SAN JOAQUIN REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS MEETING – NOTICE AND AGENDA
10:00 A.M. ON THURSDAY, NOVEMBER 19, 2026

The Board of Directors of the San Joaquin Regional Transit District (RTD) will hold a regular meeting at 10:00 a.m. on Thursday, November 19, 2026, in the Boardroom of RTD's Downtown Transit Center, 421 East Weber Avenue, Stockton, California. Please visit https://sanjoaquinrtd.com/board-of-directors/board-meeting-agendas-and-minutes/ for an electronic copy of this document. Materials related to an item on this agenda packet are available for public inspection at the above address.

Members of the public can attend the RTD Board Meeting by dialing: (669) 444-9171, Meeting ID: 886 3632 9255, or by viewing a live broadcast of the meeting online at https://sjrtd.zoom.us/j/88636329255.

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) 467-6619, 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 AND TRIBUTE

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 public comments on items not on the agenda will occur under Agenda Item 13.

7. SPECIAL PRESENTATIONS

A. SJCOG FY 26-27 UNMET TRANSIT NEEDS PRESENTATION
Senior Regional Planner Edith Verdin will report on transportation needs.

B. CATALYST MOBILITY WORKFORCE DEVELOPMENT PRESENTATION
Ricardo Armendarez will discuss our process and procedures.

8. REPORTS

A. CHIEF EXECUTIVE OFFICER UPDATE
CEO Eric Williams will provide an oral update on matters of relevance to RTD.

B. MARKETING UPDATE
Marketing Senior Specialist Michael Gomez will provide event updates.

C. FINANCIAL UPDATE
Finance Manager Maria Berberich will provide October financial reports.

D. SHORT RANGE TRANSIT PLAN (SRTP) UPDATE
Technical Assistance Consultant John Andoh will provide a SRTP update.

9. INFORMATION ITEMS
Written reports are provided for information only. Staff will be available to answer any questions.

A. STATE LEGISLATIVE UPDATE
Report of State Legislative Updates prepared by Shaw Yoder Antwih Schmelzer & Lange.

B. QUARTERLY GRANTS AND CAPITAL PROJECTS UPDATE
Report of grants and capital projects as of September 30, 2026.

C. QUARTERLY UPDATE OF SOLICITATIONS
Report of current and anticipated solicitations.

D. QUARTERLY UPDATE OF CONTRACTS AWARDED
Report of contracts awarded July 1, 2026, through September 30, 2026.

E. QUARTERLY PARATRANSIT OPERATIONS STATUS REPORT
Report of paratransit operations status.

F. FY27 Q1 KEY PERFORMANCE INDICATORS (KPI) REPORT
Quarterly KPI reports from departments.

10. CONSENT CALENDAR

A. MOTION: APPROVING THE MINUTES OF THE OCTOBER 16, 2026, REGULAR BOARD OF DIRECTORS MEETING
Board approval of minutes from the October 16, 2026 meeting.

B. ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF OCTOBER 2026
Board acceptance and filing of the October 2026 check register.

C. ACCEPT AND FILE: APPROVED BOARD OF DIRECTORS TRAVEL EXPENSES
Board acceptance and filing of Board Member travel expenses.

D. RESOLUTION: ADOPTING THE 2027 BOARD OF DIRECTORS REGULAR MEETING SCHEDULE
Board adoption of the 2027 meeting schedule.

E. MOTION: APPROVING THE DISPOSITION OF DESIGNATED TRANSIT VEHICLES AND DIRECTING THE CEO TO DISPOSE OF THE SURPLUS ITEMS IN ACCORDANCE WITH RTD'S PROCUREMENT POLICY AND ALL APPLICABLE FEDERAL TRANSIT ADMINISTRATION (FTA) REGULATIONS
Board approval of disposal of surplus vehicles.

F. RESOLUTION: AUTHORIZING THE FILING AND EXECUTION OF THE FY2025– 26 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) CYCLE B APPLICATION FOR THE STUDENT TRANSIT ACCESS PROGRAM
Board authorization of filing and execution of the FY25-26 LCTOP Cycle B application.

11. ACTION ITEMS

A. MOTION: APPROVING THE CONTINUATION OF THE JANUARY 2026 PILOT SERVICE CHANGES AS PERMANENT, REGULAR SERVICE; APPROVING THE FINDINGS OF THE TITLE VI SERVICE EQUITY ANALYSIS, INCLUDING THE EVALUATION OF SERVICE IMPROVEMENTS AND SERVICE AND ROUTE RESTRUCTURING; AND APPROVING THE TITLE VI SERVICE EQUITY ANALYSIS FOR THE JANUARY 2026 MAJOR SERVICE CHANGES
Board approval of service changes.

B. MOTION: APPOINTING BRAD MENIL AS THE NON-REPRESENTED MEMBER OF THE SAN JOAQUIN RTD RETIREMENT BOARD, AND APPOINTING VIRGINIA ALCAYDE AS THE ALTERNATE MEMBER FOR THIS POSITION
Board consideration and approval of retirement board members.

12. DISCUSSION ITEMS

A. CITIZENS ADVISORY COMMITTEE

13. 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.

14. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF

15. ADJOURNMENT

NOTE: THE NEXT REGULARLY SCHEDULED BOARD MEETING WILL BE ON FRIDAY, JANUARY 22, 2027, AT 10:00 A.M.

DATE POSTED: NOVEMBER 13, 2026

LEAD STAFF: ERIC WILLIAMS, CEO

REPORT: CHIEF EXECUTIVE OFFICER UPDATE

MEETINGS SINCE OCTOBER 16, 2026

RTD participated in meetings of the following committees and organizations:

California Transit Association Fall Conference and Expo
Federal Transit Administration Integrated Mobility Innovation Quarterly All-Grantee Meeting
Meeting with Uplift All Foundation
San Joaquin Council of Governments (SJCOG) Board Meeting
SJCOG Interagency Transit Committee Meeting
SJCOG Management and Finance Committee Meeting
SJCOG Social Services Transportation Advisory Council Meeting
SJCOG Technical Advisory Committee Meeting
San Joaquin Regional Rail Commission Board Meeting

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LEAD STAFF: **MICHAEL GOMEZ, MARKETING SENIOR SPECIALIST**

REPORT: **MARKETING UPDATE**

Ride With Us to the Polls

On November 3rd, RTD partnered with Buses for Democracy to offer free rides to the polls, helping San Joaquin County residents access voting locations on Election Day. The initiative raised awareness of RTD's transportation services while providing a no-cost travel option for residents heading to the polls. Through this partnership, RTD supported efforts to reduce transportation barriers and make voting more accessible to the community.

Stuff the Bus

On November 12th, RTD visited Julia Morgan Elementary School for an in-school field trip and Stuff the Bus kickoff, where students helped fill an RTD bus with food donations collected by the school. The event provided an opportunity to engage students in the Stuff the Bus campaign and highlight the importance of giving back to the community.

The school visit helped build momentum for RTD's annual Stuff the Bus food drive, starting tomorrow, November 20–21st at Food 4 Less on Hammer Lane. Marketing efforts leading up to the event included website updates, print materials, radio advertisements, and a coordinated social media campaign launched November 1 to raise awareness and encourage food donations. These efforts supported the continued promotion of this longstanding community tradition, established in 1998, which brings together residents and community partners to help provide food for individuals and families in need.

Community Outreach

The Community Outreach team continued expanding RTD's presence throughout San Joaquin County through community events, school presentations, and direct rider engagement. Recent outreach included the H.E.R. Summit, where staff shared information about RTD services and transportation options with young women, and the Stribley Community Center Fall Harvest, where RTD connected with local families and community members.

The team also conducted bus ride-alongs, hosted transfer station tabling events, presented at St. Mary's, and participated in Main Street Youth & Family Services' Monster Mash. These activities provided opportunities to answer questions, share information about RTD services and programs, and engage with riders and residents throughout the community.

RTD also participated in the Celebration of Wellness, sharing information about transportation resources alongside other community services. Through continued outreach and partnerships with local organizations, RTD works to increase awareness of available transportation options and strengthen connections with the communities it serves.

Past Outreach Events:

- Oct 17 – H.E.R. Summit 2026
- Oct 21 – Transfer Station Tabling
- Oct 22 – Bus Ride-along
- Oct 23 – Stribley Community Center Fall Harvest
- Oct 24 – Celebration of Wellness
- Oct 27 – Bus Ride-along
- Oct 28 – St. Mary's Presentation
- Oct 29 – Transfer Station Tabling
- Oct 30 – Main Street Youth & Family Services Monster Mash
- Nov 14 – The Stockton Leo-Lions Club 5k Run/Walk
- Nov 19 – Mary Magdalene Community Services - Presentation
- Nov 25 – Transfer Station Tabling
- Nov 30 – Bus Ride-along

Upcoming Events:

- Nov 20-21 – Stuff the Bus
- Nov 26 – Walk and Run Against Hunger
- Dec 5 – City of Stockton Tree Lighting Event
- Dec 14 – City of Stockton Winter Celebration

LEAD STAFF: MARIA BERBERICH, FINANCE MANAGER

REPORT: FINANCIAL UPDATE

I. SUMMARY

- A brief analysis of San Joaquin RTD's financial status is prepared monthly to inform the Board of Directors regarding RTD's actual revenues and expenses in relation to the adopted operating budget for the fiscal year.
- Cash inflows, outflows, and projections are also included.
- Update on FY2024 audit progress and data reconstruction and restoration.

II. DISCUSSION/BACKGROUND

The Operating Revenue and Expense Summary for the fiscal year ending October 31, 2026, is attached. The fiscal year is 33.33% complete.

Revenues

Passenger fare revenues exceed the budget due to increased 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. RTD sold its Low-Carbon Fuel Standards credits, resulting in higher-than-budgeted actual non-transportation revenue. All other revenue accounts have been accrued for the first four months of the fiscal year in accordance with the budget. Overall, actual total revenues are above budget.

Expenses

Wages and fringes are lower than the budget due to unfilled positions. Materials and supplies, services, and taxes paid are higher than the budget due to higher fuel prices. Insurance costs are also higher than budgeted due to increases in the General Liability premium and claim payouts. Other actual expenses are lower than the budget for the first month of the fiscal year. All other expenses have been accrued in accordance with the budget.

Cash Basis

The fiscal year-to-date cash flow is positive because RTD has drawn down against FY2025 Federal Section 5307 for reimbursable expenses. Federal Section 5307 and 5311 operating subsidies for FY2026 and FY2027 have not yet been received. Application for FY2026 5311 was submitted and awaiting contract execution, and 5307 application is in process. RTD will draw down from the reserves to cover the cash shortfall from pending FY2026 and FY2027 grants.

The reserves will be replenished as funding from the pending applications is received.

ERP System Restoration and Audit Progress
RTD Finance staff are continuing to work with the external auditors to close FY2024 and have audited financial statements by November 30, 2026. The staff will continue reconstructing the financial information for FY2025 and will work with the external auditors to plan 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

No financial impact; this is a monthly report.

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 October 31, 2026

Attachment B: 12-Month Cash Flow Projection, October 2026 to September 2027

Prepared by: Maria Berberich, Finance Manager

IX. APPROVALS

Financial Impact Approved:
Thomas Dempsey, Acting CFO

Eric Williams, CEO



Attachment A
Cover Page

San Joaquin RTD
FY2027 Revenue & Expense Summary
For the Period Ending October 31, 2026

	Current Month		(fav/unfav)	(fav/unfav)	FYTD		fav/(unfav)	Adopted Fiscal Year Budget
	Actual	Budget	Variance $	Variance %	Actual	Budget	Variance $	
REVENUES								
PASSENGER FARES	$ 232,746	$ 175,962	56,784	32%	$ 1,026,026	$ 703,847	322,179	$ 2,111,541
NON-TRANSPORTATION REVENUES	162,731	142,342	20,389	14%	1,171,885	569,367	602,518	1,708,101
FEDERAL GRANTS (5307)	734,647	734,647	0	0%	3,673,235	2,938,588	734,647	8,815,763
FEDERAL GRANTS (5311)	42,377	42,377	0	0%	211,886	169,509	42,377	508,527
PROPERTY TAXES	141,471	141,471	0	0%	707,355	565,884	141,471	1,697,651
TDA - LTF	3,824,153	3,824,153	0	0%	19,120,765	15,296,611	3,824,153	45,889,834
TDA - STA	154,813	154,813	0	0%	774,066	619,253	154,813	1,857,758
LCTOP	140,524	140,524	0	0%	702,620	562,096	140,524	1,686,288
MEASURE K	475,682	475,770	(89)	0%	2,378,497	1,903,081	475,416	5,709,244
TOTAL REVENUES	$ 5,909,143	$ 5,832,059	77,084	1%	$ 29,766,333	$ 23,328,235	6,438,098	$ 69,984,705
EXPENSES								
WAGES AND FRINGE BENEFITS	3,501,303	3,935,007	433,704	11%	12,807,128	15,740,030	2,932,902	47,220,089
SERVICES	852,141	707,857	(144,284)	-20%	2,943,162	2,831,428	(111,735)	8,494,284
MATERIALS & SUPPLIES	507,184	390,494	(116,689)	-30%	1,850,587	1,561,977	(288,610)	4,685,932
UTILITIES	101,852	119,551	17,698	15%	445,365	478,202	32,838	1,434,607
INSURANCE	176,925	193,475	16,550	9%	1,101,263	773,901	(327,362)	2,321,704
TAXES	56,865	35,668	(21,197)	-59%	203,933	142,671	(61,261)	428,014
PURCHASED TRANSPORTATION	247,748	289,725	41,978	14%	1,031,420	1,158,902	127,481	3,476,705
MISCELLANEOUS EXPENSES	82,377	131,114	48,737	37%	254,325	524,457	270,132	1,573,370
OPERATING CONTINGENCY	-	29,167	29,167	100%	-	116,667	116,667	350,000
TOTAL EXPENSES	$ 5,526,395	$ 5,832,059	305,664	5%	$ 20,637,182	$ 23,328,235	2,691,052	$ 69,984,705
Net Surplus (Deficit)	$382,749	$0	$382,749		$9,129,151	$0	$9,129,151	$0

Attachment B
Cover Page

San Joaquin Regional Transit District
Twelve Months Cash Flow Projection (amounts in 000's)

	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27
Beginning Cash Balance	**$54,372**	**$50,360**	**$47,589**	**$48,749**	**$50,299**	**$60,914**	**$60,415**	**$63,407**	**$52,284**	**$62,112**	**$61,038**	**$58,539**
Add: Projected Cash Inflow	**2,238**	**2,156**	**6,359**	**6,300**	**15,365**	**4,251**	**9,335**	**5,777**	**14,578**	**3,676**	**2,251**	**251**
Less: Projected Cash Outflow	**-6,250**	**-4,927**	**-5,199**	**-4,750**	**-4,750**	**-4,750**	**-6,343**	**-16,900**	**-4,750**	**-4,750**	**-4,750**	**-4,750**
Projected Month-end Cash Balance	**$50,360**	**$47,589**	**$48,749**	**$50,299**	**$60,914**	**$60,415**	**$63,407**	**$52,284**	**$62,112**	**$61,038**	**$58,539**	**$54,040**
OPERATING CASH INFLOWS:												
Fare Revenue	200	200	200	238	238	238	238	238	238	238	238	238
Advertising, Rental, & Other Income	13	13	13	13	13	13	13	13	13	13	13	13
Interest	600			794			794					
Federal 5307					7,689							
Federal 5311		518										
Property tax Revenue				180								
TDA-LTF			2,000	4,000	4,000	4,000	4,000	4,000	4,000	2,000	2,000	
LCTOP				1,075								
Measure K Operating	1,425	1,425			1,425		1,425			1,425		
Projected Operating Cash Inflow	**2,238**	**2,156**	**2,213**	**6,300**	**13,365**	**4,251**	**6,470**	**4,251**	**4,251**	**3,676**	**2,251**	**251**
OPERATING CASH OUTFLOWS:												
Payroll and Payroll Related Expenses	4,500	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Accounts Payable Check-runs	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500
Purchased Transportation Invoices	250	250	250	250	250	250	250	250	250	250	250	250
Projected Operating Cash Outflow	**6,250**	**4,750**	**4,750**	**4,750**	**4,750**	**4,750**	**4,750**	**4,750**	**4,750**	**4,750**	**4,750**	**4,750**
Net Operating Cash Flow	**-4,012**	**-2,594**	**-2,537**	**1,550**	**8,615**	**-499**	**1,720**	**-499**	**-499**	**-1,074**	**-2,499**	**-4,499**
CAPITAL CASH INFLOWS:												
TDA-STA Capital			2,000		2,000		2,865					
TDA-LTF Capital												
Federal 5307			374					252				
Federal 5307 11 Gillig Hybrid Buses												
Federal 5339a Gillig Hybrid Bus								1,274				
Federal 5339a 9 Cutaways			1,772									
Federal 5339c 9 Gillig Hybrid Buses									10,328			
Projected Capital Cash Inflow	**0**	**0**	**4,146**	**0**	**2,000**	**0**	**2,865**	**1,526**	**10,328**	**0**	**0**	**0**
CAPITAL CASH OUTFLOWS:												
Federal 5339c 9 Gillig Hybrid Buses								12,150				
Federal 5339a Gillig Hybrid Bus		177	449				1,593					
Federal 5339a Gillig Hybrid Bus												
Other												
Projected Capital Cash Outflow	**0**	**177**	**449**	**0**	**0**	**0**	**1,593**	**12,150**	**0**	**0**	**0**	**0**
Net Capital Cash Flow	**0**	**-177**	**3,697**	**0**	**2,000**	**0**	**1,272**	**-10,624**	**10,328**	**0**	**0**	**0**

Funds Kept at:	
Bank of Stockton	1,277
County Treasury	49,083
Total	**50,360**

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

REPORT: **STATE LEGISLATIVE UPDATE**

General Update

The Governor's bill signing period ended on September 30, 2026.

Of the 1,160 bills sent to Governor Newsom this year, he signed 1,040 and vetoed 120. Signed bills will go into effect on January 1, 2027, unless they contain an "urgency clause," which means the measure takes effect immediately upon signature by the Governor.

The Legislature will convene the 2027-28 Legislative Session on December 7, 2026 for the swearing-in of members and will then enter recess until early January.

In this report, we provide an update on the 2026 General Election and TIRCP grant awards.

Potential Impact to RTD: N/A – General Update

General Election Update

The 2026 General Election was held on Tuesday, November 3. This year, candidates for all statewide constitutional offices (e.g. Governor, Lieutenant Governor, Attorney General, etc.) were on the ballot as were candidates for all 80 Assembly seats and 20 of the 40 Senate seats.

As was widely expected, Democratic nominee Xavier Becerra won the race for California Governor, securing 65.7 percent of the vote to succeed outgoing Governor Gavin Newsom. He will be sworn in on January 4, 2027.

In the State Legislature, of the 100 seats on the ballot this election, 22 seats were considered "open," as incumbents termed out, sought higher officer, or decided not to seek reelection. As a reminder, Democrats had a super-majority in both the Assembly and Senate in the 2025-26 Legislative Session and were expected to maintain their majorities into the 2027-2028 Legislative Session. As of the writing of this report, Democrats are now expected to significantly expand their super-majority in the State

Legislature – the exact number of seats picked up by Democrats will become clearer in the coming days as several close elections are called.

Also on the ballot this year were 14 statewide propositions, 2 of which we were tracking for RTD due to their potential impact on the agency's projects and services. We provide the election results for these 2 measures below.

Proposition 43: Two-Thirds Vote Requirement for Local Special Tax Initiatives and Property Tax Initiative Prohibition Amendment
Result: Failed (No: 57.3%, Yes: 42.7%)
Proposition 43 would have required that local ballot measures proposing, extending, or increasing special taxes initiated by citizens receive a two-thirds vote to be enacted. It would also prohibit any local government from levying ad valorem taxes on real property, including by ballot initiative, except for those authorized under the state constitution.

Proposition 45: Changes to Environmental Review Process for Certain Projects Initiative
Result: Failed (No: 56.2%, Yes: 43.8%)
Proposition 45 would have amended the California Environmental Quality Act (CEQA) and the Permit Streamlining Act by shortening the review process for a defined set of essential projects, such as housing, improvements to water supply, transportation, energy, and facilities for health and public safety.

You can view preliminary state election results here.

Finally, at a regional level, voters in the San Francisco Bay Area in a new five-county region approved the Regional Transit Measure, imposing a half-cent sales tax in Alameda, Contra Costa, San Mateo, and Santa Clara counties, and a one-cent sales tax in the City and County of San Francisco, for 14 years beginning in 2027. The measure is projected to generate approximately $980 million annually to support public transit operations across the five-county region. In San Francisco, voters approved Proposition H, a parcel tax funding transit operations.

County election officials in California have until December 3 to process and count ballots to be certified by the Secretary of State on December 11. The Legislature will convene on December 7, for the swearing-in of newly elected members.

Potential Impact to RTD: This year's election will significantly inform policy priorities in Sacramento for years to come. Governor-Elect Xavier Becerra will be eligible to serve for up to eight years and new members of the Legislature will be eligible to serve for up to twelve years. While the Governor-Elect and Legislative Leaders have been generally silent on the specific policies they will pursue, they have publicly communicated that they intend to make affordability a central focus in 2027.

