use and activities, and the use and activities of its subtenants, Agents' and Invitees' activities on or in connection with the Property: (1) in compliance with all applicable Environmental Laws and applicable provisions in this Lease; (2) in cooperation with the Landlord and the Landlord's efforts to maintain compliance with all applicable Environmental Laws; and (3) in accordance with all Best Management Practices applicable to the Equipment and the Permitted Use. Tenant shall manage its, its Agents' and Invitees' activities on or about the Property, and as may be appropriate, secure the Premises, so as to prevent any noncompliance with any applicable Environmental Law or any applicable environmental provision in this Lease.

Without limiting any obligations of Tenant under this Lease, Tenant shall, at its sole cost and expense, comply with all Laws (including Environmental Laws) in connection with the installation, operation, maintenance, repair or handling of any fuel tanks (including emergency generator fuel tanks) located on the Property pursuant to this Lease. Tenant's compliance as stated in the immediately preceding sentence includes preventing spills and implementing and submitting control plans to applicable governmental authorities with respect to any fuel tanks.

12.2 Hazardous Substances

Tenant, its Agents and Invitees may use only those Hazardous Substances on or about the Property that are normally associated with the Permitted Use, and only in strict compliance with all applicable Environmental Laws. Tenant shall use best efforts to minimize Hazardous Substance use on the Property and, to the extent commercially reasonable, use non-hazardous alternatives in Tenant's operations.

12.3 Tenant's Response to Hazardous Substance Release

If any actual, threatened or reasonably suspected Release occurs for which Tenant is responsible under this Lease, then Tenant shall immediately undertake and diligently pursue, at Tenant's sole cost and expense, all actions necessary or appropriate to investigate, contain, stop, accomplish source control, remove and perform interim remediation in connection with such Release. Tenant shall promptly send the Landlord written notice after Tenant discovers facts about (1) an actual or reasonably suspected violation in connection with any Environmental Law related to the Property or this Lease; or (2) an actual or reasonably suspected Release on, under, from or adjacent to the Property.

12.4 Self Help

Except in an emergency or pursuant to a governmental order that requires immediate action, the Landlord shall have the right (but not the obligation) to perform Tenant's environmental obligations under this Section 12 or any applicable Environmental Laws after the Landlord provides Tenant with seven (7) calendar-day written notice and a demand to perform the obligations in issue. The Landlord shall charge Tenant, and Tenant shall promptly reimburse the Landlord upon demand, for any Environmental Costs, which shall bear interest at the statutory rate then in effect from the date the Landlord expends any such funds. However, the Landlord may not perform Tenant's obligations under this Section 12 when, within the 7-day notice period, Tenant promptly notifies the Landlord, begins and continues thereafter to diligently pursue full performance to completion for all obligations stated in the Landlord's notice.

12.5 Tenant's Environmental Indemnification Obligations

Site Name Stockton 4 Relo
Site No. CA188A6-S

00780724 - v1

21752289.8

If Tenant breaches or fails to perform any of its environmental obligations contained in this Section 12, or if any act, omission or negligence by Tenant or its subtenants, Agents or Invitees results in any contamination on or about the Property or the Premises, in whole or in part, or in a Release from, on, about, in or beneath the Property or the Premises, in whole or in part, or any Environmental Law violation, then Tenant, for itself and its successors and assigns, shall indemnify, defend with legal counsel acceptable to the Landlord and hold harmless the Indemnified Parties from and against any and all Claims (including damages for decrease in value of the Property or Premises, any loss or restriction on the use of usable space on the Property or the Premises and sums paid to settle any Claims, which include without limitation attorneys' fees, consultants' fees, experts' fees and related costs) that arise during or after the Term and in relation to such Release or violation; all whether any negligence may be attributed to the Indemnified Parties or not, and all whether liability without fault is imposed or sought to be imposed on the Indemnified Parties, but except to the extent that such Claim(s) arise from the Indemnified Parties' willful misconduct or negligence. Tenant's Indemnification obligation includes costs incurred in connection with any activities required to investigate and remediate any Hazardous Substance brought onto the Property or the Premises by Tenant, its subtenants, Agents or Invitees and to restore the Property or the Premises to its condition that existed immediately before Tenant introduced such Hazardous Substance or to correct any Environmental Law violation(s). Tenant's duty to defend is independent of the duty to indemnify and Tenant specifically acknowledges and agrees that it has an immediate and independent obligation to defend the Landlord and the other Indemnified Parties from any Claim that actually or potentially falls within this Indemnification provision even if the allegations that support the Claim are or may be groundless, fraudulent or false, and which obligation arises at the time such Claim is tendered to Tenant by the Indemnified Party and continues until the Claim is finally resolved. Tenant shall afford the Landlord a full opportunity to participate in any discussions with regulatory agencies regarding any settlement agreement, cleanup or abatement agreement, consent decree or other compromise or proceeding involving Hazardous Substances. Tenant's obligations under this Section 12 will survive the expiration or termination of this Lease.

12.6 Tenant's Liability for Hazardous Substance Release

Without limiting the Indemnification obligations in Section 12.5 (Tenant's Environmental Indemnification Obligations), Tenant will be responsible for all response, remediation and restoration obligations in connection with any Release and associated Environmental Costs that results from or occurs in connection with Tenant's occupation, possession or use of the Property and/or Premises throughout the Term and after the Lease expires or terminates. Notwithstanding the preceding sentence, as between the Landlord and Tenant, Tenant will not be responsible for any Release or associated Environmental Costs caused by the Landlord, its Agents, contractors, invitees, Tenants or other lessees after the Effective Date so long as Tenant has complied with all

applicable conditions for non-liability established in 42 U.S.C. §§ 9607(b) or (q) as may be amended.

13. INSURANCE

13.1 Tenant's Insurance Obligations

Tenant shall procure and keep in effect at all times during the Term, at Tenant's cost, insurance in the following amounts and coverages: (1) Commercial General Liability insurance (including premises operations; explosion, collapse and underground hazard; broad form property damage; products/completed operations; contractual liability meeting the indemnification obligations herein; independent contractors; personal injury) with limits of at least \$2 million combined single limit for each occurrence with \$4 million aggregate; (2) Worker's Compensation Insurance per California statutory limits with Employer's Liability Limits not less than \$1 million each accident or disease; (3) Commercial Automobile Liability Insurance with limit not less than \$2 million each occurrence for bodily injury and property damage, including owned, non-owned and hired vehicles. The required limits may be met with a combination of primary or excess umbrella insurance. Tenant's insurance must cover all activities performed by or on behalf of the Tenant on or about the Temporary Premises (while occupied by Tenant) or the Premises.

13.1.1 Required Endorsements

For Tenant and all of Tenant's contractors and subcontractors, Commercial General Liability Insurance and Commercial Automotive Liability Insurance policies must contain the following endorsements: (1) name the Landlord and Landlord No. 2, their directors, officers, Agents and employees as additional insureds; (2) that such policies are primary insurance to any other insurance available to the additional insureds with respect to any Claims that arise in connection with this Lease; (3) that such insurance applies separately to each insured against whom a Claim is made or brought; (4) that such policies provide for the severability of interests and that an act or omission of one of the named insureds that would void or otherwise reduce coverage shall not void or otherwise reduce coverage as to any other named or additional insured; and (5) that such policies afford coverage for all covered Claims based on acts, omissions, injury or damage that occurred or arose (or the onset occurred or arose) in whole or in part during the policy period.

All insurance policies required to be maintained by Tenant under this Lease must be endorsed to provide written notice of cancellation for any reason, including without limitation, intent not to renew or reduce coverage to both Tenant and the Landlord. If Tenant receives a notice of intent to cancel or notice of cancellation for any coverage required under this Lease, Tenant shall forward such notice to the Landlord within one (1) business day and promptly take action to prevent

cancellation, reinstate cancelled coverage or obtain coverage from a different insurer qualified under Section 13.1.4 (Insurer Qualifications).

13.1.2 Claims-Made Policies

If any required insurance under this Lease is provided under a claims-made form, Tenant shall continuously maintain such coverage throughout the Term and, without lapse, for three years after this Lease expires or terminates, to the effect that such Claims will be covered under Tenant's claims-made policies should any event during the Term give rise to a Claim brought after this Lease expires or terminates.

13.1.3 General Aggregate Limit

The general aggregate limit for any required insurance under this Lease must be double the per-occurrence or Claims limits specified in Section 13.1 (Tenant's Insurance Obligations) when coverage includes a general annual aggregate limit or provides that Claims investigation or legal defense costs will be included in such general annual aggregate limit.

13.1.4 Insurer Qualifications

Tenant's insurance providers must be licensed to do business in California and must meet or exceed an A.M. Best's Key Rating A-X or its equivalent. Provided that Tenant shall have the right to self-insure and any insurance required to be provided by Tenant may be provided by a blanket insurance policy covering the Premises and other properties leased or owned by Tenant provided that such blanket insurance policy complies with all of the other requirements with respect to the type and amount of insurance required under this Lease.

13.1.5 Certificates; Effective Dates

Within ten (10) calendar days after the Effective Date, Tenant shall deliver to the Landlord all insurance certificates and additional insured endorsements from Tenant's insurance providers in form and content satisfactory to the Landlord that evidences all the required coverages under this Lease. In addition, Tenant shall promptly deliver to the Landlord all certificates after Tenant receives a request from the Landlord. The Landlord shall not authorize Tenant to access or perform any work on the Premises until and unless all insurance coverages required to be carried by Tenant under this Lease have been obtained. Tenant shall ensure that all insurance coverages required to be carried by Tenant under this Lease remain in effect at all time until all Equipment has been removed from the Premises. The requirements in this Section 13.1.5 survive the expiration or termination of this Lease. The Landlord reserves the right to review complete and accurate copies of all insurance policies required under this Agreement upon request at the Tenant's place of business.

13.1.6 Self-Insurance

Tenant may meet its insurance obligations under this Lease through self-insurance without prior written consent from the Landlord.

13.2 Contractors' Bonds Insurance

Tenant shall require its contractors that install, maintain, repair, replace or otherwise perform any work on or about the Temporary Premises or the Premises: (1) to provide bonds to guarantee the performance of the work and the payment of subcontractors and suppliers for any installation of Equipment, and (2) to have and maintain insurance.

13.3 No Limitation on Indemnification Obligations

Tenant's insurance obligations under this Section 13 in no way relieves or decreases Tenant's liability under Section 11 (Indemnification), Section 12 (Environmental Provisions) or any other provision in this Lease.

13.4 Landlord's Termination Right

The Landlord may elect, in its sole and absolute discretion, to terminate this Lease on written notice to Tenant if Tenant allows any required insurance coverage to lapse and does not reinstate the lapsed insurance coverage within ten (10) calendar days after Tenant receives such written notice.

14. ASSIGNMENT; SUBLEASE

14.1 Assignment

Tenant is expressly permitted to assign or transfer its rights under this Lease to an Affiliate, as part of a sale of all or substantially all of its assets, or to its lender in connection with financing. Any transfer of this Lease by merger, consolidation or liquidation or any change in the ownership of, or power to vote, the majority of its outstanding voting stock shall not constitute an assignment for the purposes of this paragraph. Otherwise, Tenant may not assign this Lease without the prior written consent of Lessor, which consent will not be unreasonably withheld, conditioned or delayed.

14.2 Sublease (Colocation)

As of the Effective Date, Tenant intends to share the Premises with the following three (3) subtenants or collocators: MetroPCS California LLC, Sacramento-Valley Limited Partnership d/b/a Verizon Wireless, and Broadband One of California, Inc. Tenant may sublicense or in any

Site Name Stockton 4 Relo
Site No. CA188A6-S

00780724 - v1

21752289.8

other manner allow a third party to occupy or use the Premises and/or antenna space on its Equipment without the prior consent of the Landlord but shall provide notice to Landlord upon the signing of any new subleases to third parties. Lessor shall receive an additional twenty-five percent (25%) colocation fee ("Colocation Fees"), beginning with the 4th broadband sublessee, including but not limited to PCS providers such as AT&T, Verizon, T-Mobile, and Dish using the Premises. All Colocation Fees shall be paid one month in arrears upon Tenant's receipt of rent from its sublessees. In no event shall Colocation Fees be paid if there are less than four (4) sublessees.

14.3 Continuing Obligation

No assignment or sublease will relieve Tenant of its obligation to pay Rent or other amounts due under this Lease, the Colocation Fees and to perform all other obligations to be performed by Tenant under this Lease. The acceptance of any payment due under this Lease by the Landlord from any other person or entity will not be deemed to be a waiver by the Landlord of any provision of this Lease or be construed to be consent to any assignment or sublicense.

15. DEFAULT; REMEDIES

15.1 Defaults and Cure Periods

It will be a default under this Lease when either the Landlord or Tenant: (1) fails to tender any sums payable pursuant to this Lease when due, and such failure continues for thirty (30) calendar days after notice from the non-defaulting party; (2) fails to perform or comply with any non-monetary term, provision, covenant or obligation under this Lease, and such failure continues for sixty (60) calendar days after notice from the non-defaulting party; provided, however, that said 60-day cure period will be reasonably extended when the default cannot be cured within sixty (60) calendar days and the defaulting party commences to cure within said 60-day cure period and diligently pursues the cure to completion.

15.2 Sums Paid During Default

Any sums paid from Tenant to the Landlord after Tenant's default will not constitute a cure by Tenant or waiver by the Landlord unless the Landlord acknowledges such cure or waiver in a signed writing.

15.3 No Consequential Damages

Except for a Party's gross negligence or willful misconduct neither Party shall be liable to the other Party for any special, incidental, indirect, punitive or consequential damages, whether foreseeable or not, that arise from or in connection with this Lease for any reason whatsoever.

15.4 No Personal Liability for Landlord Officials, Employees or Agents

Site Name Stockton 4 Relo
Site No. CA188A6-S

00780724 - v1

21752289.8

No elected or appointive board, agency, member, officer, employee or other Agent of the Landlord will be personally liable to Tenant, its successors and assigns, in the event of any default or breach by the Landlord or for any amount which may become due to Tenant, its successors and assigns, or for any obligation of the Landlord under this Lease.

15.5 Cumulative Remedies

Except as may be specifically provided otherwise in this Lease, any and all rights, benefits and/or remedies provided or afforded to either the Landlord or Tenant under this Lease or any other instrument or document executed pursuant to this Lease are and will be cumulative and not exclusive of any legal or equitable rights, benefits or remedies available to either the Landlord or Tenant under applicable Laws. The expiration or termination of this Lease and/or the termination of Tenant's rights under this Lease shall not relieve either Party from liability under any indemnity provisions of this Lease as to matters occurring or accruing during the term hereof.

16. TERMINATION

16.1 Grounds for Termination

In addition to any other provision in this Lease that authorizes the Landlord or Tenant to terminate this Lease, this Lease may be terminated as follows:

- (1) by either the Landlord or Tenant upon thirty (30) calendar days' written notice when the other remains in default beyond any applicable cure period; or
- (2) by the Landlord if Tenant or any subtenant has constructed any Equipment other than as expressly permitted hereunder, or entered into any unpermitted Assignment or sublease; or
- (3) by Tenant upon written notice to the Landlord at any time prior to the Effective Date if Tenant cannot obtain all Governmental Approvals required for the Permitted Use after Tenant exhausts in good faith all administrative remedies available to Tenant in connection with an application for such Governmental Approvals; or
- (4) by Tenant after the commencement of the second five-year Renewal Term, upon one hundred twenty (120) calendar days written notice to the Landlord at any time after the Commencement Date for any or no reason.
- (5) by Landlord, after the expiration of the second five-year Renewal Term, for any reason upon no less than twelve (12) months' prior written notice so long as such termination does not facilitate a new lease with one of Tenant's competitors;

- (6) by Landlord upon no less than twelve (12) months' prior written notice in the event of a federal or state mandate that requires immediate termination of this Lease and Landlord determines that termination is required for compliance with a federal or state mandate;
- (7) by Landlord upon no less than ninety (90) days' written notice to Tenant, provided, Landlord shall have received notice ("Bankruptcy Notice") that Tenant has become a debtor in any voluntary or involuntary bankruptcy proceeding (unless, in the case of a petition filed against Landlord, the same is dismissed within such ninety (90) day period); or in accordance with other provisions of this Lease.

16.2 Relocation

If Landlord requires use of the Premises for the Landlord's operations during the Term, the Landlord shall have the right to relocate the Premises to another comparable location on the Property, at the Landlord's cost. In connection with any such relocation, (i) the relocation shall not occur until after expiration of the second five-year Renewal Term (ii) the Landlord shall give Tenant at least twelve (12) months written notice before requiring Tenant to relocate; (iii) Tenant may be allowed if necessary to place a temporary cell site and antenna structure on the Property in a mutually agreeable location during such relocation; (iv) Tenant's access and beneficial use and enjoyment of the Premises is not interrupted, obstructed or materially affected; and (v) the utility services to the Premises are not interrupted.

17. REMOVAL AND RESTORATION

Tenant and all subtenants shall remove all Equipment at its sole expense following the expiration or termination of this Lease, including but not limited to facilities used to house Equipment that the Landlord does not elect to retain. Tenant shall repair any damage to the Premises caused by such removal and shall return the Premises to a clean surface condition with no underground equipment, foundations or utilities from Tenant, reasonable wear and tear and damage beyond the control or without the fault or neglect of Tenant excepted. Without limiting the generality of the foregoing, Tenant shall remove all footings, foundations, utilities, wiring and conduits to a depth of three (3) feet and shall provide as-built drawings showing the surveyed location and dimensions of any such structures that remain. Tenant will be deemed to be using the Premises until and unless it completely removes its personal property and restores the Premises consistent with this Section 17.

18. CONDEMNATION

Site Name Stockton 4 Relo
Site No. CA188A6-S

00780724 - v1

21752289.8

If the Landlord receives written or other notice of a proposed taking by eminent domain of any part of the Property upon which the Premises, Utilities Route, or Access Route are situated, the Landlord will notify Tenant of the proposed taking within sixty (60) calendar days after receiving a Notice of Intent to Adopt a Resolution of Necessity from a condemning authority. If condemnation proceedings result in litigation seeking condemnation of the Premises, then the Landlord will notify Tenant within thirty (30) calendar days after receiving a motion for prejudgment possession of the Premises. If possession of all or a portion of the Premises is awarded to a condemning authority, then Tenant will have the option to: (i) declare the Lease null and void and thereafter neither party will have any liability or obligation hereunder; or (ii) remain in possession of that portion of the Premises that will not be taken, in which event there will be no adjustment in rent. With either option, Tenant shall have the right to contest the taking and directly pursue an award.

19. DESTRUCTION

If the Premises, in whole or in part, becomes damaged or destroyed due to any cause, then the Landlord will have no obligation to repair, rebuild or replace the damaged or destroyed Premises.

If the Premises, in whole or in part, becomes so damaged or destroyed that it materially impairs Tenant's Permitted Use, and such damage or destruction resulted from a cause not attributable to Tenant or any other person or entity affiliated with Tenant or under Tenant's direction or control, then Landlord will use its best effort to find an alternative location on the Property until the Premises are repaired and made operable. If necessary, Tenant may be allowed to place a temporary cell site and antenna structure on the Property in a mutually agreeable location during such repairs. Tenant may also elect to terminate this Lease within sixty (60) calendar days after such damage or destruction occur.

20. NOTICES

Except as may be specifically provided otherwise in this Lease, all notices, demands or other correspondence required to be given under this Lease must written and delivered through (1) an established national courier service that maintains delivery records and confirmations; (2) hand delivery; or (3) certified or registered U.S. Mail with prepaid postage and return receipt requested, and addressed as follows:

TO LANDLORD: San Joaquin Regional Transit District
421 East Weber Avenue
Stockton, CA 95202
Attn: Robert Kyle, CFO
rkyl@sjRTD.com

with a copy to: Julie Sherman, District Counsel

Site Name Stockton 4 Relo
Site No. CA188A6-S

00780724 - v1

21752289.8

Hanson Bridgett LLP
JSherman@hansonbridgett.com

TO TENANT: SBA Towers X, LLC
8051 Congress Avenue
Boca Raton, FL 33487
Attn.: Site Administration
Re: CA188A6-S Stockton 4 Relo

All notices will be deemed effective on receipt or on attempted delivery when delivery is refused. Telephone, facsimile and email information are provided for convenience and for couriers who may require such information, and any notice given solely through electronic means will not be deemed to be effective notice. Any copies required to be given constitute an administrative step and not actual notice. The parties may change the notice addresses above from time-to-time through written notice to the addresses above or the then-current notice address.

21. BANKRUPTCY

If Tenant becomes a debtor in any voluntary or involuntary bankruptcy proceeding under the Bankruptcy Code, then the Landlord and Tenant expressly intend, acknowledge and agree that this Lease will be treated as either an unexpired commercial lease or an executory contract for all purposes in connection with Bankruptcy Code § 365 and subject to the provisions Bankruptcy Code §§ 365(d)(3) and 365(d)(4) as those provisions may be amended or superseded in the future. Any person or entity to which this Lease is assigned pursuant to the Bankruptcy Code will be deemed without any further act to have assumed all Tenant's obligations under this Lease which arose before or may arise after such assignment, and any such assignee shall execute and deliver to the Landlord a written instrument that confirms such assumption promptly upon a written demand from the Landlord. Any monies or other consideration payable or otherwise to be delivered in connection with such assignment will be promptly paid to the Landlord, will be the Landlord's exclusive property and will not constitute Tenant's or its estate's property for the purposes under the Bankruptcy Code. Any such monies or other consideration not paid to the Landlord will be held in trust for the Landlord's benefit as paid to the Landlord as soon as possible.

22. REMOVAL BOND

Tenant shall provide to Landlord a removal bond in the amount of Fifty Thousand and No/100 Dollars (\$50,000.00) which will be used to cover the cost of removal of the Equipment in the event Tenant fails to do so in accordance with the provisions of this Lease.

23. MISCELLANEOUS

23.1 Interpretation; Construction

Site Name Stockton 4 Relo
Site No. CA188A6-S

00780724 - v1

21752289.8

The Landlord and Tenant acknowledge and agree that:

- (1) both parties have been represented by counsel and that both parties have participated in the negotiation and drafting process;
- (2) the language in this Lease will always be construed simply and in accordance with its fair and ordinary meaning, without any reference to any common practices, interpretations, customs or definitions that may exist in any industry or trade to which either the Landlord or Tenant may belong;
- (3) this Lease will never be construed either for or against either the Landlord or Tenant for any reason;
- (4) any defined term in this Lease will be construed to have the same definition when used in both the singular and plural form;
- (5) the word “or” will not be interpreted as a limitation and will be construed to mean “and/or” unless expressly provided otherwise in this Lease;
- (6) the word “including” or phrase “which includes” will not be interpreted as a limitation and will be construed to be followed by the phrase “without limitation” whenever such phrase does not appear in the text;
- (7) all references to any “Section” or “Exhibit” will be construed to mean a section of or an exhibit attached to this Lease unless expressly provided otherwise in this Lease;
- (8) the captions contained in this Lease (a) are only for convenience, (b) will not be used to interpret or construe any term or provision in this Lease and (c) will not carry any legal effect whatsoever; and
- (9) this Lease is not intended to create, does not create and will not be construed to create any third-party benefit or beneficiaries, or any joint venture, partnership, employment or agency relationship between the Landlord and Tenant.

23.2 Unenforceability; Severability

If a court with competent jurisdiction over this Lease holds any provision in this Lease invalid or unenforceable with respect to either the Landlord or Tenant, or any third parties to whom this Lease may become applicable or enforceable, (1) the valid or enforceable provisions will not be affected whatsoever; (2) the application of such invalid or unenforceable provision to persons or entities other than those as to whom it is held invalid or unenforceable will not be affected; and (3) each provision in this Lease shall be valid and enforceable to the fullest extent permitted under Law.

23.3 Time for Performance; Force Majeure

Time is of the essence of this Lease. Notwithstanding the provisions in this Section 23.3, the time for performance for any term, provision, covenant or obligation under this Lease will be deemed extended to account for any time lost due to delays that arise from strikes, civil riots, floods, labor or material shortages or restrictions, governmental intervention or any other cause not within the control of the party whose performance is due.

23.4 Integration; Entire Agreement

This Lease contains the entire agreement and understanding between the parties as to the subject matter concerned in this Lease, and this Lease supersedes all prior or contemporaneous agreements, commitments, conditions, discussions, instruments, offers, promises and/or proposals between or among the Landlord and Tenant in connection with the Premises, whether oral or written.

23.5 Successors and Assigns

The parties intend and agree that this Lease will extend to and bind the parties' respective heirs, personal representatives, successors and assigns.

23.6 Amendments or Modifications

All amendments or modifications to this Lease, if any, must be in a written and fully executed agreement signed by both parties.

23.7 Waivers

No provision in this Lease may be waived or deemed waived, except in a written waiver signed by the party against whom enforcement of such waiver is attempted. No custom or practice which may develop between the parties in the implementation or administration of the terms of this Lease will be construed to waive or lessen any right to insist upon strict and/or timely performance of the terms of this Lease. Any waiver by either party of any provision of this Lease will not be deemed to constitute a waiver of any other provision, nor will such waiver constitute a continuing waiver.

23.8 Governing Law; Venue; Attorneys' Fees

This Lease will be governed and construed in accordance with the laws of the State of California without regard to conflicts of laws principles. Sole and exclusive venue for any action or claim between the parties that arises from or in connection with this Lease will reside exclusively in the Superior Court of San Joaquin County (the "**Court**"). All parties will be subject to the Court's

jurisdiction and waive all claims whatsoever that would defeat the Court's jurisdiction to hear and adjudicate any action or claim between the parties that arises from or in connection with this Lease. The prevailing party in any final or non-appealable decision on the merits that arises from or in connection with this Lease may be entitled to its reasonable attorneys' fees and costs, which includes without limitation reasonable witness, expert and consultant fees, at the Court's sole discretion. With respect to any provision in this Lease that provides for payment of attorneys' fees, such fees will be deemed to include reasonable fees incurred through any applicable appeal process and will include, but not be limited to, fees attributable to legal services provided by any in-house counsel and staff to the prevailing or indemnified party.

23.9 Government Claims Act

Any claim for money damages by Tenant against the Landlord hereunder will be subject to California Government Code §§ 810 *et seq.* (the "**Government Claims Act**"). The claims presentation provisions in the Government Claims Act are hereby modified such that all claims to be presented to the Landlord will be irrevocably waived if not made within six (6) months after Tenant discovers the facts that either give rise to the claim or would prompt an investigation that, with reasonable diligence, would lead Tenant to facts that would give rise to the claim. Neither the Landlord nor its directors, managers, employees, attorneys, Agents or volunteers will be personally liable to Tenant in the event of any default or breach of the Landlord, or for any amount which may become due to Tenant or any successor in interest, or for any obligations directly or indirectly incurred under this Lease.

