

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

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

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

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

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

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

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

7. SPECIAL PRESENTATIONS

- A. RECOGNITION OF EMPLOYEES YEARS OF SERVICE
Special recognition of retirees for their years of service.
- B. PUBLIC AGENCY RETIREMENT SYSTEM (PARS) 115 TRUST – PENSION RATE STABILIZATION PROGRAM (PRSP) & OPEB PREFUNDING PROGRAM
PARS Vice President Rachel Sanders will provide a summary of the programs. [Link to presentation](#)
- C. END OF FEDERAL LEGISLATIVE SESSION PRESENTATION
Federal Advocate Chris Giglio of Capital Edge Advocacy, Inc. will discuss current legislation.
- D. END OF STATE LEGISLATIVE SESSION PRESENTATION
Partner Michael Pimentel of Shaw Yoder Antwih Schmelzer & Lange will discuss current legislation.
- E. JOB PREPARATION ACADEMY PRESENTATION
Director of Human Resources will lead an overview of this new program.
- F. HYDROGEN PILOT PROJECT UPDATE
KTC Managing Partner Sydney Krueger will provide an update.
- G. SB 707 (DURAZO) BROWN ACT REFORM UPDATE
Legal Counsel Nicole Witt will share how this could impact RTD.

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 September 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 Advisory, Inc.
- B. STATE LEGISLATIVE UPDATE
Report of State Legislative Updates prepared by Shaw Yoder Antwih Schmelzer & Lange.

10. CONSENT CALENDAR

- A. MOTION: APPROVING THE MINUTES OF THE SEPTEMBER 19, 2025, REGULAR BOARD OF DIRECTORS MEETING
Board approval of minutes.
- B. MOTION: APPROVING THE MINUTES OF THE OCTOBER 1, 2025, SPECIAL BOARD OF DIRECTORS MEETING
Board approval of minutes.
- C. MOTION: APPROVING THE PROPOSED CITIZENS ADVISORY COMMITTEE (CAC) BYLAWS
Board adoption of the CAC Bylaws.
- D. ACCEPT AND FILE: APPROVED BOARD OF DIRECTORS TRAVEL EXPENSES
Board acceptance and filing of CY 2025 Board Member travel expenses.
- E. ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF SEPTEMBER 2025
Board acceptance and filing of the September 2025 check register.

11. ACTION ITEMS

- A. RESOLUTION: APPROVING AND ADOPTING THE REVISED SALARY STRUCTURE
Board adoption of the revised Salary Structure.
- B. MOTION: AUTHORIZING THE CEO TO EXECUTE THE THIRD AMENDMENT TO THE CONTRACT WITH KRUEGER TRANSIT CONSULTING (KTC) TO CONTINUE PROVIDING REQUIRED SERVICES AND TO INCREASE THE CONTRACT AMOUNT BY \$256,000 FOR A TOTAL CONTRACT AMOUNT OF AMOUNT OF \$504,000
Board approval of a third contract amendment with KTC.

- C. MOTION: REQUEST FOR APPROVAL TO DRAW FROM THE OPERATING AND CAPITAL RESERVES FUND AND DEFER FOUR BUS REPLACEMENTS TO FUND THE REVENUE SHORTFALL IN FISCAL YEAR 2024-25 (FY25) OF \$21,340,599, RESULTING FROM THE SAN JOAQUIN COUNCIL OF GOVERNMENTS' (SJCOG) DETERMINATION NOT TO RELEASE ANTICIPATED SB 125 FUNDING TO RTD
Board approval to use Operating and Capital Reserve funds and postpone four bus replacements.
- D. MOTION: AUTHORIZE STAFF TO INITIATE THE PROCESS OF IMPLEMENTING A PUBLIC AGENCY RETIREMENT SERVICES (PARS) IRS CODE SECTION 115 PENSION TRUST FUND BY DIRECTING THE FINANCE AND AUDIT COMMITTEE AND STAFF TO WORK TOGETHER TO DEVELOP THE POLICIES OF THE PROGRAM FOR THE FULL BOARD TO CONSIDER ADOPTING AT A LATER DATE
Board authorization to begin process for PARS Section 115 Programs.

12. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF
13. CLOSED SESSION -- Significant exposure to litigation pursuant to Government Code § 54956.9(b): Two potential cases
14. OPEN SESSION -- CLOSED SESSION REPORT (LEGAL COUNSEL)
15. ADJOURNMENT

NOTE: THE NEXT REGULARLY SCHEDULED BOARD MEETING WILL BE ON THURSDAY, NOVEMBER 20, 2025, AT 10:00 A.M.

DATE POSTED: OCTOBER 13, 2025

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

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

I. SUMMARY

Sherri Nieves joined San Joaquin Regional Transit District (RTD) on October 10, 1996, as a Bus Operator and retired on July 31, 2025, as a Bus Operator. RTD would like to recognize Ms. Nieves for her 25 years of service.

George Fifita joined RTD on May 2, 2000, as a Mechanic 3rd Class and retired on August 9, 2025, as a Mechanic A Lead. RTD would like to recognize Mr. Fifita for his 25 years of service.

II. DISCUSSION/BACKGROUND

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

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

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This 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 \$1,000.00/year funding is included in the 2026 fiscal years 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

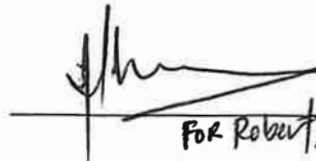
Prepared by: Ericka Franco, HR Administrator

APPROVALS

Noel Mink, HR Director



Financial Impact Approved:
Robert Kyle, CFO



For Robert.

Alex Clifford, CEO



PARS

PUBLIC AGENCY
RETIREMENT SERVICES

SAN JOAQUIN
RTD

DOWNTOWN TRANSIT CENTER

421 EAST WEBER AVE.

SAN JOAQUIN REGIONAL TRANSIT DISTRICT

PARS 115 Trust – Pension Rate Stabilization Program (PRSP) & OPEB Prefunding Program
October 17, 2025

PARS 115 TRUST TEAM

As of June 30, 2025

Trust Administrator & Consultant*



PUBLIC AGENCY
RETIREMENT SERVICES

- Serves as record-keeper, consultant, and central point of contact
- Sub-trust accounting
- Coordinates all agency services
- Monitors plan compliance (IRS/GASB/State Government Code)
- Processes contributions/disbursements
- Hands-on, dedicated support teams

41

Years of Experience
(1984-2025)

2,000+

Plans under
Administration

1,100+

Public Agency
Clients

500+

115 Trust Clients

750K+

Plan Participants

\$9.8B+

Assets under
Administration

** See important information regarding PARS in the Disclaimer page at the end of the presentation.*

Trustee



- 5th largest commercial bank and one of the nation's largest trustees for Section 115 trusts
- Safeguard plan assets
- Oversight protection as plan fiduciary
- Custodian of assets

162

Years of Experience
(1863-2025)

\$11.0T

Assets under
Administration

Investment Manager



- A division of U.S. Bancorp Asset Management, Inc.
- Fixed income and multi asset portfolios
- Strategic blend and passive platform options
- Customized portfolios (with minimum asset level)

40+

Years of Investment
Experience
(As of 6/30/2025)

\$256.3B+ *

Assets under Management
& Advisement

**As of June 30, 2025. Total assets under management for U.S. Bancorp Asset Management, Inc. were \$404.9 billion. Please see disclosures at the end of this presentation*

115 TRUST – OPEB/PENSION CLIENT LIST

Updated August 2025

SPECIAL DISTRICTS (120)

Agoura Hills/Calabasas Community Center Authority
Alameda County Mosquito Abatement District
Alpine Fire Protection District
Beach Cities Health District
Bighorn-Desert View Water Agency
Bodega Bay Public Utilities District
Calaveras County Water District
California Intergovernmental Risk Authority
California Joint Powers Insurance Authority
California Joint Powers Risk Management Authority
Central Contra Costa Sanitary District

Central Contra Costa Transit Authority

Coastline Regional Occupational Program
Coachella Valley Water District
Coastside Fire Protection District
Colusa Mosquito Abatement District
Contra Costa County EEs' Retirement Association
Contra Costa Mosquito and Vector Control District
Crestline Village Water District
Delta Diablo
Desert Recreation District
East Bay Regional Park District
East Orange County Water District
Eastern Sierra Community Services District

Eastern Sierra Transit Authority

El Dorado Hills County Water (& Fire) District
Estero Municipal Improvement District
Fallbrook Public Utility District
Feather River Air Quality Management District
Fresno Irrigation District
Fresno Metropolitan Flood Control District
Glenn-Colusa Irrigation District
Goleta Cemetery District
Goleta West Sanitary District
Great Basin Unified Air Pollution Control District
Greater Vallejo Recreation District
Hayward Area Recreation & Park District
Housing Authority of the County of Butte
Housing Authority of the County of Contra Costa
Housing Authority of the County of San Bernardino

Housing Authority of the County of Santa Cruz
Humboldt Bay Fire Joint Powers Authority
Humboldt Bay Municipal Water District
Humboldt No. 1 Fire Protection District
Menlo Park Fire Protection District
Mesa Water District
Metropolitan Transportation Commission
Midpeninsula Regional Open Space District
Mid-Peninsula Water District
Mojave Desert Air Quality Management District
Montecito Fire Protection District
Monterey Bay Unified Air Pollution Control District
Monterey County Mosquito Abatement District
Monterey One Water
Moraga-Orinda Fire Protection District
Mosquito & Vector Mgmt. Dist. of Santa Barbara Co.
Municipal Pooling Authority
Municipal Water District of Orange County
Napa County Mosquito Abatement District
Nevada County Consolidated Fire District
Newcastle-Rocklin-Gold Hill Cemetery District
North Central Fire Protection District
North Coast Air Quality Management District
North County Fire Protection District
Novato Sanitary District
Oakland Housing Authority
Orange County Fire Authority
Orange County LAFCO
Orange County Mosquito and Vector Control District
Orange County Sanitation District
Orange County Water District
Orchard Dale Water District
Pebble Beach Community Services District
Placentia Library District
Placer County Air Pollution Control District
Placer County Resource Conservation District
Rancho Adobe Fire Protection District
Rancho Cucamonga Fire Protection District
Redwood Empire Municipal Insurance Fund (REMIF)
Regional Housing Authority

Rowland Water District
Sacramento Area Flood Control Agency
San Andreas Sanitary District
San Elijo Joint Powers Authority
San Mateo Consolidated Fire Department
San Mateo Co. Mosquito & Vector Control District
Santa Barbara County Law Library
Santa Cruz Regional 9-1-1 JPA
Santa Fe Irrigation District
Sewer Authority Mid-Coastside
Shasta Valley Cemetery District
South Coast Water District
South Montebello Irrigation District
South Orange County Wastewater Authority
South Placer Fire Protection District
Southern Marin Fire Protection District
State Water Contractors
Superior Court of CA, County of Imperial
Superior Court of CA, County of Inyo
Superior Court of CA, County of Kern
Superior Court of CA, County of Marin
Superior Court of CA, County of Merced
Superior Court of CA, County of Orange
Superior Court of CA, County of San Mateo
Superior Court of CA, County of Shasta
Superior Court of CA, County of Siskiyou
Superior Court of CA, County of Sonoma
Sweetwater Springs Water District
Tahoe City Public Utility District
Three Valleys Municipal Water District
Twentynine Palms Water District
Union Sanitary District
Ventura Regional Sanitation District
Walnut Valley Water District
West Bay Sanitary District
West County Wastewater District
Western Riverside Council of Governments
Yolo-Solano Air Quality Management District
Yorba Linda Water District
Zone 7 Water Agency

115 TRUST – OPEB/PENSION CLIENT LIST

Updated August 2025

CITIES & TOWNS (170)

Alameda	Commerce	Fortuna	La Mesa	National City	Rialto	Sutter Creek
Alhambra	Corcoran	Foster	La Quinta	Newark	Richmond	Taft
Anaheim	Coronado	Fountain Valley	Laguna Niguel	Newport Beach	Rio Vista	Temecula
Angels Camp	Costa Mesa	Fullerton	Lake Forest	Norco	Ripon	Temple City
Atherton	Crescent City	Galt	Lakeport	Novato	Rocklin	Thousand Oaks
Atwater	Cudahy	Garden Grove	Lakewood	Oakley	Rohnert Park	Tiburon
Azusa	Cupertino	Gilroy	Lemon Grove	Orinda	Rolling Hills	Tustin
Bakersfield	Cypress	Glendale	Lincoln	Oroville	Rosemead	Twentynine Palms
Beaumont	Daly City	Glendora	Lindsay	Pacifica	Ross	Vallejo
Bell Gardens	Dana Point	Goleta	Live Oak	Palmdale	San Anselmo	Villa Park
Benicia	Del Rey Oaks	Grand Terrace	Livermore	Palo Alto	San Clemente	Walnut
Bishop	Desert Hot Springs	Grass Valley	Lodi	Pasadena	San Jacinto	West Covina
Brea	Dinuba	Half Moon Bay	Los Alamitos	Patterson	San Leandro	West Sacramento
Brisbane	Duarte	Hawthorne	Los Altos Hills	Perris	San Ramon	Westminster
Burlingame	Dublin	Healdsburg	Mammoth Lakes	Pico Rivera	Sanger	Winters
Calabasas	Eastvale	Hemet	Manhattan Beach	Piedmont	Santa Ana	Woodland
Camarillo	El Cajon	Hercules	Merced	Pinole	Santa Barbara	Woodside
Canyon Lake	El Centro	Hermosa Beach	Modesto	Pittsburg	Santa Clara	Yountville
Capitola	El Cerrito	Hollister	Monrovia	Pleasant Hill	Santa Clarita	Yuba City
Carlsbad	Elk Grove	Huntington Beach	Monterey	Pleasanton	Sausalito	Yucca Valley
Carmel	Emeryville	Indian Wells	Moreno Valley	Pomona	Seaside	
Chino Hills	Escondido	Imperial Beach	Morgan Hill	Port Hueneme	Selma	
Chula Vista	Fairfax	Indio	Morro Bay	Rancho Cucamonga	Solana Beach	
Claremont	Fairfield	Ione	Murrieta	Redding	South El Monte	
Colma	Fort Bragg	La Habra	Napa	Redwood City	Stanton	

COUNTIES (38)

Alpine	Del Norte	Kern	Mariposa	Napa	San Benito	Sonoma	Tuolumne
Amador	Glenn	Kings	Mendocino	Nevada	San Joaquin	Sutter	Yolo
Calaveras	Humboldt	Lake	Merced	Placer	Shasta	Tehama	Yuba
Colusa	Imperial	Lassen	Mono	Plumas	Siskiyou	Trinity	
Contra Costa	Inyo	Madera	Monterey	Riverside	Solano	Tulare	

115 TRUST – OPEB/PENSION CLIENT LIST

Updated August 2025

SCHOOL DISTRICTS (67)

Alisal Union School District	Fontana Unified School District	Newport-Mesa Unified School District	San Dieguito Union High SD
Alta Loma School District	Fowler Unified School District	Ocean View School District (Ventura)	San Marino Unified School District
Auburn Union School District	Galt Joint Elementary School District	Ontario-Montclair School District	San Ysidro School District
Bass Lake Joint Union ESD	Hermosa Beach City School District	Orcutt Union School District	Santa Barbara Unified School District
Bellflower Unified School District	Hesperia Unified School District	Palmdale School District	Santa Rita Union School District
Beverly Hills Unified School District	Hughes-Elizabeth Lakes Union ESD	Palos Verdes Peninsula USD	Savanna School District
Brea Olinda Unified School District	Jurupa Unified School District	Paramount Unified School District	South Bay Union School District
Calistoga Joint Unified School District	Lake Elsinore Unified School District	Placer Union High School District	South Pasadena USD
Campbell Union High School District	Lakeside Union SD (San Diego)	Porterville Unified School District	Taft Union High School District
Compton Unified School District	Le Grand Union High SD	Poway Unified School District	Trona Joint Unified School District
Corning Union Elementary SD	Lemon Grove School District	Red Bluff Joint Union High SD	Upland Unified School District
Coronado Unified School District	Lindsay Unified School District	Red Bluff Union ESD	Visalia Unified School District
Cotati-Rohnert Park USD	Madera Unified School District	River Delta Unified School District	Westside Union School District
Dry Creek Joint Elementary SD	Manteca Unified School District	Riverdale Joint Unified School District	Whittier City School District
El Dorado Union High School District	Moreno Valley Unified School District	Roseville Joint Union High SD	Wilsona School District
El Monte Union High School District	Napa Valley Unified School District	Salinas City ESD	Windsor Unified School District
Folsom Cordova USD	Natomas Unified School District	San Bruno Park School District	

COMMUNITY COLLEGE DISTRICTS (22)

Allan Hancock Community College District	Monterey Peninsula Community College District	Shasta-Trinity-Tehama Joint CCD
Citrus Community College District	Palo Verde Community College District	State Center Community College District
Coast Community College District	Pasadena Area Community College District	Victor Valley Community College District
Copper Mountain Community College District	Peralta Community College District	West Valley-Mission Community College District
Grossmont-Cuyamaca Community College District	Rancho Santiago Community College District	Yosemite Community College District
Hartnell Community College District	Rio Hondo Community College District	Yuba Community College District
Imperial Community College District	San Bernardino Community College District	
Marin Community College District	San Luis Obispo County CCD (Cuesta)	

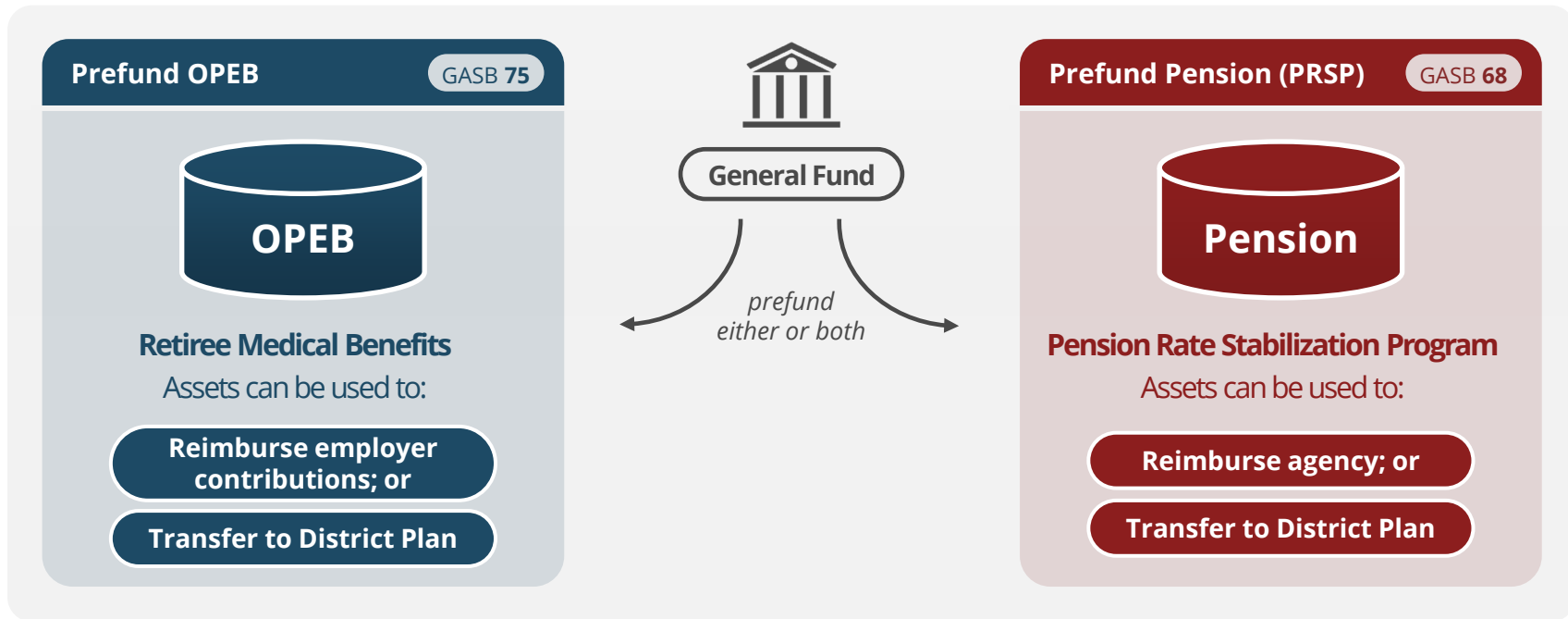
EDUCATION DISTRICTS (3)

Butte County Office of Education

Shasta County Office of Education

Sonoma County Office of Education

PARS IRS-APPROVED SECTION 115 COMBO TRUST



Subaccounts

OPEB and Pension assets are individually sub-accounted, and can be divided by dept., bargaining group, or cost center



Financial Stability

Assets in the PARS Section 115 Combination Trust can be used to address unfunded liabilities.



Flexible Investing

Allows separate investment strategies for OPEB and Pension subaccounts.



Anytime Access

Trust funds are available anytime; OPEB for OPEB and Pension for Pension.



Economies-of-Scale

OPEB and Pension assets aggregate and reach lower fees on tiered schedule sooner – saving money!



No Set Up Cost or Minimums

No set-up costs, no minimum annual contribution amounts, and no fees until assets are added.

SECTION 115 TRUST BACKGROUND

- Section 115 Trusts are used by local governments to fund essential governmental functions (i.e., pension benefits and retiree health care) into an irrevocable trust
- The PARS Trust received the first IRS Private Letter Ruling (PLR) in June 2015 to fund both OPEB and Pension Liabilities for a multiple-employer trust
- Any income derived from a Section 115 Trust is tax exempt
- Govt Code Section 53216.6 and 53620 govern plan investments within the Trust
- Once contributions are placed into the PARS Trust, assets from the Trust can be used for specific benefit plan purposes including:
 - Paying down specific Retirement Plan/OPEB liabilities
 - Paying plan expenses (actuarial valuation or audit)
 - Reimbursing the Agency for up to 2 years of Pension expenses and/or District OPEB contributions (current year + prior year)

OPEB ACTUARIAL RESULTS

Data from 2025 Actuarial Valuation Measurement Date: June 30, 2024	Prefunding Discount Rate: 6.20%
Actuarial Accrued Liability (AAL)	\$12,911,000
Actuarial Value of Assets	\$10,581,000
Unfunded Actuarial Accrued Liability (UAAL)	\$2,329,000
Funded Ratio (%)	82.0%
Service Cost for FY 2023-24	\$804,818
Annual Benefit Payments (Pay-as-you-Go) for FY 2023-24	\$476,000

Rule of thumb: For every one percent increase in the discount rate, the unfunded liability is lowered by 10-12%.

WHY PREFUND OPEB OBLIGATIONS?

- Diversification of investment strategy
- GFOA recommends prefunding OPEB and considers it “best practice” (January 2012)
- Credit rating companies look more favorably on agencies who adopt an Irrevocable Trust and prefund
 - Many agencies have improved credit rating
 - Higher credit rating means lower borrowing costs
- Rainy Day Fund
 - OPEB employer contributions can be reimbursed to General Fund in difficult budgetary circumstances
- OPEB assets may be transferred directly back to District’s Plan at any time

The

PARS PENSION RATE STABILIZATION PROGRAM

for prefunding pension obligations



PENSION FUNDING STATUS

As of June 30, 2024, San Joaquin Regional Transit District’s Defined Benefit Pension Plan is funded as follows:

Defined Benefit Pension Plan*	Measurement Period 2023-24
Actuarially Accrued Liability	\$84,625,000
Market Value of Assets	\$56,470,000
Unfunded Liability	\$28,155,000
Funded Ratio	66.7%
Employer Contribution Amount	\$3,335,000

* Data source: San Joaquin Regional Transit District’s 2025 Actuarial Valuation.

WHY PREFUND PENSION OBLIGATIONS?

1. Complete Local Control over Assets

Agency has complete control over assets, including contributions, disbursements and the timing, amount, and risk tolerance level of investments

2. Pension Rate Stabilization

Assets can be transferred to the Retirement Plan at the Agency's direction, potentially reducing/eliminating large fluctuations in employer contribution amounts

3. Rainy Day Fund

Emergency source of funds when employer revenues are strained in difficult budgetary or economic times

4. Diversification

Allows for investment flexibility and offers the potential for assets to earn greater returns than the General Fund; ability to invest differently than the Retirement Plan

INVESTMENT OPTIONS

INVESTMENT FLEXIBILITY

- Agency maintains oversight of the investment manager and the portfolio's risk tolerance level
- Investment restrictions that apply to the general fund (CA Government Code 53601) are not applicable to assets held in the PARS Section 115 Irrevocable Trust
- Assets held in the PARS Section 115 Irrevocable Trust can be invested per Government Code Sections 53216 (Pension) and 53620 (OPEB)
- Investments can be diversified and invested in a prudent fashion
- Investments can be tailored to the Agency's unique demographics and needs
- Increased risk diversification



Diversified Investing

Assets held in The PARS Section 115 Irrevocable Trust can be diversely invested in a prudent fashion per Government Code Sections 53216 (Pension) and 53620 (OPEB).

GOV § 53216 (Pension)

GOV § 53620 (OPEB)



SIMPLE INVESTMENT APPROACH

1. Input Phase

- Target discount rate
- Risk tolerance
- Investment philosophy
- Asset allocation
- Timing on use of funds

2. Model Portfolios

Strategy	Equity	10-YR Returns*
Capital Appreciation	65-85%	8.24%
Balanced	50-70%	7.30%
Moderate	40-60%	6.43%
Moderately Conservative	20-40%	4.70%
Conservative	5-20%	3.40%
vs. LAIF	0%	1.90%**

3. Dedicated Portfolio Manager/ Investment Specialist

- Makes recommendation
- Fiduciary responsibility
- Investment policy statement
- Periodic reviews
- Cell phone access

**10-Year Strategic Blend Portfolio annualized returns as of June 30, 2025 (Gross of Investment Management Fees, but Net of Embedded Fund Fees). Please see complete Investment Strategy Sheets for more information.*

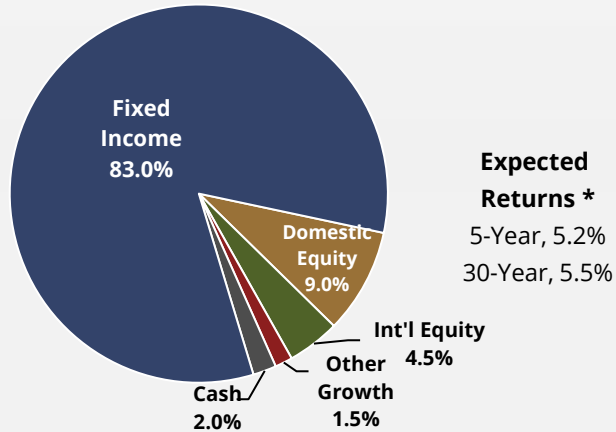
***Avg. LAIF apportionment rate (released quarterly) over the 10-Year period ending June 30, 2025*

Please see important additional disclosures to the PARS portfolios included in the individual strategy fact sheets.