Relative to legislative races, RTD will see no changes to its legislative delegation as Assembly Member Rhodesia Ransom (D-Stockton) and Assembly Member Heath Flora (R-Ripon) won re-election. Senator Jerry McNerney (D-Pleasanton) did not stand for re-election this year. He will be on the ballot – should he choose to run – in 2030.

Finally, relative to statewide propositions, the failure of Proposition 43 will keep open the opportunity for citizens to pursue citizens' initiative benefitting public transit that require only a majority vote to pass. (As of the drafting of this report, we are not aware of such an effort being planned at this time in San Joaquin County.) Meanwhile, the failure of Proposition 45 is unlikely to significantly impact RTD, as many of RTD's capital projects are already exempt from the California Environmental Quality Act.

Transit and Intercity Rail Capital Program Update

On November 10, the California State Transportation Agency announced the award of $549.4 million from FY 2026-27 through FY 2030-31 for 19 transit and rail capital projects statewide. The award, organized under TIRCP Cycle 8, also includes $650 million in an additional multi-year funding agreement for the Transbay Joint Powers Authority's downtown rail extension (also known as "the Portal" or "DTX").

Potential Impact to RTD: While RTD did not submit a grant application in TIRCP Cycle 8, the region will benefit from this investment of $30 million for the San Joaquin Regional Rail Commission's Newark-Albrae Siding Connection Project. As described in the project award, this project will eliminate the critical single-track bottleneck that currently constrains capacity and unlocks implementation of the planned 2031 ACE service expansion, including a fifth daily round-trip between Stockton and San Jose. This project is expected to be completed by 2030.

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LEAD STAFF: **PETRINA DOCKERY-WINSTON, DIRECTOR OF GRANTS AND CAPITAL PROJECTS**

REPORT: **QUARTERLY GRANTS AND CAPITAL PROJECTS UPDATE – FY 2027, QUARTER 2**

I. SUMMARY

This report provides an update on the San Joaquin Regional Transit District (RTD) FY2027 Capital Projects, the capital investments included in the FY2027 Budget, and the status of Active and Pending grant funding opportunities supporting the agency's capital and strategic initiatives.

II. DISCUSSION/BACKGROUND

As of the second quarter of FY2027, RTD has allocated significant resources to active, completed, and planned projects. The FY2027 Capital Budget totals $8,720,197 and is funded through federal and state sources, including FTA Sections 5307 and 5339, State Transit Assistance, State of Good Repair, and SB 125 capital funds. Capital projects typically span multiple fiscal years due to funding cycles, procurement requirements, equipment lead times, design development, permitting, and construction schedules. Table 1 below provides a high-level summary of the FY2027 Capital Budget by funding source and project category.

See next page for: Table 1. FY2027 Capital Budget

Capital Funding Sources	Type	Amount	%
FTA 5307 Urbanized Area (UZA) Formula	Formula	$1,624,898	18.6%
FTA 5339(a) Bus and Bus Facilities	Formula	1,330,520	15.3%
SB1 State of Good Repair (SGR)	Formula	1,540,328	17.7%
State Transit Assistance (STA)	Formula	1,624,451	18.6%
SB15 (Capital)	Discretionary (Awarded)	2,600,000	29.8%
Total Projected Capital Funds		**$8,720,197**	**100.0%**
Proposed Capital Projects by Category		**Amount**	**%**
Communication, IT: HRI System Procurement, Wi-Fi Modernization, 800 MHz Radio Procurement, Radio Consoles for Control, Laptops and USB-C Monitors Procurement for EOC Readiness		$1,097,675	12.6%
Facilities and Other Capital Improvements: Additional Funding for DTC HVAC Units Replacement, 1% Transit Improvement Requirement for 5307, Office Furniture for Ergonomic Requirements		2,770,470	31.8%
Non-revenue Vehicles: Replace Seven (7) Aging Operations and Admin Support Vehicles		300,000	3.4%
Revenue Vehicles: Nine (9) VanGo Replacement Fleet Vehicles (1906-1914)		2,250,000	25.8%
Maintenance and Facilities Equipment: Ticket Vending Machines, FareBox Simulator, AC Reclaim and Charge Machines		1,076,300	12.3%
Safety and Security: Replace Security Camera Server at RTC and Consolidate Exacqvision Servers at DTC, Hazard Communications Software		225,752	2.6%
Capital Contingency		1,000,000	11.5%
Total Proposed Capital Projects		**$8,720,197**	**100.0%**
Surplus (Deficit)		-	

CAPITAL PROJECTS UPDATE

The FY2027 Capital Budget continues to advance critical projects in communications and information technology, facilities and transit infrastructure improvements, fleet replacement, maintenance equipment, safety and security enhancements, and capital contingency planning. These investments support operational reliability, improved customer service, and long-term asset preservation.

ACTIVE GRANTS UPDATE

As of September 30, 2026, RTD is actively managing 20 federal, state, and regional grants with a combined award value of approximately $90.5 million and a total program budget of approximately $157.0 million. Grant-funded projects support fleet replacement, low and no-emission vehicle deployment, preventive maintenance, operating assistance, facility improvements, information technology upgrades, safety and security enhancements, regional transportation services, and state-of-good-repair investments. Major active awards include FTA Sections 5307, 5339(a), and 5339(c) programs, SB1 State of Good Repair funding, Measure K programs, and the City of Stockton Transformative Climate

Communities program. Through September 30, 2026, approximately $69.0 million has been expended, leaving approximately $23.4 million in remaining grant funds and $14.1 million in remaining required matching funds available to advance capital and operating initiatives.

PENDING GRANTS UPDATE

RTD currently has approximately $47.9 million in pending grant requests and anticipated awards across federal, state, regional, and discretionary funding programs. Key pending opportunities include the FY 2026 FTA Section 5339(c) Low-No Emission Program request for $27.4 million to replace 16 hybrid-electric buses and fund related infrastructure improvements; FY26/27 Section 5307 funding totaling $7.9 million for preventive maintenance, operating assistance, security, and transit improvements; the CEC Energiize Program request for $5.0 million for hydrogen fueling infrastructure; SB 125 Phase 2 funding of $2.6 million for fleet replacement and ticket vending machine upgrades; and FY26 Section 5339(a) funding of $1.27 million for hybrid bus replacement. Additional pending applications include LCTOP Cycle A and Cycle B funding totaling approximately $1.8 million for the Student Transit Access Program; a Caltrans STPG planning grant for RTD Facilities and Zero-Emission Infrastructure Master Plan activities; CMAQ funding currently under development with SJCOG; and Section 5311 operating assistance for rural transit services. During the reporting period, staff submitted and advanced multiple competitive and formula funding requests while continuing to coordinate with FTA, Caltrans, SJCOG, and other funding partners on grant agreements, award announcements, transfer approvals, and project implementation readiness. Staff remains focused on securing external funding resources that support fleet modernization, sustainability initiatives, facility improvements, and transit service enhancements.

CONCLUSION

RTD continues to proactively manage its grants and capital projects while pursuing significant external funding opportunities.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

IV. CUSTOMER IMPACT

Capital investments support improved service reliability, enhanced customer amenities, safer facilities, fleet modernization, and expanded access to transit services.

V. FINANCIAL CONSIDERATIONS/IMPACT

The FY2027 Capital Budget totals $8,720,197. Active grants represent approximately $157 million in total program funding, and pending grant opportunities total approximately $58.3 million.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

Attachment A: Active Grants List

Prepared by: Petrina Dockery-Winston, Director of Grants and Capital Projects

IX. APPROVALS

Financial Impact Approved:
Thomas Dempsey, Acting CFO



Eric Williams, CEO

Attachment A
Cover Page

							< 1% Expended	> 99% Expended		< 1% Expended			> 99% Expended	
San Joaquin Regional Transit District (RTD)														
Quarterly Grants Summary														
Active Grants as of 09/30/2026														
#	**Award #**	**Funding Source**	**Associated Projects**	**Awarded Amount**	**Matching Funds**	**Total Application Budget**	**Award Expended**	**Remaining Award**	**Matching Funds Expended**	**Remaining Match**	**Application Date/Award Date**	**Pre-award Authority (Y/N)**	**Grant Expiration**	
1	FY20/21 SGR	STATE - SB1 State of Good Repair	Replacement/Upgrade of existing Bus Video System, Facilities Improvement/Upgrades	**$ 740,550**	$ -	$ 740,550	$ 213,378	$ 527,172.60	$ -	$ -	9/8/2021	Y	6/30/2028	
2	CA-2024-026	FEDERAL - FFY22 5339(c) Low or No Emissions	RTD Disadvantaged Communities Route Expansion Project: Project will purchase five (5) hybrid electric buses	**$ 3,994,277**	$ 998,570	$ 4,992,847	$ 3,945,680	$ 48,597.00	$ 981,077	$ 17,493.00	3/26/2024	N	3/31/2028	
3	SGC23113	STATE - City of Stockton's Transformative Climate Communities Round 4 (TCCr4)	Hybrid Electric Bus	**$ 1,057,554**	$ 105,755	$ 1,163,309	$ 990,033	$ 67,521.14	$ 7,497	$ 98,257.67	9/26/2023	Y	9/30/2026	
4	FY22/23 SGR	STATE - SB1 State of Good Repair	Revenue Vehicle Replacement Purchase - Bus Replacement	**$ 787,395**	$ -	$ 787,395	$ 116,883	$ 670,512.10	$ -	$ -	8/29/2022	Y	6/30/2029	
5	CA-2024-027	FEDERAL - FFY 2023 5307	Preventive Maintenance, Capital Cost of Contracting, Security, and Transit Improvements	**$ 9,272,244**	$ -	$ 9,272,244	$ 9,144,838	$ 127,406.00	$ -	$ -	3/26/2024	Y	9/30/2027	
3	CA-2022-093	FEDERAL - FFY22 5339(a) Bus and Bus Facilities Formula	RTC Maintenance Shop Floor Upgrade, DTC HVAC Units Replacement	**$ 623,401**	$ 155,850	$ 779,251	$ 102,696	$ 520,705.00	$ 23,558	$ 132,292.00	7/16/2022	Y	6/30/2027	
6	CA-2024-029	FEDERAL - FFY 2023 5339a	DTC HVAC Units Replacement	**$ 811,405**	$ -	$ 811,405	$ -	$ 811,405.00	$ -	$ -	3/26/2024	Y	6/30/2027	
7	CA-2024-188	FEDERAL - FFY 2024 5307	Preventive Maintenance, Capital Cost of Contracting, Operating Assistance, Security, and Transit Improvements	**$ 12,506,374**	$ -	$ 12,506,374	$ 12,378,010	$ 128,364.00	$ -	$ -	9/24/2024	Y	3/31/2027	*
8	CA-2024-181	FEDERAL - FFY 2024 5339a	Install PCADs & IT Upgrades	**$ 1,330,520**	$ -	$ 1,330,520	$ 637,548	$ 692,972.00	$ -	$ -	9/24/2024	Y	6/30/2027	*
9	C-24-004	MEASURE K - Intercity Programs	Passenger Rail, Bus, and Bicycle Pedestrian	**$ 7,200,000**	$ 10,800,000	$ 18,000,000	$ 6,300,000	$ 900,000.00	$ 10,500,000	$ 300,000.00	7/1/2023	Y	6/30/2027	
10	C-24-005	MEASURE K - Express Operations	BRT Express Routes 40, 43, 44, 47, 49	**$ 13,600,000**	$ 40,800,000	$ 54,400,000	$ 11,899,994	$ 1,700,006.00	$ 33,150,000	$ 7,650,000.00	7/1/2023	Y	6/30/2027	
11	C-24-006	MEASURE K - Interregional Operations Services	Interstate 5/205/580 and State Route 99 Corridor to BART and Sacramento	**$ 2,000,000**	$ 6,000,000	$ 8,000,000	$ 1,750,006	$ 249,994.00	$ 4,125,000	$ 1,875,000.00	7/1/2023	Y	6/30/2027	
12	C-24-007	MEASURE K - Regional Bus Services	Park & Ride Lots, Bus Facilities Improvements, Engine Replacement	**$ 940,000**	$ -	$ 940,000	$ 94,894	$ 845,105.83	$ -	$ -	7/1/2023	Y	6/30/2027	
14	FY23/24 SGR	STATE - SB1 State of Good Repair	Upgrade and replace maintenance equipment and support vehicles	**$ 845,447**	$ -	$ 845,447	$ 362,132	$ 483,315.47	$ -	$ -	8/28/2023	Y	6/30/2030	
15	FY24/25 SGR	STATE - SB1 State of Good Repair	Replace/Upgrade Information Technology (IT) Equipments	**$ 820,630**	$ -	$ 820,630	$ -	$ 820,630.00	$ -	$ -	8/1/2024	Y	6/30/2031	

16	FY25/26 SGR	STATE - SB1 State of Good Repair	Replace/Upgrade Revenue and Support Vehicles, and Maintenance Equipment	**$ 925,506**	$ -	$ 925,506	$ -	$ 925,506.00	$ -	$ -	9/9/2025	Y	6/30/2032
17	CA-2026-035	FEDERAL - FFY20 CMAQ	Hydrogen Fueling Equipment	**$ 1,000,000**	$ 2,200,000	$ 3,200,000	$ -	$ 1,000,000.00	$ -	$ 2,200,000.00	4/1/2026	Y	1/30/2028
18	CA-2026-048	FEDERAL - FFY25 5339a	Hybrid Bus Replacement	**$ 1,471,261**	$ -	$ 1,471,261	$ 1,334,223	$ 137,038.00	$ -	$ -	4/22/2026	Y	9/30/2029
19	CA-2026-100	FEDERAL - FFY25 5339c	RTD Low Emission Transition Project	**$ 10,327,500**	$ 1,822,500	$ 12,150,000	$ -	$ 12,150,000.00	$ -	$ 1,822,500.00	8/3/2026	N	12/31/2029
20	CA-2026-056	FEDERAL - FFY25 5307	Preventive Maintenance, Capital Cost of Contracting, Bus Procurement, Security, and Transit Improvements	**$ 13,619,399**	$ -	$ 13,619,399	$ 13,050,324	$ 569,075.00	$ -	$ -	5/15/2026	Y	9/30/2029
			Grand Total	**$ 90,537,016**	**$ 66,484,749**	**$ 157,021,764**	**$ 68,984,191**	**$ 23,375,325**	**$ 52,389,206**	**$ 14,095,543**			

LEAD STAFF: THOMAS DEMPSEY, DIRECTOR OF PROCUREMENT

REPORT: UPDATE OF SOLICITATIONS

I. SUMMARY

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

II. DISCUSSION/BACKGROUND

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

The thresholds for formal solicitations are as follows:

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

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

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns with the Board's Strategic Priorities 1, 2, and 4.
Strategic Priorities:

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

IV. CUSTOMER IMPACT

N/A

V. FINANCIAL CONSIDERATIONS/IMPACT

See Attachment A.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

Attachment A: Update of Solicitations

Prepared by: Edith Ramirez, Procurement Supervisor

Attachment A
Cover Page

UPDATE OF SOLICITATIONS

Solicitation Number	Solicitation Released Date or Anticipated Release Date	Title	Funding Source	Estimated Amount	Procurement Type	Designs and Plans – Delegation of Authority
27004-C	November 2026	DTC HVAC	Capital STA/FTA*	$3,100,000	IFB	Yes
27009-S	December 2026	ADA Complementary Paratransit Services	Local	$3,309,336	RFP	No
26012-RFQ	April 2027	On-Call Environmental and Planning Support Services	Capital STA/FTA*	$250,000	RFQ	No

Federal Transit Administration "FTA"
State Transit Assistance "STA"

*Funding for these services will be determined on a project-by-project basis and will vary depending on the funding source of each project.

LEAD STAFF: THOMAS DEMPSEY, DIRECTOR OF PROCUREMENT

REPORT: UPDATE OF CONTRACTS AWARDED

I. SUMMARY

- This report provides the Board of Directors (Board) with a list of all contracts awarded between July – September 2026
- Contracts are listed based on the CEO and Board Contracting Levels.
- The financial impact is listed in Attachment A of this report.

II. DISCUSSION/BACKGROUND

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

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

Attachment A lists contracts awarded from July 1, 2026, through September 30, 2026.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

IV. CUSTOMER IMPACT

N/A

V. FINANCIAL CONSIDERATIONS/IMPACT

N/A

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

Attachment A: Contracts Awarded for the months of July through September 2026

Prepared by: Edith Ramirez, Procurement Supervisor

Attachment A
Cover Page

QUARTERLY UPDATE OF CONTRACTS AWARDED FOR THE FIRST QUARTER OF FY 2026

Award Date	Contract Number	Company Name	Title	Contract Amount	Funding Source	Capital/ Operating	DBE
CEO APPROVED CONTRACTS							
July 8, 2026	27002-S	Veasley Logistics	Consultant Services Agreement	$250,000	Local	Operating	No
July 28, 2026	26040-S	John Christian Andoh	Technical Assistance for Interim Chief Executive Officer	$150,000	Local	Operating	No
July 31, 2026	26036-S	Eagle Automotive	Bus Lift Repairs	$35,561.31	STA	Capital	No
August 25, 2026	27007-S	Suns Solar Cleaning	Solar Panel Cleaning Service	$2,300.00	Local	Operating	No
August 25, 2026	26041-S	Storm Water Inspection Maintenance Services	CTC Storm Filters	$50,220.00	Local	Operating	No
August 26, 2026	27013-S	ACT Fuels Inc.	Low Carbon Fuel Standard Credit Purchase and Sales Agreement	N/A	N/A	N/A	No
August 31, 2026	27014-S	MM Collective and Consulting, LLC	Human Resources Consulting Services	$90,000	Local	Operating	No

September 21, 2026	27015-S	Mulrooney Action Services	Public Auction Services	N/A	N/A	N/A	No
September 21, 2026	27010-S	Overhead Doors – Stockton	Overhead Door Repairs	$3,980.94	Local	Operating	No

Award Date	Contract Number	Company Name	Title	Contract Amount	Funding Source	Capital/ Operating	DBE
BOARD APPROVED CONTRACTS							
September 21, 2026	25041-S	MTM Transit	Access San Joaquin	2,497,958.55	Local	Operating	No
September 21, 2026	26009-S	Pennino Management Group	On-Call Construction Management	500,000	Capital STA/FTA*	Capital	No

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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 July, August, and September 2026, RTD provided 14,493 rides. On-time performance for this period was 88.3%, within the expected range.
- RTD's ADA complementary paratransit service is contracted out to RydeTrans, which currently has 22 Paratransit Operators, two Road Supervisors, 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 Q1 FY26 to the monthly statistics of Q1 FY27:

- In July, the number of Paratransit rides increased by 587
- In August, the number of Paratransit rides increased by 306
- In September, the number of Paratransit rides increased by 449

Summary review of Q1 operational information for FY27:

- July number of total Paratransit completed rides: 4,827
- August number of total Paratransit completed rides: 4,820
- September number of total Paratransit completed rides: 4,846
- Comparing July 2026 statistics to June 2026, Paratransit rides increased by 199.
- Comparing August 2026 statistics to July 2026, Paratransit rides decreased by 7.
- Comparing September 2026 statistics to August 2026, Paratransit rides increased by 26.

During July, August, and September, 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): 47, $2,350 (From a total of 14,493 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
- Penalty of $1,500 per month if the average miles between preventable accidents fall 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

None.

VIII. ATTACHMENTS

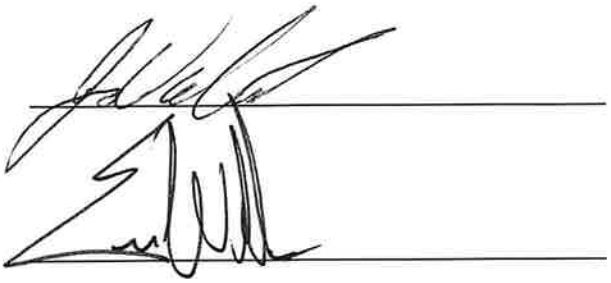
Attachment A: RTD's Paratransit On-time Performance Charts for July, August, and September
Attachment B: Comparative Operating Statistics Tables for July, August, and September
Attachment C: Number of Rides Comparison Chart
Attachment D: Annual Miles Comparison Chart
Attachment E: Monthly ADA Assessments
Attachment F: Top Monthly Ride Destinations for July, August, and September

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

IX. APPROVALS

Executive Manager Approved:
John Van Camp, COO

Eric Williams, CEO



Attachment A
Cover Page

On-time Performance Breakdown Report for July 2026

	July 2025	July 2026
1 to 5 Minutes Late	1.30%	3%
6 to 10 Minutes Late	0.52%	2.24%
11 to 15 Minutes Late	0.31%	1.12%
16 to 20 Minutes Late	0.05%	0.58%
21 to 25 Minutes Late	0.05%	0.29%
26 to 30 Minutes Late	0.07%	0.27%
31 to 35 Minutes Late	0.00%	0.12%
36 to 40 Minutes Late	0.00%	0.10%
41 or more Minutes Late (Excessively Late/Missed Trips)	0.00%	0.10%
Total 1-41 or More Minutes Late	2.29%	8.18%

*Target: 85%-96%

On-time Performance

For the month of July, RydeTrans met the standard of on-time performance with 92.1%. Ridership increased by 494 trips from the previous month.
During the month of July, RydeTrans received zero Customer Service Reports.