23.10 Public Records Act Disclosure

Tenant acknowledges that the Landlord is a public entity under the laws of the State of California. Furthermore, the parties acknowledge that this Lease constitutes a public record that the Landlord must publicly disclose under (i) the California Public Records Act, California Government Code §§ 6250 *et seq.*; (ii) Title 17, California Code of Regulations §§ 91000 *et seq.*; (iii) Article I, § 3, of the California State Constitution; and (iv) any other applicable Law that may require the Landlord to disclose public records.

23.11 Estoppels

Tenant, at any time and from time-to-time on not less than thirty (30) calendar days' notice from the Landlord, shall execute, acknowledge and deliver to the Landlord or its designee, an estoppel certificate which states: (a) that Tenant has accepted the Premises (or, if Tenant has not done so, that Tenant has not accepted all or any part of the Premises and specifying the applicable portions of the Premises and reasons for non-acceptance); (b) the Effective Date and expiration date of this Lease; (d) that this Lease is unmodified and in full force and effect or, if modified, the manner in which this Lease is modified; (e) whether any defenses then exist against the enforcement of any

of Tenant's obligations under this Lease (and if so, specifying the same); (f) whether any of the Landlord's obligations under this Lease are outstanding (and if so, identifying any Landlord obligations that Tenant believes that the Landlord has failed to meet); (g) the dates, if any, to which the Lease Fees have been paid; and (h) any other information that may be reasonably required by any such persons.

23.12 Brokers

Neither the Landlord nor Tenant has had any contact or dealings in connection with the lease of the Premises, or any communication in connection therewith, through a Broker, whose commission, if any is due, is to be paid pursuant to a separate written agreement between such Broker and the party through which such Broker contracted. If any Broker perfects a claim for a commission or finder's fee based upon any such contact, dealings or communication, then Tenant shall indemnify the Landlord from all Claims brought by the Broker. The representations and indemnification obligations in this Section 23.12 will survive expiration or earlier termination of this Lease.

23.13 Survival

The parties to this Lease intend that all terms and conditions within this Lease that by their sense or context should survive this Lease's expiration, termination or cancellation, which includes without limitation Section 4.2 (Holdover Term), Section 11 (Indemnification), Section 12 (Environmental Provisions), Section 13.1.5 (Certificates; Effective Dates), Section 17 (Removal and Restoration), Section 23.8 (Governing Law; Venue; Attorneys' Fees) and Section 23.12 (Brokers), or any provision in this Lease which necessarily requires performance after this Lease expires or terminates, will survive this Lease's expiration, termination or cancellation.

23.14 Submission for Inspection; No Offer

Prior to the Effective Date, the parties may submit this Lease to each other for inspection and examination purposes and such submission will not constitute an offer to lease the Premises. This Lease will become effective only upon full execution by both the Landlord and Tenant.

23.15 Execution; Counterparts

This Lease may be executed simultaneously or in one or more counterparts. If the parties elect to execute this Lease in one or more counterparts, Tenant shall execute first, the Landlord shall execute second, each executed counterpart will be deemed to be an original but all counterparts taken together will constitute one and the same agreement.

23.16 Delegation of Authority

Site Name Stockton 4 Relo
Site No. CA188A6-S

00780724 - v1

21752289.8

The terms of this Lease are subject to approval by Landlord's Board of Directors ("Board"). Once approved by the Board, the Chief Executive Officer is fully authorized to take any and all actions on behalf of the Landlord, including, without limitation, all consents, approvals, and authorizations that, in his or her judgment, serve to carry out the purposes of this Lease.

23.17 Secured Parties

Tenant may from time-to-time grant to certain lenders selected by Tenant and its affiliates (the "Lenders") a lien on and security interest in Tenant's interest in this Lease and all assets and personal property of Tenant located on the Premises (the "Personal Property") as collateral security for the repayment of any indebtedness to the Lenders. Landlord hereby agrees to subordinate any security interest, lien, claim or other similar right, including, without limitation, rights of levy or distraint for rent, Landlord may have in or on the Personal Property, whether arising by agreement or by law, to the liens and/or security interests in favor of the Lenders, whether currently existing or arising in the future. Nothing contained herein shall be construed to grant a lien upon or security interest in any of Landlord's assets. Should Lender exercise any rights of Tenant under this Lease, including the right to exercise any renewal option(s) or purchase option(s) set forth in this Lease, Landlord agrees to accept such exercise of rights by Lenders as if same had been exercised by Tenant, and Landlord, by signing below, confirms its agreement with this provision. If there shall be a monetary default by Tenant under this Lease, Landlord shall accept the cure thereof by Lenders within fifteen (15) days after the expiration of any grace period provided to Tenant under this Lease to cure such default, prior to terminating the Lease. If there shall be a non-monetary default by Tenant under this Lease, Landlord shall accept the cure thereof by Lenders within thirty (30) days after the expiration of any grace period provided to Tenant under this Lease to cure such default, prior to terminating this Lease. The foregoing is not applicable to normal expirations of the term of this Lease. In the event Landlord gives Tenant any notice of default under the terms of this Lease, Landlord shall simultaneously give a copy of such notice to Lender at an address to be supplied by Tenant. Tenant shall have the right to record a memorandum of the terms of this paragraph.

23.18 Exclusivity

As part of Tenant's right to the undisturbed use and enjoyment of the Premises, Landlord shall not at any time during the Term of this Lease (i) use or suffer or permit another person to use any portion of the Property or any adjacent parcel of land now or hereafter owned, leased or managed by Landlord for any of the uses permitted herein or other uses similar thereto, or (ii) grant any interest in or an option to acquire any interest in any portion of the Property that permits any of the uses permitted under this Lease or other uses similar thereto without the prior written consent

of Tenant, in Tenant's sole discretion. The phrase "or other uses similar thereto" as used herein shall include, without limitation, the transmission, reception or relay of communications signals and/or data by way of small cells, distributed antenna systems, data centers, C-RAN or fiber, or the generation or storage of power or energy.

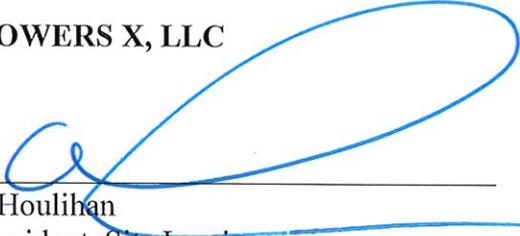
23.19 Right to Register or Record

Tenant may request that Landlord execute a Memorandum of Lease or Short Form of Lease (collectively a "Memo") for recording in the public records. Landlord agrees and authorizes Tenant to attach and/or insert a certified legal description of the Premises, Access Route and Utilities Route, once complete, to the Memo and record same in the public records.

[Signatures appear on following page.]

The parties are signing this Lease to be effective as of the Effective Date.

SBA TOWERS X, LLC

By: 
Alyssa Houlihan
Vice President, Site Leasing

**SAN JOAQUIN REGIONAL TRANSIT
DISTRICT**

By: _____

ATTEST:

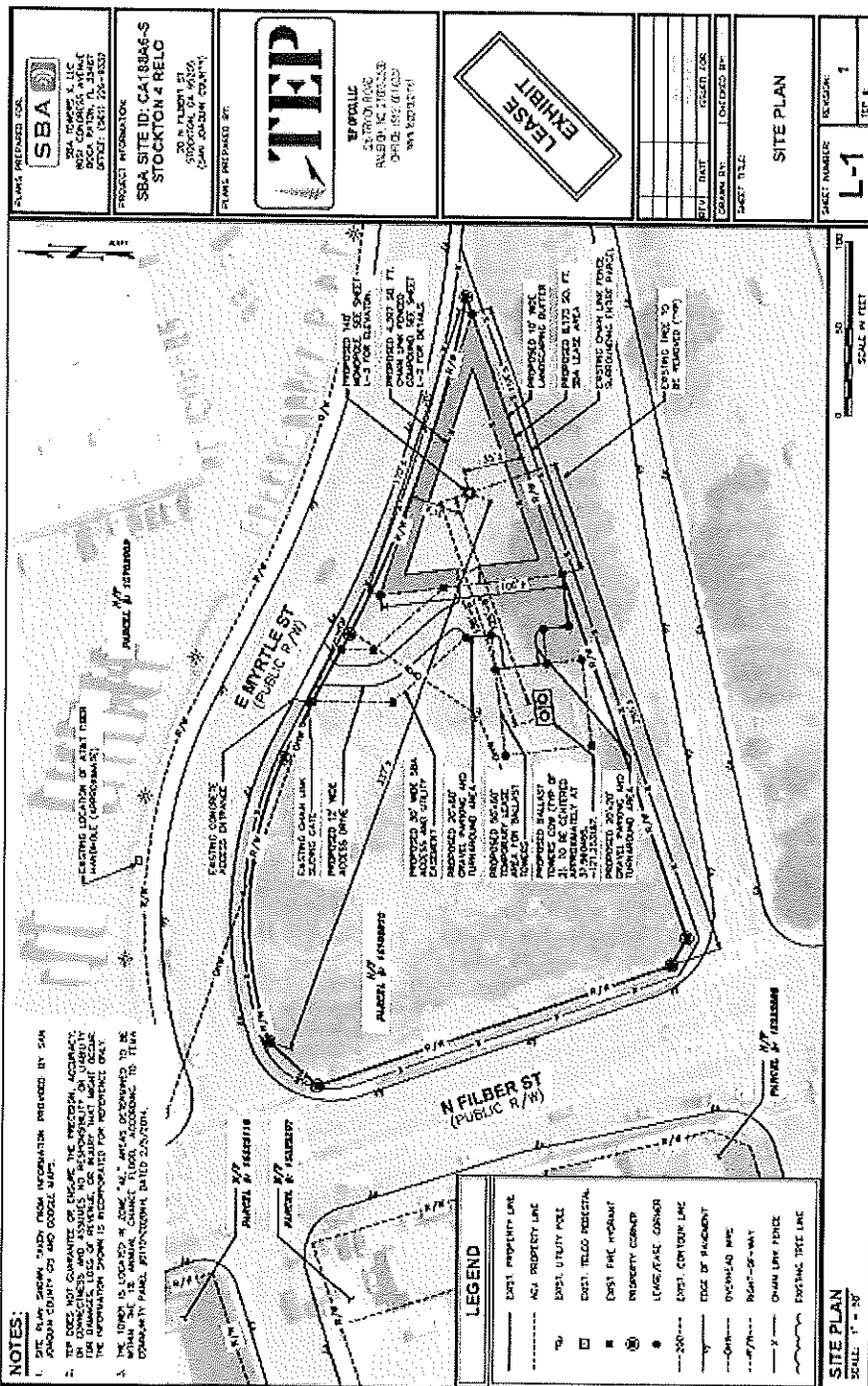
Secretary to the Board

APPROVED AS TO FORM:
Hanson Bridgett LLP

By _____

EXHIBIT A

MAP OF THE PROPERTY



Site Name Stockton 4 Relo
Site No. CA188A6-S

00780724 - v1

21752289.8

EXHIBIT B-1

LEGAL DESCRIPTION FOR THE PREMISES

The land referred to herein below is situated City of Stockton, County of San Joaquin, State of California, and is described as follows:

All that portion of Lots 12 and 13 as shown on the map of "East Stockton Renewal Subdivision, Unit No. 1", filed for record June 12, 1963 in Book 17 of Maps and Plats, at Page 18, San Joaquin County Records, lying within the City of Stockton, County of San Joaquin, State of California, being more particularly described as follows:

All that portion of said Lots 12 and 13 lying Southerly of the Southerly line of the Myrtle Avenue realignment described as Parcel No. 12359-1 in Grant Deed to the State of California, recorded as Instrument No. 93024284, San Joaquin County Records.

EXCEPTING THEREFROM that portion granted to the State of California described as Parcel No. 12359-2 in the Grant Deed recorded as Instrument No. 93024284, San Joaquin County Records.

BEING MORE PARTICULARLY SHOWN AND DESCRIBED as the 1.387 acre parcel on that Record of Survey, being a portion of Parcels 12 and 13 of East Stockton Renewal Subdivision, Unit No. 1, lying within Section 44, C.M. Weber Grant, City of Stockton, County of San Joaquin, California, recorded July 24, 2012, in Record Map Book 37, Page 185, San Joaquin County Records.

Parcel ID#: 157-020-10

This being the same property conveyed to San Joaquin Regional Transit District, a political subdivision of the State of California from Del Monte Corporation, a Delaware corporation, which acquired title as Del Monte Corporation, a New York corporation, in a Grant Deed dated July 15, 2011, and recorded July 15, 2011, as Document No. 2011-083898, in San Joaquin County, California.

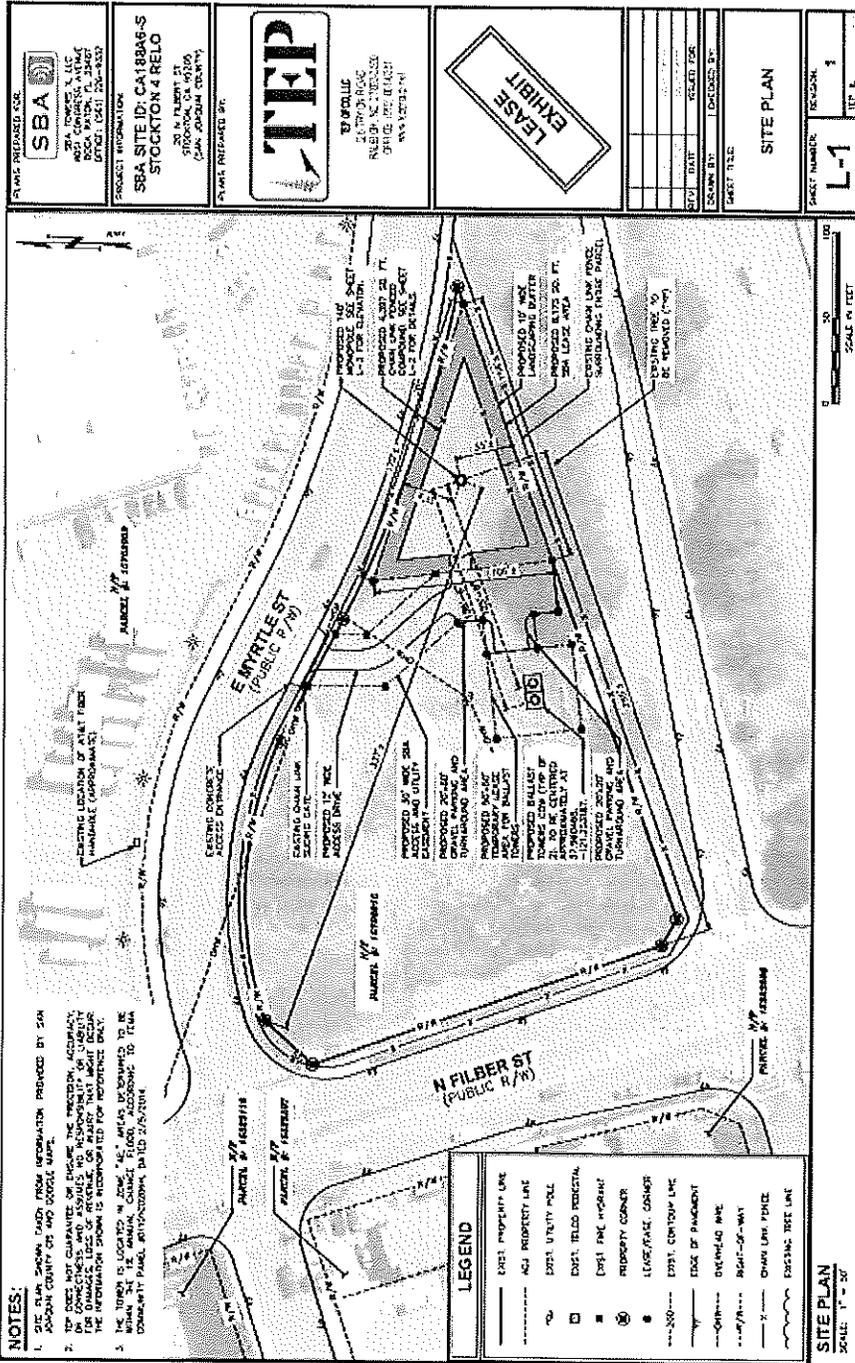
Site Name Stockton 4 Relo
Site No. CA188A6-S

00780724 - v1

21752289.8

EXHIBIT B-2

ACCESS ROUTE AND UTILITIES ROUTE



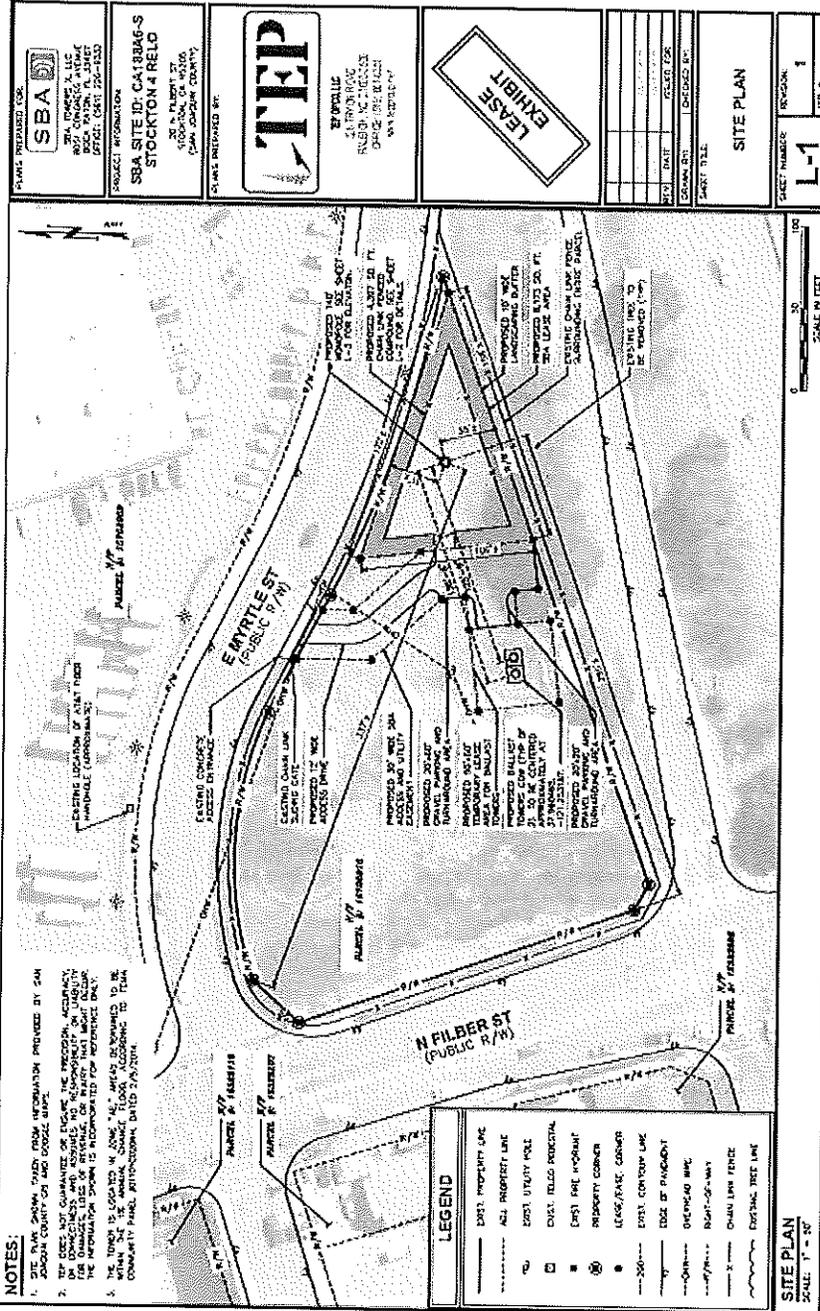
Site Name Stockton 4 ReLo
Site No. CA188A6-S

00780724 - v1

21752289.8

EXHIBIT C

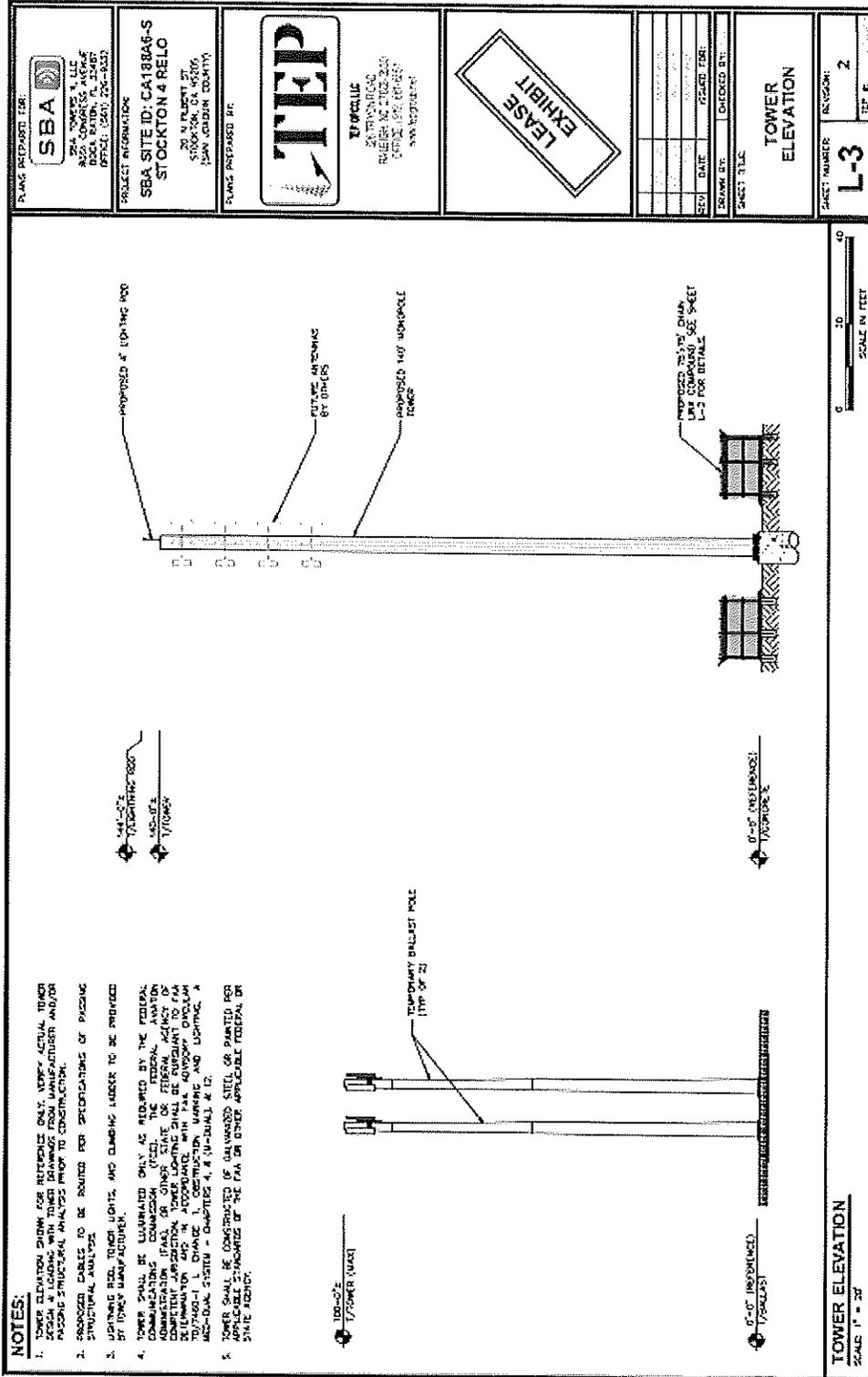
TEMPORARY PREMISES



Site Name Stockton 4 Relo
 Site No. CA188A6-S

00780724 - v1

21752289.8



Site Name Stockton 4 Relo
 Site No. CA188A6-S

00780724 - v1

21752289.8



Attachment D
Cover Page



PLANNING APPLICATION



COMMUNITY DEVELOPMENT DEPARTMENT • 345 N EL DORADO STREET • STOCKTON, CA 95202
www.stocktonca.gov/planning • (209) 937-8266 • planning@stocktonca.gov

APPLICATION REQUEST

- | | | |
|---|--|---|
| <input type="checkbox"/> Administrative Exception, Waiver, Interpretation | <input type="checkbox"/> Environmental Review | <input type="checkbox"/> Specific Plan/Amendment |
| <input type="checkbox"/> Annexation | <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Street Name Change |
| <input type="checkbox"/> Appeal to Planning Commission | <input type="checkbox"/> Land Development Permit | <input checked="" type="checkbox"/> Temporary Activity Permit |
| <input type="checkbox"/> Certificate of Appropriateness | <input type="checkbox"/> Large-Family Child Care Home | <input type="checkbox"/> Tentative Map/Tentative Parcel Map |
| <input type="checkbox"/> Child Care Center | <input type="checkbox"/> Master Development Plan/Amendment | <input type="checkbox"/> Tentative Map Vesting |
| <input type="checkbox"/> Condominium Conversion | <input type="checkbox"/> Planned Development Permit | <input type="checkbox"/> Time Extension |
| <input type="checkbox"/> Density Bonus | <input type="checkbox"/> Pre-Application | <input type="checkbox"/> Use Permit |
| <input type="checkbox"/> Design Review | <input type="checkbox"/> Precise Road Plan/Amendment | <input type="checkbox"/> Variance |
| <input type="checkbox"/> Development Agreement | <input type="checkbox"/> Rezone / Prezone | <input type="checkbox"/> Zoning Compliance Letter |
| <input type="checkbox"/> Development Code Amendment | <input type="checkbox"/> Site Plan Review | <input type="checkbox"/> Other _____ |

PROPERTY LOCATION

Address: 20 N Filbert Street, Stockton, CA 95205

Zoning District: IG Assessor's Parcel No.: 157 — 02 — 010 Historic Landmark (?): No

STATEMENT OF INTENT / PROJECT DESCRIPTION

(Provide a detailed description of the project below or on a separate attachment.)