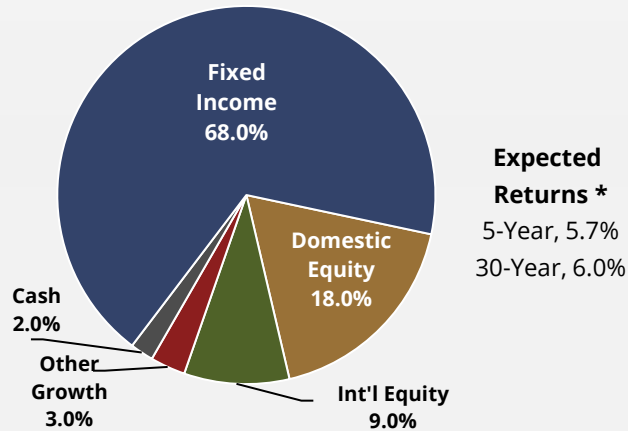
PFMAM MANAGED TACTICAL STRATEGIES

The following portfolios, managed by PFM Asset Management (PFMAM), can be selected as either **strategically blended or passively managed**:

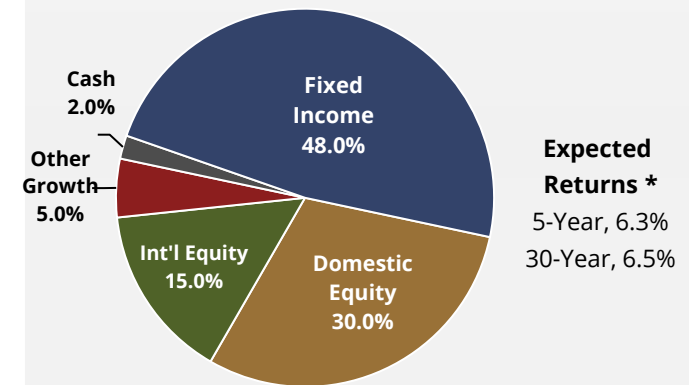
Conservative



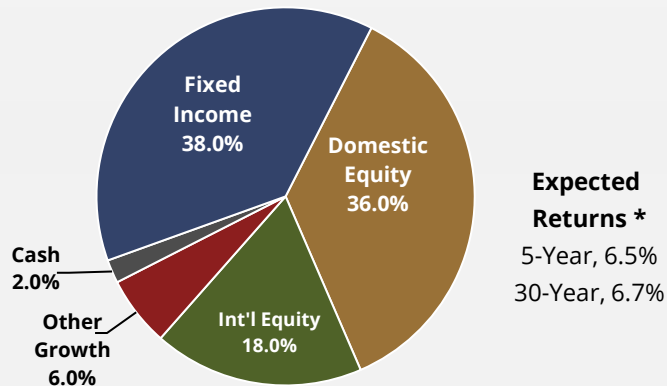
Moderately Conservative



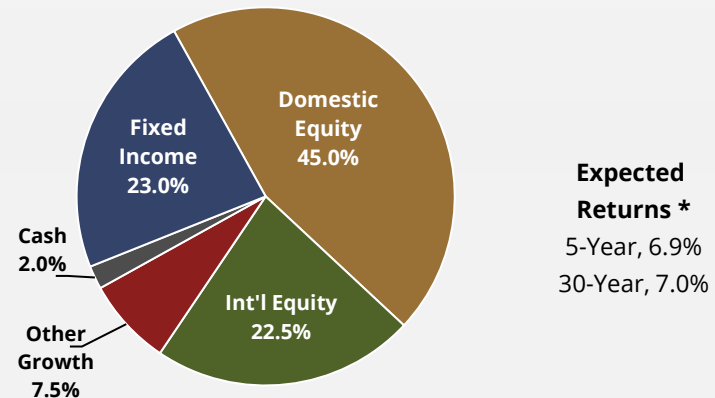
Moderate



Balanced



Capital Appreciation



* Data from PFMAM Managed Tactical strategies: Asset Allocation Summary. Representative as of 6/30/2025. Asset allocations and assumptions are subject to change. Please see important disclosures at the end of this presentation for additional information.

MANAGED TACTICAL PORTFOLIOS

As of June 30, 2025

STRATEGIC BLEND PORTFOLIO ANNUALIZED RETURNS* (Gross of Investment Management Fees, but Net of Embedded Fund Fees) Please see complete Investment Strategy Sheets for more information.

Strategy	Equity (%)	1 Year	3 Years	5 Years	10 Years
Capital Appreciation	65-85%	11.91%	12.88%	10.33%	8.24%
Balanced	50-70%	10.69%	11.04%	8.46%	7.30%
Moderate	40-60%	10.08%	9.77%	7.10%	6.43%
Moderately Conservative	20-40%	8.65%	7.43%	4.55%	4.70%
Conservative	5-20%	7.56%	5.56%	2.55%	3.40%

*Annualized Returns over 1, 3, and 5 years are based on the PARS/115P Strategic Blend portfolios, which have not reached 10 years since inception. For illustration purposes, 10-year returns are based on the PARS/PRHCP Strategic Blend portfolios (Index for Capital Appreciation). The returns provided are gross of investment advisory fees and net of mutual fund fees.

Subject to change due to rebalancing; Past performance does not guarantee future results.

Please see important additional disclosures to the PARS portfolios included in the individual strategy fact sheets.

MANAGED TACTICAL STRATEGIES - PROGRAM FEES

Please note that OPEB and pension assets will be combined for fee calculation purposes.

Trust Administration/Consulting Fees *



Plan Set-Up Fee:

None

Ongoing Fees:

0.25%	for assets \$0-10 million
0.20%	for assets \$10-15 million
0.15%	for assets \$15-50 million
0.10%	for assets over \$50 million

Discretionary Trustee/Investment Management Fees **



Plan Set-Up Fee:

None

Ongoing Fees Paid to U.S. Bank:

0.35%	for assets under \$5 million
0.25%	for assets \$5-10 million
0.20%	for assets \$10-15 million
0.15%	for assets \$15-50 million
0.10%	for assets over \$50 million

* PARS does not receive any compensation from the investments or any commissions, back-end loads, or any other forms of compensation.

** Subject to change due to rebalancing. Additional information on U.S. Bancorp Asset Management, Inc. and a description of its fees are described in its ADV which is available on the SEC's website at www.adviserinfo.sec.gov. Fees charged by U.S. Bank N.A. for Discretionary Trustee/Investment Management services are based on individual agency assets. U.S. Bank N.A. compensates the sub-adviser for these services from its own fees, as detailed above. See disclosures at the end of this presentation for more information.

STEPS TO IMPLEMENTATION

- 1 Agency authorizes establishment of the PARS Trust through Board Resolution and appoints a Plan Administrator*
- 2 PARS provides legal documents for signature by Plan Administrator to set up the Trust
- 3 Agency works with Portfolio Manager to select investment strategy
- 4 After receipt of signed documents, Agency's account is set up and available for receipt of contributions
- 5 Agency makes initial deposit to the PARS Trust (no minimum contribution nor timeframe requirement for the first contribution)
- 6 PARS and Portfolio Manager conducts an annual review of investment performance with Agency and discuss future contribution and disbursement requirements

**The Board resolution must adopt the PARS Trust by name, "Public Agencies Post-Employment Benefits Trust" and appoint a position of employment as Plan Administrator.*

CONTACTS



Rachael Sanders, CEBS
Vice President, Consulting
(800) 540-6369 x121
rsanders@pars.org

APPENDIX

PARS OPEB and Pension Trust Program

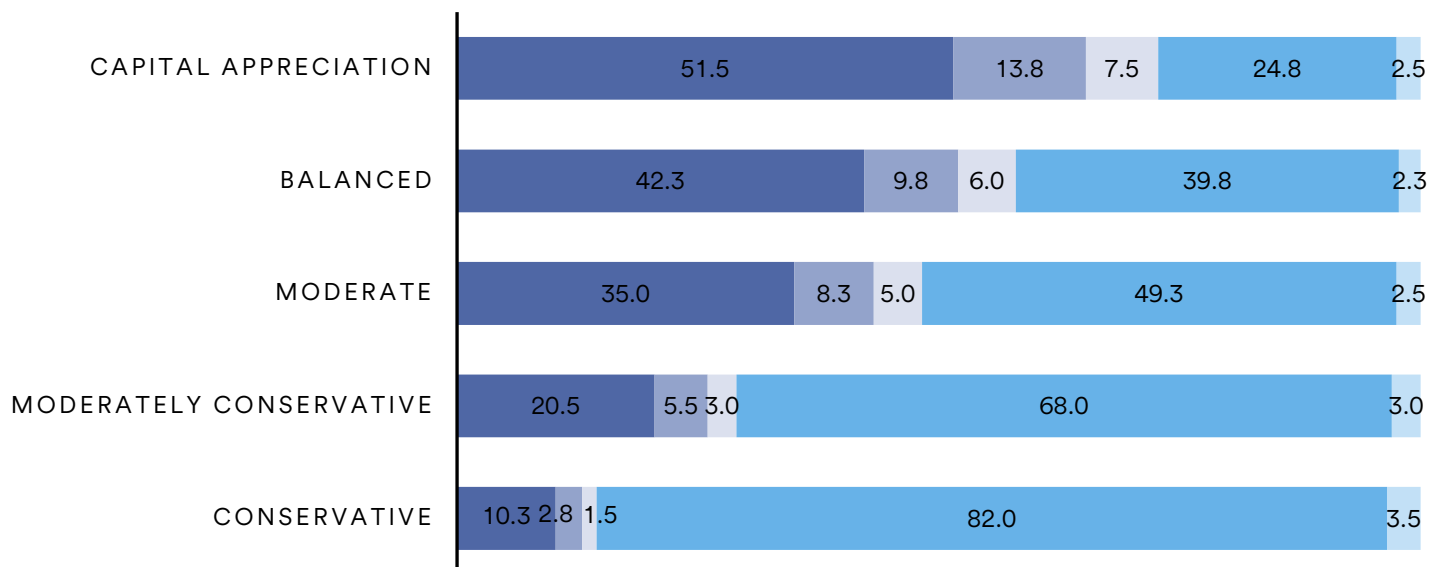
Strategy	Asset Class	Strategic Range	Policy	Tactical	Gross Annualized Total Rate of Return						
					Portfolio	2Q25*	YTD	1-Yr	3-Yr	5-Yr	ITD
Conservative	Equity	5-20%	15%	15%	Strategic Blend	2.67	4.70	7.56	5.56	2.55	3.42
	Fixed Income	60-95%	80%	81%	Benchmark	2.58	4.12	7.36	5.20	2.40	3.27
	Cash	0-20%	5%	4%	Index	2.80	4.66	8.06	5.00	1.96	3.38
					Benchmark	2.58	4.12	7.36	5.20	2.40	3.44
Moderately Conservative	Equity	20-40%	30%	30%	Strategic Blend	3.87	5.23	8.65	7.43	4.55	4.62
	Fixed Income	50-80%	65%	67%	Benchmark	3.90	4.74	8.66	7.12	4.31	4.69
	Cash	0-20%	5%	3%	Index	4.15	5.35	9.66	6.94	4.02	4.41
					Benchmark	3.90	4.74	8.66	7.12	4.31	4.66
Moderate	Equity	40-60%	50%	51%	Strategic Blend	5.61	5.84	10.08	9.77	7.10	7.16
	Fixed Income	40-60%	45%	47%	Benchmark	5.65	5.29	10.33	9.82	7.16	7.41
	Cash	0-20%	5%	2%	Index	5.87	5.98	11.56	9.62	6.92	6.51
					Benchmark	5.65	5.29	10.33	9.82	7.16	6.83
Balanced	Equity	50-70%	60%	61%	Strategic Blend	6.42	6.15	10.69	11.04	8.46	7.87
	Fixed Income	30-50%	35%	37%	Benchmark	6.54	5.58	11.15	11.15	8.53	8.16
	Cash	0-20%	5%	2%	Index	6.83	6.35	12.67	11.02	8.38	7.58
					Benchmark	6.54	5.58	11.15	11.15	8.53	7.81
Capital Appreciation	Equity	65-85%	75%	77%	Strategic Blend	7.80	6.97	11.91	12.88	10.33	7.92
	Fixed Income	10-30%	20%	21%	Benchmark	7.97	6.31	12.50	13.21	10.61	8.82
	Cash	0-20%	5%	2%	Index	8.19	7.20	14.08	12.96	10.62	9.03
					Benchmark	7.97	6.31	12.50	13.21	10.61	9.56

*Returns for periods under one year are not annualized. Returns are gross of investment management fees and net of fund embedded fees.

Please see important disclosures on the following page and your U.S. Bank fee schedule for investment management fees applied to your specific portfolio, as net of fee performance will differ.

Strategy	Portfolio	Gross Calendar Year Returns							
		2024	2023	2022	2021	2020	2019	2018	2017
Conservative	Strategic Blend	4.54	8.99	-12.51	2.12	8.91	10.47	-1.52	7.06
	Index	4.25	7.77	-12.06	1.97	8.27	10.34	0.44	N/A
	Blended Benchmark	4.77	7.82	-10.59	2.24	7.81	10.12	-0.60	5.25
Moderately Conservative	Strategic Blend	6.61	11.32	-13.32	5.27	10.64	13.64	-2.83	9.44
	Index	6.67	9.84	-12.92	5.19	9.84	13.44	-2.58	7.96
	Blended Benchmark	6.79	10.29	-12.35	5.50	9.89	13.55	-1.87	8.13
Moderate	Strategic Blend	9.48	14.07	-14.61	9.29	12.52	17.70	-4.01	13.38
	Index	9.99	12.72	-14.02	10.16	11.32	17.51	-4.04	11.31
	Blended Benchmark	10.03	13.56	-13.74	10.21	12.02	17.66	-3.37	11.66
Balanced	Strategic Blend	11.04	15.14	-14.89	11.36	13.46	18.61	-4.50	15.22
	Index	11.86	14.52	-14.95	12.53	12.12	19.62	-5.00	13.38
	Blended Benchmark	11.61	15.19	-14.58	12.54	13.07	19.78	-4.18	13.54
Capital Appreciation	Strategic Blend	13.04	17.63	-16.09	14.34	14.62	22.10	-7.94	N/A
	Index	13.75	16.57	-14.70	16.05	12.17	20.68	-6.45	15.62
	Blended Benchmark	13.82	17.60	-15.64	15.93	14.37	22.81	-5.53	16.57

■ Domestic Equity ■ International Equity ■ Other Growth (REITs) ■ Fixed Income ■ Cash



Strategic Blend -

Holdings: Portfolios are invested in a strategic mix of actively managed and passive index-based investment vehicles.

Baird Aggregate Bond Fund
Cohen & Steers Institutional Realty Fund
Columbia Contrarian Core Fund
Columbia Small Cap Growth Fund
Dodge Cox Income Fund
Emerald Growth Fund
Fidelity International Index Fund
First American Government Obligations Fund
Goldman Sachs GQG International Opportunities Fund
Hartford Schroders Emerging Markets Equity Fund
iShares Core U.S. Aggregate ETF
Lazard Global Infrastructure Fund

NYLI CBRE Global Infrastructure Fund
NYLI MacKay High Yield Corporate Bond Fund
MFS International Growth Fund
PGIM Total Return Bond Fund
Putnam Core Equity Fund
Schwab US Large CAP ETF
Undiscovered Managers Behavioral Fund
Voya Intermediate Bond Fund

Index - Holdings:

Portfolios are invested in passive index-based investment vehicles.

Fidelity Total Stock Market Index Fund
First American Government Obligations Fund
iShares Core MSCI Total International Stock ETF
iShares Core US Aggregate Bond ETF
iShares Global Infrastructure ETF
iShares 5-10 Year Investment Grade Corporate ETF
SPDR High Yield Bond ETF

Vanguard Real Estate ETF

For illustrative purposes only and subject to change at PFMAM's discretion. Individual portfolio allocations and holdings will vary based on many factors, including each portfolio's specific investment policy and market conditions.

Benchmark Definitions

		Conservative	Moderately Conservative	Moderate	Balanced	Capital Appreciation
10/1/2012 - Current:	S&P 500	7.50%	15.50%	26.50%	32.00%	39.50%
	Russell Mid Cap	1.50%	3.00%	5.00%	6.00%	16.00%
	Russell 2000	2.50%	4.50%	7.50%	9.00%	10.50%
	Wilshire REIT	0.50%	1.00%	1.75%	2.00%	10.25%
	MSCI EM Free (Net USD)	1.00%	2.00%	3.25%	4.00%	7.50%
	MSCI EAFE (Net USD)	2.00%	4.00%	6.00%	7.00%	5.25%
	Bloomberg US Aggregate Bond	52.25%	49.25%	33.50%	27.00%	5.00%
	ICE BofA 1-3 Yr US Corp/Govt	25.75%	14.00%	10.00%	6.75%	3.00%
	ICE BofA US High Yield Master II	2.00%	1.75%	1.50%	1.25%	2.00%
	FTSE 1 Month T-Bill	5.00%	5.00%	5.00%	5.00%	1.00%

About the Adviser: PFM Asset Management (PFMAM)

PFM Asset Management is the division of U.S. Bancorp Asset Management, Inc. that provides investment services to the public sector. We have more than 40 years of experience working with public sector clients. Our solutions include local government investment pools (LGIPs), fixed income strategies, outsourced chief investment officer (OCIO), and other specialized solutions.

Inception Date Information

<i>Conservative Strategic Blend</i>	07/01/2016
<i>Conservative Index</i>	02/01/2017
<i>Moderately Conservative Strategic Blend</i>	07/01/2015
<i>Moderately Conservative Index</i>	08/01/2015
<i>Moderate Strategic Blend</i>	02/01/2016
<i>Moderate Index</i>	09/01/2016
<i>Balanced Strategic Blend</i>	10/01/2015
<i>Balanced Index</i>	12/01/2015
<i>Capital Appreciation Strategic Blend</i>	10/1/2017
<i>Capital Appreciation Index</i>	04/01/2016

Gross returns are time weighted and are calculated based on trade-date accounting. Actual returns for each agency's participation within the portfolio may vary from returns shown based on each agency's own cash flows as well as the specific portfolio in which they are invested. The advisor to the PARS portfolios is U.S. Bank N.A., and PFM Asset Management, a division of U.S. Bancorp Asset Management, Inc., serves as sub-advisor to U.S. Bank N.A. to manage these portfolios. Prior to January 1st, 2024, HighMark Capital Management, Inc. ("HighMark") acted as sub-advisor to the PARS portfolios. HighMark, including clients and investment personnel, was consolidated into its affiliate, PFM Asset Management (PFMAM) on January 1st, 2024.

PFM Asset Management serves clients in the public sector and is a division of U.S. Bancorp Asset Management, Inc., which is the legal entity providing investment advisory services. U.S. Bancorp Asset Management, Inc. is a registered investment adviser, a direct subsidiary of U.S. Bank N.A. and an indirect subsidiary of U.S. Bancorp. U.S. Bank N.A. is not responsible for and does not guarantee the products, services, or performance of U.S. Bancorp Asset Management, Inc.

U.S. Bank N.A. pays PFMAM up to 67% of the annual management fee for assets sub-advised by PFMAM under its sub-advisory agreement with U.S. Bank N.A. Refer to your U.S. Bank N.A. fee schedule for investment management fees applied to your specific portfolio. U.S. Bank N.A. compensates PFMAM for these services from its own fees.

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PARS OPEB Trust Program

Strategy	Asset Class	Strategic Range	Policy	Tactical	Gross Annualized Total Rate of Return						
					Portfolio	2Q25*	YTD	1-Yr	3-Yr	5-Yr	10-Yr
Conservative	Equity	5-20%	15%	15%	Strategic Blend	2.66	4.70	7.57	5.55	2.56	3.40
	Fixed Income	60-95%	80%	81%							
	Cash	0-20%	5%	4%	Benchmark	2.58	4.12	7.36	5.20	2.40	3.30
Moderately Conservative	Equity	20-40%	30%	30%	Strategic Blend	3.91	5.24	8.61	7.32	4.45	4.70
	Fixed Income	50-80%	65%	67%	Index	4.15	5.34	9.69	7.29	4.25	4.54
	Cash	0-20%	5%	3%	Benchmark	3.90	4.74	8.66	7.12	4.31	4.69
Moderate	Equity	40-60%	50%	51%	Strategic Blend	5.67	5.92	10.13	9.84	7.18	6.43
	Fixed Income	40-60%	45%	47%	Index	6.07	6.19	11.62	9.67	6.91	6.30
	Cash	0-20%	5%	2%	Benchmark	5.65	5.29	10.33	9.82	7.16	6.54
Balanced	Equity	50-70%	60%	61%	Strategic Blend	6.49	6.21	10.74	11.18	8.57	7.30
	Fixed Income	30-50%	35%	37%	Index	6.85	6.37	12.61	11.15	8.44	7.17
	Cash	0-20%	5%	2%	Benchmark	6.54	5.58	11.15	11.15	8.53	7.43
Capital Appreciation	Equity	65-85%	75%	77%							
	Fixed Income	10-30%	20%	21%	Index	8.28	7.15	14.08	12.96	10.28	8.24
	Cash	0-20%	5%	2%	Benchmark	7.97	6.31	12.50	13.21	10.61	8.68

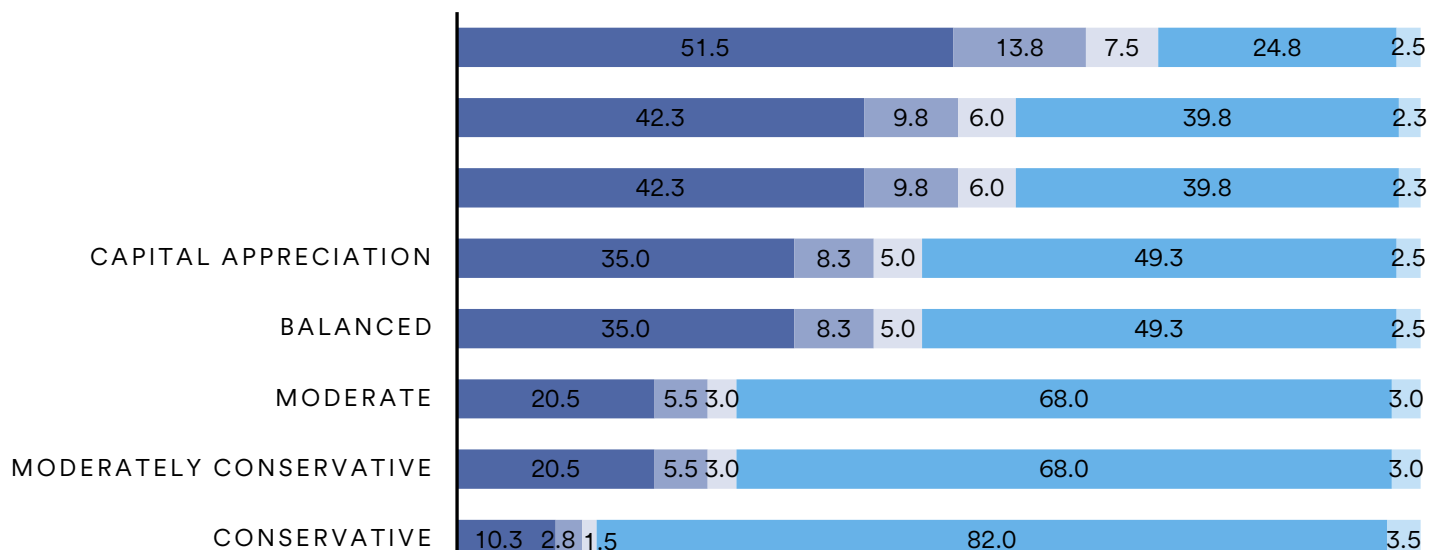
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Strategy	Portfolio	Gross Calendar Year Returns									
		2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Conservative	Strategic Blend	4.45	9.04	-12.54	2.20	8.82	10.70	-1.34	6.73	3.86	0.44
	Blended Benchmark	4.77	7.82	-10.59	2.24	7.81	10.12	-0.60	5.25	3.92	0.30
Moderately Conservative	Strategic Blend	6.53	11.15	-13.58	5.12	10.70	13.82	-2.32	9.53	4.89	0.32
	Index	6.82	10.69	-12.96	5.48	9.61	12.92	-2.35	8.15	5.25	-0.16
	Blended Benchmark	6.79	10.29	-12.35	5.50	9.89	13.55	-1.87	8.13	5.45	0.13
Moderate	Strategic Blend	9.64	14.08	-14.72	9.19	13.28	17.84	-4.16	13.54	6.19	0.20
	Index	9.83	12.93	-14.13	10.23	11.45	17.58	-4.06	11.62	7.16	-0.49
	Blended Benchmark	10.03	13.56	-13.74	10.21	12.02	17.66	-3.37	11.66	7.41	-0.12
Balanced	Strategic Blend	10.98	15.95	-15.21	11.52	13.60	20.13	-4.73	15.63	6.69	0.07
	Index	12.01	14.46	-14.82	12.65	11.80	19.58	-4.88	13.32	8.29	-0.72
	Blended Benchmark	11.61	15.19	-14.58	12.54	13.07	19.78	-4.18	13.54	8.39	-0.30
Capital Appreciation	Index	13.93	16.47	-15.88	15.30	12.82	22.45	-6.34	16.04	9.50	-0.26
	Blended Benchmark	13.82	17.60	-15.64	15.93	14.37	22.81	-5.53	16.57	9.59	-0.62



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Strategic Blend -

Holdings: Portfolios are invested in a strategic mix of actively managed and passive index-based investment vehicles.