On-time Performance Breakdown Report for August 2026

	August 2025	August 2026
1 to 5 Minutes Late	2.48%	5%
6 to 10 Minutes Late	1.26%	3.06%
11 to 15 Minutes Late	1.00%	2.01%
16 to 20 Minutes Late	0.55%	1.11%
21 to 25 Minutes Late	0.47%	0.55%
26 to 30 Minutes Late	0.13%	0.39%
31 to 35 Minutes Late	0.11%	0.43%
36 to 40 Minutes Late	0.04%	0.21%
41 or more Minutes Late (Excessively Late/Missed Trips)	0.04%	0.27%
Total 1-41 or More Minutes Late	6.09%	13.52%

*Target: 85%-96%

On-time Performance

For the month of August, RydeTrans met the standard of on-time performance with 87%. Ridership decreased by 39 trips from the previous month.

During the month of August, RydeTrans received six Customer Service Reports, four of which are commendations.

On-time Performance Breakdown Report for September 2026

	September 2025	September 2026
1 to 5 Minutes Late	2.73%	5.53%
6 to 10 Minutes Late	1.30%	3.45%
11 to 15 Minutes Late	0.50%	1.92%
16 to 20 Minutes Late	0.48%	0.63%
21 to 25 Minutes Late	0.30%	0.97%
26 to 30 Minutes Late	0.14%	0.33%
31 to 35 Minutes Late	0.16%	0.41%
36 to 40 Minutes Late	0.07%	0.25%
41 or more Minutes Late (Excessively Late/Missed Trips)	0.14%	0.41%
Total 1-41 or More Minutes Late	5.80%	14.90%

*Target: 85%-96%

On-time Performance

For the month of September, RydeTrans met the standard of on-time performance with 86%. Ridership decreased by 7 trips from the previous month.

During the month of September 2026, RydeTrans received one Customer Service Report.

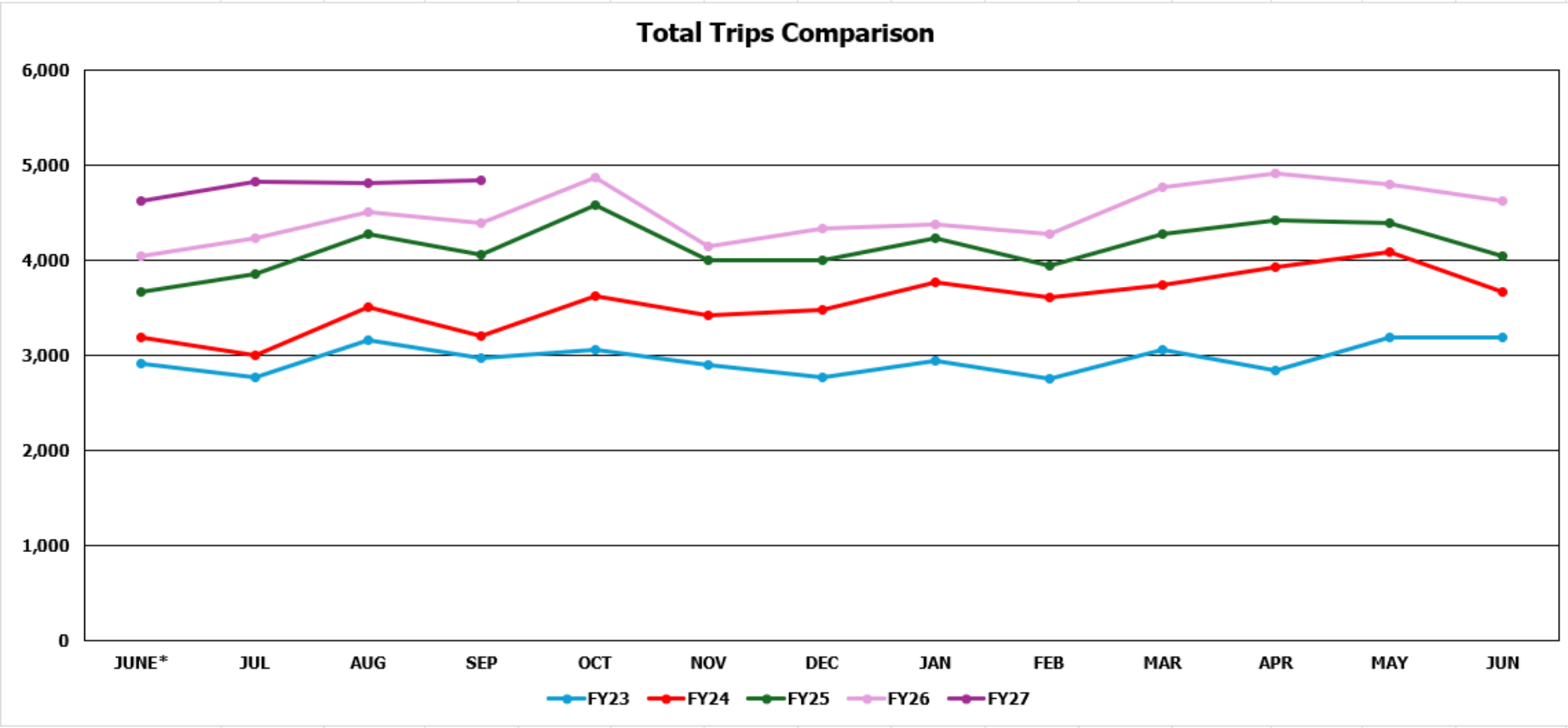
This year's first quarter continues to show an increase in the number of trips. This is a result of more seniors and disabled programs opening and an increase in activities. The increase in the number of trips has occurred year over year. On-time performance (OTP) for Q1 remained within the target range of 85–96% across all three months, with September recording the lowest at 86%, compared to 87% in August and 92.1% in July. While September saw a slight dip, the decrease was primarily due to driver shortages, unplanned callouts, and some staff turnover. In response, RydeTrans has proactively addressed these service needs as ridership continues to gradually increase towards pre-COVID levels. As part of this effort, RydeTrans is hiring additional drivers and refurbishing its fleet. Overall, service continues to meet expectations, and we will continue to monitor OTP and work with RydeTrans to address any operational issues as they arise.

Attachment B
Cover Page

	Jul-25	Aug-25	Sep-25	Total	Q1 FY26 AVG	Jul-26	Aug-26	Sep-26	Total	Q1 FY27 AVG	Difference	Performance Goals	FTA Guideline
Requested	5,301	5,567	5,508	**16,376**	**5,459**	6,263	6,101	6,263	**18,627**	**6,209**	750		
Performed (Completed Trips)	4,240	4,514	4,397	**13,151**	**4,384**	4,827	4,820	4,846	**14,493**	**4,831**	447		
Advanced Cancels	881	846	895	**2,622**	**874**	1,112	882	1,046	**3,040**	**1,013**	139		
Late Cancels	68	48	74	**190**	**63**	150	170	206	**526**	**175**	112		
No Shows	118	158	141	**417**	**139**	154	183	165	**502**	**167**	28		
Total Revenue Miles	36,371	37,300	36,051	**109,722**	**36,574**	38,524	37,430	37,230	**113,184**	**37,728**	1,154		
Average (Completed) Trip Miles	8.58	8.26	8.20	**25.04**	**8.3**	7.98	7.77	7.68	**23.43**	**7.81**	-1		
On Time Performance (OTP)	98.0%	94.0%	94.0%	**95.3%**	**95.3%**	92.1%	87.0%	86.0%	**88.3%**	**88.3%**	-7.0%	85% - 96% Expected	FTA 8.5.7, this is monitored to improve OTP and take any appropriate action. This KPI helps identifying and addressing patterns and practices in capacity constraints.
Standing Orders (subscriptions)	1,044	960	1,022	**3026**	**1,009**	1,454	1,284	1,470	**4,208**	**1,403**	394		FTA c 4710 (8.6) This KPI is monitors to ensure that standing orders or "subscriptions" do not absorb more than fifty percent of the number of trips available at a given time of day, unless there is non- subscription capacity.
Call Center Volume	3,757	4,308	4,359	**12,424**	**4,141**	4,774	5,236	5,344	**15,354**	**5,118**	977		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*	548	564	684	**1,796**	**599**	457	613	701	**1,771**	**590**	-8		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.
Shared Rides	1,229	1,620	1,480	**4,329**	**1,523**	1,757	1,410	1,356	**4,523**	**1,508**	-15		
Passenger per Revenue Hour	1.7	2	1.9	**5.6**	**1.9**	1.8	1.8	2	**5.3**	**1.8**	-0.1		
Denied Rides	0	0	0	**0**	**0**	0	0	0	**0**	**0**	0	Zero	
Missed Trips	4	4	5	**13**	**4**	8	17	22	**47**	**16**	11		FTA C 4710.1 (8.5.5) This KPI is monitored on a monthly basis and validated and cross-referenced with notes provided by RydeTrans.
Accidents	0	0	0	**0**	**0**	0	1	0	**1**	**0**	0		
Reported Complaints	1	1	0	**2**	**1**	0	4	2	**6**	**2**	1		
Valid Complaints	0	0	0	**0**	**0**	0	2	1	**3**	**1**	1	Less than 1 per 10k boarding	
Commendations	0	0	0	**0**	**0**	0	4	0	**4**	**1**	1		
Total Pickup	**4,240**	**4,514**	**4,397**	13,151	4,384	**4,827**	**4,820**	**4,846**	14,493	4,831	**447**		

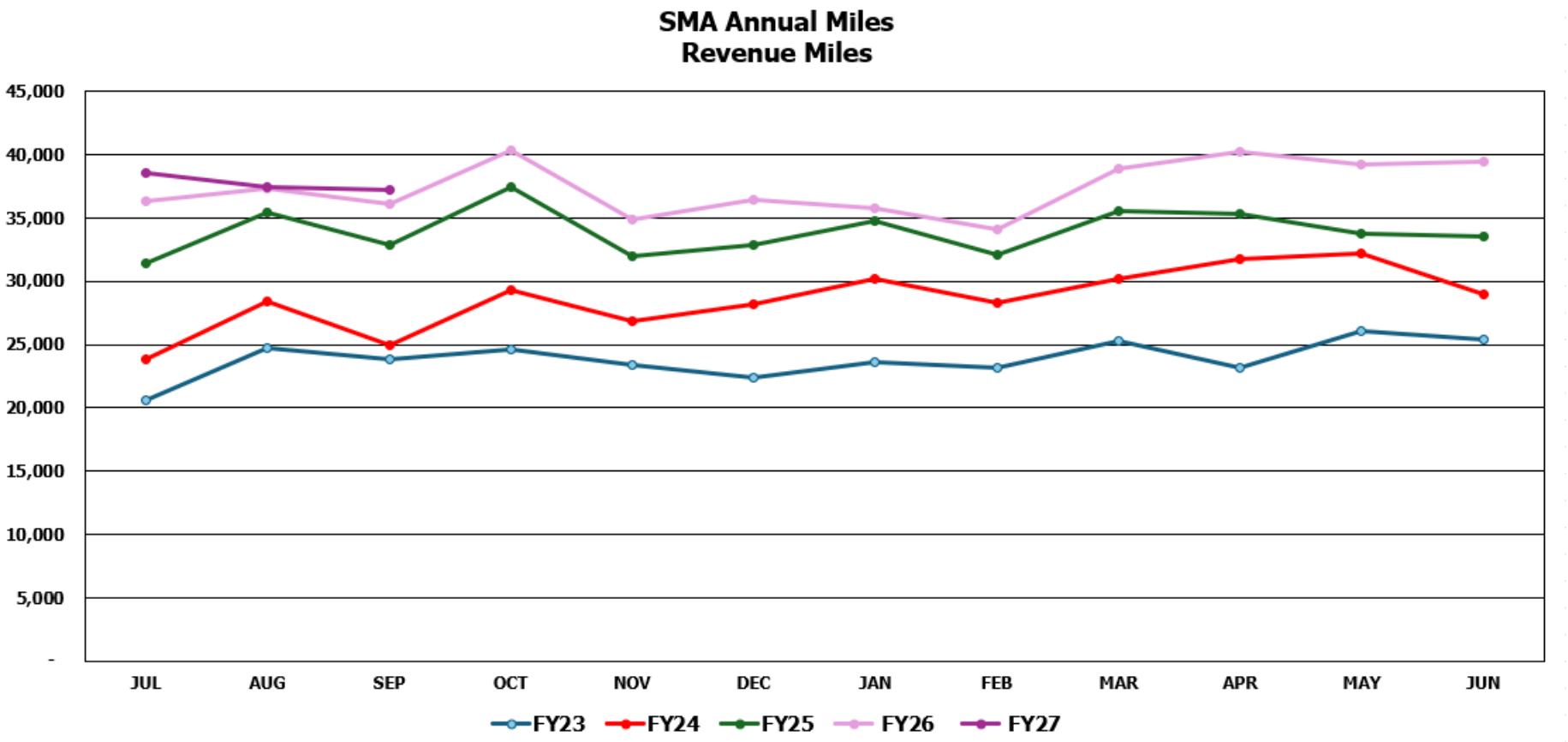
Late Trips Beyond The 30-Minute Window Ranging From 1-41 or More Minutes Late	Jul-25	Aug-25	Sep-25	Total	Q1 FY26 AVG	Jul-26	Aug-26	Sep-26	Total	Q1 FY27 AVG	Difference	Performance Goals	FTA Guideline
1 to 5 Minutes Late	1.30%	2.48%	2.73%	**2.18%**	**2.17%**	3%	6%	5.53%	**4.81%**	**4.81%**	2.64%		FTA 8.5.3 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	0.52%	1.26%	1.30%	**1.03%**	**1.03%**	2.24%	3.09%	3.45%	**2.93%**	**2.92%**	1.90%		
11 to 15 Minutes Late	0.31%	1.00%	0.50%	**0.61%**	**0.60%**	1.12%	2.03%	1.92%	**1.69%**	**1.69%**	1.09%		
16 to 20 Minutes Late	0.05%	0.55%	0.48%	**0.36%**	**0.36%**	0.58%	1.12%	1.63%	**1.11%**	**1.11%**	0.75%		
21 to 25 Minutes Late	0.05%	0.47%	0.30%	**0.27%**	**0.27%**	0.29%	0.56%	0.97%	**0.61%**	**0.61%**	0.34%		
26 to 30 Minutes Late	0.07%	0.13%	0.14%	**0.11%**	**0.11%**	0.27%	0.39%	0.33%	**0.33%**	**0.33%**	0.22%		
31 to 35 Minutes Late	0.00%	0.11%	0.16%	**0.09%**	**0.09%**	0.12%	0.44%	0.41%	**0.32%**	**0.32%**	0.23%		
36 to 40 Minutes Late	0.00%	0.04%	0.07%	**0.04%**	**0.04%**	0.10%	0.21%	0.25%	**0.19%**	**0.19%**	0.15%		
41 or more Minutes Late (Excessively Late/Missed Trips)	0.00%	0.04%	0.14%	**0.06%**	**0.06%**	0.10%	0.27%	0.41%	**0.26%**	**0.26%**	0.20%		
Total 1-41 or more lates	2.29%	6.09%	5.80%	**4.77%**	**4.73%**	8.18%	13.65%	14.90%	**12.25%**	**12.24%**	7.52%		
Total after 30 minute window	97	275	255	**627**	**209**	395	658	722	**1775**	**592**	383		

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	4,911	4,805	4,628	54,272
FY27	4,628	4,827	4,820	4,846										

Attachment D
Cover Page



	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	40,247	39,218	39,396	448,876
FY27	38,524	37,430	37,230										113,184

Attachment E
Cover Page

Monthly Assessments for ADA Eligibility
July, August, and September 2026

	Unconditional Assessments	Conditional Assessments	Temporary Assessments	Denied Eligibility	Total Assessments
July-26	61	14	2	0	77
August-26	62	16	3	0	81
September-26	70	32	1	0	103

Number of Eligible Riders for the month of July 2026= **77**
Number of Eligible Riders for the month of August 2026= **81**
Number of Eligible Riders for the month of September 2026= **103**

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 Destinations for July, August, and September 2026

Total Trips Completed – Q1 FY27 = 14,493

LOCATION	Jul-26	Aug-26	Sep-26	Total	% of Total Rides
Open Door Services Inc. Day Program 4045 Coronado Ave Stockton, CA 95204	208	191	193	592	4.08%
Person Centered Services, Inc. Day Program 4155 N El Dorado, Stockton, CA 95204	159	142	147	448	3.09%
RIA Care Center Dialysis 3115 W March Lane Stockton, CA 95219	126	117	125	368	2.54%
Person Centered Services, Inc. Day Program 722 W March Ln Stockton, CA 95207	122	102	116	340	2.35%
Walmart Supercenter 3223 E Hammer Ln Stockton, CA 95212	81	87	76	244	1.68%
Service First of Northern CA Day Program 102 W Bianchi Rd Stockton, CA 95207	61	82	70	213	1.47%
DTC 421 E Weber Ave Stockton, CA 95202	67	67	58	192	1.32%
Oneiro Pharmacy 8026 Lorraine Ave Stockton, CA 95210	66	66	53	185	1.28%
Delta College 5151 Pacific Ave Stockton, CA 95207	64	58	54	176	1.21%
Open Door Services Inc. 1129 Enterprise St Stockton, CA 95204	58	58	55	171	1.18%
Totals	1,012	970	947	2,929	

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LEAD STAFF: **ERIC WILLIAMS, CEO**

REPORT: **FY27 Q1 KEY PERFORMANCE INDICATORS (KPI) REPORT**

I. SUMMARY

- This report provides a summary of the key performance indicators (KPI) for San Joaquin RTD, highlighting July, August, and September of 2026, the first quarter of FY2027 (Q1).
- KPIs are crucial for evaluating our safety and security, financial health, operational efficiency, fleet maintenance, planning and service development, customer service, human resources, information technology, facilities management, and purchasing activities.
- This report aims to provide a comprehensive overview of several performance indicators.
- This report will continue to be provided to the Board of Directors on a quarterly basis.

II. DISCUSSION/BACKGROUND

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

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

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

IV. CUSTOMER IMPACT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

Attachment A: Key Performance Indicators (KPI) Reports

Prepared by: Dámaris Galvan, Planning, Mobility, and Customer Experience Director
Malika McGee, Limited Term Director of Human Resources
John Coose, Facilities Superintendent
John Hodson, Chief Information Officer
John Van Camp, Chief Operating Officer
LaShonda Nelson, Transportation Superintendent
Maria Berberich, Finance Manager
Omar Thomas, Assistant Transportation Superintendent
Harlow Church, Director of Safety and Security
Thomas Dempsey, Acting CFO and Director of Procurement