Proposed installation of two temporary ballast towers that are 93' & 80' in height due to an existing site that will be coming down due to a factory expansion. The decommissioning of the existing site will cause a large gap in cellular coverage and while the new tower goes through the zoning process, these towers will provide some coverage relief. The existing tower that is coming down is at 2825 E. Myrtle Street, Stockton, CA 95205.

APPLICANT

Name: SBA Communications Corporation E-mail: shahzad.mahmood@kimley-horn.com

Address: 8051 Congress Avenue Phone 1: 954-997-6161

City: Boca Raton State: FL Zip: 33487 Phone 2: _____

PROPERTY OWNER (if different than Applicant)

Name: SAN JOAQUIN REGIONAL TRANSIT DIST E-mail: jcoose@sjRTD.com

Address: 2849 Myrtle St Phone 1: 209-467-6684

City: Stockton State: CA Zip: 95206 Phone 2: _____

OFFICE USE ONLY

HABITAT PLAN

- ____ Not subject to
- ____ May be subject to

AIRPORT LAND USE COMMISSION

- Review required?
- YES NO

REGIONAL CONGESTION MANAGEMENT PROGRAM

- Review required?
- YES NO

Date Rec'd: _____

Processed by: _____

P#



PLANNING APPLICATION



CAMPAIGN CONTRIBUTION DISCLOSURE NOTICE

If the applicant and/or property owner of the subject site has made a financial contribution to a Planning Commissioner within the past twelve (12) months, a signed disclosure of that contribution may be required in compliance with California Government Code Section 84308.

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this application to the best of my ability and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

INDEMNIFICATION NOTICE

As part of this application, applicant and real party in interest, if different, agrees to defend, indemnify, hold harmless, and release the City of Stockton, its agents, officers, attorneys, and employees from any claim, action, or proceeding brought against any of the above, the purpose of which is to attack, set aside, void, or annul the approval of this application and/or the environmental document which accompanies it. This indemnification obligation shall include, but not be limited to, damages, costs, expenses, attorney's fees, or expert witness fees that may be asserted by any person or entity, including the applicant, arising out of or in connection with the approval of this application, whether or not there is concurrent passive or active negligence on the part of the City of Stockton, its agents, officers, attorneys, or employees.

Executed at: West Palm Beach, Florida Dated: _____
(City/State)

Shahzad Mahmood

Applicant's Name

Date

Property Owner's / Real Party in Interest*

Date

X

Applicant's Signature

X

Property Owner's / Real Party in Interest's Signature

Project Manager

Applicant Title

Property Owner's Title

Real Party in Interest may be different than a listed property owner. If property is held by a trust, the real party in interest would be one or more individuals who benefit from the trust. In such a case, the actual beneficiary or real party in interest must sign instead of property trustee.

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LEAD: ALEX CLIFFORD, CEO

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

I. SUMMARY

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

II. DISCUSSION/BACKGROUND

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

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

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

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

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

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

2025 CONFERENCES

Board Member	CTA Spring Legislative Conference May 8, 2025 Sacramento, CA	APTA Legislative Conference May 18-20, 2025 Washington, DC	San Joaquin One Voice May 19-21, 2025 Washington, DC	APTA Rail Conference June 29-July 2, 2025 San Francisco, CA	APTA Transit Board Members & Transit Board Admins. Seminars July 19-22, 2025 Kansas City, MO	APTA TRANSform September 14-17, 2025 Boston, MA	CTA Fall Conference & Expo November 5-7, 2025 Long Beach, CA	APTA Executive Committee Strategic Retreat Date: TBD Location: TBD	Total Cost
Mike Restuccia									
Gary Giovanetti		\$4,406.53		Board of Directors Meeting Only	X	X		X	
Les Fong		\$2,723.73	\$1,379.83		X	X			
Balwinder Singh		\$2,928.40	\$1,678.62		X	X			
Stephan Castellanos	\$280				X		X		
Estimated Cost Per Person	\$300	\$3,600	\$500	\$900	\$2,500	\$3,200	\$2,400	APTA will reimburse attendees for expenses	
Total Budgeted Cost	\$300	\$10,800	\$1,000	\$3,600	\$10,000	\$9,600	\$2,400	\$0	\$37,700
Total Actual Cost	\$280	\$10,058.66	\$3,058.45	\$875.45					\$14,272.56

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

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

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

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

IV. CUSTOMER IMPACT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

Estimated Board member travel expenses for 2025, including registration, are estimated at \$37,700. Expenses are budgeted according to fiscal year under account number 403000-50912 – Board Travel.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

None

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

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO



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LEAD STAFF: RAVI SHARMA, FINANCE MANAGER

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

I. SUMMARY

- This staff report provides the Board of Directors (Board) with the Check Register for the month of July 2025.
- 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 July 2025 have been processed. The payments have been issued and signed by the Chief Executive Officer and Chief Financial Officer.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

IV. CUSTOMER IMPACT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

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

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None.

VIII. ATTACHMENTS

Attachment A: Check Register for the month of July 2025

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 July 2025

Vendor Name	Invoice Date	Invoice Number	Invoice Amount	Payment Date	EFT or Check #
CITY OF STOCKTON	12/23/2024	115881	\$114.00	7/2/2025	150539
CITY OF STOCKTON	2/2/2024	112449	\$110.00	7/2/2025	150540
4 IMPRINT	6/5/2025	13886874	\$16,084.90	7/3/2025	2288
ALEX CLIFFORD	6/26/2025	CTAA62625MEETING	\$866.96	7/3/2025	EFT
AMAZON	6/27/2025	11QG-7D4L-GP4C	\$222.76	7/3/2025	EFT
AMAZON	6/20/2025	14FF-F7TC-MQQV	\$163.50	7/3/2025	EFT
AMAZON	6/27/2025	1713-PCMN-F6GT	\$163.54	7/3/2025	EFT
AMAZON	6/20/2025	179N-PLYG-P7VD	\$521.94	7/3/2025	EFT
AMAZON	6/20/2025	1F3R-KWYF-NKRD	\$89.08	7/3/2025	EFT
AMAZON	6/20/2025	1H9D-QCGM-P1MC	\$504.38	7/3/2025	EFT
AMAZON	6/20/2025	1QK3-XTKM-N9TT	\$169.46	7/3/2025	EFT
AMAZON	6/27/2025	1VHG-VK1H-GWT4	\$97.96	7/3/2025	EFT
AMAZON	6/27/2025	1WVY-YN6J-GLDJ	\$328.08	7/3/2025	EFT
ARS / AMERICAN REFRIGERATION SUPPLIES	6/18/2025	31158877	\$1,096.70	7/3/2025	EFT
ARS / AMERICAN REFRIGERATION SUPPLIES	6/24/2025	31165153	\$1,462.28	7/3/2025	EFT
AUTOZONE	6/24/2025	2858336061	\$23.54	7/3/2025	EFT
AUTOZONE	6/24/2025	2858336065	\$156.83	7/3/2025	EFT
AUTOZONE	6/24/2025	2858336067	\$980.00	7/3/2025	EFT
AUTOZONE	6/30/2025	2858345083	\$261.68	7/3/2025	EFT
AUTOZONE	6/17/2025	02858324348	\$47.70	7/3/2025	EFT
AUTOZONE	6/17/2025	02858324368	\$244.86	7/3/2025	EFT
AUTOZONE	6/19/2025	02858327185	\$27.24	7/3/2025	EFT
AUTOZONE	6/19/2025	02858327189	\$11.41	7/3/2025	EFT
AV8 TECHNOLOGIES	6/3/2025	SINV-00559	\$993.00	7/3/2025	2289
A-Z BUS SALES INC	6/18/2025	INVSAC35025	\$92.56	7/3/2025	EFT
A-Z BUS SALES INC	6/20/2025	INVSAC35088	\$720.81	7/3/2025	EFT
A-Z BUS SALES INC	6/24/2025	INVSAC35176	\$1,638.49	7/3/2025	EFT
A-Z BUS SALES INC	6/26/2025	INVSAC35259	\$151.03	7/3/2025	EFT
A-Z BUS SALES INC	6/27/2025	INVSAC35306	\$233.40	7/3/2025	EFT
BIG VALLEY FORD INC.	6/17/2025	637607FOW	\$58.69	7/3/2025	EFT
BIG VALLEY FORD INC.	6/24/2025	637865FOW	\$126.37	7/3/2025	EFT
BIG VALLEY FORD INC.	6/25/2025	637939FOW	\$346.59	7/3/2025	EFT
BIG VALLEY FORD INC.	6/25/2025	638072FOW	\$118.16	7/3/2025	EFT
BIG VALLEY FORD INC.	6/26/2025	638150FOW	\$36.25	7/3/2025	EFT
BIG VALLEY FORD INC.	6/26/2025	638154FOW	\$17.99	7/3/2025	EFT
BIG VALLEY FORD INC.	6/30/2025	638225FOW	\$40.73	7/3/2025	EFT
BIG VALLEY FORD INC.	6/30/2025	638256FOW	\$209.37	7/3/2025	EFT
CAMFIL USA INC.	6/18/2025	30562030	\$1,167.61	7/3/2025	2290
CAPITAL EDGE	7/1/2025	#25-88	\$5,500.00	7/3/2025	EFT
CB / CASTLE BRANCH INC.	6/20/2025	1003627-IN	\$57.60	7/3/2025	EFT
CENTRALSQUARE TECHNOLOGIES LLC dba SUPERION LLC	6/13/2025	414149	\$104,808.60	7/3/2025	EFT
CENTRALSQUARE TECHNOLOGIES LLC dba SUPERION LLC	6/13/2025	432499	\$90.00	7/3/2025	EFT
CENTRALSQUARE TECHNOLOGIES LLC dba SUPERION LLC	6/13/2025	436557	\$180.00	7/3/2025	EFT
CENTRALSQUARE TECHNOLOGIES LLC dba SUPERION LLC	6/13/2025	439117	\$112,381.63	7/3/2025	EFT
CHASE CHEVROLET	6/25/2025	540512	\$14,779.12	7/3/2025	EFT
CHASE CHEVROLET	6/25/2025	43182	\$71.48	7/3/2025	EFT
CHASE CHEVROLET	6/27/2025	44664	\$22.68	7/3/2025	EFT
CHASE CHEVROLET	6/18/2025	44956	\$1,594.02	7/3/2025	EFT
CHASE CHEVROLET	6/24/2025	45244	\$180.95	7/3/2025	EFT
CHASE CHEVROLET	6/25/2025	45476	\$1,029.58	7/3/2025	EFT
CHASE CHEVROLET	6/26/2025	45523	\$10.53	7/3/2025	EFT
CINTAS	6/30/2025	5278437301	\$268.10	7/3/2025	EFT
CREATIVE BUS SALES INC.	6/19/2025	XA128029294:01	\$246.54	7/3/2025	EFT
CREATIVE BUS SALES INC.	6/19/2025	XA128029342:01	\$366.22	7/3/2025	EFT
CREATIVE BUS SALES INC.	6/24/2025	XA128029710:01	\$51.69	7/3/2025	EFT
CREATIVE BUS SALES INC.	6/25/2025	XA128029727:01	\$51.22	7/3/2025	EFT
CREATIVE BUS SALES INC.	6/30/2025	XA128029773:01	\$392.76	7/3/2025	EFT
CREATIVE VISION PRINTING	6/19/2025	110428	\$1,605.48	7/3/2025	2291
DARKTRACE HOLDINGS	6/5/2025	DTGBR01_10031758	\$29,636.00	7/3/2025	EFT
DUNCAN PRESS	6/26/2025	39007	\$1,632.82	7/3/2025	EFT
EAGLE AUTOMOTIVE	6/26/2025	7225	\$5,633.25	7/3/2025	EFT
EAGLE AUTOMOTIVE	6/26/2025	7224	\$19,067.37	7/3/2025	EFT
ELITE MAINTENANCE & TREE SERVICE	6/30/2025	11203269	\$2,222.98	7/3/2025	EFT
ELITE SUPPLY SOURCE	6/20/2025	138366	\$218.17	7/3/2025	2292
ESPARAZA, LUIS	6/24/2025	REIMB62425BOOTS	\$194.80	7/3/2025	EFT
FASTENAL COMPANY	6/24/2025	CAST2102741	\$142.86	7/3/2025	EFT
FASTENAL COMPANY	6/24/2025	CAST2102755	\$192.96	7/3/2025	EFT
FASTENAL COMPANY	6/24/2025	CAST2102819	\$42.38	7/3/2025	EFT

FASTENAL COMPANY	6/25/2025	CAST2102855	\$1,042.52	7/3/2025	EFT
FLEET E FORCE	6/18/2025	1436	\$758.67	7/3/2025	EFT
GENFARE	6/11/2025	90210522	\$216.09	7/3/2025	EFT
GILLIG LLC	6/5/2025	41316120	\$252.84	7/3/2025	EFT
GILLIG LLC	6/16/2025	41319618	\$314.84	7/3/2025	EFT
GILLIG LLC	6/20/2025	41321368	\$2,055.98	7/3/2025	EFT
GILLIG LLC	6/20/2025	41321369	\$1,792.73	7/3/2025	EFT
GILLIG LLC	6/24/2025	41322485	\$6,443.29	7/3/2025	EFT
GILLIG LLC	6/24/2025	41322486	\$549.97	7/3/2025	EFT
GILLIG LLC	6/24/2025	41322487	\$8.36	7/3/2025	EFT
GILLIG LLC	6/25/2025	41322990	\$1,127.47	7/3/2025	EFT
GILLIG LLC	6/26/2025	41323492	\$97.39	7/3/2025	EFT
GILLIG LLC	6/27/2025	41324035	\$1,349.47	7/3/2025	EFT
GRAINGER	6/25/2025	9553464836	\$526.91	7/3/2025	EFT
HARBOR SIGNS INC	6/23/2025	429730	\$316.10	7/3/2025	EFT
HD / HARBOR DIESEL & EQUIPMENT	6/25/2025	P315126	\$253.81	7/3/2025	EFT
HOGAN MFG INC.	6/10/2025	172535	\$204.18	7/3/2025	EFT
HOGAN MFG INC.	6/17/2025	172693	\$226.72	7/3/2025	EFT
HOGAN MFG INC.	6/19/2025	172830	\$283.04	7/3/2025	EFT
HUERTA, YVONNE	6/27/2025	REIMB62725BOOTS	\$200.00	7/3/2025	EFT
INDOFF LLC	6/18/2025	3803991	\$516.66	7/3/2025	2293
INSIGHT STRATEGIES INC.	6/30/2025	34554	\$17,600.00	7/3/2025	2297
INTERSTATE TRUCK CENTER LLC	6/19/2025	01P579965	\$14.80	7/3/2025	EFT
INTERSTATE TRUCK CENTER LLC	6/24/2025	01P583482	\$561.53	7/3/2025	EFT
LAFEVER, STEPHANIE	6/26/2025	REIMB62625UNIFORM	\$31.50	7/3/2025	EFT
MANUEL, ANGELA	6/28/2025	REIMB62825BOOTS	\$52.86	7/3/2025	EFT
MARK-EASE PRODUCTS, INC	6/18/2025	50274	\$782.08	7/3/2025	EFT
MISSION LINEN SUPPLY	6/25/2025	524107452	\$54.43	7/3/2025	EFT
MISSION LINEN SUPPLY	6/25/2025	524107453	\$765.46	7/3/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	6/19/2025	3853131	\$623.99	7/3/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	6/19/2025	3853132	\$1,511.11	7/3/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	6/19/2025	3853221	\$2,284.46	7/3/2025	EFT
NFI PARTS	6/30/2025	83805270	\$1,441.96	7/3/2025	EFT
NFI PARTS	6/4/2025	83808538	\$133.26	7/3/2025	EFT
NFI PARTS	6/17/2025	83830062	\$101.07	7/3/2025	EFT
NFI PARTS	6/17/2025	83830157	\$19.22	7/3/2025	EFT
NFI PARTS	6/24/2025	83840958	\$19.19	7/3/2025	EFT
NVB EQUIPMENT	2025 and 6/27	HI54820 AND HI54824	\$761.72	7/3/2025	2295
O'REILLY AUTO PARTS	2025 and 6/24	2567-233478, 2567-236192	\$126.87	7/3/2025	2298
PACIFIC SHREDDING/STORAGE CO	6/30/2025	1169414	\$762.32	7/3/2025	EFT
PIP MARKETING SIGNS PRINT	6/26/2025	62286	\$980.71	7/3/2025	EFT
POTTS, ADAM	6/23/2025	REIMB62325BOOTS	\$200.00	7/3/2025	EFT
PREVOST CAR / US INC	6/18/2025	902792094	\$224.32	7/3/2025	EFT
PRISM WRAP	6/26/2025	266	\$216.35	7/3/2025	2296
PROCLEAN SUPPLY/MODESTO JANITORIAL	6/17/2025	606040	\$94.00	7/3/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	6/17/2025	606044	\$1,417.84	7/3/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	6/24/2025	606241	\$895.85	7/3/2025	EFT
PROGRESS PUBLIC AFFAIRS	7/1/2025	250727	\$1,443.75	7/3/2025	EFT
PROTIVITI GOVERNMENT SERVICES	6/24/2025	INV-35669	\$73,524.35	7/3/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	6/17/2025	68311	\$134.07	7/3/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	6/17/2025	68312	\$58.86	7/3/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	6/19/2025	68391	\$373.03	7/3/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	6/23/2025	68452	\$117.72	7/3/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	6/23/2025	68453	\$115.22	7/3/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	6/24/2025	68503	\$91.56	7/3/2025	EFT
RAYS RADIO SHOP INC	6/30/2025	21089	\$1,552.85	7/3/2025	EFT
ROBERT HALF	6/23/2025	65102864	\$1,611.23	7/3/2025	EFT
SAFETY-KLEEN SYSTEMS INC	6/26/2025	97621600	\$327.75	7/3/2025	EFT
SAUCEDA, REYNALDO	6/28/2025	REIMB62825BOOTS	\$102.59	7/3/2025	EFT
SHAW YODER ANTWIH SCHMELZER & LANGE	6/30/2025	23815	\$3,468.00	7/3/2025	EFT
TAKE CARE TERMITE / TCT	6/24/2025	33874-34357	\$80.00	7/3/2025	EFT
TAKE CARE TERMITE / TCT	6/24/2025	(blank)	\$300.00	7/3/2025	EFT
TEC EQUIPMENT, INC.	6/26/2025	973733DX2	\$126.20	7/3/2025	EFT
TEC EQUIPMENT, INC.	6/25/2025	974831D	\$787.39	7/3/2025	EFT
TEC EQUIPMENT, INC.	6/27/2025	974831DX1	\$103.62	7/3/2025	EFT
TEC EQUIPMENT, INC.	6/25/2025	974866DX1	\$7.52	7/3/2025	EFT
TEC EQUIPMENT, INC.	6/26/2025		\$83.54	7/3/2025	EFT
TEC EQUIPMENT, INC.	6/25/2025	974886D	\$724.58	7/3/2025	EFT
TEC EQUIPMENT, INC.	6/30/2025	974886DX2	\$1,054.99	7/3/2025	EFT
THERMO KING OF CENTRAL CALIFORNIA	6/18/2025	M186131A	\$956.34	7/3/2025	2299
TKE . THYSSENKRUPP ELEVATOR CORP	7/1/2025	3008717700	\$585.00	7/3/2025	EFT
U.S. BANK	6/30/2025	SUPPLEMENTAL4125	\$2,835.00	7/3/2025	EFT

VAN DE POL	6/23/2025	1032348-IN	\$31,031.78	7/3/2025	EFT
VAN DE POL	6/22/2025	1032351-IN	\$31,086.72	7/3/2025	EFT
VAN DE POL	6/25/2025	1033539-IN	\$2,192.75	7/3/2025	EFT
VIERRA, LISA	6/29/2025	REIMB62925BOOTS	\$74.66	7/3/2025	EFT
VONTAS	6/23/2025	AMPRT0000005525	\$1,386.79	7/3/2025	EFT
W.W.WILLIAMS	6/24/2025	023P30583	\$281.40	7/3/2025	EFT
W.W.WILLIAMS	6/18/2025	023P30696	\$1,171.66	7/3/2025	EFT
WARDEN'S / THE WARDEN'S OFFICE INC	6/18/2025	210359-00	\$263.45	7/3/2025	EFT
WARDEN'S / THE WARDEN'S OFFICE INC	6/26/2025	210509-00	\$2,244.96	7/3/2025	EFT
WARDEN'S / THE WARDEN'S OFFICE INC	6/26/2025	210530-00	\$72.43	7/3/2025	EFT
WESTERN RADIATOR / TUBES & HOSES	6/27/2025	24602	\$128.27	7/3/2025	EFT
JACOB SCHMIERER	7/1/2025	REIMB7325PAYROLL	\$158.95	7/8/2025	150541
AFLAC	7/10/2025	71125	\$785.62	7/10/2025	EFT
AMAZON	6/13/2025	133G-WJH9-Q1R9	\$156.21	7/10/2025	EFT
ATU	7/10/2025	DUES7525	\$12,542.17	7/10/2025	EFT
CALIFORNIA PUBLIC EMPLOYEE RETIREMENT	7/1/2025	1984844037JUL25	\$416,833.77	7/10/2025	EFT
CAPERS, WILLIE	6/26/2025	REIMB62625	\$185.29	7/10/2025	EFT
CINTAS	6/30/2025	5278454211	\$315.57	7/10/2025	EFT
CREATIVE BUS SALES INC.	6/30/2025	XA128029917:01	\$415.26	7/10/2025	EFT
CRESCENT SURPLUS INC	7/3/2025	CRESENT7032025	\$44,056.25	7/10/2025	EFT
DICKERSON, WILLIAM	6/28/2025	REIMB062825BOOTS	\$200.00	7/10/2025	EFT
DOMINGO, WESLEY	6/19/2025	REIMB61925BOOTS	\$174.35	7/10/2025	EFT
FASTENAL COMPANY	6/30/2025	CAST2102663	\$2,582.69	7/10/2025	EFT
FASTENAL COMPANY	6/27/2025	CAST2102917	\$43.47	7/10/2025	EFT
FASTENAL COMPANY	6/30/2025	CAST2102994	\$6.54	7/10/2025	EFT
FREGILLANA, MICHAEL	7/28/2025	REIMB62825BOOTS	\$195.75	7/10/2025	EFT
GILLIG LLC	6/24/2025	41322488	\$1,541.25	7/10/2025	EFT
GONZALEZ, ARACELI	6/26/2025	REIMB62625BOOTS	\$200.00	7/10/2025	EFT
GONZALEZ, JUVENAL	6/24/2025	REIMB62425BOOTS	\$200.00	7/10/2025	EFT
GREAT WEST TRUST COMPANY	7/10/2025	71125	\$4,513.37	7/10/2025	EFT
HERNANDEZ, ENRIQUE A	6/30/2025	REIMB63025BOOTS	\$200.00	7/10/2025	EFT
JOHNSTON LIM CO MD	6/2/2025	00249407-00 CNTY	\$570.00	7/10/2025	EFT
JOHNSTON LIM CO MD	6/2/2025	00249407-00 METRO	\$950.00	7/10/2025	EFT
KHUON, VANHA	6/28/2025	REIMB62825TOOLS	\$212.49	7/10/2025	EFT
KISHI, BENJAMIN	6/19/2025	REIMB61925BOOTS	\$174.35	7/10/2025	EFT
LEILA GRIFFIS	6/30/2025	REIMB63025UNIFOR	\$53.93	7/10/2025	150542
MACHADO JR, ROBERT	6/26/2025	REIMB62725BOOTS	\$200.00	7/10/2025	EFT
MITCHELL, DANIEL DAVID	6/16/2025	REIMB61625TOOLS	\$345.89	7/10/2025	EFT
MITCHELL, DANIEL DAVID	6/26/2025	REIMB62625TOOLS	\$104.11	7/10/2025	EFT
MITCHELL, DANIEL DAVID	6/30/2025	REIMB63025BOOTS	\$200.00	7/10/2025	EFT
MURRAY, SEAN	7/2/2025	REIMB7225UNIFO	\$415.25	7/10/2025	EFT
MUTUAL OF OMAHA	7/1/2025	1902243819	\$690.47	7/10/2025	EFT
NARDO JOSE, ARNEL	6/28/2025	REIMB62825BOOTS	\$52.87	7/10/2025	EFT
NAVIA BENEFITS	7/10/2025	BENIFIT71025	\$2,694.47	7/10/2025	EFT
NICKOLA, KELLIE MICHELLE	6/29/2025	REIMB62925UNIFO	\$172.84	7/10/2025	EFT
PABLO TEMPRA	6/26/2025	REIMB62625HEALTH	\$84.97	7/10/2025	150543
PARK-N-RIDE / CALVARY FIRST AS	7/1/2025	JULY1ST2025	\$231.75	7/10/2025	EFT
PREFERRED ALLIANCE , INC.	6/30/2025	0205597-IN	\$5,299.85	7/10/2025	EFT
SEIBEL, KARLI	6/30/2025	REIMB63025BOOTS	\$200.00	7/10/2025	EFT
SIDHU, GURCHARN	6/29/2025	REIMB62925BOOTS	\$200.00	7/10/2025	EFT
THAVISAY THATSANA	6/25/2025	REIMB62525UNIFO	\$95.63	7/10/2025	150544
U.S. BANK	7/10/2025	BANK71025	\$179,953.30	7/10/2025	EFT
ZOLS, NIKLAVS	7/6/2025	REIMB7625UNIFO	\$109.00	7/10/2025	EFT
CALIFORNIA STATE DISBURSEMENT UNIT	7/11/2025	ALAWLEY71125 AND 15 INVOICES	\$2,779.62	7/11/2025	150545
COURT ORDERED DEBT COLLECTION	7/11/2025	DBANK71125	\$39.31	7/11/2025	150546
EMPLOYMENT DEVELOPMENT DEPARTMENT	7/11/2025	SWHITE71125	\$137.70	7/11/2025	150547
FRANCHISE TAX BOARD	7/11/2025	RROTH71125	\$150.00	7/11/2025	150548
SAN JOAQUIN COUNTY SHERIFF OFFICE	7/11/2025	CARIAS71125	\$100.00	7/11/2025	150549
U.S. DEPARTMENT OF THE TREASURY	7/11/2025	BBOURLAND71125	\$403.33	7/11/2025	150550
CALTIP C/O SEDGWICK	7/1/2025	CALTIP-00111 LIABILITY	\$1,129,522.00	7/15/2025	EFT
CALTIP C/O SEDGWICK	7/1/2025	CALTIP-00111 VPD	\$140,345.00	7/15/2025	EFT
ALHAMBRA / PRIMO WATER	7/8/2025	05G8720341109	\$315.99	7/17/2025	EFT
AGUINIGA, ERICA	7/18/2025	APTA71825MEETING	\$188.26	7/17/2025	EFT
AMAZON	7/4/2025	139F-RHW3-PQ47	\$229.96	7/17/2025	EFT
AMAZON	7/4/2025	179W-GPT4-Q9F4	\$147.94	7/17/2025	EFT
AMAZON	7/4/2025	17P4-MWN7-P4GN	\$104.16	7/17/2025	EFT
AMAZON	7/4/2025	1GLN-GVQH-PQWL	\$468.11	7/17/2025	EFT
AMAZON	7/4/2025	1Q6R-FFY6-PJCW	\$134.65	7/17/2025	EFT
AUTOZONE	7/2/2025	02858348331	\$1,177.17	7/17/2025	EFT
AUTOZONE	7/2/2025	02858348771	\$92.25	7/17/2025	EFT
A-Z BUS SALES INC	6/19/2025	INVSAC35044	\$773.74	7/17/2025	EFT
BIG VALLEY FORD INC.	7/1/2025	638285FOW	\$630.67	7/17/2025	EFT