Baird Aggregate Bond Fund
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Columbia Contrarian Core Fund
Columbia Small Cap Growth Fund
Dodge Cox Income Fund
Emerald Growth Fund
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	Russell 2000	2.50%	4.50%	7.50%	9.00%	10.50%
	Wilshire REIT	0.50%	1.00%	1.75%	2.00%	10.25%
	MSCI EM Free (Net USD)	1.00%	2.00%	3.25%	4.00%	7.50%
	MSCI EAFE (Net USD)	2.00%	4.00%	6.00%	7.00%	5.25%
	Bloomberg US Aggregate Bond	52.25%	49.25%	33.50%	27.00%	5.00%
	ICE BofA 1-3 Yr US Corp/Govt	25.75%	14.00%	10.00%	6.75%	3.00%
	ICE BofA US High Yield Master II	2.00%	1.75%	1.50%	1.25%	2.00%
	FTSE 1 Month T-Bill	5.00%	5.00%	5.00%	5.00%	1.00%

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Disclosures

The views expressed within this material constitute the perspective and judgment of U.S. Bancorp Asset Management, Inc. at the time of distribution and are subject to change. Any forecast, projection, or prediction of the market, the economy, economic trends, and equity or fixed-income markets are based upon current opinion as of the date of issue and are also subject to change. Opinions and data presented are not necessarily indicative of future events or expected performance. Information contained herein is based on data obtained from recognized statistical services, issuer reports or communications, or other sources, believed to be reliable. No representation is made as to its accuracy or completeness.

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Public Agency Retirement Services (“PARS”) is a third-party and not affiliated with PFM Asset Management, U.S. Bancorp Asset Management, Inc. or U.S. Bank N.A. PARS serves as the trust administrator to the Public Agencies Post-Employment Benefits Trust, Public Agencies Post-Retirement Health Care Plan Trust, and the Public Agency Retirement System Trust (the “Trusts”). U.S. Bank N.A. serves as the discretionary trustee to the Trusts. In its capacity as discretionary trustee, U.S. Bank N.A. delegates the investment management of the Trusts to its affiliate U.S. Bancorp Asset Management, Inc. through a sub-advisory agreement. PARS is serviced by PFM Asset Management, a division of U.S. Bancorp Asset Management, Inc.

U.S. Bank N.A. pays the sub-adviser up to 67% of the annual management fee for assets sub-advised under its sub-advisory agreement with U.S. Bank N.A. Refer to your U.S. Bank N.A. fee schedule for investment management fees applied to your specific portfolio. U.S. Bank N.A. compensates the sub-adviser for these services from its own fees.

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Federal Update October 2025



Federal Government Shutdown

- Began on October 1
- Democrats want extension of health care premium tax credits; prohibition on terminating enacted funding.
- White House, Congressional GOP pushing “clean” stopgap measure.
- Trump Administration applying pressure during shutdown:
 - Terminating grants to predominantly Democratic areas
 - Threatening permanent RIFs of furloughed federal employees
 - No guaranteed back pay once shutdown ends
- No End in sight (at least as of this writing!)

Shutdown Impacts

- Each agency has its own policies for who is essential personnel
- Impact on FTA is minimal, as most of agency funded outside the normal annual appropriations process
- Overall FTA staffing down almost 30%, however
- Shutdown has likely delayed Low-No/Bus & Bus Facilities awards
- FTA maintains it has funds to remain liquid for “several months”

Transportation Reauthorization

- Current five-year authorization expires September 30, 2026
- USDOT, congressional committees are engaging stakeholders
- RTD, APTA, CTA among those making policy recommendations
- May be difficult in current climate to secure funding increases like the ones in the 2021 infrastructure law

Other Items

- FTA Administrator Marc Molinaro confirmed by Senate on August 2
 - With Secretary Duffy, making transit safety a primary goal
 - Can FTA withhold funding over perceived safety lapses?
- DOT terminated unspent federal funding for CA HSR in July
 - Recently repurposed \$3 billion of that to FRA competitive grant program for intercity passenger rail
- Once the shutdown ends, negotiations on a final FY 2026 budget will likely result in a “year-long” Continuing Resolution
 - Similar to how the FY2025 process ended
 - Likely to allow for FTA formula program increases per 2021 IIJA (+2%)



Questions?



State Legislative Update

San Joaquin Regional Transit District

Prepared by Shaw Yoder Antwih Schmelzer & Lange

October 17, 2025



SYASL Advocacy Team

Michael Pimentel

Partner

Brendan Repicky

Legislative & Regulatory Advocate

2025-26 Legislative Session

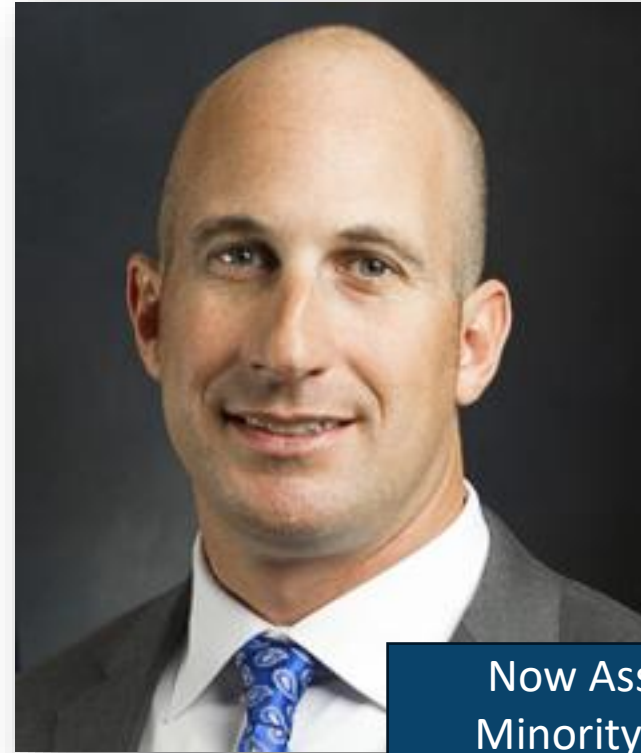
- First year of two-year session ended: **September 13, 2025**
- Bill signing period ended: **October 13, 2025**
- Second year of two-year session begins: **January 5, 2026**

Changes in Legislative Leadership



Now Senate President
pro Tempore

Senator Monique Limon



Now Assembly
Minority Leader

Assembly Member Heath Flora

01

FY 2025-26 Budget and Cap-and-Trade Reauthorization

2025-26 Legislative Session

Governor's May Revise

- Among other things, sought to extend the Cap-and-Trade Program through 2045
- Would reset Cap-and-Trade Expenditure Plan beginning in FY 2025-26 to include only:
 - \$1 billion for high-speed rail
 - \$1.5 billion for CalFire
- All other expenditures would be subject to negotiation with the Legislature, putting at risk:
 - TIRCP (Cycles 5-7, Continuous)
 - LCTOP (Continuous)
 - Formula TIRCP (SB 125 for FY 2025-26, One-Time)
 - Formula ZETCP (SB 125 for FY 2026-27 and 2027-28, One-Time)

Advocacy by California Transit Association and RTD

The collage includes logos for the California Transit Association, California Alliance for Jobs, LIUNA, ACEC, LEAGUE OF CALIFORNIA CITIES, CSM, and various local transit agencies like RTD, MTC, and BART. It also features a letter from the San Joaquin Regional Transit District (RTD) dated May 28, 2025, addressed to Governor Gavin Newsom. The letter discusses the importance of transit funding and the impact of the state's budget on transit services. A diagram shows the flow of funding from the Greenhouse Gas Reduction Fund (GGRF) to the Transit and Intercity Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP).

California Transit Association
Connecting us.

California Alliance for Jobs

LIUNA!

ACEC
Alliance of Cities in Eastern California

LEAGUE OF CALIFORNIA CITIES

CSM

RTD
San Joaquin Regional Transit District
401 E. Weber Avenue, Stockton, CA 95202
(209) 943-1111 • grtd.com

May 28, 2025

The Honorable Gavin Newsom, Governor
State of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Mike McGuire, President pro Tempore
California State Senate
1021 O Street, Suite 8518
Sacramento, CA 95814

The Honorable Robert Rivas, Speaker
California State Assembly
1021 O Street, Suite 8330
Sacramento, CA 95814

RE: Transit Investments in Cap-and-Invest Plan

Governor Newsom, pro Tem McGuire, Speaker Rivas:

On behalf of the San Joaquin Regional Transit District (RTD), I write to you today to outline our priorities for Cap-and-Invest (now, Cap-and-Invest) reauthorization. RTD is the regional transit provider for San Joaquin County, and we provide commuter service to Sacramento and the Dublin/Bay Area Regional Transit Station.

Thanks to funding from the Greenhouse Gas Reduction Fund (GGRF)-supported and continuously appropriated Transit and Intercity Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP) over the past decade, we have been able to deliver transit projects and services including, but not limited to, serving the public throughout San Joaquin County and interregional commuters that have helped reduce greenhouse gas (GHG) emissions in the region. These monies have also helped us leverage dollars in additional federal, state, and local funding over the last decade to maximize the scope of our projects and services.

Therefore, we were disappointed to see that the Governor's Cap-and-Invest plan is silent on continued investment in the TIRCP and LCTOP, two of the state's most cost-effective climate

CHIEF EXECUTIVE OFFICER: Alex Clifford
BOARD OF DIRECTORS:
CHAIR Gary S. Giovannetti • **VICE CHAIR** Michael P. Restuccia • **BALANCER D.** Singh • **LES J. Fong** • **STEPHAN CASTELLANO**



The collage includes a yellow sign that reads "PUBLIC TRANSPORT RUNS ON CAP & TRADE. PROTECT TRANSIT FUNDING!". It also features a screenshot of a news article from The Sacramento Bee titled "Gov. Newsom's cap and invest program leaves transit fighting for funding | Opinion". The article discusses the impact of the state's budget on transit funding and the need for expanded cap-and-trade programs. Another article from The Sacramento Bee titled "Why California's cap-and-trade program must be expanded" is also included. A graphic shows a bus with the text "KEEP CALIFORNIA MOVING FORWARD".

PUBLIC TRANSPORT RUNS ON CAP & TRADE. PROTECT TRANSIT FUNDING!

THE SACRAMENTO BEE

NEWS SPORTS POLITICS RESTAURANTS OPINION GAMES OBITUARIES FINANCE CLASSIFIEDS CAREERS GUIDES

3 months for only \$1.99! Take advantage of this exclusive limited-time offer. **SUBSCRIBE NOW**

Gov. Newsom's cap and invest program leaves transit fighting for funding | Opinion

By Michael Pimental Special to The Sacramento Bee
Updated June 11, 2025 11:26 AM

Why California's cap-and-trade program must be expanded

By Michael Pimental Special to The Sacramento Bee
Updated June 11, 2025 11:26 AM

KEEP CALIFORNIA MOVING FORWARD

Final Budget and “Cap-and-Invest” Reauthorization

- ✓ SB 125's formula TIRCP
 - ✓ SB 125's formula ZETCP
 - ✓ TIRCP Cycle 6
 - ✓ Through 2030 continuous TIRCP and LCTOP
 - ✓ Post 2030 continuous TIRCP and LCTOP
 - ✗ Additional \$2 billion request
- } Restore \$1.078 billion in previous GGRF funding commitments
- } Continue continuous appropriations through 2045 – with changes and caveats
- } Recommit to \$750 million loan to four Bay Area transit agencies

Cap-and-Invest Expenditure Plan

SB 840 Expenditure Plan	
Expenditure	Amount
Tier 1	
SRA	\$90,000,000
Green Manufacturing	\$140,000,000
Legislative Counsel	\$3,000,000
Subtotal	\$233,000,000
Tier 2	
HSR	\$1,000,000,000
Legislature Discretionary	\$1,000,000,000
Transit Passes (FY 2026-27)	\$125,000,000
UC Climate Center (FY 2026-27)	\$25,000,000
Topanga Park (FY 2026-27)	\$15,000,000
Climate Research and Innovation (FY 2026-27)	\$85,000,000
Subtotal	\$2,000,000,000
Tier 3	
AHSCP	\$800,000,000
TIRCP	\$400,000,000
AB 617	\$250,000,000
LCTOP	\$200,000,000
CALFIRE	\$200,000,000
Safe Drinking Water	\$130,000,000
Subtotal	\$1,980,000,000
Estimated Total	\$4,213,000,000
TIRCP Average (FY 2015-16 to FY 2024-25)	\$301,109,000
LCTOP Average (FY 2015-16 to FY 2024-25)	\$144,563,000



02

Legislation

2025-2026 Legislative Session

SB 71 (Wiener)

- Would extend CEQA exemptions for transit projects through January 1, 2040
 - Streamlines project delivery for charging / refueling infrastructure, maintenance / operations facilities, BRT, transit priority projects

On the Governor's desk

SB 707 (Durazo)

- Extends authority for local governments to permit limited remote participation at public meetings and authorizes teleconferencing for subsidiary bodies
- Requires certain local governments (“eligible legislative bodies”) to provide a two-way teleconference option for public meetings and translate board agendas

Signed by Governor Newsom

SB 752 (Richardson)

- Would have extended the partial sales and use tax exemption for zero-emission buses

Held in Senate Appropriations Committee

AB 394 (Wilson)

- Extends enhanced penalties for battery committed against transit operators and ticketing agents to all public transit employees and contractors

Signed by Governor Newsom

AB 1250 (Papan)

- Would require transit agencies to establish streamlined ADA paratransit recertification procedures for individuals with permanent disabilities

On the Governor's desk

Questions?



Contact Information

Michael Pimentel

michael@SYASLpartners.com





State Legislative Update

San Joaquin Regional Transit District

Prepared by Shaw Yoder Antwih Schmelzer & Lange

October 17, 2025





LEAD STAFF: ALEX CLIFFORD, CEO

REPORT: CHIEF EXECUTIVE OFFICER UPDATE

MEETINGS SINCE SEPTEMBER 19, 2025

RTD participated in meetings of the following committees and organizations:

- **California Transit Association (CTA) State Legislative Committee Meeting:** CEO Alex Clifford
- **CTA Transit Transformation Advisory Committee Meeting:** CEO Alex Clifford
- **California Transportation Commission Meeting:** CEO Alex Clifford, Government Affairs Director Ken Baxter, Director of Administration Merab Talamantes, Director of Grants and Capital Projects Juan G. Villanueva
- **Federal Legislative Bi-weekly Meetings with Chris Giglio of Capital Edge Advisory Inc.:** CEO Alex Clifford, Government Affairs Director Ken Baxter, Director of Grants and Capital Projects Juan G. Villanueva
- **Meeting with Federal Transit Administration Region 9 Deputy Regional Administrator Amy Changchien and Community Planner Mervin Acebo:** CEO Alex Clifford, Government Affairs Director Ken Baxter, Director of Grants and Capital Projects Juan G. Villanueva, Director of Administration Merab Talamantes
- **San Joaquin Council of Governments (SJCOG) Board Meeting:** Board Member Gary Giovanetti, CEO Alex Clifford, Government Affairs Director Ken Baxter, Director of Grants and Capital Projects Juan G. Villanueva
- **SJCOG Management and Finance Committee Meeting:** CEO Alex Clifford
- **SJCOG Technical Advisory Committee Meeting:** Government Affairs Director Ken Baxter, Director of Grants and Capital Projects Juan G. Villanueva
- **San Joaquin Regional Rail Commission Board Meeting:** Government Affairs Director Ken Baxter
- **San Joaquin RTD Finance and Audit Committee Meeting:** Board Member Michael Restuccia, Board Member Gary Giovanetti, CEO Alex Clifford, CFO Robert Kyle, Director of Financial Planning Virginia Alcayde, Director of Administration Merab Talamantes, HR Director Noël Mink, Finance Manager Ravi Sharma
- **State of the County:** CEO Alex Clifford
- **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

MARKETING UPDATES

Bus Operator Job Preparation Program – Recruitment Initiative

RTD's Human Resources Team launched a free, four-week accelerated job preparation program to develop a strong pipeline of future bus operators ahead of the January 2026 service change. The program creates a direct path to full-time, union employment and does not require a commercial driver's license to begin. Participants receive hands-on training in safe driving, customer service, and professional readiness to support long-term success in the operator role.

Marketing supported this initiative through a targeted outreach campaign to community-based organizations, surrounding cities and neighborhoods, elected officials, and business leaders. The campaign emphasized career opportunities, growth potential, and RTD's commitment to investing in local talent. Early interest has been strong, with Human Resources receiving 91 leads within the first few weeks. The first cohort begins on October 17 and will include both in-person and virtual sessions, scheduled two days per week. This program positions RTD to meet future service needs while expanding access to stable, well-supported employment.

Better Together with RTD – Campaign

In October, RTD launched the 'Better Together with RTD' campaign to help more people understand how public transit strengthens the community. The campaign will demonstrate how RTD connects people to jobs, schools, medical appointments, and local businesses while driving the regional economy by keeping people working and supporting small businesses. Investments in transit also help RTD replace older buses with cleaner, more efficient vehicles that benefit the entire region.

Better Together with RTD builds on the message introduced through RTD's Real Riders, Real Impact video series. While those videos focused on individual rider stories, this campaign takes a broader view of how transit benefits the entire community. RTD is delivering this message through videos, digital and print materials, radio announcements, and direct outreach to schools, chambers of commerce, and community partners. This first phase centers on building public awareness. In the coming months, RTD will introduce additional phases that include rider stories, community voices, and data-driven messaging to deepen public understanding and strengthen long-term support.

PAST EVENTS

- **September 20** – Family Day at the Park
- **October 8** – CSU Stan Stockton Campus Fall Open House
- **October 10** – ArtSplash at the Downtown Transit Center
- **October 11** – White Cane Awareness Day
- **October 12** – Cultural and Disability Resource Fair
- **October 16** – State of the County at University of the Pacific

UPCOMING EVENTS

- **October 19** – Children Museum Trunk or Treat



Board of Directors Meeting

October 17, 2025

Presented by:

Maximilian Cao, Supervisor of Marketing and Customer Engagement

Real Riders, Real Impact - Orlando



Real Riders, Real Impact - Renada



Better Together with RTD Campaign

Print Media Postcard Campaign



**5,000
Mailers**

To addresses within
1-mile of Route 40

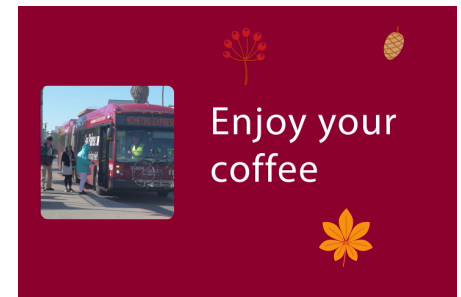
Broadcast and Streaming Radio



**272,000+
Broadcast Reach**

On Stockton Radio: KWIN,
KAT and TRICOLOR

Out-of-Home OOH



**111,000+
Impressions**

On OOH networks
(Dr. Offices, Education)

Past Events



September 20
Family Day at the
Park at Weber Point



October 8
CSU Stan Stockton
Campus Fall Open House



October 11
White Cane
Awareness Day at
Delta College

Past Events



October 12

Cultural and Disability
Resource Fair at VMRC



October 16

State of the County at
University of the Pacific

Upcoming Events



October 19
Children Museum
Trunk or Treat



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.
- Update on FY2024 financial information reconstruction from Protiviti.

II. DISCUSSION/BACKGROUND

The operating Revenue and Expense summary report for the fiscal year ending September 30, 2025, is attached. The fiscal year (FY) has elapsed by 25%.

Revenues

Passenger fare revenues are lower than the budget due to decreased bus pass sales. LTF Consolidated Transportation Services Agency (CTSA) revenue is marginally lower than projected for the first quarter of the fiscal year. All other revenue accounts have been accrued for the quarter as per the budget. Overall, actual total revenues are less than the budgeted revenue levels.

Expenses

Total expenses are below the budgeted amount, primarily due to reduced labor and fringe costs resulting from vacant positions. Utility expenses exceeded expectations due to increased electricity costs caused by the photovoltaic (solar) system being offline. During the first quarter of the fiscal year, expenditure on services, insurance, taxes, purchased transportation, and miscellaneous items were below the budgeted amounts.

Cash Basis and Projection

The fiscal year-to-date cash basis has a negative result because RTD hasn't received any FY2026 operating subsidies. RTD used the reserves to cover the cash shortfall.

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

Finance Enterprise (FE) ERP System Update

The payroll, accounts receivable, cash receipts, and general ledger modules are now live, and the accounts payable module should be completely live by the end of this month. 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 September 30, 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 September 30, 2025

Attachment B: Cash flow projections

Attachment C: Protiviti Status Update PowerPoint

Prepared by: Ravi Sharma, Finance Manager

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



For Robert

Alex Clifford, CEO



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Attachment A
Cover Page

San Joaquin RTD
FY2026 Revenue & Expense Summary
For the Period Ending September 30, 2025

	FYTD				Fiscal Year	FYTD Cash Flow (amounts in 000's)	
	Actual	Budget	fav/(unfav)	fav/(unfav)	Budget	OPERATING INFLOW	CAPITAL INFLOW
REVENUES							
PASSENGER FARES	\$ 610,830	\$ 693,896	(83,066)	-12%	\$ 2,775,585	611	-
NON-TRANSPORTATION REVENUES	691,836	683,108	8,728	1%	2,732,432	922	-
FEDERAL GRANTS (5307)	2,649,417	2,649,417	0	0%	10,597,668	1,048	-
FEDERAL GRANTS (5311)	129,541	129,541	0	0%	518,163	-	-
PROPERTY TAXES	401,639	401,639	0	0%	1,606,556	12	-
TDA - LTF	4,112,202	4,214,322	(102,120)	-2%	16,857,289	-	7,625
LCTOP	434,056	434,056	0	0%	1,736,225	-	-
MEASURE K	1,426,370	1,427,311	(941)	0%	5,709,244	-	-
SB 125**	6,150,348	6,150,348	0	0%	24,601,390	-	-
CAPITAL PROJECTS CASH INFLOW	-	-	-	-	-	-	2,809
TOTAL REVENUES	\$ 16,606,239	\$ 16,783,638	(177,399)		\$ 67,134,552	2,593	10,434
CASH INFLOW OPERATING & CAPITAL						13,027	
TOTAL CASH INFLOW							
EXPENSES						OUTFLOW	
WAGES AND FRINGE BENEFITS	9,671,801	11,176,062	1,504,261	13%	44,704,249	9,038	-
SERVICES	1,793,378	2,122,125	328,747	15%	8,488,500	1,649	-
MATERIALS & SUPPLIES	1,195,860	1,189,017	(6,843)	-1%	4,756,068	1,280	-
UTILITIES	400,258	304,474	(95,785)	-31%	1,217,894	290	-
INSURANCE	456,863	578,026	121,163	21%	2,312,105	1,479	-
TAXES	95,283	97,022	1,739	2%	388,089	95	-
PURCHASED TRANSPORTATION	761,085	837,995	76,910	9%	3,351,979	738	-
MISCELLANEOUS EXPENSES	245,692	353,917	108,225	31%	1,415,668	178	-
OPERATING CONTINGENCY	-	125,000	125,000	100%	500,000	-	-
CAPITAL PROJECTS CASH OUTFLOW	-	-	-	-	-	-	1,046
TOTAL EXPENSES	\$ 14,620,220	\$ 16,783,638	2,163,418		\$ 67,134,552	14,748	1,046
CASH OUTFLOW OPERATING & CAPITAL						15,794	
TOTAL CASH OUTFLOW							
Net Revenue (Deficit)	1,986,019	-	1,986,019		-	-2,767	

****SB 125 \$6,150,348 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.

EXPENSES

UTILITIES = Electricity expenses are higher than the budget due to the Photovoltaic (Solar) system being down.



Attachment B
Cover Page

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

	<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>	<u>Jul-26</u>	<u>Aug-26</u>
Beginning Cash Balance	\$77,764	\$74,232	\$70,596	\$60,984	\$60,602	\$64,496	\$61,384	\$62,847	\$58,930	\$58,718	\$54,181	\$52,424
Add: Projected Cash Inflow	2,043	4,114	8,213	4,368	8,643	1,638	6,213	833	7,638	213	2,993	3,638
Less: Projected Cash Outflow	-5,575	-7,750	-17,825	-4,750	-4,750	-4,750	-4,750	-4,750	-7,850	-4,750	-4,750	-4,750
Projected Month-end Cash Balance	\$74,232	\$70,596	\$60,984	\$60,602	\$64,496	\$61,384	\$62,847	\$58,930	\$58,718	\$54,181	\$52,424	\$51,312
OPERATING CASH INFLOWS:												
Fare Revenue	207	200	200	200	200	200	200	200	200	200	200	200
Advertising, Rental, & Other Income	11	13	13	13	13	13	13	13	13	13	13	13
Interest		740			650			620			600	
Federal 5307			2,000		2,000		2,000		2,000		2,000	
Property tax Revenue				730	80						180	
TDA-LTF			2,000		2,000		4,000		4,000			2,000
SB-125												
LCTOP		1,736										
Measure K Operating		1,425		1,425		1,425			1,425			1,425
Projected Operating Cash Inflow	219	4,114	4,213	2,368	4,943	1,638	6,213	833	7,638	213	2,993	3,638
OPERATING CASH OUTFLOWS:												
Payroll and Payroll Related Expenses	2,870	4,500	3,000	3,000	3,000	3,000	3,000	3,000	4,500	3,000	3,000	3,000
Accounts Payable Check-runs	1,405	3,000	1,500	1,500	1,500	1,500	1,500	1,500	3,100	1,500	1,500	1,500
Purchased Transportation Invoices	255	250	250	250	250	250	250	250	250	250	250	250
Projected Operating Cash Outflow	4,529	7,750	4,750	4,750	4,750	4,750	4,750	4,750	7,850	4,750	4,750	4,750
Net Operating Cash Flow	-4,311	-3,636	-537	-2,382	193	-3,112	1,463	-3,917	-212	-4,537	-1,757	-1,112
CAPITAL CASH INFLOWS:												
TDA-STA Capital	1,676		4,000		3,700							
TDA-LTF Capital				2,000								
Federal 5339	149											
Projected Capital Cash Inflow	1,824	0	4,000	2,000	3,700	0	0	0	0	0	0	0
CAPITAL CASH OUTFLOWS:												
Gillig Hybrid Buses			12,000									
Bus Video Standardization System	186											
Glaval 9 Hopper buses	860		1,075									
Projected Capital Cash Outflow	1,046	0	13,075	0	0	0	0	0	0	0	0	0
Net Capital Cash Flow	779	0	-9,075	2,000	3,700	0	0	0	0	0	0	0
Funds Kept at:												
Bank of Stockton	3,483											
County Treasury	70,749											
Total	74,232											



Attachment C
Cover Page

SJRTD ERP IMPLEMENTATION SUPPORT

Executive Summary

October 6th, 2025

protiviti®
Global Business Consulting



Agenda

- Project Overview
- Employee Record Restoration
- FY2024 Payroll Restoration
- FY2024 Accounts Payable Restoration
- Next Steps



Objective:

After experiencing a cyberattack in March 2024, the San Joaquin Regional Transit District (SJRTD) aimed to rebuild its Employee Records and Financial Data in preparation for an audit of the previous fiscal year (FY24). The recovery process faced challenges such as implementing a new version of their lost ERP system, which limited resources for restoration efforts, as well as dealing with scattered records that were stored in various formats, including PDFs and physical documents.