Attachment A
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Key Performance Indicators (KPIs) Reports
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Finance Reports	66-71
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Information Technology Reports	78-82
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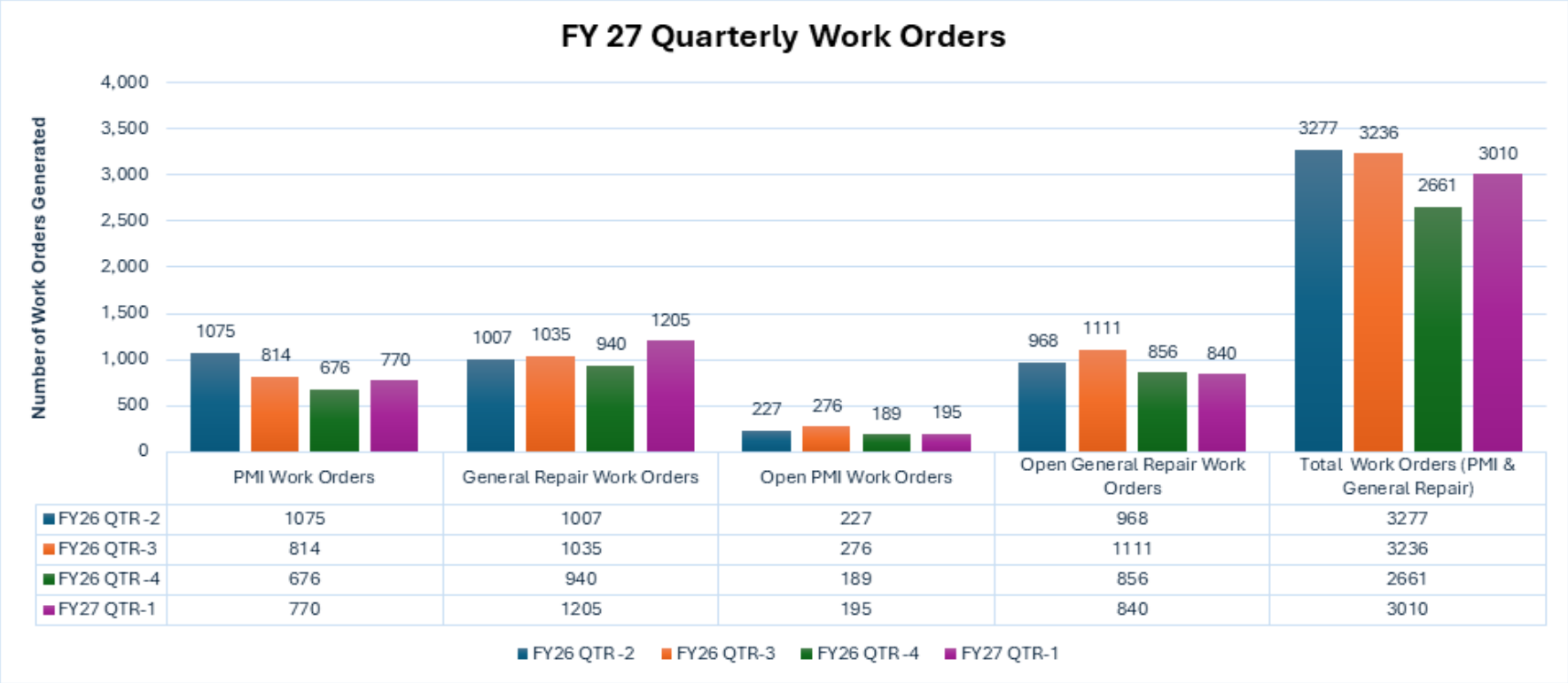
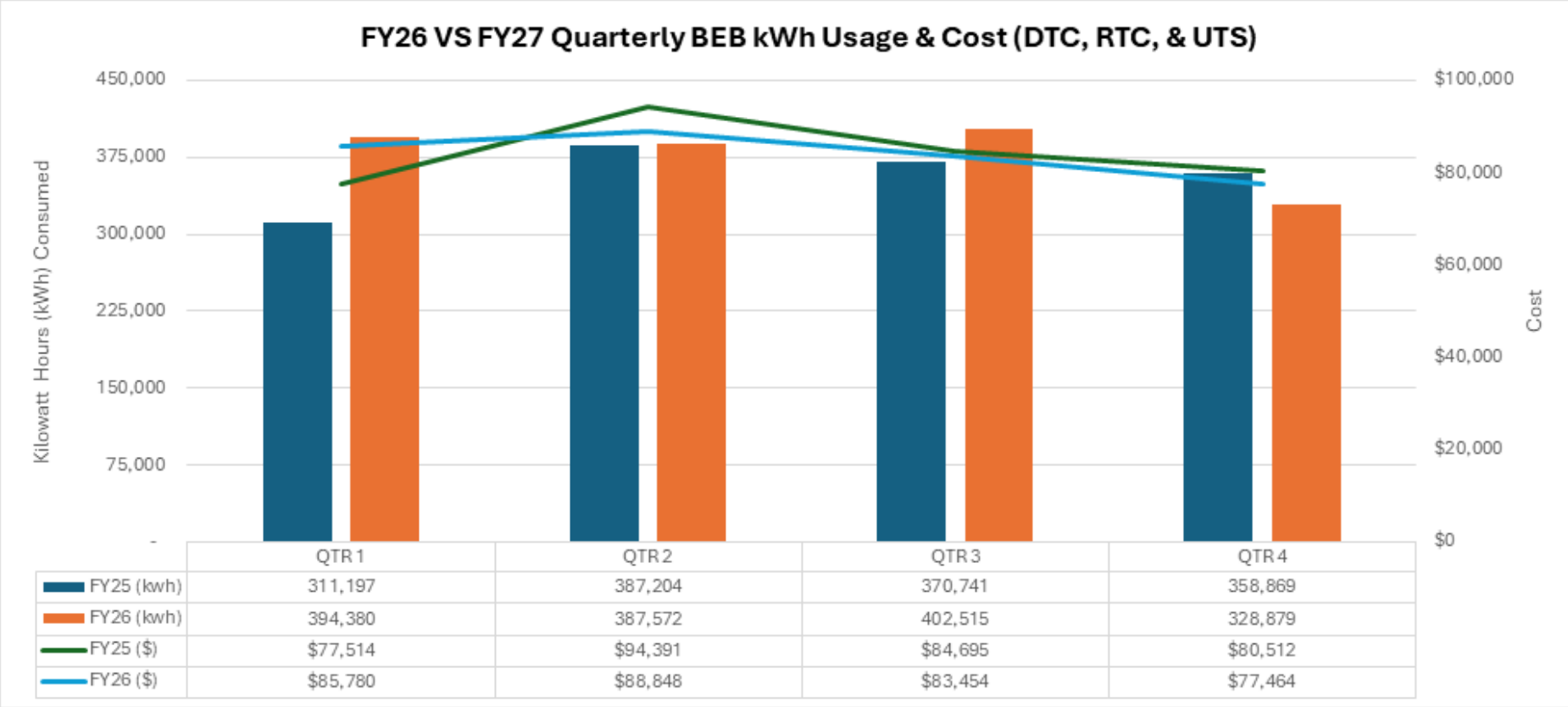
Operations – Fleet Maintenance Reports	112-116
Operations – Transportation Reports	117-119
Planning and Service Development Reports	120-137
Procurement Report	138
Safety and Security Reports	139-147



This graph illustrates the total number of work orders generated for General Repairs and Preventative Maintenance Inspections (PMI) across FY26 Q2, Q3, Q4, and FY27 Q1.

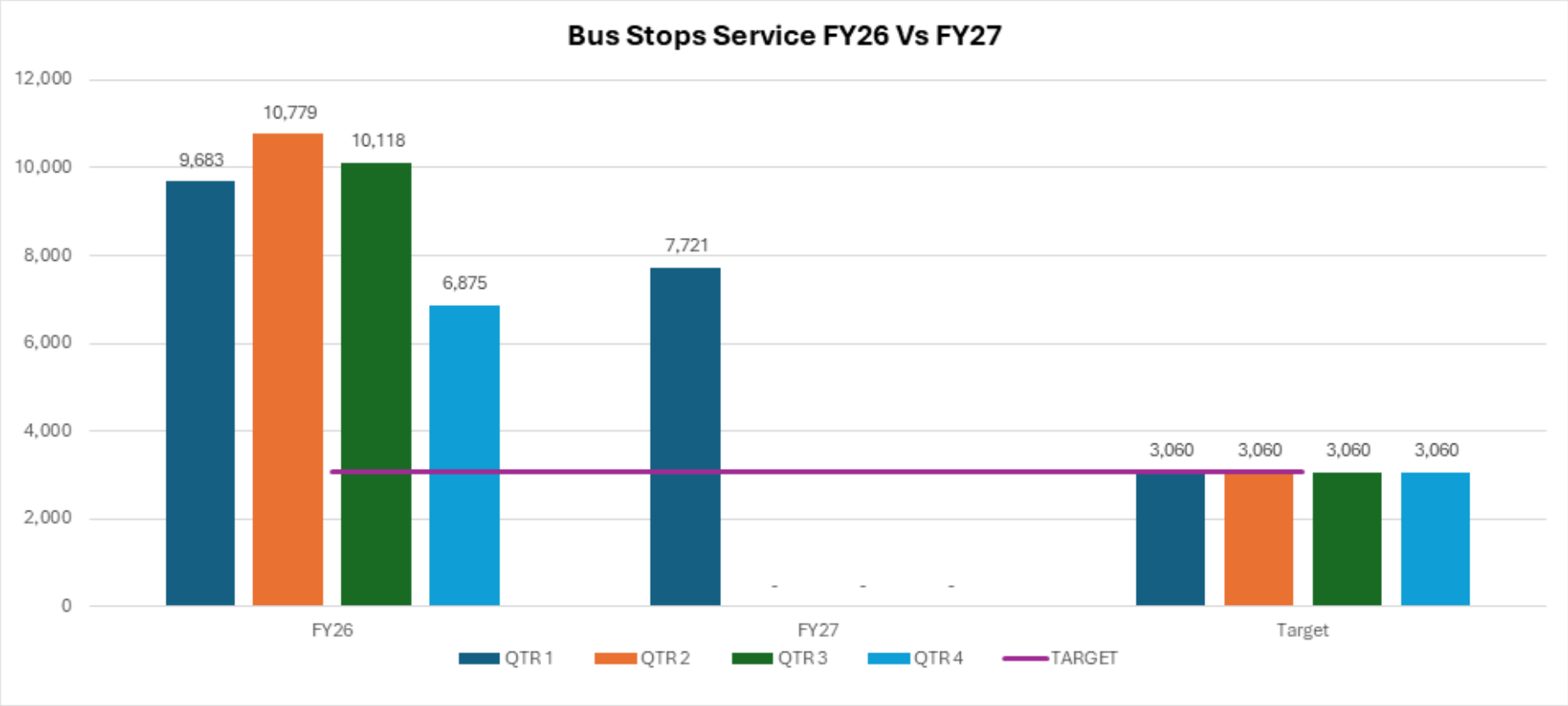
Q1 FY27 KPI Summary: Total Work Orders increased to 3,010, up 13% from Q4 FY26 (2,661), primarily driven by an increase in Preventative Maintenance Inspection (PMI) activity. PMI Work Orders Generated increased by 28% (940 to 1,205), while General Repair Work Orders Generated increased by 14% (676 to 770). Open PMI Work Orders remained relatively stable, increasing by 3% (189 to 195), while Open General Repair Work Orders decreased by 2% (856 to 840), indicating continued efforts to manage the maintenance backlog. Overall, Q1 FY27 reflects increased maintenance activity while maintaining a stable backlog position.



	QTR 1	QTR 2	QTR 3	QTR 4
FY25 (kwh)	311,197	387,204	370,741	358,869
FY26 (kwh)	394,380	387,572	402,515	328,879
FY25 ($)	$77,514	$94,391	$84,695	$80,512
FY26 ($)	$85,780	$88,848	$83,454	$77,464

This graph presents battery electric bus (BEB) energy consumption across all charging stations, including depot chargers at the RTC Division and overhead chargers at DTC and UTS, for FY26 and FY27.

Q1 FY27 Energy KPI Summary: Electricity consumption increased to 394,380 kWh, up 20% from Q4 FY26 (328,879 kWh). Energy costs increased to $85,780, up 11% from the previous quarter ($77,464). The increase in both consumption and cost reflects greater charger utilization and increased BEB charging activity. Overall, Q1 FY27 demonstrates a return to higher operating levels following the reduced charging activity experienced in Q4 FY26.



This chart compares bus stop servicing activity between FY26 and FY27, including quarterly production totals and performance against the established quarterly target.

Q1 FY27 Bus Stop Service KPI Summary: Bus stop servicing production reached 7,721 units in Q1 FY27, exceeding the quarterly target of 3,060 by 152%. Production increased 12% from FY26 Q4 (6,875), reflecting improved service activity at the start of the fiscal year. Overall, performance remained well above target and demonstrates continued commitment to maintaining clean, safe, and accessible bus stop facilities throughout the service area.

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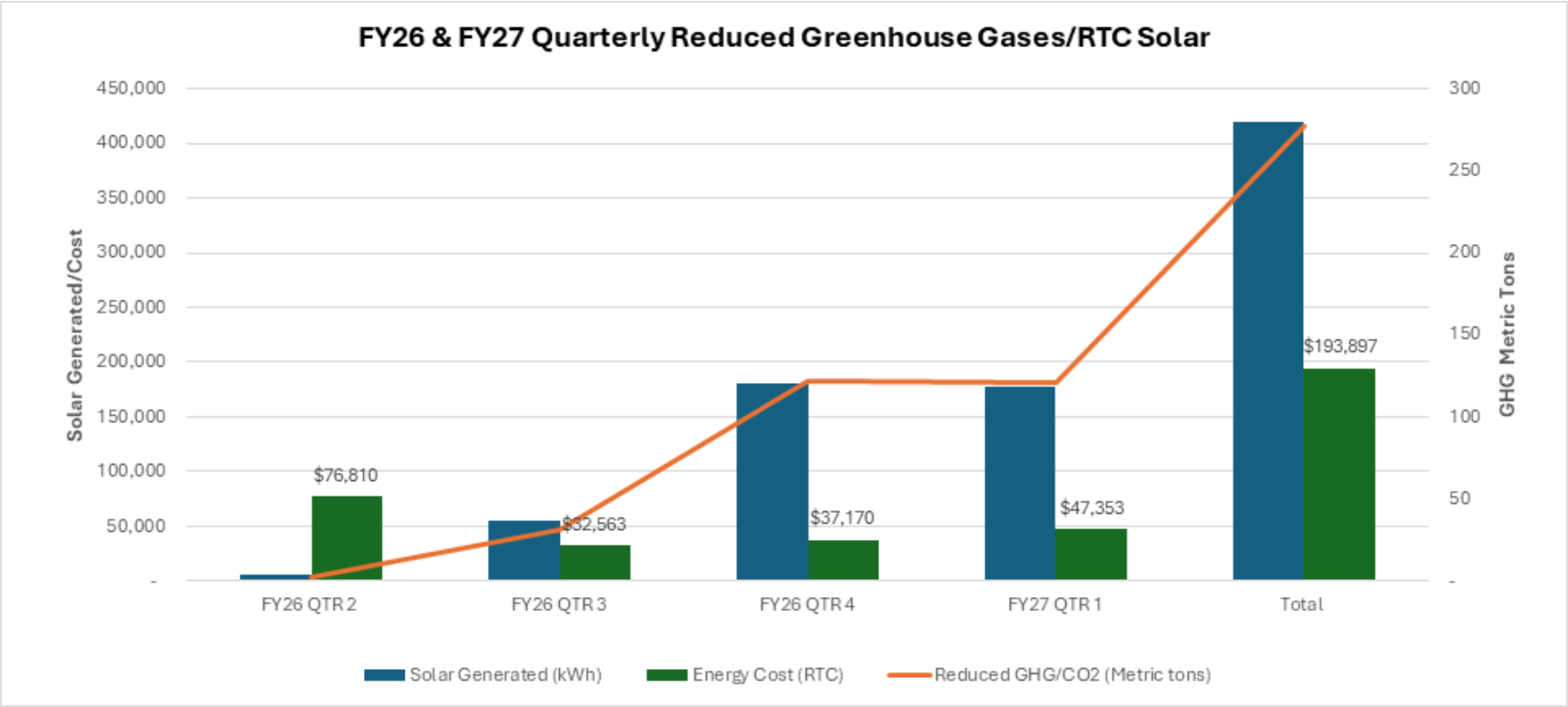


This chart summarizes FY26 and FY27 solar energy generation and greenhouse gas (GHG) reductions by quarter.
FY27 Q1 Solar KPI Summary: The RTC solar system generated approximately 177,000 kWh of renewable energy during Q1 FY27, resulting in a reduction of approximately 121 metric tons of GHG emissions. This reduction is equivalent to removing approximately 26 passenger vehicles from the road for one year. Solar production remained strong following FY26 Q4, helping reduce reliance on grid electricity and supporting RTD's sustainability goals.

Note: The RTC solar system was offline during portions of FY26, impacting production in the earlier quarters shown.

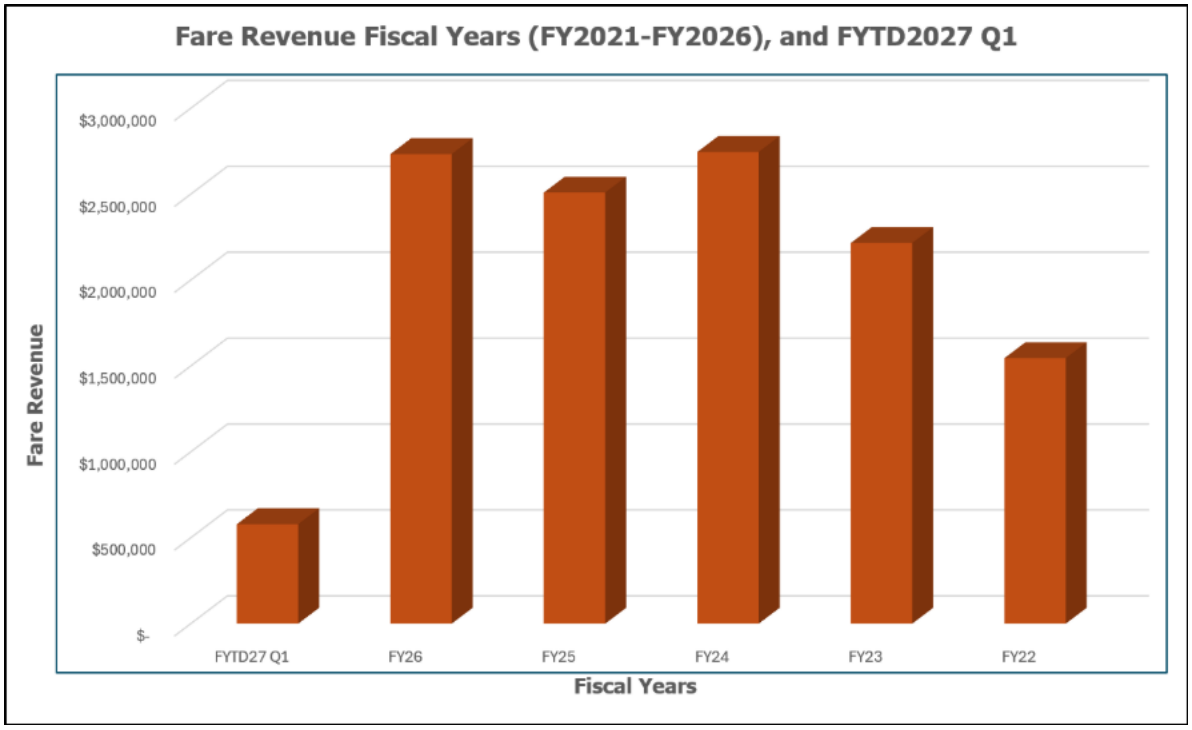
Quarterly On-Time PMI Performance				
FY25	**Total PMI Work Orders Generated**	**PMI's Completed On Time**	**PMI's Completed Late**	**PMI On Time Performance %**
QTR - 1	1276	812	38	95%
QTR - 2	1075	583	66	90%
QTR - 3	814	557	34	94%
QTR - 4	676	511	23	96%
FY26	**Total PMI Work Orders Generated**	**PMI's Completed On Time**	**PMI's Completed Late**	**PMI On Time Performance %**
QTR - 1	770	514	10	98%
QTR - 2				
QTR - 3				
QTR - 4				

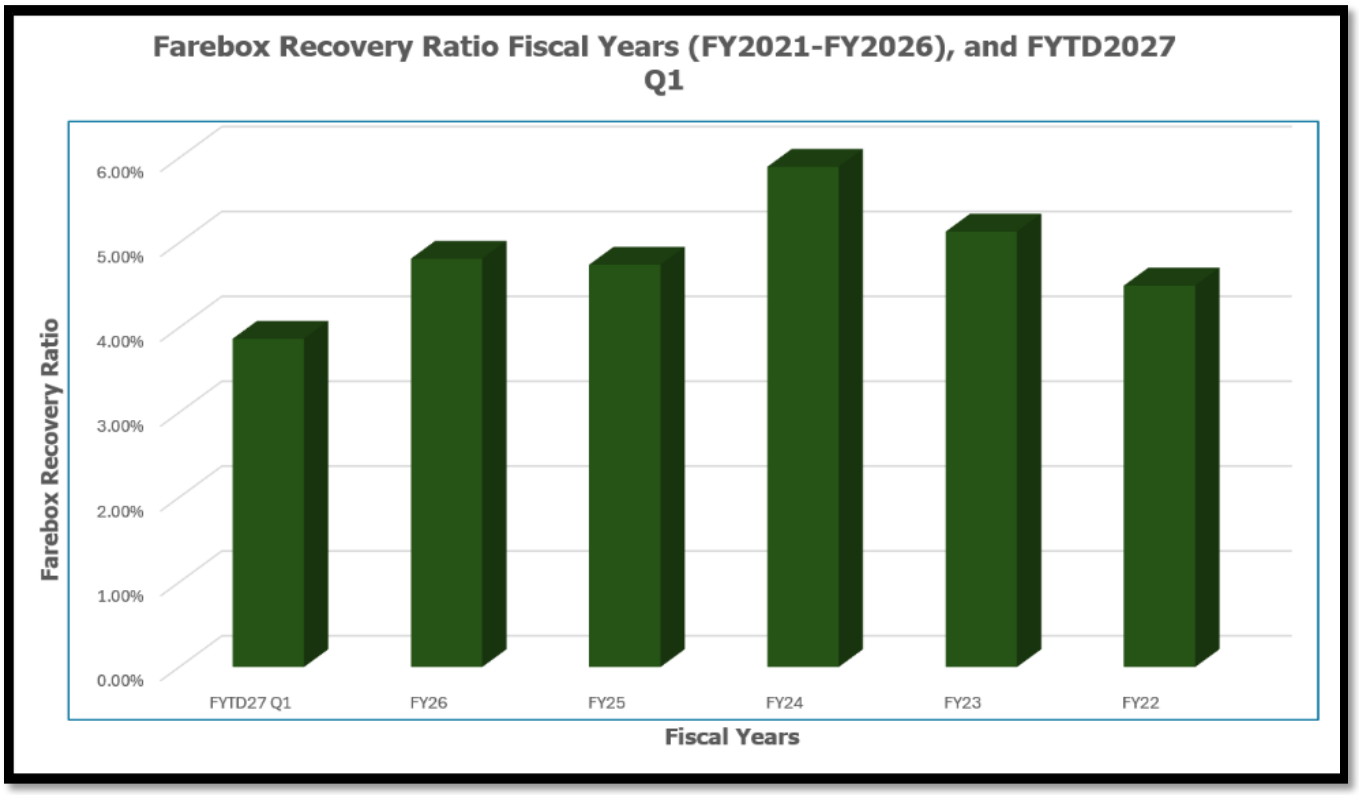
This table presents the number of Preventative Maintenance Inspection (PMI) work orders generated and their on-time completion performance for FY26 and FY27.

