

SAN JOAQUIN REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS MEETING – NOTICE AND AGENDA
10:00 A.M. ON FRIDAY, MAY 15, 2026

The Board of Directors of the San Joaquin Regional Transit District (RTD) will hold a regular meeting at 10:00 a.m. on Friday, May 15, 2026, in the Boardroom of RTD's Downtown Transit Center, 421 East Weber Avenue, Stockton, California. Please visit <https://sanjoaquirtd.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.

Members of the public can attend the RTD Board Meeting by dialing: (669) 444-9171, Meeting ID: 875 7908 1296, or by viewing a live broadcast of the meeting online at <https://sjrtd.zoom.us/j/87579081296?from=addon>.

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. INFORMATION ON PUBLIC COMMENTS
The public is encouraged to comment on each Agenda Item as it is presented to the RTD Board of Directors. All non-agenda public comments on items not on the agenda will occur under Agenda Item 12.
7. SPECIAL PRESENTATIONS
 - A. RECOGNITION OF EMPLOYEES OF THE QUARTER
Special recognition of the Administration, Facilities, Maintenance, and Transportation Employees of the Quarter.
8. REPORTS
 - A. INTERIM CHIEF EXECUTIVE OFFICER UPDATE
Interim CEO Bearnard Veasley will provide an oral update on matters of relevance to RTD.
9. INFORMATION ITEMS
Written Reports are provided for information only. Staff will be available to answer any questions.
 - A. MARKETING UPDATE - RIDERSHIP GROWTH FOCUS
Report covering marketing activities as they relate to ridership growth.
 - B. FINANCIAL UPDATE
Monthly financial report.
 - C. FEDERAL LEGISLATIVE UPDATE
Report of Federal Legislative Updates prepared by Capital Edge Advisory, Inc.
 - D. STATE LEGISLATIVE UPDATE
Report of State Legislative Updates prepared by Shaw Yoder Antwih Schmelzer & Lange.
 - E. QUARTERLY PARATRANSIT OPERATIONS STATUS REPORT
Report of paratransit operations status.
 - F. RTD BOARD STANDING COMMITTEE ASSIGNMENT
Receive the Chair's appointment to the RTD Retirement Board.
10. CONSENT CALENDAR
 - A. MOTION: APPROVING THE MINUTES OF THE MARCH 20, 2026, SPECIAL BOARD OF DIRECTORS MEETING
Board approval of minutes.

- B. MOTION: APPROVING THE MINUTES OF THE MARCH 30, 2026, SPECIAL BOARD OF DIRECTORS MEETING
Board approval of minutes.
- C. MOTION: APPROVING THE MINUTES OF THE APRIL 17, 2026, REGULAR BOARD OF DIRECTORS MEETING
Board approval of minutes.
- D. MOTION: AUTHORIZING THE INTERIM CHIEF EXECUTIVE OFFICER TO EXECUTE A CONTRACT WITH ROSCO COLLISION AVOIDANCE LLC FOR A FIRM FIXED PRICE OF \$617,720 FOR THE PURCHASE AND INSTALLATION OF A PEDESTRIAN COLLISION AVOIDANCE DETECTION (PCAD) SYSTEM AND ASSOCIATED TELEMATICS SERVICES
Board authorization of contract with Rosco Collision Avoidance LLC.
- E. RESOLUTION: AUTHORIZING THE INTERIM CEO TO ENTER INTO A MEMORANDUM OF AGREEMENT WITH THE REDDING AREA BUS AUTHORITY (RABA) TO SELL AND TRANSFER TWO (2) 2018 GILLIG DIESEL ELECTRIC HYBRID COMMUTER BUSES
Board authorization of transfer of two (2) commuter buses to RABA.
- F. RESOLUTION: APPROVING THE LIST OF PERSONS AUTHORIZED TO SIGN ON SAN JOAQUIN REGIONAL TRANSIT DISTRICT'S (RTD) BANK OF STOCKTON ACCOUNTS, SAN JOAQUIN COUNTY TREASURY ACCOUNTS, DEFINED BENEFIT RETIREMENT PLAN ACCOUNTS, 457(b) DEFERRED COMPENSATION PLAN, AND 401(a) DEFINED CONTRIBUTION PLAN
Board approval of authorized signatories.
- G. RESOLUTION: APPROVING THE TITLE VI PROGRAM (2026 UPDATE) AND AUTHORIZING ITS SUBMITTAL TO THE FEDERAL TRANSIT ADMINISTRATION (FTA)
Board approval of the Title VI Program and submittal to the FTA.

11. ACTION ITEMS

- A. MOTION: AUTHORIZING THE INTERIM CHIEF EXECUTIVE OFFICER TO EXECUTE CONTRACTS WITH THREE (3) FIRMS FOR ON-CALL CONSTRUCTION MANAGEMENT SUPPORT SERVICES AND FOUR (4) FIRMS FOR ON-CALL ENGINEERING AND CONSTRUCTION MANAGEMENT SUPPORT SERVICES FOR A THREE (3) YEAR TERM, WITH TWO (2) ONE-YEAR OPTION EXTENSIONS, FOR AN AGGREGATE COMBINED NOT-TO-EXCEED AMOUNT OF \$3,500,000
Board authorization of contract execution with seven (7) firms.
- B. MOTION: APPROVING THE REVISED FY 2025-26 (FY26) OPERATING BUDGET TO ADDRESS THE OPERATING REVENUE SHORTFALL

AND TO BUDGET \$20,411,097 FROM RESERVE FUNDS TO COVER
THE SHORTFALL

Board approval of the revised FY26 Operating Budget.

12. 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.

13. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF

14. ADJOURNMENT

**NOTE: THE NEXT REGULARLY SCHEDULED BOARD MEETING WILL BE
ON FRIDAY, JUNE 19, 2026, AT 10:00 A.M.**

DATE POSTED: MAY 12, 2026



LEAD STAFF: ERICKA FRANCO, HUMAN RESOURCES ADMINISTRATOR

REPORT: RECOGNITION OF EMPLOYEES OF THE QUARTER

I. SUMMARY

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

II. DISCUSSION/BACKGROUND

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

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

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

RTD selects EOQs based on the following criteria:

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

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

The EOQs are selected as follows:

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

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

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

IV. CUSTOMER IMPACT

N/A

V. FINANCIAL CONSIDERATIONS/IMPACT

The required funding is included in the 2026 fiscal year's Customer Engagement Operating budget within the Recognition Awards – 414000-50932 account.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENT

N/A

Prepared by: Ericka Franco, HR Administrator



LEAD STAFF: BEARNARD VEASLEY, INTERIM CEO

REPORT: INTERIM CHIEF EXECUTIVE OFFICER UPDATE

MEETINGS SINCE APRIL 17, 2026

RTD participated in meetings of the following committees and organizations:

- **Amalgamated Transit Union (ATU) Local #256 Meet and Greet:** Interim CEO Bearnard Veasley, ATU President Crystal McGee Lee, Union Job Stewards
- **City of Escalon Meeting:** Interim CEO Bearnard Veasley, John Andoh
- **City of Lathrop Meet and Greet:** Interim CEO Bearnard Veasley, City Manager Stephen Salvatore, Deputy City Manager Thomas Hedegard, Transit Planning & Management Consultant John Andoh
- **Special San Joaquin Regional Rail Commission (SJRRRC) Board Meeting:** Interim CEO Bearnard Veasley, Director of Government Affairs and Special Projects Ken Baxter

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

REPORT: MARKETING UPDATE — RIDERSHIP GROWTH FOCUS

I. SUMMARY

- The Marketing Department reports on current and planned marketing activities directed at restoring ridership to pre-pandemic levels. This report covers outreach channels, technology adoption campaigns, equity-focused engagement, and safety communications active as of the April 30, 2026.
- RTD operates a coordinated, multi-channel marketing strategy that includes paid radio advertising, social media content, direct email, bilingual community outreach, chamber and community-based organization (CBO) presentations, seasonal campaigns, and technology adoption programs for RTD Now and Tap N’ Ride. All activities are funded within the approved FY26 advertising budget of \$20,000.
- Ridership recovery is the organizing objective of all marketing activity. Each initiative described in this report is selected on the basis of its demonstrated or anticipated effect on ridership, access, or system trust.
- Subject to Board approval of the proposed FY27 advertising budget of \$108,000, RTD will implement a five-pillar ridership recovery plan beginning July 1, 2026.

II. DISCUSSION/BACKGROUND

January 2026 Service Changes and Current Outreach Channels

In January 2026, RTD introduced system-wide service changes. The Marketing Department responded with a coordinated, multi-channel communication campaign to inform riders and sustain confidence in the updated schedules. Post-launch feedback indicated that riders found the revised schedules easier to navigate and perceived service reliability as improved. RTD has maintained active outreach across all channels since the January implementation.

RTD currently advertises across five radio stations. English-language placements run on 97.7 KWIN and 103.5 KAT Country. Spanish-language placements run on 100.9 KMIX through Entravision/Univision. Marketing maintains bilingual content on Facebook, Instagram, LinkedIn, and YouTube; distributes service and program updates to tens of thousands of email subscribers; and shares materials through four chamber networks: the Greater Stockton Chamber of Commerce, Central Valley Asian Chamber, San Joaquin Hispanic Chamber, and the African American Chamber of Commerce.

Ridership Impact: Timely and proactive communication directly reduces the uncertainty that causes rider attrition. Riders with confidence in the schedule demonstrate higher retention and referral rates. Bilingual placements extend RTD's reach to the 45.6 percent of Stockton that identifies as Hispanic or Latino, a primary ridership growth segment.

Community-Based Organization and Chamber Presentations

RTD's outreach staff conducts in-person presentations for CBOs, nonprofits, social service agencies, faith-based organizations, and employers throughout San Joaquin County. Presentations cover available services, fare options, trip planning tools, and partnership opportunities. Direct, in-community engagement builds institutional relationships that generate referral-based ridership.

Ridership Impact: When a trusted community organization introduces RTD to its constituents, those constituents are significantly more likely to use the service. CBO and employer presentations establish the referral infrastructure that drives sustained, organic ridership growth.

Spanish-Speaking and Disadvantaged Neighborhood Outreach

RTD directs targeted outreach to Stockton's Spanish-speaking residents and residents of economically underserved neighborhoods. With 45.6 percent of Stockton identifying as Hispanic or Latino and a citywide poverty rate of 15.5 percent, these populations represent the highest-potential growth segment for ridership recovery.

RTD attends Spanish-language community events, produces fully bilingual materials, and maintains partnerships with 100.9 KMIX, El Concilio, Mexican Heritage Center, the San Joaquin Hispanic Chamber, and local print outlets. In lower-income neighborhoods, RTD's messaging emphasizes the documented economic value of transit: annual savings of several thousand dollars versus vehicle ownership, and direct access to employment centers, healthcare facilities, schools, and essential services.

Ridership Impact: Language-appropriate and financially grounded outreach, delivered through trusted community channels, converts awareness into ridership in populations that have historically been underserved by transit marketing. These communities represent RTD's most significant near-term ridership growth opportunity.

Route Spotlight RTD Social Media Campaign

RTD runs The Places You Can Go / Route Spotlight campaign across RTD's social media platforms. The campaign features specific destination categories, including medical facilities, grocery stores, restaurants, and retail centers, linked to corresponding RTD routes and stops. Each post provides actionable trip planning information and is designed to address the most common stated barrier among non-riders: the belief that RTD does not serve the destinations they need.

Ridership Impact: Survey data consistently identifies “the bus doesn’t go where I need” as a primary deterrent among non-riders. Route Spotlight directly counters that perception with route-specific, destination-linked content. Each post functions as a direct and low-barrier invitation to ride.

Tax Season Campaign

RTD deploys a targeted financial-value campaign from February through April, timed to the period in which households are most actively evaluating discretionary and transportation expenditures. The campaign message centers on documented cost savings: RTD riders save thousands of dollars annually compared to vehicle ownership and operation. RTD executes the campaign through the following tactics:

- Social media and radio placements with the message: “Keep more of your refund. Ride RTD.”
- Employer outreach on federal pre-tax transit benefits, which allow employees to set aside up to \$325 per month on a pre-tax basis and allow employers to deduct those contributions
- Email distribution to 3,000 RTD subscribers, including cost comparison data and instructions for downloading the Vamos Mobility app and accessing RTD Now

Ridership Impact: The tax season campaign reaches prospective riders at the precise moment financial motivation is highest. A clear and documented cost-savings message, delivered through high-visibility channels, is designed to convert financial awareness into first-time transit use.

Gas Pain Campaign

RTD has launched a targeted campaign that addresses the direct financial burden of rising gasoline prices on Stockton families. The campaign positions RTD's \$4.00 All-Day Pass as a practical and immediate alternative to personal vehicle use, delivering unlimited rides for less than the cost of a single gallon of gas. Messaging targets cost-burdened households that are actively weighing how frequently and how far they can afford to drive, including routine trips to grocery stores, medical appointments, and work.

The campaign presents the full and true cost of vehicle ownership, including fuel, insurance, registration, and maintenance costs, to reframe the financial comparison between driving and riding. The All-Day Pass is positioned not as a convenience, but as a financially sound and well-documented decision in an economy where household transportation budgets are under sustained pressure.

RTD delivers the campaign through social media, targeted email distribution, and direct community outreach. Outreach staff engage riders and prospective riders in the field to explain the pass and its benefits firsthand.

Ridership Impact: The gas pain reaches discretionary riders at the precise moment financial motivation is at the highest where gas prices are burning their budget faster than usual, this is done through social media, email blast, and outreach opportunities to meet with the people on the ground and talk to them.

RTD Now and Tap N' Ride Adoption Campaigns

RTD Now provides riders with real-time bus arrival information accessible via smartphone and web. Since the campaign refresh in February 2026, RTD Now outreach has generated approximately 500,000 impressions, more than 8,000 digital platform engagements, approximately 500 average daily engagements across all channels, and more than 7,500 leads. Rider feedback indicates that real-time arrival data measurably reduces stop uncertainty and improves trip planning reliability.

Ridership Impact: RTD's internal research identifies "not knowing when the bus will arrive" as the most frequently cited barrier to transit use. RTD Now directly eliminates that barrier. Users who adopt the tool demonstrate higher trip frequency and are significantly more likely to continue riding.

RTD will launch Tap N' Ride in late May or early June, a contactless fare payment system that accepts smartphones, smart watches contactless credit and debit cards, and digital wallets. The system incorporates fare capping, which ensures that no rider pays more than the equivalent of a daily or monthly pass regardless of trip frequency. Approximately 67 percent of current RTD riders continue to pay fares in cash; Tap N' Ride is designed to convert that cohort to a faster and more equitable payment method. RTD promotes both tools through bilingual bus inserts and car cards with QR codes, tutorial slides on Downtown Transit Center (DTC) and Hammer Transfer Station (HTS) monitors, PA announcements at the DTC, and live demonstrations by outreach staff at community events and CBO presentations. RTD also promotes the Vamos Mobility app (SJCOG), which provides integrated trip planning and ticketing across San Joaquin County transit providers.

Ridership Impact: Contactless payment and fare capping reduce two structural barriers to ridership: boarding friction and fare uncertainty. Fare capping is a meaningful equity measure: it protects low-income riders from overpayment regardless of trip pattern. Riders who experience faster and fairer boarding are more likely to choose transit on subsequent trips.

Respect the Ride Safety Campaign

RTD operates the Respect the Ride campaign to reinforce safety standards for operators and passengers across the RTD system. The campaign is a direct response to FTA General Directive 24-1, issued September 25, 2024, which required all agencies operating under FTA's Public Transportation Agency Safety Plan (PTASP) framework to assess risks of assault on transit workers, implement mitigations, and report progress to FTA. FTA's review of agency submissions

found that more than two-thirds of transit agencies identified the need for new mitigation measures.

RTD delivers the campaign through on-bus car cards, social media, DTC and HTS customer information monitors, and outreach presentations. The campaign communicates a clear behavioral standard: RTD buses are public community spaces, and conduct that threatens operators or fellow passengers will not be tolerated. The 2025 RTD Community Survey found that only 22 percent of non-riders rated RTD as safe, compared to 71 percent of current riders. Closing that perception gap is a direct ridership recovery objective.

Ridership Impact: Safety perception is a primary and measurable deterrent to transit adoption. The 49-percentage-point gap between non-rider and current-rider safety ratings represents a significant ridership recovery opportunity. A visible and consistent safety campaign is the principal means by which RTD can shift non-rider perception and convert it into willingness to use the system.