Approach:

Protiviti and Robert Half adopted a phased approach to restore SJRTD's lost records, starting with a small team focused on specific workstreams. The initial efforts involved restoring Employee and Retiree records using paper documentation, followed by extracting Payroll Records from PDF reports, reviewing their completeness, and compiling them into upload templates. Once Payroll calculations were reperformed and verified, the team will shift focus to restoring Accounts Payable records using distribution reports and paper invoices from SJRTD's Finance department

Scope:	Areas of Focus:
• Restore inactive Employee Records lost during the system outage in February 2024 • Restore FY24 Payroll within Central Square (CS) • Restore FY24 Accounts Payable withing Central Square (CS) • Assist with any ad-hoc support that would prevent restoration of Employee or Financial Data being entered into the system • Create Project Plan and track weekly progress	• Human Resources • Payroll • Accounts Payable • Information Technology

96%

Terminated Employee

Records for employees terminated in FY2024 and prior.

85.8%

Terminated Retirees

Records of retirees no longer receiving benefits from SJRTD.

97.0%

Active Retirees

Records of retirees who are currently receiving benefits from SJRTD.

94%

Total Complete

Completed records were entered in their entirety and filed at the SJRTD DTC.

39

Total Outstanding

Outstanding Issues identified are related to missing information and have been escalated to SJRTD.

Summary:

•**Terminated Records:** The Protiviti Team was able to complete **481 out of 517 (93.4%)** records of Terminated Employees & Retirees identified. The SJRTD HR Team was able to identify a scanned folder with Employee Record Information that was able to be leveraged to resolve the Outstanding Issues with possible solutions escalated. 2 outstanding records were resolved based on updated guidance. The remaining group was categorized by missing information type and referred for data retrieval.

•**Active Retirees:** Currently, **160 out of 165 (97%)** Active Retiree Records have been completed. The remaining 5 records have not been completed due to base Employee Files not being created due to lack of required information (Employee#, DOB, Position, etc.). It has been discussed to possible reach out to the retiree or survivor for missing information to complete the record.

•**Outstanding Records:** Protiviti continues to review and propose solutions for outstanding issues to be addressed by SJRTD HR. SJRTD, after consulting their Legal Service Provider, was instructed to enter available information, document missing records, and log retrieval attempts. Remaining outstanding records will continue to be researched for resolution unless directed by SJRTD HR to annotate missing items.

FY2024 Payroll Restoration

- Reporting has been created to allow verification of totals uploaded into the system against Payment Registers.
- The final test of consisting of uploading an entire Fiscal Year for an employee was conducted and resulted in a single duplicate line item.
- All other outstanding errors identified between reporting and system uploads have been resolved.
- Based on SJRTD guidance, the Protiviti Team continues to research possible resolutions to outstanding variances.
- Currently, only 12 outstanding variances remain with 8 items having potential resolutions.
- The first Payroll Upload to CS will not happen until the first week of October due to reporting difficulties and identified errors.



The 17 Pay Periods maintained on PDF reports from the prior ERP system are currently awaiting upload.



The remaining 11 Pay Periods from FY24 that were manually calculated are awaiting final variance review by the SJRTD Payroll Team and reformat into the upload template.

Payroll Reports Upload Progress

- Awaiting Remediation of Variances
- Awaiting Final Updates prior to Upload
- Awaiting Upload



Variance Summary



2 Variances remain due to not being on reporting



2 variances remain due to differences between Total Hours used in Net Pay calculation



3 variances attributed to rounding greater than \$0.01



80 Employees with Benefit Deduction discrepancies

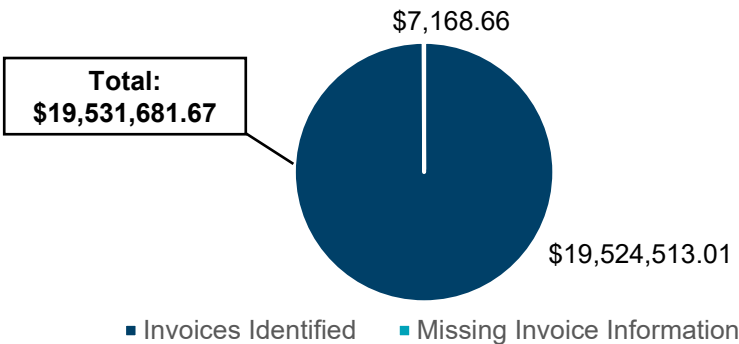


5 miscellaneous variances remain

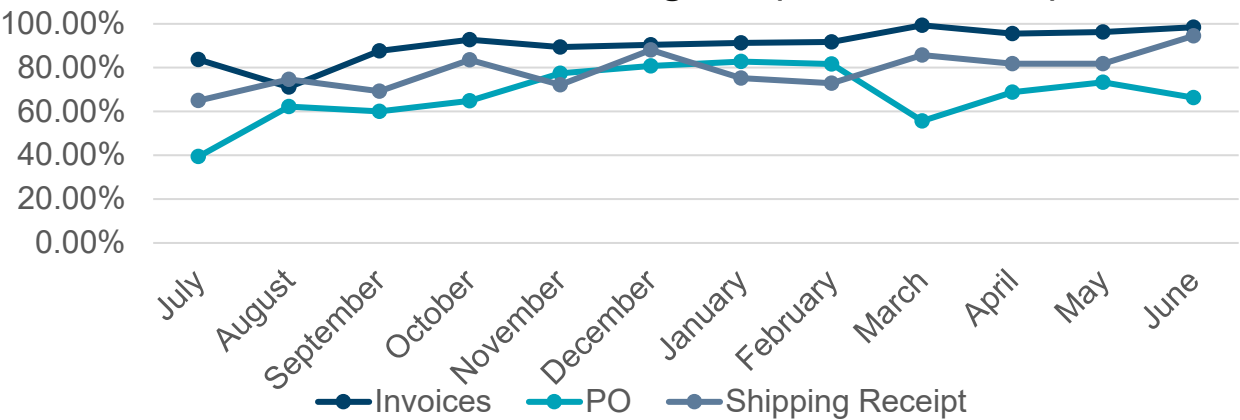
The team has completed an initial review of back-up documentation including Invoice, Purchase Order and relevant Packing Slips for all invoices paid in in FY24. Documentation that was not recovered was referred to SJRTD for review.

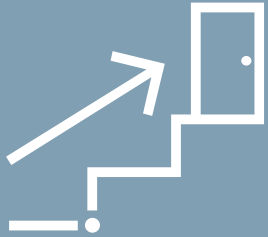
- After research and leveraging historical information, the remaining outstanding variances between identified invoices and Check Registers has been reduced to \$7,168.66
- Remaining Outstanding Items related to the variance were referred to SJRTD for research.
- The team has completed an initial search of all months in FY24 for document recovery, scan and attachment to digital records. Items unable to be located have been referred to SJRTD for retrieval.
- We are ready to begin uploading AP Information in the system and are currently waiting for all vendors to be added to facilitate the upload.
- A list of all missing vendors identified throughout FY24 were referred for upload.
- The team has begun the scanning process to prepare retrieved documents for attachment within Central Square.

Confirmed Payments from Check Registers



Recovered Documents Progress (Jul 23 – Jun 24)





Continue to resolve outstanding Employee/Retiree Records

- Once information is received after the data request, we will update the records accordingly.
- Additionally, we will exhaust all other possible solutions prior to reaching out to retirees/survivors.
- Until instructed by SJRTD HR, we will continue to research and offer potential solutions on outstanding items.

Begin Payroll Upload

- Now that reporting is complete, upload to the Live Environment will begin the first full week of October.
- Off-cycle Payments that occurred outside standard biweekly pay schedules including termination pay, bonuses, etc. are being extracted and prepared for upload.

Resolve remaining FY24 Payroll Variances

- We will continue to research additional solutions to outstanding variances and refer them for approval.
- Once variances are resolved, these manually calculated pay periods will be reformatted into the upload template.



Begin AP Upload

- Upload issues in the Test Environment have been resolved and changes are being replicated in the Live Environment. This includes mainly the addition of missing Vendors.
- We are prepared to begin the upload of AP information into the live environment once this is completed.
- After the upload is complete, back-up documentation will be attached.



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

REPORT: FEDERAL LEGISLATIVE UPDATE

FEDERAL GOVERNMENT SHUTDOWN

October 1, 2025: Federal fiscal year 2026 officially started on October 1, and since Congress has not been able to come to an agreement on a final FY 2026 budget, or even a stopgap measure to keep government operations open in the absence of a final budget, the federal government experienced a partial shutdown.

We say “partial” because there are many government operations that continue, either because they are deemed “essential” by their specific agency, or if their functions are paid for outside of the annual appropriations process.

- So, for example, TSA and ICE activities are deemed essential, so those agencies are operating at almost 100 percent of their pre-shutdown workforce.
- In the instance of the Federal Transit Administration, the great majority of its functions are funded through the Highway Trust Fund, authorized in 2021 infrastructure law, and so that agency is largely untouched by furloughs during the shutdown.
- However, due to Trump Administration efforts earlier this year to reduce the federal workforce through early retirement buyouts and reductions in force (RIFs), FTA already had almost 30% fewer employees than a year ago.
- In addition, the Department of Transportation shutdown plans (<http://bit.ly/48j5uQq>) indicate that “FTA has sufficient liquidating cash to support several months of reimbursements.”

How long the shutdown will last is a difficult question (and perhaps it will be over by the time this is read).

- Democrats are insisting that any budget, stopgap or final, include an extension of health care premium subsidies that are set to expire at the end of 2025, as well as language that guarantees that the Trump Administration will not terminate, pause, freeze, or otherwise prevent funding enacted by Congress from being disbursed.

- Republicans are not supportive of these demands, and in fact, the Trump Administration has made it known that they would like to continue RIFs in the federal workforce and terminating grants programs during the shutdown.

In recent days, USDOT has helped the President follow through on those threats by announcing “administrative reviews” of \$18 billion in previously awarded federal assistance for New York City transit projects as well as \$2.1 billion in transit projects in Chicago.

While the shutdown does not appear to have significant impacts on the FTA workforce, it has likely delayed the announcement of one of the first major transit grant awards on the Trump Administration.

- Statutorily, awards for the most recent round of the \$1.5 billion Low or No Emissions and Bus and Bus Facilities competitive programs should have been made by September 30.

Impact on RTD: An extended government shutdown could conceivably have impacts on the ability of the Department of Transportation to provide formula fund reimbursements or engage in other grantmaking operations.

FEDERAL GRANT OPPORTUNITIES, AWARDS & NOTICES

September 22, 2025: The Federal Railroad Administration is seeking applications for over \$5 billion through its FY 2024-2025 Federal-State Partnership for Intercity Passenger Rail Grant Program for projects not located on the Northeast Corridor. ***This funding includes the repurposing of over \$3 billion in previously awarded California High Speed rail funds.*** Applications are due January 6:
<https://tinyurl.com/y85as9m8>

Impact on RTD: Information purposes only.



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

REPORT: **STATE LEGISLATIVE UPDATE**

General Update

Although the original deadline to pass bills was September 12, 2025, the Legislature instead continued to work an extra day and did not adjourn the first year of the 2025-26 Legislative Session until Saturday, September 13. This capped nine months of work that saw California grapple with devastating wildfires, a \$12 billion budget deficit, a significant reduction in Federal support, and more. The Governor has until October 13 to sign or veto the hundreds of bills sent to him in the final weeks of session. The Legislature is now in recess until January 5, 2026.

For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#) and the recently released tentative 2026 Legislative Calendar [here](#).

In this report, we provide an update on Cap-and-Invest, the Budget Act of 2025, Transit Transformation Task Force, the impacts of the Federal Government Shutdown, and bills of interest.

Potential Impact to RTD: N/A – General Update

Cap-and-Invest Program Reauthorization Update

As reported last month, the Governor and Legislative Leadership announced in the last week of session they had reached a long-awaited agreement to re-authorize the Cap-and-Trade program, re-name it the Cap-and-Invest program, and significantly amend its expenditure plan.

These changes were reflected in [AB 1207 \(Irwin\)](#) and [SB 840 \(Limon\)](#).

As a brief refresher, AB 1207 modifies the Cap-and-Invest program, extending the program's market-based compliance mechanism from January 1, 2031 through January 1, 2046 and advancing changes to the mechanism to, among other things, limit the program's cost impact on Californians.

SB 840 (Limon) recasts the Cap-and-Invest Expenditure Plan, substantially modifying appropriations from the Greenhouse Gas Reduction Fund. It maintains the continuous

appropriations for the Transit and Intercity and Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP) but converts the current percentage-based annual appropriation to these programs to a fixed dollar annual appropriation. Historically, TIRCP and LCTOP receive 10% and 5%, respectively, of total annual GGRF revenue, representing on average \$301.1 million and \$144.6 million, respectively, to these programs. Under SB 840, these programs would receive \$400 million and \$200 million, respectively – with a major caveat.

SB 840 effectively establishes priority tiers for the GGRF appropriations outlined in the Cap-and-Invest Expenditure Plan. Off the top, the legislation appropriates GGRF revenue a variety of backfills and administrative expenses – what we identify as “Tier 1.” The legislation then appropriates \$1 billion in GGRF revenue for high-speed rail and \$1 billion in GGRF revenue for the Legislature’s discretionary priorities – what we identify as “Tier 2.” Note that, for Fiscal Year 2026-27, the Legislature’s discretionary priorities include \$125,000,000 for “Transit Passes.” Then, the legislation appropriates nearly \$2 billion for the historic continuous appropriations, including TIRCP and LCTOP – what we identify as “Tier 3.”

Importantly, if Cap-and-Trade doesn’t raise enough GGRF to fund Tier 1 and Tier 2 programs at the levels prescribed, the funds for “Tier 3” programs will be decreased proportionally. In explicit terms, if Cap-and-Trade fails to bring in \$4.2 billion in proceeds, we can expect to receive less than \$400 and \$200 million for TIRCP and LCTOP, respectively.

AB 1207 and SB 840 passed the Legislature with a super-majority vote and were signed into law on Friday, September 19. Both bills possess an urgency clause, meaning they go into effect immediately.

Potential Impact to RTD: The maintenance of continuous appropriations for TIRCP and LCTOP in the Cap-and-Trade Expenditure Plan at the \$400 million and \$200 million levels, respectively, brings good news to RTD. TIRCP is a competitive grant program, administered by the California State Transportation Agency, that RTD may participate in future years to fund major capital projects. The LCTOP is a formula grant program, administered by the California Department of Transportation, that directs an annual formula share to RTD, which can be used for operational purposes.

That said, the tiered approach to appropriations, which favors off-the-top investments and discretionary investments, invites new uncertainty on the exact funding levels RTD may be eligible for or directly receive from these programs. RTD will want to continue to work through its two trade associations – the California Transit Association and California Association for Coordinated Transportation – to monitor investment levels in the coming years and flag issues, as appropriate, to the Governor and RTD’s legislative delegation.

Budget Act of 2025 – SB 125 and TIRCP Cycle 6 Update

As we reported to you earlier this year, the Budget Act of 2025 re-affirmed the appropriation of the balance of the \$5.1 billion in flexible transit capital and operations funding (commonly referred to as the “SB 125 program”), scheduled to be appropriated in FYs 2025-26 to 2027-28, as well as to one-time competitive TIRCP Cycle 6.

As you may recall, the SB 125 program is comprised of \$4 billion for the TIRCP and \$1.1 billion for the Zero-Emission Transit Capital Program (ZETCP).

To fulfill the state’s obligation to these programs, the Budget Act appropriated \$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
- FY 2025-26: \$384M for TIRCP Cycle 6

The Budget Act also maintained \$1.078 billion in GGRF funding commitment for SB 125 – TIRCP and 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

The FY 2025-26 GGRF funding for SB 125 – TIRCP and TIRCP Cycle 6 were set for appropriation later this year.

Following initial reports of challenge to this appropriation and advocacy from the California Transit Association, with support from RTD, to maintain these funds, these GGRF appropriations are now advanced in [SB 105 \(Committee on Budget and Fiscal Review\)](#), the Budget Bill Jr. These GGRF appropriations, combined with the General Fund appropriations noted above fully fund FY 2025-26 SB 125-TIRCP and TIRCP Cycle 6.

SB 105 passed the Legislature with a super-majority vote and were signed into law on Wednesday, September 17. As a budget bill it went into effect immediately.

Potential Impact to RTD: 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.

To date, SJCOG has received SB 125 funding, representing the region’s apportionment for FYs 2023-24 and 2024-25. The appropriations of the remaining balance of the FY 2025-26 funding fully appropriates all funding for SB 125 – TIRCP, totaling \$4 billion statewide. This means that, in the years ahead, the only funding remaining to be appropriated under the SB 125 program is \$230 million for SB 125 – TIRCP in FY 2026-

27 and \$490 million for SB 125 – ZETCP in FY 2027-28. The progress made on the appropriation of this funding supports SJCOG receiving the full balance of the region's \$93.5 million.

CalSTA Transit Transformation Task Force Update

The California State Transportation Agency's Transit Transformation Task Force met on September 30 in Sacramento for its final meeting.

During this meeting, Task Force members reviewed, and provided comment on, draft chapters (referred to as the Tranche 1 and 2 report and Tranche 3 report), comprising the proposed Task Force report. As a reminder, pursuant to SB 125 (Committee on Budget and Fiscal Review) [Chapter 54, Statutes of 2023], CalSTA is required to submit a report of recommendations to the Legislature by no later than October 31, 2025. In advance of the meeting, the California Transit Association's Transit Transformation Advisory Committee (on which CEO Alex Clifford serves) met twice to coordinate the message of the 10 transit agency representatives on the Task Force. The message emphasized the importance of including recommendations in the report for new state funding to address transit agencies' short-, mid-, and long-term funding needs and highlighted concerns with recommendations to empower the state and/or regional governments to force greater coordination / integration between California transit agencies. The Association, guided by the Transit Transformation Advisory Committee, will submit a letter in response to the final report.

Potential Impact to RTD: As noted above, SB 125 requires CalSTA to submit a report of recommendations to the Legislature by no later than October 31, 2025. The report will cover a diverse set of topics, including governance, performance measures, funding, fleet management, land-use, TOD, and operations. These recommendations have the potential to become new legislation and/or regulations that will impact transit agencies, like RTD, in the years ahead. We will track the transmittal of the final report and any actions to implement its recommendations.

Federal Government Shutdown

Congress and the White House were unable to reach agreement on a continuing resolution to keep the Federal Government funded, resulting in a shutdown on Wednesday, October 1. As the Federal Transit Administration (FTA) is financed by the Highway Trust Fund and previously advanced Infrastructure Investment and Jobs Act (IIJA) appropriations, FTA operations will largely continue, but no *new* grants are likely to be approved. However, the Federal Railroad Administration (FRA), has been forced to furlough roughly one-quarter of its workforce.

Potential Impact to RTD: While current impacts may be minor, it remains to be seen how things may change the longer the shutdown continues for. For example, FTA or the U.S. Department of Transportation may subsequently announce that grant cycles or approvals will be delayed.

Bills of Interest

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

Sponsored by the California Transit Association, 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, 2040s, 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). **This bill is currently on the Governor's Desk awaiting final action.**

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 707 (Durazo) Brown Act Reform – WATCH

This bill would extend existing limited authority for board/council members to participate remotely under certain circumstances (illness, caring for others, travel, etc.) as long as a quorum of the agency's members participate in person from the same location identified on the agenda and that the location is open to the public and is within the local agency's jurisdiction. This authority was set to sunset at the end of 2025.

SB 707 also authorizes remote teleconferencing for advisory or subsidiary bodies, except for any elected officials who may sit on such bodies.

Lastly, this bill would require certain local governments – categorized as "eligible legislative bodies" – to offer a two-way teleconference option for public meetings, translate board agendas, and offer other reasonable translation requirements. These requirements would apply to the following bodies:

- A city council of a city of 30,000 or more people
 - A county board of supervisors with a population of 30,000 or more
 - A city council located in a county of 600,000 or more people
- Board of directors of a special district whose: Boundaries are *co-terminus* with a county of 600,000 or more people, *and* the district has over 200 full-time employees; OR
The special district has over 1,000 full-time employees; OR
The special district has annual revenues in excess of \$400,000,000 *and* the district has over 200 full-time employees

The implementation of this portion of the law has been delayed to July 1, 2026.

This bill was signed into law and most sections – save for the section regarding eligible legislative bodies referenced above – will take effect January 1, 2026.

Potential Impact to RTD: This bill generally extends the authority for local government entities, like RTD, to conduct teleconference board meetings and advisory committees through 2030.

That said, as a special district that we believe meets the definition of “eligible legislative body,” this bill will come with new requirements on RTD for two-way teleconferencing and the publication of agendas in multiple languages that are likely to create new technological and cost burden on RTD. We advise that RTD review the legislation with RTD counsel to ensure that RTD will continue to be compliant with all applicable Brown Act requirements by July 1, 2026.

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 Co-Sponsored by the California Transit Association, this bill 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 applying enhanced penalties for assaults to all transit employees, as well as updated provisions for temporary restraining orders for transit systems. **This bill was signed into law and will take effect January 1, 2026.**

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 would require 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. **This bill is currently on the Governor’s Desk awaiting final action.**

Potential Impact to RTD: RTD worked through the California Transit Association to seek the amendments now reflected in the bill, as amended June 30, August 26, and September 3. 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: ALEX CLIFFORD, CEO

I. RECOMMENDED ACTION

Motion to approve meeting minutes from the September 19, 2025, Regular Board of Directors meeting and the October 1, 2025, Special Board of Directors meeting.

II. SUMMARY

- Staff is providing the September 19, 2025, Regular Board of Directors meeting minutes and the October 1, 2025 Special Board of Directors meeting minutes.
- Minutes provide an official record of the discussions, decisions, and actions taken during the previous board meeting.
- Meeting minutes are recorded after each meeting and will be provided for approval at the following regularly scheduled meeting.

III. DISCUSSION/BACKGROUND

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

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

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

V. CUSTOMER IMPACT

Meeting minutes provide customers with transparent agency information.

VI. FINANCIAL CONSIDERATIONS/IMPACT

N/A

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

N/A

IX. ATTACHMENTS

Attachment A: Draft minutes of the RTD Board of Directors Regular Meeting of September 19, 2025

Attachment B: Draft minutes of the RTD Board of Directors Special Meeting of October 1, 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, SEPTEMBER 19, 2025

The San Joaquin Regional Transit District (RTD) Board of Directors held a regular meeting at 10:00 a.m. on Friday, September 19, 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 10:01 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

Alex Clifford, CEO
Julie Sherman, RTD Legal Counsel

Absent: Balwinder Singh, Director
Stephan Castellanos, Director
6. PUBLIC COMMENTS

Public comments were received by Nate Knodt and Michael Watkins.
7. REPORTS
 - A. CHIEF EXECUTIVE OFFICER UPDATE
CEO Alex Clifford provided an oral update regarding the following topics:
 - APTA TRANSform
 - Section 5307 Grant
 - 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 August Revenue and Expense Summary and Cash Flow Projection.
- 8. INFORMATION ITEMS
Reports provided for information only:
 - A. FEDERAL LEGISLATIVE UPDATE
 - B. STATE LEGISLATIVE UPDATE
- 9. CONSENT CALENDAR
 - A. MOTION: APPROVING THE MINUTES OF THE AUGUST 15, 2025, REGULAR BOARD OF DIRECTORS MEETING

ACTION: MOTION: Les Fong SECOND: Michael Restuccia
Roll Call:
AYES: Giovanetti, Restuccia, Fong
ABSENT: Singh, Castellanos NAYES: ABSTAIN:
 - B. MOTION: APPROVING THE MINUTES OF THE AUGUST 15, 2025, SPECIAL BOARD OF DIRECTORS MEETING

ACTION: MOTION: Les Fong SECOND: Michael Restuccia
Roll Call:
AYES: Giovanetti, Restuccia, Fong
ABSENT: Singh, Castellanos NAYES: ABSTAIN:
 - C. RESOLUTION: AUTHORIZING THE CEO TO EXECUTE AND FILE THE FISCAL YEAR 2025 - 2026 TRANSPORTATION DEVELOPMENT ACT CLAIM IN THE AMOUNT OF \$39,068,674

ACTION: MOTION: Les Fong SECOND: Michael Restuccia
Roll Call:
AYES: Giovanetti, Restuccia, Fong
ABSENT: Singh, Castellanos NAYES: ABSTAIN:
 - D. ACCEPT AND FILE: APPROVED BOARD OF DIRECTORS TRAVEL EXPENSES

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

E. ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF AUGUST 2025

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

10. ACTION ITEMS

A. MOTION: APPROVING THE PROPOSED CITIZENS ADVISORY COMMITTEE (CAC) BYLAWS

A motion was made and seconded to postpone the consideration of this agenda item to the next regular meeting.