Q1 FY27 PMI KPI Summary: The Facilities team generated 770 PMI work orders and completed 514 on time, with only 10 completed late. The team achieved a 98% on-time PMI completion rate, an improvement over the 96% achieved in Q4 FY26. These results demonstrate strong preventive maintenance execution and a continued focus on asset reliability and operational readiness.

FYTD27 Q1 AND 5-YEAR FARE REVENUE AND FAREBOX RECOVERY RATIO COMPARISON

Fiscal Year	Fare Revenue	Actual Operating Expenses	Farebox Recovery Ratio
FYTD27 Q1	$ 579,101	$ 14,967,135	3.87%
FY26	$ 2,733,413	$ 56,798,405	4.81%
FY25	$ 2,509,257	$ 52,922,523	4.74%
FY24	$ 2,745,875	$ 46,574,985	5.90%
FY23	$ 2,215,923	$ 43,189,548	5.13%
FY22	$ 1,545,334	$ 34,378,894	4.50%
Total	**$ 12,328,902**	**$ 248,831,490**	**4.95%**





The farebox recovery ratio for Q1 FYTD2027 is lower than FY2026 due to lower fares collected for the period and because the MOU with SJCOE ended in FY26. In FYTD Q1, there is total of 7 active Fare Vending Machine compare to FY26 when we utilize 51 Fare Vending Machine.

The farebox recovery ratio includes Passenger, and ADA Fares. In FY25, the farebox decreased because the MOU with SUSD for FY2025 was $400,000 compared to $800,000 for FY2024. In 2025, SUSD subsidized rides for only grades 9-12, whereas in FY2024, SUSD subsidized rides for grades 7-12. In FY21, the farebox revenue declined to 3.12% from 7.71% in FY20. The decrease is attributed to the decreased ridership following the COVID-19 pandemic and the Governor's stay-at-home order for non-essential work. Additionally, RTD did not enforce fare collection on some of its services.

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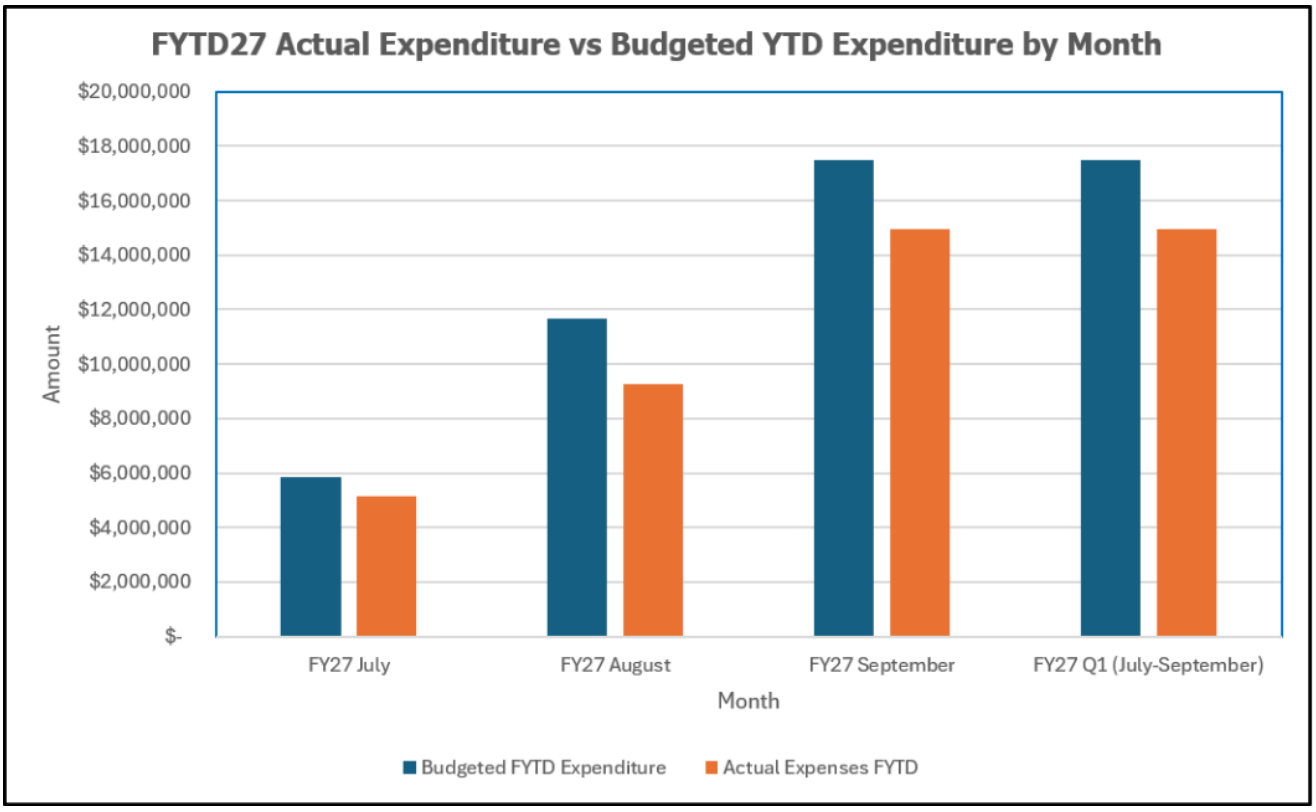
FYTD27 AND QUARTER 1 BUDGET VS ACTUAL EXPENDITURE

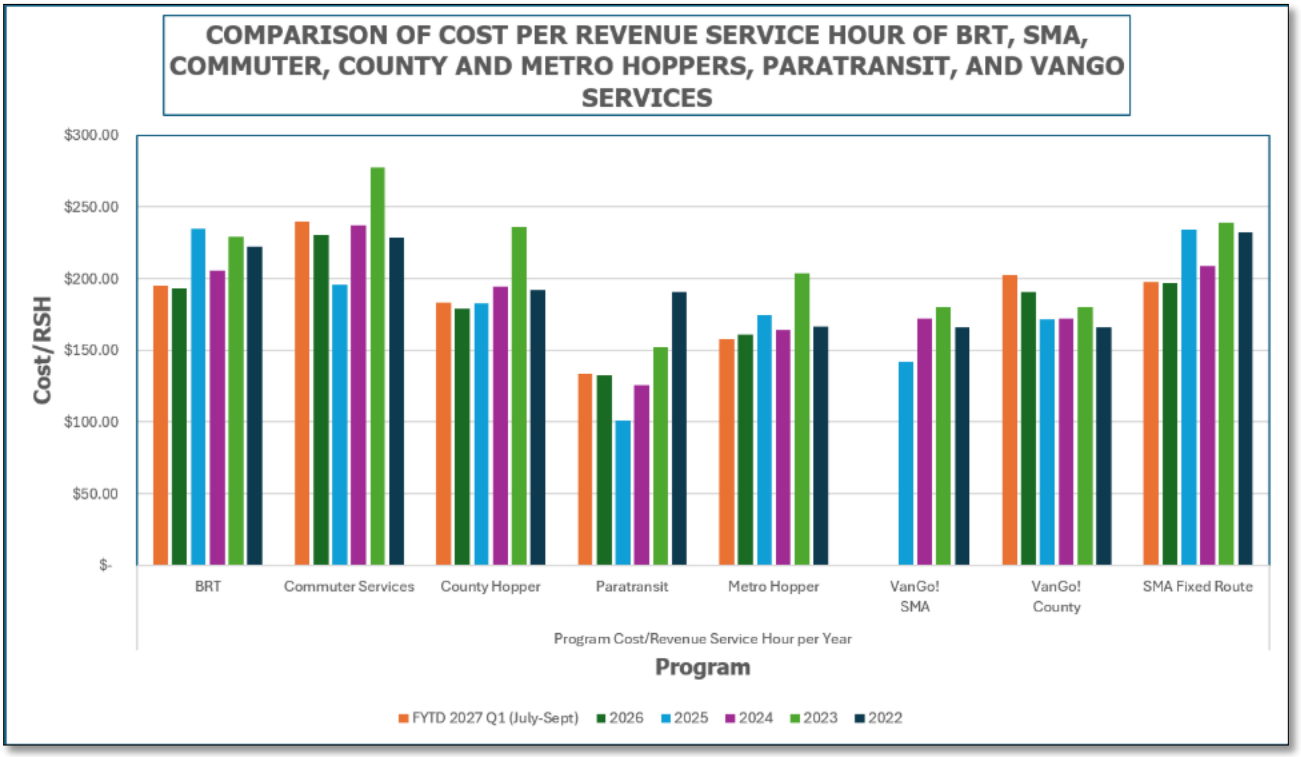
FY2027 Month/Quarter	Budgeted FYTD Expenditure	Actual Expenses FYTD	FYTD Favorable/ (Unfavorable) Variance
FY27 July	$ 5,831,809	$ 5,139,501	$ 692,308
FY27 August	$ 11,663,617	$ 9,284,285	$ 2,379,333
FY27 September	$ 17,495,426	$ 14,967,135	$ 2,528,291
FY27 Q1 (July-September)	$ 17,495,426	$ 14,967,135	$ 2,528,291



The actual expenses for Quarter 1 FYTD2027 are lower than the budget, mainly due to vacant positions, resulting in lower wages and fringe expenses. There was also less spending on services, and miscellaneous expenses. Staff travel expenses, advertising, and recruitment are lower than the budget.

FYTD 2027 Q1 AND 5-YEAR PROGRAM COST PER REVENUE SERVICE HOUR COMPARISON

Fiscal Year/Period	Program Cost/Revenue Service Hour per Year							
	BRT	Commuter Services	County Hopper	Paratransit	Metro Hopper	VanGo! SMA	VanGo! County	SMA Fixed Route
FYTD 2027 Q1 (July-Sept)	$ 194.84	$ 239.77	$ 183.20	$ 133.65	$ 158.14	$ -	$ 202.25	$ 197.85
2026	$ 193.09	$ 230.50	$ 178.82	$ 132.72	$ 161.24	$ -	$ 191.01	$ 197.09
2025	$ 234.56	$ 195.54	$ 182.69	$ 100.63	$ 174.37	$ 141.65	$ 171.53	$ 234.28
2024	$ 205.74	$ 237.55	$ 194.55	$ 125.41	$ 164.11	$ 172.05	$ 172.05	$ 208.73
2023	$ 229.14	$ 277.55	$ 235.78	$ 152.46	$ 203.89	$ 180.35	$ 180.35	$ 239.07
2022	$ 222.08	$ 228.26	$ 192.23	$ 190.64	$ 166.32	$ 165.76	$ 165.76	$ 232.47

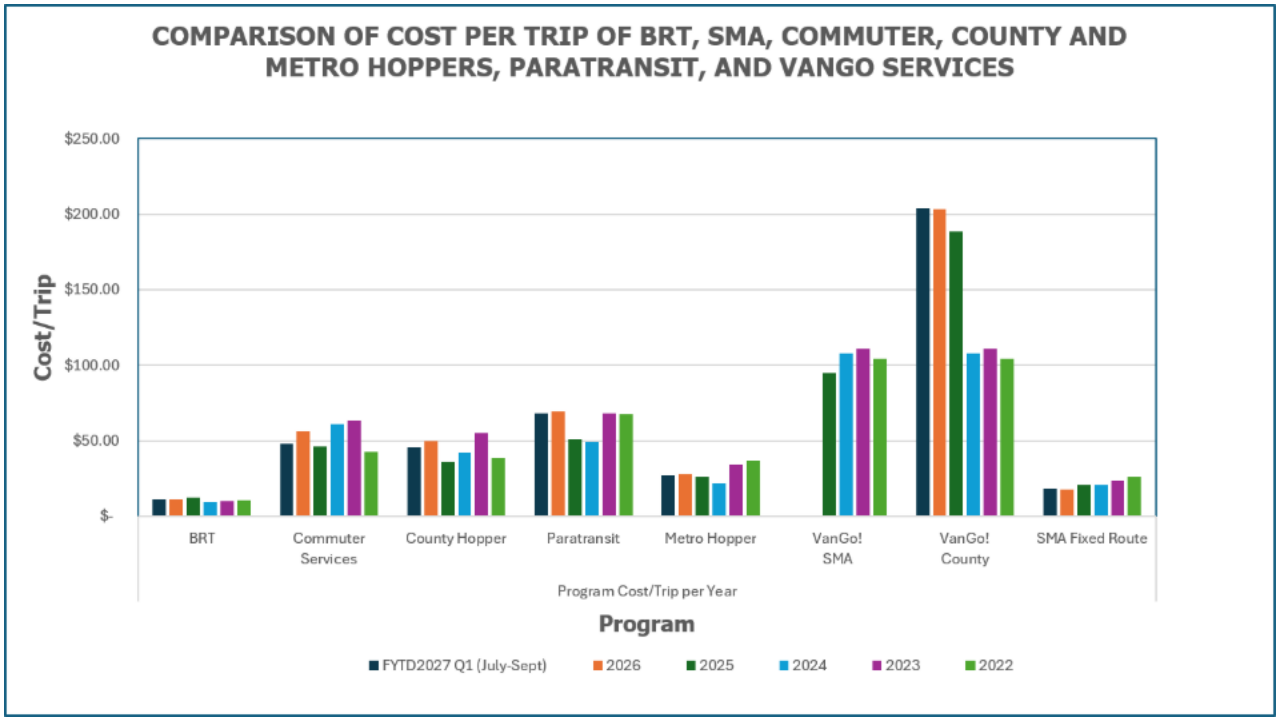


The annual cost calculated per revenue service hour (cost/RSH) includes direct and indirect costs attributed to each program.

VanGo SMA service was discontinued on September 1, 2024. The cost/RSH of Metro Hopper decreased in FYTD27 Q1 compared to FY26 due to lower allocated costs. The cost/RSH of BRT, Commuter Service, County Hopper, Paratransit, VanGo County, and SMA Fixed Route decreased in FYTD2027 Q1 compared to FY26 increased due to lower allocated costs.

FYTD 2027 Q1, AND 5-YEAR PROGRAM COST PER TRIP COMPARISON

Fiscal Year	Program Cost/Trip per Year							
	BRT	Commuter Services	County Hopper	Paratransit	Metro Hopper	VanGo! SMA	VanGo! County	SMA Fixed Route
FYTD2027 Q1 (July-Sept)	$ 11.08	$ 47.94	$ 45.88	$ 67.99	$ 26.96	$ -	$ 203.72	$ 18.13
2026	$ 11.23	$ 56.04	$ 49.55	$ 69.57	$ 28.03	$ -	$ 203.04	$ 18.05
2025	$ 12.55	$ 46.23	$ 36.40	$ 51.07	$ 26.26	$ 95.04	$ 188.60	$ 21.00
2024	$ 9.71	$ 61.26	$ 42.02	$ 49.18	$ 22.19	$ 108.04	$ 108.04	$ 20.91
2023	$ 10.05	$ 63.35	$ 54.98	$ 68.17	$ 34.18	$ 111.07	$ 111.07	$ 23.46
2022	$ 10.65	$ 42.55	$ 38.24	$ 67.38	$ 36.62	$ 104.03	$ 104.03	$ 26.18



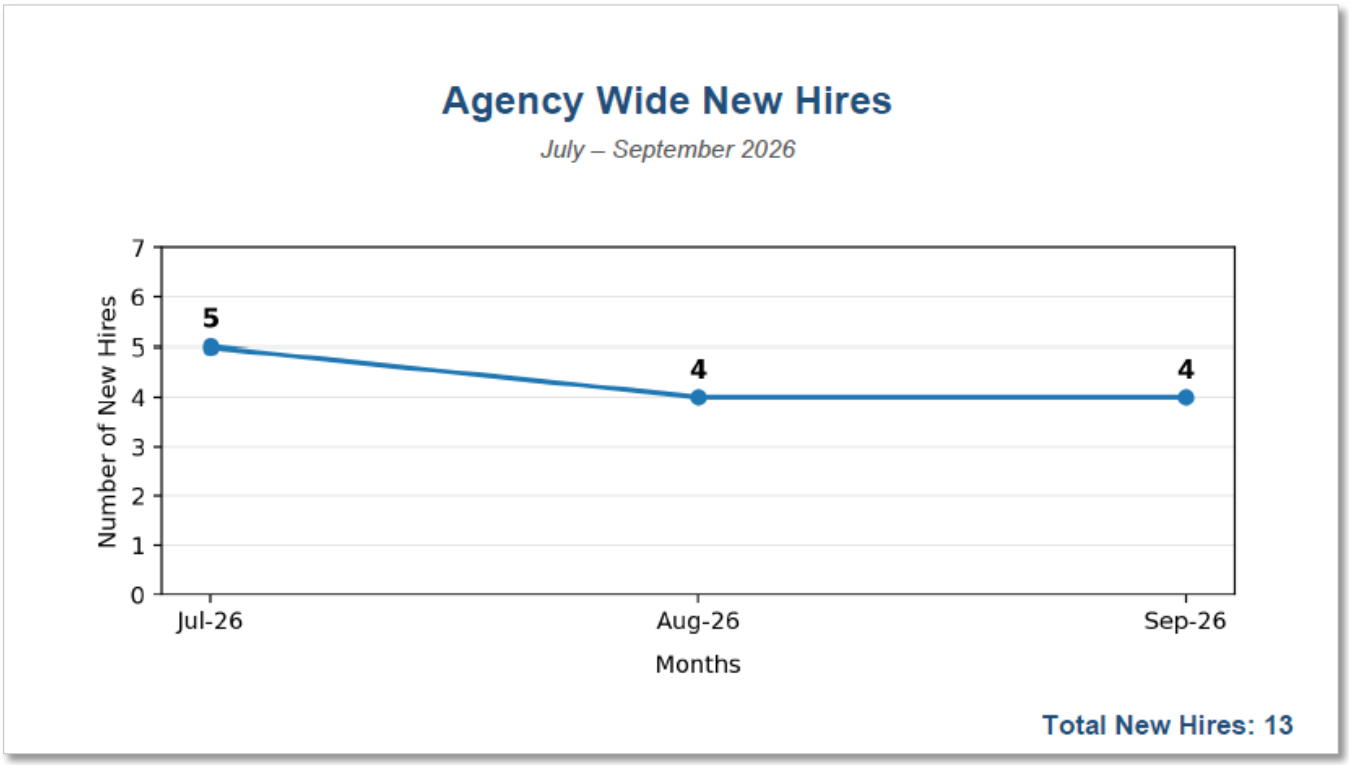
The annual cost calculated per passenger trip (cost/trip) includes direct and indirect costs attributed to each program. The total ridership is the number of trips for each program per year.

VanGo! SMA services were discontinued on September 1, 2024. The cost/trip in FYTD27 Q1 compared to FY26 for BRT, Commuter Services, County Hopper, Paratransit, and Metro Hopper decreased due to lower allocated costs. The cost/trip FYTD27 Q1 compared to FY26 for VanGo County and SMA Fixed Route increased due to higher allocated costs.

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

SAN JOAQUIN REGIONAL TRANSIT DISTRICT
FY26 Monthly Free Rides
July 1, 2026 through June 30, 2027

Dates	# of Days	Service/Route(s)	Event	# of Passengers	Estimated Loss in Fare Revenue ($1.50/per Passenger)	Comments
7/1/2026 - 7/31/2026	31	Miscellaneous	i.e. Courtesy Card rides, employee, eligible family member, and PCA free rides	6,602	$ 9,903	Ridership of SUSD. GFI fareboxes do not provide a breakdown for each school. Free rides include estimated increase in BRT free rides when schools are in session.
			July 2026 Total	**6,602**	**$ 9,903**	
8/1/2026- 8/31/2026	31	Miscellaneous	i.e. Courtesy Card rides, employee, eligible family member, and PCA free rides	7,628	$ 11,442	Combined ridership of SUSD, and SJC Office Of Education. GFI fareboxes do not provide a breakdown for each school. Free rides include estimated increase in BRT free rides when schools are in session.
			August 2026 Total	**7,628**	**$ 11,442**	
09/01/2026 - 09/30/2026	30	Miscellaneous	i.e. Courtesy Card rides, employee, eligible family member, and PCA free rides	7,074	$ 10,611	Combined ridership of SUSD, and SJC Office Of Education. GFI fareboxes do not provide a breakdown for each school. Free rides include estimated increase in BRT free rides when schools are in session.
			September 2026 Total	**7,074**	**$ 10,611**	
			TOTAL FYTD, 09/30/2026	**21,304**	**31,956**	July 01, 2026 to September 30, 2026



The data shown above reflects agency-wide new hires from July 1, 2026, through September 30, 2026.

San Joaquin RTD hired thirteen (13) employees during the first quarter of fiscal year 2027.



The data shown above reflects agency wide separations from July 1, 2026, through September 30, 2026.

San Joaquin RTD hired thirteen (17) employees during the first quarter of fiscal year 2027.

Current Bus Operator Recruitment

There were no new Bus Operators hired during the first quarter of Fiscal Year 2027, covering July 1, 2026, through September 30, 2026.

Current Active Operator Class(es)

There were no active Bus Operator training classes in session during the first quarter of Fiscal Year 2027 (July through September 2026).

Quarter	Active Classes	Status
Q1 FY2027 (Jul–Sep 2026)	0	No active classes

Human Resources is continuing recruitment planning, with new operator training classes anticipated during the second quarter of the fiscal year.