BIG VALLEY FORD INC.	7/3/2025	638378FOW	\$18.60	7/17/2025	EFT
BRANNON TIRE	7/15/2025	20410882	\$71.86	7/17/2025	EFT
BROWN ARMSTRONG ACCOUNTANCY CORPORATION	6/29/2025	281431	\$3,808.75	7/17/2025	EFT
BROWN ARMSTRONG ACCOUNTANCY CORPORATION	6/29/2025	281441	\$2,600.00	7/17/2025	EFT
CALIFORNIA WATER SERVICES	7/9/2025	3472131955JUN25	\$1,637.90	7/17/2025	EFT
CALIFORNIA WATER SERVICES	6/27/2025	9332387932JUN25	\$2,851.70	7/17/2025	EFT
CARL WARREN & COMPANY LLC	7/7/2025	CWC-2056010	\$1,666.67	7/17/2025	EFT
CHASE CHEVROLET	7/7/2025	45978	\$286.07	7/17/2025	EFT
CINTAS	7/3/2025	5279096410	\$35.19	7/17/2025	EFT
CINTAS	7/8/2025	5279626401	\$259.97	7/17/2025	EFT
CINTAS	7/9/2025	5279851601	\$127.56	7/17/2025	EFT
CURD, ALIJHANDR	7/11/2025	REIMB71125UNIFO	\$74.42	7/17/2025	EFT
CURD, ALIJHANDR	7/3/2025	REIMB7325UNIFO	\$227.24	7/17/2025	EFT
CUSTOM PLASTICS & SIGNS	7/7/2025	2575	\$1,076.78	7/17/2025	EFT
DAVEY COACH	7/7/2025	05P51456	\$80.85	7/17/2025	EFT
DUNCAN PRESS	6/26/2025	39076	\$1,791.96	7/17/2025	EFT
ECO-CHEK	7/3/2025	253278	\$225.00	7/17/2025	EFT
ELITE AUTOMATIC FIRE PROTECTION	6/30/2025	SJCTC0525-5	\$1,840.00	7/17/2025	EFT
ELITE AUTOMATIC FIRE PROTECTION	6/30/2025	SJDTC0525-A	\$920.00	7/17/2025	EFT
ELITE AUTOMATIC FIRE PROTECTION	6/30/2025	SJRTC0525-5	\$4,140.00	7/17/2025	EFT
EXCLUSIVE SIGNS AND GRAPHICS INC.	7/11/2025	MKTG-411	\$10,663.93	7/17/2025	EFT
FASTENAL COMPANY	7/1/2025	MN019950751	\$10.90	7/17/2025	EFT
FILTERBUY	7/3/2025	88C1BA2A-0008	\$114.14	7/17/2025	EFT
FONG, LESLIE JAMES	7/3/2025	APTA51725MEETING	\$637.89	7/17/2025	EFT
GILLIG LLC	7/1/2025	41325101	\$106.79	7/17/2025	EFT
GILLIG LLC	7/2/2025	41325668	\$188.35	7/17/2025	EFT
GILLIG LLC	7/2/2025	41325669	\$920.34	7/17/2025	EFT
GILLIG LLC	7/7/2025	41326668	\$62.09	7/17/2025	EFT
GILLIG LLC	7/7/2025	41326669	\$25.57	7/17/2025	EFT
GIOVANETTI, GARY	7/3/2025	APTA51525MEETING	\$1,805.61	7/17/2025	EFT
GIOVANETTI, GARY	6/27/2025	APTA62725MEETING	\$620.45	7/17/2025	EFT
HOGAN MFG INC.	7/1/2025	173136	\$218.88	7/17/2025	EFT
HOGAN MFG INC.	7/1/2025	173148	\$1,000.26	7/17/2025	EFT
INTERSTATE TRUCK CENTER LLC	7/7/2025	01P585637	\$136.30	7/17/2025	EFT
JOHNSTON LIM CO MD	7/1/2025	00252840-00	\$2,280.00	7/17/2025	EFT
KRONOS INCORPORATED	6/8/2025	I10080005978	\$767.16	7/17/2025	EFT
KRONOS INCORPORATED	7/8/2025	I10080010778	\$767.16	7/17/2025	EFT
LOOMIS	1/31/2025	13659886	\$90.10	7/17/2025	EFT
LOOMIS	6/30/2025	13762470	\$800.01	7/17/2025	EFT
LOOMIS	6/30/2025	13762590	\$12,820.29	7/17/2025	EFT
LOOMIS	6/30/2025	13762605	\$7,021.86	7/17/2025	EFT
MASABI	7/8/2025	SJTD-IN38	\$3,380.00	7/17/2025	EFT
MISSION LINEN SUPPLY	7/2/2025	524145650	\$54.43	7/17/2025	EFT
MISSION LINEN SUPPLY	7/2/2025	524145651	\$637.81	7/17/2025	EFT
MISSION LINEN SUPPLY	7/9/2025	524189288	\$54.43	7/17/2025	EFT
MISSION LINEN SUPPLY	7/9/2025	524189289	\$658.81	7/17/2025	EFT
MTM / MEDICAL TRANSPORTATION MANAGEMENT	7/16/2025	100036605	\$40,146.63	7/17/2025	EFT
MTM / MEDICAL TRANSPORTATION MANAGEMENT	7/14/2025	100035749	\$9,750.86	7/17/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	6/26/2025	3856747	\$196.49	7/17/2025	EFT
NAVIA BENEFITS	6/19/2025	10977929	\$440.15	7/17/2025	EFT
NFI PARTS	6/18/2025	83832012	\$283.22	7/17/2025	EFT
NFI PARTS	6/19/2025	83833659	\$86.92	7/17/2025	EFT
NFI PARTS	6/25/2025	83839832	\$15.73	7/17/2025	EFT
NFI PARTS	6/24/2025	83840823	\$220.10	7/17/2025	EFT
NFI PARTS	6/26/2025	83842866	\$192.77	7/17/2025	EFT
NFI PARTS	6/27/2025	83843839	\$550.91	7/17/2025	EFT
NFI PARTS	6/27/2025	83843987	\$221.97	7/17/2025	EFT
NFI PARTS	7/2/2025	83846859	\$818.16	7/17/2025	EFT
NFI PARTS	6/30/2025	83847849	\$27.99	7/17/2025	EFT
NFI PARTS	7/4/2025	83852907	\$389.33	7/17/2025	EFT
PAN AMERICAN / RELATION INSURANCE	6/4/2025	6185742	\$5,417.00	7/17/2025	EFT
PAN AMERICAN / RELATION INSURANCE	7/1/2025	6540400	\$5,413.00	7/17/2025	EFT
PG&E / PACIFIC GAS AND ELECTRIC	7/8/2025	7782121081JUN25	\$90,928.95	7/17/2025	EFT
PINNACLE PETROLEUM INC	6/23/2025	376158	\$15,839.69	7/17/2025	EFT
PINNACLE PETROLEUM INC	7/3/2025	377407	\$20,156.78	7/17/2025	EFT
PIP MARKETING SIGNS PRINT	6/26/2025	62286	\$980.71	7/17/2025	EFT
PREVOST CAR / US INC	6/26/2025	902799364	\$11.61	7/17/2025	EFT
PREVOST CAR / US INC	7/7/2025	902806836	\$466.26	7/17/2025	EFT
PREVOST CAR / US INC	7/7/2025	902806837	\$491.51	7/17/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	7/2/2025	68772	\$2,530.51	7/17/2025	EFT
REPUBLIC SERVICE	6/30/2025	0205-011059266	\$85.34	7/17/2025	EFT
REPUBLIC SERVICE	6/30/2025	0208-000865585	\$1,405.44	7/17/2025	EFT

REPUBLIC SERVICE	6/30/2025	0208-000865925	\$309.47	7/17/2025	EFT
REPUBLIC SERVICE	6/30/2025	0208-000866051	\$860.70	7/17/2025	EFT
REPUBLIC SERVICE	6/30/2025	0208-000866585	\$309.47	7/17/2025	EFT
ROBERT HALF	7/1/2025	65139805	\$1,562.40	7/17/2025	EFT
S&A (FLEETWATCH)	7/9/2025	17734R1	\$4,246.00	7/17/2025	EFT
S&A (FLEETWATCH)	7/9/2025	17739R2	\$6,397.00	7/17/2025	EFT
S&A (FLEETWATCH)	7/9/2025	18301	\$13,138.00	7/17/2025	EFT
SAMUEL BERRI	7/8/2025	17016H	\$2,300.00	7/17/2025	EFT
SEDGWICK CLAIMS MANAGEMENT SERVICE	7/8/2025	4-00000249813	\$3,901.17	7/17/2025	EFT
SEDGWICK CLAIMS MANAGEMENT SERVICE	7/8/2025	2-657202501719810	\$61,441.55	7/17/2025	EFT
SHARMA, RAVINESH	7/10/2025	PYROLL71025LUNCH	\$508.73	7/17/2025	EFT
SIEGFRIED ENGINEERING	7/7/2025	50095	\$840.00	7/17/2025	EFT
SIEGFRIED ENGINEERING	7/7/2025	50096	\$1,000.00	7/17/2025	EFT
SIEGFRIED ENGINEERING	7/7/2025	50099	\$1,175.00	7/17/2025	EFT
SIEGFRIED ENGINEERING	7/7/2025	50100	\$3,750.00	7/17/2025	EFT
SIEGFRIED ENGINEERING	7/7/2025	50123	\$6,600.00	7/17/2025	EFT
SINGH, BALWINDE	5/16/2025	APTA51625MEETING	\$1,224.62	7/17/2025	EFT
TALAMANTES, MERAB	6/22/2025	ENO62225MEETING	\$26.54	7/17/2025	EFT
TALAMANTES, MERAB	7/17/2025	APTA71825MEETING	\$152.00	7/17/2025	EFT
TEC EQUIPMENT, INC.	7/7/2025	975298D	\$92.17	7/17/2025	EFT
TU, DEAN	7/10/2025	REIMB71025UNIFO	\$207.09	7/17/2025	EFT
VAN DE POL	6/21/2025	1032354-IN	\$31,114.20	7/17/2025	EFT
VAN DE POL	7/3/2025	1036781-IN	\$6,362.66	7/17/2025	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES LLC	7/2/2025	150226	\$200.54	7/17/2025	EFT
VERIZON	6/23/2025	6116783491	\$8,342.89	7/17/2025	EFT
VERIZON	6/23/2025	6116783492	\$1,388.50	7/17/2025	EFT
VERIZON	6/23/2025	6116783493	\$1,131.97	7/17/2025	EFT
W.W.WILLIAMS	7/3/2025	023P30878	\$993.91	7/17/2025	EFT
W.W.WILLIAMS	7/7/2025	023P30909	\$3,231.99	7/17/2025	EFT
XPO	7/1/2025	705-935985	\$310.84	7/17/2025	EFT
AFLAC	7/19/2025	71925	\$785.62	7/22/2025	EFT
ATU LOCAL 256	7/19/2025	COPE71925	\$4,370.00	7/22/2025	EFT
GREAT WEST TRUST COMPANY	7/22/2025	WEST72525	\$4,554.37	7/22/2025	EFT
NAVIA BENEFIT SOLUTION	7/22/2025	BENEFIT72525	\$2,631.81	7/22/2025	EFT
U.S. BANK	7/19/2025	BANK71925	\$181,405.11	7/22/2025	EFT
AMAZON	7/11/2025	1G74-RVVQ-K4XH	\$1,359.25	7/23/2025	EFT
AMAZON	6/13/2025	1TXF-WC17-TTLC	\$422.85	7/23/2025	EFT
ASSA ABLOY	6/26/2025	SEI 1859536	\$1,668.75	7/23/2025	EFT
AUTOZONE	7/9/2025	02858359200	\$61.17	7/23/2025	EFT
AUTOZONE	7/9/2025	02858359422	\$233.89	7/23/2025	EFT
AUTOZONE	7/10/2025	02858361379	\$165.22	7/23/2025	EFT
AUTOZONE	7/11/2025	02858362897	\$157.70	7/23/2025	EFT
A-Z BUS SALES INC	7/8/2025	INVSAC35560	\$31.33	7/23/2025	EFT
BANH, MAU	7/17/2025	REIMB51225TOOLS	\$58.10	7/23/2025	150551
BIG VALLEY FORD INC.	7/8/2025	638619FOW	\$250.70	7/23/2025	EFT
BIG VALLEY FORD INC.	7/9/2025	638711FOW	\$92.58	7/23/2025	EFT
BIG VALLEY FORD INC.	7/9/2025	638726FOW	\$5.01	7/23/2025	EFT
BIG VALLEY FORD INC.	7/11/2025	638810FOW	\$294.74	7/23/2025	EFT
BRANNON TIRE	7/16/2025	20410953	\$433.18	7/23/2025	EFT
CALTIP C/O SEDGWICK	7/14/2025	07-2025-JUNE	\$9,677.54	7/23/2025	EFT
CALTIP C/O SEDGWICK	7/1/2025	CALTIP-00111ERMA	\$140,951.00	7/23/2025	EFT
CHASE CHEVROLET	7/9/2025	45249	\$591.61	7/23/2025	EFT
CHASE CHEVROLET	7/8/2025	46082	\$3,151.95	7/23/2025	EFT
CHASE CHEVROLET	7/9/2025	46089	\$100.79	7/23/2025	EFT
CHASE CHEVROLET	7/10/2025	46242	\$4,345.02	7/23/2025	EFT
CHASE CHEVROLET	7/11/2025	46278	\$503.35	7/23/2025	EFT
CHASE CHEVROLET	7/11/2025	46354	\$125.30	7/23/2025	EFT
CLUTCH & BRAKE XCHANGE INC.	7/8/2025	983154	\$30.98	7/23/2025	EFT
CREATIVE BUS SALES INC.	7/7/2025	XA128030082:01	\$558.07	7/23/2025	EFT
DAVEY COACH	7/10/2025	05P51463	\$52.72	7/23/2025	EFT
DAVEY COACH	7/10/2025	05P51464	\$147.83	7/23/2025	EFT
DEEP SEAS	6/30/2025	128459	\$10,110.00	7/23/2025	EFT
DELTA DENTAL OF CALIFORNIA	7/1/2025	BE006630642	\$29,350.46	7/23/2025	EFT
ELITE SUPPLY SOURCE	7/8/2025	138653	\$121.21	7/23/2025	2300
FAST UNDERCAR STOCKTON	7/8/2025	16T09040	\$3,738.67	7/23/2025	EFT
FASTENAL	7/10/2025	CAST2103260	\$4,427.37	7/23/2025	EFT
FASTENAL COMPANY	7/14/2025	CAST2103054	\$2,151.02	7/23/2025	EFT
FASTENAL COMPANY	7/8/2025	CAST2103090	\$909.25	7/23/2025	EFT
FASTENAL COMPANY	7/14/2025	CAST2103343	\$1,609.01	7/23/2025	EFT
FASTENAL COMPANY	7/18/2025	CAST2103429	\$857.14	7/23/2025	EFT
FIFITA, GEORGE	7/17/2025	REIMB71725BOOTS	\$200.00	7/23/2025	EFT
FRANCO, HECTOR	7/11/2025	REIMB71125BOOTS	\$200.00	7/23/2025	EFT

FREEMAN, NICOLAS JASON	7/11/2025	REIMB71125TOOLS	\$600.00	7/23/2025	EFT
GILLIG LLC	7/8/2025	41327230	\$1,349.47	7/23/2025	EFT
GILLIG LLC	7/8/2025	41327458	\$173.99	7/23/2025	EFT
GILLIG LLC	7/9/2025	41327786	\$11,082.47	7/23/2025	EFT
GILLIG LLC	7/10/2025	41328238	\$69.55	7/23/2025	EFT
GILLIG LLC	7/10/2025	41328239	\$749.43	7/23/2025	EFT
GILLIG LLC	7/11/2025	41328759	\$1,271.82	7/23/2025	EFT
GILLIG LLC	7/11/2025	41328762	\$1,594.65	7/23/2025	EFT
GILLIG LLC	7/14/2025	41329204	\$71.13	7/23/2025	EFT
GRAINGER	7/1/2025	9559086765	\$137.93	7/23/2025	EFT
GRAINGER	7/8/2025	9565063873	\$137.93	7/23/2025	EFT
GRAINGER	7/8/2025	9565063881	\$22.05	7/23/2025	EFT
HOGAN MFG INC.	7/14/2025	173514	\$28.89	7/23/2025	EFT
HOGAN MFG INC.	7/14/2025	173524	\$217.49	7/23/2025	EFT
INDOFF, LLC	7/3/2025	3807027	\$11,891.90	7/23/2025	EFT
INSIGHTGLOBAL	6/18/2025	11005350102	\$768.75	7/23/2025	EFT
INSIGHTGLOBAL	6/18/2025	11005350104	\$14,725.00	7/23/2025	EFT
INSIGHTGLOBAL	6/18/2025	11005350105	\$13,509.38	7/23/2025	EFT
INSIGHTGLOBAL	6/18/2025	11005350106	\$10,721.87	7/23/2025	EFT
INSIGHTGLOBAL	6/18/2025	1100535103	\$1,425.00	7/23/2025	EFT
INSIGHTGLOBAL	7/9/2025	11005399044	\$19,000.00	7/23/2025	EFT
INSIGHTGLOBAL	7/9/2025	11005399045	\$11,476.87	7/23/2025	EFT
INSIGHTGLOBAL	7/9/2025	11005399046	\$13,462.50	7/23/2025	EFT
INSIGHTGLOBAL	7/15/2025	11005413738ADJ	\$597.75	7/23/2025	EFT
INSIGHTGLOBAL	7/15/2025	11005413747	\$1,425.00	7/23/2025	EFT
INSIGHTGLOBAL	7/15/2025	11005413752	\$1,015.00	7/23/2025	EFT
JIMENEZ MORALES	7/2/2025	REIMB7225UNIFO	\$356.25	7/23/2025	EFT
LINDE SERVICES	6/30/2025	50667301	\$29,430.00	7/23/2025	EFT
LINDE SERVICES	6/30/2025	50735503	\$6,126.89	7/23/2025	EFT
LY, CHANNA	7/9/2025	REIMB7925UNIFO	\$343.90	7/23/2025	150552
MINK, NOEL JACQUINE	7/17/2025	REIMB71725BYOD	\$415.68	7/23/2025	EFT
MINNESOTA LIFE	7/1/2025	51350461-00JUL25	\$5,641.59	7/23/2025	EFT
MISSION LINEN SUPPLY	7/11/2025	523635466	\$54.43	7/23/2025	EFT
MISSION LINEN SUPPLY	7/16/2025	524226630	\$54.43	7/23/2025	EFT
MISSION LINEN SUPPLY	7/16/2025	524226631	\$643.37	7/23/2025	EFT
MOHAWK	6/30/2025	U130572	\$308.36	7/23/2025	2301
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	7/10/2025	3863490	\$2,255.05	7/23/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	7/11/2025	3864270	\$1,831.25	7/23/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	7/11/2025	3864509	\$36.41	7/23/2025	EFT
NAVIA BENEFITS SOLUTIONS	6/30/2025	10985367	\$444.60	7/23/2025	EFT
NFI PARTS	7/1/2025	83849234	\$45.52	7/23/2025	EFT
NFI PARTS	7/7/2025	83851027	\$202.31	7/23/2025	EFT
NFI PARTS	7/7/2025	83851079	\$32.40	7/23/2025	EFT
NFI PARTS	7/9/2025	83857046	\$204.99	7/23/2025	EFT
NFI PARTS	7/9/2025	83857276	\$597.41	7/23/2025	EFT
NFI PARTS	7/10/2025	83858758	\$52.36	7/23/2025	EFT
NFI PARTS	7/11/2025	83860511	\$20.05	7/23/2025	EFT
NFI PARTS	7/14/2025	83862746	\$288.60	7/23/2025	EFT
NGUYEN, KHANG	7/10/2025	REIMB71025TOOLS	\$96.14	7/23/2025	EFT
O'REILLY AUTO PARTS	2025 AND 7/11	2567-242524 AND 2567-242999	\$281.64	7/23/2025	2302
PG&E / PACIFIC GAS AND ELECTRIC	7/8/2025	3090228695-1	\$233.91	7/23/2025	EFT
PHOENIX CARS LLC	7/10/2025	PS-INV106220	\$341.51	7/23/2025	EFT
PHOENIX CARS LLC	7/14/2025	PS-INV106224	\$522.39	7/23/2025	EFT
PLATINUM SECURITY	7/1/2025	62555	\$120,026.90	7/23/2025	EFT
POTTS, ADAM	7/10/2025	REIMB71025TOOLS	\$388.98	7/23/2025	EFT
POTTS, ADAM	7/8/2025	REIMB7825TOOLS	\$211.02	7/23/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	5/9/2025	604891	\$680.91	7/23/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	7/8/2025	606646	\$135.66	7/23/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	7/8/2025	606651	\$759.69	7/23/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	7/8/2025	606654	\$269.70	7/23/2025	EFT
QUINTERO, GABRIEL	7/6/2025	REIMB7625UNIFO	\$353.20	7/23/2025	150553
ROSCO COLLISION AVOIDANCE, INC.	7/14/2025	804799	\$76.54	7/23/2025	EFT
ROWE, LANCE	7/9/2025	REIMB7925TOOLS	\$186.42	7/23/2025	EFT
RYDETRANS INCORPORATED	7/10/2025	RTD062025	\$232,514.21	7/23/2025	EFT
SAN JOAQUIN HISPANIC CHAMBER OF COMMERCE	7/11/2025	TABLE SPONSOR	\$2,500.00	7/23/2025	150554
SEDGWICK CLAIMS MANAGEMENT SERVICE	7/16/2025	2657202501682967	\$47,729.82	7/23/2025	EFT
TANEGA, CARMEN	7/8/2025	REIMB7825BOOTS	\$200.00	7/23/2025	EFT
TEC EQUIPMENT, INC.	7/8/2025	975298DX1	\$4.75	7/23/2025	EFT
TEC EQUIPMENT, INC.	7/9/2025	975298DX2	\$205.53	7/23/2025	EFT
TEC EQUIPMENT, INC.	7/11/2025	975487D	\$709.98	7/23/2025	EFT
TEC EQUIPMENT, INC.	7/14/2025	975487DX1	\$535.80	7/23/2025	EFT
TU, DEAN	7/14/2025	REIMB71425UNIFO	\$196.20	7/23/2025	EFT