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

B. MOTION: APPROVING UPDATES TO RTD'S DRUG AND ALCOHOL-FREE WORKPLACE POLICY

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

C. MOTION: APPROVING A CONTRACT WITH PROTIVITI GOVERNMENT SERVICES, INC. FOR ENTERPRISE RESOURCE PLANNING DATA RECONSTRUCTION SERVICES FOR A TWO-YEAR TERM WITH UP TO THREE ONE-YEAR OPTIONS TO EXTEND FOR A NOT TO EXCEED (NTE) VALUE OF \$1,696,300 PER YEAR

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

D. MOTION: APPROVING THE FIRST AMENDMENT TO THE CONTRACT WITH BROWN ARMSTRONG ACCOUNTANCY CORPORATION FOR FINANCIAL AUDIT SERVICES TO EXTEND THE TERM BY ONE YEAR THROUGH JUNE 3, 2026 AND INCREASING THE CONTRACT PRICE BY \$60,780, FOR A NEW TOTAL OF \$275,480

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

11. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF
12. CLOSED SESSION

Chair Giovanetti announced that the Board would recess into Closed Session at 11:13 a.m. to consider the following item set forth on the agenda:

Significant exposure to litigation pursuant to Government Code § 54956.9(b):
Two potential cases

13. OPEN SESSION -- CLOSED SESSION REPORT (LEGAL COUNSEL)

The Board of Directors returned from the Closed Session at 11:44 a.m.

RTD Legal Counsel Julie Sherman reported that no reportable actions were taken in the Closed Session.

15. ADJOURNMENT

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

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Attachment B
Cover Page

MINUTES OF THE SPECIAL MEETING OF THE BOARD OF DIRECTORS OF THE SAN
JOAQUIN REGIONAL TRANSIT DISTRICT
WEDNESDAY, OCTOBER 1, 2025

The San Joaquin Regional Transit District (RTD) Board of Directors held a special meeting at 10:00 a.m. on Wednesday, October 1, 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 10:14 a.m.
2. PLEDGE OF ALLEGIANCE TO THE FLAG Chair Gary Giovanetti led the pledge.
3. ROLL CALL Present: Gary Giovanetti, Chair
Michael Restuccia, Vice Chair
Les Fong, Director
Balwinder Singh, Director
Stephan Castellanos, Director

Alex Clifford, CEO
Julie Sherman, RTD Legal Counsel
4. PUBLIC COMMENTS
No public comments were received.
5. CLOSED SESSION -- Significant exposure to litigation pursuant to Government Code § 54956.9(b): Two potential cases

Chair Giovanetti announced that the Board would recess into Closed Session at 10:15 a.m. to consider the items set forth on the agenda.
6. OPEN SESSION -- CLOSED SESSION REPORT (LEGAL COUNSEL)

The Board of Directors returned from a Closed Session at 11:22 a.m. RTD Legal Counsel Julie Sherman reported that the Board met in closed session regarding two potential litigation matters. The Board voted to authorize initiation of litigation by a 3-2 vote. Directors Giovannetti, Castellanos, and Fong voted to authorize the litigation; Directors Singh and Restuccia voted no.

The defendants, and any other particulars will, in the event that litigation is formally commenced, be disclosed to any person upon inquiry, unless doing so would jeopardize RTD's ability to effectuate service of process or impact settlement negotiations to its advantage.

7. ADJOURNMENT

Chair Giovanetti adjourned the meeting at 11:23 a.m.

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LEAD STAFF: MERAB TALAMANTES, DIRECTOR OF ADMINISTRATION

I. RECOMMENDED ACTION:

Approving the revised Citizens Advisory Committee (CAC) Bylaws, which now incorporate changes requested by the Board of Directors.

II. SUMMARY

- Requests Board approval of the updated CAC Bylaws
- Establishes the CAC as a standing advisory body to the RTD Board.
- Supports RTD's strategic goals of increasing rider engagement, strengthening community input, and enhancing transparency.
- Provides a framework for diverse rider representation, including individuals with disabilities, students, commuters, paratransit riders, and small business stakeholders.
- Revisions to the bylaws were made at the Board's direction and are now included in this updated version.

III. DISCUSSION/BACKGROUND

Previous Action

At the September 2025 Board meeting, staff presented the draft CAC Bylaws. The Board directed staff to revise certain provisions to better reflect the intent and function of the committee.

Revisions Made

- Membership Appointment: Members will no longer be appointed by the RTD Board. Instead, a CAC Membership Subcommittee has been created, consisting of two staff members designated by the CEO and the CAC Chair and Vice Chair. This subcommittee will appoint and remove members.
- Meeting Schedule: The CAC will set its own regular meeting date and time, agreed upon by members, rather than following a fixed schedule set by staff.
- Minutes: CAC meeting minutes will be forwarded to the RTD Board of Directors after approval by the committee. They will appear on the Board's consent calendar as "accept and file."
- Absence Policy: Members must now notify staff of absences by 5:00 p.m. the day before a meeting, instead of noon the day of the meeting.
- Budget Reference Removed: Language referring to a CAC budget has been removed, as the committee does not manage an independent budget.

Next Steps

If the Board adopts the revised bylaws, staff will begin soliciting applications and nominations for the initial CAC membership. The Membership Subcommittee will review applications and make appointments, with the goal of convening the first CAC meeting before the end of 2025.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

V. CUSTOMER IMPACT

The Citizens Advisory Committee will give RTD customers a clear and consistent way to share their experiences, concerns, and ideas directly with agency leadership. The revised bylaws ensure that this process is flexible, representative, and transparent. By establishing a customer-centered advisory body, RTD strengthens its connection with riders and ensures that their input is formally considered in decision-making.

VI. FINANCIAL CONSIDERATIONS/IMPACT

Minimal. CAC members are unpaid volunteers, but will receive a free fixed-route day pass for each meeting attended. Staff support will be absorbed within the existing Administration Department budget.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

No alternative, this action is needed to establish RTD's CAC. Without adoption of the proposed Bylaws the committee will not be established.

IX. ATTACHMENTS

Attachment A: Updated Proposed Bylaws of the Citizens Advisory Committee – Redlined

Prepared by: Merab Talamantes, Director of Administration

X. APPROVALS

Julie Sherman, General Counsel



Alex Clifford, CEO



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Attachment A
Cover Page



**BYLAWS FOR THE SAN JOAQUIN REGIONAL TRANSIT
DISTRICT CITIZENS ADVISORY COMMITTEE (CAC)**

Adopted (Insert Date)

DRAFT

Table of Contents

Article I – GENERAL PROVISIONS	3
Article II – DUTIES AND AUTHORITY	3
Article III – MEMBERSHIP	4
Article IV – OFFICERS.....	5
Article V – MEETINGS	5
Article VI – AGENDAS AND NOTICES.....	6
Article VII – MISCELLANEOUS	6

DRAFT

Article I – GENERAL PROVISIONS

§1.1 Purpose – Bylaws

These Bylaws shall govern the proceedings of the Citizens Advisory Committee an advisory committee established by the Board of Directors of the San Joaquin Regional Transit District (RTD).

§1.1.1 Purpose – Citizens Advisory Committee (CAC)

The CAC members are appointed by, and may be removed at any time by, the **CAC Membership Subcommittee**. The purpose of the CAC is to provide a rider forum where the RTD Board and Chief Executive Officer (CEO) may assign topics for discussion and receive recommendations from the **committee**. CAC members should be frequent riders of RTD fixed-route, commuter, or paratransit services and should approach their review of topics from a broad, regional perspective.

§1.2 Construction of Bylaws

These Bylaws govern CAC operations, unless they conflict with RTD's Administrative Code, policies, or applicable law. Any amendments take effect once approved by the RTD Board of Directors.

§1.2.1 Orderly Administration of CAC Meetings

The CAC shall follow Robert's Rules of Order **or another** parliamentary procedure guide adopted by the Chair, to keep discussions fair and orderly.

§1.3 Definitions

CAC Membership Subcommittee: membership subcommittee is responsible for appointing members to the CAC.

Chair: Chair of the CAC.

Staff: staff members assigned to support the CAC by the RTD CEO.

Vice Chair: Vice Chair of the CAC.

Article II – DUTIES AND AUTHORITY

§2.1 Duties

It is the duty of the CAC to provide recommendations to the RTD Board of Directors on matters referred by the Board or CEO, and to perform additional duties as assigned by the Board. The CAC may also consider issues raised by members or the public regarding the quantity and quality of RTD services.

§2.2 Limitations on Authority

The CAC is advisory only. It cannot make binding decisions or direct RTD staff. With approval from the CEO, the CAC may create outreach materials to raise awareness of its activities.

- a. Reports to the RTD Board of Directors
All CAC communications to the Board go through the CEO and are placed on the Board agenda under "Communications from the CAC." The Chair or Vice Chair provides oral reports to the Board twice a year, in June and **November/December**. With CAC member majority support, the CAC may request agenda items be placed before the Board through the CEO.

Article III – MEMBERSHIP

§3.1 Membership

- a. **CAC Membership Subcommittee: The membership subcommittee is comprised of two staff members, designated by the CEO; and the Chair and Vice Chair of the CAC for a total of four members.**
- b. **Appointment** to the CAC: The CAC shall be composed of no more than seven (7) and no less than five (5) members appointed by the **CAC Membership Subcommittee**. Members serve four-year terms and may be removed at any time, for any reason, by the **Subcommittee**.
- c. Qualifications: Members shall be residents of San Joaquin County and be regular RTD riders. The **Membership Subcommittee** will aim to appoint a membership reflecting the geographic, ethnic, and demographic diversity of **San** Joaquin County. Representation can include people with disabilities, students, commuters, paratransit riders, and small business representatives.
- d. Resignation: Members planning to resign are asked to provide written notice to the CEO at least 45 days in advance, when possible, to ensure continuity of CAC work.

No elected official, RTD Board member, or RTD employee may be appointed to the CAC. Employees of agencies contracting with RTD are also ineligible.

§3.2 Terms

Members serve four-year terms, expiring December 31. Terms may be staggered to ensure continuity. Vacancies are filled by appointment for the remainder of the vacated term.

§3.3 Attendance

Members who miss two consecutive meetings without notice will be removed. Members are expected to notify staff of planned absences **by 5:00 pm the day before the** meeting day.

§3.4 Compensation

CAC members serve without compensation but shall receive one fixed-route day pass for each meeting attended (excludes commuter service). Reimbursement of expenses requires prior approval **from** the CEO.

§3.5 Vacancies

When a vacancy occurs, the CAC shall solicit for nominations. Following a 30-day nomination period, the Subcommittee will consider and appoint a replacement for the vacancy.

§3.6 Conflicts of Interest

No CAC member shall engage in any employment, activity, or enterprise for compensation that is inconsistent, incompatible, in conflict with, or inimical to their duties, functions or responsibilities on the CAC. Such Member shall not perform any work, service, or counsel for compensation outside of their responsibilities where any part of their efforts shall be reviewed by the CAC.

Members of the CAC shall comply with the provisions of the California Political Reform Act (Government Code Section 87100, et seq.) and doctrine of common law conflicts of interest.

§3.6 Public Statements

No Member of the CAC shall speak, or represent themselves as a spokesperson for RTD, or make any public statements on behalf of RTD without express authorization by RTD's CEO.

Article IV – OFFICERS

§4.1 Chair and Vice Chair

The CAC shall elect a Chair and Vice Chair annually at its last meeting of the year. The Chair presides at meetings and represents the CAC before the RTD Board. The Vice Chair serves in the Chair's absence. Vacancies are filled by succession (Vice Chair to Chair) and by election for any open Vice Chair position. The Chair may serve two consecutive terms, after which they must take a one-year break before serving again.

§4.2 Staff Support

The CEO will assign staff to prepare agendas, notices, minutes, and materials, and to maintain official CAC records.

Article V – MEETINGS

§5.1 Regular Meetings

The CAC shall meet regularly once a month, the date and time will be considered and agreed upon by all committee members and RTD staff. The calendar year schedule will be published each December for the following year. Special meetings may be called by the CEO if needed. Upon direction from the CEO meeting frequency can be reduced to quarterly meetings.

§5.2 Notice

Meetings will follow the Ralph M. Brown Act. Regular meetings require 72-hour notice; special meetings require 24-hour notice.

§5.3 Quorum and Vote

A quorum is a majority of appointed members (minimum of 3). Official actions require a majority vote of members present.

§5.4 Thirty-Minute Rule

If a quorum is not present within 30 minutes of the noticed start time, the meeting will be canceled.

§5.5 Public Participation

Members of the public may speak for up to 3 minutes, unless the Chair allows more time. Written comments are also accepted.

§5.6 Order and Decorum

The Chair may remove disruptive individuals from a meeting to ensure order.

§5.7 Records

Meeting records including minutes and distributed materials are public records and must be made accessible in compliance with the law.

- a. After approval by the CAC, meeting minutes will be presented to the Board of Directors within 30 days or at the next regular meeting. They will appear as a consent calendar item for accept and file”.

Article VI – AGENDAS AND NOTICES

§6.1 Agenda Format

Agendas must clearly list the meeting date, time, place, and business items, with descriptions adequate to inform the public.

§6.2 Agenda Preparation

Staff prepares draft agendas in consultation with the Chair. The CEO has final approval of agenda items requiring staff support.

§6.3 Posting and Delivery

Agendas must be posted 72 hours in advance of regular meetings and 24 hours for special meetings. Materials must be distributed to CAC members, the CEO, and RTD Counsel at least 3 days before each regular meeting.

Article VII – MISCELLANEOUS

§7.1 Amendments

Only the RTD Board of Directors may amend these bylaws.

§7.2 CAC Process

The CAC strives to make recommendations by consensus. When a consensus is not possible, the Chair shall report both majority and minority views to the Board.

DRAFT



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 Advisory 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: January 2026 Location: TBD	Total Cost
Mike Restuccia									
Gary Giovanetti		\$4,407		Board of Directors Meeting Only	\$2,857	X		X	
Les Fong		\$2,724	\$1,380		\$2,648	X			
Balwinder Singh		\$2,928	\$1,679		\$2,591	X			
Stephan Castellanos	\$280				\$2,872		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	\$10,059	\$3,058	\$875	\$10,967				\$25,240

X: Previously Approved Request. N: New Request to Attend a Conference. **Red Font indicates: Updates.**

Cost differences 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



For Robert

Alex Clifford, CEO



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LEAD STAFF: RAVI SHARMA, FINANCE MANAGER

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

I. SUMMARY

- This staff report provides the Board of Directors (Board) with the Check Register for the month of September 2025.
- The Finance Department submits the check register for Board acceptance and filing.

II. DISCUSSION/BACKGROUND

This check register provides the Board with a listing of the vendors and amounts paid out on a monthly cash flow basis (Operating and Capital expenses).

All invoices submitted for September 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 September 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 September 2025

Prepared by: Ravi Sharma, Finance Manager

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



FOR Robert

Alex Clifford, CEO





Attachment A
Cover Page

RTD Check Register for September 2025

Vendor Name	Invoice Date	Invoice Number	Invoice Amount	Payment Date	EFT or Check #
AFLAC	9/4/2025	105529	\$718.24	9/4/2025	EFT
ALL DATA	8/21/2025	INVC06010205	\$1,500.00	9/4/2025	2324
AMALGAMATED TRANSIT UNION LOCAL #256	9/4/2025	SEPT0525 CTC	\$1,765.76	9/4/2025	EFT
AMALGAMATED TRANSIT UNION LOCAL #256	9/4/2025	SEPT0525 FT	\$10,144.98	9/4/2025	EFT
AMALGAMATED TRANSIT UNION LOCAL #256	9/4/2025	SEPT0525 PT	\$118.40	9/4/2025	EFT
BRANNON TIRE	8/22/2025	20413125	\$125.81	9/4/2025	EFT
BRANNON TIRE	8/23/2025	20413165	\$125.81	9/4/2025	EFT
BRANNON TIRE	8/27/2025	20413419	\$139.02	9/4/2025	EFT
BRANNON TIRE	8/29/2025	20413469	\$586.20	9/4/2025	EFT
BRANNON TIRE	8/29/2025	20413557	\$866.40	9/4/2025	EFT
CA STATE DISBURSEMENT UNIT	9/4/2025	15 INVOICES	\$2,575.97	9/4/2025	150593
CALIFORNIA WATER SERVICES	9/4/2025	9332387932A	\$3,092.24	9/4/2025	EFT
CINTAS	8/25/2025	5288473401	\$204.82	9/4/2025	EFT
CINTAS	8/25/2025	5288486311	\$565.73	9/4/2025	EFT
CINTAS	8/28/2025	5289255509	\$145.96	9/4/2025	EFT
CITY OF STOCKTON POLICE DEPT	9/4/2025	INV-25-5457764	\$117.00	9/4/2025	150592
COURT-ORDERED DEBT COLLECTION	9/4/2025	CD-9273- AND JK-193-	\$114.31	9/4/2025	150594
EDD EMPLOYMENT DEVELOPMENT DEPARTMENT	9/4/2025	840473088SEPT525	\$325.90	9/4/2025	150595
EXCLUSIVE SIGNS & GRAPHICS	8/21/2025	1301	\$13,338.00	9/4/2025	EFT
FASTENAL COMPANY	8/28/2025	CAST2104261	\$2,383.30	9/4/2025	EFT
FASTENAL COMPANY	8/26/2025	CAST2104334	\$1,395.16	9/4/2025	EFT
FASTENAL COMPANY	8/28/2025	CAST2104427	\$345.85	9/4/2025	EFT
FASTENAL COMPANY	8/28/2025	CAST2104461	\$147.37	9/4/2025	EFT
FRANCHISE TAX BAORD	9/4/2025	213-01560- AND 563739907SEP	\$607.50	9/4/2025	150596
GREAT WEST TRUST COMPANY LLC	9/4/2025	743880-01	\$4,184.37	9/4/2025	EFT
LAMAR / THE LAMAR COMPANIES	8/27/2025	117208395	\$7,274.00	9/4/2025	EFT
MISSION LINEN SUPPLY	8/27/2025	524482174	\$54.43	9/4/2025	EFT
MISSION LINEN SUPPLY	8/27/2025	524482175	\$636.76	9/4/2025	EFT
NAVIA BENEFITS SOLUTIONS	9/4/2025	10999707	\$435.70	9/4/2025	EFT
NAVIA BENEFITS SOLUTIONS	9/4/2025	RTDDEP	\$354.18	9/4/2025	EFT
NAVIA BENEFITS SOLUTIONS	9/4/2025	RTDFSA	\$2,208.79	9/4/2025	EFT
OUTFRONT MEDIA INC	8/25/2025	7160523	\$1,000.00	9/4/2025	EFT
PACIFIC SHREDDING/STORAGE CO	8/31/2025	1170191	\$787.74	9/4/2025	EFT
PAN AMERICAN / RELATION INSURANCE SERVICES	9/4/2025	6628126	\$5,417.00	9/4/2025	EFT
PROTIVITI GOVERNMENT SERVICES	8/29/2025	INV-36178	\$117,788.95	9/4/2025	EFT
SAN JOAQUIN COUNTY SHEIFFS	9/4/2025	STKCVLBC2013002	\$100.00	9/4/2025	150597
SCHAFER CONSULTING	8/16/2025	2714	\$21,903.75	9/4/2025	EFT
SHAW YODER ANTWIH SCHMELZER & LANGE	8/31/2025	24030	\$3,468.00	9/4/2025	EFT
TAKE CARE TERMITE / TCT	8/26/2025	31267-36363	\$380.00	9/4/2025	EFT
THE GOODYEAR TIRE & RUBBER CO	8/27/2025	9858603210	\$9,000.00	9/4/2025	EFT
THE GOODYEAR TIRE & RUBBER CO	8/27/2025	9858603211	\$12,821.55	9/4/2025	EFT
TK SERVICES INC / SONSRAY	8/27/2025	SW0188914-1	\$209.00	9/4/2025	EFT
TKE . THYSSENKRUPP ELEVATOR CORP	9/1/2025	3008837134	\$585.00	9/4/2025	EFT
U.S. DEPARTMENT OF THE TREASURY	9/4/2025	WG2615239SEP525	\$403.33	9/4/2025	150598
US BANK	9/4/2025	RETCONT	\$183,432.52	9/4/2025	EFT
VEHICLE REGISTRATION COLLECTION	9/4/2025	7W8845820221SEP5	\$94.48	9/4/2025	150599
VERIZON	9/4/2025	6121795523	\$8,557.32	9/4/2025	EFT
VERIZON	9/4/2025	6121795524	\$1,286.62	9/4/2025	EFT
VERIZON	9/4/2025	6121795525	\$1,129.88	9/4/2025	EFT
GALVAN, DAMARIS ELIZABETH	9/5/2025	APTA81025ME	\$289.65	9/5/2025	EFT
XANOUVONG, KEO	9/5/2025	REIMB82225U	\$257.66	9/5/2025	EFT
ABSOLUTE ACCESS ID LLC	8/21/2025	9534	\$1,000.00	9/11/2025	EFT
AMAZON	8/29/2025	137W-143F-GVMJ	\$28.34	9/11/2025	EFT
AMAZON	9/5/2025	13DH-HR1R-41N7	\$25.09	9/11/2025	EFT
AMAZON	9/5/2025	161M-79L7-3WYL	\$234.80	9/11/2025	EFT
AMAZON	9/5/2025	1CND-TWD1-49WX	\$51.21	9/11/2025	EFT
AMAZON	9/5/2025	1K6H-CMWL-4GCG	\$19.36	9/11/2025	EFT
AMAZON	8/22/2025	1QHY-JPCL-16ML	\$17.31	9/11/2025	EFT
AMAZON	9/5/2025	1RQQ-HJ7W-46RR	\$171.19	9/11/2025	EFT
AMAZON	9/5/2025	1YDF-L3N9-4JXY	\$56.10	9/11/2025	EFT
AREA WIDE EXTERMINATORS	8/26/2025	504873	\$270.00	9/11/2025	EFT
ARS / AMERICAN REFRIGERATION SUPPLIES	7/30/2025	31203577	\$1,462.28	9/11/2025	EFT
ARS / AMERICAN REFRIGERATION SUPPLIES	8/27/2025	31233240	\$731.13	9/11/2025	EFT
AUTOZONE	8/26/2025	2858437204	\$89.34	9/11/2025	EFT
AUTOZONE	8/28/2025	2858439697	\$19.08	9/11/2025	EFT
AUTOZONE	8/28/2025	2858439700	\$185.21	9/11/2025	EFT
AUTOZONE	8/28/2025	2858439701	\$148.22	9/11/2025	EFT
AUTOZONE	8/29/2025	2858442006	\$141.59	9/11/2025	EFT