Workers' Compensation Activity

FY2027 Quarter 1 (July - September 2026)

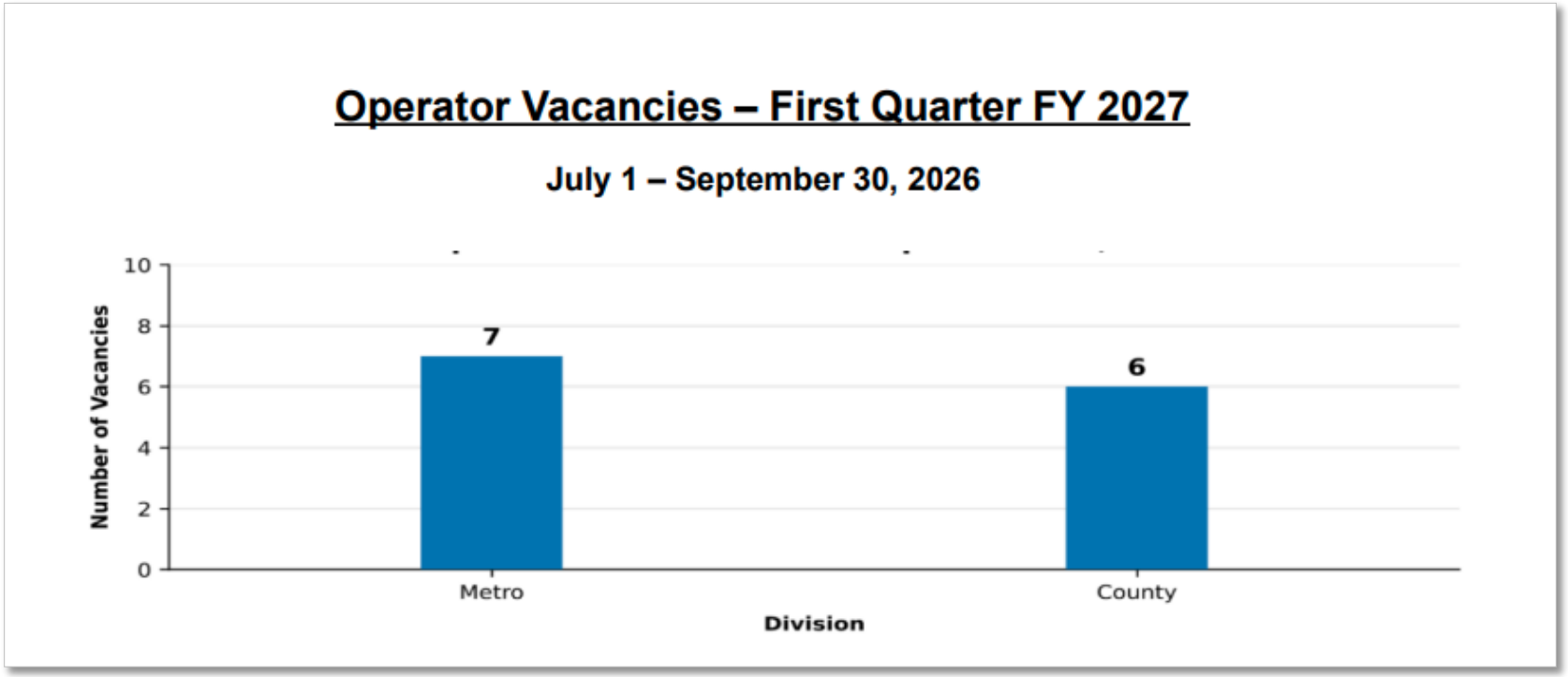
Active Workers' Compensation Cases by Division

Division	Active Claims
Metro Transportation	8
County Transportation	4

Workers' Compensation Injury Summary

Injury Type	Number of Cases
Finger/Hand Injuries	2
Vehicle/Accident Related Injuries	1
Other Work-Related Injuries/Claims	9
Total	12

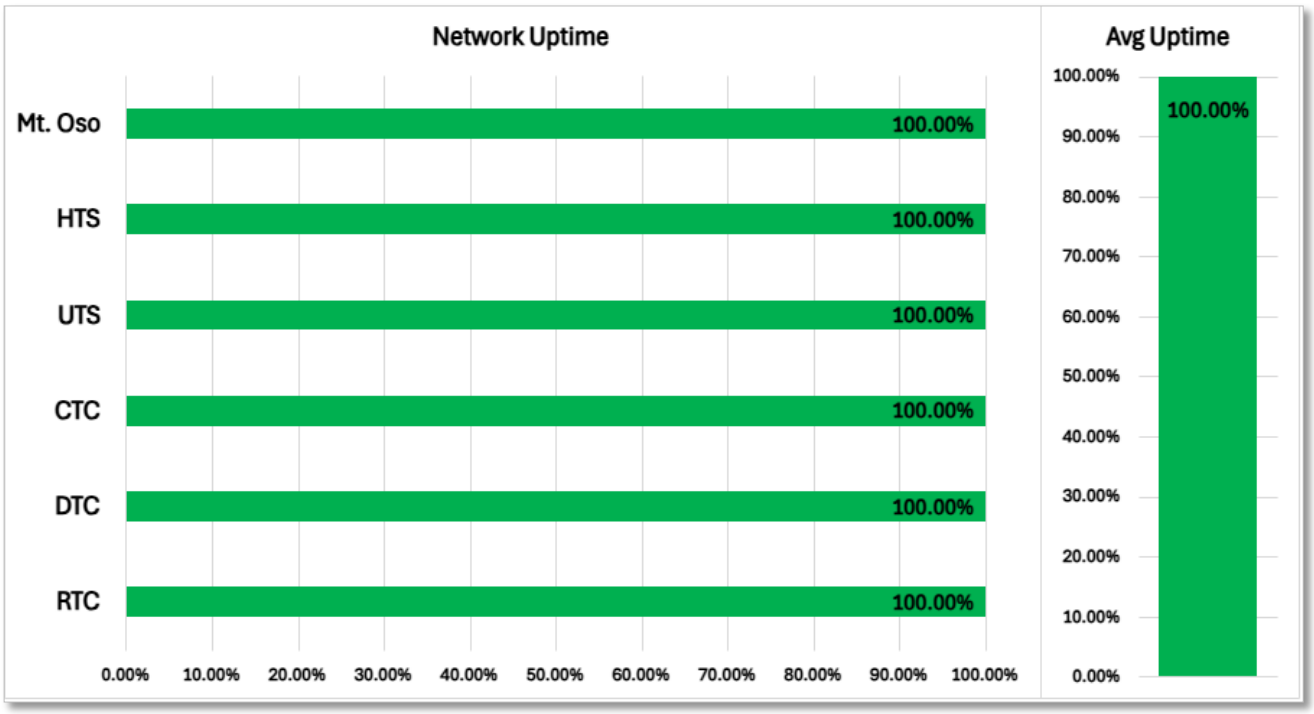
During the first quarter of Fiscal Year 2027 from July 1, 2026, through September 30, 2026, a total of 12 active workers compensation cases were reported across the transit system, consisting of eight Metro Transportation employees and four County Transportation employees. All reported cases required medical treatment and resulted in lost work time.



The chart above shows the number of Bus Operator vacancies at the Metro and County divisions during the first quarter of Fiscal Year 2027, July 1, 2026, through September 30, 2026.

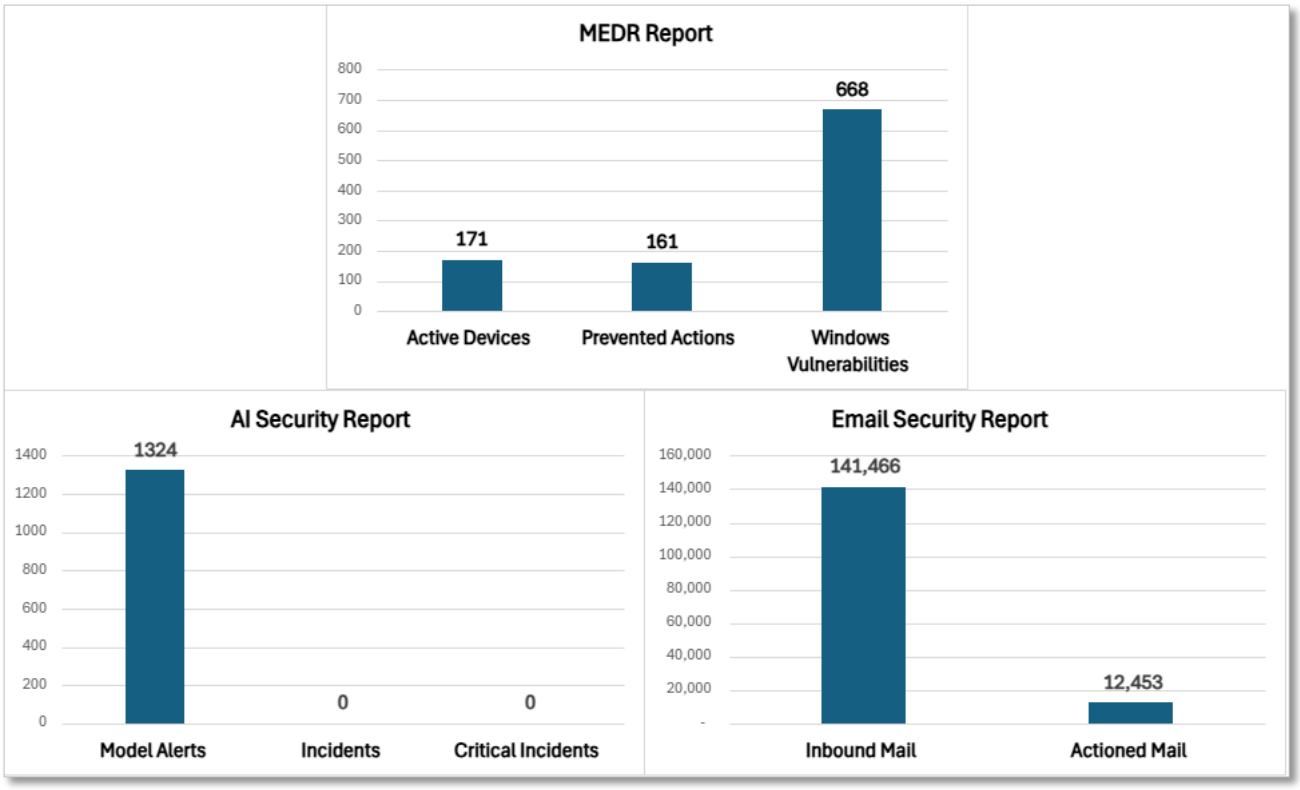
There were seven (7) Bus Operator vacancies at Metro and six (6) at County, for a total of thirteen (13) vacancies agency-wide. All newly hired bus operators start at the County division. Once training is complete and vacancies arise at Metro, tenured County operators are offered the opportunity to transfer from County to Metro based on seniority.

Network Uptime



In Q1, RTD's network achieved 100% uptime across the agency.
IT also completed a scheduled network operating system upgrade this quarter, improving security while maintaining the reliability and stability of the agency's infrastructure.

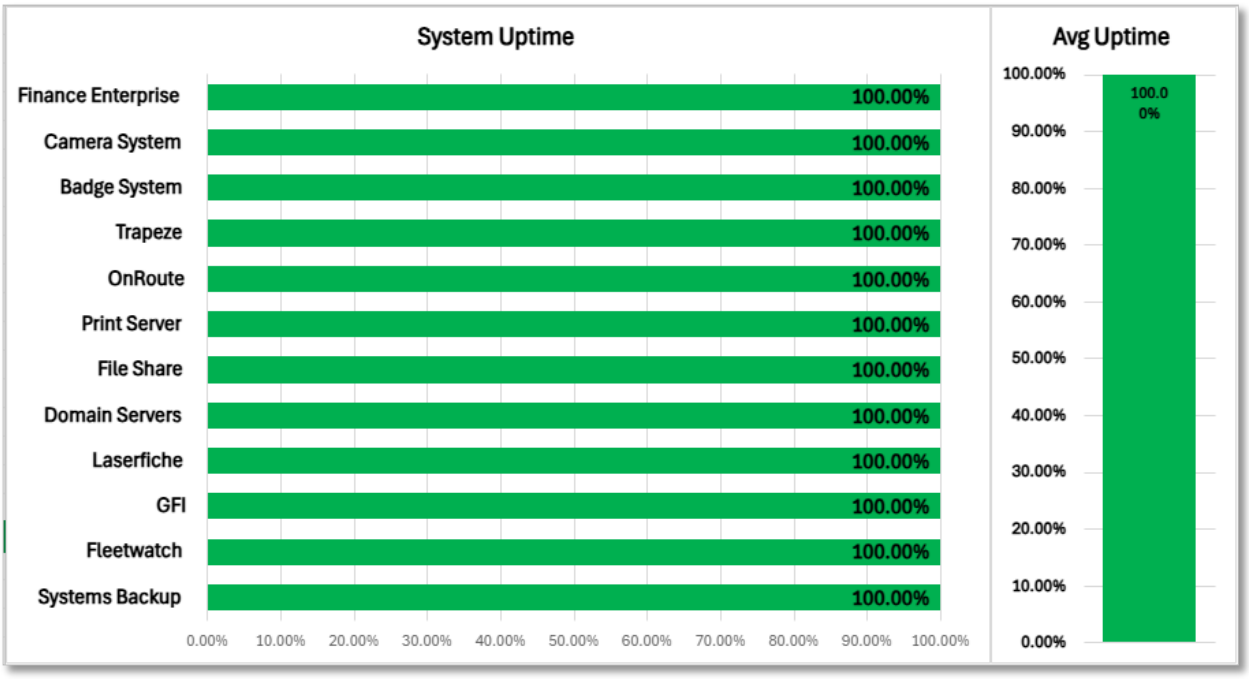
Cybersecurity Report



Our security tools continued to protect agency systems effectively. The managed endpoint detection and response (mEDR) solution monitored 171 devices, identified 668 Windows vulnerabilities, and blocked 161 security threats. The AI-based security appliance generated 1,324 alerts, with 0 incidents or critical findings.

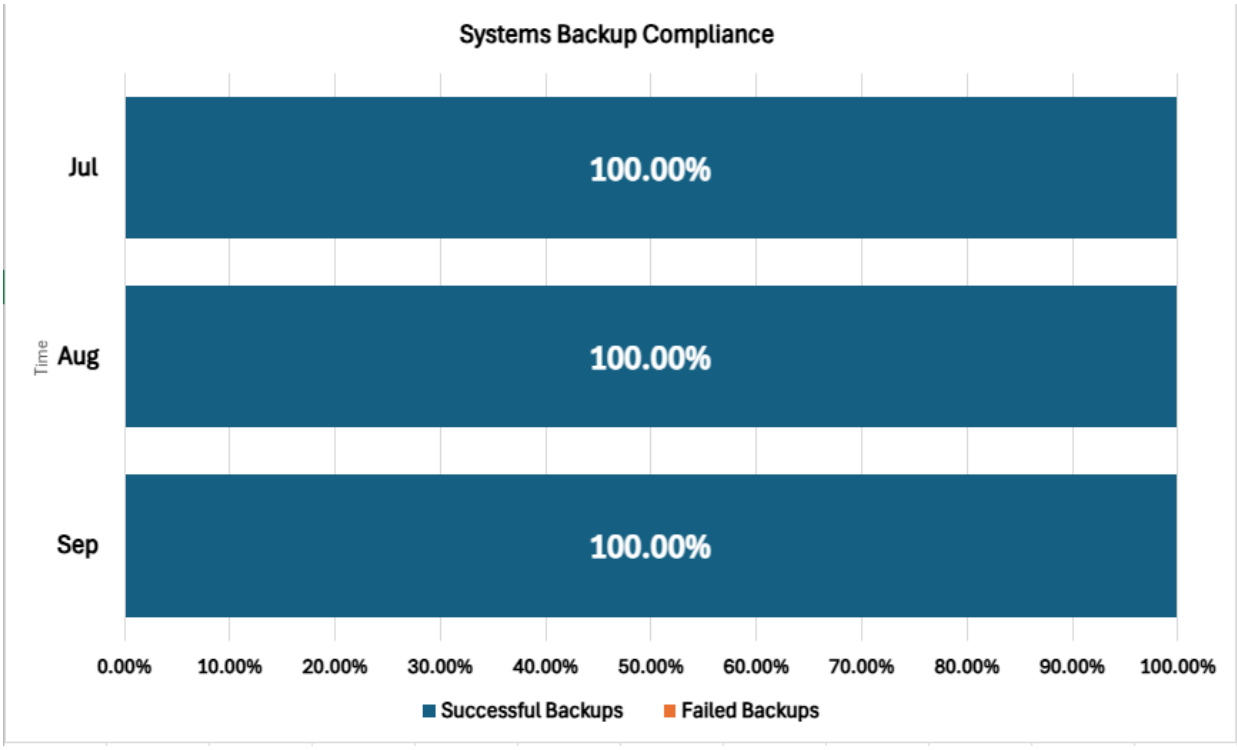
The email security platform processed 141,466 inbound messages and blocked 12,453 spam emails. IT continues to apply security updates promptly as Microsoft releases patches and discloses new vulnerabilities.

System Uptime



All core operational and safety systems remained fully available throughout Q1.

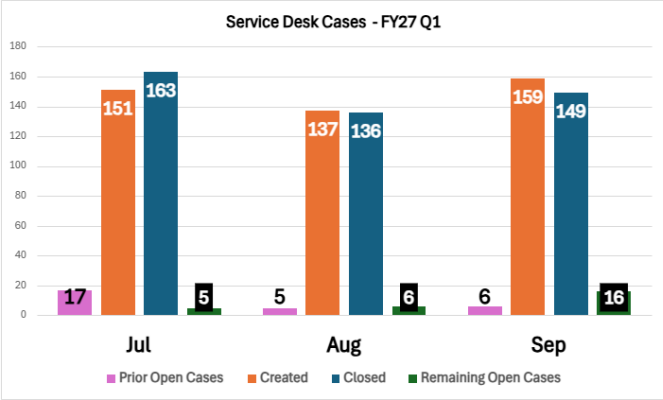
Systems Backup Compliance

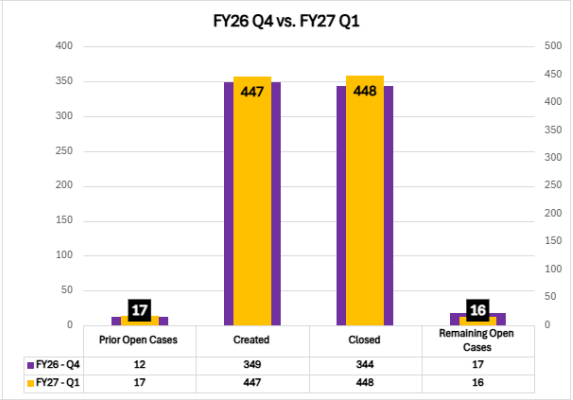


All critical systems were successfully backed up throughout Q1.

In September, IT completed a full system recovery simulation to demonstrate its robust business continuity and disaster recovery capabilities. IT continues to perform monthly test restorations of virtual servers and confirm successful recovery in under 15 minutes.

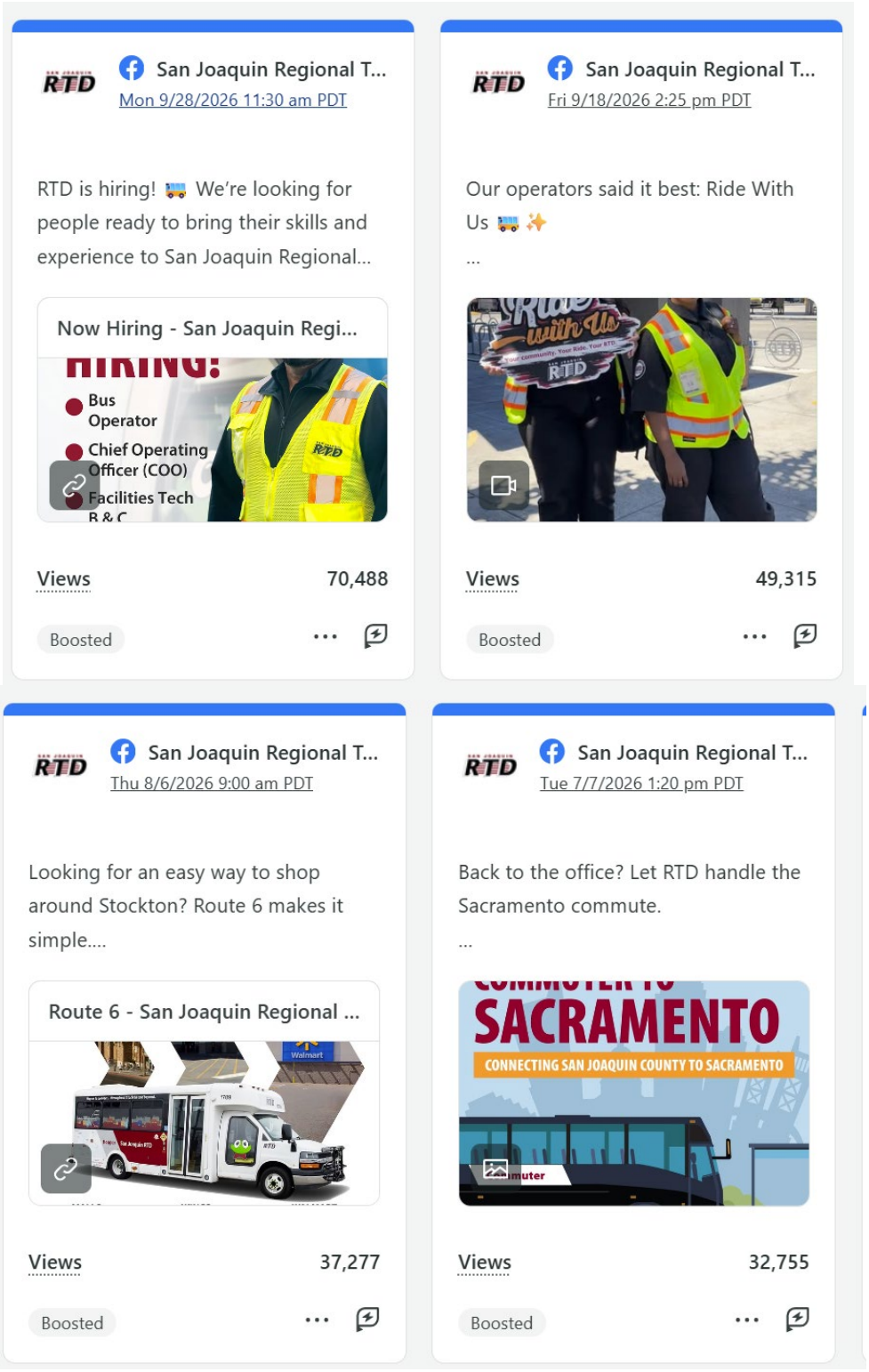
SugarCRM





The Service Desk received 447 and closed 448 cases in Q1, with 17 open cases at the start of FY27 Q1. The case response times remained low and aligned with IT's desired service levels.