Bulk Pass Program Outreach

RTD's outreach team presents the Bulk Pass Program to CBOs, nonprofits, and eligible 501(c)(3) organizations throughout San Joaquin County. The program makes discounted RTD passes available to partner organizations for distribution to their clients, reducing the cost of transit access for individuals who rely on social services, healthcare, workforce development programs, and similar activities. The Bulk Pass Program currently includes 27 participating organizations. RTD continues to identify and engage eligible organizations as part of its broader community engagement strategy.

Ridership Impact: Each participating organization represents a direct referral channel for new riders. When a social service agency, healthcare provider, or faith-based organization informs its clients that affordable RTD passes are available, those clients become prospective riders. Twenty-seven active partnerships constitute 27 independent pipelines for ridership growth.

Student Access

RTD provides fare-free service 365 days per year to all students in grades 9 through 12 enrolled in the Stockton Unified School District (SUSD) and grades 7 through 12 enrolled in the San Joaquin County Office of Education (SJCOE) who present a valid student ID within the Stockton Metropolitan Area (SMA).

Ridership Impact: Fare elimination for secondary school students establishes daily transit use during a formative period in transportation behavior development. Students who rely on RTD during their secondary school years are significantly more likely to choose transit as adult commuters and community members.

Next Steps

Within the FY26 advertising budget of \$20,000, which remains available through June 30, 2026, the Marketing Department will execute the following actions:

- Sustain all active outreach initiatives, including social media, radio, email, CBO and chamber presentations, Spanish-language engagement, and RTD Now and Tap N' Ride adoption campaigns
- Integrate fare-free promotional offers through the Vamos Mobility app using existing partnerships at no additional cost to RTD
- Develop creative assets for the RIDE STOCKTON / VIAJA STOCKTON bilingual brand campaign for deployment at the start of FY27
- Expand the community outreach calendar to increase annual touchpoints with CBOs, faith communities, schools, healthcare employers, and civic organizations
- Target Bulk Pass Program outreach to San Joaquin General Hospital, St. Joseph's Medical Center, the County of San Joaquin, and major logistics-sector employers

RTD will launch a five-pillar ridership recovery plan beginning July 1, 2026, subject to Board approval of the proposed \$108,000 FY27 marketing advertising budget. The five pillars are:

1. RIDE STOCKTON: a paid brand campaign across English and Spanish radio stations, digital platforms, and out-of-home (OOH) placements that builds mass awareness of RTD as an accessible, modern transit option
2. RTD Now, Tap N' Ride, and Vamos: continued adoption outreach that removes the friction and uncertainty keeping potential riders from switching to transit
3. Expanded Respect the Ride: a broader safety campaign that closes the perception gap keeping non-riders off the bus
4. Full bilingual paid advertising across all channels, ensuring RTD reaches every community in Stockton in their preferred language
5. Deepened CBO, employer, school, and faith community partnerships that build trusted referral networks and sustainably drive new riders to RTD. A back-to-school campaign in August 2026 will address the SUSD program transition.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

Every initiative in this report aligns with all six FY2026 Strategic Plan goal areas and directly supports ridership growth:

1. Employees: Respect the Ride protects frontline bus operators per FTA General Directive 24-1, promoting a safer workforce that delivers better service and retains riders
2. Customers: Tap N' Ride, RTD Now, and Vamos improve the rider experience and lower barriers to riding; bilingual and equity-focused outreach gives all communities equal access to RTD services

3. Financial Health: The tax season campaign, employer bulk pass outreach, and 501(c)(3) partnerships generate recurring trips and build sustainable ridership growth
4. Operations Excellence: Marketing communicates service changes in real time across all channels, sustaining rider confidence and reducing drop-off
5. Community Relations: CBO presentations, chamber outreach, Spanish-language engagement, and the tax season campaign advance RTD's values in underserved communities and build the trust that converts community members into riders
6. Innovation: RTD Now, Tap N' Ride, and Vamos modernize the rider experience, eliminate historical barriers to riding, and drive ridership recovery

IV. CUSTOMER IMPACT

RTD's marketing and outreach programs deliver direct and measurable benefits to riders and prospective riders. RTD Now eliminates the primary stated barrier to transit use by providing real-time arrival information, directly increasing rider confidence and trip frequency. Tap N' Ride reduces boarding friction and implements fare capping, protecting low-income riders from fare overcharges and making transit more affordable and reliable. The tax season campaign connects cost-burdened households to documented financial savings. Bilingual and community-based outreach builds trust in historically underserved populations, opening new ridership pipelines. Respect the Ride establishes and enforces behavioral standards that make the transit environment safer and more welcoming for all users.

V. FINANCIAL CONSIDERATIONS/IMPACT

RTD runs all current FY26 advertising activities within the \$20,000 budget through June 30, 2026. Staff will present a proposed FY27 advertising budget of \$108,000 to the Interim CEO for incorporation into the overall Marketing budget and Board approval before July 1, 2026. Early Board approval allows the Marketing team to develop campaign creative during FY26, maximizing the return on the FY27 investment from Day 1 and ensuring ridership recovery campaigns launch at full strength on July 1, 2026.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None.

VIII. ATTACHMENT

None.

Prepared by: Maximilian Cao, Supervisor of Marketing and Customer Engagement

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LEAD STAFF: THOMAS DEMPSEY, ACTING CFO

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 and FY2025 payroll information reconstruction.

II. DISCUSSION/BACKGROUND

The Operating Revenue and Expense Summary for the fiscal year ending April 30, 2026, is attached. The fiscal year (FY) is 83.33% complete.

Revenues

Passenger fare revenues are lower than the budget due to decrease in bus pass sales. Advertising revenue is lower than the budget because RTD receives a base amount under the contract, and any revenue above the base is paid to RTD at year-end. All other revenue accounts have been accrued for the ten (10) months of the fiscal year in accordance with the budget. Overall, actual total revenues are slightly below budgeted levels.

Expenses

Total expenses are under budget, primarily due to savings from reduced labor and fringe costs associated with vacant positions. Utility costs exceeded the budget due to the solar power structure being offline for five (5) months, which increased electricity expenses. The solar system was restored to operation in December. Tax expenses are higher than budgeted because fuel taxes are higher than projected. Expenditures on services, materials and supplies, insurance, purchased- transportation, and miscellaneous items were below budget.

Cash Basis

The fiscal year-to-date cash flow is negative because Federal Section 5307 and Section 5311 operating subsidies for FY2026 have not yet been received. Applications for FY2025 section 5307 and FY2026 5311 are currently in progress. The reserves were used to cover the cash shortfall and will be replenished when funding is received.

ERP System Restoration Update

Protiviti, the third-party contractor responsible for restoring RTD's payroll information, has completed the upload of all payroll transactions for FY2024. They have begun work on reconstructing FY2025 payroll transactions and aim to start uploading data to the system by the end of May 2026.

RTD Finance staff are now working with the external auditors to close FY2024 and have audited financial statements for the fiscal year. The target completion date for the FY2024 audit is June 30, 2026. The staff will continue working on reconstructing the transactions for FY2025 and will work with the external auditors in planning the audit schedule.

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 affirms that RTD has the necessary resources to complete projects that serve and benefit its customers.

V. FINANCIAL CONSIDERATIONS/IMPACT

The fiscal year-to-date deficit totals \$12,236,196 due to a revenue shortfall. The proposed FY2026 Budget Revision will be presented in a different report. RTD will use the reserves to address the shortfall.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

There are no alternatives to consider as this is a monthly financial report.

VIII. ATTACHMENT

Attachment A: Current month and fiscal year-to-date financial report for the period ending April 30, 2026

Prepared by: Maria Berberich, Finance Senior Specialist



Attachment A
Cover Page

**San Joaquin RTD
FY2026 Revenue & Expense Summary
For the Period Ending April 30, 2026**

	Current Month				FYTD				Adopted Fiscal Year Budget
	Actual	Budget	Variance \$	Variance %	Actual	Budget	Variance \$	Variance %	
REVENUES									
PASSENGER FARES	\$ 210,927	\$ 231,299	(20,372)	-9%	\$ 2,307,964	\$ 2,312,988	(5,024)	0%	\$ 2,775,585
NON-TRANSPORTATION REVENUES	226,204	227,703	(1,499)	-1%	2,275,302	2,277,027	(1,725)	0%	2,732,432
FEDERAL GRANTS (5307)	883,139	883,139	0	0%	8,831,390	8,831,390	(0)	0%	10,597,668
FEDERAL GRANTS (5311)	43,180	43,180	(0)	0%	431,802	431,803	(0)	0%	518,163
PROPERTY TAXES	133,880	133,880	0	0%	1,338,797	1,338,797	0	0%	1,606,556
TDA - LTF	1,404,774	1,404,774	(0)	0%	14,047,741	14,047,741	0	0%	16,857,289
TDA - STA	-	-	-	-	-	-	0	0%	-
LCTOP	144,685	144,685	(0)	0%	1,446,853	1,446,854	(1)	0%	1,736,225
SB125	-	2,050,116	(2,050,116)	-100%	-	20,501,158	(20,501,158)		24,601,390
MEASURE K	475,682	475,770	(88)	0%	4,756,143	4,757,703	(1,560)	0%	5,709,244
TOTAL REVENUES	\$ 3,522,471	\$ 5,594,546	(2,072,075)		\$ 35,435,992	\$ 55,945,460	(20,509,468)		\$ 67,134,552
EXPENSES									
WAGES AND FRINGE BENEFITS	3,267,505	3,725,354	457,849	12%	31,255,647	37,253,541	5,997,894	16%	44,704,249
SERVICES	578,238	707,375	129,137	18%	6,431,619	7,073,750	642,131	9%	8,488,500
MATERIALS & SUPPLIES	427,345	396,339	(31,006)	-8%	3,478,126	3,963,390	485,264	12%	4,756,068
UTILITIES	104,331	101,491	(2,840)	-3%	1,125,718	1,014,912	(110,807)	-11%	1,217,894
INSURANCE	240,371	192,675	(47,696)	-25%	1,653,151	1,926,754	273,603	14%	2,312,105
TAXES	56,708	32,341	(24,367)	-75%	359,024	323,408	(35,616)	-11%	388,089
PURCHASED TRANSPORTATION	263,487	279,332	15,845	6%	2,590,922	2,793,316	202,394	7%	3,351,979
MISCELLANEOUS EXPENSES	74,083	117,972	43,889	37%	777,982	1,179,723	401,741	34%	1,415,668
OPERATING CONTINGENCY	-	41,667	41,667	100%	-	416,667	416,667	100%	500,000
TOTAL EXPENSES	\$ 5,012,068	\$ 5,594,546	582,478		\$ 47,672,189	\$ 55,945,460	8,273,271		\$ 67,134,552
Net Surplus (Deficit)	(\$1,489,597)	\$0	(\$1,489,597)		(\$12,236,196)	\$0	(\$12,236,196)		-
Estimated Reserves to Cover the Operating Shortfall	\$1,489,597				\$12,236,196				
Remaining Revenue (Deficit)	-				-				



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

REPORT: FEDERAL LEGISLATIVE UPDATE

FY 2026 USDOT BUDGET

March 31, 2026: The Federal Transit Administration posted FY 2026 allocations for its formula programs, following the February enactment of an FY 2026 budget for the agency.

RTD's allocation for the main federal funding formula program (known as Section 5307) was increased by approximately \$500,000 (or three percent) over the FY 2025 allocation.

The FY 2026 budget represents the last year of the five-year reauthorization of federal transit programs that was a part of the 2021 infrastructure law. See additional information on that below.

April 3, 2026: Shortly after the FY 2026 budget was signed into law, plans for the FY 2027 budget, which will begin on October 1, started. President Trump's proposed FY 2027 budget for USDOT suggests a 2% increase for federal transit formula programs but also does not propose funding for several competitive programs that were funded with "advanced appropriations" in the 2021 infrastructure law, such as the \$1 billion Low and No Emissions Vehicle program at FTA.

In response to the White House proposal, Congress will spend the spring and summer considering its versions of the FY 2027 budget.

Impact on RTD: RTD should receive an additional \$500,000 in federal transit formula funding in the coming year.

TRANSPORTATION REAUTHORIZATION

April-May, 2026: The authorization of federal highway, transit, and rail programs through the 2021 infrastructure law is scheduled to expire on September 30, 2026.

While many federal programs can be funded annually without formal authorization, that is not the case with many USDOT programs, as the funding to the Highway Trust Fund must be authorized to allow funds to flow to those USDOT programs.

Congressional committees and the USDOT have been collecting proposals for a new multi-year surface transportation reauthorization over the last several months, and the House Transportation & Infrastructure (T&I) Committee has hopes for considering a bill in the Spring of 2026.

However, T&I Committee consideration of its bill (which has not been unveiled) has already been postponed twice, leading some to believe that a long term reauthorization bill might have to wait until next year, as November elections get closer and legislating in Washington slows down.

If history is a guide, delays in consideration of a reauthorization bill can be expected (finding the revenues to pay for increased spending is always a tough task), and some short term extensions of current law will likely be necessary before Congress can finalize a comprehensive reauthorization of transportation programs.

Impact on RTD: Information purposes only at this time.

FEDERAL GRANT OPPORTUNITIES, AWARDS & NOTICES

April 23, 2026: The Build America Bureau issued proposed guidance that would set an interim policy for the preferred loan sizing for transit-oriented development projects under the RRIF and TIFIA loan programs. Comments are due by May 18:
<https://bit.ly/4sTMkHn>

April 10, 2026: FTA will host a Transit Asset Management (TAM) program roundtable in Denver, CO on July 14-15 to explore effective lifecycle management practices. Registration is here: <https://bit.ly/4mpa8kD>

April, 2026: USDOT hosted two webinars for potential FY 2026 Safe Streets and Road for All applicants: <https://bit.ly/4vaThGm>

March 31, 2026: The Federal Transit Administration published full-year apportionments for its formula programs in FY 2026: <https://bit.ly/47NuI8s>

Impact on RTD: Information purposes only.



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

REPORT: **STATE LEGISLATIVE UPDATE**

General Update

Throughout April, the Legislature’s policy committees and budget subcommittees in both houses continued to meet to advance their work in the lead-up to a series of deadlines. The last day for policy committees to hear and report to the appropriations committees fiscal bills introduced in their house was April 24; the last day for policy committees to hear and report to the Floor non-fiscal bills introduced in their house was May 1.

On May 14, the appropriations committees will hold their suspense hearings, pivotal hearings which will decide the fate of most bills with significant fiscal impact to the state. All bills will then need to pass out of their house of origin by May 29.

Also, on May 14, the Governor is expected to release the May Revise, the mid-year update to the proposed Fiscal Year 2026-27 budget. [A recent report](#) from the Legislative Analyst’s Office paints a bleak picture as we head into the next stage of the budget negotiations, stating that, while the upcoming Fiscal Year outlook as improved, our state spending has grown at an unsustainable rate over the last six years, which may require increases in revenue or cuts to balance the state budget in future years.

For information about key legislative and budget deadlines for next year, please see the 2026 Legislative Calendar [here](#).

In this report, we provide an update on CARB’s Proposed Regulations to the Cap-and-Invest Program, an update on a new ballot initiative, and updates on Bills of Interest.

Potential Impact to RTD: N/A – General Update

CARB Releases Proposed Regulations to Cap-and-Invest Program

On April 14, the California Air Resources Board (CARB) released its [Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms](#). The proposed amendments aim to implement the technical changes made to the Cap-and-Invest Program by [AB 1207 \(Irwin\) \[Chapter 117, Statutes of 2025\]](#), which largely focus on addressing industry leakage from California and the program's cost impacts to Californians.

The amendments propose, among other things, to significantly expand the number of free allowances provided by the state to regulated entities, including refineries and utility companies, to assist them in meeting their regulatory obligations under the Cap-and-Invest Program. Additionally, the amendments propose to establish a new allowance bank, known as the manufacturing decarbonization incentive (MDI), which may be accessed by regulated entities that elect to introduce technologies that decarbonize their operations. Taken together, these proposals will reduce the Greenhouse Gas Reduction Fund (GGRF) revenues by approximately \$2 billion annually.

Given the changes to the GGRF Expenditure Plan approved last year in [SB 840 \(Limon\) \[Chapter 121, Statutes of 2026\]](#), this reduction would likely mean that, unless the regulations are further amended, or the new GGRF tiers reconsidered, the state will not have sufficient GGRF to fund Tier 3 programs (i.e. Affordable Housing and Sustainable Communities, Transit and Intercity Rail Capital Program, Low Carbon Transit Operations Program, etc.).