VAN DE POL	7/10/2025	1038152-IN	\$1,838.07	7/23/2025	EFT
VAN DE POL	7/11/2025	1039179-IN	\$30,369.93	7/23/2025	EFT
VAN DE POL	7/12/2025	1039181-IN	\$30,979.88	7/23/2025	EFT
VAN DE POL	7/16/2025	1041100-IN	\$3,053.31	7/23/2025	EFT
VSP VISION SERVICE PLAN / CA	7/1/2025	823096654	\$4,204.32	7/23/2025	EFT
VSP VISION SERVICE PLAN / CA	7/1/2025	823201696	\$74.68	7/23/2025	EFT
W.W.WILLIAMS	7/11/2025	023P30967	\$133.15	7/23/2025	EFT
WARDEN'S / THE WARDEN'S OFFICE INC	7/15/2025	210817-00	\$72.43	7/23/2025	EFT
ATU	7/24/2025	COPE7252025	\$136.00	7/24/2025	150555
CALIFORNIA STATE DISBURSEMENT UNIT	7/24/2025	BTHAO72425 AND 15 MORE INVOICE	\$2,622.12	7/24/2025	150556
COURT-ORDERED DEBT COLLECTIONS	7/24/2025	DBANKS7252025	\$39.31	7/24/2025	150557
EMPLOYMENT DEVELOPMENT DEPARTMENT	7/24/2025	SWHITE7252025	\$150.00	7/24/2025	150558
FRANCHISE TAX BOARD	7/24/2025	RROTH7252025	\$150.00	7/24/2025	150559
SAN JOAQUIN COUNTY SHERIFF'S OFFICE	7/24/2025	CARIAS7252025	\$100.00	7/24/2025	150560
U.S. DEPARTMENT OF THE TREASURY	7/24/2025	BBOURLAND7252025	\$403.33	7/24/2025	150561
AMAZON	7/18/2025	11RR-9DPV-WVY9	\$99.09	7/31/2025	EFT
AMAZON	7/18/2025	17J7-G9CT-VWQJ	\$155.77	7/31/2025	EFT
AMAZON	7/18/2025	1FLG-RPCP-MLRH	\$319.40	7/31/2025	EFT
AMAZON	7/18/2025	1GR9-CJ7T-LJHG	\$1,308.28	7/31/2025	EFT
AMAZON	7/4/2025	1VPM-RH3Q-PRYQ	\$33.76	7/31/2025	EFT
ARS / AMERICAN REFRIGERATION SUPPLIES	7/17/2025	31190696	\$731.13	7/31/2025	EFT
AUTOZONE	7/15/2025	00911532472	\$44.48	7/31/2025	EFT
AUTOZONE	7/15/2025	02858369517	\$123.48	7/31/2025	EFT
AUTOZONE	7/21/2025	02858378976	\$97.77	7/31/2025	EFT
AUTOZONE	7/21/2025	02858378981	\$75.58	7/31/2025	EFT
BIG VALLEY FORD INC.	7/17/2025	639114FOW	\$163.00	7/31/2025	EFT
BIG VALLEY FORD INC.	7/22/2025	639398FOW	\$35.01	7/31/2025	EFT
BRANNON TIRE	7/21/2025	20411077	\$879.30	7/31/2025	EFT
BRANNON TIRE	7/18/2025	20411081	\$212.29	7/31/2025	EFT
BRANNON TIRE	7/22/2025	20411220	\$23.95	7/31/2025	EFT
BRANNON TIRE	7/22/2025	20411318	\$23.95	7/31/2025	EFT
BRANNON TIRE	7/24/2025	20411419	\$125.81	7/31/2025	EFT
BURKE, WILLIAMS & SORENSEN, LLC	7/21/2025	346692	\$158.00	7/31/2025	EFT
CALIFORNIA PUBLIC EMPLOYEE RETIREMENT	8/1/2025	1984844037AUG25	\$411,284.17	7/31/2025	EFT
CALIFORNIA WELDING SUPPLY CO	3/31/2025	201550	\$124.00	7/31/2025	EFT
CALIFORNIA WELDING SUPPLY CO	4/30/2025	202009	\$120.00	7/31/2025	EFT
CALIFORNIA WELDING SUPPLY CO	5/31/2025	202471	\$124.00	7/31/2025	EFT
CALIFORNIA WELDING SUPPLY CO	6/30/2025	202928	\$120.00	7/31/2025	EFT
CALIFORNIA WELDING SUPPLY CO	6/3/2025	902035	\$102.66	7/31/2025	EFT
CALIFORNIA WELDING SUPPLY CO	7/10/2025	903490	\$55.99	7/31/2025	EFT
CASH	7/17/2025	PETTYCASH71725	\$81.36	7/31/2025	150562
CB / CASTLE BRANCH INC.	7/18/2025	1010436-IN	\$1,030.80	7/31/2025	EFT
CEN-CAL FIRE SYSTEMS , INC.	7/18/2025	577754	\$620.00	7/31/2025	EFT
CEN-CAL FIRE SYSTEMS , INC.	7/18/2025	577755	\$810.00	7/31/2025	EFT
CHANNA, LY	7/2025 and 7/24	REIMB72125UNIFO AND REIMB72425	\$131.10	7/31/2025	150564
CHASE CHEVROLET	7/22/2025	46413	\$49.29	7/31/2025	EFT
CHASE CHEVROLET	7/17/2025	46703	\$130.94	7/31/2025	EFT
CHASE CHEVROLET	7/21/2025	46827	\$159.46	7/31/2025	EFT
CHASE CHEVROLET	7/21/2025	46830	\$550.13	7/31/2025	EFT
CUMMINS SALES AND SERVICE	7/17/2025	07-250727039	\$2,490.00	7/31/2025	2303
DAVEY COACH	7/21/2025	05P51486	\$905.03	7/31/2025	EFT
ECO-CHEK	7/16/2025	253417	\$710.00	7/31/2025	EFT
ELITE SUPPLY SOURCE	7/18/2025	138906	\$242.42	7/31/2025	2304
EVOLVE IP / EIP HOLDCO INC	7/14/2025	331010	\$7,218.61	7/31/2025	EFT
FACILITY DESIGNS	7/7/2025	63017	\$1,656.46	7/31/2025	2305
FAST UNDERCAR STOCKTON	7/23/2025	16TR6507	\$259.42	7/31/2025	EFT
FASTENAL COMPANY	7/21/2025	CAST2103501	\$209.87	7/31/2025	EFT
FASTENAL COMPANY	7/21/2025	CAST2103536	\$200.93	7/31/2025	EFT
FASTENAL COMPANY	7/10/2025	CAST2103261	\$23.62	7/31/2025	EFT
FRANCO, ERIKA AYALA	7/17/2025	REIMB71725NOTARY	\$121.00	7/31/2025	EFT
GILLIG LLC	7/11/2025	41328760	\$322.57	7/31/2025	EFT
GILLIG LLC	7/11/2025	41328761	\$151.66	7/31/2025	EFT
GILLIG LLC	7/15/2025	41329706	\$969.75	7/31/2025	EFT
GILLIG LLC	7/16/2025	41330271	\$158.92	7/31/2025	EFT
GILLIG LLC	7/16/2025	41330272	\$2,165.01	7/31/2025	EFT
GILLIG LLC	7/18/2025	41331241	\$31.53	7/31/2025	EFT
GILLIG LLC	7/21/2025	41331725	\$694.06	7/31/2025	EFT
GILLIG LLC	7/22/2025	41332276	\$82.74	7/31/2025	EFT
GILLIG LLC	7/22/2025	41332277	\$404.05	7/31/2025	EFT
GILLIG LLC	7/22/2025	41332278	\$406.49	7/31/2025	EFT
GRAINGER	7/17/2025	9576637582	\$96.85	7/31/2025	EFT
GRAINGER	7/25/2025	9586383144	\$215.27	7/31/2025	EFT

GREAT WEST TRUST COMPANY	7/30/2025	WEST73025	\$300.00	7/31/2025	EFT
GUILLERMO PEREZ	7/11/2025	REIMB71125UNIFO	\$155.70	7/31/2025	150565
HOGAN MFG INC.	7/12/2025	173480	\$38.73	7/31/2025	EFT
HOGAN MFG INC.	7/22/2025	173755	\$36.50	7/31/2025	EFT
INTERSTATE TRUCK CENTER LLC	7/21/2025	01P5882527	\$457.74	7/31/2025	EFT
JM EQUIPMENT COMPANY	7/16/2025	V110096916	\$88.65	7/31/2025	EFT
LANO, DESTINEY	7/3/2025	REIMB7325UNIFO	\$234.44	7/31/2025	EFT
LATINOS IN TRANSIT	7/17/2025	1534	\$1,000.00	7/31/2025	EFT
MCSPARREN AUTO GLASS	7/22/2025	I58712	\$364.65	7/31/2025	EFT
MISSION LINEN SUPPLY	7/23/2025	524268400	\$54.43	7/31/2025	EFT
MISSION LINEN SUPPLY	7/23/2025	524268401	\$582.62	7/31/2025	EFT
MOBILEVIEW / SEON DESIGN USA CORP	7/16/2025	206318	\$1,800.92	7/31/2025	EFT
MOBILEVIEW / SEON DESIGN USA CORP	7/23/2025	206517	\$1,019.52	7/31/2025	EFT
MTM / MEDICAL TRANSPORTATION MANAGEMENT	7/30/2025	100037057	\$10,590.16	7/31/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	5/12/2025	3833304	\$143.72	7/31/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	7/16/2025	3867139	\$1,038.11	7/31/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	7/18/2025	3868514	\$336.91	7/31/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	7/18/2025	3868598	\$70.07	7/31/2025	EFT
MUTUAL OF OMAHA	8/1/2025	1919197572	\$693.21	7/31/2025	EFT
NFI PARTS	7/16/2025	83866112	\$359.74	7/31/2025	EFT
NFI PARTS	7/22/2025	83873180	\$34.75	7/31/2025	EFT
NFI PARTS	7/25/2025	83877219	\$163.43	7/31/2025	EFT
NGUYEN, KHANG	7/24/2025	REIMB72425TOOLS	\$203.83	7/31/2025	EFT
O'REILLY AUTO PARTS	7/2025 and 7/17/	2567-245280, 2567-244791 and 2567	\$373.06	7/31/2025	2306
PACIFIC SHREDDING/STORAGE CO	7/21/2025	5270442	\$247.52	7/31/2025	EFT
PANKYE'S RADIATOR SHOP	7/9/2025	266247	\$3,157.95	7/31/2025	EFT
PIMENTEL, JACOB	7/22/2025	REIMB72225	\$416.38	7/31/2025	EFT
PIMENTEL, JACOB	7/22/2025	REIMB72225TOOLS	\$125.32	7/31/2025	EFT
PINNACLE PETROLEUM INC	7/14/2025	0378376	\$20,913.01	7/31/2025	EFT
PREVOST CAR / US INC	7/15/2025	902814211	\$160.21	7/31/2025	EFT
PREVOST CAR / US INC	7/16/2025	902815386	\$491.11	7/31/2025	EFT
PREVOST CAR / US INC	7/16/2025	902815767	\$806.58	7/31/2025	EFT
PREVOST CAR / US INC	7/16/2025	902815768	\$1.54	7/31/2025	EFT
PREVOST CAR / US INC	7/17/2025	902816709	\$224.68	7/31/2025	EFT
PREVOST CAR / US INC	7/21/2025	902819128	\$74.88	7/31/2025	EFT
PREVOST CAR / US INC	7/22/2025	902820392	\$116.06	7/31/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	7/15/2025	606854	\$483.44	7/31/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	7/25/2025	607203	\$710.51	7/31/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	7/22/2025	69444	\$536.31	7/31/2025	EFT
RUEL FERNANDEZ	7/5/2025	REIMB7525UNIFO	\$65.80	7/31/2025	150563
SAMUEL BERRI	7/11/2025	19818	\$857.50	7/31/2025	EFT
SCHIOPU JR, JULIAN	7/23/2025	REIMB72325UNIFO	\$53.58	7/31/2025	EFT
SIRIUS COMPUTER SOLUTIONS	7/18/2025	25070031	\$6,893.85	7/31/2025	EFT
TEC EQUIPMENT, INC.	7/15/2025	975487DX2	\$193.01	7/31/2025	EFT
TEC EQUIPMENT, INC.	7/17/2025	975657D	\$162.06	7/31/2025	EFT
TEC EQUIPMENT, INC.	7/17/2025	975657DX1	\$275.69	7/31/2025	EFT
TRANSPORTATION SERVICES INC	7/21/2025	33513	\$5,096.89	7/31/2025	EFT
U.S. BANK	7/30/2025	BANK73025	\$1,407.24	7/31/2025	EFT
UBEO	7/15/2025	4952264	\$7,836.01	7/31/2025	EFT
UBEO	7/15/2025	4952265	\$7,836.01	7/31/2025	EFT
UBEO	7/15/2025	4952266	\$12,645.09	7/31/2025	EFT
VAN DE POL	7/22/2025	1043093-IN	\$1,433.05	7/31/2025	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES LLC	7/24/2025	149672	\$1,995.00	7/31/2025	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES LLC	7/1/2025	150169	\$5,000.00	7/31/2025	EFT
VENTURA, JAVIER ZENTENO	7/4/2025	REIMB7425UNIFO	\$230.86	7/31/2025	EFT
ZEPEDA VILLANUEVA, MIGUEL	7/19/2025	REIMB71925UNIFO	\$125.35	7/31/2025	EFT
ZOLS, NIKLAWS	7/27/2025	REIMB72725UNIFO	\$40.59	7/31/2025	EFT
TOTAL EFT/CHECKS			\$4,532,799.62		
P-Card Payments			\$30,651.42		
Total May Vendor Payments			\$4,563,451.04		

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LEAD STAFF: MERAB TALAMANTES, DIRECTOR OF ADMINISTRATION

REPORT : ACCEPT AND FILE: CLOSEOUT REPORT FOR RTD'S FY 2025 12-MONTH WORK PLAN FOR STRATEGIC INITIATIVES AND REVIEW THE PROPOSED FY 2026 12-MONTH WORK PLAN

I. SUMMARY:

- RTD's 12-Month Strategic Work Plan serves as a tool to operationalize the agency's goals, drive accountability, and ensure alignment with long-term strategic objectives.
- This report closes out the FY 2025 plan by highlighting major accomplishments across six strategic pillars and introduces the FY 2026 work plan, which outlines action steps, timelines, and measurable outcomes for continued progress.

II. DISCUSSION/BACKGROUND

The FY 2025 Strategic Work Plan guided RTD's efforts across six key focus areas, aligning agency priorities with actionable outcomes. Over the past year, staff successfully delivered meaningful progress in employee development, customer experience, financial sustainability, operational excellence, community engagement, and innovation. The following highlights summarize major accomplishments that reflect RTD's continued commitment to excellence, safety, and service.

FY 2025 Closeout Highlights

Employees

- Launched agency-wide safety communications and completed the Public Transit Agency Safety Plan.
- Initiated Phase II of the Total Compensation Market Study focusing on succession planning and career growth.
- Expanded employee wellness initiatives, mentorship programs, and training for future frontline leaders.

Customers

- Deployed the OnRoute system as part of the Transit Tech Stack modernization.
- Procured and began implementation of upgraded bus video camera systems.
- Improved trip planning tools, signage, and customer communication via the Vamos app.

- Restored weekend County Hopper service and increased intercity and local route frequency.

Financial Health

- Submitted numerous competitive grants (FTA 5307, 5310, 5311, 5339, SB1 SGR, CEC).
- Pursued new revenue contracts and developed strategic partnerships (e.g., Visionary Home Builders).
- Conducted a five-year farebox analysis; security staff helped reduce fare evasion on high-need routes.

Operational Excellence

- Modernized the One Solution Financial System; key modules rebuilt.
- Increased zero-emission fleet with 21 new vehicles.
- Created department-level KPIs, reported quarterly to the CEO and Board.

Community Relations

- Hosted and participated in over 35 community outreach events, including the "Rediscover Your City" campaign.
- Received multiple first-place APTA awards and promoted safety through "Respect the Ride."
- Strengthened strategic partnerships with the Stockton Ports, Stockton Kings, and Miracle Mile.

Innovation

- Finalized and branded the "RTD Now" app, providing real-time transit data.
- Drafted an RFP for next-generation CAD/AVL systems.
- Advanced hydrogen refueling infrastructure planning and continued progress on the Business Continuity Plan.

FY 2026 Strategic Work Plan Overview

The FY 2026 12-Month Strategic Work Plan continues to advance RTD's mission through detailed, measurable actions across six focus areas. The plan includes a timeline and clear ownership of deliverables to track success and adapt throughout the year.

Key Priorities in FY 2026 Include:

- Advancing security technologies and evaluating system performance.
- Expanding the Vamos app and improving wayfinding and fare simplification.
- Executing career advancement and succession planning initiatives across all departments.
- Launching hydrogen fueling infrastructure and enhancing preventive maintenance protocols.
- Strengthening regional partnerships and increasing stakeholder outreach.
- Monitoring and refining KPIs to support data-informed decisions across operations.

Staff will begin implementing the FY 2026 Strategic Work Plan immediately and return to the Board in six months to provide a status update on progress. The full FY 2026 plan will be distributed to all departments to guide their monthly and quarterly deliverables.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with all Strategic Priorities listed below.

Strategic Priorities:

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

IV. CUSTOMER IMPACT

RTD continues to elevate the rider experience through strategic investments in technology, safety, and service enhancements. In FY 2025, customers benefited from improved trip planning tools, streamlined fare payment options, upgraded safety systems, and expanded service to underserved areas. Building on this progress, FY 2026 initiatives will further enhance real-time communication, modernize fare transactions, improve wayfinding, and deliver targeted service improvements. Together, these efforts demonstrate RTD's ongoing commitment to providing safe, reliable, and customer-centered transit for the communities we serve.

V. FINANCIAL CONSIDERATIONS/IMPACT

None

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

Implementing these initiatives is essential to meeting the evolving needs of our riders, enhancing the overall customer experience, and ensuring equitable access to safe, reliable, and modern transit services across the region.

VIII. ATTACHMENTS

Attachment A: FY 2025 Work Plan Closeout Summary

Attachment B: FY 2026 12-Month Strategic Work Plan

Prepared by: Merab Talamantes, Director of Administration

IX. APPROVAL

Alex Clifford, CEO





Attachment A
Cover Page

Closeout Report: FY 2025 12-Month Work Plan for Strategic Initiatives	
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>	<ul style="list-style-type: none"> • RTD successfully enhanced workplace safety by implementing effective communication systems and developing a cohesive safety plan for frontline employees. Over the past year, the Safety, Security, and Risk team conducted a comprehensive safety audit, improved employee feedback mechanisms, introduced ongoing safety communications, and completed the agency-wide Public Transit Agency Safety Plan. All new frontline employees were trained in the safety protocols, and continuous monitoring and feedback efforts are in place through monthly reports, facility inspections, and KPIs that reflect employee and passenger input.
<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>	<ul style="list-style-type: none"> • HR has hired a new staff member to take over training and development. Currently this staff member is performing an assessment by meeting with all leaders. • Phase II of the Total Compensation Market Study will kick off in September 2025. Phase II focuses on succession planning and career progression.
<p>Initiative 3: Deliver immediate and impactful feedback through inclusive decision-making.</p> <p>Lead staff: Safety, Security, and Risk, with Marketing</p>	<ul style="list-style-type: none"> • To promote inclusive decision-making and deliver timely, impactful feedback, RTD implemented several key enhancements. The employee safety form was upgraded to include a suggestion feature accessible via the existing QR code, with submissions now directed to a new "DL-Quality

<p>EMPLOYEES Initiative 3 Continued.</p>	<p>Team” email group for review by department heads and executives. The quarterly Safety Committee was restructured into the “Safety/Quality Committee Meeting,” enabling deeper discussion on resolutions while reducing meeting redundancy. To further support employee engagement, an Employee Engagement Committee was established to elevate employee voices and ensure their contributions are considered in agency decision-making.</p>
<p>Initiative 4: Provide support programs to provide greater career opportunities. Lead staff: HR</p>	<ul style="list-style-type: none"> • HR’s role in apprenticeship programs continues to grow • HR and Transportation are working on a four week, “pre-employment” workshop to fill the apprenticeship pipeline. • Provides foundational support in the Mentor Program. • Partnering with organizations to connect employees to formal education and scholarship opportunities. • Continue to fund tuition reimbursement.
<p>Initiative 5: Deliver a mental health and wellness program to achieve optimal work-life balance. Lead staff: HR with help of Safety, Security, and Risk</p>	<ul style="list-style-type: none"> • HR has provided more education regarding our EAP program and accessibility. • December 2024 HR hosted HR and Hot Cocoa wellness event that focused on mental health during the holiday season. • June 2025 HR hosted Health and Hydration wellness event. • After two successful wellness events in FY25, HR will be hosting four wellness events at RTD.

<p>Initiative 6: Build a bridge that transforms frontline workers into leaders.</p> <p>Lead staff: HR and Transportation</p>	<ul style="list-style-type: none"> • HR providing training on supervision 101 • HR will begin working to develop a leadership academy with • partnership with an organization like Delta.
<p>Initiative 7: Implement Employee Succession Plan for Business Continuity</p> <p>Lead staff: HR</p>	<ul style="list-style-type: none"> • This initiative has been partnered with initiative #2. Phase II of the market study will focus on business continuity, skill growth, career progression, and retention. • All levels of the organization will be included in the work efforts of Phase II. This will allow all employees to have a voice in the process while helping to shape their future at RTD.
<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> <ul style="list-style-type: none"> • RTD successfully completed the Transit Tech Stack Modernization, upgrading to the Vontas OnRoute system. The project included migration planning, server preparation, and full system deployment. All the necessary staff were trained, and the application is now fully operational. Ongoing performance is monitored through monthly reports and weekly feedback sessions to support continuous improvement
<p>Initiative 2: Implement forefront security technologies and safety protocols to significantly enhance customer safety.</p> <p>Lead staff: Safety and IT</p>	<ul style="list-style-type: none"> • To enhance customer safety, RTD completed the procurement for a comprehensive bus video camera upgrade. A temporary pause in the original Safe Fleet implementation allowed for a formal RFP process, ensuring transparency and competitiveness. Safe Fleet (SEON) was selected as the vendor, and the project is now moving forward with phased implementation. Completion is expected by December 2025.

<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>	<ul style="list-style-type: none"> • RTD continues to enhance the customer experience by actively incorporating rider feedback into communication strategies, improving access to schedules, service alerts, and updates. The Vamos app is promoted as a convenient, all-in-one tool for trip planning and mobile ticketing. Wayfinding has improved through updated signage at the Customer Service Window and Weber Avenue bus stops, making it easier for riders to navigate services. Similar upgrades are underway at the Mall Transfer Station to ensure consistency and clarity across the system.
<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>	<ul style="list-style-type: none"> • RTD continues to simplify fare transactions by promoting the Vamos app as a seamless tool for trip planning and mobile ticketing. Riders are also encouraged to pay fares directly on board, reducing reliance on ticket windows and fare vending machines to streamline the customer journey.
<p>Initiative 5: Implement service increases and improvements, especially to underserved communities, places of employment, and leisure activities.</p> <p>Lead staff: Service Development and Planning</p>	<ul style="list-style-type: none"> • In January, RTD restored weekend County Hopper Service, enhancing access for underserved neighborhoods in San Joaquin County. • In July, RTD made improvements to local routes to ensure reliability and on-time performance. • In addition, substantial improvements to Intercity Service to Lodi, Tracy, Manteca, Lathrop were implemented and the number of trips increased. This was based on the phased plan in place and in response to public comments.

FINANCIAL HEALTH	
<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>	<ul style="list-style-type: none"> RTD completed key activities to strengthen financial sustainability through grants, revenue contracts, and partnerships. A list of over ten funding opportunities was identified, and standardized proposal templates were developed and approved. RTD submitted multiple grant applications, including FTA 5307, 5310, 5311, and 5339 programs, as well as state-level programs like SB1 SGR and CEC initiatives. Revenue contract proposals, including one with Visionary Home Builders, were also pursued. Strategic partnerships were initiated, and progress is actively monitored through ongoing tracking of grant and contract outcomes.
<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>	<ul style="list-style-type: none"> RTD advanced its business strategy by leveraging community partnerships and addressing operational challenges. A trade agreement with the County Fair established RTD as the official transportation provider, offering shuttle services and discounted tickets. Negotiations are ongoing with Stockton Kings and Stockton Ports to develop mutually beneficial marketing partnerships. Additionally, fare compliance issues were identified on high-need routes. To reduce boarding conflicts and improve safety, RTD is collaborating with social service agencies to encourage the purchase of All-Day passes instead of single-ride fares.

<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>	<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>	<ul style="list-style-type: none"> Completed a five-year analysis of farebox collections across all services. Security contractors continue to ride buses to deter fare evasion. Farebox recovery declined in FY25 compared to FY24 due to a decrease in fare revenues and an increase in expenses.
<p>OPERATIONS EXCELLENCE</p>	
<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>	<ul style="list-style-type: none"> RTD successfully revitalized its service offerings by aligning improvements with community needs and available funding. In January, weekend County Hopper service was restored, improving access for underserved neighborhoods. In July, local routes were adjusted to improve reliability and on-time performance. Additionally, Intercity service to Lodi, Tracy, Manteca, and Lathrop was significantly enhanced with increased trip frequency, implemented as part of RTD’s phased plan and in direct response to public feedback. All service adjustments were made strategically within existing budget and funding constraints.
<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>	<ul style="list-style-type: none"> RTD monitors 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

<p>OPERATIONS EXCELLENCE Initiative 2 Continued.</p>	<p>progresses in the right direction. Improvements made in the last year have positively affected ridership, which continues to grow year over year. Ridership continues to increase in line with the improved service offerings.</p>
<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>	<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 and Board ensuring ongoing data collection and analysis to support organizational objectives.
<p>Initiative 4: Continue to assess and implement innovative software solutions agency-wide.</p> <p>Lead staff: IT</p>	<p>Modernize the One Solution Financial System</p> <ul style="list-style-type: none"> • As part of RTD’s commitment to modernizing agency-wide systems, the One Solution Financial Enterprise System underwent a full redeployment to restore integrity and functionality. A cross-departmental team from HR, Finance, IT, and Protiviti successfully rebuilt core modules, including automated payroll and a fully operational general ledger, positioning the system for go-live. Reconstruction of historical financial data is underway to meet audit requirements, and remaining modules are on track for rollout in the coming months, marking steady progress toward full system modernization.
<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>	<ul style="list-style-type: none"> • RTD continues its commitment to a cleaner, safer, and more reliable fleet in alignment with the Innovative Clean Transit Plan (ICT) regulation and Transit Asset Management(TAM) goals. During FY 2025, RTD purchased 21 new vehicles, including 11 hybrid

<p>OPERATIONS EXCELLENCE Initiative 5 Continued.</p>	<p>electric buses and 9 gasoline-powered cutaways to support operational flexibility. In partnership with Operations and Safety, Maintenance identified key improvements to enhance driver and passenger safety and comfort. Additionally, updates are underway to strengthen Preventive Maintenance Inspections (PMIs), ensuring ongoing vehicle reliability and compliance with State of Good Repair standards.</p>
<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>	<ul style="list-style-type: none"> • RTD strengthened community connections by actively participating in 36 outreach events and hosting 6 of its own. These efforts foster public awareness and encourage transit use through direct engagement. The “Rediscover Your City” marketing campaign continues to highlight accessible destinations via RTD, generating strong social media impressions and engagement. Additionally, rider testimonial videos are in development to showcase positive experiences and promote the value of public transit.
<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 proudly demonstrated its leadership in public transit by earning three first-place APTA AdWheel Awards and two first-place APTA Bus Safety and Security Awards. The “Respect the Ride” campaign continues to be promoted in local high schools, reinforcing safety and rider responsibility. In October 2024, RTD unveiled its new hydrogen fuel cell bus fleet at a high-profile

<p>COMMUNITY RELATIONS Initiative 2 Continued.</p>	<p>event attended by local, state, and federal stakeholders.</p> <ul style="list-style-type: none">• Educational outreach remains a priority through giveaways such as the Build-a-Bus kits and informational brochures at community events. Marketing efforts focus on accessibility, targeting disadvantaged communities with both digital and print campaigns. These efforts highlight the benefits of RTD services to key groups, including students, seniors, individuals with disabilities, and healthcare riders.• RTD also continues to build strategic partnerships through co-promotional opportunities, such as the Jose Hernandez and Fentanyl Awareness buses, while actively exploring collaborations with the Stockton Ports, Stockton Kings, and the Miracle Mile Association to support ridership growth and economic development.
<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>	<ul style="list-style-type: none">• RTD continues to strengthen its regional presence by promoting services through chambers of commerce, community-based organizations, educational institutions, and local agencies. Outreach includes email blasts, event participation, and sponsorships. The "Respect the Ride" campaign remains a focal point in partnerships with schools and CBOs. RTD also maintains strong relationships with local media to enhance visibility and secure ongoing coverage across digital and traditional platforms.