Social Media – Top 10 Total Impressions
July – September 2026
1 – 4



Social Media – Top 10 Total Impressions
July – September 2026
5 – 8

San Joaquin Regional T...
Wed 7/15/2026 9:00 am PDT

Commuting to Sacramento? RTD has you covered.
...

Route 163 - San Joaquin Region...



Views 30,351

Boosted

San Joaquin Regional T...
Fri 8/28/2026 2:45 pm PDT

As part of our continued commitment to rider and employee safety, RTD is increasing security coverage at transi...



Views 29,575

Boosted

San Joaquin Regional T...
Tue 9/15/2026 9:15 am PDT

☀️ September 15 marks the beginning of Hispanic Heritage Month, a time to celebrate the histories,...



Views 26,740

San Joaquin Regional T...
Tue 7/28/2026 3:50 pm PDT

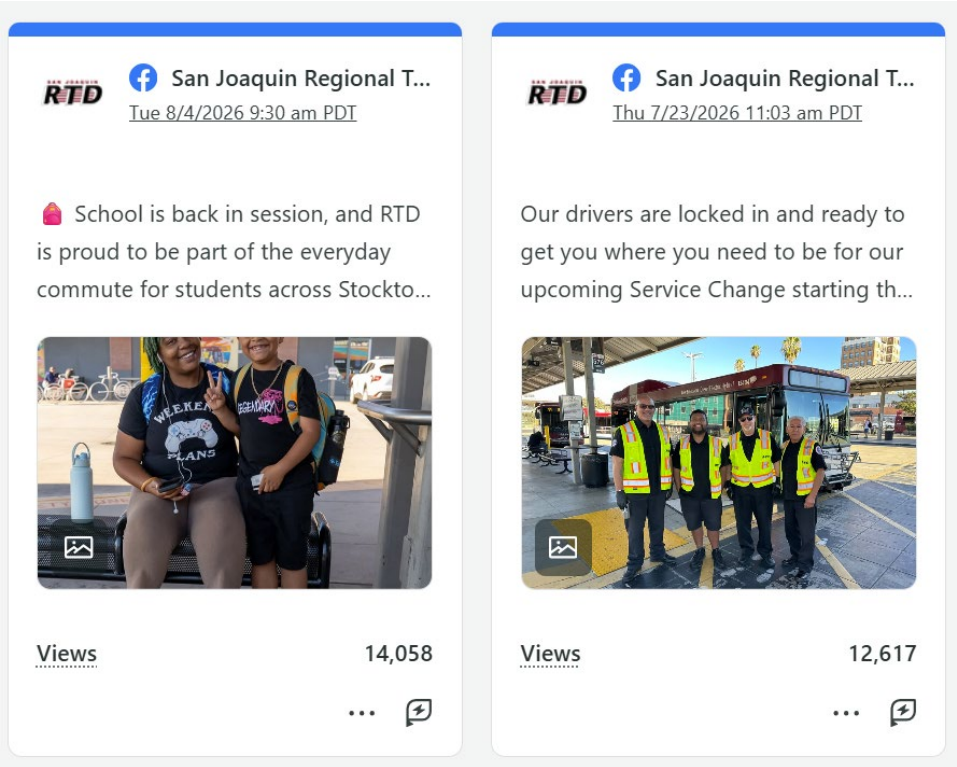
Skip the hassle. Just tap and ride! 🚌
💳 📱 Pay your fare with a contactless Visa or Mastercard, or simply tap you...



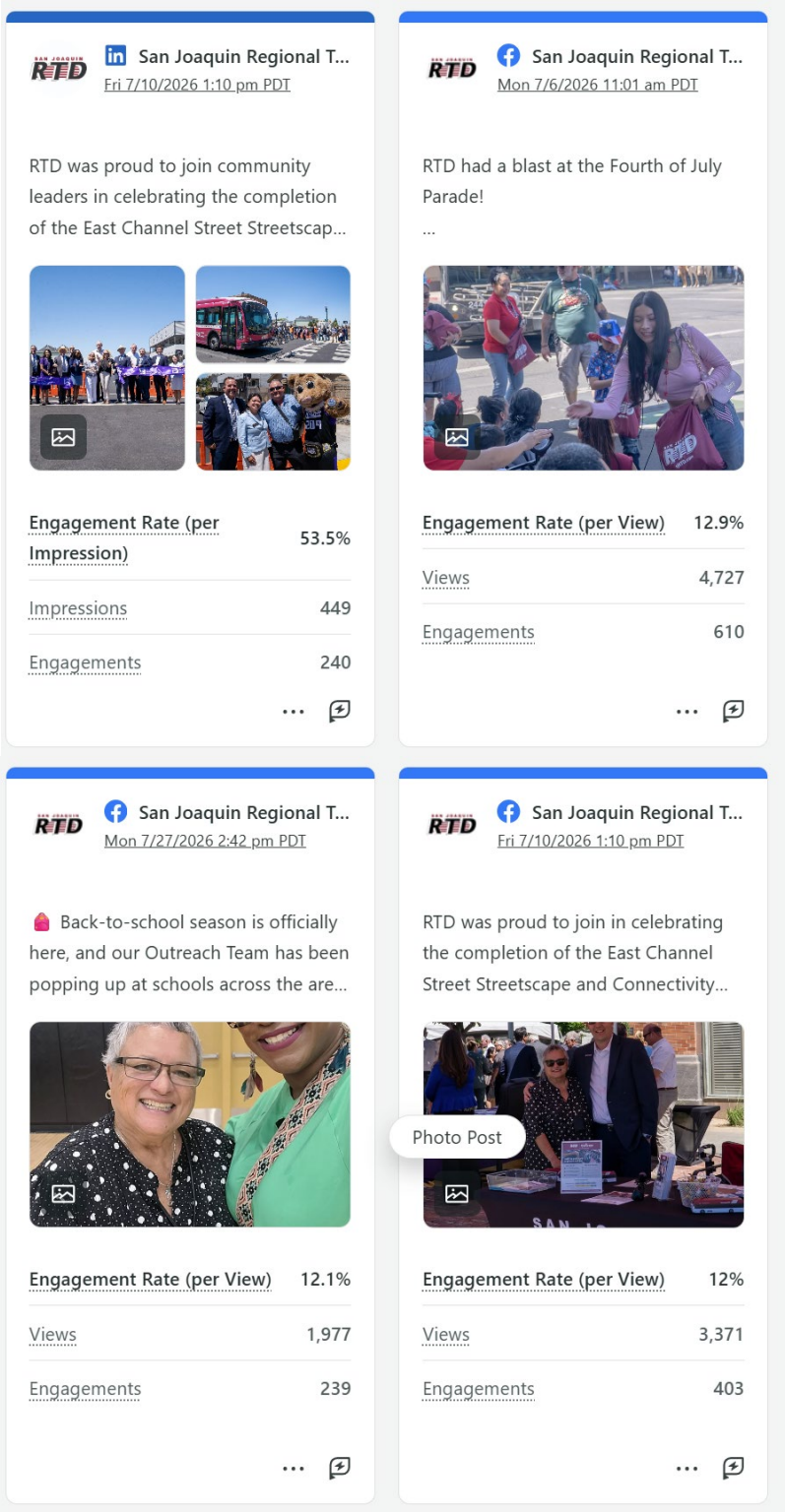
Views 16,513

Boosted

Social Media – Top 10 Total Impressions
July – September 2026
 # 9 – 10



Social Media – Top 10 Engagement Rate
July – September 2026
1 – 4



Social Media – Top 10 Engagement Rate
July – September 2026
5 – 8

San Joaquin Regional T...
Fri 7/31/2026 7:20 am PDT

From Transportation and Operations to Maintenance and Facilities, our Operations Specialists keep RTD...



Engagement Rate (per View)	12%
Views	1,054
Engagements	126

San Joaquin Regional T...
Wed 8/5/2026 10:15 am PDT

🔥 We had an amazing time at National Night Out at Banner Island Ballpark! Thank you to everyone who...



Engagement Rate (per View)	9.4%
Views	3,704
Engagements	348

San Joaquin Regional T...
Tue 9/8/2026 9:01 am PDT

Did you know? Route 163 goes from Stockton + Lodi straight to Sacramento, so instead of fighting...



Engagement Rate (per View)	9.4%
Views	12,536
Engagements	1,176

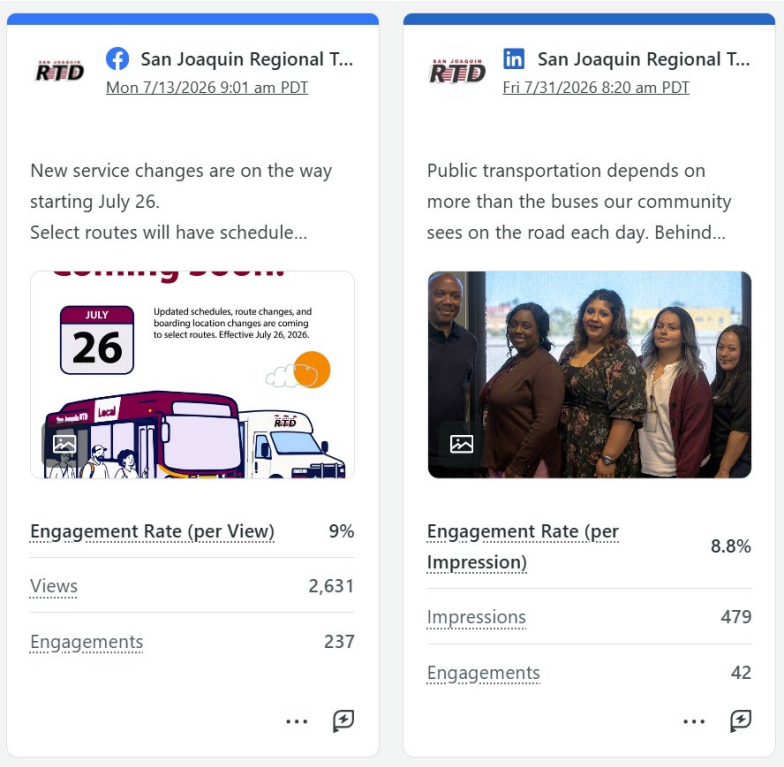
San Joaquin Regional T...
Thu 7/23/2026 11:03 am PDT

Our drivers are locked in and ready to get you where you need to be for our upcoming Service Change starting th...

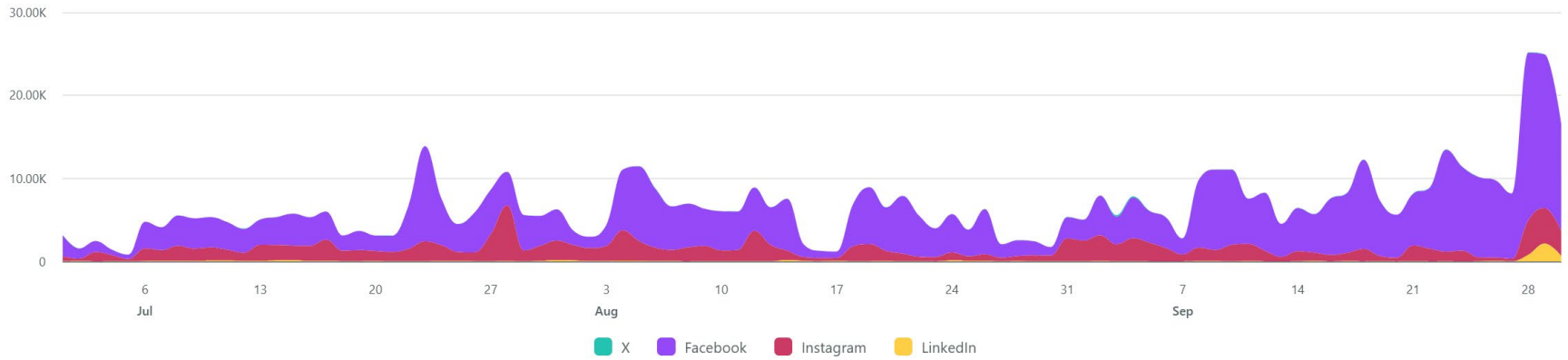


Engagement Rate (per View)	9.1%
Views	12,617
Engagements	1,150

Social Media – Top 10 Engagement Rate
July – September 2026
9 – 10



Social Media – Impressions Summary (July, August, September 2026)



Quarterly Impressions Insights

Boosted campaigns drove the highest visibility during the quarter.
Paid promotion continued to be the primary driver of RTD's highest-performing social media content. The recruitment campaign generated approximately 70,500 views, followed by the employee-led Ride With Us campaign with approximately 49,300 views. Route promotions, commuter service information, security announcements, and Tap N' Ride also generated strong visibility through boosting. These results reinforce the effectiveness of targeted advertising in expanding RTD's reach beyond its existing followers, particularly for priority service announcements, recruitment efforts, and public awareness campaigns.

Service and route-focused campaigns generated strong reach by highlighting practical rider benefits.
Route-specific content performed particularly well, with the Route 6 shopping promotion generating approximately 37,300 views. Sacramento commuter campaigns also attracted significant attention, receiving approximately 32,800 and 30,400 views through paid promotion. An additional Route 163 post featuring an employee highlighting direct service from Stockton and Lodi to Sacramento received approximately 12,500 views. These posts likely benefited from clearly communicating useful destinations, convenient travel options, and alternatives to driving. Connecting transit services with recognizable destinations and everyday transportation needs continues to make RTD messaging relevant to both current and potential riders.

Employment and employee-led content continued to attract broad audience interest.
Recruitment generated the quarter's highest overall visibility, with approximately 70,500 views, while the Ride With Us campaign received approximately 49,300 views. Both posts benefited from paid promotion and prominently featured RTD employees, making the messaging more personable than traditional promotional graphics. Employment opportunities appeal to audiences beyond regular transit riders, including job seekers and individuals sharing opportunities within their personal networks. Meanwhile, featuring real employees in the Ride With Us campaign likely helped make RTD's services feel more approachable and relatable, demonstrating the value of people-centered creative in both recruitment and service promotion.

Expanded security messaging generated strong public awareness.
RTD's announcement highlighting expanded security services and increased coverage at transit facilities received approximately 29,600 views with paid support. The post communicated a specific improvement to the rider experience while providing information about RTD's security resources. Safety and security are important considerations for public transportation users, making this type of information particularly relevant to existing and potential riders. Its strong visibility demonstrates the value of promoting operational improvements that address community concerns and reinforce RTD's commitment to providing a safe transportation environment.

Hispanic Heritage Month content achieved strong visibility through cultural relevance and local recognition.
The Hispanic Heritage Month post featuring RTD's José Hernández commemorative bus received approximately 26,700 views without indicated paid promotion, making it one of the quarter's strongest nonboosted posts. The content connected RTD with a nationally recognized astronaut who has strong ties to Stockton and the surrounding region. Cultural pride, local recognition, and the visually distinctive bus wrap likely helped attract attention and encourage sharing among community members. Its performance reinforces the value of highlighting locally meaningful individuals, cultural celebrations, and community connections through RTD's social media channels.

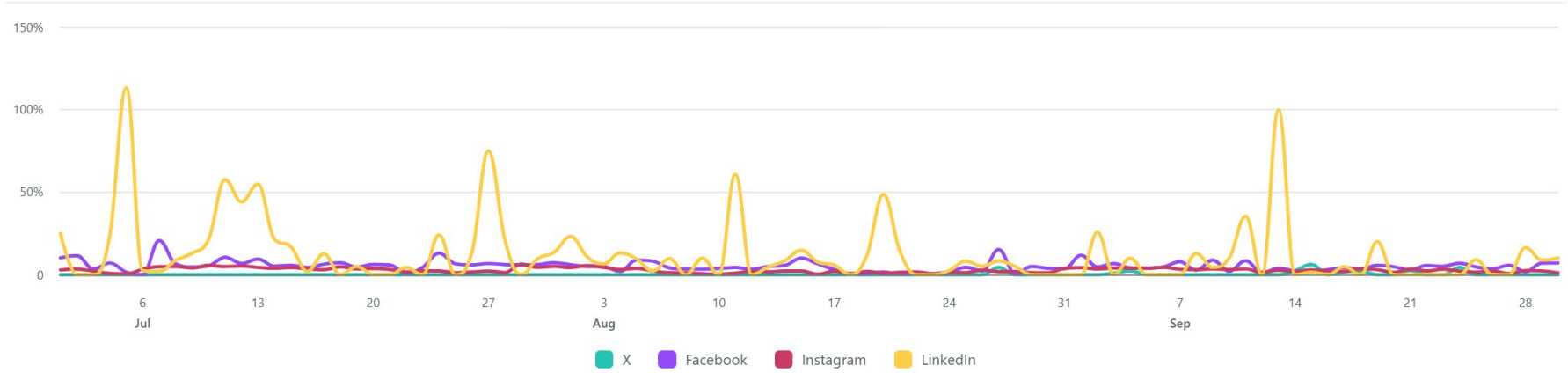
Tap N' Ride promotion expanded awareness of convenient payment options.
The Tap N' Ride post received approximately 16,500 views with paid promotion. The content highlighted the convenience of paying fares using contactless credit cards and mobile payment options, presenting a practical benefit for current and prospective riders. By emphasizing a simple and familiar payment process, the campaign likely helped address uncertainty about purchasing fares and demonstrated RTD's continued modernization of its services. Promoting easy-to-use technology remains an important opportunity to attract occasional riders and individuals who may be unfamiliar with public transportation.

Back-to-school and family-focused outreach maintained solid community visibility.
RTD's back-to-school content generated approximately 14,100 views on Facebook, while a separate outreach recap received approximately 9,100 views on Instagram. Family Day at the Park also performed well, receiving approximately 7,900 views. These posts featured students, families, community members, and RTD staff participating in local activities. The recognizable people and community settings likely encouraged interest from attendees, families, and participating organizations. Their performance demonstrates how seasonal outreach and family-oriented events can extend RTD's visibility while reinforcing its presence throughout Stockton.

Service change preparation and nostalgic content supported additional organic visibility.
The post featuring RTD operators preparing for the July service change received approximately 12,600 views, while Throwback Thursday posts featuring historical Stockton transit imagery generated approximately 10,300 and 6,500 views. The operator-focused post provided a behind-the-scenes perspective on service preparations, helping connect operational information with the employees responsible for delivering service. Historical imagery appealed to audiences through nostalgia and recognizable Stockton locations, potentially encouraging memories and sharing. Together, these posts demonstrate that both everyday agency operations and historical storytelling can attract attention without relying exclusively on traditional promotional messaging.

Quarterly Impressions Summary
FY2027 Q1 visibility was driven primarily by boosted recruitment, employee-led campaigns, route promotions, commuter information, and security announcements. Recruitment generated the highest view count, while Ride With Us, Route 6, and Sacramento commuter promotions also performed strongly with paid support. Hispanic Heritage Month emerged as a notable nonboosted success, demonstrating the value of culturally relevant content with strong local connections. Back-to-school outreach, family events, service change preparations, and Throwback Thursday also maintained solid visibility. Overall, the quarter's results reinforce the effectiveness of using paid promotion for priority messaging while maintaining a diverse content strategy that connects RTD services with recognizable employees, community destinations, local history, and practical rider benefits.