In response to the proposed amendments, the California Transit Association (the trade organization to which RTD belongs) has established and mobilized a coalition of nearly 70 statewide and regional organizations to push back on CARB and seek additional changes to the proposed amendments. In addition, the Association has established and mobilized a coalition of transportation agencies, metropolitan planning organizations, and regional transportation planning agencies to amplify the coalition's work and localize the impacts of proposed amendments. The Association's effort has helped drive the Legislature's engagement on the proposed amendments, including through letters from the Chairs of the Senate Environmental Quality Committee, Senate Transportation Committee, Senate Budget Subcommittee No. 2 and a joint oversight hearing in the Senate Environmental Quality Committee and Senate Budget Subcommittee No. 2.

CARB is scheduled to hear and adopt the proposed amendments on May 28-29, 2026.

Potential Impact to RTD: If the proposed amendments are adopted, they will zero out through 2030 funding for the Transit and Intercity Rail Capital Program, a capital-focused competitive grant program, and Low Carbon Transit Operations Program, an operations-focused formula program.

While RTD is not currently pursuing funding from TIRCP for the current grant cycle, the proposed amendments will likely foreclose the opportunity for RTD to pursue state capital funding in future grant cycles. Additionally, the proposed amendments would result in RTD losing its formula share of LCTOP.

Finally, the proposed amendments are likely to undermine the efforts led by the Association and RTD to secure the remaining \$690 million for the Zero-Emission Transit Capital Program, as the fund source is GGRF.

Local Taxpayer Protection Act Qualifies for November Ballot

On April 21, the California Secretary of State reported that the "[Local Taxpayer Protection Act](#)" qualified for the November 2026 ballot.

The measure would raise the voter threshold for approving local special taxes from a simple majority to two-thirds and restrict charter cities' ability to impose real estate transfer taxes beyond the existing statutory documentary transfer tax rate (0.11%). The measure would also invalidate existing voter-approved taxes that do not meet these requirements two years after enactment. According to the Legislative Analyst's Office (LAO), the measure could result in an annual loss of up to several billion dollars to local governments and could further constrain future local revenue generation by increasing voting thresholds and limiting allowable tax structures.

The LAO fiscal analysis is available [here](#). The initiative is associated with the "Local Taxpayer Protection Act" campaign led by taxpayer advocacy groups, including the California Business Roundtable, Howard Jarvis Taxpayers Association, and Kilroy Realty.

Potential Impact to RTD: If approved by the voters, this initiative would increase the vote threshold for "citizen's initiatives" that increase local taxes to the benefit transit agencies. While RTD does not currently benefit from a citizen's initiative that increases local taxes, and we are not aware of any forthcoming citizen's initiative benefitting RTD, this initiative would make it harder to pass such measures.

Bills of Interest

AB 1599 (Ahrens) California Transit Stop Registry – WATCH

This bill would require the Department of Transportation to create the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops by December 31, 2026. Additionally, this bill would require all transit operators that qualify for the funding under the Mills-Alquist-Deddeh Act to ensure that the name, location, of each of their transit stops are accurately reflected in the California Transit Stop Registry. *This bill is in the Assembly Appropriations Committee.*

Potential Impact to RTD: This bill would create a new requirement for RTD to review the statewide dataset of standardized information regarding transit stops, creating new staff workload.

AB 1944 (Lee) Zero-Emission Bus Axle Weight Limit – WATCH

Sponsored by the California Transit Association, this bill would amend the axle weight limits that apply to zero-emission buses purchased by California transit agencies by postponing the dates by which certain axle weight limits apply. This proposal would provide for a near-term increase in axle weight limits to help facilitate continued compliance with the California Air Resources Board's ICT regulation. *This bill is in the Senate Transportation Committee.*

Potential Impact to RTD: This bill would provide RTD with the option to procure extended range zero-emission buses that, today, exceed the axle weight limits in current law. This bill would, therefore, allow RTD to operate zero-emission buses that better meet the agency's operational needs.

**AB 2776 (Committee on Environmental Safety and Toxic Materials)
Hazardous Materials: Storage Tanks. – WATCH**

Existing law provides for the regulation of underground storage tanks by the State Water Resources Control Board and the unified program agency. Existing law defines an "underground storage tank" for these purposes. Existing law requires the interstitial space of the underground storage tank to be maintained under constant vacuum or pressure such that a breach in the primary or secondary containment is detected before the liquid or vapor phase of the hazardous substance stored in the underground storage tank is released into the environment.

This bill would make that requirement applicable to the interstitial space of the underground storage tank beneath the surface of the ground. *This bill is on the Assembly Floor.*

Potential Impact to RTD: This bill would help clarify the requirements that apply to underground storage tanks, providing greater flexibility to RTD. SYASL has worked with RTD to review and respond to amendments to the bill, taken on March 26.



LEAD STAFF: DÁMARIS GALVAN, DIRECTOR OF PLANNING, MOBILITY, AND CUSTOMER EXPERIENCE

REPORT: PARATRANSIT OPERATIONS STATUS QUARTERLY REPORT

I. SUMMARY

- San Joaquin Regional Transit District (RTD) is federally mandated to provide ADA complementary paratransit service, which provides shared rides and door-to-door demand-response transportation to customers certified as having disabilities that prevent them from independently using the fixed route bus.
- During January, February, and March 2026, RTD provided 13,425 rides. On-time performance for this period was 92.1%, within the expected range.
- RTD's ADA complementary paratransit service is contracted out to RydeTrans, which currently has 21 Paratransit Operators, one Road Supervisor, six dispatchers, one Operations Manager, and 21 operating vehicles.

II. DISCUSSION/BACKGROUND

Summary review of monthly operational statistics for RTD's paratransit service. Comparing the monthly statistics of Q3 FY25 to the monthly statistics of Q3 FY26:

- In January, the number of Paratransit rides increased by 152
- In February, the number of Paratransit rides increased by 341
- In March, the number of Paratransit rides increased by 492

Summary review of Q3 operational information for FY26:

- January number of total Paratransit rides: 4,379
- February number of total Paratransit rides: 4,280
- March number of total Paratransit rides: 4,766
- Comparing January 2026 statistics to December 2025, Paratransit rides increased by 46.
- Comparing February 2026 statistics to January 2026, Paratransit rides decreased by 99.
- Comparing March 2026 statistics to February 2026, Paratransit rides increased by 486.

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

- Penalty of \$50 per month if under 85% On-time Performance: \$0
- Penalty of \$50 per missed trip (including no shows deemed as missed trips): 26, \$1,300 (From a total of 13,425 completed trips)

- Penalty of \$25 per dress code infraction: \$0
- Penalty of \$100 per day for each late report: 0
- Penalty of \$500 if > or = one complaint per 1,000 boardings (completed trips): \$0
- Incentive of \$1,500 per month if the average miles between preventable accidents falls below 70,000 miles: \$1,500

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

IV. CUSTOMER IMPACT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENT

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

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

Attachment C: Number of Rides Comparison Chart

Attachment D: Annual Miles Comparison Chart

Attachment E: Monthly ADA Assessments

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

Prepared by: Dámaris Galvan, Director of Planning, Mobility, and Customer Experience



Attachment A
Cover Page

On-time Performance Breakdown Report for January 2026

	January 2025	January 2026
1 to 5 Minutes Late	2.72%	2.44%
6 to 10 Minutes Late	1.82%	1.14%
11 to 15 Minutes Late	0.73%	0.46%
16 to 20 Minutes Late	0.38%	0.43%
21 to 25 Minutes Late	0.19%	0.02%
26 to 30 Minutes Late	0.19%	0.09%
31 to 35 Minutes Late	0.00%	0.07%
36 to 40 Minutes Late	0.07%	0.05%
41 or more Minutes Late (Excessively Late/Missed Trips)	0.05%	0.05%
Total 1-41 or More Minutes Late	6.15%	4.75%

*Target: 85%-96%

On-time Performance

For the month of January, RydeTrans met the standard of on-time performance with 95.4%. Ridership increased by 46 trips from the previous month. During the month of January, RydeTrans received two Customer Service Reports.

On-time Performance Breakdown Report for February 2026

	February 2025	February 2026
1 to 5 Minutes Late	3.63%	4.07%
6 to 10 Minutes Late	2.03%	2.50%
11 to 15 Minutes Late	1.29%	1.78%
16 to 20 Minutes Late	0.76%	1.10%
21 to 25 Minutes Late	0.43%	0.91%
26 to 30 Minutes Late	0.28%	0.42%
31 to 35 Minutes Late	0.18%	0.33%
36 to 40 Minutes Late	0.13%	0.35%
41 or more Minutes Late (Excessively Late/Missed Trips)	0.23%	0.58%
Total 1-41 or More Minutes Late	8.96%	12.03%

*Target: 85%-96%

On-time Performance

For the month of February, RydeTrans met the standard of on-time performance with 88.4%. Ridership decreased by 99 trips from the previous month.

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

On-time Performance Breakdown Report for March 2026

	March 2025	March 2026
1 to 5 Minutes Late	2.01%	2.75%
6 to 10 Minutes Late	1.31%	2.18%
11 to 15 Minutes Late	0.75%	1.03%
16 to 20 Minutes Late	0.54%	0.69%
21 to 25 Minutes Late	0.19%	0.48%
26 to 30 Minutes Late	0.35%	0.19%
31 to 35 Minutes Late	0.09%	0.13%
36 to 40 Minutes Late	0.02%	0.15%
41 or more Minutes Late (Excessively Late/Missed Trips)	0.09%	0.10%
Total 1-41 or More Minutes Late	5.36%	7.70%

*Target: 85%-96%

On-time Performance

For the month of March, RydeTrans met the standard of on-time performance with 92.6%. Ridership increased by 486 trips from the previous month.

During the month of March 2026, RydeTrans received zero Customer Service Reports.

This year's third quarter continues to show an increase in the number of trips. This is a result of more seniors and disabled programs opening and an increase in activities. The increase in the number of trips has been an occurrence year over year. On-time performance (OTP) for Q3 remained within the target range of 84–96% across all three months, with February recording the lowest at 88.4%, compared to 95.4% in January and 92.6% in March. While February saw a slight dip, the decrease was primarily due to driver shortages, unplanned callouts, and some staff turnover. In response, RydeTrans is in the process of hiring additional drivers. Staffing levels and turnover are continuing to be monitored to support ongoing service reliability.



Attachment B

Cover Page

San Joaquin RTD Board of Directors
 Subject: Paratransit Operations Status Quarterly Report

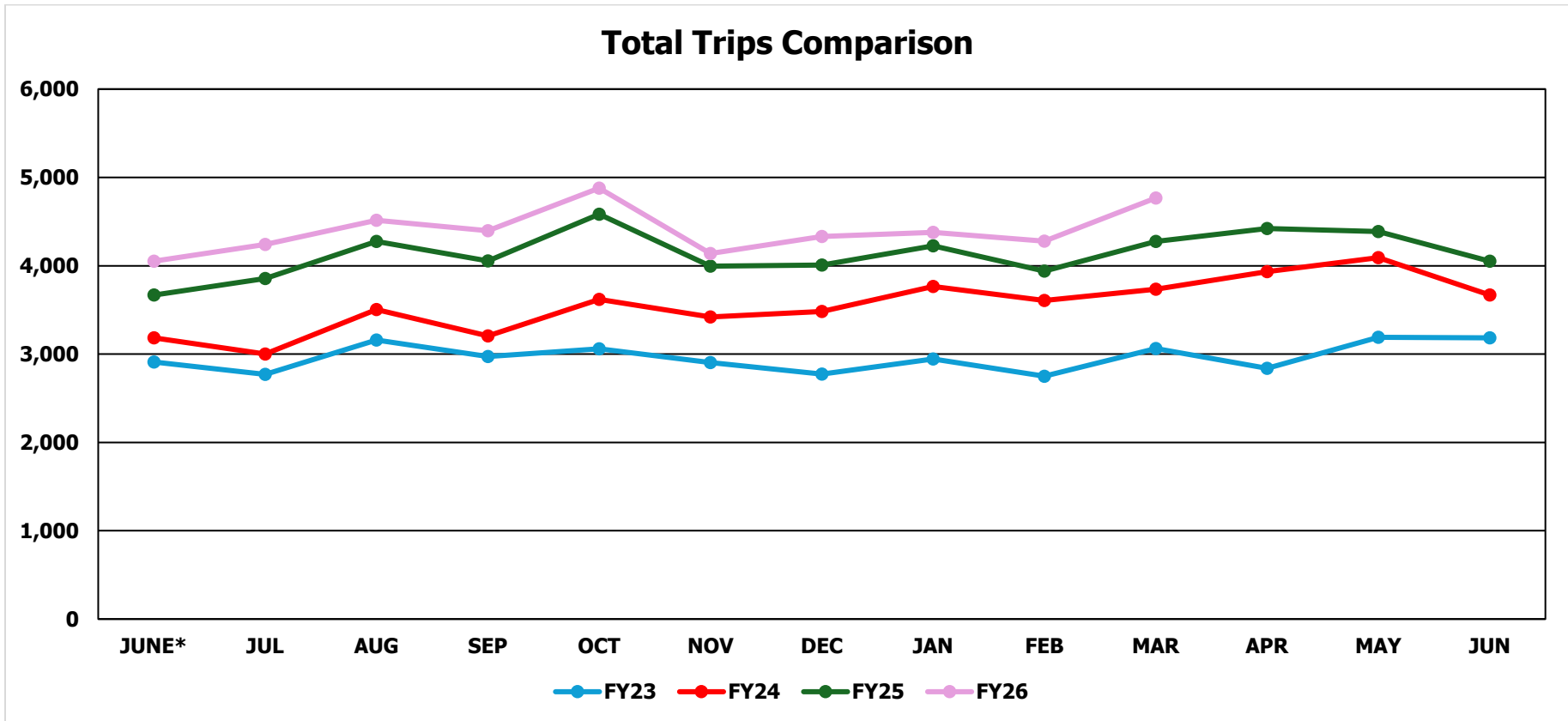
Item 9E
 May 15, 2026

	Jan-25	Feb-25	Mar-25	Total	Q3 2025 AVG	Jan-26	Feb-26	Mar-26	Total	Q3 2026 AVG	Difference	Performance Goals	FTA Guideline
Requested	5,367	5,005	5,374	15,746	5,249	5,592	5,475	6,026	17,093	5,698	449		
Performed (Completed Trips)	4,227	3,939	4,274	12,440	4,147	4,379	4,280	4,766	13,425	4,475	328		
Advanced Cancels	920	885	883	2,688	896	985	989	1,018	2,992	997	101		
Late Cancels	129	109	61	299	100	83	63	78	224	75	-25		
No Shows	129	109	155	393	131	145	143	164	452	151	20		
Total Revenue Miles	34,782	32,099	35,565	102,446	34,149	35,780	34,133	38,859	108,772	36,257	2,109		
Average (Completed) Trip Miles	8.23	8.15	8.32	24.70	8.2	8.17	7.98	8.15	24.30	8.10	0		
On Time Performance (OTP)	94.0%	91.3%	95.0%	93.4%	93.4%	95.4%	88.4%	92.6%	92.1%	92.1%	-1.3%	85% - 96% Expected	FTA 8.5.7, this is monitored to improve OTP and take any appropriate action. This KPI helps identifying and addressing patterns and practices in capacity constraints.
Standing Orders (subscriptions)	1,061	936	1,041	3038	1,013	796	1,098	1,176	3,070	1,023	11		FTA c 4710 (8.6) This KPI is monitors to ensure that standing orders or "subscriptions" do not absorb more than fifty percent of the number of trips available at a given time of day, unless there is non- subscription capacity.
Call Center Volume	4,318	4,042	4,143	12,503	4,168	4,301	4,551	5,082	13,934	4,645	477		FTA C 4710 (8.5.6) This KPI monitors the calls volume to ensure customer service quality and on-time phone response.
Hold Times less than 2 minutes*	804	600	550	1,954	651	344	603	901	1,848	616	-35		FTA C 4710 (8.5.6) Setting telephone hold time- standards, this KPI is monitored on a monthly basis. Quality Assurance test calls are performed to ensure hold times are within acceptable parameters.
Distinct Riders	402	389	584	1,375	458	416	436	444	1,296	432	-26		
Most Frequent Rider	65	70	57	192	64	72	100	7	179	60	-4		
Shared Rides	1,367	1,309	1,427	4,103	1,523	1,490	1,808	1,887	5,185	1,728	205		
Passenger per Revenue Hour	1.9	1.9	1.9	5.7	1.9	1.9	1.9	2	5.8	1.9	0.0		
Completed Trips <= 10 Miles	3,885	3,616	3,876	11,377	3,792	3992	3,812	4,264	12,068	4,023	230		
Completed Trips > 10 Miles	342	323	398	1,063	354	387	468	502	1,357	452	98		
Denied Rides	0	0	0	0	0	0	0	0	0	0	0	Zero	
Missed Trips	9	9	1	19	6	6	10	10	26	9	2		FTA C 4710.1 (8.5.5) This KPI is monitored on a monthly basis and validated and crossreferenced with notes provided by RydeTrans.
Excessively Long Trips (Duration)	2	2	1	5	2	0	0	3	3	1	-1		FTA C 4710.1 (8.5.5) This KPIs are monitored to ensure trip lengths are not "excessive" in comparison to the time required to make a similar trip using the fixed route system.
Accidents	0	1	2	3	1	0	2	0	2	1	0		
Mandatory Trips	1039	1025	1178	3,242	1,081	85	81	129	295	98	-982		
Reported Complaints	1	2	2	5	2	2	0	0	2	1	-1		
Valid Complaints	1	2	1	4	1	2	0	0	2	1	-1	Less than 1 per 10k boarding	
Commendations	0	0	0	0	0	0	0	0	0	0	0		
Total Pickup	4,227	3,939	4,274	12,440	4,147	4,379	4,280	4,766	13,425	4,475	328		