<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>	<ul style="list-style-type: none"> • RTD continues to build and enhance strategic relationships to support regional transit goals. The CEO maintains regular engagement with local councils, county boards, and regional stakeholders through one-on-one meetings, annual updates, and monthly collaboration with transit leaders and business organizations. RTD also advocates for agency priorities through consistent engagement with state and federal representatives. • In support of community initiatives, RTD partnered with El Concilio, CSU Stanislaus, and Reaching for the Star Foundation on the Jose Hernandez bus wrap, collaborated with the DA's Office on the Fentanyl Awareness wrap, and worked with Karl Ross Post 16 on the Patriot bus. To expand outreach efforts, RTD is currently recruiting two part-time outreach staff.
<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> <ul style="list-style-type: none"> • The originally planned "Realtime Rider App" has been successfully renamed and branded as "RTD Now". • RTD Now delivers real-time location data for the entire fleet and features an intuitive, responsive design for both mobile and desktop platforms. • The application is feature-rich, offering system maps, route details, and customized rider alerts via SMS and push notifications. • User Acceptance Testing (UAT) is nearly complete, and the app is on track for a full public launch soon.

<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>	<ul style="list-style-type: none">• RTD completed a full fleet inventory assessment and identified buses in need of replacement. Maintenance is actively collaborating with Grants and Finance staff to secure funding and advance the vehicle replacement plan, ensuring continued safety, comfort, and accessibility for operators and passengers.
<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>	<ul style="list-style-type: none">• RTD is advancing the development of a reliable hydrogen refueling infrastructure to support its fuel cell electric bus fleet. In collaboration with a consultant, staff is evaluating both cryogenic and gaseous hydrogen systems, with a focus on cryogenic platforms for their efficiency and storage capacity. A comprehensive Scope of Work (SOW) has been drafted to guide procurement of a compliant, high-capacity system that ensures reliable hydrogen availability. The SOW, which outlines delivery, storage, dispensing, and contingency requirements, is under final review and is expected to be released to Procurement in Q3 or Q4 of 2025.
<p>Initiative 4: Assess and maintain the Business Continuity Plan to further improve resiliency.</p> <p>Lead staff: Safety, Security, and Risk</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> <ul style="list-style-type: none">• All project pre-work, assessments, and staging for the iVLU Version 8 upgrade were successfully completed, including full fleet inventory analysis, hardware planning, and configuration readiness.• The IT team also prepared multimodal communication improvements to enhance data connectivity and reduce system latency.• Following this groundwork, executive leadership made a strategic decision to pause the implementation and pursue a formal Request for Proposals (RFP) for a new CAD/AVL system to ensure long-term scalability and competitiveness.• Draft 1 of the new CAD/AVL RFP has been completed, and the agency is now transitioning its focus toward selecting a next-generation provider through a competitive procurement process.
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Attachment B
Cover Page

**San Joaquin Regional Transit District
FY 2026 12-Month Work Plan for Strategic Initiatives**

CUSTOMERS

Initiative 1: Advance Security Technology Implementation to Optimize Transit Safety
Lead Staff: Safety, Security, and Risk; IT

Month 1-2

Action: Train Safety team and establish system-wide monitoring procedures

Measurable Outcome: 100% of Safety staff trained on the new system and protocols in place for ongoing monitoring

Month 3-4

Action: Monitor system performance, document incidents, and gather feedback

Measurable Outcome: Completion of first two monthly performance and usage reports

Month 5-6

Action: Assess system effectiveness and identify future upgrade needs

Measurable Outcome: Mid-year evaluation report and recommendations for next steps

Month 7-8

Action: Collaborate with Operations to refine protocols based on system insights

Measurable Outcome: Updated response protocols adopted and communicated

Month 9-10

Action: Conduct refresher training and incorporate lessons learned

Measurable Outcome: Refresher training completed for all key personnel

Month 11-12

Action: Develop next-phase security technology roadmap

Measurable Outcome: Security upgrade roadmap finalized for FY 2027 planning

Initiative 2: Ensure services exceed expectations for a seamless transportation experience

Lead Staff: Customer Engagement, Service Planning, Marketing

Month 1-2

Action: Analyze rider feedback and trip planning trends

Measurable Outcome: Report summarizing key customer needs

Month 3-4

Action: Launch enhanced signage and customer information upgrades

Measurable Outcome: Improved signage installed at 50% of priority locations

Month 5-6

Action: Promote Vamos app and onboard payment options

Measurable Outcome: 10% increase in Vamos app use

Month 7-8

Action: Improve wayfinding at transfer stations

Measurable Outcome: New signage installed at Mall Transfer Station

Month 9-12

Action: Evaluate changes through surveys and ridership analysis

Measurable Outcome: Quarterly report on customer satisfaction and app usage

Initiative 3: Simplify fare transactions and improve customer journey efficiency
Lead Staff: IT, Customer Engagement, and Marketing

Month 1-2

Action: Assess current fare transaction methods

Measurable Outcome: Fare simplification plan drafted

Month 3-4

Action: Develop targeted customer education campaign

Measurable Outcome: Campaign materials distributed system-wide

Month 5-6

Action: Launch outreach to encourage on-board payment

Measurable Outcome: 15% decrease in window/fare machine transactions

Month 7-8

Action: Monitor transaction data and adjust strategies

Measurable Outcome: Monthly transaction efficiency report

Month 9-12

Action: Finalize fare modernization improvements

Measurable Outcome: Report on impact and recommended next steps

Initiative 4: Implement service improvements, especially to underserved areas
Lead Staff: Planning; Operations

Month 1-2

Action: Review public feedback and assess service gaps

Measurable Outcome: Updated underserved area report

Month 3-4

Action: Develop phased improvement plans with stakeholder input

Measurable Outcome: Approved service improvement schedule

Month 5-6

Action: Launch route improvements

Measurable Outcome: Trip frequency increased on at least 2 routes

Month 7-8

Action: Promote service enhancements to community

Measurable Outcome: Targeted outreach completed

Month 9-12

Action: Monitor ridership and adjust service levels

Measurable Outcome: Monthly ridership growth reports

EMPLOYEES

Initiative 1: Enhance safety with effective communication systems and a cohesive plan for frontline staff

Lead Staff: Safety, Security, and Risk

Month 1-2

Action: Update safety input channels (e.g., QR codes)

Measurable Outcome: 1 new communication methods in place

Month 3-4

Action: Conduct Safety/Quality Committee meetings

Measurable Outcome: Monthly meeting schedule adopted

Month 5-6

Action: Update and publish revised safety plan

Measurable Outcome: New plan distributed system-wide

Month 7-8

Action: Train all new frontline staff on safety protocols

Measurable Outcome: 100% of new hires trained

Month 9-12

Action: Monitor employee input and safety KPIs

Measurable Outcome: Monthly safety performance summary

Initiative 2: Support Employee Growth Through Career Advancement and Engagement Programs

Lead Staff: Human Resources (HR)

Months 1–2

Action: HR will meet with all department leaders to provide training on the initiative's scope, expectations, and the yearlong implementation timeline.

Measurable Outcome: All leaders receive training and understand the initiative's framework.

Months 3–4

Action: HR will conduct employee training sessions to communicate the scope, timeline, and opportunities for engagement.

Measurable Outcome: At least two employee training sessions are completed.

Months 5–6

Action: HR and the consultant will collaborate with departments to draft career progression and succession plans. In parallel, they will identify operational gaps and recommend supplemental training to ensure future continuity.

Measurable Outcome: Each department will have a draft succession plan and a preliminary list of supplemental training needs.

Months 7–8

Action: HR and the consultant will finalize career progression plans in partnership with department leaders and obtain their sign-off.

Measurable Outcome: Finalized career progression documents and associated training plans are completed and approved by department leadership.

Months 9–12

Action: HR and the consultant will present the finalized plans—including projected costs for the next two fiscal years—to the Chief Executive Officer.

Measurable Outcome: CEO approves final documents and cost projections; HR submits a formal budget request for FY27.

FINANCIAL HEALTH

Initiative 1: Leverage grants, revenue contracts, and strategic partnerships
Lead Staff: Grants, Government Affairs, Marketing, Finance

Month 1-2

Action: Identify new funding and partnership opportunities

Measurable Outcome: List of at least 8 opportunities

Month 3-4

Action: Finalize proposal templates and support documents

Measurable Outcome: Templates approved and distributed

Month 5-6

Action: Submit applications and initiate agreements

Measurable Outcome: At least 5 grant submissions

Month 7-8

Action: Formalize partnerships and track results

Measurable Outcome: 3 new agreements signed

Month 9-12

Action: Monitor outcomes and report progress

Measurable Outcome: Quarterly grant and contract summary

Initiative 2: Revamp business strategy with community input
Lead Staff: Executive; Marketing

Month 1-2

Action: Collect feedback via events, surveys, focus groups

Measurable Outcome: Feedback from 500+ participants

Month 3-4

Action: Analyze feedback and identify key themes

Measurable Outcome: Community needs report

Month 5-6

Action: Update business strategy based on input

Measurable Outcome: Draft strategy completed

Month 7-8

Action: Present revised strategy to stakeholders

Measurable Outcome: Strategy well received

Month 9-12

Action: Begin phased implementation

Measurable Outcome: Progress report on strategy rollout

OPERATIONS EXCELLENCE

Initiative 1: Revitalize service offerings while staying responsive to customer needs and funding availability

Lead Staff: Service Planning, Grants, Finance

Month 1-2

Action: Conduct service and funding alignment assessment

Measurable Outcome: Completion of assessment report

Month 3-4

Action: Develop updated service plans

Measurable Outcome: Plan approved by leadership

Month 5-6

Action: Implement changes on key fixed routes

Measurable Outcome: Enhancements live on at least 2-3 routes

Month 7-8

Action: Evaluate ridership and on-time performance

Measurable Outcome: Monthly service metrics dashboard

Month 9-12

Action: Adjust service as needed based on data and funding

Measurable Outcome: Quarterly service adjustment summary

Initiative 2: Continuously assess the efficacy of service design

Lead Staff: Service Planning, Marketing, Customer Engagement

Month 1-2

Action: Define and review key performance indicators (KPIs) as needed

Measurable Outcome: KPI baseline report completed

Month 3-4

Action: Conduct performance analysis and customer satisfaction review

Measurable Outcome: Findings summary distributed

Month 5-6

Action: Make targeted service adjustments

Measurable Outcome: Improvements implemented on 2+ routes

Month 7-8

Action: Survey riders and operators on changes

Measurable Outcome: Survey results compiled

Month 9-12

Action: Continue iterative improvements

Measurable Outcome: Bi-monthly service design updates

Initiative 3: Review and refine establish departmental key performance indicators as needed

Lead Staff: Finance, Safety, HR, Maintenance, IT, Transportation, Marketing, and Customer Engagement

Month 1-2

Action: Department heads review current KPIs in preparation for evaluation

Measurable Outcome: KPI summaries submitted by all departments

Month 3-4

Action: CEO holds individual KPI review meetings with department heads

Measurable Outcome: Completion of all review meetings

Month 5-6

Action: Refine KPIs as needed based on alignment with goals and performance
Measurable Outcome: Updated KPI list finalized

Month 7-12

Action: Monitor progress and prepare for FY27 planning
Measurable Outcome: Mid-year KPI check-in and final performance review

COMMUNITY RELATIONS

Initiative 1: Amplify RTD's values through meaningful public engagement
Lead Staff: Marketing, Customer Engagement

Month 1-2

Action: Review and refine annual outreach calendar
Measurable Outcome: Calendar with 25+ events scheduled

Month 3-4

Action: Launch "Rediscover Your City" campaign and testimonial series
Measurable Outcome: Campaign live with engagement tracking

Month 5-6

Action: Attend and host community events
Measurable Outcome: Participation in 20+ outreach events

Month 7-8

Action: Collect public feedback and testimonials
Measurable Outcome: 200+ feedback responses

Month 9-12

Action: Evaluate reach and adjust messaging strategy
Measurable Outcome: Year-end engagement effectiveness report

Initiative 2: Showcase RTD as a leader in safe, clean, and affordable transit
Lead Staff: Marketing

Month 1-2

Action: Outline messaging strategy focused on safety and innovation
Measurable Outcome: Strategy document finalized

Month 3-4

Action: Promote hydrogen bus fleet and safety campaigns
Measurable Outcome: 5 campaigns launched

Month 5-6

Action: Feature rider stories in media and online platforms
Measurable Outcome: 8 rider features published

Month 7-8

Action: Partner with media outlets for earned coverage
Measurable Outcome: 3 news placements secured

Month 9-12

Action: Monitor campaign performance and adjust
Measurable Outcome: Quarterly campaign analytics report

Initiative 3: Actively promote RTD services to key regional stakeholders
Lead Staff: Executive, Marketing, Customer Engagement

Month 1-2

Action: Update contact list and outreach materials

Measurable Outcome: Materials delivered to 25+ stakeholders

Month 3-4

Action: Conduct stakeholder outreach and presentations

Measurable Outcome: 5 stakeholder meetings held

Month 5-6

Action: Participate in business, chamber, and agency events

Measurable Outcome: Presence at 6 networking events

Month 7-8

Action: Share regular updates via newsletters and briefings

Measurable Outcome: Distribution of quarterly stakeholder brief

Month 9-12

Action: Evaluate partnership engagement

Measurable Outcome: Stakeholder feedback collected and analyzed

Initiative 4: Strengthen regional partnerships for future transit initiatives
Lead Staff: Executive, Marketing, Government Affairs

Month 1-2

Action: Identify and prioritize key partner organizations

Measurable Outcome: Participate in partnership opportunities/forums

Month 3-4

Action: Engage partners in co-branded projects

Measurable Outcome: At least 2 co-branded campaigns launched

Month 5-6

Action: Formalize new partnership agreements

Measurable Outcome: 2+ Partnership Confirmations

Month 7-8

Action: Collaborate on joint community initiatives

Measurable Outcome: Participation in 4 joint efforts

Month 9-12

Action: Review outcomes and plan next steps

Measurable Outcome: Year-end partnership evaluation

INNOVATION

Initiative 1: Increase ridership through technology
Lead Staff: IT, Marketing

Month 1-2

Action: Evaluate performance of real-time rider tools

Measurable Outcome: Performance audit report completed

Month 3-4

Action: Launch additional app features or enhancements

Measurable Outcome: 2+ new features released

Month 5-6

Action: Promote digital tools across all platforms

Measurable Outcome: 20% increase in app users

Month 7-8

Action: Gather rider feedback on tools

Measurable Outcome: 300+ responses collected

Month 9-12

Action: Refine and optimize tools based on feedback

Measurable Outcome: Updates deployed and usage tracked

Initiative 2: Maintain a safe, comfortable, and accessible fleet

Lead Staff: Maintenance

Month 1-2

Action: Finalize fleet maintenance schedule updates

Measurable Outcome: Schedule adopted

Month 3-4

Action: Begin implementation of updated PMI protocols

Measurable Outcome: 50% of fleet inspected under new protocols

Month 5-6

Action: Address key comfort/safety enhancements

Measurable Outcome: Completion of 3 fleet improvement projects

Month 7-8

Action: Continue inspections and log outcomes

Measurable Outcome: Monthly fleet reports submitted

Month 9-12

Action: Adjust practices based on trends and data

Measurable Outcome: End-of-year fleet performance summary

Initiative 3: Deliver hydrogen fueling infrastructure for FCEBs

Lead Staff: Operations; Facilities; Grants

Month 1-2

Action: Finalize and approve Scope of Work

Measurable Outcome: SOW submitted to Procurement

Month 3-4

Action: Issue RFP and begin vendor evaluation

Measurable Outcome: RFP released and proposals received

Month 5-6

Action: Award contract and prepare site

Measurable Outcome: Vendor selected and timeline established

Month 7-8

Action: Begin infrastructure installation
Measurable Outcome: Construction initiated
Month 9-12
Action: Monitor progress and report status
Measurable Outcome: Monthly infrastructure progress reports

Initiative 4: Maintain and enhance the Business Continuity Plan (BCP)
Lead Staff: Risk, Executive

Month 1-2
Action: Review and assess current BCP
Measurable Outcome: Updated risk assessment completed
Month 3-4
Action: Identify critical updates and resources
Measurable Outcome: Draft BCP revisions prepared
Month 5-6
Action: Finalize and distribute updated BCP
Measurable Outcome: New BCP released to all departments
Month 7-8
Action: Conduct tabletop drill or simulation
Measurable Outcome: BCP drill completed and evaluated
Month 9-12
Action: Refine BCP based on drill results
Measurable Outcome: Final BCP revisions implemented

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LEAD STAFF: JOHN VAN CAMP, MAINTENANCE SUPERINTENDENT

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO to issue a purchase order to A-Z Bus Sales Inc. for the purchase of up to eight (8) cutaway buses to be used by United Cerebral Palsy (UCP) of San Joaquin, Calaveras, and Amador counties, for a total amount not to exceed \$1,200,000.

II. SUMMARY

- In 2009, the San Joaquin Regional Transit District (RTD) entered into an agreement with UCP to provide specialized transport services for severely disabled persons.
- UCP's service area covers local Stockton and regional areas within San Joaquin County.
- Under the agreement, RTD provides vehicles and to support UCP vehicles from a maintenance and service aspect.
- UCP provides all operational aspects related to delivery of the service.
- The current UCP cutaway vehicle fleet is comprised of sixteen (16) vehicles that RTD maintains.
 - Ten (10) RTD-owned vehicles, five (5) 2007 vans, and five (5) 2019 cutaways with an average mileage of 164,000, had passed their Useful Life Benchmark (ULB) before being transferred to UCP.
 - Six (6) UCP-owned vehicles, two (2) 2013, one (1) 2014, one (1) 2023, and two (2) 2024, with an average of 9,000 miles.
- UCP is in the process of purchasing five (5) replacement vehicles through various grants.
- The 8 cutaways will fulfill UCP vehicle needs and remove hard-to-maintain aged vehicles, completing a much-needed fleet update.
- Current extended vehicle manufacturing lead times are estimated at one (1) year per order.
- Staff requests that the Board authorize the purchase of eight (8) Ford 450 replacement cutaway vehicles for use by UCP.

III. DISCUSSION/BACKGROUND

UCP of San Joaquin, Calaveras, and Amador Counties provides specialized transportation services to hundreds of individuals with severe disabilities, delivering 497,932 service hours with a focus on living "*life without limits*".

- UCP operates five-day programs in Stockton, Manteca, and Tracy.

- The Supported Employment Program delivers the much-needed employment services utilizing job coaching and ultimately job placement for many of its clients.
- The Supported Living Program allows many individuals with disabilities to live independently.
- The Respite Program gives caregivers a much-needed break from their day-to-day tasks of caring for people with disabilities.
- UCP also provides services to children ages birth to five years of age through speech, occupational, and physical therapy.

The intent of UCP's programs is to promote independence and work with each individual to identify their abilities, desired needs, and preferences to develop a program that is uniquely their own to fulfill their life goal.

UCP shares a partnership with RTD by maintaining the vehicles, which allows them to provide daily, reliable, community integration trips to over 172 individuals in San Joaquin County.

Community integration for people with disabilities is vitally important to the overall health and well-being of a community. Successful community integration gives people with disabilities a strong community presence, allowing them to contribute and become a part of their community, giving them a sense of belonging and acceptance. The vehicles being requested are an integral part of fulfilling the objectives of these programs.

Staff recommends the purchase of eight (8) cutaway buses for UCP and RTD will retain the title on the 8 vehicles. Specifically, eight (8) Ford 450 cutaway buses that will be purchased from A-Z Bus Sales through the cooperative contract with Morongo Basin Transit Authority (MBTA)/CalAct.

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 purchase of these eight (8) cutaways will improve customer experience by providing safer and more reliable transport services due to the age of UCP's current cutaways.

VI. FINANCIAL CONSIDERATIONS/IMPACT

The required funding in the amount of \$1,200,000 is included in the FY26 base capital budget.

- \$150,000 per bus
 - FY 26 STA: \$1,200,000

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

Do nothing. RTD can continue maintaining UCP's current fleet of cutaway buses; however, due to the higher mileage and age of the vehicles, it should expect an increase in maintenance costs and breakdowns. Therefore, this is not recommended.

IX. ATTACHMENTS

Attachment A: Ford 450 Floor Plan

Prepared by: John Van Camp, Maintenance Superintendent

X. APPROVALS

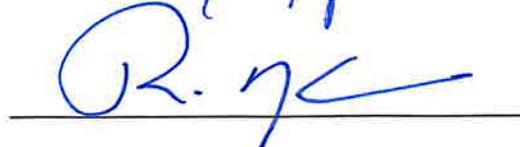
Ciro Aguirre, COO



Thomas Dempsey,
Director of Procurement



Financial Impact Approved:
Robert Kyle, CFO

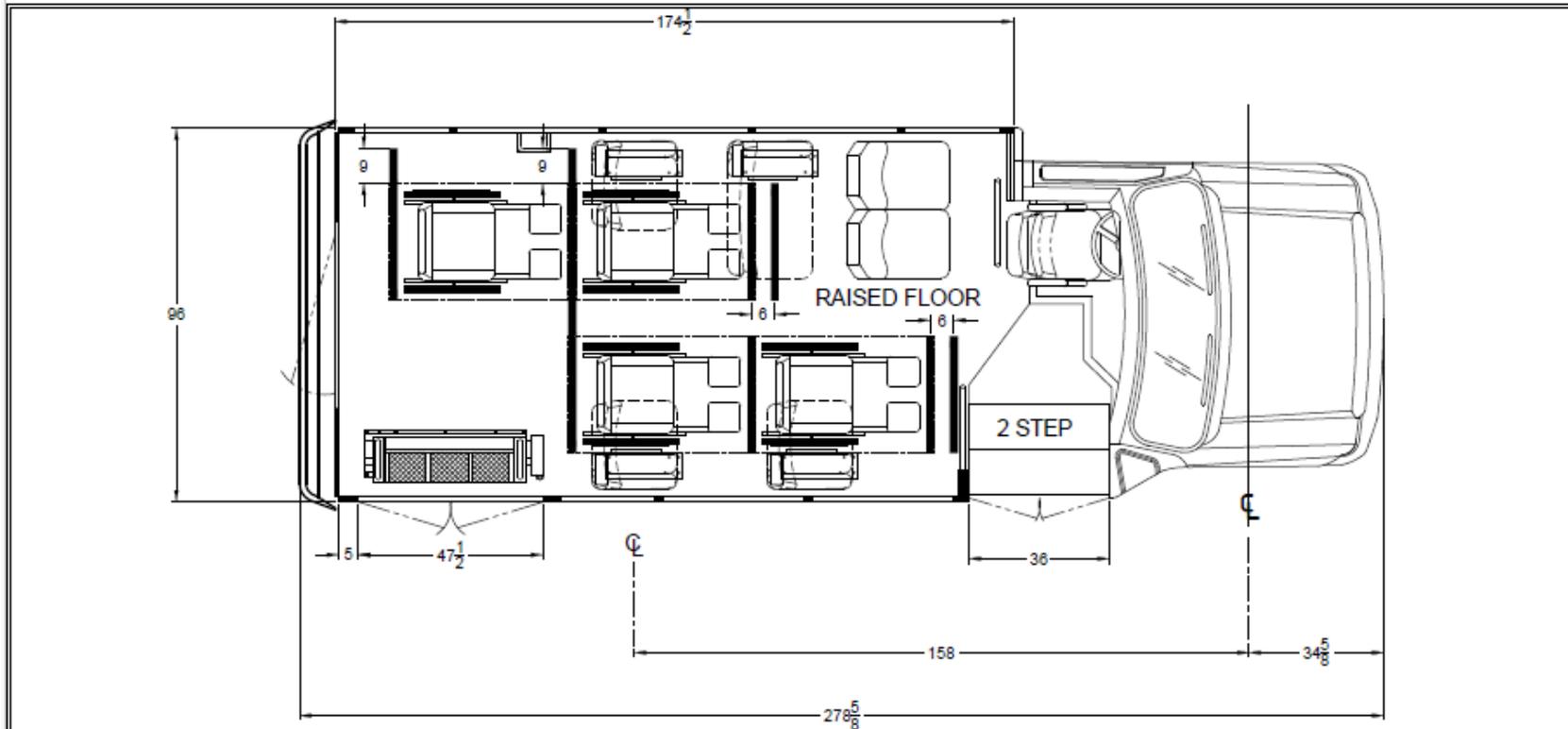


Alex Clifford, CEO



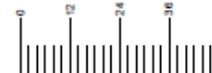


Attachment A
Cover Page



NOTE: SHOWN WITH MID HI FREEDMAN SEATS
 E-350 12,500 GVWR
 THIS FLOOR PLAN IS FOR ILLUSTRATION PURPOSES ONLY.
 A WEIGHT ANALYSIS HAS NOT YET BEEN PERFORMED.
 FINAL APPROVAL WITH A WEIGHT ANALYSIS IS REQUIRED UPON RECEIPT OF A
 COMPLETED ORDER WITH ALL OPTIONS SHOWN.
 OPTIONAL EQUIPMENT MAY BE SHOWN.
 THE SALES ORDER PLACED DICTATES ACTUAL OPTION CONTENT.

SCALE
 IN INCHES



DEALER APPROVAL

APPROVED

 CUSTOMER SIGNATURE

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REV	DESCRIPTION OF CHANGE	BY	CHK	DATE	ECN No.

TOLERANCE UNLESS OTHERWISE SPECIFIED		TITLE
WOOD OTHER		4 WC 158" WB 163 BDY MODEL 22
± 1/8" ± 1/16"	FOREST RIVER BUS	DATE: 08/04/25
± 1" ± 1/2"	QMS No. 4 WC 1 DB FOLD 3 SNG FOLDS 158 163 FRB	



LEAD STAFF: JOHN VAN CAMP, MAINTENANCE SUPERINTENDENT

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO to issue a purchase order to A-Z Bus Sales Inc. for the purchase of up to thirteen (13) cutaway buses for a total amount not to exceed \$3,400,000.

II. SUMMARY

- RTD's current cutaway vehicle fleet used in the delivery of intercity fixed route deviated service is comprised of thirty-three (33) vehicles.
 - Twenty-two (22) 2017 Glaval vehicles, average mileage of 186,000, and a Useful Life Benchmark (ULB) of March 2025.
 - Four (4) 2020 Arboc vehicles, average mileage of 86,000, and a ULB of July 2028.
 - Seven (7) 2024 Arboc vehicles, average mileage of 9,000, and a ULB of April 2032.
- The twenty-two (22) 2017 Glaval vehicles are due for replacement per RTD's Fleet Replacement Plan.
- RTD's Transit Asset Management (TAM) plan ULB is seven (7) years or 150,000 miles, which has been surpassed on all twenty-two (22) 2017 Glaval vehicles.
- Staff have developed a phase-in replacement approach for the twenty-two (22) vehicles to facilitate the process.
- Nine (9) of the twenty-two (22) vehicles have already been ordered as part of phase one and are expected to be delivered in August of 2025.
- Current extended vehicle manufacturing lead times are estimated at one (1) year per order.
- Staff respectfully request that the Board authorize the purchase of the remaining thirteen (13) Glaval cutaway vehicles, hence completing the twenty-two (22) vehicle replacement.
- This purchase will also allow, in addition to meeting FTA TAM requirements, to meet the State of Good Repair (SGR) and current California Air Resources Board (CARB) emission requirements, and increase equipment reliability.