AUTOZONE	9/2/2025	2858447418	\$123.48	9/11/2025	EFT
AUTOZONE	9/2/2025	2858447419	\$106.13	9/11/2025	EFT
AUTOZONE	9/3/2025	2858449067	\$52.32	9/11/2025	EFT
AUTOZONE	9/5/2025	2858452005	\$22.77	9/11/2025	EFT
AUTOZONE	9/5/2025	2858452009	\$16.26	9/11/2025	EFT
A-Z BUS SALES INC	7/24/2025	INVSAC36142	\$214,917.11	9/11/2025	EFT
A-Z BUS SALES INC	7/24/2025	INVSAC36143	\$214,917.11	9/11/2025	EFT
A-Z BUS SALES INC	7/25/2025	INVSAC36148	\$214,917.11	9/11/2025	EFT
B&h PHOTOS	8/7/2025	236323198	\$1,327.88	9/11/2025	EFT
BIG VALLEY FORD INC.	8/27/2025	641308FOW	\$72.58	9/11/2025	EFT
BIG VALLEY FORD INC.	8/29/2025	641453FOW	\$60.21	9/11/2025	EFT
BIG VALLEY FORD INC.	9/3/2025	641520FOW	\$187.60	9/11/2025	EFT
BIG VALLEY FORD INC.	9/3/2025	641550FOW	\$50.83	9/11/2025	EFT
BIG VALLEY FORD INC.	9/4/2025	641609FOW	\$186.76	9/11/2025	EFT
BISBY, ALEXANDER	9/11/2025	REIMB9525TUI	\$1,980.00	9/11/2025	EFT
BRANNON TIRE	9/3/2025	20413764	\$23.95	9/11/2025	EFT
CALANDRI, JEWELL	9/11/2025	REIMB9125UN	\$71.97	9/11/2025	EFT
CALIFORNIA BOARD OF ACCOUNTANCY	9/11/2025	LIC. NO. 83135	\$340.00	9/11/2025	150600
CAPITAL EDGE	9/3/2025	#25-116	\$5,500.00	9/11/2025	EFT
CAPITAL RUBBER & GASKET STOCKTON	8/12/2025	30036876	\$1,271.28	9/11/2025	2328
CASH	9/11/2025	PETTYCASH91125OPS	\$205.15	9/11/2025	150601
CDW GOVERNMENT INC	8/13/2025	AF46I4W	\$115,129.00	9/11/2025	EFT
CDW GOVERNMENT INC	8/8/2025	AF4GI6B	\$1,067.99	9/11/2025	EFT
CDW GOVERNMENT INC	8/14/2025	AF5FQ1N	\$374.26	9/11/2025	EFT
CDW GOVERNMENT INC	8/15/2025	AF5MG2J	\$96.79	9/11/2025	EFT
CHASE CHEVROLET	8/26/2025	48745	\$17.87	9/11/2025	EFT
CHASE CHEVROLET	8/26/2025	48846	\$1,419.78	9/11/2025	EFT
CHASE CHEVROLET	8/28/2025	48911	\$79.58	9/11/2025	EFT
CHASE CHEVROLET	8/27/2025	49032	\$438.32	9/11/2025	EFT
CHASE CHEVROLET	8/28/2025	49059	\$41.59	9/11/2025	EFT
CHASE CHEVROLET	9/2/2025	49124	\$348.63	9/11/2025	EFT
CHASE CHEVROLET	8/29/2025	49150	\$38.50	9/11/2025	EFT
CHASE CHEVROLET	9/2/2025	49272	\$353.11	9/11/2025	EFT
CHASE CHEVROLET	9/3/2025	49411	\$4,345.02	9/11/2025	EFT
CHASE CHEVROLET	9/5/2025	49520	\$63.33	9/11/2025	EFT
CINTAS	9/3/2025	5290095101	\$89.16	9/11/2025	EFT
CINTAS	9/5/2025	5290609504	\$196.23	9/11/2025	EFT
CITY OF STOCKTON	9/11/2025	275329	\$503.00	9/11/2025	150603
CREATIVE BUS SALES INC.	9/3/2025	XA128030738:01	\$877.10	9/11/2025	EFT
CREATIVE BUS SALES INC.	8/15/2025	XA128030772:01	\$550.29	9/11/2025	EFT
CUSTOM PLATIC AND SIGNS	5/13/2025	2566	\$195.38	9/11/2025	EFT
CUSTOM PLATIC AND SIGNS	7/7/2025	2575	\$1,076.78	9/11/2025	EFT
CVACC	9/11/2025	RUBY SPONSORSHIP	\$2,000.00	9/11/2025	150604
DAVEY COACH	8/22/2025	05P5132	\$51.27	9/11/2025	EFT
DOMINGUEZ, STEPHANIE	9/11/2025	REIMB825UNI	\$107.23	9/11/2025	EFT
DUNCAN PRESS	7/17/2025	39124	\$8,327.60	9/11/2025	EFT
DUNCAN PRESS	8/14/2025	39188	\$970.10	9/11/2025	EFT
DUNCAN PRESS	8/21/2025	39220	\$1,569.60	9/11/2025	EFT
DUNCAN PRESS	8/28/2025	39241	\$2,720.64	9/11/2025	EFT
ECO-CHEK	9/4/2025	252425	\$520.00	9/11/2025	EFT
ECO-CHEK	9/4/2025	254328	\$225.00	9/11/2025	EFT
EMTS (ELITE MAINTENANCE & TREE SERVICE)	8/31/2025	11203828	\$2,222.98	9/11/2025	EFT
FAST UNDERCAR STOCKTON	8/18/2025	16TW0984	\$226.68	9/11/2025	EFT
FASTENAL COMPANY	9/2/2025	MN019965517	\$10.90	9/11/2025	EFT
FILTERBUY	8/25/2025	88C2BA2A-0010	\$240.02	9/11/2025	EFT
GILLIG LLC	8/25/2025	41344695	\$920.34	9/11/2025	EFT
GILLIG LLC	8/25/2025	41344696	\$1,004.02	9/11/2025	EFT
GILLIG LLC	8/25/2025	41344698	\$5,279.95	9/11/2025	EFT
GILLIG LLC	8/28/2025	41345121	\$314.84	9/11/2025	EFT
GILLIG LLC	8/26/2025	41345192	\$63.96	9/11/2025	EFT
GILLIG LLC	8/26/2025	41345193	\$819.59	9/11/2025	EFT
GILLIG LLC	8/27/2025	41345871	\$14.52	9/11/2025	EFT
GILLIG LLC	8/28/2025	41346118	\$106.79	9/11/2025	EFT
GILLIG LLC	8/28/2025	41346119	\$106.79	9/11/2025	EFT
GILLIG LLC	8/28/2025	41346120	\$1,189.52	9/11/2025	EFT
GILLIG LLC	8/29/2025	41346545	\$90.04	9/11/2025	EFT
GILLIG LLC	9/2/2025	41347122	\$735.80	9/11/2025	EFT
GILLIG LLC	9/3/2025	41347624	\$132.19	9/11/2025	EFT
GILLIG LLC	9/4/2025	41348134	\$2,272.99	9/11/2025	EFT
GILLIG LLC	9/5/2025	41348698	\$577.24	9/11/2025	EFT
GRAINGER	8/27/2025	9618304092	\$6.87	9/11/2025	EFT
GRAINGER	8/27/2025	9623001287	\$442.36	9/11/2025	EFT

GRAINGER	8/29/2025	9625136859	\$46.30	9/11/2025	EFT
GRAINGER	9/5/2025	9632250859	\$7.27	9/11/2025	EFT
GUILLERMO PEREZ	9/11/2025	ATU71925MEETING	\$132.00	9/11/2025	150606
GURMIT S. PANJETTA	9/11/2025	REIMB82725UNIFO	\$212.52	9/11/2025	150605
HERNANDEZ-CARACHEO, ERIKA	9/11/2025	REIMB9125UN	\$148.24	9/11/2025	EFT
INTERSTATE TRUCK CENTER LLC	9/4/2025	01P595887	\$423.94	9/11/2025	EFT
KRONOS INCORPORATED	9/8/2025	I10080020445	\$767.16	9/11/2025	EFT
LA FEVER, STEPHANIE	9/11/2025	REIMB83125U	\$178.60	9/11/2025	EFT
LOOMIS	8/31/2025	13802471	\$1,573.44	9/11/2025	EFT
LOOMIS	8/31/2025	13802540	\$13,592.55	9/11/2025	EFT
LOOMIS	8/31/2025	13802612	\$7,420.79	9/11/2025	EFT
MACHADO JR, ROBERT	9/11/2025	REIMB9125	\$283.38	9/11/2025	EFT
MARK-EASE PRODUCTS, INC	8/21/2025	50747	\$25.89	9/11/2025	EFT
MARK-EASE PRODUCTS, INC	8/25/2025	50773	\$3,789.73	9/11/2025	EFT
MARK-EASE PRODUCTS, INC	8/25/2025	50774	\$42.51	9/11/2025	EFT
MARK-EASE PRODUCTS, INC	8/27/2025	50808	\$16.35	9/11/2025	EFT
MASABI	9/4/2025	SJTD-IN41	\$3,380.00	9/11/2025	EFT
MCSPARREN AUTO GLASS / KENDALL OWEN	9/2/2025	I59038	\$355.00	9/11/2025	EFT
MISSION LINEN SUPPLY	9/3/2025	524525696	\$54.43	9/11/2025	EFT
MISSION LINEN SUPPLY	9/3/2025	524525697	\$634.81	9/11/2025	EFT
MOHAWK MFG. & SUPPLY CO.	8/25/2025	U132510	\$172.92	9/11/2025	2326
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	8/21/2025	3885714	\$338.97	9/11/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	8/21/2025	3885836	\$2,364.91	9/11/2025	EFT
NFI PARTS	8/13/2025	83908177	\$148.39	9/11/2025	EFT
NFI PARTS	9/5/2025	83946717	\$314.99	9/11/2025	EFT
NVB EQUIPMENT	8/27/2025	HI55282	\$625.23	9/11/2025	EFT
O'REILLY AUTO PARTS	8/26/2025	2567-261199, 261824, 261832, AND 2	\$1,041.35	9/11/2025	2327
PINNACLE PETROLEUM INC	8/26/2025	383121	\$23,614.77	9/11/2025	EFT
PINNACLE PETROLEUM INC	9/4/2025	384028	\$23,236.92	9/11/2025	EFT
PREVOST CAR / US INC	8/20/2025	902843953	\$433.75	9/11/2025	EFT
PREVOST CAR / US INC	8/22/2025	902846265	\$206.66	9/11/2025	EFT
PREVOST CAR / US INC	8/26/2025	902848997	\$35.92	9/11/2025	EFT
PREVOST CAR / US INC	8/28/2025	902851554	\$838.09	9/11/2025	EFT
R&S ERECTION	9/5/2025	143072	\$1,160.00	9/11/2025	2325
R.L. RIGHETTI ENTERPRISES, INC.	8/19/2025	70362	\$4,013.61	9/11/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	8/26/2025	70534	\$123.52	9/11/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	8/27/2025	70580	\$974.45	9/11/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	8/28/2025	70624	\$3,950.69	9/11/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	7/16/2025	69260C	\$250.00	9/11/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	7/31/2025	69787C	\$17.00	9/11/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	8/27/2025	70580C	\$225.00	9/11/2025	EFT
SAM BERRI'S LODI HEAVY HAUL & TOW	9/3/2025	20927	\$968.75	9/11/2025	EFT
SCHAFER CONSULTING	9/2/2025	2715	\$8,951.25	9/11/2025	EFT
SEDGWICK CLAIMS MANAGEMENT SERVICES,	9/11/2025	2.6572E+11	\$54,553.06	9/11/2025	EFT
STOCKTON FENCE & MATERIAL INC	9/5/2025	18207	\$1,390.23	9/11/2025	EFT
SUKHJEET SINGH CHEEMA	9/11/2025	REIMB9225UNIFO	\$196.18	9/11/2025	150602
TEC EQUIPMENT, INC.	8/27/2025	976946D	\$689.18	9/11/2025	EFT
TEC EQUIPMENT, INC.	8/25/2025	976947DX1	\$77.04	9/11/2025	EFT
TEC EQUIPMENT, INC.	9/2/2025	977118D	\$214.02	9/11/2025	EFT
TEC EQUIPMENT, INC.	9/2/2025	977201D	\$114.84	9/11/2025	EFT
TEC EQUIPMENT, INC.	9/2/2025	977285D	\$224.88	9/11/2025	EFT
TEC EQUIPMENT, INC.	9/2/2025	977285DX1	\$193.29	9/11/2025	EFT
TEC EQUIPMENT, INC.	9/4/2025	977285DX2	\$31.59	9/11/2025	EFT
TEC EQUIPMENT, INC.	9/3/2025	977372D	\$96.76	9/11/2025	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES LLC	8/29/2025	150416	\$2,235.28	9/11/2025	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES LLC	8/13/2025	150772	\$753.35	9/11/2025	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES LLC	8/29/2025	150834	\$3,352.91	9/11/2025	EFT
W.W.WILLAMS	8/28/2025	023P31307	\$3,636.54	9/11/2025	EFT
WESTERN TUBES N HOSES / TERALT, INC.	8/25/2025	24661	\$424.81	9/11/2025	EFT
WESTERN TUBES N HOSES / TERALT, INC.	8/27/2025	24665	\$322.10	9/11/2025	EFT
AFLAC	9/18/2025	295809	\$718.24	9/18/2025	EFT
AGUINIGA, ERICA M	9/18/2025	APTA7182025	\$20.00	9/18/2025	EFT
AMALGAMATED TRANSIT UNION LOCAL #256	9/18/2025	RTD INIT	\$50.00	9/18/2025	EFT
AMALGAMATED TRANSIT UNION LOCAL #256	9/18/2025	RTDASSES	\$3,100.00	9/18/2025	EFT
AMAZON	8/22/2025	1TLN-RKYR-1GCV	\$75.81	9/18/2025	EFT
AMAZON	8/22/2025	1VVLFQD6-1NXF	\$18.52	9/18/2025	EFT
AREA WIDE EXTERMINATORS	8/29/2025	504900	\$270.00	9/18/2025	EFT
ATU COPE	9/18/2025	9376	\$129.66	9/18/2025	150616
AUTOZONE	9/9/2025	2858458594	\$319.87	9/18/2025	EFT
BIG VALLEY FORD INC.	9/8/2025	641831FOW	\$43.59	9/18/2025	EFT
BRANNON TIRE	8/21/2025	20413079	\$136.59	9/18/2025	EFT
BRANNON TIRE	9/9/2025	20414035	\$469.83	9/18/2025	EFT

CALIFORNIA STATE DISBURSEMENT UNIT	9/18/2025	17 INVOICES	\$3,320.88	9/18/2025	150610
CALIFORNIA WATER SERVICES	9/18/2025	3472131955A	\$1,722.22	9/18/2025	EFT
CALIFORNIA WELDING SUPPLY CO	8/31/2025	203831	\$124.00	9/18/2025	EFT
CALIFORNIA WELDING SUPPLY CO	8/25/2025	905392	\$111.99	9/18/2025	EFT
CALTIP C/O SEDGWICK	9/18/2025	07-2025-	\$5,553.34	9/18/2025	EFT
CAPITAL RUBBER & GASKET STOCKTON	8/20/2025	30038737,30038485,AND 30037655	\$1,004.96	9/18/2025	2329
CARL WARREN & COMPANY LLC	9/18/2025	CWC-2057793	\$1,666.67	9/18/2025	EFT
CDW GOVERNMENT INC	8/20/2025	AF55F1Z	\$41,583.50	9/18/2025	EFT
CDW GOVERNMENT INC	8/22/2025	AF6QN5V	\$64.53	9/18/2025	EFT
CDW GOVERNMENT INC	8/25/2025	AF6UT7W	\$458.15	9/18/2025	EFT
CHASE CHEVROLET	9/8/2025	49635	\$295.79	9/18/2025	EFT
CHASE CHEVROLET	9/10/2025	49790	\$25.56	9/18/2025	EFT
COURT-ORDERED DEBT COLLECTION	9/18/2025	CD-9273-11304SEP AND JK-193-2836	\$92.12	9/18/2025	150611
CUMMINGS, CORY	9/18/2025	REIMB91225U	\$196.19	9/18/2025	EFT
DAVEY COACH	9/10/2025	05P51561	\$46.44	9/18/2025	EFT
DELTA TRUCK CENTER	9/10/2025	FA008474094:01	\$7.70	9/18/2025	2330
DOMINGUEZ, STEPHANIE	9/18/2025	REIMB91125U	\$74.01	9/18/2025	EFT
EAGLE AUTOMOTIVE EQUIPMENT	8/25/2025	7261	\$4,976.12	9/18/2025	EFT
ELITE SUPPLY SOURCE	8/26/2025	139775 and 139618	\$1,725.96	9/18/2025	2331
EMERY'S CUSTOM UPHOLSTERY / TIMOTHY A EVERY	9/8/2025	INV3970	\$505.00	9/18/2025	EFT
EMPLOYMENT DEVELOPMENT DEPARTMENT	9/18/2025	925-0089-1	\$26,198.00	9/18/2025	150607
EMPLOYMENT DEVELOPMENT DEPARTMENT	9/18/2025	840473088SEPT19	\$214.72	9/18/2025	150612
FACILITY DESIGNS	6/24/2025	62954	\$4,549.03	9/18/2025	EFT
FACILITY DESIGNS	8/29/2025	63280	\$19,343.39	9/18/2025	EFT
FACILITY DESIGNS	8/29/2025	63281	\$3,259.54	9/18/2025	EFT
FAST UNDERCAR STOCKTON	8/28/2025	16TX9597	\$1,673.52	9/18/2025	EFT
FAST UNDERCAR STOCKTON	9/9/2025	16TZ7686	\$208.80	9/18/2025	EFT
FASTENAL COMPANY	9/4/2025	CAST2104516	\$232.95	9/18/2025	EFT
FILTERBUY	9/5/2025	88C1BA2A-0011	\$96.44	9/18/2025	EFT
FONG, LESLIE JAMES	9/18/2025	APTA71925ME	\$312.39	9/18/2025	EFT
FRANCHISE TAX BOARD	9/18/2025	213-01560-17SP19 AND 563739907S	\$563.64	9/18/2025	150613
GALVAN, DAMARIS ELIZABETH	9/18/2025	APTA91425ME	\$305.40	9/18/2025	EFT
GENFARE	9/8/2025	90212491	\$334.57	9/18/2025	EFT
GHX	9/8/2025	16320525	\$139.09	9/18/2025	2332
GILLIG LLC	8/25/2025	41344697	\$514.78	9/18/2025	EFT
GILLIG LLC	9/4/2025	41348133	\$623.18	9/18/2025	EFT
GILLIG LLC	9/8/2025	41349198	\$120.71	9/18/2025	EFT
GILLIG LLC	9/8/2025	41349199	\$1,515.16	9/18/2025	EFT
GILLIG LLC	9/8/2025	41349497	\$87.44	9/18/2025	EFT
GILLIG LLC	9/10/2025	41350334	\$47.81	9/18/2025	EFT
GIOVANETTI, GARY	9/18/2025	APTA71825ME	\$871.96	9/18/2025	EFT
GRAINGER	9/5/2025	9631766335	\$32.86	9/18/2025	EFT
GREAT WEST TRUST COMPANY LLC	9/18/2025	743880-	\$4,184.37	9/18/2025	EFT
HANSON BRIDGETT, LLP	9/5/2025	1534578-1534623	\$64,232.90	9/18/2025	EFT
HOGAN MFG INC.	8/26/2025	174599	\$90.09	9/18/2025	EFT
INSIGHTGLOBAL	9/9/2025	11005556379	\$21,562.50	9/18/2025	EFT
INSIGHTGLOBAL	9/9/2025	11005556587	\$11,289.99	9/18/2025	EFT
INSIGHTGLOBAL	9/9/2025	11005556588	\$13,312.50	9/18/2025	EFT
JOHNSTON LIM CO MD	9/2/2025	00259482-00	\$1,330.00	9/18/2025	EFT
LIFE OF THE PARTY ENTERTAINMENT	8/25/2025	AUG2125EVENT	\$600.00	9/18/2025	EFT
MACHADO JR, ROBERT	9/18/2025	REIMB91025T	\$45.97	9/18/2025	EFT
MARK-EASE PRODUCTS, INC	9/4/2025	50859	\$264.87	9/18/2025	EFT
MARROQUIN ALFARO, EDWIN M	9/18/2025	REIMB91025U	\$137.85	9/18/2025	EFT
MARROQUIN ALFARO, EDWIN M	9/18/2025	REIMB91125U	\$312.86	9/18/2025	EFT
MCSPARREN AUTO GLASS / KENDALL OWEN	9/2/2025	I59044	\$304.99	9/18/2025	EFT
MCSPARREN AUTO GLASS / KENDALL OWEN	9/3/2025	I59058	\$304.99	9/18/2025	EFT
MISSION LINEN SUPPLY	9/10/2025	524555413	\$54.43	9/18/2025	EFT
MISSION LINEN SUPPLY	9/10/2025	524555414	\$652.99	9/18/2025	EFT
MOBILEVIEW / SEON DESIGN USA CORP	8/29/2025	208011	\$114,943.00	9/18/2025	EFT
MOBILEVIEW / SEON DESIGN USA CORP	8/29/2025	208012	\$26,018.00	9/18/2025	EFT
MOBILEVIEW / SEON DESIGN USA CORP	8/29/2025	208014	\$31,790.00	9/18/2025	EFT
MOBILEVIEW / SEON DESIGN USA CORP	8/29/2025	208015	\$13,240.00	9/18/2025	EFT
MOSES, CURTIS	9/18/2025	APTA91425ME	\$316.60	9/18/2025	EFT
MTM / MEDICAL TRANSPORTATION MANAGEMENT	9/10/2025	100037935	\$38,629.79	9/18/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	9/4/2025	3892031	\$298.55	9/18/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	9/4/2025	3892133	\$2,285.44	9/18/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	9/4/2025	3892180	\$1,016.48	9/18/2025	EFT
NAVIA BENEFITS SOLUTIONS	9/18/2025	RTDSEP1925	\$2,696.14	9/18/2025	EFT
NFI PARTS	8/28/2025	83933007	\$148.39	9/18/2025	EFT
NFI PARTS	9/3/2025	83942263	\$648.91	9/18/2025	EFT
ORTIZ, LAURA	9/18/2025	APTA91425ME	\$227.00	9/18/2025	EFT
PANKYE'S RADIATOR SHOP	9/9/2025	266762	\$2,396.64	9/18/2025	EFT

PENNINO MANAGEMENT GROUP	9/3/2025	13530	\$994.50	9/18/2025	EFT
PEREZ, GUILLERMO	9/18/2025	REIMB91225UNIFO AND REIMB9925	\$146.00	9/18/2025	150608
PG&E / PACIFIC GAS AND ELECTRIC	9/18/2025	7782121081A	\$109,230.75	9/18/2025	EFT
PLATINUM SECURITY	9/1/2025	62960	\$110,928.84	9/18/2025	EFT
PREFERRED ALLIANCE , INC.	8/31/2025	0206371-IN	\$1,883.50	9/18/2025	EFT
PREVOST CAR / US INC	8/28/2025	902851936	\$125.99	9/18/2025	EFT
PREVOST CAR / US INC	9/3/2025	902855237	\$1,062.26	9/18/2025	EFT
PREVOST CAR / US INC	9/9/2025	902860183	\$149.55	9/18/2025	EFT
PREVOST CAR / US INC	9/9/2025	902860184	\$223.83	9/18/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	9/9/2025	70992	\$122.70	9/18/2025	EFT
RAMIREZ, JOHN	9/18/2025	REIMB91125UNIFO	\$33.73	9/18/2025	150609
REPUBLIC SERVICES / DBA DELTA CONTAINER	9/18/2025	0205-0111006	\$90.56	9/18/2025	EFT
REPUBLIC SERVICES / DBA DELTA CONTAINER	9/18/2025	0208-0008727	\$1,272.01	9/18/2025	EFT
REPUBLIC SERVICES / DBA DELTA CONTAINER	9/18/2025	0208-0008730	\$309.47	9/18/2025	EFT
REPUBLIC SERVICES / DBA DELTA CONTAINER	9/18/2025	0208-0008732	\$1,564.98	9/18/2025	EFT
REPUBLIC SERVICES / DBA DELTA CONTAINER	9/18/2025	0208-0008737	\$314.69	9/18/2025	EFT
ROSAL, WILFRED DAYNE	9/18/2025	REIMB91125U	\$208.45	9/18/2025	EFT
RUAKH (CAVALRY FIRST)	8/1/2025	AUG12025	\$231.75	9/18/2025	EFT
RUAKH (CAVALRY FIRST)	9/1/2025	SEPT12025	\$231.75	9/18/2025	EFT
SAN JOAQUIN COUNTY SHERIFF'S OFFICE	9/18/2025	STKCVLBC20130002	\$100.00	9/18/2025	150614
SIEGFRIED ENGINEERING	9/9/2025	50529	\$5,000.00	9/18/2025	EFT
SIEGFRIED ENGINEERING	9/9/2025	50531	\$7,050.00	9/18/2025	EFT
SINGH, BALWINDER	9/18/2025	APTA71925ME	\$200.00	9/18/2025	EFT
STEPHAN CASTELLANOS	9/18/2025	APTA71825ME	\$240.00	9/18/2025	EFT
TEC EQUIPMENT, INC.	9/8/2025	977372DX1	\$486.84	9/18/2025	EFT
TEC EQUIPMENT, INC.	9/8/2025	977461D	\$569.50	9/18/2025	EFT
TEC EQUIPMENT, INC.	9/8/2025	977461DX1	\$148.86	9/18/2025	EFT
TEC EQUIPMENT, INC.	9/9/2025	977461DX2	\$20.17	9/18/2025	EFT
TENNANT	9/11/2025	921390365	\$571.01	9/18/2025	EFT
U.S. DEPARMENT OF THE TREASURY	9/18/2025	WG2615239SEP19	\$188.07	9/18/2025	150615
UBEO	9/11/2025	510713	\$1,423.51	9/18/2025	EFT
US BANK	9/18/2025	RETCONT0919	\$185,855.08	9/18/2025	EFT
VAN CAMP, JOHN EDWARD	9/18/2025	APTA91425ME	\$304.00	9/18/2025	EFT
VAN DE POL	8/19/2025	1053529-IN	\$2,291.61	9/18/2025	EFT
VAN DE POL	8/26/2025	1055613-IN	\$25,435.81	9/18/2025	EFT
VAN DE POL	8/28/2025	1055616-IN	\$25,516.13	9/18/2025	EFT
VAN DE POL	8/27/2025	1055618-IN	\$25,248.99	9/18/2025	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES LLC	9/1/2025	151047	\$5,000.00	9/18/2025	EFT
VENTURA, JAVIER ZENTENO	9/18/2025	REIMB91225U	\$244.14	9/18/2025	EFT
VY, VY	9/18/2025	REIMB91725U	\$37.00	9/18/2025	EFT
CALNET	8/28/2025	9391035733	\$1,041.66	9/19/2025	EFT
CALNET	8/28/2025	9391035730	\$31.16	9/19/2025	EFT
CALNET	8/25/2025	9391052479	\$3,940.50	9/19/2025	EFT
CALNET	8/22/2025	9391035732	\$288.78	9/19/2025	EFT
CALNET	9/1/2025	9391084593	\$3,859.67	9/19/2025	EFT
AMAZON	9/19/2025	11C9-6VTC-6KP9	\$128.73	9/25/2025	EFT
AMAZON	9/12/2025	11QG-1T4Q-3RJR	\$440.84	9/25/2025	EFT
AMAZON	9/12/2025	1CNR-664M-3RT6	\$120.42	9/25/2025	EFT
AMAZON	9/12/2025	1HHL-HJMD-3D9N	\$38.37	9/25/2025	EFT
AMAZON	9/12/2025	1JW3-VYVM-47M9	\$192.89	9/25/2025	EFT
AMAZON	9/19/2025	1LQM-N9FQ-6FW7	\$88.03	9/25/2025	EFT
AMAZON	9/19/2025	1RQC-JMLC-6GQM	\$39.70	9/25/2025	EFT
AMAZON	9/19/2025	1RQC-JMLC-6JNP	\$29.20	9/25/2025	EFT
AMAZON	9/12/2025	1RT9-WYF3-61GY	\$137.23	9/25/2025	EFT
AMAZON	9/19/2025	1VM6-F3KQ-64DJ	\$193.49	9/25/2025	EFT
AMAZON	9/19/2025	1Y7D-4NXD-6CJ3	\$38.10	9/25/2025	EFT
AUTOZONE	9/16/2025	2858470172	\$131.73	9/25/2025	EFT
AUTOZONE	9/18/2025	2858472745	\$188.59	9/25/2025	EFT
AUTOZONE	9/18/2025	2858472748	\$243.03	9/25/2025	EFT
AUTOZONE	9/19/2025	5686297007	\$28.25	9/25/2025	EFT
AUTOZONE	9/11/2025	02858462520	\$288.98	9/25/2025	EFT
AUTOZONE	9/13/2025	02858464904	\$131.70	9/25/2025	EFT
AUTOZONE	9/15/2025	02858468062	\$186.35	9/25/2025	EFT
A-Z BUS SALES INC	7/29/2025	INVSAC36351	\$214,917.11	9/25/2025	EFT
A-Z BUS SALES INC	9/18/2025	INVSAC38132	\$486.86	9/25/2025	EFT
BANH, MAU	9/25/2025	REIMB9825BO	\$200.00	9/25/2025	EFT
BIG VALLEY FORD INC.	9/11/2025	642127FOW	\$28.38	9/25/2025	EFT
BIG VALLEY FORD INC.	9/17/2025	642208FOW	\$347.68	9/25/2025	EFT
BIG VALLEY FORD INC.	9/15/2025	642238FOW	\$491.59	9/25/2025	EFT
BIG VALLEY FORD INC.	9/18/2025	642402FOW	\$9.42	9/25/2025	EFT
BIG VALLEY FORD INC.	9/18/2025	642421FOW	\$58.22	9/25/2025	EFT
BRANNON TIRE	9/16/2025	20414516	\$151.95	9/25/2025	EFT