Late Trips Beyond The 30-Minute Window Ranging From 1-41 or More Minutes Late	Jan-25	Feb-25	Mar-25	Total	Q3 2025 AVG	Jan-26	Feb-26	Mar-26	Total	Q3 2026 AVG	Difference	Performance Goals	FTA Guideline
1 to 5 Minutes Late	2.72%	3.63%	2.01%	2.77%	2.79%	2.44%	4.07%	2.75%	3.07%	3.09%	0.30%		FTA 8.5.3 and 8.5.7, this is monitored to improve OTP and take any appropriate action. This KPI helps identifying and addressing patterns and practices in capacity constraints.
6 to 10 Minutes Late	1.82%	2.03%	1.31%	1.71%	1.72%	1.14%	2.50%	2.18%	1.94%	1.94%	0.22%		
11 to 15 Minutes Late	0.73%	1.29%	0.75%	0.92%	0.93%	0.46%	1.78%	1.03%	1.08%	1.09%	0.16%		
16 to 20 Minutes Late	0.38%	0.76%	0.54%	0.55%	0.56%	0.43%	1.10%	0.69%	0.74%	0.74%	0.18%		
21 to 25 Minutes Late	0.19%	0.43%	0.19%	0.27%	0.27%	0.02%	0.91%	0.48%	0.47%	0.47%	0.20%		
26 to 30 Minutes Late	0.19%	0.28%	0.35%	0.27%	0.27%	0.09%	0.42%	0.19%	0.23%	0.23%	-0.04%		
31 to 35 Minutes Late	0.00%	0.18%	0.09%	0.09%	0.09%	0.07%	0.33%	0.13%	0.17%	0.17%	0.08%		
36 to 40 Minutes Late	0.07%	0.13%	0.02%	0.07%	0.07%	0.05%	0.35%	0.15%	0.18%	0.18%	0.11%		
41 or more Minutes Late (Excessively Late/Missed Trips)	0.05%	0.23%	0.09%	0.12%	0.12%	0.05%	0.58%	0.10%	0.24%	0.24%	0.12%		
Total 1-41 or more lates	6.15%	8.96%	5.36%	6.77%	6.82%	4.75%	12.03%	7.70%	8.12%	8.16%	1.34%		
Total after 30 minute window	260	353	229	842	281	208	515	367	1090	363	83		



Attachment C
Cover Page

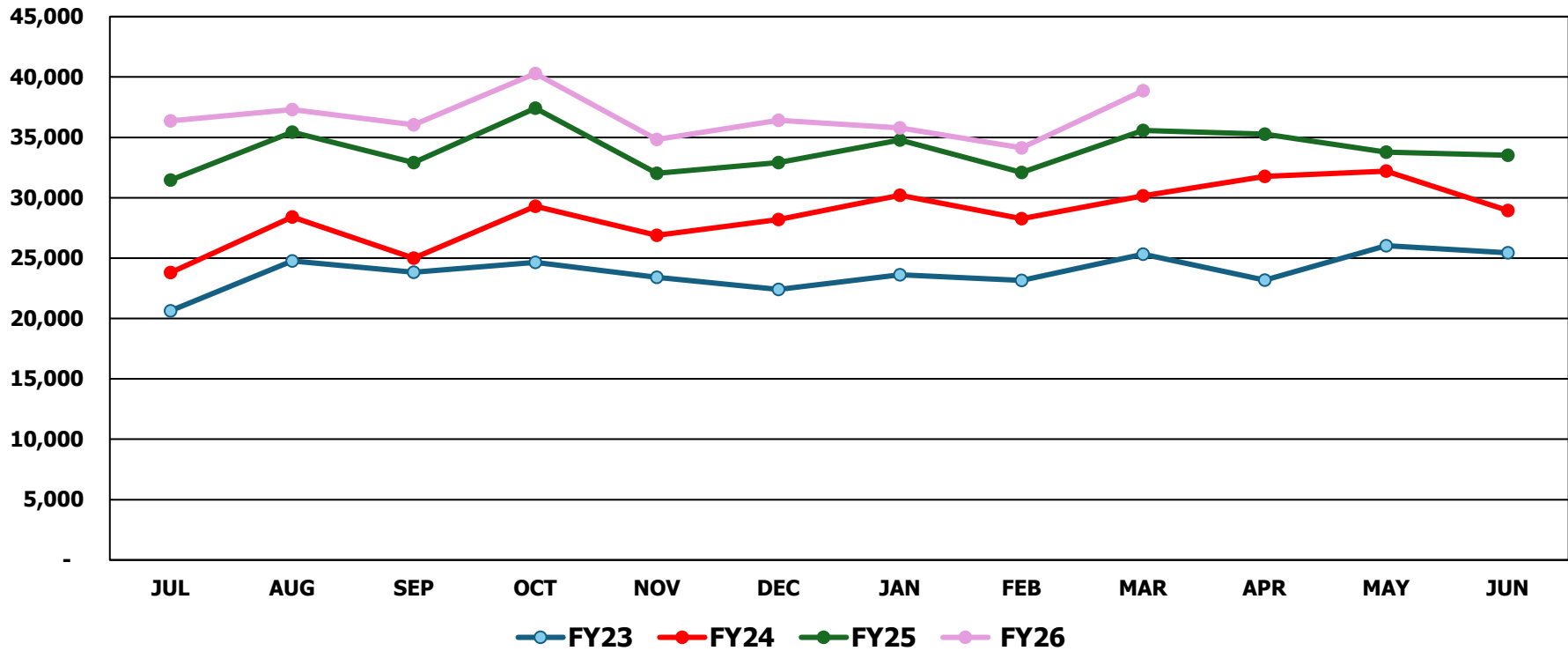


	JUNE*	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
FY23	2,909	2,769	3,158	2,974	3,059	2,905	2,775	2,945	2,750	3,062	2,839	3,190	3,183	35,609
FY24	3,183	3,001	3,505	3,207	3,618	3,419	3,484	3,765	3,606	3,735	3,932	4,092	3,668	43,032
FY25	3,668	3,855	4,276	4,054	4,584	3,995	4,009	4,227	3,939	4,274	4,421	4,387	4,052	50,073
FY26	4,052	4,240	4,514	4,397	4,879	4,140	4,333	4,379	4,280	4,766				39,928



Attachment D
Cover Page

SMA Annual Miles Revenue Miles



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
FY23	20,641	24,764	23,837	24,648	23,404	22,395	23,620	23,150	25,336	23,178	26,030	25,438	286,441
FY24	23,800	28,401	24,990	29,289	26,893	28,195	30,202	28,258	30,157	31,779	32,202	28,942	343,108
FY25	31,465	35,441	32,902	37,415	32,018	32,904	34,782	32,099	35,565	35,269	33,767	33,529	407,156
FY26	36,371	37,300	36,051	40,291	34,826	36,404	35,780	34,133	38,859				



Attachment E
Cover Page

**Monthly Assessments for ADA Eligibility
January, February and March 2025**

	Unconditional Assessments	Conditional Assessments	Temporary Assessments	Denied Eligibility	Total Assessments
January-26	83	4	0	0	87
February-26	57	6	1	0	64
March-26	59	14	2	2	77

Number of Eligible Riders for the month of January 2026= **87**

Number of Eligible Riders for the month of February 2026= **64**

Number of Eligible Riders for the month of March 2026= **75**

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

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

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

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



Attachment F
Cover Page

Top Monthly Ride Destinations for January, February, and March 2026

LOCATION	Jan-26	Feb-26	Mar-26	Total	% of Total Rides
Open Door Services Inc. Day Program 4045 Coronado Ave Stockton, CA 95204	186	163	175	524	3.90%
Person Centered Services, Inc. Day Program 4155 N El Dorado, Stockton, CA 95204	128	129	116	373	2.78%
RIA Care Center Dialysis 3115 W March Lane Stockton, CA 95219	129	119	123	371	2.76%
Person Centered Services, Inc. Day Program 722 W March Ln Stockton, CA 95207	119	96	114	329	2.45%
Walmart Supercenter 3223 E Hammer Ln Stockton, CA 95212	85	78	76	239	1.78%
Service First of Northern CA Day Program 102 W Bianchi Rd Stockton, CA 95207	76	69	85	230	1.71%
Delta College 5151 Pacific Ave Stockton, CA 5207	45	70	63	178	1.33%
Oneiro Pharmacy 8026 Lorraine Ave Stockton, CA 95210	56	62	58	176	1.31%
Delta Village Apartments 1625 Rosemarie Ln Stockton, CA 95207	49	48	54	151	1.12%
Community Center for the Blind and Visually Impaired 2453 Grand Canal Blvd Stockton, CA 95207	51	46	50	147	1.09%
Totals	46,023	46,054	46,082	0	0.00%

Total Trips Completed – Q3 FY26 = 13,425



LEAD: DEREK GRAVES, RTD CHAIR OF BOARD OF DIRECTORS

I. SUMMARY

- RTD's Rules of Procedure require that the Chairman of the Board review and appoint committee and retirement board assignments with the concurrence of the Board annually in February.
- The Board deferred this item to give the Chairman time to evaluate and make his assignments.
- The Chairman of the Board has reviewed the assignments and will assign two Directors to the Retirement Board, subject to the Board's concurrence.
- One Director will be appointed to the RTD Retirement Board.
- The second Director will be appointed as their alternate.
- Section 15 of the RTD Retirement Plan allows each Retirement Board member (other than the Umpire Member) to designate an alternate, subject to approval by the Retirement Board prior to commencing service.
- The non-represented employee representative Retirement Board member still needs to be appointed.
- All other assignments will be presented at a later meeting.

II. DISCUSSION/BACKGROUND

RTD's Rules of procedure provide that the Chairman of the Board of Directors may create standing, special, and/or Ad Hoc committees consisting of not more than two Directors and one alternate Director to advise the Board on matters assigned to the committees.

The Chairman shall appoint committee members with the concurrence of the Board. The Chairman of the Board has reviewed the assignments and will assign a Director to the Retirement Board, subject to the Board's concurrence. An alternate will also be designated.

Assignments to all other committees and liaison appointments will be presented at a later meeting.

Section 15 of the RTD Retirement Plan establishes the composition and administration of the Retirement Board and expressly authorizes each Retirement Board member, other than the Umpire Member, to designate an alternate, provided that such appointment is approved by the Retirement Board before the alternate begins service.

In January 2023, the RTD Board approved amendments to the Retirement Plan and subsequent Retirement Board Bylaws to formalize the designation and use of alternate members. To maintain continuity and ensure uninterrupted participation on the Retirement Board when needed, one RTD Director will be appointed to the RTD Retirement Board and a second Director will be appointed as their alternate.

Consistent with the Retirement Plan, this appointment is subject to the concurrence of the RTD Retirement Board prior to them commencing service.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

IV. CUSTOMER IMPACT

None. This action is administrative in nature and does not directly impact transit customers.

V. FINANCIAL CONSIDERATIONS/IMPACT

None.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None as this action ensures continuity of representation and compliance with the Retirement Plan and Retirement Board Bylaws.

VIII. ATTACHMENTS

Attachment A: Retirement Plan Restated January 20, 2023

Attachment B: San Joaquin Regional Transit District Retirement Board Bylaws Effective February 23, 2023

Prepared by: Erica Aguiñiga, Executive Assistant to the CEO and Board



Attachment A
Cover Page



LEAD STAFF: **CHRISTOPHER WADDELL**
 RTD RETIREMENT BOARD LEGAL COUNSEL

REPORT: **RETIREMENT PLAN AMENDMENT PROVIDING FOR**
 ALTERNATE RETIREMENT BOARD MEMBERS

I. SUMMARY

- RTD's Retirement Board members would like to designate alternates other than the Umpire Member to serve in their stead when the Board Member cannot attend a Retirement Board meeting.
- For this change to occur, an amendment to the Retirement Plan is necessary.
- The RTD Board would adopt the attached proposed Plan amendment.

II. DISCUSSION/BACKGROUND

At its September 15, 2022 meeting, the Retirement Board considered a memorandum concerning the designation by Retirement Board members other than the Umpire Member of alternates to serve in their stead when the Board Member is unable to attend a Retirement Board meeting. This memorandum covered language for a proposed Retirement Board Bylaw. It noted that to effectuate this change, an amendment to the Retirement Plan would be necessary, as the composition of the Retirement Board is spelled out in the Retirement Plan document.

Attached for the Board's consideration is a proposed Plan amendment to effectuate this change. The proposed amendment also addresses the process for the appointment of the Non-Represented employee representative on the Retirement Board, which the CEO has discussed with RTD's Non-Represented employees.

This Plan amendment would become effective upon its adoption by the RTD Board.

The Bylaw language provided with the September 15 memorandum sets forth a number of provisions applicable to each alternate. These have been incorporated into the comprehensive set of proposed Bylaws for the Retirement Board's consideration.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

IV. FINANCIAL CONSIDERATIONS/IMPACT

None.

V. CHANGES FROM COMMITTEE

N/A

VI. ALTERNATIVES CONSIDERED

None.

VII. ATTACHMENTS

Attachment A: Proposed Retirement Plan Amendment

Attachment B: Resolution

Prepared by: Christopher Waddell, RTD Retirement Board Legal Counsel

**DRAFT PROPOSED RETIREMENT PLAN AMENDMENT—ALTERNATE
RETIREMENT BOARD MEMBERS**

SECTION 15. ADMINISTRATION

A. This Retirement Plan shall be administered by the Retirement Board, which shall be composed of five (5) members, two (2) members as representatives of RTD (one being a member of the RTD Board of Directors and one Non-Represented Employee representative) and two (2) representatives of the Union, and one Umpire Member (who shall only participate as a member of the Retirement Board when there is a deadlock vote of the other four members). The Non-Represented Employee representative need not be an RTD employee and shall be appointed by the RTD Board upon the recommendation of the CEO with the concurrence of RTD's Non-Represented employees. Each Retirement Board member other than the Umpire member may designate an alternate, whose appointment shall be approved by the Retirement Board before commencing service. The Retirement Board shall administer all of the provisions of this Retirement Plan. Its duties, among others, shall include:

- (1) It shall authorize the employment of such actuarial, and other professional services as it may deem appropriate.
- (2) It shall be responsible for the filing and maintaining of personnel records necessary or operation of this Retirement Plan.
- (3) It shall authorize the payment of retirement benefits under this Retirement Plan.
- (4) It shall approve mortality tables, interest rates, and other actuarial factors to be used in determining the requirements of this Retirement Plan. The Retirement Board shall determine the amount of any benefit that is determined on the basis of actuarial assumptions using assumptions adopted by the Board by rule or policy; such benefits shall not be subject to Employer discretion.
- (5) Such duties as are prescribed by the San Joaquin Regional Transit District Act, including all amendments of this Retirement Plan.
- (6) It shall, among other things, interpret the provisions of the Plan, hear and decide all appeals from participants and beneficiaries with respect to application and/or interpretation of the provisions of the Plan, enter into any and all contracts in the name of the Plan or Retirement Board and do all acts that the Retirement Board in its sole discretion, deems necessary and advisable to carry out its duties and obligations as prescribed by law, the Collective Bargaining Agreement and this Plan.
- (7) The Retirement Board shall adopt such rules and procedures for the conduct of its meetings and determine the time and place of its meetings.
- (8) The Retirement Board shall not engage in a transaction prohibited by Section 503(b) of the Code.

Remaining subsections of Section 15 unchanged



Attachment B
Cover Page

SAN JOAQUIN REGIONAL TRANSIT DISTRICT RETIREMENT BOARD BYLAWS

Effective February 23, 2023

As adopted and approved by the San Joaquin Regional Transit District Board of Directors,
pursuant to California Public Utilities Code Section 50150.