III. DISCUSSION/BACKGROUND

According to FTA C 5010.1F, the minimum useful life of medium-size, light-duty transit cutaway buses is at least five years or an accumulation of a minimum of 150,000 miles. California mandates the replacement of diesel-powered chassis with gasoline-powered ones to meet strict air quality standards. Diesel-powered

vehicles are becoming harder to procure and are significantly more expensive (by \$15,000 to \$20,000 per vehicle) compared to gasoline-powered options.

In previous discussions, RTD has explored the possibility of transitioning to Battery-Electric cutaway-style buses as an alternative fuel source for its fleet. Battery Electric cutaway buses currently have an average range of 125 miles per charge. This is insufficient for RTD's fixed route deviated service, where some routes require daily travel distances exceeding 175 miles. Also, installing the necessary charging infrastructure involves substantial financial investments. This includes upgrading electrical systems (e.g., transformers, switchgear) and expanding grid capacity.

There are space and reliability issues due to limited yard space for charging infrastructure installation, and reliability concerns due to electrical outages during extreme heat that further complicate the transition to Battery Electric buses.

RTD has implemented a phased replacement approach to manage costs and meet FTA and SGR guidelines. Vehicles will be ordered in stages to replace the fleet gradually. An order for nine (9) buses was approved by the Board of Directors on August 16, 2024. These cutaways are due to be delivered by the end of August. This next order for thirteen (13) units will be placed with approximately a one (1) year delivery date of August 2026.

Staff recommends continuing the purchase of cutaway buses. Specifically, thirteen (13) Glaval cutaway buses will be purchased from A-Z Bus Sales through the cooperative contract with Morongo Basin Transit Authority (MBTA)/CalAct. The choice aligns with CARB regulations and the RTD Fleet Replacement Plan.

The buses will be equipped with interior and exterior destination signs and enunciation systems. The floor plan will include four wheelchair positions and 19 seats, balancing accessibility for passengers with disabilities and maximizing seating for ambulatory passengers. Although Battery Electric and Hydrogen cutaways are not feasible at this time, RTD will explore these options as technology and infrastructure evolve.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Priorities 2 through 4. Strategic Priorities:

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

V. CUSTOMER IMPACT

The purchase of these thirteen (13) cutaways will improve customer experience by providing destination signs for a more visible route description and a safer and more reliable trip due to the age of our current cutaways.

VI. FINANCIAL CONSIDERATIONS/IMPACT

The required funding in the amount of \$3,400,000 is included in the FY26 base capital budget.

- \$261,538 per bus
 - \$3,399,994 total
 - FY 26 STA: \$1,143,974
 - FY 26 5339(a): \$1,330,520
 - FY 26 SGR: \$925,506

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

Do nothing. RTD can continue running its current fleet of 2017 cutaway buses; however, due to the higher mileage and age of vehicles, it should expect an increase in maintenance costs and a reduction in reliability due to breakdowns. Additionally, RTD would not be following the FTA, TAM, and SGR plan for ULB. Therefore, this is not recommended.

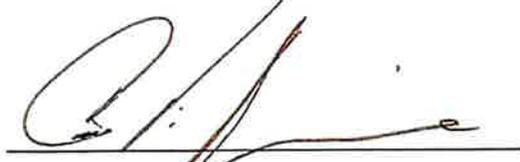
IX. ATTACHMENTS

Attachment A: Glaval Floor Plan

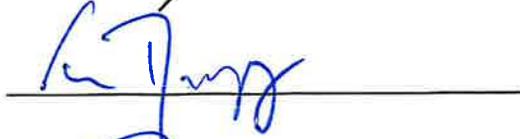
Prepared by: John Van Camp, Maintenance Superintendent

X. APPROVALS

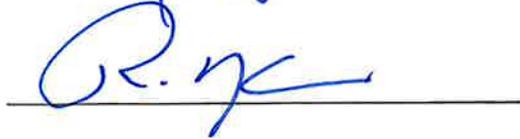
Ciro Aguirre, COO



Thomas Dempsey,
Director of Procurement



Financial Impact Approved:
Robert Kyle, CFO

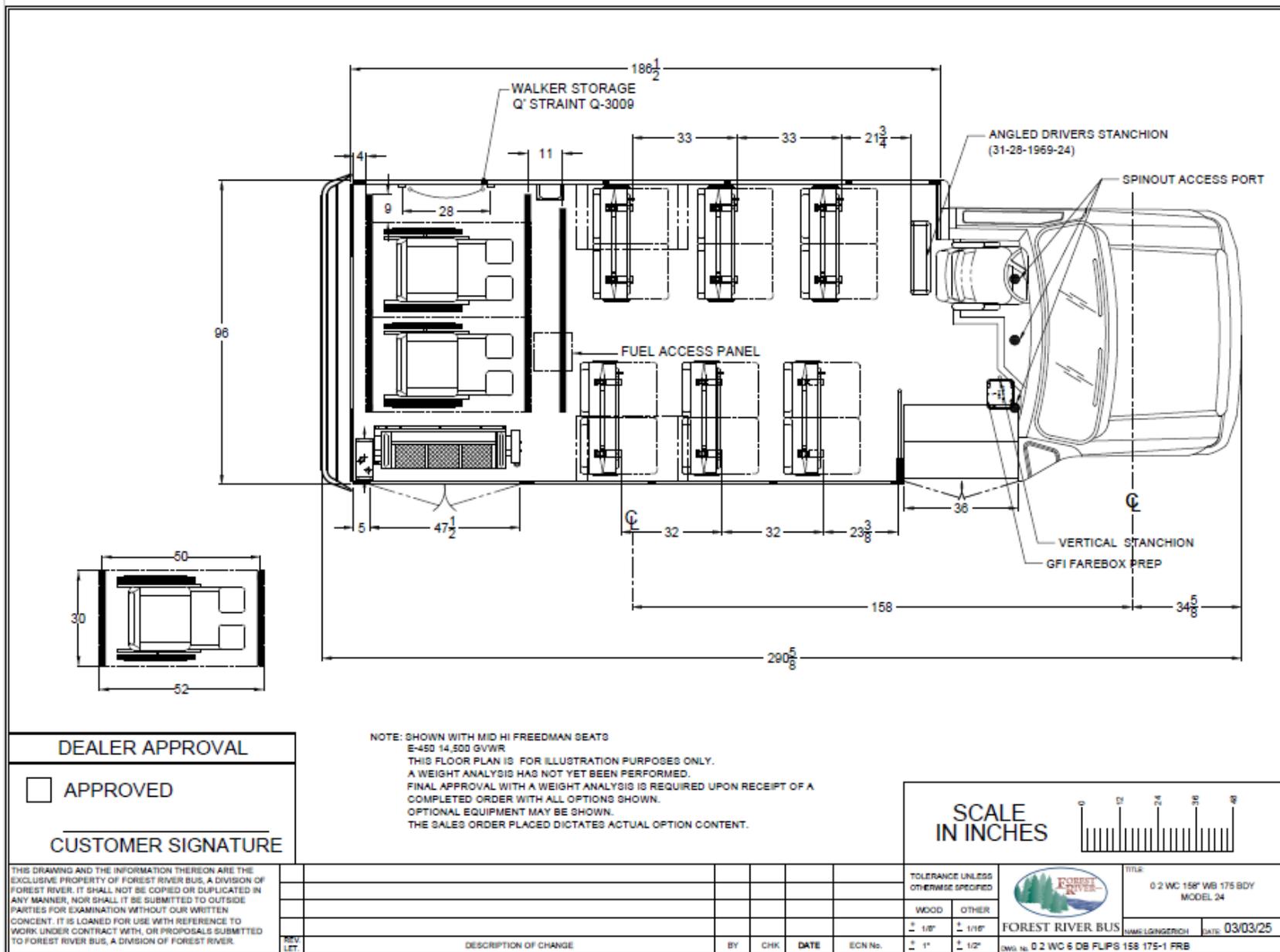


Alex Clifford, CEO





Attachment A
Cover Page





LEAD STAFF: JOHN VAN CAMP, MAINTENANCE SUPERINTENDENT

I. RECOMMENDED ACTION

Authorize the CEO to proceed with the decommissioning of all Fare Vending Machines (FVMs) located along RTD's Bus Rapid Transit (BRT) corridors, excluding those situated at RTD's major transfer stations.

II. SUMMARY

- Authorize decommissioning of 54 outdated Fare Vending Machines (FVMs).
- Driven by:
 - Continued operational failures
 - Rising maintenance and service costs
 - Recent uptick in vandalism, including cash box theft and irreparable damage
- Timing is strategic and cost-effective:
 - Cash boxes were recently emptied
 - Coordination with PG&E to terminate power is already underway
- RTD plans to begin phased decommissioning within approximately 3-4 weeks.
- A public notification campaign will be launched in alignment with the decommissioning schedule.
- Passengers will continue to be able to pay their fares onboard all RTD buses using cash or contactless payment options.

III. DISCUSSION/BACKGROUND

RTD's original FVM network was deployed to support off-board fare collection along BRT routes. However, as outlined in recent presentations to the Board, these machines have become increasingly unreliable and costly, offering limited customer value. Specific issues include:

- Aging infrastructure and frequent malfunctions
- Outdated technology incompatible with evolving fare systems
- High ongoing operational costs (maintenance, cellular fees, software hosting)
- Customer confusion and complaints
- Inability to validate fare discounts or issue robust ticket formats
- Manual rebooting required during power outages

These challenges have now been exacerbated by a surge in vandalism:

- Several FVMs have had cash boxes forcibly removed
- Others have been rendered inoperable due to extreme damage

Additionally, each unit requires PG&E disconnection and capping of utility service. Throughout this process, passengers will continue to be able to board and pay directly on all RTD buses, maintaining uninterrupted access to transit services.

Benefits of Immediate Action

- Eliminates exposure to continued vandalism and repair expenses
- Reduces the risk of theft and financial loss
- Leverages recent armored car service cycle (most machines are currently empty)
- Aligns with long-term cost-saving goals presented to the Board
- Improves customer experience by eliminating failing equipment

Public Communication Plan

RTD will launch a multilingual public notification campaign in accordance with its adopted Public Participation Plan, including:

- Posted signage on all affected machines and stops
- Website and mobile app alerts
- Rider bulletins and outreach at transfer stations
- Social media and digital communication campaigns

Next Steps

- Coordinate with PG&E to disconnect and cap power
- Remove FVMs in phases beginning with non-transfer station locations
- Finalize timeline and publish rider-facing materials
- Return to the Board in the coming months with an action item to procure 8–10 new ticket vending machines to be placed at key transfer hubs

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board’s Strategic Priorities 2 through 4. Strategic Priorities:

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

V. CUSTOMER IMPACT

This initiative directly improves the customer experience by removing unreliable and outdated Fare Vending Machines (FVMs) that frequently malfunction and cause frustration for riders. By consolidating and upgrading the FVMs at key transfer stations, RTD will provide more reliable, accessible, and user-friendly

fare payment options—reducing transaction issues, enhancing security, and increasing overall convenience for customers.

Customers will still be able to pay onboard all RTD buses using cash or contactless forms of payment, ensuring no disruption in access to service.

VI. FINANCIAL CONSIDERATIONS/IMPACT

No immediate fiscal impact. This is a cost-saving action to reduce maintenance, repair, and armored car costs associated with obsolete equipment.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

Staff recommends the decommissioning of outdated FVMs along BRT routes—excluding those at transfer stations—because this option balances fiscal responsibility, operational efficiency, and customer service. The alternative of doing nothing would continue to expose RTD to high maintenance costs, increased security risks, and negative customer experiences due to frequent machine failures and outdated technology. Additionally, recent vandalism incidents have escalated the urgency, resulting in damaged machines and theft. Retaining all FVMs would require significant reinvestment in machines that are already fully depreciated and incompatible with RTD’s modern fare collection goals. Concentrating resources on strategically located, high-use transfer stations offers a smarter, cost-effective path forward that meets rider needs while reducing risk and waste.

IX. ATTACHMENTS

Attachment A: BRT FVM Decommissioning Presentation (March 2025)

Prepared by: Merab Talamantes, Director of Administration

X. APPROVALS

Ciro Aguirre, COO



Financial Impact Approved:
Robert Kyle, CFO



Alex Clifford, CEO





Attachment A
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Fare Vending Machine (FVM) Decommissioning and Replacement Plan

March 28, 2025

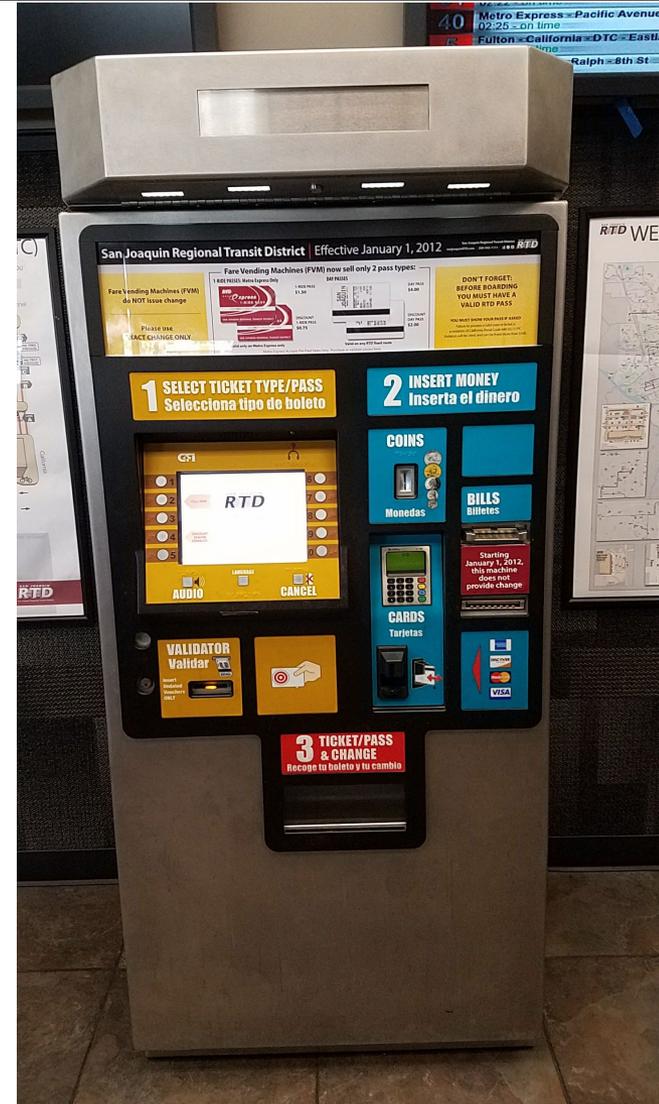
Project Overview

RTD must take decisive action to modernize its fare collection system to reduce costs, improve reliability, and better serve riders.

- The current network of 54 aging FVMs is outdated, expensive to maintain, and contributes to fare evasion.
- RTD will remove these machines and replace them with 8–10 new FVMs at high-ridership transfer stations.
- This strategic shift focuses resources where off-board payment is most needed.
- Staff will return with a formal action item for Board approval in the coming months.

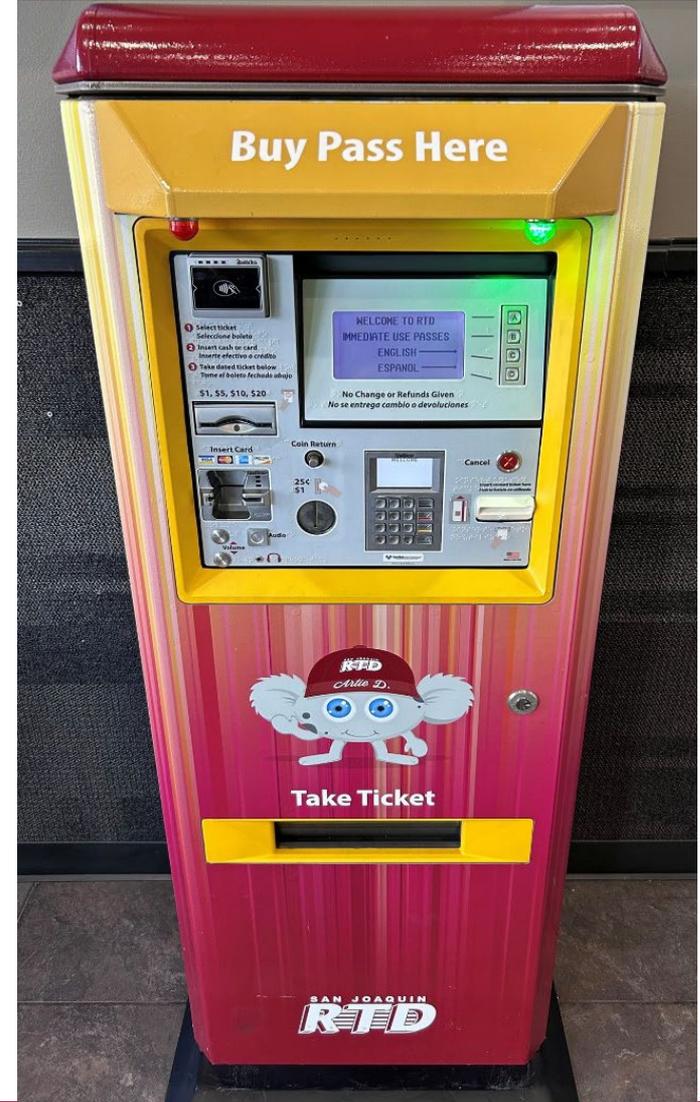
Bus Rapid Transit Fare Vending Machine Deployment History

- **2006:** RTD purchased its first generation of FVMs for BRT I (Pacific Avenue Corridor).
- **2010–2017:** Additional FVMs were acquired to support BRT II through V.
- **FVM Types Used:**
 - GFI Genfare machines deployed for BRT I, II, and III. ~\$50,400 each
 - Ventek machines introduced in 2017 for BRT IV and V ~\$33,000 each
- **Funding Sources:**
 - Federal Transit Administration (FTA) Section 5339
 - Congestion Mitigation and Air Quality (CMAQ)
 - Transit and Intercity Rail Capital Program (TIRCP)



Initial Deployment and Replacements Overview

- BRT I: 10 FVMs deployed 2006;
 - Replaced with Ventek in Aug. 2020
- BRT II: 10 FVMs deployed 2010
 - Replaced in Sept. 2020
- BRT III: 17 FVMs deployed 2010
 - Replaced in Sept. 2020
- BRT IV & V: 17 Ventek FVMs
 - Deployed in Apr. 2017



Reassessing Off-Board Payment in Today's Environment

Post-Pandemic Ridership Trends

- Ridership declined during the pandemic, prompting RTD to reevaluate service levels and fare collection strategies.

Off-Board Payment Challenges

- RTD assessed the long-term value of maintaining FVMs and found that:
 - Demand for off-board payment no longer justifies the high cost of operating and maintaining current FVMs.
 - Continuing off-board payment would require full replacement of aging FVMs.

Fare Evasion Concerns

- The lack of on-board fare validation has contributed to increased fare evasion, particularly on BRT routes without fareboxes.

Conclusion

There is a need to explore more efficient, cost-effective, and secure fare collection options that better align with current ridership and enforcement needs.

Annual Maintenance Costs for FVMs

Total estimated annual cost to maintain FVMs: \$169,478

Breakdown of key cost categories:

- Maintenance Labor: \$32,202
- Replacement Parts: \$38,191
- Cellular Data Service: \$1,275
- Server Hosting: \$2,805
- Vendor Service Fees: \$1,020
- Armored Car Service (Loomis): \$93,985

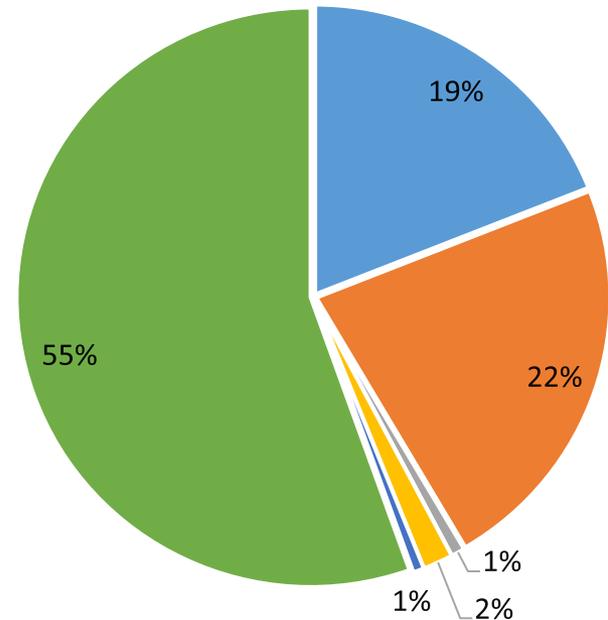
*Additional costs to maintain:

Powder coating machines \$280,000
Wrap replacements \$900 each (\$48,600 total)

*Necessary if extending FVMs life beyond five years

Annual Maintenance Costs for FVMs

- Maintenance Labor
- Replacement Parts
- Cellular Data Service
- Server Hosting
- Vendor Fees
- Armored Car Service



Current Condition of FVMs



Challenges with Current FVMs: Reliability and More

- **Frequent Malfunctions**
 - Service interruption and technical issues
- **High Maintenance & Labor Costs:**
 - Labor-intensive repairs due to aging equipment
 - Ongoing ticket issues and manual inspections
 - \$9,500 spent on replacing 9 controller/keypads in FY24
- **Outdated Technology:**
 - Inability to verify discount fare eligibility
 - Machines not fully integrated with other payment systems
- **Poor Customer Experience:**
 - Paper tickets are easily damaged; expiration date rubs off
 - Receipts and tickets look similar—leads to confusion
 - Ventek machines require up to 7 steps to issue a ticket (vs. 2–3 with GFI)
- **Vandalism:**
 - Contributes to service downtime and increased repair costs
- **Credit Card Issues (Ventek-specific):**
 - Failures and incompatibility concerns
- **High Operating Costs:**
 - Cellular and server hosting fees
 - Expensive cash handling via armored car services



Fare Evasion and Revenue Loss

Background

Prior to 2023, BRT relied heavily on off-board payment using Fare Vending Machines (FVMs).

Mitigation Measures Implemented in 2023:

- Front Door Boarding initiated on all BRT routes.
- Fareboxes installed on all BRT buses, creating an Operator-monitored “Point of Sale.”
- Security guards began riding BRT routes (August 2023) to increase fare compliance.

Fare Evasion Impact (FY 2024 – Prior to Changes)

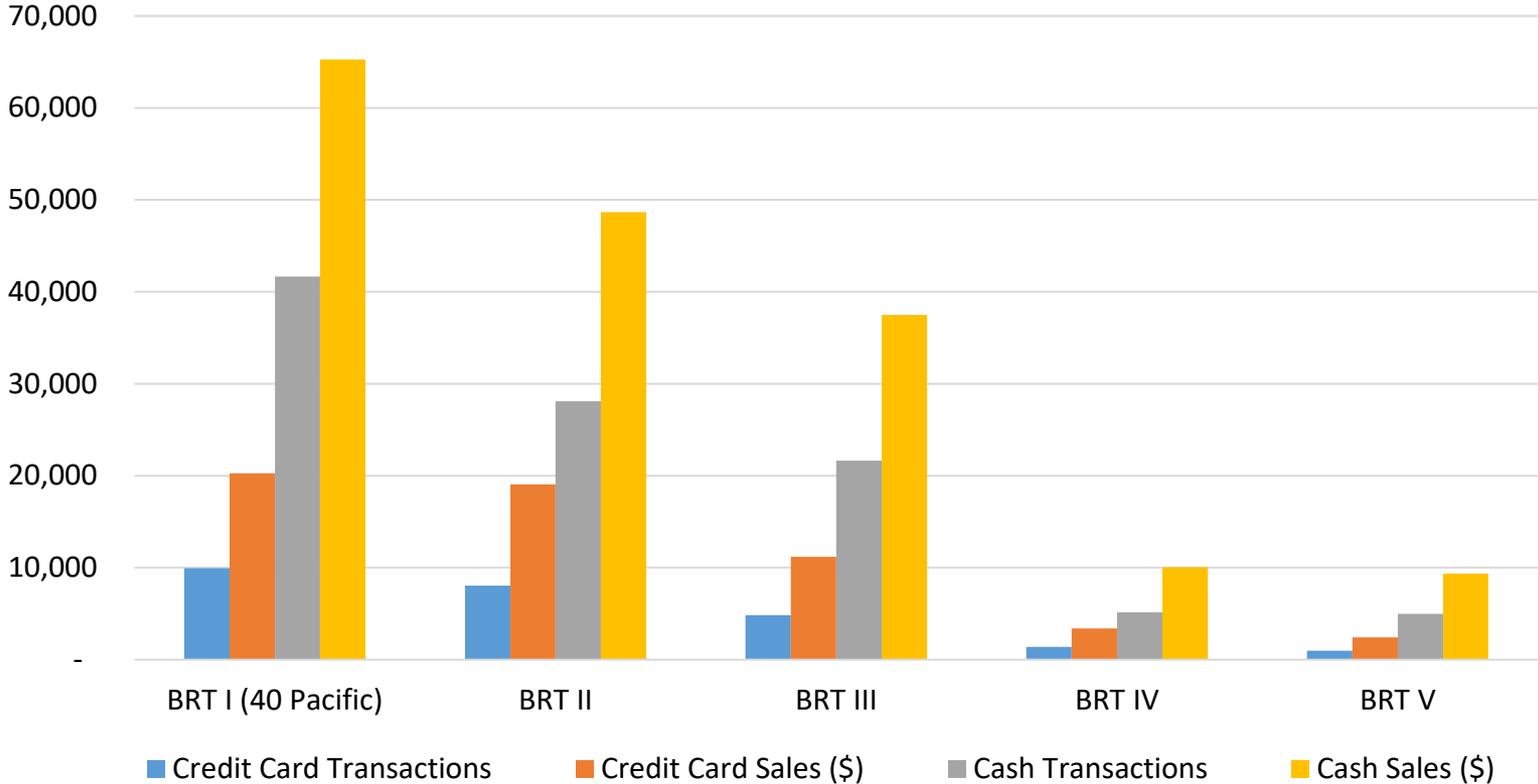
- Estimated Fare Evaders: BRT: 20,490
- SMA Fixed Routes: 1,590
- Estimated Revenue Loss: \$225,000 annually

RTD enforces a strict “No Fare, No Ride” rule, supported by security personnel to deter fare evasion.