BRANNON TIRE	9/16/2025	20414523	\$521.60	9/25/2025	EFT
BRANNON TIRE	9/16/2025	20414533	\$258.62	9/25/2025	EFT
CALIFORNIA PUBLIC EMPLOYEE RETIREMENT	9/25/2025	1984844037O	\$400,319.37	9/25/2025	EFT
CDW GOVERNMENT INC	8/24/2025	AF6R82C	\$32,600.81	9/25/2025	EFT
CENTRALSQUARE TECHNOLOGIES LLC dba SUPERION LLC	6/27/2025	441095	\$30,240.00	9/25/2025	EFT
CENTRALSQUARE TECHNOLOGIES LLC dba SUPERION LLC	6/27/2025	441096	\$720.00	9/25/2025	EFT
CENTRALSQUARE TECHNOLOGIES LLC dba SUPERION LLC	7/30/2025	443382	\$5,625.00	9/25/2025	EFT
CHASE CHEVROLET	9/15/2025	49678	\$54.61	9/25/2025	EFT
CHASE CHEVROLET	9/11/2025	49795	\$25.56	9/25/2025	EFT
CHASE CHEVROLET	9/15/2025	49940	\$80.21	9/25/2025	EFT
CHASE CHEVROLET	9/15/2025	50067	\$269.78	9/25/2025	EFT
CHASE CHEVROLET	9/16/2025	50073	\$257.50	9/25/2025	EFT
CHASE CHEVROLET	9/17/2025	50223	\$254.55	9/25/2025	EFT
CHASE CHEVROLET	9/18/2025	50314	\$4,345.02	9/25/2025	EFT
CHASE CHEVROLET	9/19/2025	50361	\$190.84	9/25/2025	EFT
CONCERN EMPLOYEE ASSISTANCE PROGRAM	9/15/2025	CN2603121	\$927.00	9/25/2025	EFT
CREATIVE BUS SALES INC.	9/11/2025	XA128031131:01	\$276.12	9/25/2025	EFT
DAVEY COACH	9/15/2025	05P51568	\$75.17	9/25/2025	EFT
DOMINGUEZ, STEPHANIE	9/25/2025	REIMB82925D	\$68.00	9/25/2025	EFT
DUNCAN PRESS	9/11/2025	39273	\$3,365.92	9/25/2025	EFT
DUNCAN PRESS	9/11/2025	39274	\$747.74	9/25/2025	EFT
EVOLVE IP / EIP HOLDCO INC	9/25/2025	332796	\$7,261.39	9/25/2025	EFT
FACILITY DESIGNS	9/8/2025	45908	\$551.30	9/25/2025	EFT
FAST UNDERCAR STOCKTON	9/15/2025	16UA6099	\$208.80	9/25/2025	EFT
FAST UNDERCAR STOCKTON	9/19/2025	16UB4729	\$418.38	9/25/2025	EFT
FASTENAL COMPANY	9/16/2025	CAST2104515	\$2,155.80	9/25/2025	EFT
FASTENAL COMPANY	9/19/2025	CAST2104785	\$9.27	9/25/2025	EFT
FASTENAL COMPANY	9/19/2025	CAST2104868	\$27.85	9/25/2025	EFT
FASTENAL COMPANY	9/19/2025	CAST2104967	\$10.83	9/25/2025	EFT
FILTERBUY	9/10/2025	88C1BA2A-0012	\$831.10	9/25/2025	EFT
FILTERBUY	9/15/2025	88C1BA2A-0013	\$81.27	9/25/2025	EFT
GHX	9/19/2025	16335683 AND 16335679	\$3,801.70	9/25/2025	2333
GILLIG LLC	9/9/2025	41349752	\$856.69	9/25/2025	EFT
GILLIG LLC	9/10/2025	41350558	\$26.82	9/25/2025	EFT
GILLIG LLC	9/11/2025	41350956	\$1,349.47	9/25/2025	EFT
GILLIG LLC	9/12/2025	41351426	\$204.43	9/25/2025	EFT
GILLIG LLC	9/15/2025	41351911	\$535.24	9/25/2025	EFT
GILLIG LLC	9/17/2025	41353026	\$2,854.62	9/25/2025	EFT
GILLIG LLC	9/18/2025	41353500	\$375.98	9/25/2025	EFT
GILLIG LLC	9/18/2025	41353501	\$324.44	9/25/2025	EFT
GRAINGER	9/11/2025	9638607516	\$7.27	9/25/2025	EFT
GRAINGER	9/11/2025	9638607524	\$32.86	9/25/2025	EFT
GREATER STOCKTON CHAMBER OF COMMERCE	9/25/2025	70348	\$2,157.00	9/25/2025	150621
HD / HARBOR DIESEL & EQUIPMENT	9/16/2025	P318386	\$594.18	9/25/2025	EFT
HOGAN MFG INC.	9/12/2025	175120	\$44.94	9/25/2025	EFT
INTERSTATE TRUCK CENTER LLC	9/11/2025	01P598162	\$153.69	9/25/2025	EFT
LUIS ESPARZA	9/25/2025	REIMB91525TOOLS	\$376.05	9/25/2025	150618
MARK-EASE PRODUCTS, INC	9/11/2025	50900	\$205.19	9/25/2025	EFT
MARK-EASE PRODUCTS, INC	9/11/2025	50906	\$75.76	9/25/2025	EFT
MARK-EASE PRODUCTS, INC	9/11/2025	50907	\$88.56	9/25/2025	EFT
MCSPARREN AUTO GLASS	9/15/2025	I59149	\$1,596.69	9/25/2025	EFT
MISSION LINEN SUPPLY	9/17/2025	524604159	\$54.43	9/25/2025	EFT
MISSION LINEN SUPPLY	9/17/2025	524604160	\$610.24	9/25/2025	EFT
MOHAWK	9/10/2025	U133018	\$561.35	9/25/2025	2336
MTM / MEDICAL TRANSPORTATION MANAGEMENT	9/26/2025	100038218	\$10,917.48	9/25/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	9/11/2025	3895513	\$558.08	9/25/2025	EFT
MUNCIE RECLAMATION SUPPLY / ABC COMPANY	9/11/2025	3895628	\$2,077.78	9/25/2025	EFT
MUTUAL OF OMAHA	9/25/2025	1951047935	\$693.21	9/25/2025	EFT
NFI PARTS	9/8/2025	82949117	\$1,208.13	9/25/2025	EFT
NFI PARTS	9/4/2025	83946036	\$1,066.35	9/25/2025	EFT
NFI PARTS	9/12/2025	83958558	\$2.22	9/25/2025	EFT
NFI PARTS	9/12/2025	83958559	\$108.02	9/25/2025	EFT
NFI PARTS	9/12/2025	83958596	\$218.44	9/25/2025	EFT
NFI PARTS	9/15/2025	83960732	\$62.90	9/25/2025	EFT
OLIVARES, MARK ANTHONY	9/25/2025	REIMB9825DM	\$58.00	9/25/2025	EFT
O'REILLY AUTO PARTS	9/11/2025	2567-267321, 269068 AND 269366	\$621.14	9/25/2025	2334
PG&E / PACIFIC GAS AND ELECTRIC	9/25/2025	3090228695	\$466.65	9/25/2025	EFT
PINNACLE PETROLEUM INC	9/12/2025	385001	\$23,865.53	9/25/2025	EFT
PREVOST CAR / US INC	9/10/2025	902861608	\$635.51	9/25/2025	EFT
PREVOST CAR / US INC	9/12/2025	902863933	\$198.16	9/25/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	8/26/2025	37366	\$1,586.44	9/25/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	8/26/2025	608178	\$564.01	9/25/2025	EFT

PROCLEAN SUPPLY/MODESTO JANITORIAL	8/29/2025	608280	\$1,493.83	9/25/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	9/9/2025	608447	\$624.03	9/25/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	9/16/2025	608656	\$87.09	9/25/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	9/19/2025	608810	\$24.09	9/25/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	9/19/2025	608811	\$1,167.65	9/25/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	9/19/2025	608816	\$470.01	9/25/2025	EFT
PROCLEAN SUPPLY/MODESTO JANITORIAL	9/19/2025	608818	\$2,049.21	9/25/2025	EFT
PROGRESS PUBLIC AFFAIRS	9/2/2025	250915	\$3,437.50	9/25/2025	EFT
R.L. RIGHETTI ENTERPRISES, INC.	9/12/2025	71151	\$806.06	9/25/2025	EFT
ROBERT FIELDS	9/25/2025	REIMB91725DMVLIC	\$10.00	9/25/2025	150620
RUEL FERNANDEZ	9/25/2025	REIMB91825UNIFO	\$18.00	9/25/2025	150619
RYDETRANS INCORPORATED	9/10/2025	RTD082025	\$254,505.72	9/25/2025	EFT
SIEGFRIED ENGINEERING	9/9/2025	50539	\$2,500.00	9/25/2025	EFT
SIRIUS COMPUTER SOLUTIONS	9/25/2025	25090043	\$7,062.55	9/25/2025	EFT
TEC EQUIPMENT, INC	9/12/2025	977735D	\$113.98	9/25/2025	EFT
TEC EQUIPMENT, INC	9/15/2025	977735DX1	\$6.69	9/25/2025	EFT
TEC EQUIPMENT, INC	9/16/2025	977858D	\$140.57	9/25/2025	EFT
TEC EQUIPMENT, INC	9/17/2025	977858DX1	\$235.29	9/25/2025	EFT
TEC EQUIPMENT, INC	9/18/2025	977858DX2	\$83.28	9/25/2025	EFT
TEC EQUIPMENT, INC	9/18/2025	977980D	\$560.69	9/25/2025	EFT
TEC EQUIPMENT, INC	9/19/2025	977980DX1	\$592.32	9/25/2025	EFT
TERALT	9/17/2025	24681	\$58.86	9/25/2025	2335
US BANK	9/25/2025	10.1.25-	\$2,835.00	9/25/2025	EFT
VAN DE POL	9/4/2025	1058747-IN	\$1,838.07	9/25/2025	EFT
VAN DE POL	9/8/2025	1059816-IN	\$598.05	9/25/2025	EFT
VAN DE POL	9/9/2025	1060948-IN	\$1,749.58	9/25/2025	EFT
VAN DE POL	9/12/2025	1063135-IN	\$4,537.01	9/25/2025	EFT
VAN DE POL	9/5/2025	153529Z-IN	\$1,316.11	9/25/2025	EFT
VENTEK INTERNATIONAL / CARACAL ENTERPRISES LLC	8/15/2025	150469	\$180.99	9/25/2025	EFT
W.W.WILLIAMS	9/17/2025	023P31709	\$2,103.63	9/25/2025	EFT
YU, JIN	9/25/2025	REIMB91725U	\$32.68	9/25/2025	EFT
US BANK	9/26/2025	RETCONT9262	\$3,194.07	9/26/2025	EFT
US BANK	9/29/2025	RETCONSEP26	\$142.17	9/29/2025	EFT
US BANK	9/30/2025	BANK93025	\$503.31	9/30/2025	EFT
TOTAL EFT/CHECKS			\$3,499,377.46		
P-Card Payments			\$61,825.06		
Total September Vendor Payments			\$3,561,202.52		



LEAD STAFF: NOËL MINK, HUMAN RESOURCES DIRECTOR

I. RECOMMENDED ACTION:

Approving and adopting the revised Salary Structure.

II. SUMMARY

- Human Resources (HR) is providing an updated financial snapshot of actual expenses from Phase I of the Total Compensation Market Study (Study) and presents for approval the updated Salary Structure that resulted from the Study.
- Per San Joaquin Regional Transit District's (RTD) enabling statutes, RTD's Board of Directors (Board) must approve the Salary Structure used by RTD staff.

III. DISCUSSION/BACKGROUND

Update on Phase I Expense:

The required funding for the compensation adjustments is \$362,218. Of this amount, \$220,000 is included in the HR Department's Fiscal Year 2025–26 Operating Budget, pending allocation to the respective departmental budgets. The remaining balance will be covered through savings resulting from a lower-than-anticipated COLA pay rate increase, originally projected at 3% but implemented at 1.3%. Pay adjustments have been recorded in the applicable employee cost centers accordingly.

<u>FY26 Non-represented Employees Pay Increase Budget Variance</u>			
Pay Rate Increase Budgeted @ 3%			\$ 320,839
Actual Pay Rate Increase @1.3%			\$ 181,809
Over Budgeted Pay Rate Increase			\$ 139,030
Agencywide Compensation Study Wage Increase Budget			\$ 220,000
Actual Agencywide Increase from Compensation Study	\$	304,893.28	
	7.65% FICA & Medicare	\$ 23,324.34	
	Retirement Cont	\$ 34,000.54	\$ 362,218
Under Budgeted Compensation Study			\$ (142,218)
Net Under Budget			\$ (3,188)

Salary Structure:

The Salary Structure is a tool that allows RTD to attract and retain employees, mitigate risk, and provide transparency to staff and the public. Our current structure needed to be fully redesigned and modernized as it was no longer effective at hiring and many of our employees no longer fit within the ranges. Using market as foundation in building the Salary Structure, the deliverables in this Salary Structure include:

- Flexible and dynamic to meet organizational and market needs;
- Limits risk and exposure with the implementation of job families;
- Allows for laser analysis on specific classifications while eliminating large ripple or domino impact;
- Clear and easy to understand by staff and the public; and
- Provides a clear line of sight for employees to map their future with RTD.

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

The Salary Structure will be a tool to help RTD compete in the market to attract and retain top talent. It also provides a level of transparency for staff and community members. When RTD secures top talent, it impacts service to our customs. When employees have reasonable pay with a track for progression,

they are passionate, engaged, enthusiastic, and efficient when living out the organizational mission.

VI. FINANCIAL CONSIDERATIONS/IMPACT

No additional financial impact beyond the approved budget as stated in the Discussion/Background section above. The cost of creating the Salary Structure is included in the contract with the vendor as a deliverable in our agreed upon contract.

Additionally, it should be noted that the new salary structure has no additional financial impacts to implement beyond the initial cost to bring all employees to market.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

The recommended Salary Structure is the top recommendation as it best suits RTD's organizational needs and future retention efforts. It is clear, easy to understand and rooted in data.

Alternatives include using RTD's current Salary Structure. However, it is narrow and not reflective of market. Many employees no longer fit within the Salary Structure, and it would not allow RTD to proceed with Phase II of the Study. As a reminder, Phase II focuses on career progression and succession planning.

There are other Salary Structures that could be created. However, all of them will serve RTD less than the proposed schedule.

IX. ATTACHMENTS

Attachment A: New Salary Schedule

Attachment B: Resolution

Attachment C: Current Salary Schedule for Comparison

Attachment D: Resolution Number 7023

Prepared by: Noël Mink, Human Resources Director

X. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



For Robert

Alex Clifford, CEO





Attachment A
Cover Page



SALARY SCHEDULE

OCTOBER 2025



San Joaquin Regional Transit District
421 East Weber Avenue, Stockton, CA 95202
(209) 943-1111 • sjRTD.com

San Joaquin Salary Schedule

PG	TITLE	JOB FAMILY	MIN	MID	MAX
ADMINISTRATIVE					
Admin01	Administrative Assistant	Administrative	\$ 35,800	\$ 43,700	\$ 51,600
Admin05	Senior Administrative Assistant	Administrative	\$ 49,600	\$ 60,500	\$ 71,400
Admin08	Customer Engagement Specialist I	Administrative	\$ 55,300	\$ 68,300	\$ 81,300
Admin11	Customer Engagement Specialist II	Administrative	\$ 58,200	\$ 72,000	\$ 85,800
Admin14	Executive Board and Support Specialist II	Administrative	\$ 67,500	\$ 83,000	\$ 98,500
Admin17	Director of Administration	Administrative	\$ 125,800	\$ 142,900	\$ 160,000
EXECUTIVE					
EXE01	Chief Executive Officer (CEO)	Executive	Per Contract		
EXE05	*Deputy CEO/Chief Operating Officer (COO)	Executive	\$ 184,000	\$ 204,400	\$ 224,800
FACILITIES					
Fac01	Senior Facility/Operations Specialist	Facilities	\$ 62,000	\$ 75,400	\$ 88,800
Fac05	Facilities Supervisor	Facilities	\$ 74,400	\$ 93,000	\$ 111,600
Fac08	Facilities Superintendent	Facilities	\$ 121,000	\$ 140,800	\$ 152,400
FINANCE					
Fin01	Finance Specialist I	Finance	\$ 43,400	\$ 53,600	\$ 63,800
Fin05	Payroll Specialist II	Finance	\$ 48,500	\$ 59,900	\$ 73,500
Fin08	Finance Specialist II	Finance	\$ 51,000	\$ 63,000	\$ 75,000
Fin10	Payroll Senior Specialist	Finance	\$ 63,000	\$ 77,000	\$ 91,000
Fin13	Finance Senior Specialist	Finance	\$ 64,400	\$ 78,200	\$ 92,000
Fin16	Finance Administrator	Finance	\$ 88,900	\$ 103,600	\$ 118,300
Fin19	Finance Manager	Finance	\$ 94,600	\$ 112,100	\$ 129,600
Fin22	Director of Finance	Finance	\$ 130,000	\$ 150,000	\$ 170,000
Fin25	Chief Financial Officer (CFO)	Finance	\$ 165,000	\$ 185,000	\$ 210,000
GOVERNMENT AFFAIRS					
GA03	Director of Government Affairs	Government Affairs	\$ 150,400	\$ 170,700	\$ 191,000
GRANTS					
Gra01	Grants Specialist II	Grants and Capital Projects	\$ 62,400	\$ 77,100	\$ 91,800
Gra05	Director of Grants and Capital Projects	Grants and Capital Projects	\$ 114,000	\$ 130,700	\$ 153,500
HUMAN RESOURCES					
HR01	HR Specialist I	Human Resources	\$ 50,100	\$ 61,900	\$ 73,700
HR04	HR Training & Development Specialist II	Human Resources	\$ 60,300	\$ 74,500	\$ 88,700
HR07	Sr. HR Specialist	Human Resources	\$ 65,700	\$ 79,800	\$ 93,900
HR10	HR Administrator	Human Resources	\$ 85,300	\$ 99,400	\$ 113,500
HR13	Director of Human Resources	Human Resources	\$ 160,000	\$ 183,100	\$ 205,000

San Joaquin Salary Schedule

PG	TITLE	JOB FAMILY	MIN	MID	MAX
INFORMATION TECHNOLOGIES					
IT01	IT Specialist I	Informational Technologies	\$ 65,000	\$ 85,000	\$ 105,000
IT05	IT Specialist II	Informational Technologies	\$ 76,100	\$ 94,000	\$ 111,900
IT09	IT Senior Specialist	Informational Technologies	\$ 81,200	\$ 97,900	\$ 114,600
IT13	IT Systems Engineer	Informational Technologies	\$ 92,800	\$ 111,800	\$ 130,800
IT13	Chief Information Officer (CIO)	Informational Technologies	\$ 161,600	\$ 183,400	\$ 208,000
MAINTENANCE					
MT01	Maintenance Supervisor	Maintenance	\$ 67,500	\$ 84,400	\$ 101,300
MT05	Lead Maintenance Supervisor	Maintenance	\$ 75,700	\$ 94,600	\$ 113,500
MT09	Maintenance Superintendent	Maintenance	\$ 118,000	\$ 133,400	\$ 148,800
MARKETING					
MK01	Marketing Senior Specialist	Marketing	\$ 71,500	\$ 86,900	\$ 102,300
MK05	Multimedia Marketing Senior Specialist	Marketing	\$ 71,500	\$ 86,900	\$ 102,300
MK09	Supervisor of Marketing and Customer Engagement	Marketing	\$ 74,800	\$ 93,600	\$ 112,400
MOBILITY, PLANNING AND SERVICE DEVELOPMENT					
MPS01	Service Development Senior Specialist	Mobility, Planning & Service Development	\$ 63,900	\$ 77,700	\$ 91,500
MPS05	**Mobility Supervisor	Mobility, Planning & Service Development	\$ 76,000	\$ 95,000	\$ 114,000
MPS08	Director of Planning and Service Development	Mobility, Planning & Service Development	\$ 133,300	\$ 151,300	\$ 173,500
PROCUREMENT					
PR01	Procurement Specialist I	Procurement	\$ 45,100	\$ 55,700	\$ 66,300
PR05	Procurement Specialist II	Procurement	\$ 59,500	\$ 73,500	\$ 87,500
PR09	Senior Procurement Spec	Procurement	\$ 65,800	\$ 80,000	\$ 94,200
PR13	Procurement Manager	Procurement	\$ 92,000	\$ 109,000	\$ 126,000
PR16	Director of Procurement	Procurement	\$ 146,500	\$ 166,300	\$ 186,100
SAFETY & SECURITY					
SS01	Safety and Security Specialist I	Safety & Security	\$ 51,000	\$ 64,500	\$ 75,000
SS04	Safety and Security Specialist II	Safety & Security	\$ 57,700	\$ 71,200	\$ 84,700
SS07	Safety and Security Administrator	Safety & Security	\$ 71,000	\$ 81,500	\$ 94,500
SS10	Safety and Security Director	Safety & Security	\$ 130,000	\$ 142,800	\$ 165,000
TRANSPORTATION					
TRAN01	Operations Specialist II- Transportation	Transportation	\$ 53,300	\$ 65,800	\$ 78,300
TRAN05	*Transportation Supervisor	Transportation	\$ 64,300	\$ 80,400	\$ 96,500
TRAN09	*Transportation Supervisor-Lead	Transportation	\$ 67,600	\$ 84,500	\$ 101,400
TRAN13	*Transportation Supervisor - Trainer	Transportation	\$ 70,900	\$ 88,700	\$ 106,500

San Joaquin Salary Schedule

PG	TITLE	JOB FAMILY	MIN	MID	MAX
TRAN17	*Transportation Training Supervisor	Transportation	\$ 72,800	\$ 91,100	\$ 109,400
TRAN21	**Assistant Transportation Superintendent	Transportation	\$ 89,800	\$ 106,400	\$ 123,000
TRAN25	**Transportation Superintendent	Transportation	\$ 123,300	\$ 139,300	\$ 155,300

* Administrative and Operations Track

**Operations Track

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Attachment B
Cover Page

RESOLUTION NO. _____
DATED: OCTOBER 17, 2025

RESOLUTION APPROVING AND ADOPTING THE REVISED SALARY STRUCTURE AND
DELEGATION OF AUTHORITY TO THE CEO TO MODIFY THE SALARY STRUCTURE

WHEREAS, on May 19, 2023, the Board of Directors (Board) of the San Joaquin Regional Transit District (RTD) adopted a revised Salary Structure and delegated authority to the CEO to (1) approve job descriptions for all Board-approved positions and titles, and (2) modify position titles (with the understanding that such modification would not place the position in a different pay scale), which actions were incorporated into periodic updates to the schedule approved by the Board; and

WHEREAS, in February 2025 the Human Resources Department initiated a total compensation market study for non-represented employees (Study), as authorized by the CEO; and

WHEREAS, on May 15, 2025, the Board approved the findings and recommendations of the Study and authorized the inclusion of \$220,636 in the Fiscal Year 2026 Operating Budget to implement such recommendations; and

WHEREAS, one recommendation of the Study was to develop a new Salary Structure that accomplishes the following:

- Is flexible and dynamic to meet organizational and market needs;
 - Limits risk and exposure with the implementation of job families;
 - Allows for laser analysis on specific classifications while eliminating large ripple or domino impact;
 - Is clear and easy to understand by staff and the public;
 - Provides a clear line of sight for employees to map their future with RTD;
- and

WHEREAS, the new Salary structure is foundational to Phase II of the Study, which is the development of career progression and succession planning to aid and support retention and attraction efforts.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Directors of the San Joaquin RTD that the revised Salary Structure be, and hereby is, approved effective October 17, 2025; and

BE IT FURTHER RESOLVED AND ORDERED that the CEO is delegated authority to (1) approve job descriptions for all Board-approved positions and titles, and (2) modify position titles (with the understanding that such modification would not place the position in a different pay scale), which actions will be incorporated into periodic updates to the Salary Structure approved by the Board of Directors.