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ADOPTED BY THE:
San Joaquin Regional Transit District Retirement Board
on February 23, 2023
BYLAWS FOR THE RETIREMENT BOARD

ARTICLE 1

RETIREMENT BOARD COMPOSITION AND PURVIEW

GOVERNANCE

§ 1.10 Definitions

For the purposes of these Bylaws, the "Board" or the "RTD Board" shall refer to the Board of Directors of the San Joaquin Regional Transit District. The "Retirement Board" shall refer to the Board of Directors of the San Joaquin RTD Retirement Plan. "Employee" shall refer to any person employed by RTD.

§ 1.11 Retirement Plan; Application of Bylaws

These Bylaws are created by and under the full authority and approval of the Retirement Board and govern its actions in maintaining the Retirement Plan established for employees of the San Joaquin Regional Transit District (hereinafter "RTD".)

The plan is referred to herein as the "Retirement Plan."

These Bylaws apply to the Retirement Plan as they may be amended from time to time, except when the terms of the Act and/or the terms of the Plan are inconsistent with the terms of these Bylaws, in which case the terms of the Act and/or the Plan will govern its operations.

§1.12 Governance of the Retirement Plan

The Retirement Plan is governed by one board, hereinafter individually referred to as the "Retirement Board."

Pursuant to the Retirement Plan, operating under the authority of California Public Utilities Code Sections 50150 and 99159, the RTD Board shall create a retirement board of no more than five members. Two (2) members shall be representatives of the RTD (one being a member of the RTD Board of Directors and one being a Non-represented employee representative), and two members of which shall be representatives of the Union. The Non-Represented Employee representative need not be an RTD employee and shall be appointed by the RTD Board upon the recommendation of the CEO with the concurrence of RTD's Non-Represented employees. The fifth member – referred to as the Umpire –shall be selected jointly by the Union and RTD.

The Retirement Board has determined that in order to ensure continuity of its operations in the event that one or more of its members is unable to attend a meeting, each member other than the Umpire Member shall have the authority to designate an alternate to serve in their stead in their absence. The Non-represented employee representative shall seek the concurrence of the non-represented employees of RTD prior to designating their alternate.

The following provisions apply to each alternate member:

1. Their appointment must be approved by the Retirement Board prior to assuming office.
2. In order to develop and maintain continuity of knowledge and experience with Retirement Board operations, each alternate must regularly attend all Regular and Special meetings of the Retirement Board.
3. Each alternate should pursue education in areas that are pertinent to administration of the Retirement Board, as described more fully in in Section 1.14.
4. Each alternate must comply with the economic disclosure requirements of the Political Reform Act that are applicable to Retirement Board members.

The Retirement Board shall administer the retirement system, and shall define its powers, duties and responsibilities of the Retirement Board members.

In the event of a vacancy of a Retirement Board member because of death, resignation, illness, or other reason, a new member must be appointed in compliance with applicable regulations and legislation as soon as may reasonably occur, but no later than 60 days after such vacancy.

§1.13 Retirement Board Fiduciary Duty and Authority

The duties and responsibilities of each Retirement Board Member must be executed in accordance and in full compliance with the requirements of Sections 50150-50153 of the California Public Utilities Code, the California Constitution, Article 16, §17, and any other provision of law applicable to fiduciary duties of the Retirement Board.

The Retirement Board shall administer and carry out the terms and provisions of the Retirement Plan. The Retirement Board has no authority to amend or change the terms of the Retirement Plan.

§1.14 Board Member Responsibilities and Core Competencies

A. Attendance

All board members, including alternates, are expected to attend all board and applicable committee meetings. While attendance is not always possible, board members should, once the calendar for a year is set, immediately flag any scheduling conflicts and thereafter manage their schedules to avoid creating additional conflicts. Absences for medical or other substantial reasons shall be deemed to be excused absences in the discretion of the Board President.

B. Preparation

Board members should come to board and committee meetings having read the materials prepared and circulated by staff and/or consultants and having asked any questions of staff necessary to their understanding of materials.

C. Inquisitiveness

Board members should be inquisitive, and should appropriately question staff, advisors and fellow trustees as circumstances require. There is no such thing as a "dumb question."

D. Integrity

Board members shall conduct themselves with integrity and dignity, maintaining the highest ethical conduct at all times. They should understand system objectives and exercise care, prudence and diligence in handling confidential information.

E. Knowledge

Board members should develop and maintain their knowledge and understanding of the issues involved in the management of the system. The specific areas in which board members should develop and maintain a high level of knowledge should include:

- Public pension plan governance.
- Asset allocation and investment management.
- Actuarial principles and funding policies.
- Financial reporting, controls and audits.
- Benefits administration.
- Vendor selection process.
- Open meeting and public records laws.
- Fiduciary responsibility.
- Ethics and conflicts of interest.

F. Education

Board members should identify areas in which they might benefit from additional education and work with staff to find educational opportunities. Board members should fulfill the training expectations outlined in the Board Member Education policy and are encouraged to attend additional relevant educational opportunities as outlined therein.

G. Collegiality

Members shall make every effort to engage in collegial deliberations, and to maintain an atmosphere in which board or committee members can speak freely, explore ideas before becoming committed to positions and seek information from staff and other members. Board members should come to meetings without having fixed or committed their positions in advance.

H. Independence

Board members shall, upon taking office, sign a pledge confirming their independence and their understanding of their fiduciary duties. The pledge shall be renewed annually and shall read as follows:

"I understand that as a board member, I must discharge my duties as a fiduciary with respect to the system solely in the interest of its members, retirees and beneficiaries. I pledge not to allow political meddling or other forms of intimidation to affect my independence of judgement in the exercise of my fiduciary responsibilities."

ARTICLE 2

RETIREMENT BOARD RULES

MEETINGS

§2.10 Regular Quarterly Retirement Board Meeting Schedule

The Retirement Board shall hold regular meetings at least quarterly. No later than December 31st of each year, the Retirement Board must adopt a resolution setting forth their regular meeting schedule for the following calendar year. The resolution establishing the Retirement Board's regular meeting schedule shall state the date and time for each meeting and the place for each such meeting if it differs from the place set out in the Bylaws. Unless otherwise specified in the meeting notice, the Retirement Board will conduct its meetings at RTD's Downtown Transit Center Boardroom located at 421 East Weber, Stockton CA 95202-3024.

§2.11 Special Meetings

A special meeting may be called at any time by the Chair, the Vice-Chair, or by a majority of the members of the Retirement Board, by delivering personally, via electronic mail ("e-mail"), or by U.S. mail, written notice to each member of the Retirement Board, and by posting a notice on the San Joaquin Regional Transit District's internet web site. Such notice must be delivered and received at least 72 hours before the time of such meeting. The call and notice shall specify the time and place of the special meeting and the business to be transacted. No business other than as specified in the notice shall be considered at such meeting.

§2.12 Quorum

Three Retirement Board members constitute a quorum of the Retirement Board for purposes of convening a meeting and for the transaction of business.

§2.13 Open Meetings; Application of the Ralph M. Brown Act

All meetings and associated notices must comply with the provisions of the Ralph M. Brown Act. (Government Code Sections 54950, et seq.) Accordingly, all Retirement Board meetings are open to the public except when the subject matter may be properly addressed in, and properly noticed for, a closed session.

§2.14 Agenda Preparation, Delivery, and Posting

In addition to those requirements set forth in the Brown Act, each meeting agenda, together with all supporting documents, must be delivered to the Retirement Board members and Legal Counsel to the Retirement Board at least five days before the meeting. The purpose of this requirement is to give Board members advance notice of all business coming before them. In the case of special meetings which may be called less than seven (7) days in advance of the meeting date, the requesting individual shall provide such notice as soon as may be practical under the circumstances, but at least 24 hours prior to the special meeting.

If a Retirement Board Member wishes to have an item placed onto the Agenda, and before it will be placed on the Agenda, the requesting Board Member must provide sufficient information to the Retirement Board Secretary to advise the Retirement Board of the subject matter, the desired action being requested, and

sufficient information for the Retirement Board to consider and act upon it. Said information must be submitted at least ten (10) working days prior to a regular Retirement Board meeting date and five (5) working days prior to a special Board meeting date

§2.15 Access to Public Records Distributed at Meeting

Writings which are public records and which are distributed with the agenda prior to the Board meeting or during a meeting shall be made available for public inspection at the meeting if prepared by RTD or a member of the Retirement Board or after the meeting if prepared by some other person.

§2.16 Continuing Body

The Retirement Board is a continuing body and no measure pending before it is abated or discontinued by reason of the expiration of the term of office or removal of a member of the Retirement Board.

§2.17 Adjournment of Meeting

The Retirement Board may adjourn any regular, adjourned regular, special, or adjourned special meeting to a time and place specified in the order of adjournment. Less than a quorum may so adjourn from time to time. Notice of adjournment of a duly called special meeting at which less than a quorum is present shall be given in the same manner as notice of the original meeting. If all members are absent from any regular or adjourned regular meeting, the Secretary of the Board may declare the meeting adjourned to a stated time and place and he or she shall cause a written notice of the adjournment to be given in the same manner as provided herein for special meetings. In the case of all adjournments, a copy of the order or notice of adjournment shall be conspicuously posted on the door to the San Joaquin Regional Transit District Downtown Transit Center, located at 421 East Weber, within 24 hours after the time of the adjournment. When an order of adjournment of any meeting fails to state the time at which the adjourned meeting is to be held, it shall be held at the time specified for regular meetings.

ARTICLE 3

OFFICERS

§3.10 Officers

The Retirement Board shall elect a Chair and a Vice Chair in accordance with the Retirement Plan.

The election of officers will be conducted at the last meeting of the calendar year for the following calendar year. New officers will assume their position on January 1.

§3.11 Chair Responsibilities

1. The Chair presides over and preserves order at all regular meetings, special meetings, and hearings of the Retirement Board. The Chair states every question coming before the Retirement Board, and decides all questions of order without debate, subject, however, to an appeal by a member of the Retirement Board. The Chair may move, second, and debate from the chair, subject only to such limitations of debate as are imposed on all members, and has all other rights or privileges of all others members.
2. In all cases, the Chair can direct the Secretary to include discussion or action items on the

agenda for future Retirement Board meetings. The Chair, or Chair Pro Tem presiding at the meeting, signs all Board resolutions and all minutes of Retirement Board meetings or hearings, which have been adopted or approved.

§3.12 Vice Chair

The Vice Chair serves as the Chair Pro Tem in the Chair's absence. When serving as the Chair Pro Tem, the Vice Chair has all of the rights, duties and responsibilities of the Chair as set forth in Section 3.11 above.

§3.13 Secretary

The Chief Executive Officer (CEO) of San Joaquin RTD, or his or her designee, shall serve as the Secretary to the Retirement Board. The Secretary may designate an Assistant Secretary.

In addition, the Secretary has the following powers and duties, any or all of which may be delegated by the Secretary to the Assistant Secretary if and as designated by the Secretary.

1. Create meeting notices and agendas;
2. Post agendas;
3. Call the roll at the beginning of each Board meeting and for each roll call vote;
4. Announce the result of each vote;
5. Attend and keep minutes of all meetings and hearings of the Board;
6. Furnish each Retirement Board member a copy of the minutes of each meeting with the agenda for the following meeting;
7. Attest all resolutions of the Retirement Board and the minutes of all meetings or hearings which have been approved by the Board;
8. Keep and have custody of all books, records and papers of the Retirement Board, and certify true copies thereof whenever necessary; and,

Perform such other duties as may be required either by the Retirement Plan or by statute, ordinance, resolution or order.

§3.14 Vacancy

If an officer vacates his or her seat on the Retirement Board because of death, resignation, illness, or other reason, officer selections must be held at the first Retirement Board meeting after the vacancy has occurred.

§3.15 Additional Delegable Duties

The Retirement Board, at its discretion and by resolution, may authorize its Chair, Vice Chair and/or Secretary or other RTD staff to exercise additional administrative authority, such as to execute contracts or other legally-binding documents, manage Board-awarded contracts, make purchases up to Board-

authorized limits, and approve service retirements.

The Retirement Board may also authorize the CEO of RTD or other delegates to carry out other support functions for the Retirement Plan.

ARTICLE 4

ORDER OF BOARD BUSINESS

§4.10 Agenda

The order of business for regular and special meetings will be as follows:

1. Call to Order
2. Roll Call
3. Consent Items
4. Unfinished Business
5. New Business
6. Public Comment
7. Questions and Comments from the Retirement Board and/or staff
8. Closed Session
9. Adjourn

Notwithstanding the above, closed sessions (and associated announcements) may be included on the agenda at any point after Roll Call and before Adjournment, at the discretion of the Chair.

The order of business during any meeting may be changed upon order of the Chair with consent of the Retirement Board, or upon motion of the Retirement Board.

§4.11 Contents of Agenda

The agenda must specify the time and location of the meeting and must contain a brief general description of each item of business to be transacted or discussed at the meeting. The descriptions must adequately summarize the general matter or subject matter of each agenda item so as to inform interested members of the public about the subject matter under consideration so that they can determine whether to monitor or participate in the meeting.

The Retirement Board shall not act upon or discuss an item that is not listed on the agenda except as provided under Section 4.10 or as otherwise permitted by the Brown Act.

§4.12 Consent Items

The Consent Items shall consist of matters requiring Retirement Board action of a routine nature or on which staff comment is not appropriate or necessary, or which have previously been discussed and appear on the Agenda for final action only.

All items listed under the Consent Items, excepting those individual items which are removed for separate discussion and/or vote at the request of any Retirement Board member, may be acted upon by a single motion and vote.

Retirement Board minutes are included as part of the Consent Items to be approved without reading unless a member requests such reading, in which case the minutes require action by a separate motion

and vote.

§4.13 Disability and Early Retirements

The Retirement Board shall hear presentations from RTD staff and act on proposed Early Retirements and Disability Retirements (as defined by the RTD Retirement Plan) only. Regular retirements meeting all qualifications under the RTD Retirement Plan will not be submitted to the Retirement Board for action, but will be reported to the Retirement Board at the next regular meeting.

§4.14 Quarterly Investment Performance Reviews

The Retirement Board must review the performance of Retirement Plans' fund managers and investment manager at each Quarterly Retirement Board Meeting as part of Unfinished or New Business, as appropriate.

The Retirement Boards' financial and investment consultant must be present at each Quarterly Retirement Board Meeting and must report on the investment performance of the plan assets on a quarterly basis. The Retirement Board will review the report on the investment performance of plan assets at each regular meeting based upon criteria set forth in the San Joaquin Regional Transit District Retirement Plan's investment policy and guidelines.

§4.15 Items Not on the Agenda

A matter requiring Retirement Board action must be listed on the posted agenda before the Board may discuss and/or act upon it unless an exception as specified under the Brown Act applies.

The Retirement Board may take action at any Regular Meeting on items of business not appearing on the posted agenda under any of the following conditions in accordance with Brown Act:

1. Upon a determination by an affirmative vote of the Retirement Board that an emergency situation exists;
2. Upon a determination by the affirmative vote of the Retirement Board, in accordance with the Brown Act, that there is a need for immediate action which cannot reasonably wait for the next regularly scheduled meeting, and the need to take action arose subsequent to the agenda being posted;
3. If the item was properly posted for action at a prior meeting of the Retirement Board occurring not more than five (5) calendar days prior to the date action is taken on the item, and at the prior meeting the item was continued to the meeting at which action is being taken.
4. By directing the Chair, Vice Chair or Secretary to place an item of business for discussion and/or action on a subsequent agenda.

§4.16 Minutes

The Secretary shall prepare minutes in the form of an action summary; however, during the consideration on any particular matter, a Retirement Board member may make a request that the minutes contain a more thorough description of the discussion or deliberations of any question coming before the Retirement Board.

ARTICLE 5

MEMBERS ADDRESSING THE BOARD

§5.10 Recognition by the Chair

A Retirement Board member may speak on any item on the agenda upon being recognized by the Chair. Comments on items not on the agenda will be heard at the time noticed on the agenda for "Questions and Comments from the Retirement Board."

§5.11 Speaking Interruption

A Retirement Board Member will not be interrupted when speaking unless it is to call him or her to order, for the purpose of explanation or to permit solicited responses. If a Board member, while speaking, is called to order, he or she must cease speaking until the question of order is determined, when, if permitted, he or she may proceed.

§5.12 Limitation of Presentations, Discussion

The Chair may limit discussion at any particular meeting by a Retirement Board member to such time as the Chair may find to be reasonable under the circumstances, provided that any decision of the Chair to limit discussion may be overruled by the Board.

§5.13 Impertinence

Any Retirement Board member making personal, impertinent, or inappropriate remarks may be barred by the Chair from further appearance before the Retirement Board at that meeting, unless permission to continue is granted by an affirmative vote of the Retirement Board.