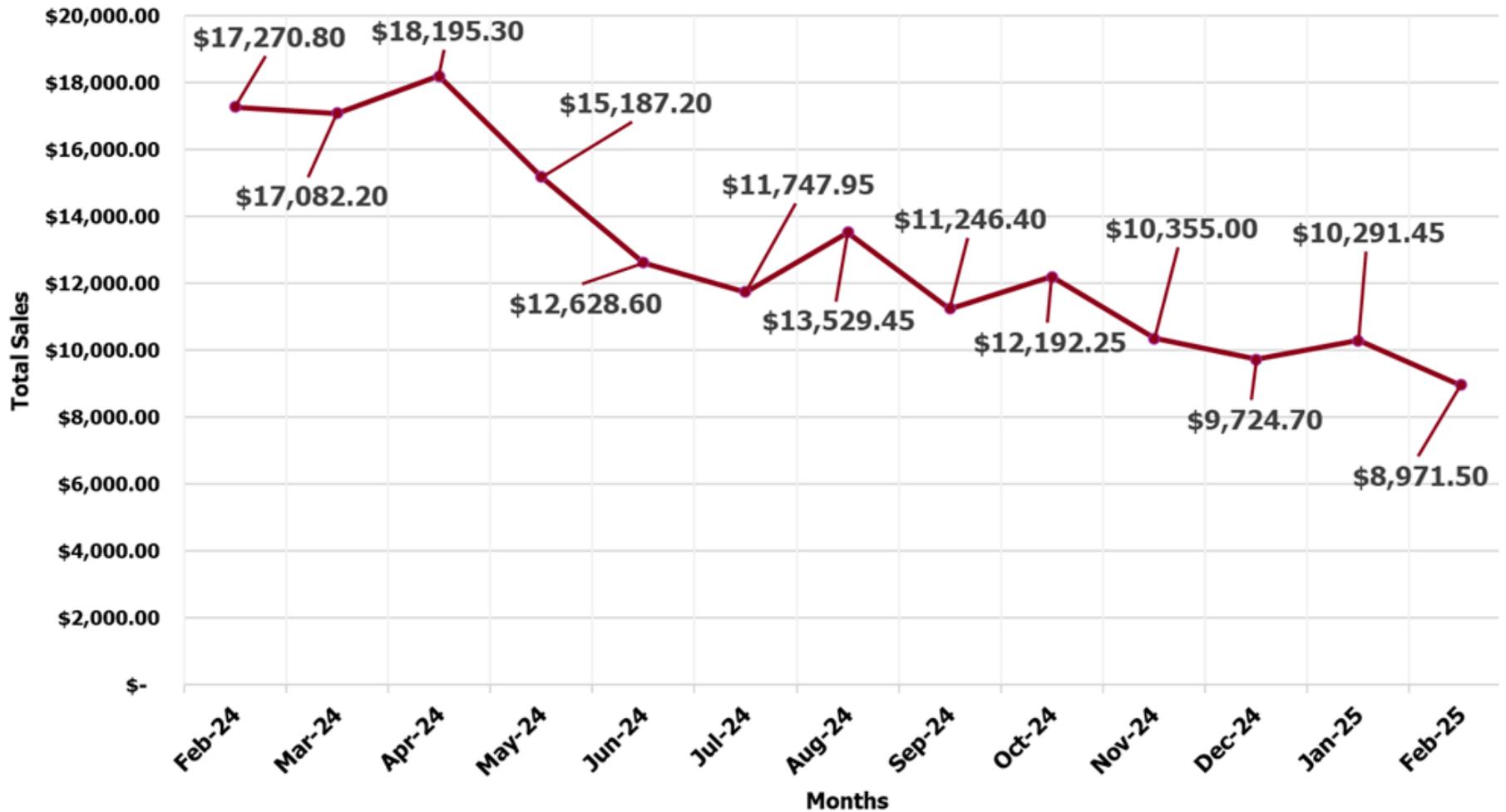
FVM Revenue

Annual FVM Transactions by BRT Line (FY24)



Total Annual Revenue: \$227,145

FVM Total Sales for the last 13 Months



Top 10 FVM in February 2025

SJRTD VenTek RCS						
Location	Number of Routes	Cash	Visa	MC	Amex	Total Sales
DTC Outside R/S	30	\$ 720.95	\$ 374.25	\$ 153.00	\$ 1.50	\$ 1,249.70
DTC Outside L/S	30	\$ 594.35	\$ 429.50	\$ 85.50	\$ 1.50	\$ 1,110.85
NB Hammer Triangle	8	\$ 349.80	\$ 288.25	\$ 81.25	\$ -	\$ 719.30
NB Pacific/Yokuts	20	\$ 241.90	\$ 148.00	\$ 81.25	\$ -	\$ 471.15
Lobby	30	\$ 176.95	\$ 156.00	\$ 83.25	\$ 4.00	\$ 420.20
SB Fremont/Commerce St	3	\$ 81.30	\$ 129.25	\$ 136.25	\$ 2.00	\$ 348.80
WB Hammer/West Lane	6	\$ 192.50	\$ 113.00	\$ 42.25	\$ -	\$ 347.75
SB Pacific/Ben Holt	2	\$ 240.10	\$ 45.50	\$ 17.75	\$ 0.75	\$ 304.10
WB/Hammen/Holman	2	\$ 158.05	\$ 113.25	\$ 30.75	\$ -	\$ 302.05
SB Hammer Triangle	8	\$ 147.90	\$ 93.00	\$ 48.25	\$ 0.75	\$ 289.90
Total Sales		\$ 2,903.80	\$ 1,890.00	\$ 759.50	\$ 10.50	\$ 5,563.80

Strategic FVM Consolidation: Benefits of Centralized Deployment

Plan Overview:

- Remove 54 aging FVMs currently distributed along BRT routes.
- Install 8–10 new, modern machines at high-ridership transfer stations along all BRT Corridors.

How This Achieves Our Goals:

• **Improved Reliability**

- Fewer machines = simplified maintenance and faster response time.
- New machines offer enhanced durability and performance.

• **Reduced Costs**

- Cuts ongoing maintenance, parts, and labor expenses.
- Eliminates redundant cellular, hosting, and cash collection costs from low-usage locations.
- Estimated annual Loomis cost for 8 FVMs (monthly service): \$24,696 — resulting in annual savings of \$69,199 compared to current costs.

• **Enhanced Customer Experience**

- High-traffic hubs remain covered with convenient off-board payment.
- Modern FVMs provide **faster, more intuitive service**.
- Clear signage and better placement reduce confusion.

• **Operational Efficiency**

- Maintenance and security efforts are focused on fewer, centralized machines.
- Reduces fare-related downtime and inspection burdens.

Plan for New FVM Deployment at Transfer Stations

RTD will continue offering ticket purchasing options at key high-ridership locations.

8–10 new GFI FVMs will be installed at the following sites:

- Hammer Transfer Station
- Downtown Transit Center
- Union Transfer Station
- Mall Transfer Station
- 2 spare units under consideration for operational flexibility

Estimated Cost

- Per FVM: \$80,000 – \$100,000
- Total for 8–10 units: \$640,000 – \$1,000,000

Funding Strategy

- RTD is currently exploring grant opportunities and available funding sources to support this capital investment.

Projected Benefits of Proposed FVM Plan

Cost Savings:

- Eliminates ~\$75,000 in annual maintenance expenses.
- Reduces armored car service costs by ~\$69,000 annually.
- Fewer repair work orders and reduced operating overhead.
- Eliminates costs tied to cellular and hosting for outdated Ventek machines.
- Estimated payback period: Within 7 years, based on top two cost savings items alone.

Operational Improvements:

- Improved system reliability = fewer customer complaints and transaction issues.
- Centralized ticketing improves customer access and simplifies service delivery.
- Supports contactless digital fare payments and future credit card capabilities on buses.
- Consolidated accounting across fareboxes and FVMs.
- Removes redundant or outdated costs (e.g., powder coating, rewraps, cellular fees).

Why Upgrade FVMs?

- More robust machine
- Improved customer experience, only 3 steps to purchase fare.
- Better customer service and technical support for RTD.
- Accepts cash, provides change (optional)
- Enhanced ticket options, clearer print, and improved durability.
- Secure cash vault with dual access controls (key + code).
- Every unit features video surveillance for added security.
- Advanced live analytics and monitoring for better operational oversight.



Marketing Component

Phase 1: Notify the public about fare vending machine removal plans.

- Use traditional and digital marketing channels to inform about the changes
- Explain the reason for the change and how it benefits the system
- Train customer service representatives with information to assist customers

Phase 2: Begin fare vending machine removals in phases.

- Clearly mark affected stations and routes during each phase
- Provide updates on funding progress for new machines (if applicable)
- Deploy announcements at transfer stations, affected bus stops, on the bus, and all applicable traditional and digital channels
- Train customer service representatives on new system and any changes in fare policies

Phase 3: Complete removal of all fare vending machines

- Announce the completion of the transition to customers through various channels
- Continue to provide customer support and assistance as needed

Next Steps – FVM Transition Plan

Implementation Strategy

- Finalize and begin phased decommissioning of existing FVMs.
- Initial removals will focus on FVMs along BRT routes, excluding transfer stations.
- Install notification signage at affected bus stops and shelters to inform riders in advance.

Procurement Preparation

- Identify and confirm funding sources and grant opportunities for new GFI FVMs.
- Continue coordination with vendors and internal departments for logistics and delivery planning.

Board Action

- Staff will return to the Board of Directors with a formal action item to approve purchase of 8–10 new machines.

Ongoing Goals

- Ensure a smooth customer transition through outreach and communication.
- Monitor and evaluate performance of existing fare collection strategies.
- Continue aligning fare infrastructure with efficiency, equity, and security objectives.

Questions & Discussion



LEAD STAFF: ROBERT KYLE, CFO

I. RECOMMENDED ACTION

Approve RTD's Disadvantaged Business Enterprise (DBE) overall goal for Federal Fiscal Years (FFY) 2026 – 2028.

II. SUMMARY

- RTD must develop and submit a triennial overall DBE Goal for its Federal Transit Administration (FTA) assisted projects.
- RTD's proposed DBE Goal for FFY 2026 – 2028 is 0.07%. This goal does not include FTA funds to be used for rolling stock.
- This goal must be obtained by race/gender neutral methods.

III. DISCUSSION/BACKGROUND

Pursuant to Title 49 of the Code of Federal Regulations (49 CFR) Part 26, RTD must develop and submit a triennial overall DBE Goal for its FTA assisted projects. The DBE Goal setting process aims to level the playing field so that DBEs can compete fairly for contracts assisted by the FTA in accordance with applicable law.

RTD proposes the overall goal for DBE participation at 0.07% for FFY 2026 – 2028. The FTA Overall DBE Goal Setting Methodology attached as Attachment A in this report describes the budgeting and statistical breakdown used to derive this goal. This goal does not require or include FTA funds to be used to purchase rolling stock. RTD must obtain its goal by using race/gender neutral methods.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

N/A

VIII. ALTERNATIVES CONSIDERED

N/A

IX. ATTACHMENTS

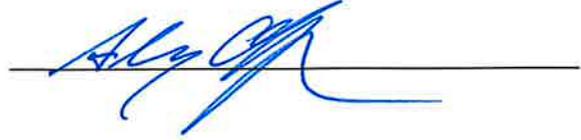
Attachment A: FTA Overall DBE Goal Setting Methodology

Attachment B: Resolution

Prepared by: Robert Kyle, CFO

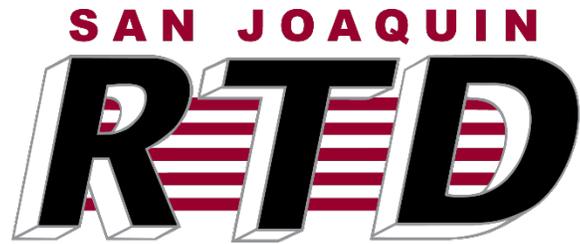
X. APPROVAL

Alex Clifford, CEO





Attachment A
Cover Page



SAN JOAQUIN REGIONAL TRANSIT DISTRICT
421 EAST WEBER AVENUE
STOCKTON, CA 95202
<https://sanjoaquinrtd.com>

Federal Transit Administration (FTA)
Overall Disadvantaged Business Enterprise (DBE)
Goal-Setting Methodology

DRAFT

Federal Fiscal Year 2026 – 2028



Table of Contents

<u>Section</u>	<u>Title</u>	<u>Page Number</u>
I.	Introduction	3
II.	Background	3
III.	FTA-Assisted Contracting Program for FFY 2026-2028	3
IV.	DBE Goal Methodology	4
V.	Proposed Overall DBE Goal	7
VI.	Race-Neutral Implementation Measures	7

DRAFT



I. INTRODUCTION

The San Joaquin Regional Transit District (RTD) herein sets forth its Overall Disadvantaged Business Enterprise (DBE) Goal and corresponding goal-setting methodology for Federal Fiscal Years (FFY) 2026-2028 (October 1, 2025, through September 30, 2028), pursuant to Title 49 Code of Federal Regulations (CFR) Part 26 "Participation by Disadvantaged Business Enterprises in U.S Department of Transportation Programs" (DBE Regulations). The purpose of the DBE goal setting process is to level the playing field so that DBEs can compete fairly for contracts assisted by the Department of Transportation (DOT), Federal Transit Administration (FTA), in accordance with applicable law.

II. BACKGROUND

RTD is a recipient of FTA funding. As a condition of receiving this assistance, RTD must comply with FTA’s DBE requirements. The DBE Regulations require RTD to develop and submit a Triennial Overall DBE Goal for its FTA-assisted projects.

The Chief Financial Officer (CFO) is currently overseeing RTD's DBE program and reports directly to the Chief Executive Officer on all DBE matters. The CFO prepared this document.

III. FTA-ASSISTED CONTRACTING PROGRAM FOR FFY 2026- FFY 2028

Table 1 below represents the FTA-assisted projects RTD anticipates awarding during FFY 2026 - 2028, which were considered in preparing this goal methodology. Table 1 does not include transit vehicle purchases as transit vehicle manufacturers must implement their own DBE program.

Table 1

FFY 2026-2028 Federally Funded Projects		
Project	FTA Funding Type	Total Project Funding
Shop Floor Sweep	5307	50,000
RTC HVAC Units (14)	5307	5,250,000
RTC HVAC Split Systems	5307	105,000
Bus Shelters W/LED Lighting	5307	175,000
Bus stop LED	5307	129,004
Furniture (breakrooms, RTC, DTC, CTC)	5307	19,000
Recliners (RTC & CTC)	5307	10,000
CTC Slurry Seal	5307	165,000
		5,903,004

Table 2 provides a summary of the categories of work for potential DBE subcontractor opportunities with estimated cost breakdown for each, for the FFY 2026-2028 federally funded projects. Categories of work are grouped utilizing comparable North American Industry Classification System (NAICS) codes for purposes of weighting the categories of work.

Table 2

NAICS Code	NAICS Category	Amount of DOT (\$) funds on project:	% of total DOT funds (weight)
236220	Commercial and Institutional Building Construction	304,004	5.1%
423730 / 238220	Warm Air Heating and Air-Conditioning Equipment and Supplies Merchant Wholesalers	5,355,000	90.7%
423830	Industrial Machinery and Equipment Merchant Wholesalers	50,000	0.8%
449110 / 423210	Furniture Retailers	29,000	0.5%
327390 / 324121	Other Concrete Product Manufacturing	165,000	2.8%
Total FTA-Assisted Contract Funds		5,903,004	100%

IV. GOAL METHODOLOGY

Step 1: Determination of a Base Figure (Title 49 CFR Part 26)

To establish RTD's Base Figure of the relative availability of DBEs to all comparable firms (DBE and Non-DBE) available to bid or propose on RTD's FTA-assisted contracting opportunities projected to be solicited during the triennial goal period, RTD followed the prescribed methodology in the DBE Regulations.

This was accomplished by assessing the U.S. Census Bureau County Business Patterns Database and the Caltrans DBE Website at <https://californiaucp.dbesystem.com>. The search for each of the categories of work defined in Table 2 is within RTD's market area (San Joaquin County, Sacramento County, and Stanislaus County).

DBE NAICS codes were divided by the Census Codes to get a percentage of DBEs available that do NAICS work. RTD's local market area consists of the geographic area where a substantial majority of contracting dollars are expended and/or where the substantial majority of contractor and subcontractor bids or quotes are located. RTD's bidder's list was reviewed, and it confirms this market area.

The formula below shows the base figure being derived by dividing the number of ready, willing, and able DBE firms identified for each work category by the number of all firms identified for each corresponding work category (relative availability), weighing the relative availability for each work category by the corresponding work category weight and adding the weighted ratio figures together.

$$\text{Base Figure (\%)} = \left(\frac{\text{Number of Ready, Willing, and Able DBEs}}{\text{Number of All Ready, Willing, and Able Firms}} \right) \times 100$$

For the numerator: Caltrans DBE Database of Certified Firms

For the denominator: 2022 U.S. Census Bureau's Business Patterns Database

As shown in Table 3, continued on the next page, for the NAICS codes identified, there are 10 DBEs available in the three counties that make up RTD's market area. The total number of all firms available to perform work in these NAICS codes based on census data for the three counties in RTD's market area is 517. The overall relative availability of DBEs is 1.9% (10/517 = 1.9%).

In accordance with DOT's "Tips for Goal-Setting in the DBE Program" Guidance, the relative availability of DBEs for each NAICS code was then weighted based on the expected amount of contract dollars that will be spent for each NAICS code, to ensure that the Step One Base Figure is as accurate as possible.

Table 3

NAICS Code	NAICS Category	(A) Weight	(B) Availability	= (A x B) Weighted Base Figure
236220	Commercial and Institutional Building Construction	5.1%	2.6%	0.13%
423730 / 238220	Warm Air Heating and Air-Conditioning Equipment	90.7%		
423830	Industrial Machinery and Equipment Merchant Retailers	0.8%	1.4%	0.01%
449110 / 423210	Furniture Retailers	0.5%		
327390 / 324121	Other Concrete Product Manufacturing	2.8%		
			Total	0.15%
			Expressed as a % (*100)	0.145%



FTA DBE Goal Methodology FFY 2026 - FFY 2028

NAICS Code	NAICS Category	Number of DBEs available to perform this work	Number of all firms available (including DBEs)	Relative Availability
236220	Commercial and Institutional Building Cons	8	308	2.6%
423730 / 238220	Warm Air Heating and Air-Conditioning E	0	55	0.0%
423830	Industrial Machinery and Equipment Merc	2	146	1.4%
449110 / 423210	Office Furniture Stores	0	0	
327390 / 324121	Other Concrete Product Manufacturing	0	8	0.0%
Combined Totals		10	517	1.9%
				<i>Overall availability of DBEs</i>

Step 2: Adjusting the Base Figure

Upon establishing the Base Figure, RTD reviewed and assessed other known evidence potentially impacting the relative availability of DBEs within the market area, in accordance with prescribed narrow tailoring provisions set forth in the DBE Regulations and DOT's Step 2 DBE Goal Adjustment guidelines.

Factors considered in making an adjustment to the Base Figure included:

A. Past DBE Goal Attainments:

RTD determined an adjustment to the Step One Base Figure based on past DBE goal attainment for FFY 2023-2025 is appropriate because the contracts RTD let in FFY 2020-2022 are similar to the contracts RTD expects to let in FFY 2026-2028.

RTD obtained no DBE participation in FFY 2023-2025 because 33% of the total value of the seven FTA-assisted contracts comprised of Rolling Stock. Of the remaining six contracts, one was for Trailer Lease – Bus Electrification for \$8.55 million, a second was for Safety and Security Equipment for \$1.344 million, another was for Bus and Facilities Support Equipment for \$5.288 million, another was for IT Modernization for \$5.295 million, another was for Research Project for Software Upgrade for \$0.525 million and the last was for Facilities Improvement and Upgrade for \$12.702 million. RTD determined that it is, however, still appropriate to adjust the Step One Base Figure based on past DBE participation because of the similarity of contracts from the prior to the current period.

As discussed in Section VI of this methodology, RTD plans to implement various measures to meet its overall goal for FFY 2026-2028 via outreach and other measures fostering DBE and SBE participation as they become available.



Accordingly, the calculations below show how RTD adjusted the Step One Weighted Base Figure based on past DBE participation in FFY 2023-2025.

Federal Fiscal Year	Annual Goal	Actual DBE Participation
2023	0.61%	0%
2024	0.61%	0%
2025	0.61%	0%

Step One + Median Past = 0.0%
 Weighted Participation
 Base Figure (0%)
 (0.145%)

$0.145\% / 2 = 0.07\%$

B. Disparity Study:

RTD has not recently participated in a disparity study for use in the DBE three-year overall goal for FFY 2026-2028. Other U.S. DOT recipients in the region have commissioned new studies that are currently underway, completed, or anticipated to begin. However, these studies measure services for contracting opportunities that are not similar to those of RTD. Should RTD's goals not be met through race-neutral measures, a local disparity study may be considered in the future.

V. PROPOSED OVERALL DBE GOAL

The Final Proposed Overall DBE Goal for FFY 2026-2028 for RTD's FTA-assisted contracts is 0.07%. As a part of the prescribed goal-setting methodology, RTD must project the percentage of its Proposed Overall DBE Goal that can be met utilizing race-neutral and race-conscious measures.

Race/Gender Conscious and Race/Gender-Neutral Projection

RTD intends to continue to use race/gender-neutral methods to meet the overall DBE goal of 0.07% for FFY 2026-2028 in accordance with the DBE Regulations, as discussed in detail below.

VI. RACE/GENDER-NEUTRAL IMPLEMENTATION MEASURES

The DBE Regulations require that the maximum feasible portion of the DBE overall goal be met by using race/gender-neutral methods. Race/gender-neutral methods include efforts made to assure that bidding and contracting requirements facilitate participation by DBEs and other small businesses, such as unbundling large contracts to make them more accessible, encouraging prime

contractors to subcontract portions of the work, and providing technical assistance, outreach and communications programs. Race/gender-neutral DBE participation includes any time a DBE wins a prime contract through customary competitive procurement procedures, a DBE is awarded a subcontract on a prime contract that does not carry a DBE goal, or a DBE wins a subcontract, even if there is a DBE goal, from a prime contractor that did not consider its DBE status in making the award.

RTD will continue to implement the following race/gender-neutral measures to promote DBE and small business enterprise (SBE) participation in RTD's FTA-assisted contracts for FFY 2026-2028 and will continue to explore other options for fostering DBE and SBE participation as they become available:

- RTD will use its Procurement Vendor Management System to manage and track all registered vendors and identify and categorize vendors as DBEs/SBEs. This allows RTD to outreach vendors directly based on service sector.
- RTD plans to announce internal and area events that promote DBE/SBE activities on RTD's Procurement Vendor Management System.
- RTD plans to provide Frequently Asked Questions regarding contracting with RTD and its DBE Plan on RTD's Procurement Vendor Management System.
- RTD plans to advise the local contracting community of the online directory of certified DBEs, found at <https://californiaucp.dbesystem.com>, by sharing this resource on RTD's Procurement Vendor Management System RTD will arrange solicitations, time for presentation of bids and proposals, quantities, specifications, and delivery schedules in ways that facilitate DBE and SBE participation.
- RTD will hold pre-proposal conferences and other meetings as needed, which will include a networking component to promote teaming opportunities between prospective prime contractors and DBEs and SBEs.
- RTD will continue to participate in public outreach events that train the contracting community on how to do business with government agencies, promote upcoming contract opportunities, provide networking opportunities with other businesses, and encourage potential contractors to sign-up on RTD's Procurement Vendor Management System to be notified of contracting opportunities and events.
- RTD will assist DBEs in overcoming limitations that may otherwise prevent them from bidding on an RTD contract, such as an inability to obtain bonding or financing (i.e., such as simplifying the bonding process).
- RTD will provide information and assistance on contracting procedures and specific contract opportunities to DBEs and SBEs.
- RTD will refer DBEs and SBEs to promote participation in conferences, programs, and support services offered by other agencies who have established DBE and SBE programs.

- RTD will provide outreach to current RTD contractors or past RTD contractors who may qualify for DBE certification by encouraging them to seek and obtain DBE certification.
- RTD will monitor prime contractors' use of subcontractors to identify potential payments to DBE subcontractors that have not previously been captured in RTD DBE reporting.

Fostering SBE Participation

RTD has implemented a number of strategies to foster SBE participation in its contracting process. These include:

- Identify projects within projects where SBEs, including DBEs, can reasonably perform.
- On larger prime contracts, RTD will encourage the prime contractor to consider subcontracting opportunities of a size that SBEs, including DBEs, can reasonably perform, rather than self-performing all the work involved.
- Identify alternative acquisition strategies and structuring procurements to facilitate the ability of consortia or joint ventures consisting of SBEs, including DBEs, to compete for and perform prime contracts.
- Ensuring that a reasonable number of prime contracts are of a size that SBEs, including DBEs can reasonably perform.
- Providing outreach to current RTD contractors or past RTD contractors who may qualify for DBE certification by encouraging them to seek and obtain DBE certification.



Attachment B
Cover Page

RESOLUTION NO. _____
DATE: AUGUST 15, 2025

RESOLUTION APPROVING RTD'S DISADVANTAGED BUSINESS ENTERPRISE (DBE)
OVERALL GOAL FOR FEDERAL FISCAL YEARS (FFY) 2026 – 2028

WHEREAS, pursuant to Title 49 of the Code of Federal Regulations (49 CFR) Part 26, RTD must develop and submit a triennial overall DBE Goal for its FTA-assisted projects; and

WHEREAS, RTD proposes the overall goal for DBE participation at 0.07% for FFY 2026 – 2028; and

WHEREAS, the budgeting and statistical breakdown used to derive this goal is described in the FTA Overall DBE Goal-Setting Methodology; and

WHEREAS, RTD must obtain its goal by using race/gender-neutral methods.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED RESOLVED AND ORDERED by the San Joaquin Regional Transit District Board of Directors that RTD's DBE Overall Goal for FFY 2026 - 2028 be, and hereby is, approved.