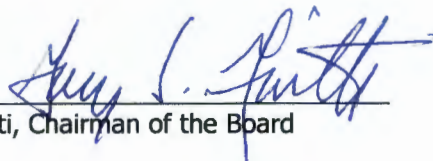


Attachment C
Cover Page



**Job Classification and Salary Structure: Leadership, Professional,
Technical/Administrative Jobs - Effective May 19, 2023**

Class	Position	Minimum	Maximum	Position	Minimum	Maximum
	Administrative Track			Operations Track		
	LEADERSHIP			LEADERSHIP		
M5	Chief Executive Officer	Per contract	Per contract	Chief Executive Officer	Per contract	Per contract
M4	Deputy CEO Chief	160,000	195,000	Deputy CEO Chief Operating Officer	160,000	195,000
M3.5				Superintendent	135,000	170,000
M3	Director	130,000	165,000			
M2	Manager	95,000	130,000	Assistant Superintendent	95,000	130,000
M1	Supervisor	70,000	105,000	Supervisor	70,000	105,000
	PROFESSIONAL					
P5	IT Engineer	91,000	128,000			
P4	IT Administrator	85,308	115,166			
	Administrator	75,000	100,000			
P3	ADVANCED JOURNEY LEVEL					
	IT Senior Specialist	77,377	104,459			
	Senior Specialist	63,503	90,781			
P2	JOURNEY LEVEL					
	IT Specialist	70,183	94,747			
	Specialist II	54,901	80,738			
P1	ENTRY LEVEL					
	Specialist I	47,437	69,784			
	TECHNICAL/ADMINISTRATIVE					
T/A 4	ADVANCED JOURNEY LEVEL					
	Senior Administrative Assistant	43,136	62,219			
T/A 3	JOURNEY LEVEL					
	Administrative Assistant	39,215	56,515			

Approved by: 
Gary Giovanetti, Chairman of the Board



Attachment D
Cover Page

RESOLUTION NO. 7023

DATED: MAY 19, 2023

RESOLUTION APPROVING AND ADOPTING REVISED SALARY STRUCTURE AND
DELEGATION OF AUTHORITY TO THE CEO TO APPROVE JOB DESCRIPTIONS AND
MODIFY POSITION TITLES

WHEREAS, The T/A 3 Class will remove the Accounting Assistant position, as this position is no longer needed in the Finance department; and

WHEREAS, The T/A 4 Class will remove the Senior Accounting Assistant position, as this position is no longer needed in the Finance department; and

WHEREAS, The P1 Class will remove the Accountant and Analyst job titles. These titles will be reclassified as Specialist I; and

WHEREAS, The P2 Class will remove the Senior Accountant and Specialist job titles. These titles will be reclassified as Specialist II; and

WHEREAS, The P3 Class will remove the Senior Specialist/Supervisor position from this series. The Supervisor position is already included in the M1 Class and the salary range for this position aligns with the salary range in the M1 Class; and

WHEREAS, The P5 Class will be a new class created in the series for the IT department entitled IT Engineer. The salary range for this class will be \$91,000 - \$128,000. This salary range will align us with comparator agency salaries; and

WHEREAS, The M1 Class will include all Administrative Supervisor positions. The minimum salary range will decrease to \$70,000 and the maximum of the range will increase to \$105,000. This salary range will align us with comparator agency salaries; and

WHEREAS, The M4 Class will include the titles Deputy CEO and Chief level positions. The Chief level positions will not be listed individually which will mirror the other classifications listed; and

WHEREAS, The M1 Class on the operations track will include all Supervisor positions for Operations; and

WHEREAS, M2 Class on the operations track will include the Assistant Superintendent position; and

WHEREAS, The M3.5 Class on the operations track will include all Superintendent positions; and

WHEREAS, The M4 Class on the operations track will include the Deputy CEO and the Chief Operating Officer; and

WHEREAS, The M5 Class on the operations track will include the CEO.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Directors of the San Joaquin Regional Transit District that the revised Salary Structure be, and hereby is, approved effective May 19, 2023; and

BE IT FURTHER RESOLVED AND ORDERED that the CEO is delegated authority to (1) approve job descriptions for all Board-approved positions and titles, and (2) modify position titles (with the understanding such modification would not place the position in a different pay scale), which actions will be incorporated into periodic updates to the schedule approved by the Board of Directors.

Alex Clifford, the duly appointed, qualified, and acting Secretary of the San Joaquin Regional Transit District, does hereby certify that the foregoing is true and exact copy of the Resolution passed and adopted at a regular meeting of the Board of Directors of said District held on May 19, 2023.

DATED: May 19, 2023



ALEX CLIFFORD, SECRETARY

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LEAD STAFF: JOHN COOSE, FACILITIES SUPERINTENDENT

I. RECOMMENDED ACTION

That the Board of Directors authorizes the CEO to execute the third amendment to the contract with Krueger Transit Consulting (KTC) to continue providing required services and to increase the contract amount by \$256,000 for a total contract amount of \$504,000.

II. SUMMARY

- RTD is conducting a 3-to-5-year pilot project to determine the feasibility of integrating Hydrogen Fuel Cell Electric buses (FCEBs) into its fleet.
- The original contract with KTC was awarded on November 20, 2023, following a competitive solicitation.
- The first amendment expanded the scope of services to include:
 - Data collection and KPI development for Diesel, Hybrid, Battery Electric, and FCEBs.
 - Analysis of lifecycle, fueling, infrastructure, maintenance, capital, availability, reliability, and operational performance.
 - Administrative and on-call technical support for RTD staff.
 - Grant preparation and proposal support for hydrogen infrastructure and fleet transition in support of RTD's Grants department.
 - However, RTD's hydrogen fueling trailer was red-tagged for safety issues soon after, prompting KTC to lead urgent recommissioning efforts postponing the tasks listed above.
- The second amendment was issued to add additional services to the Scope of Services and to increase the Grand Total Amount by \$140,031 for a new Grand Total Amount of \$248,000.
- The third amendment in the amount of \$256,000 is necessary to continue essential services, including:
 - Ongoing data collection and performance analysis.
 - Administrative and on-call technical support.
 - Grant preparation to secure funding for hydrogen infrastructure for fleet transition.
- August 19, 2022 – Resolution No. 6063: Authorized purchase of four FCEBs from New Flyer, Inc.
- April 21, 2023 – Approved amendment to increase the order to five FCEBs.
- March 15, 2024 – Resolution No. 7065: Authorized the CEO to negotiate and award a contract for gaseous hydrogen delivery via portable trailer for on-site hydrogen fueling, not to exceed \$1.5 million.

III. DISCUSSION/BACKGROUND

To support RTD's future fleet transition, a formal solicitation was issued for consulting services. On November 20, 2023, RTD entered into a contract with KTC for hydrogen infrastructure consultant services based on their expertise in hydrogen fueling systems and transit infrastructure. The contract was amended twice to expand the scope and increase the total compensation. The first amendment, dated December 13, 2024, added services such as data collection on Diesel, Hybrid, and FCEBs, KPI development, technical and administrative support, and grant assistance, raising the contract amount by \$56,359 to a new total of \$107,969. The second amendment added deployment confirmation and KPI reporting, updated invoicing terms to allow monthly billing, and increased the contract by \$140,031, bringing the total contract amount to \$248,000.

RTD's commitment to advancing clean transportation technologies and meeting the Innovative Clean Transit (ICT) Regulation adopted by the California Air Resources Board (CARB) in 2018, a regulation mandating that all public transit agencies in California transition to a 100% zero-emission bus (ZEB) fleet by 2040, has led to the development of a 3 to 5-year FCEB pilot project. The project is aimed at evaluating the feasibility and operational benefits of hydrogen-powered buses. FCEBs offer a mileage range like the diesel hybrid buses, similar rapid fueling capabilities, and zero emissions, making them a promising alternative to diesel, electric hybrid, and battery-electric buses for RTD's service demands.

To date, KTC has completed several key deliverables under the existing \$248,000 contract, including development of the Scope of Work for the Liquid Hydrogen Trailer, commissioning and recommissioning of the gaseous hydrogen trailer, assistance with grant preparation and submittals, and KTC is currently developing the Scope of Work for the maintenance shop infrastructure retrofit.

RTD's portable hydrogen fueling trailer was unexpectedly red-tagged and placed out of service due to safety concerns. This issue required immediate attention to ensure continuity of the FCEB pilot program. KTC played a critical role in addressing compliance and operational challenges, serving as a key contributor in bringing the gaseous fueling trailer back online and restoring it to safe, functional service. The process of commissioning, re-commissioning, and returning the trailer to service required a greater level of effort due to the complexity and urgency of the work. As a result of these unforeseen issues, funding that was to be used for a variety of other consultant functions was allocated to support the recommissioning effort.

The third amendment, in the amount of \$256,000, will allow KTC to shift focus toward data collection and KPI development over the duration of the pilot period for Diesel, Hybrid, Battery Electric, and FCEBs. The analysis will be specific to the San Joaquin environment and service area and will include performance comparisons across fuel technologies, fuel efficiency, maintenance costs, fleet availability, reliability, fueling infrastructure costs, mid-life replacement costs, capital investment, fuel costs, and

scheduled maintenance cost per mile. In addition, KTC will continue to provide administrative and on-call technical support to assist RTD staff throughout the pilot, as well as grant preparation and proposal services to identify and secure funding for hydrogen infrastructure and long-term fleet transition during the pilot period.

These efforts align with prior board actions, including Resolution No. 6063 (August 19, 2022) authorizing the purchase of four FCEBs from New Flyer, Inc., a subsequent amendment on April 21, 2023 to increase the order to five buses, and Resolution No. 7065 (March 15, 2024) authorizing the CEO to negotiate and award a contract for gaseous hydrogen delivery via a portable trailer for an amount not to exceed \$1.5 million. Collectively, these initiatives reflect RTD's strategic commitment to building a safe, scalable, and sustainable future.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

V. CUSTOMER IMPACT

None.

VI. FINANCIAL CONSIDERATIONS/IMPACT

The required funding in the amount of \$504,000.00 for this contract is included in the capital budget under account # 2401022155-1532034.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

- Do Nothing: This option is not recommended. The Board has previously approved the purchase of FCEBs, and the vehicles are currently in service. Without the data collection and grant support provided by KTC Consulting, RTD will lack the necessary insights to evaluate whether FCEBs are a viable long-term powertrain solution for its operations.
- Proceed with the Amendment: RTD staff are confident that moving forward with this contract amendment is in the agency's best interest. It will enable RTD to gather critical performance data and pursue funding opportunities, helping to identify the most effective and sustainable mode of service for future investment.

IX. ATTACHMENTS

Attachment A: Original contract
Attachment B: Amendment #1
Attachment C: Amendment #2
Attachment D: Amendment #3

Prepared by: John Coose, Facilities Superintendent

X. APPROVALS

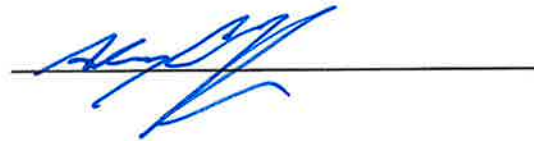
Daniel Garza,
Procurement Manager

A black ink signature, appearing to be "D. Garza", written over a horizontal line.

Financial Impact Approved:
Robert Kyle, CFO

A black ink signature, appearing to be "R. Kyle", written over a horizontal line. Below the signature, the words "For Robert" are handwritten in black ink.

Alex Clifford, CEO

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

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Attachment A
[Link to KTC Contract](#)

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Attachment B
[Link to Amendment 1](#)

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Attachment C
[Link to Amendment 2](#)

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Attachment D
[Link to Amendment 3](#)

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**LEAD STAFF: VIRGINIA ALCAYDE
DIRECTOR OF FINANCIAL PLANNING**

I. RECOMMENDED ACTION:

To request approval to draw from the Operating and Capital Reserves Fund and defer four bus replacements to fund the revenue shortfall in Fiscal Year 2024-25 (FY25) of \$21,340,599, resulting from the San Joaquin Council of Governments' (SJCOG) determination not to release anticipated SB 125 funding to RTD.

II. SUMMARY

- RTD's FY25 Operating Budget was developed with the assumption that RTD's locally agreed upon share of the SB 125 grant allocated by the state to SJCOG will be released by SJCOG to RTD. This assumption was based on RTD's clear eligibility, pursuant to the law and SB 125 Guidelines, for the SB 125 grant funds. When the SB 125 apportionments were developed and approved, all indications were that RTD would receive at least \$28 million in SB 125 funding in FY25 from SJCOG—funds intended to provide urgently needed support to stabilize and maintain California transit agencies. However, on July 7, 2025 and July 25, 2025, SJCOG notified RTD that it denied RTD's SB 125 reimbursement request. This unexpected, arbitrary, and capricious action taken by SJCOG has caused a severe revenue shortfall of \$21.3 million for FY25. At the writing of this staff report, RTD is still in the process of appealing SJCOG's denial of funding.

<u>FY25 Operating Revenues and Expenses (Unaudited)</u>	
Operating Revenues (without SB125)	\$ 31,498,098
Operating Expenses	52,838,697
Deficit : Supposed to have been funded by SB 125	<u><u>\$ (21,340,599)</u></u>

- To close out FY25 without a deficit, unfortunately, and as a direct result of SJCOG's arbitrary actions, RTD will need to draw from its Operating and Capital Reserves and indefinitely defer much-needed state-of-good-repair, end-of-useful-life bus replacements. To avoid a deficit, staff are recommending the following adjustments:
 - Drawdown \$15,400,010 from Operating and Capital Reserves Fund.
 - Defer the purchase of four buses that would have replaced aging buses, reallocating \$5,940,589 in capital Transportation Development Act (TDA)-State Transit Assistance (STA) and Local Transportation Fund (LTF) funds to neutralize the FY25 operations deficit.

- The FY26 budget also assumed a fiscal deficit of over \$21 million being funded by SB 125, which included an assumption that RTD might not receive \$7 million of the needed SB 125 from SJCOG in FY25. Throughout FY26, updates will be provided to the Board through monthly financial reports. If RTD does not receive the budgeted SB 125 from SJCOG in FY26, a budget amendment will be submitted to the Board for their consideration before the end of the fiscal year. As previously mentioned, staff continues to appeal the denial of SB 125 funding, and we are hopeful that the disagreement can be resolved before June 30, 2026.

III. DISCUSSION/BACKGROUND

- On February 22, 2024, the SJCOG Board approved an apportionment of \$43,347,912 in SB 125 funds to RTD. This apportionment resulted from the agreed-upon methodology for distributing SB 125 funds to the STA-eligible transit provider in the region, as determined by the SB 125 working group and approved by the SJCOG Board. The working group assigned 50% based on FY23 Ridership and 50% based on FY23 Operating budget.
- The only criteria the SJCOG Board set for the first round of SB 125 funding was that the first round of funding can only be programmed for “operating fiscal cliff shortfalls” (SJCOG Board meeting dated 02/22/24). Later, when SJCOG staff developed the Fund Transfer Agreement, staff added the limitation that the funding could only be used to restore transit service to the FY21-22 service baseline. This was an addition based on staff’s misinterpretation of the SB 125 Guidelines. This FY21-22 service baseline criteria is inconsistent with the State Legislature’s SB 125 Guidelines, which permit the use of funds to “prevent service cuts and increase ridership, including those related to increasing service up to, or above, pre-pandemic service levels.”
- It is important to note that upon review of the 02/22/24 and 8/22/24 SJCOG Board meeting SB 125 staff reports and minutes, we can find no Board action delegating SB 125 oversight and authority to the Executive Committee nor can we find any Board action authorizing the Executive Director to layer on additional limitations and qualifying criteria over and above the SJCOG Board action that limited the use of the funds to “operating fiscal cliff shortfalls,” such as the FY21-22 service baseline criteria staff arbitrarily included in the Fund Transfer Agreement.
- On June 21, 2024, the RTD Board adopted RTD’s FY25 Operating Budget of \$52.8 million, with a \$28.7 million fiscal deficit funded by SB 125.
- RTD budgeted \$28,746,522 of the \$43 million for the FY25 fiscal deficit and \$14,601,389 for the FY26 fiscal deficit.
- On August 5, 2024, RTD provided comments to SJCOG on the SB 125 Narrative, which included several references to service increase, such as:

- increase ridership to pre-pandemic levels, add new services, increase frequency, and increase the span of service to meet the needs and better serve our underserved communities. SJCOG included Narratives from other transit providers and submitted the SJCOG SB 125 Narrative to CalSTA. CalSTA later approved the Narrative, inclusive of RTD's edits.
- Later in the year, a Fund Transfer Agreement (FTA) was issued by SJCOG dated October 30, 2024. On November 13, 2024 (RTD requested meeting with SJCOG staff and their counsel) and November 21, 2024 (Executive Committee) RTD unsuccessfully disputed SJCOG's incorrect interpretation.
 - On January 10, 2025, RTD submitted the signed FTA under protest, along with numerous documents supporting the protest. Soon thereafter, RTD submitted requests for reimbursement using SJCOG's SB 125 billing template and only included reimbursement requests up to SJCOG's arbitrary prescribed FY21-22 service level. Interestingly, each invoice submitted using the SJCOG template, justified RTD's requested reimbursement for the over \$28 million.
 - SJCOG's Independent Auditor: SJCOG engaged an independent auditor to validate the accuracy of RTD's SB 125 claim, to confirm alignment with the Funding Agreement, and to confirm that the expenditures are consistent with FY 21-22 operating service levels. First, the auditor reconciled the SB 125 claim forms with RTD's publicly audited financial statements and did not refute RTD's explanation for any variance. This absence of refutation confirms that RTD's accounting procedures in developing the SB 125 claim form had a justifiable basis. Next, the auditor evaluated whether all available operating revenue sources were included in RTD's SB 125 claim form and, again, did not reject RTD's explanation for discrepancies between the claim form and the audited financials. These findings support RTD's position that variances in federal, state, LTF, and STA funds reflect deliberate budget choices, the timing of new service lines, and allocations to capital rather than operations, rather than any unreasonable or incorrect methods used to complete the SB 125 claim form. Although the auditor found RTD's explanations related to noted variances to be reasonable, it observed that the variances impact "the accurate representation of available operating revenues on the SB 125 claim reimbursement." However, these variances reflect decisions that are legally correct and properly within RTD's budgeting discretion and reflect RTD's efforts to comply with SJCOG's arbitrary FY 21-22 service level baseline. In short, the auditor's report reinforces that RTD's accounting decisions were grounded in reasonable explanations and remain unrefuted. (see RTD's September 3, 2025 formal dispute letter to SJCOG for more details, available upon request)
 - The August 22, 2024, SJCOG Board Meeting transcription, reflects under Agenda item 5B, SJCOG staff reported to the full SJCOG Board, "So, in parallel upon issue, or upon receiving funds from the State, by the end of this

- month, SJCOG should still be able to issue whatever funds do come from year 1 to our partner transit agencies based on the formula that was established in February.” “As such SJCOG staff is seeking, this is the action for today, authorization for the Executive Director to enter into fund transfer agreements with our partner transit agencies so that the funds can flow when they arrive. While we continue to do our work on the reconciliation process.”
- RTD received no SB 125 funds in the next 30 days because the state funds had not yet arrived in SJCOG’s account.
 - In November 2024, SJCOG received the first SB 125 allotment of \$44,967,419 from the state, and SJCOG promptly transferred its 1% (\$449,674) administration fees to its account and disbursed nothing to the eligible recipients until July of 2025.
 - RTD received no SB 125 funds after SJCOG received the SB 125 money from the State.
 - On July 7, 2025 and July 25, 2025, SJCOG issued a denial of the release of funds, which resulted in a FY25 deficit.
 - RTD is proposing to draw \$15,400,010 from its Operating and Capital Reserves Fund and to reprogram capital TDA funds in the amount of \$5,940,589 from the deferral of four planned bus replacements to bring FY25 operating revenues in balance with expenses.
 - RTD’s operating and capital reserves do not have a minimum target balance as the source of funds is one-time money, for the most part, unanticipated carryover. These reserves are unassigned, and while not optimal, are eligible for use in addressing unanticipated deficits.
 - Maintaining adequate reserves is a hallmark of sound fiscal management and RTD has demonstrated fiscal prudence in developing its reserve funds and policy. Consistent with best practices, RTD has maintained a reserve fund policy since 2018. RTD’s reserve fund policy specifies that it maintains reserves to 1) protect against unanticipated situations such as economic downturns, 2) meet cash flow needs and ensure RTD’s ability to meet payroll and pay bills, 3) provide required local match for grants or fulfill one-time capital or operating needs, and 4) to meet RTD’s self-insurance programs. Consistent with the Government Finance Officer’s Association’s (GFOA) recommendations. RTD establishes its reserve amounts to align with its assessment of risk.
 - Unfortunately, this use of the reserves may compromise RTD’s ability to respond to unforeseen events in the future and may hinder RTD’s ability to react to disruptions in revenues and economic downturns, potentially resulting in future service reductions and layoffs. It may also negatively impact RTD’s ability to commit local matching funds when it seeks grants. While this unfortunate use of RTD’s reserves is not preferred, it is a necessary action in order to cover the FY25 fiscal deficit created by SJCOG’s actions.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with Strategic Plan Priority 3: Financial Health
Strategic Priorities:

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

V. CUSTOMER IMPACT

The impacts to RTD's ability to provide reliable service and maintain its fleet in a state of good repair are unavoidable. Nevertheless, approval of these proposed adjustments will ensure RTD prioritizes fiscal stability for FY25 and continues to provide public transit services to the community.

VI. FINANCIAL CONSIDERATIONS/IMPACT

Total FY25 shortfall is \$21,340,599. RTD is proposing to draw \$15,400,010 from the Operating and Capital Reserves Fund and defer four bus replacement purchases, and reallocating capital TDA funds (STA and LTF) of \$5,940,589 to cover the FY25 shortfall. While this use of RTD's reserves to cover the loss of SB 125 funds is not preferred or consistent with best practices, it is necessary to respond to SJCOG's arbitrary decision to withhold budgeted critical funding.

VII. CHANGES FROM COMMITTEE

On October 7, 2025, the Finance and Audit Committee convened to review RTD's proposal to address the FY25 deficit resulting from SJCOG's denial of FY25 SB 125 funding. The committee did not recommend any changes.

VIII. ALTERNATIVES CONSIDERED

The Board may opt to defer additional aging bus replacements rather than draw from the Operations and Capital Reserves Fund. However, delaying replacements beyond a bus's useful life could negatively impact service reliability. Aging buses are more prone to breakdowns while in service and incur higher maintenance costs, as they have reached or are approaching the end of their operational lifespan. Continued delays in replacing aging buses will compromise RTD's ability to maintain a state of good repair.

ATTACHMENTS

Attachment A: RTD's Reserve Funds Balance

Prepared by: Virginia Alcaide, Director of Financial Planning

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



For Robert.

Alex Clifford, CEO



Cover Page
Attachment A

San Joaquin RTD RESERVE FUNDS As of 09/30/2025					
	Assigned	Assigned	Unassigned	Assigned	GRAND TOTAL
	Operations Sustainability Reserve Fund	Cash Flow Reserve Fund	Operating and Capital Reserve Fund	Uninsured Risk Reserve Fund	
Total Board Approved Reserves, 05/20/2025	\$ 16,650,000	\$10,000,000	\$ 30,300,000	\$ 5,000,000	\$ 61,950,000
9/8/2025: Hydrogen Fueling Trailer Purchase (\$6.5 Million, \$3.2 funded by STA (FY24 Budget) and \$3.3 million by Reserves, pending award from CEC Grants and Low-No			(\$3,300,000)		(\$3,300,000)
9/30/2025: Proposed draw to balance FY25 Deficit due to SJCOG's disapproval of SB 125 funding (RTD is still disputing the disapproval).			(\$15,400,010)		(\$15,400,010)
9/30/2025: Projected FY26 Deficit due to SJCOG's disapproval of SB 125 funding (RTD is still disputing the disapproval)			(\$4,962,351)		(\$4,962,351)
Total Projected Drawdown			(\$23,662,361)		(\$23,662,361)
Reserves Balance, 09/30/2025	\$ 16,650,000	\$10,000,000	\$ 6,637,639	\$ 5,000,000	\$ 38,287,639
ASSIGNED funds are appropriated fund balance limited in their use such as to bridge the gap in delays in grant reimbursements, debt covenants, grantors, contributors, or laws and regulation of other governments and the use of such funds is controlled by official whom the Board has delegated the authority to assign amounts to be used for specific purposes. UNASSIGNED fund is the residual classification for the general fund. This classification represents fund balances that have not been assigned to other funds and that have not been restricted, committed, or assigned to specific purposes within the general fund. These are funds available for general purposes, including operating or capital expense use.					



LEAD STAFF: ROBERT KYLE, CFO

I. RECOMMENDED ACTION:

Authorize staff to initiate the process of implementing a Public Agency Retirement Services (PARS) IRS code Section 115 Pension Trust Fund by directing the Finance and Audit Committee and staff to work together to develop the policies of the program for the full Board to consider adopting at a later date.

II. SUMMARY

- Adopting a 115 Pension Fund, will help RTD during times of economic uncertainty or funding shortfalls. This will be due to having a reserve set aside that will allow RTD to continue funding the pension when it would ordinarily be difficult for RTD to do so due to the potential cash flow issues mentioned above.
- The (once established) Reserve Fund Policy does not need to be in strict alignment with the Funding Policy for both Pensions. It may be more aggressive or conservative than the Pension Fund Policy, depending on the recommendation of the Finance and Audit committee, the needs of RTD and also based on acceptable investment risks. Ultimately, this will improve the diversification strategy for RTD's Pension and OPEB funds.

III. DISCUSSION/BACKGROUND

By creating a Pension Fund and having cash readily available to draw against assures RTD will be able to meet its obligation to continue funding the pension at a cost of approximately \$3,000,000 per year. The Pension Fund will be in a restricted trust and funds are only allocable to both Pensions as mandated by IRS code section 115. Once created, the Trust becomes irrevocable. Pension expenses may also be paid from the Trust, such as actuarial expenses or audits. Additionally, the Trust may reimburse RTD for up to two (2) years of Pension or OPEB expenses (current year plus prior year). The Pension Fund itself does not need to be funded to be created. This means the Trust may be created without actually putting any funds in the account. Additionally, the Pension Fund may be fully liquidated (subject to only transferring funds to both Pensions) without consequence.

STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

IV. Customer Impact

None

V. FINANCIAL CONSIDERATIONS/IMPACT

The total annual financial impact is 60 basis points (0.60%) of the value of the Pension Fund, or less, depending on the overall size of the fund.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

The alternatives available are to do nothing. This is not recommended as it would not help mitigate some of the risks RTD may face in the future such as future economic uncertainty or funding shortfalls.

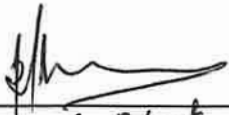
VIII. ATTACHMENTS

None

Prepared by: **Robert Kyle, CFO**

IX. APPROVALS

Financial Impact Approved:
Robert Kyle, CFO



For Robert.

Alex Clifford, CEO