§5.14 Debate Closing

The member moving the adoption of a resolution or motion shall have the privilege of closing the debate.

§5.15 Disqualification of Members

Any member who is legally disqualified from participating in Board action on any particular matter must, as soon as such matter is reached on the agenda, disclose his or her disqualification and the reason therefore and must recuse himself or herself during the discussion, debate, and vote on such matter. If such disqualification is not known to the Retirement Board Member at the time such matter is reached on the agenda, he or she must make such disclosure as soon as he or she knows his or her disqualification, or recuse himself or herself during consideration of the matter.

ARTICLE 6

PERSONS ADDRESSING THE BOARD

§6.10 Recognition by the Chair

Persons attending the meeting may address the Retirement Board only when recognized by the Chair. The Chair will ask the speaker to introduce himself or herself. Individuals who do not identify themselves may not be included in the minutes for the meeting at which they speak.

§6.11 Limitation of Presentations, Discussion

The Chair may specify a time limitation on any presentation made before the Retirement Board, which shall not be less than three (3) minutes.

§6.12 Inappropriate or Disruptive Behavior

Any person engaging in personal, impertinent, or inappropriate remarks or behavior while addressing the Retirement Board may be barred by the Chair from further appearance before the Retirement Board at that meeting, unless permission to continue is granted by an affirmative vote of the Board. Any person willfully disrupting the meeting may be excluded from the meeting by the Chair.

In extreme situations where persistent disruptions from multiple members of the public prevent an orderly meeting, the Chair, subject to Retirement Board appeal, or the Retirement Board itself, may order that all members of the public except the media be removed from the public meeting, or meeting may be adjourned or continued.

ARTICLE 7

OFFICIAL ACTIONS

§7.10 Timing of an Action

Motions and resolutions, unless put over to a future meeting by a majority vote of the Retirement Board, may be acted upon on the day of introduction or presentation. No continuance will be granted if the effect of such a continuance is to render useless a subsequent vote on the issue.

§7.11 Form of Action

Motions are considered an act of the Retirement Board and carry the same weight as a resolution. Resolutions are typically used for actions that will be referred to for historical purposes, such as adoption of a policy, award of a contract or grant of an individual's disability or early retirement.

§7.12 Votes, Signature and Attestation

Votes upon an action item, whether by motion or resolution, are cast as "ayes," "noes" or abstain pursuant to roll call and so recorded. Each resolution must be in written or printed form. Procedural motions do not require a roll call vote.

Every resolution shall be attested by the Secretary.

§7.13 Codification

Resolutions are codified as follows: [Year]-[Month]-[Resolution Number]. For example, the fifth resolution a board adopted at its March 2015 meeting is codified: 15-03-0005.

§7.14 Vote Threshold; Majority Minimum

All official acts of the Retirement Board shall require the affirmative vote of a majority of the members of the Retirement Board unless applicable law requires a greater number of affirmative votes.

§7.15 Motion Reconsideration

A motion to reconsider any action taken by the Retirement Board may be made only on the day such action was taken, either during the same session or at an adjourned session thereof. Such motion must be made by a member on the prevailing side and seconded by any member. The motion, which may be made at any time during said meeting, has precedence over all other motions. The motion to reconsider is debatable unless the action to be reconsidered is not debatable.

§7.16 Deadlock Vote

If a motion or resolution is brought before the Retirement Board for a vote and results in a deadlock vote, the Retirement Board will set a meeting (regular or special) and invite the Umpire Member to make a decision on the matter, pursuant to Section 15 of the Retirement Plan document.

ARTICLE 8

COMMITTEES

§8.10 Appointment

The Chair may create and appoint ad hoc committees consisting of two Retirement Board members, one member who is a union representative and one member appointed by the RTD Board.

§8.11 Ad Hoc Advisory Committee Meetings

Ad Hoc Committees are limited term, limited scope advisory committees comprised exclusively of less than a quorum of the Retirement Board. For example, an advisory committee comprised of two members for the purpose of producing a report in six months on trends in public agency benefit policies would be considered an ad hoc committee because it is composed of less than a quorum of the Board and it is charged with accomplishing a specific task in a limited period of time.

Ad hoc committee meetings are specifically exempt from open meeting requirements under these Bylaws and under the Brown Act. However, when creating and appointing an Ad Hoc Committee, the Chair retains authority to direct that meetings of that committee shall be noticed and open to the public.

ARTICLE 9

RULES

§9.10 Amendment

Any provision hereof may be altered, amended or annulled at any time by an affirmative vote of the San Joaquin RTD Board of Directors, provided at least a week's notice of such change is given to each Board member.

§9.12 Robert's Rules

Meetings of the Retirement Board shall be guided by the principles embodied in "Robert's Rules of Order Newly Revised" to the extent that such principles are consistent with the Brown Act.

§9.13 Copies – Bylaws

The Secretary shall furnish each Retirement Board member copies of these Bylaws and make them available on the RTD website.

§9.14 Protocol for Requesting Information from Independent Contractors

The purpose of this protocol is to ensure accuracy, consistency, and transparency of information provided to the members of the Retirement Board. This protocol will ensure that all members of the Retirement Board are aware of any and all information requested and received by any board member.

- 1) Retirement Board members may request information from the Retirement Plan's independent contractors during the regular or special board meeting. The CEO or designee will provide information requested to all Retirement Board members.
- 2) A Retirement Board member wishing information outside of the Retirement Board meeting will direct the request to the CEO. The CEO will provide the information requested to all members of the Retirement Board.

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LEAD STAFF: BEARNARD VEASLEY, INTERIM CEO

I. RECOMMENDED ACTION

Motion to approve meeting minutes from the March 20, 2026, Special Board of Directors meeting; the March 30, 2026, Special Board of Directors meeting; and the April 17, 2026, Regular Board of Directors meeting.

II. SUMMARY

- Staff is providing the minutes from the following three meetings: March 20, 2026, Special Board of Directors meeting; March 30, 2026, Special Board of Directors meeting; April 17, 2026, Regular Board of Directors meeting.
- Minutes provide an official record of the discussions, decisions, and actions taken during the previous board meeting.
- Meeting minutes are recorded after each meeting and will be provided for approval at the following regularly scheduled meeting.

III. DISCUSSION/BACKGROUND

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

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

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

V. CUSTOMER IMPACT

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 Special Meeting of March 20, 2026

Attachment B: Draft minutes of the RTD Board of Directors Special Meeting of March 30, 2026

Attachment C: Draft minutes of the RTD Board of Directors Regular Meeting of April 17, 2026

Prepared by: Erica Aguiñiga, Executive Assistant to the CEO and Board



Attachment A
Cover Page

7. DISCUSSION ITEMS

A. Strategic Planning

- i. Board to provide feedback to approve at a future meeting.

8. ADJOURNMENT

Chair Graves adjourned the meeting at 2:33 p.m.

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Attachment B
Cover Page

- A. INTERIM CHIEF EXECUTIVE OFFICER UPDATE
Interim CEO Kimberly Turner provided an oral update regarding the agency.
 - B. FINANCIAL UPDATE
Director of Procurement Thomas Dempsey provided an overview of the February financial report.
9. INFORMATION ITEMS
Reports provided for information only:
- A. MARKETING UPDATE
 - B. FEDERAL LEGISLATIVE UPDATE
 - C. STATE LEGISLATIVE UPDATE
 - D. GRANTS ACTIVITY REPORT
 - E. UPDATE OF SOLICITATIONS
 - F. UPDATE OF CAPITAL PROGRAM
 - G. RTD BOARD STANDING COMMITTEE ASSIGNMENT
Chair Graves reported that he appointed himself and Vice Chair Moorad to the Finance and Audit Committee.
10. CONSENT CALENDAR
- A. MOTION: APPROVING THE MINUTES OF THE FEBRUARY 9, 2026,
SPECIAL BOARD OF DIRECTORS MEETING

ACTION: MOTION: Derek Graves SECOND: Aaron Edwards
Roll Call:
AYES: Graves, Moorad, Edwards
ABSENT: NAYES: ABSTAIN:
 - B. MOTION: APPROVING THE MINUTES OF THE FEBRUARY 13, 2026,
SPECIAL BOARD OF DIRECTORS MEETING

ACTION: MOTION: Derek Graves SECOND: Aaron Edwards
Roll Call:
AYES: Graves, Moorad, Edwards

ABSENT: NAYES: ABSTAIN:

- C. MOTION: APPROVING THE MINUTES OF THE FEBRUARY 20, 2026, REGULAR BOARD OF DIRECTORS MEETING

ACTION: MOTION: Derek Graves SECOND: Aaron Edwards
Roll Call:
AYES: Graves, Moorad, Edwards
ABSENT: NAYES: ABSTAIN:

- D. MOTION: AUTHORIZING THE INTERIM CEO TO AMEND THE CURRENT THREE-YEAR CONTRACT WITH PLATINUM SECURITY, INC. FOR UNARMED SECURITY GUARD SERVICES FOR A TOTAL AMOUNT NOT TO EXCEED \$3,880,000 AND TO EXTEND CONTRACT SERVICES THROUGH JUNE 30, 2026

ACTION: MOTION: Derek Graves SECOND: Aaron Edwards
Roll Call:
AYES: Graves, Moorad, Edwards
ABSENT: NAYES: ABSTAIN:

- E. MOTION: AUTHORIZE THE INTERIM CEO TO COMPLETE THE FLEET UPGRADE FOR THE PURCHASE AND INSTALLATION OF COMPUTER-AIDED DISPATCH/AUTOMATIC VEHICLE LOCATION (CAD/AVL) HARDWARE RETROFITS. THE VONTAS CONTRACT AMOUNT WILL NOT EXCEED \$747,747

ACTION: MOTION: Derek Graves SECOND: Aaron Edwards
Roll Call:
AYES: Graves, Moorad, Edwards
ABSENT: NAYES: ABSTAIN:

- F. MOTION: RESCINDING THE PREVIOUSLY APPROVED SUBMISSION OF THE UNION TRANSFER STATION EMERGENCY OPERATIONS CENTER (EOC) PROJECT FOR THE "ONE VOICE" 2026 ADVOCACY AGENDA TO SJCOG. FURTHER, APPROVING THE STAFF RECOMMENDATION TO REPLACE THE EOC PROJECT WITH THE HYBRID ELECTRIC BUS PROJECT IN THE AMOUNT OF \$1,400,000, AND THAT THIS REQUEST BE SUBMITTED TO SJCOG FOR INCLUSION IN THE "ONE VOICE" 2026 ADVOCACY AGENDA

ACTION: MOTION: Derek Graves SECOND: Aaron Edwards
Roll Call:
AYES: Graves, Moorad, Edwards

ABSENT: NAYES: ABSTAIN:

- G. RESOLUTION: DELEGATING ADMINISTRATIVE FUNCTIONS RELATIVE TO THE HANDLING OF CLAIMS SIGNATURE AUTHORITY FROM THE INTERIM CEO TO THE SAFETY, SECURITY, AND RISK MANAGEMENT CHIEF

ACTION: MOTION: Derek Graves SECOND: Aaron Edwards
Roll Call:
AYES: Graves, Moorad, Edwards
ABSENT: NAYES: ABSTAIN:

- H. RESOLUTION: APPROVING THE LIST OF PERSONS AUTHORIZED TO SIGN ON SAN JOAQUIN REGIONAL TRANSIT DISTRICT'S (RTD) BANK OF STOCKTON ACCOUNTS, SAN JOAQUIN COUNTY TREASURY ACCOUNTS, DEFINED BENEFIT RETIREMENT PLAN ACCOUNTS, 457(b) DEFERRED COMPENSATION PLAN, AND 401(a) DEFINED CONTRIBUTION PLAN

ACTION: MOTION: Derek Graves SECOND: Aaron Edwards
Roll Call:
AYES: Graves, Moorad, Edwards
ABSENT: NAYES: ABSTAIN:

11. ACTION ITEMS

- A. MOTION: AUTHORIZING ESTIMATED BOARD TRAVEL EXPENSES FOR CALENDAR YEAR 2026

ACTION: MOTION: Derek Graves SECOND: Aaron Edwards
Roll Call:
AYES: Graves, Moorad, Edwards
ABSENT: NAYES: ABSTAIN:

- B. MOTION: AUTHORIZING THE INTERIM CEO TO EXECUTE AN AMENDMENT TO THE CONTRACT WITH GILLIG LLC FOR THE PURCHASE OF FIVE (5) ADDITIONAL HYBRID ELECTRIC BUSES THROUGH THE STATE OF WASHINGTON COOPERATIVE CONTRACT AND INCREASE THE CONTRACT BY \$12,400,000 WITH A NOT-TO-EXCEED AMOUNT OF \$44,800,000. THIS PURCHASE ALSO INCLUDES PRODUCER PRICE INDEX (PPI) ADJUSTMENTS, CAD/AVL EQUIPMENT UPGRADES, AND CONTINGENCIES

ACTION: MOTION: Aaron Edwards SECOND: Derek Graves
Roll Call:
AYES: Graves, Moorad, Edwards

ABSENT: NAYES: ABSTAIN:

12. PUBLIC COMMENT

No public comments were received.

13. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF

14. CLOSED SESSION

Chair Graves announced that the Board would recess into Closed Session at 10:58 a.m. to consider the following item set forth on the agenda.

CLOSED SESSION – Conference with Legal Counsel—Existing Litigation

Government Code Section 54956.9(d)(1)

Name of Case: San Joaquin Regional Transit District v. San Joaquin Council of Governments

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

The Board of Directors returned from a Closed Session at 10:58 a.m. RTD Legal Counsel Julie Sherman reported that with respect to the closed session item, the Board voted unanimously in favor to withdraw litigation against SJCOG. No other reportable action was taken.

16. ADJOURNMENT

Chair Graves adjourned the meeting at 10:59 a.m.



Attachment C
Cover Page

Chair Graves announced that the Board would recess into Closed Session at 10:09 a.m. to consider the following items set forth on the agenda.

- A. PUBLIC EMPLOYEE APPOINTMENT/PUBLIC EMPLOYMENT (Gov. Code Section 54957)
Title: Interim CEO
- B. CONFERENCE WITH LABOR NEGOTIATORS (Gov. Code Section 54957.6)
Agency Designated Representative for purposes of potential negotiations with Interim CEO: Chair Graves
Title: Interim CEO
- C. PUBLIC EMPLOYEE APPOINTMENT (Gov. Code Section 54957)
Title: Board Counsel

9. OPEN SESSION

The Board of Directors returned from a Closed Session at 12:54 p.m. RTD Acting CEO Noël Mink reported that with respect to the first closed session item, the Board voted to appoint Bearnard Veasley as Interim CEO by a 2-1 vote. Directors Graves and Moorad voted in favor of the action; Director Edwards abstained. With respect to the second closed session item, the Board voted to appoint Jerome A. Clay as Board Counsel by a unanimous vote. No other reportable action was taken.

A. POSSIBLE APPROVAL OF CONTRACT FOR THE INTERIM CHIEF EXECUTIVE OFFICER AND AUTHORIZING ITS EXECUTION

RTD Acting CEO Noël Mink reported that the Interim CEO consulting agreement with Bearnard Veasley is for a term not to exceed six months for an amount of \$28,000 per month with a \$10,000 relocation allowance.

ACTION:

Roll Call:

AYES: Graves, Moorad

ABSENT: NAYES: ABSTAIN: Edwards

B. POSSIBLE APPROVAL OF CONTRACT FOR BOARD COUNSEL AND AUTHORIZING ITS EXECUTION

RTD Acting CEO Noël Mink reported that the Board Counsel contract is for a three-year term for an amount not to exceed \$400,000 annually.

ACTION:

Roll Call:

AYES: Graves, Moorad, Edwards

ABSENT: NAYES: ABSTAIN:

10. PUBLIC COMMENT

No public comments were received.

11. ADJOURNMENT

Chair Graves adjourned the meeting at 11:12 a.m.



LEAD STAFF: JOHN VAN CAMP, MAINTENANCE SUPERINTENDENT

I. RECOMMENDED ACTION:

Authorize the Interim CEO to execute a contract with Rosco Collision Avoidance LLC for a firm fixed price of \$617,720 for the purchase and installation of a Pedestrian Collision Avoidance Detection (PCAD) system and associated telematics services.

II. SUMMARY

- The Pedestrian Collision Avoidance Detection (PCAD) Project will deploy advanced safety technology across RTD's transit and paratransit fleet to enhance operator awareness and reduce the risk of collisions involving pedestrians, cyclists, and other vehicles.
- The system utilizes camera-based sensors and real-time visual and audible alerts to assist operators in identifying potential hazards, particularly in blind spots and congested operating environments.
- The project scope includes installation of PCAD hardware and software, upgrades to existing telematics equipment, a five-year telematics subscription, and training for operations and maintenance staff.
- This investment supports RTD's commitment to improving safety, reliability, and the overall customer experience.

III. DISCUSSION/BACKGROUND

The PCAD Project is part of RTD's ongoing efforts to enhance system safety and modernize fleet technology in alignment with industry best practices and federal safety priorities. This project builds on RTD's continued investment in safety initiatives and capital improvements aimed at reducing collisions and improving operator awareness, particularly in high-density urban environments where blind spots and vulnerable road users present increased risk.

RTD initiated this project by identifying the need for advanced safety technology that supports operators in real-time decision-making and provides actionable data to improve overall system performance. The PCAD system is designed to detect pedestrians, cyclists, and vehicles in close proximity to transit vehicles and alert operators through visual and audible warnings. In addition, the system includes telematics capabilities that allow RTD staff to monitor events, analyze safety trends, and identify high-risk locations to inform future operational and infrastructure decisions.

To implement this project, RTD conducted a competitive Request for Proposals (RFP) process in accordance with RTD procurement policies and applicable federal requirements. Proposals were evaluated based on technical qualifications, experience, and overall value. Rosco Collision Avoidance LLC was selected as the proposer that would provide the best value to RTD, with demonstrated experience in delivering similar systems for transit agencies and the capability to meet RTD's operational and technical requirements.

Upon Board approval and contract execution, the selected contractor will provide and install the PCAD systems across RTD's transit and paratransit fleet, upgrade existing telematics equipment to current standards, and provide a five-year telematics subscription. The contractor will also deliver comprehensive training to RTD operations and maintenance staff to ensure successful implementation and long-term system performance. Installation and deployment are expected to occur over a 10 to 12-month period following contract award.

This project is being implemented through coordination across multiple RTD departments, including Procurement, Maintenance, Operations, and Information Technology, to ensure alignment across all functional areas. The project also aligns with Federal Transit Administration (FTA) funding requirements and supports RTD's broader goals of improving safety, reliability, and customer experience.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Priorities 2,4, and 6. Strategic Priorities:

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

V. CUSTOMER IMPACT

Deployment of the PCAD system will enhance safety for riders, operators, and the community by reducing the risk of collisions and improving operator awareness in high-risk environments. These improvements support a safer, more reliable transit experience for RTD customers.

VI. FINANCIAL CONSIDERATIONS/IMPACT

The total contract amount is \$617,720. Funding for this project is included in the approved fiscal year 2024 capital budget and is supported by federal funding sources. There is no impact to the General Fund.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

Do Nothing: Not recommended, as it would delay implementation of critical safety technology and limit RTD's ability to reduce collision risks and improve operator awareness.

Resolicit the Project: Not recommended, as a competitive procurement has already been completed and resoliciting would cause unnecessary delays, potentially compromising RTD's ability to expend grant funds within the period of performance.

Perform Work In-House: Not recommended, as RTD does not have the specialized expertise, equipment, or capacity required to install and implement the PCAD and telematics systems.

Recommended Action: Awarding the contract to Rosco Collision Avoidance LLC allows RTD to proceed with timely implementation of this safety project by a qualified vendor.

IX. ATTACHMENT

None.

Prepared by: John Van Camp, Maintenance Superintendent

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LEAD STAFF: JOHN VAN CAMP, MAINTENANCE SUPERINTENDENT

I. RECOMMENDED ACTION:

Authorize the Interim CEO to enter into a memorandum of agreement with the Redding Area Bus Authority (RABA) to sell and transfer two (2) 2018 Gillig Diesel Electric Hybrid Commuter buses subject to Federal Transit Administration approval.

II. SUMMARY

- On October 20, 2017, the San Joaquin Regional Transit District (RTD) Board of Directors approved the purchase of 12 Gillig Diesel Electric Hybrids Commuter buses for a not-to-exceed amount of \$10,384,000.
- The actual purchase amount of the 12 buses was \$9,097,146.24.
- In Fiscal Year 2018, RTD operated eight (8) commuter routes, and a daily peak in service use of 13 buses was needed.
- In FY25, RTD operated two (2) commuter routes with a daily peak in service use of seven (7) buses.
- The Federal Transit Administration (FTA) generally recommends a 20% spare ratio to in-service buses.
- The current commuter spare ratio is 100%, which exceeds the FTA's spare ratio guidance.
- The two (2) Commuter buses identified for sale and transfer have four (4) years of Federal interest remaining before fully depreciating.
- With prior FTA approval, a recipient may transfer federally assisted rolling stock to another eligible recipient.
- Upon FTA approval or concurrence, as required, and completion of the sale and transfer, the remaining Federal interest in the buses will transfer to RABA, and RTD will not retain an obligation to reimburse FTA for such remaining Federal interest.
- RABA has expressed interest in placing these commuter buses in service for its Redding-to-Sacramento Commuter route.
- RTD will follow FTA Requirements for the sale and transfer of the rolling stock.
- RABA will transport the vehicles at its own cost.

III. DISCUSSION/BACKGROUND

On October 20, 2017, the RTD Board of Directors approved the acquisition of 12 Gillig Diesel Electric Hybrid commuter buses to enhance the agency's fleet and support its operational needs. The approved budget for this purchase was set at

a "Not to Exceed" amount of \$10,384,000; however, the actual cost came in under budget at \$9,097,146.24.

At the time of acquisition, RTD operated eight commuter routes requiring an in-service peak of 13 buses daily. By FY2025, operational needs have shifted significantly with COVID-19. Commuter ridership decreased as employees could work remotely, and that trend continues with RTD running only two commuter routes and requiring a daily in-service peak of seven buses. This service change has resulted in a commuter fleet spare ratio of 100%, exceeding the Federal Transit Administration's (FTA) spare ratio guidance of 20% for buses used in revenue service. Accordingly, staff identified two (2) vehicles for sale and transfer to RABA:

Vehicle No. 18416 VIN 15GGD3011J3192583, Remaining Federal Interest: \$230,087.49; and

Vehicle No. 18417, VIN 15GGD3013J3192584, Remaining Federal Interest: \$230,087.49

These two (2) vehicles identified for sale and transfer still have four (4) years of remaining federal interest before fully depreciating. Upon FTA approval and completion of the sale and transfer, the remaining Federal interest in the buses will transfer to RABA, and RABA will assume responsibility for complying with applicable FTA requirements associated with the buses during their remaining useful life. RABA intends to place the buses into service on its Redding-to-Sacramento Commuter route.

To-facilitate the sale and transfer, RTD staff will adhere to FTA requirements for rolling stock transfers, ensuring compliance with all applicable federal guidelines. As part of this process, RABA will assume responsibility for transporting the vehicles and covering all associated costs. This arrangement ensures a cost-effective and compliant resolution to RTD's commuter bus overcapacity.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

V. CUSTOMER IMPACT

The sale and transfer of the two (2) commuter buses will not impact San Joaquin residents' customers, but it will enhance RABA's customers by providing newer vehicles for their service.

VI. FINANCIAL CONSIDERATIONS/IMPACT

The transfer of the two (2) commuter buses will reduce RTD costs since maintenance and insurance for the two (2) vehicles will no longer be required.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

Do not transfer the two (2) buses – Not recommended, the approach proposed will allow RTD to meet FTA Spare Ratio compliance requirements.

IX. ATTACHMENT

Attachment A: Resolution

Prepared by: John Van Camp, Maintenance Superintendent



Attachment A
Cover Page

RESOLUTION NO. _____
DATED: MAY 15, 2026

RESOLUTION AUTHORIZING SALE AND TRANSFER OF TWO 2018 GILLIG DIESEL-ELECTRIC HYBRID COMMUTER BUSES TO THE REDDING AREA BUS AUTHORITY

WHEREAS, on October 20, 2017, the Board of Directors of the San Joaquin Regional Transit District (RTD) approved the acquisition of twelve (12) Gillig Diesel-Electric Hybrid Commuter Buses for a not-to-exceed amount of \$10,384,000, with an actual purchase amount of \$9,097,146.24; and

WHEREAS, RTD's current commuter fleet spare ratio is approximately 100 percent, which exceeds the Federal Transit Administration's (FTA) spare ratio guidance of 20 percent for buses used in revenue service; and

WHEREAS, RTD staff has determined that the following two (2) 2018 Gillig Diesel-Electric Hybrid Commuter Buses are no longer required for RTD's public transportation service or commuter fleet needs:

Vehicle No. 18416, VIN 15GGD3011J3192583, Remaining Federal Interest: \$230,087.49; and
Vehicle No. 18417, VIN 15GGD3013J3192584, Remaining Federal Interest: \$230,087.49; and

WHEREAS, the two (2) buses identified above were acquired with FTA financial assistance and have remaining Federal interest, as set forth above; and

WHEREAS, the Redding Area Bus Authority (RABA) has expressed interest in purchasing and receiving the two (2) buses for use on its Redding-to-Sacramento commuter route; and

WHEREAS, RTD intends to sell and transfer the two (2) buses to RABA in accordance with applicable FTA requirements for recipient-to-recipient transfers of rolling stock, including obtaining FTA approval or concurrence, as required; and

WHEREAS, upon FTA approval or concurrence, as required, the remaining Federal interest in the two (2) buses will transfer to RABA, and RTD will not retain an obligation to reimburse FTA for such remaining Federal interest following completion of the approved transfer.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Directors of San Joaquin Regional Transit District (RTD) as follows:

1. That the Board of Directors finds that the two (2) 2018 Gillig Diesel-Electric Hybrid Commuter Buses identified above are no longer required for RTD's public transportation service or commuter fleet needs.
2. That the Board of Directors authorizes the sale and transfer of the two (2) 2018 Gillig Diesel-Electric Hybrid Commuter Buses identified above to the Redding Area Bus Authority (RABA), including the transfer of the remaining Federal interest in the buses to RABA, subject to approval or concurrence by the Federal Transit Administration (FTA), as required.
3. That the Interim CEO, or designee, is authorized to negotiate and execute a memorandum of agreement with RABA and any related documents necessary to complete the sale and transfer, including documents required by FTA, in a manner consistent with applicable FTA requirements.



LEAD STAFF: BEARNARD VEASLEY, INTERIM CEO

I. RECOMMENDED ACTION:

Approve the resolution updating the list of persons authorized to sign on San Joaquin Regional Transit District's (RTD) Bank of Stockton, San Joaquin County Treasury, Defined Benefit Plan, 457(b) Deferred Compensation Plan, and 401(a) Defined Contribution Plan accounts.

II. SUMMARY

- Add Bearnard Veasley, RTD's newly appointed Interim Chief Executive Officer and Thomas Dempsey, RTD's newly appointed Acting Chief Financial Officer to the authorized signatories for the following:
 - Bank of Stockton Accounts and San Joaquin County Treasury Accounts:
Bearnard Veasley, Interim Chief Executive Officer
Thomas Dempsey, Acting Chief Financial Officer
John Hodson, Chief Information Officer
 - Retirement, Retiree Health, and Sub-accounts:
Bearnard Veasley, Interim Chief Executive Officer
Thomas Dempsey, Acting Chief Financial Officer
Noël Mink, Director of Human Resources
- Two authorized signatory signatures are required to exercise authority over the Bank of Stockton and San Joaquin County Treasury accounts.
- The financial system's electronic signature, with the signatures of the Interim Chief Executive Officer and Acting Chief Financial Officer, will be used to sign checks.
- Authorized signatory for retirement, retiree health, and sub-accounts is authorized to sign directives to take actions regarding RTD's Defined Benefit Plan, Retiree Health Plan, and its sub-accounts; 457(b) Deferred Compensation Plan; and 401(a) Retirement Contribution Plan.

III. DISCUSSION/BACKGROUND

Approval by the Board is necessary to implement changes to the authorized signatories. RTD would like to implement the following:

- Replace Kimberly Turner with Bearnard Veasley, RTD's newly appointed Interim Chief Executive Officer, and add Thomas Dempsey to the authorized signatories.

Upon Board approval, RTD will coordinate to implement the changes to authorized signatories, as applicable, for the following accounts:

Bank of Stockton Accounts:

General Checking Account
Payroll Checking Account
Merchant Savings Account

San Joaquin County Treasury Accounts:

General Fund Account	
Local Transportation Fund	FEMA Grant
State Transit Assistance Fund	Health Reserve
Measure K Funds	Prop. 1B – General
Operations Sustainability Account	Prop. 1B – Homeland Security
Cash Flow Reserve Fund	Penalties Enforced
Uninsured Risk Reserve Fund	Federal UMTA
Workers Compensation Reserve	Escrow IFB Bond Contract
County Area Transit – Fuel	Maintenance & Op Account

US Bank National Association:

Directives to take action regarding RTD Defined Benefit Plan's Retirement Funds, Retiree Health Funds, and sub-accounts.

Fiduciary Trust of New Hampshire and Empower:

Directives to take action regarding 457(b) Deferred Compensation Plan accounts.

Financial Decisions:

Directives to take action regarding 401(a) Defined Contribution Plan account.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

None.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

No alternative: this action is needed to update the list of authorized signatories.

IX. ATTACHMENT

Attachment A: Resolution

Prepared by: Virginia Alcayde, Financial Consultant



Attachment A

RESOLUTION NO. _____
DATED: MAY 15, 2026

RESOLUTION APPROVING THE LIST OF PERSONS AUTHORIZED TO SIGN ON SAN JOAQUIN REGIONAL TRANSIT DISTRICT'S (RTD) BANK OF STOCKTON ACCOUNTS, SAN JOAQUIN COUNTY TREASURY ACCOUNTS, DEFINED BENEFIT RETIREMENT PLAN ACCOUNTS, 457(b) DEFERRED COMPENSATION PLAN, AND 401(a) DEFINED CONTRIBUTION PLAN

RESOLVED AND ORDERED by the Board of Directors of RTD that the list of persons authorized to sign, be, and hereby is, updated, effective May 15, 2026 to include those persons listed below:

Bearnard Veasley, Interim Chief Executive Officer
Thomas Dempsey, Acting Chief Financial Officer
John Hodson, Chief Information Officer

RESOLVED FURTHER, that any two signatures of authorized signatories are required to exercise authority to the Bank of Stockton accounts and San Joaquin County Treasury Accounts.

RESOLVED FURTHER, that the use of financial system electronic signature with the signatures of the Interim Chief Executive Officer and Acting Chief Financial Officer will be used as a means of signing checks.

RESOLVED FURTHER, that the list of persons authorized to sign directives to take actions regarding RTD's Defined Benefit Plan, 457(b) Deferred Compensation Plan, and 401(a) Retirement Contribution Plan, includes the persons listed below:

Bearnard Veasley, Interim Chief Executive Officer
Thomas Dempsey, Acting Chief Financial Officer
Noël Mink, Director of Human Resources

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Directors of San Joaquin Regional Transit District that the Interim CEO is hereby authorized and directed to implement such actions as may be necessary to carry out the intent and purpose of this resolution.

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LEAD STAFF: DÁMARIS GALVAN, PLANNING, MOBILITY, AND CUSTOMER EXPERIENCE DIRECTOR

I. RECOMMENDED ACTION:

Adopt a resolution approving the San Joaquin Regional Transit District (RTD) Title VI Program (2026 Update) and authorizing its submittal to the Federal Transit Administration (FTA).

II. SUMMARY

- RTD is required by the Federal Transit Administration (FTA) to update and submit a Title VI Program every three years as a condition of receiving federal funding.
- The Title VI Program demonstrates RTD's compliance with the Civil Rights Act of 1964 and applicable federal requirements.
- The 2026 update confirms that RTD continues to provide equitable service and meaningful access to transit programs, including for minority, low-income, and Limited English Proficiency (LEP) populations.
- No Title VI complaints or lawsuits were identified during the review period.
- All required elements under FTA Circular 4702.1B, including service standards, monitoring results, public participation, and equity analyses, are included in the program.
- Equity analyses conducted for recent service changes found no disparate impacts on minority populations and no disproportionate burdens on low-income populations.
- Adoption of the Title VI Program is required to maintain eligibility for federal transit funding.

III. DISCUSSION/BACKGROUND

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs receiving federal financial assistance.

As a recipient of federal transit funding, RTD is required to comply with Title VI and submit a Title VI Program to the FTA every three years. This program documents how RTD ensures:

- Consistent application of service standards across the system
- Meaningful public participation in decision-making
- Access to services for individuals with Limited English Proficiency (LEP)
- Monitoring of service performance in accordance with federal requirements

The 2026 Title VI Program has been prepared in accordance with FTA Circular 4702.1B and includes all required elements.

Program Compliance

The Title VI Program includes all required components identified by FTA, including:

- Title VI Notice to the Public and complaint procedures
- Public Participation Plan and Language Assistance Plan
- Service standards and policies
- Demographic and service profile analysis
- Monitoring program results
- Equity analyses for service changes
- Board approval documentation

RTD confirmed that no Title VI complaints or lawsuits were filed during the reporting period.

Service Equity and Monitoring

RTD conducted required service monitoring and equity analyses consistent with federal guidelines.

Key findings include:

- RTD services continue to predominantly serve minority populations, consistent with regional demographics
- Service monitoring confirms that performance is regularly evaluated against adopted standards to support reliable and equitable service delivery.
- All major service changes evaluated during the reporting period were completed in accordance with federal guidance, with no findings requiring mitigation.

Public Participation and Outreach

RTD continues to implement a robust Public Participation Plan to ensure inclusive engagement.

Outreach efforts from 2023–2025 included:

- Community events, public meetings, and workshops
- Surveys and stakeholder engagement (including SRTP and rider surveys)
- Outreach targeted to minority, low-income, and LEP populations
- Multilingual communication, including Spanish-language materials

These efforts support meaningful access to RTD programs and decision-making processes.

Language Assistance

RTD's Language Assistance Plan confirms that:

- Spanish is the primary LEP language in the service area
- Additional languages include Tagalog, Chinese, and Vietnamese
- Translation services, bilingual materials, and interpretation support are provided

These measures ensure compliance with federal LEP requirements.

Ridership and Demographic Findings

Recent survey efforts (2024–2025) indicate:

- High reliance on transit for essential trips (work, medical, shopping)
- Frequent usage among riders (daily or multiple times per week)
- Strong representation of minority and low-income populations
- High levels of customer satisfaction

These findings support that RTD services are aligned with community needs.

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

The Title VI Program ensures that:

- Transit services are provided equitably
- Customers have access to complaint procedures
- Minority, low-income, and LEP populations are included in decision-making
- Communication and outreach are accessible and inclusive

VI. FINANCIAL CONSIDERATIONS/IMPACT

There is no direct financial impact associated with adopting the Title VI Program.

However, compliance is required to maintain eligibility for federal funding, which supports RTD operations and capital programs.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

Adoption of the Title VI Program ensures RTD remains compliant with federal requirements and maintains eligibility for federal funding. Otherwise, RTD would not be in compliance with Federal Transit Administration (FTA) requirements..

IX. ATTACHMENT

Attachment A: 2026 Title VI Update

Attachment B: Resolution

Prepared by: Dámaris Galvan, Planning, Mobility, and Customer
Experience Director



Attachment A
Link

[Title VI 2026 Update](#)



Attachment B
Cover Page

RESOLUTION NO. _____
DATED: MAY 15, 2026

RESOLUTION APPROVING THE TITLE VI PROGRAM (2026 UPDATE) AND
AUTHORIZING ITS SUBMITTAL TO THE FEDERAL TRANSIT ADMINISTRATION

WHEREAS, Title VI of the Civil Rights Act of 1964 provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance; and

WHEREAS, the Federal Transit Administration (FTA) requires recipients of federal transit funding to prepare and submit a Title VI Program every three years in accordance with FTA Circular 4702.1B; and

WHEREAS, the San Joaquin Regional Transit District (RTD), as a recipient of federal funding, is required to demonstrate compliance with Title VI requirements, including ensuring equitable service delivery, meaningful public participation, and access for individuals with Limited English Proficiency; and

WHEREAS, RTD has prepared the Title VI Program (2026 Update), which includes all required elements, including service standards and policies, monitoring results, demographic analyses, public participation, and equity analyses; and

WHEREAS, the Title VI Program (2026 Update) includes the required analyses and documentation in accordance with applicable federal requirements; and

WHEREAS, adoption of the Title VI Program is required to maintain RTD's eligibility for federal funding;

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Board of Directors of the San Joaquin RTD hereby approves the Title VI Program (2026 Update); and

BE IT FURTHER RESOLVED that the Interim Chief Executive Officer, or designee, is authorized to submit the Title VI Program to the FTA and to take any actions necessary to ensure continued compliance with Title VI requirements.

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LEAD STAFF: MERAB TALAMANTES, DIRECTOR OF GRANTS AND CAPITAL PROJECTS

I. RECOMMENDED ACTION:

Authorize the Interim Chief Executive Officer to execute contracts with three (3) firms for On-Call Construction Management Support Services and four (4) firms for On-Call Engineering and Construction Management Support Services for a three (3) year term, with two (2) one-year option extensions, for an aggregate not-to-exceed amount of \$3,500,000.

II. SUMMARY

- RTD conducted a competitive procurement process to establish an on-call consultant bench for Construction Management and Engineering/Construction Management services.
- Services will be provided on an as-needed basis through task orders with no guaranteed compensation.
- The aggregate not-to-exceed amount for all contracts awarded pursuant to this RFP is \$3,500,000.
- These contracts support delivery of RTD's Capital Improvement Program, compliance with public works requirements, and adherence to Federal Transit Administration (FTA) Transit Asset Management (TAM) regulations.
- Following evaluation of proposals based on qualifications, experience, and demonstrated ability to perform the required services, staff recommends award to the following firms:
 - On-Call Construction Management Services: 4Leaf Inc.; Atlas Technical Consultants (CA), Inc.; Pennino Management Group.
 - On-Call Engineering and Construction Management Services: Cornerstone Transportation Consulting, Inc.; Dillon & Murphy Engineering; Ghirardelli Associates, Inc.; and Siegfried Engineering, Inc.

III. DISCUSSION/BACKGROUND

RTD conducted a competitive Request for Proposals (RFP) process, consistent with state law and industry best practices among peer transit agencies, to establish an on-call consultant bench for Construction Management and Engineering/Construction Management support services.

These contracts will provide RTD with access to professional services necessary to design, develop plans and specifications, and support construction management and administration of capital and public works projects. Under

RTD's Procurement Manual, these types of professional services include architectural and engineering (A&E) services such as engineering, environmental, land surveying, and construction project management, which support pre-construction and post-construction activities associated with public works projects.

Many RTD capital improvement projects require technical design, engineering analysis, and the development of plans, specifications, and cost estimates before construction contracts can be competitively bid and awarded in accordance with public works procurement requirements. These on-call consultants will support RTD in preparing projects for solicitation, ensuring that project scopes are clearly defined and that construction documents meet applicable regulatory and funding requirements. The consultants will also provide construction management and oversight services during project delivery, including inspection, contract administration, cost control, and project closeout, ensuring construction contracts are executed in compliance with applicable federal, state, and local requirements.

These services are essential to maintaining RTD's capital assets in a state of good repair, consistent with FTA TAM requirements and RTD's adopted TAM Plan. RTD's TAM framework prioritizes investments based on asset condition, safety, and performance, and requires ongoing rehabilitation and replacement of assets to ensure safe and reliable transit service.

Work under these contracts will be authorized through individual task orders issued following a mini-qualifications based solicitation process. The task orders will define the scope, schedule, deliverables, and compensation. Services may include engineering design, preparation of plans, specifications, and estimates; constructability review; surveying; environmental and regulatory compliance; construction administration; inspection; cost control; and project closeout.

Establishing the on-call consultant bench allows RTD to efficiently access specialized expertise, reduce delays in preparing projects for bid and support timely and cost-effective delivery of capital projects. This on-call contracting approach is a standard and widely used practice among transit agencies to support efficient and legally compliant delivery of capital and public works projects.

The contracts will have an initial term of three (3) years, with two (2) one-year option extensions at RTD's discretion, providing flexibility to respond to changing project needs while maintaining procurement efficiency.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

Strategic Priorities:

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

V. CUSTOMER IMPACT

These contracts support the timely delivery of capital improvements that enhance safety, reliability, and the overall customer experience. By ensuring projects are properly designed, competitively procured, and effectively managed during construction, RTD can minimize service disruptions and maintain infrastructure that supports safe and dependable transit service.

VI. FINANCIAL CONSIDERATIONS/IMPACT

This action will authorize up to \$3,500,000 for on-call professional services over a period of up to five (5) years, including optional extensions.

Funding for task orders issued under these contracts will be included in Board-approved Capital and Operating Budgets and aligned with RTD's Capital Improvement Program and Transit Asset Management Plan priorities. Funding sources may include federal, state, and local funds, as applicable.

There is no immediate fiscal impact until task orders are issued.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

- Do Nothing: Not recommended, as it would delay project development and delivery, hinder RTD's ability to prepare projects for competitive bidding, and risk non-compliance with public works and FTA TAM requirements.
- Project-by-Project Procurement: Not recommended, as it would significantly increase procurement timelines and administrative burden, delaying critical capital improvements and reducing efficiency.
- Perform Work In-House: Not recommended due to limited internal capacity and the need for specialized technical expertise required to design, prepare, and manage complex capital and public works projects.

The recommended approach provides the most efficient, flexible, and compliant method to support delivery of RTD's capital program.

IX. ATTACHMENTS

Attachment A: [Transit Asset Management Plan](#)

Prepared by: Merab Talamantes, Director of Grants and Capital Projects



LEAD: THOMAS DEMPSEY, ACTING CFO

I. RECOMMENDED ACTION

Motion to approve the Revised FY 2025–26 (FY26) Operating Budget to address the operating revenue shortfall and to budget \$20,411,097 from reserve funds to cover the shortfall.

II. SUMMARY

- RTD’s FY26 budget accounted for \$24,601,390 of grant funds applied for and anticipated to be used in the fiscal year, but were not received.
- Additionally, Federal Section 5307 revenue split is also lower than projected by \$2.1 million.
- These revenue shortfalls created a projected net FY26 revenue shortfall of \$20,411,097 despite projected expenses being under budget. Therefore, RTD staff recommend revising the FY26 Budget using reserve funds to address the revenue shortfall.

	<u>FY26 Adopted Budget</u>	<u>FY26 Revised Budget</u>
Operating Revenues	\$ 42,533,162	\$ 40,409,127
Expected Grant Revenues	24,601,390	-
Draw from Reserve Funds		20,411,097
Total Revenues	\$ 67,134,552	\$ 60,820,224
Total Expenses	67,134,552	60,820,224
Surplus (Deficit)	\$ -	\$ -

III. DISCUSSION/BACKGROUND

RTD was not successful in obtaining \$24,601,390 in grant funds for FY26.

Also, Federal Section 5307 revenue for FY26 is projected to be \$2.1 million lower. This Federal 5307 shortfall and not receiving the additional grant funds created a projected FY26 revenue shortfall of \$20,411,097, despite projected expenses being under budget. RTD staff recommend revising the FY26 Budget using reserve funds to address the revenue shortfall.

	Operations Sustainability Reserve Fund	Cash Flow Reserve Fund	Operating and Capital Reserve Fund	Uninsured Risk Reserve Fund	Total
Reserves, 05/20/2025 (Board Approved)	\$ 16,650,000	\$ 10,000,000	\$ 30,300,000	\$ 5,000,000	\$ 61,950,000
9/30/2025: FY25 Operating Deficit (unaudited) <i>due to non receipt of expected grant funding previously designated to RTD</i>			(15,400,010)		(15,400,010)
05/15/2026: FY26 Proposed draw for projected budget revenue shortfall	(10,375,872)		(10,035,225)		(20,411,097)
05/15/2026: Cash used on FY26 operations pending receipt of operating grants		(10,000,000)	(4,864,765)		(14,864,765)
Reserves Balance, 5/20/2026	\$ 6,274,128	\$ -	\$ 0	\$ 5,000,000	\$ 11,274,128

The actual FY26 reserve utilization will be reported at the Board meeting following fiscal year-end, once actual revenues and expenses are finalized.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board’s Strategic Priority 3.

Strategic Priorities:

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

V. CUSTOMER IMPACT

Approval of the proposed revised budget is imperative for RTD to remain in operation for the remainder of FY26.

VI. FINANCIAL CONSIDERATIONS/IMPACT

Total projected FY26 operating revenue shortfall is \$20,411,097. RTD staff propose using reserve funds to address the shortfall, with adjustments to be made at fiscal year-end once actual revenues and expenses are finalized.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

RTD could use freed-up funds from cancelled capital projects to reallocate to operation as an alternative to using reserve funds to address the operating revenue shortfall. This action will be suggested in FY27 to address RTD budget needs and rebuild the reserves as well.

IX. ATTACHMENTS

Attachment A: Revised FY26 Operating Budget

Attachment B: Reserves Balance

Prepared by: Virginia Alcayde, Finance Consultant



Attachment A
Cover Page

San Joaquin RTD
FY 2025-26 Revised Operating Budget

	FY26 Adopted Budget	FY26 Revised Budget	Increase (Decrease)	%
Operating Revenue				
Passenger Fares	\$ 2,775,585	\$ 2,775,586	\$ 0	
Auxiliary and Non-transportation	2,732,432	2,716,290	(16,142)	-1%
Property Tax	1,606,556	1,606,556	-	
Measure K	5,709,244	5,709,244	-	
LCTOP	1,736,225	1,736,225	-	
TDA-LTF	16,857,289	16,857,289	-	
Federal Section 5307	10,597,668	8,489,775	(2,107,893)	-20%
Federal Section 5311	518,163	518,163	-	
Expected Grant Revenues	24,601,390	-	(24,601,390)	-100%
Estimated Draw from Reserve funds		20,411,097	20,411,097	100%
Total Operating Revenue	\$ 67,134,552	\$ 60,820,224	\$(6,314,328)	-9%
Operating Expenses				
Wages & Fringes	\$ 44,704,249	\$ 39,328,936	\$(5,375,313)	-12%
Services	8,488,500	8,121,239	\$ (367,261)	-4%
Materials & Supplies	4,756,068	4,686,992	\$ (69,076)	-1%
Utilities	1,217,894	1,341,465	\$ 123,570	10%
Insurance	2,312,105	1,899,414	\$ (412,691)	-18%
Taxes & Licenses	388,089	399,670	\$ 11,582	3%
Purchased Transportation	3,351,979	3,482,578	\$ 130,599	4%
Operating Contingency	500,000	500,000	\$ -	0%
Miscellaneous Expenses	1,415,668	1,059,931	\$ (355,738)	-25%
Total Operating Expenses	\$ 67,134,552	\$ 60,820,224	\$(6,314,328)	-9%
Surplus (Deficit)	\$ -	\$ -		



Attachment B
Cover Page

San Joaquin RTD
RESERVE FUNDS

	Operations Sustainability Reserve Fund <u>Assigned</u>	Cash Flow Reserve Fund <u>Assigned</u>	Operating and Capital Reserve Fund <u>Unassigned</u>	Uninsured Risk Reserve Fund <u>Assigned</u>	Total
Target minimum Amount per Policy	3 month of fiscal year budget	\$10 million based on prior years Line of Credit limit	None	5-year rolling average of paid claims	
Reserves Sources:					
Reserves, 6/30/2017 (balance of \$5M original amount, was used for operating deficits and projects)			476,328		476,328
Reserves Funding per Reserves Policy in FY18, min \$200K Annual from FY20-FY22 plus interest			604,541		604,541
Operating Net position: <i>Savings from very low service level during COVID pandemic in FY20, FY21, and FY22</i>	13,000,000	7,600,000	15,119,132	5,000,000	40,719,132
Provision for Uninsured Losses reclassified to reserves account			1,500,000		1,500,000
Reserves,10/21/2022 (Board Approved)	\$ 13,000,000	\$ 7,600,000	\$ 17,700,000	\$5,000,000	\$43,300,000
FY23 Operating Net Position: <i>Savings from low service level due to Operator shortage</i>	3,650,000	2,400,000	2,453,178		8,503,178
FY24 Operating Net Position (unaudited): <i>Savings mostly from low service level due to Operator shortage</i>			10,146,822		10,146,822
Reserves,05/20/2025 (Board Approved)	\$ 16,650,000	\$ 10,000,000	\$ 30,300,000	\$5,000,000	\$ 61,950,000
9/30/2025: FY25 Operating Deficit (unaudited) <i>due to non receipt of expected grant funding previously designated to RTD</i>			(15,400,010)		(15,400,010)
05/15/2026: FY26 Proposed draw for projected budget revenue shortfall	(10,375,872)		(10,035,225)		(20,411,097)
05/15/2026: **Cash used on FY26 operations pending receipt of operating grants		(10,000,000)	(4,864,765)		(14,864,765)
Reserves Balance, 5/15/2026	\$ 6,274,128	\$ -	\$ 0	\$5,000,000	\$ 11,274,128

**This note refers to the 5/15/2026 statement on Cash Flow of \$14,864,765, the reimbursement of 5307 funds recently approved will replenish Cash Reserves used for operating expenses in FY26.