Engagement Rate Summary (July, August, September 2026)



Quarterly Engagement Rate Insights

LinkedIn continued to generate exceptional engagement for professional and community-focused content.
RTD's East Channel Street Streetscape and Connectivity celebration achieved approximately 53.5% engagement per impression on LinkedIn, making it the quarter's highest reported engagement rate. The post highlighted RTD's participation alongside community leaders and regional partners in celebrating a local infrastructure improvement. Its success likely reflects LinkedIn audiences' interest in organizational milestones, community investment, and professional partnerships. The post also may have benefited from interactions among participating organizations and their professional networks. The exceptionally high rate reflects 240 engagements against 449 impressions, indicating particularly concentrated interaction relative to its recorded exposure.

Community celebrations and infrastructure milestones generated strong Facebook engagement.
The Fourth of July Parade post achieved approximately 12.9% engagement on Facebook, while the East Channel Street celebration generated approximately 12%. Both posts featured RTD participating in recognizable Stockton community activities, with photos of employees, attendees, and local representatives. The patriotic celebration and infrastructure milestone provided positive, locally relevant content that audiences could connect with. Featuring real people and recognizable events likely encouraged reactions, comments, and sharing, demonstrating that community participation remains a reliable source of engagement.

Back-to-school outreach encouraged engagement through recognizable community connections.
RTD's back-to-school outreach content achieved approximately 12.1% and 7.8% engagement on Facebook. The posts featured RTD staff participating in local school activities and interacting with students and families. These images likely appealed to community members connected to the schools, including parents, educators, students, and participating organizations. The seasonal relevance of back-to-school activities may have contributed additional interest, while authentic photography helped make the content approachable. These results reinforce the value of documenting RTD's participation in educational outreach and community initiatives.

Employee-focused content continued to generate meaningful engagement across platforms.
A post highlighting RTD's Operations Specialists achieved approximately 12% engagement on Facebook, while a post featuring operators preparing for the July service change generated approximately 9.1%. The Operations Specialists content also achieved approximately 8.8% engagement on LinkedIn. These posts offered audiences a closer look at employees responsible for supporting RTD's daily operations, making the agency's services feel more personal. Recognition from coworkers, friends, and family members may have contributed to interaction, while behind-the-scenes photography helped showcase the people who keep RTD running. The results demonstrate that employee-centered content remains effective across both professional and community-oriented platforms.

Commuter information and service changes encouraged practical rider engagement.
The Route 163 post highlighting direct service from Stockton and Lodi to Sacramento achieved approximately 9.4% engagement on Facebook, while the July service change announcement generated approximately 9%. These posts provided information directly related to riders' transportation needs, including commuting alternatives and changes affecting existing routes. Route 163's clear destination-focused message likely encouraged interaction from individuals interested in commuting to Sacramento, while service change information provided immediate value to riders planning their trips. The results suggest that useful, timely transportation information continues to generate meaningful engagement alongside RTD's community-focused content.

Community outreach and local partnerships maintained strong engagement on Facebook.
RTD's National Night Out post achieved approximately 9.4% engagement on Facebook, while its Bread of Life Food Distribution outreach post received approximately 7.7%. These posts highlighted RTD employees participating in community activities and interacting directly with residents. Community events that address local needs or bring families together often provide opportunities for personal connections, particularly when attendees recognize themselves or participate in organizations. Featuring authentic outreach photography helps demonstrate RTD's involvement beyond transportation services and reinforces its role as an active community partner.

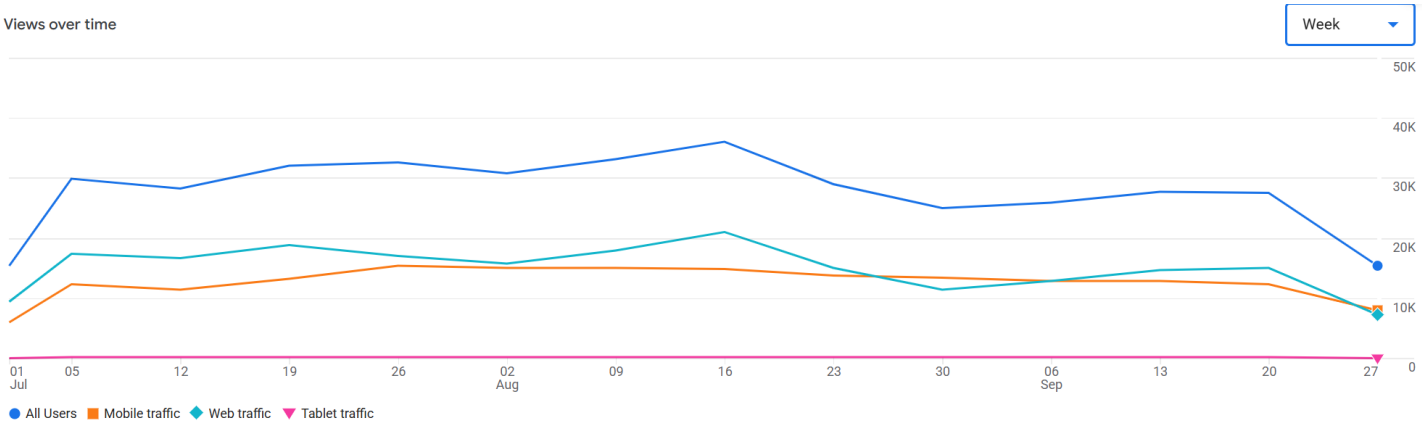
Leadership announcements and recruitment content resonated with LinkedIn audiences.
The announcement of Eric Williams as RTD's Chief Executive Officer achieved approximately 8.5% engagement on LinkedIn, while the Chief Financial Officer recruitment post also generated approximately 8.5%. Leadership changes, employment opportunities, and organizational developments naturally align with LinkedIn's professionally oriented audience. The CEO announcement likely attracted attention from employees, industry colleagues, and regional partners, while the recruitment post provided a relevant opportunity for professionals and their networks. These results reinforce the value of maintaining a professional LinkedIn content strategy focused on organizational achievements, workforce development, and career opportunities.

Historical and seasonal content provided additional opportunities for audience interaction.
The Throwback Thursday post featuring a 1982 RTD bus achieved approximately 7.4% engagement on Facebook, while the National Ice Cream Day post received approximately 7.1%. The historical photograph likely encouraged nostalgia among longtime Stockton residents and transit enthusiasts, creating opportunities for audiences to share memories or recognize familiar locations. The ice cream post offered a lighter, seasonal approach featuring RTD employees and a recognizable celebration. Together, these posts demonstrate that blending nostalgic storytelling with casual, everyday moments into RTD’s social media strategy can help sustain audience interest beyond service announcements and formal agency updates.

Quarterly Engagement Summary
FY2027 Q1 engagement was driven by community celebrations, employee recognition, educational outreach, practical rider information, and organizational milestones. LinkedIn's East Channel Street celebration generated the quarter's highest reported engagement rate at 53.5%, while the Fourth of July Parade, back-to-school outreach, employee-focused content, and East Channel Street celebration all exceeded 12% engagement on Facebook. Route 163 and service change announcements also performed strongly, demonstrating that practical transportation information continues to resonate with riders. Leadership announcements and recruitment maintained solid LinkedIn engagement, while community outreach, Throwback Thursday, and seasonal content provided additional opportunities for meaningful interaction. Overall, the quarter reinforces that RTD's audiences respond most strongly to authentic, people-centered content, recognizable Stockton events, professional achievements, and information that directly supports their transportation needs.

Website – Total Pageviews by Device Type (July 2026 to September 2026)

- Increased overall audience reach: Active users increased from 42,727 to 57,879, a 35.5% increase, indicating more people visited the RTD website.
- Growth in mobile traffic: Mobile views increased from 159,886 to 176,447, representing a 10.4% increase in views from mobile devices.
- Significant growth in web traffic users: Web traffic active users increased from 15,805 to 29,753, an impressive 88.3% increase, showing substantially more visitors accessing the website through web traffic sources.



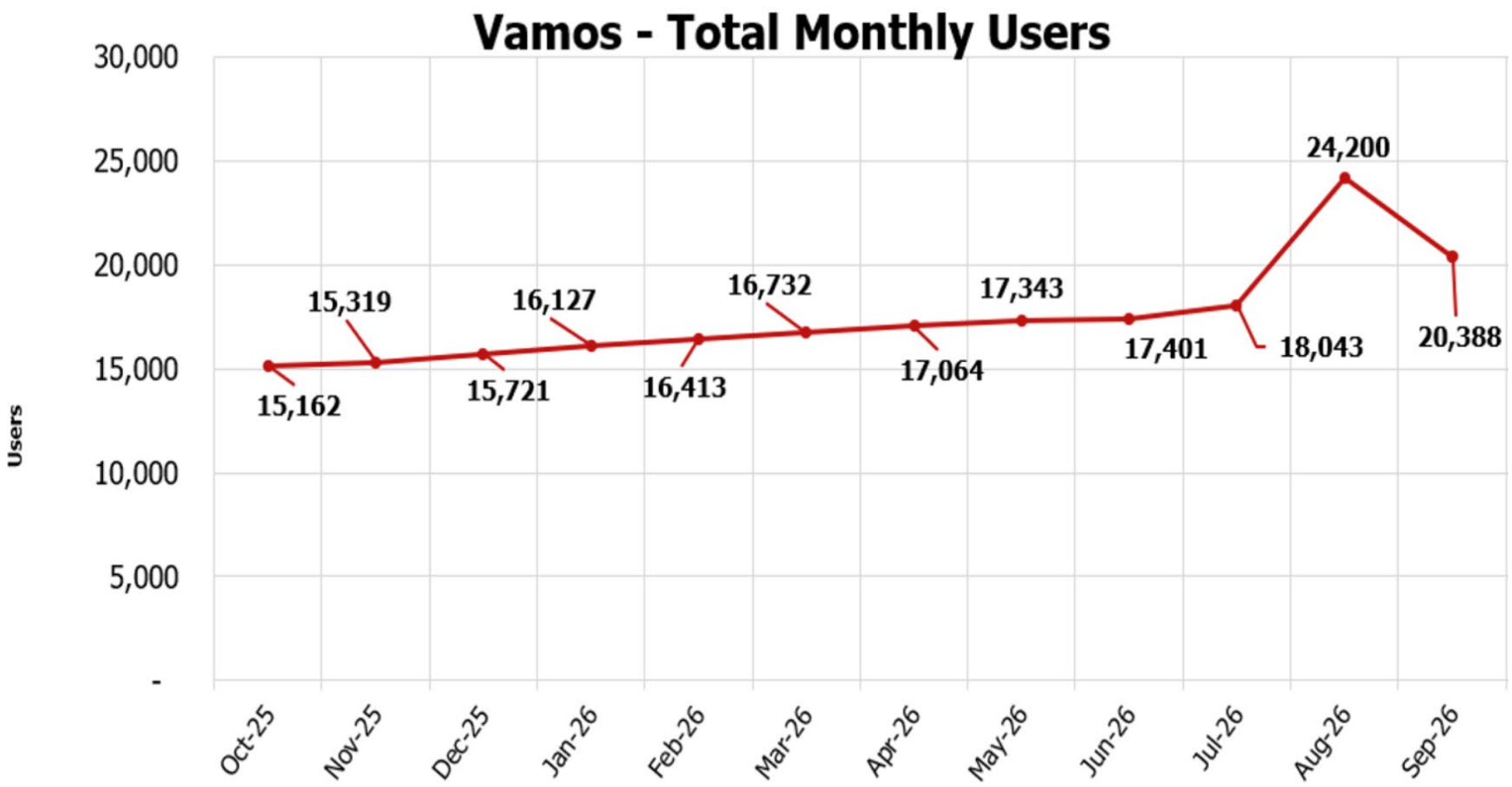
Search... Rows per page: 10 Go to: 1 1-10 of 7013

Page title and screen class	+ Comparison	↓ Views	Active users	Views per active user	Average engagement time per active user
All Users		388,716 100% of total	57,879 100% of total	6.72 Avg 0%	1m 11s Avg 0%
Mobile traffic		176,447 45.39% of total	28,271 48.85% of total	6.24 Avg -7.07%	1m 21s Avg +15.19%
Web traffic		210,303 54.1% of total	29,753 51.41% of total	7.07 Avg +5.25%	58s Avg -17.27%
Tablet traffic		1,963 0.5% of total	495 0.86% of total	3.97 Avg -40.95%	1m 40s Avg +40.61%

Website – Top 10 Visited Pages (July 2026 – September 2026)

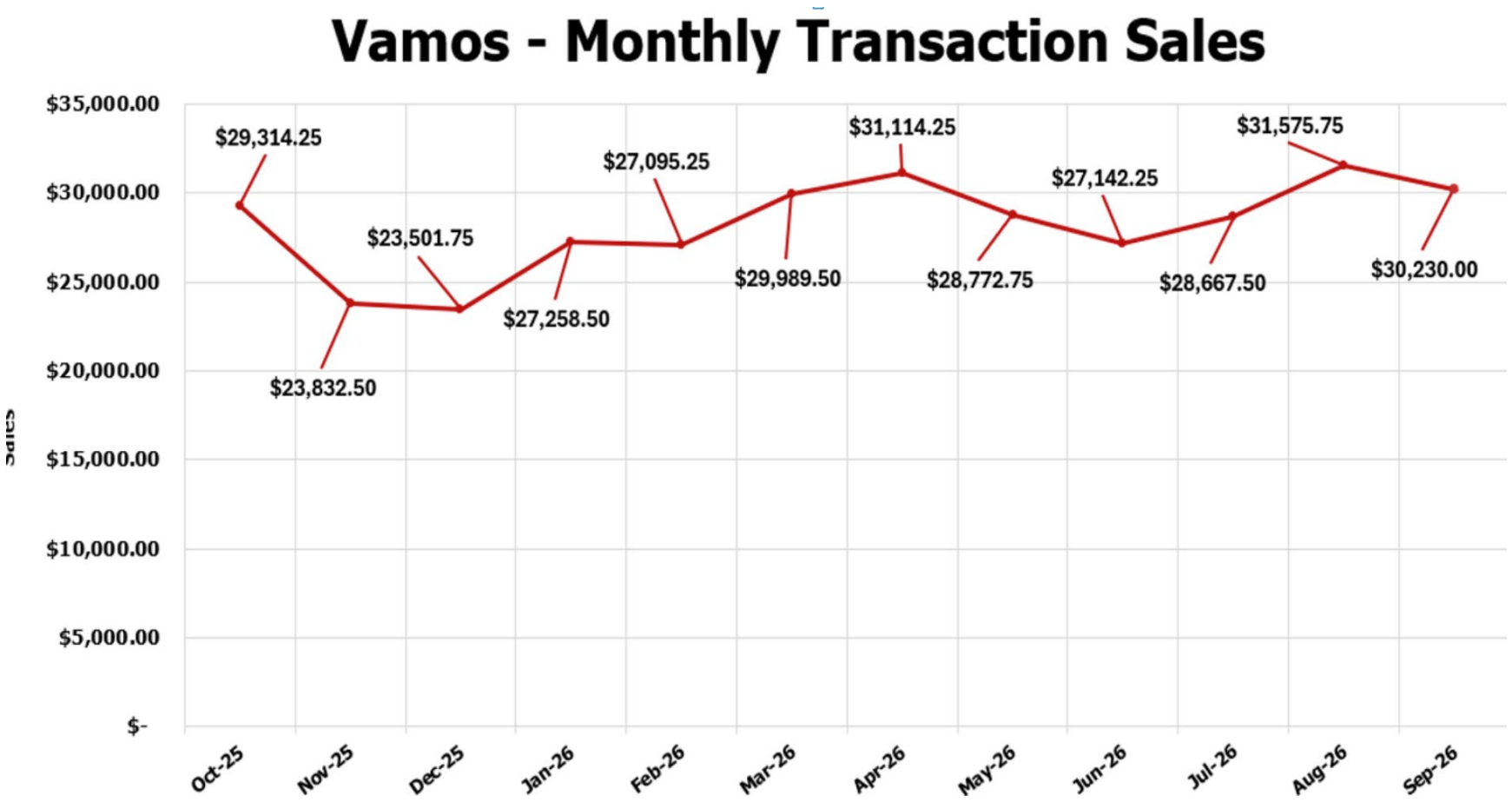
- Route 163 page has entered the top 10 pages, demonstrating the impact of our marketing campaigns.
- Home Page views increased by 13.7%, from 25,320 to 28,780 compared to the previous reporting period, indicating increased traffic to RTD's primary source for service information, updates, and rider resources.
- Overall page views increased by 7.7%, from 210,417 to 226,662 compared to the previous reporting period, showing a continued trend of increased website traffic.

	Page title and screen class	Views	Active users	Views per active user	Average engagement time per active user
	Total	226,662 100% of total	43,719 100% of total	5.18 Avg 0%	1m 26s Avg 0%
1	All Routes - San Joaquin Regional Transit District	35,197 (15.53%)	9,912 (22.67%)	3.55	1m 00s
2	Home - San Joaquin Regional Transit District	28,780 (12.7%)	13,181 (30.15%)	2.18	22s
3	Route 150 - San Joaquin Regional Transit District	10,542 (4.65%)	3,345 (7.65%)	3.15	51s
4	Express Route 40 - San Joaquin Regional Transit District	6,655 (2.94%)	1,938 (4.43%)	3.43	59s
5	Route 93 - San Joaquin Regional Transit District	5,347 (2.36%)	1,286 (2.94%)	4.16	1m 02s
6	Route 163 - San Joaquin Regional Transit District	5,092 (2.25%)	3,668 (8.39%)	1.39	17s
7	Route 520 - San Joaquin Regional Transit District	4,972 (2.19%)	1,176 (2.69%)	4.23	1m 03s
8	Careers - San Joaquin Regional Transit District	4,933 (2.18%)	2,492 (5.7%)	1.98	12s
9	Route 90 - San Joaquin Regional Transit District	4,588 (2.02%)	1,198 (2.74%)	3.83	59s
10	Fares - San Joaquin Regional Transit District	4,309 (1.9%)	2,666 (6.1%)	1.62	1m 05s


Vamos - Total Monthly Users
Users
30,000
25,000
20,000
15,000
10,000
5,000
-
15,162
15,319
15,721
16,127
16,413
16,732
17,064
17,343
17,401
18,043
24,200
20,388
Oct-25
Nov-25
Dec-25
Jan-26
Feb-26
Mar-26
Apr-26
May-26
Jun-26
Jul-26
Aug-26
Sep-26

Vamos - Quarterly User Report

- Quarter-over-Quarter Comparison: From Q4 2026 to Q1 2027, the quarterly average increased from 17,269 to 20,877 users, an increase of 3,608 users (+20.89%).
- Q1 2027 Monthly Performance: Total monthly users increased from 18,043 in July to 24,200 in August, an increase of 6,157 users (+34.12%). September recorded a decrease to 20,388 users, representing a decline of 3,812 users (-15.75%) from August.
- Year-over-Year Comparison: Compared to Q1 2026, which recorded a quarterly average of 13,816 users, Q1 2027 increased to 20,877 users, representing an increase of 7,061 users (+51.11%).
- Quarterly Growth Trends: Quarterly averages continued to increase from 15,401 in Q2 2026 to 16,424 in Q3 2026, followed by 17,269 in Q4 2026 and reaching 20,877 in Q1 2027, demonstrating consistent growth in overall app usage.
- Overall Performance: Despite September's decline, Q1 2027 recorded the highest quarterly average during the reporting period, reflecting continued customer adoption and increased utilization of the Vamos mobile ticketing platform.


Vamos - Monthly Transaction Sales
$35,000.00
$30,000.00
$25,000.00
$20,000.00
$15,000.00
$10,000.00
$5,000.00
$-
Sales
$29,314.25
$23,832.50
$23,501.75
$27,258.50
$27,095.25
$29,989.50
$31,114.25
$28,772.75
$27,142.25
$28,667.50
$31,575.75
$30,230.00
Oct-25
Nov-25
Dec-25
Jan-26
Feb-26
Mar-26
Apr-26
May-26
Jun-26
Jul-26
Aug-26
Sep-26

Vamos - Quarterly Transaction Sales Report

- **Total Sales Quarterly Growth:** Quarterly transaction sales continued to demonstrate positive growth, increasing from $76,648.50 in Q2 2026 to $84,343.25 in Q3 2026, followed by $87,029.25 in Q4 2026. Q1 2027 recorded the highest quarterly sales at $90,473.25, an increase of $3,444.00 (+3.96%) compared to the previous quarter.

- **Seasonal Impact:** Quarterly sales activity continued to show some monthly fluctuations. Sales increased from $28,667.50 in July to $31,575.75 in August 2026, an increase of $2,908.25 (+10.14%), followed by a decrease to $30,230.00 in September, a decline of $1,345.75 (-4.26%). Despite September's decline, Q1 2027 maintained positive quarter-over-quarter growth, demonstrating continued customer utilization of the Vamos mobile ticketing platform.

- **Ongoing Focus:** We will continue focusing on strategies that support customer convenience, accessibility, and continued growth in this form of payment, while monitoring quarterly sales performance, seasonal trends, and opportunities to increase mobile ticketing adoption.

Call Center Report

Quarter	Month	Average Ringing Duration (seconds)	Average Call Duration (minutes)	Answered Call Totals	Answered Call Rate	Abandon Call Totals	Abandon Call Rates	Total Calls Volume
Q2 2026	Oct-2025	57	1.50	1,247	80%	305	20%	1,552
	Nov-2025	58	1.46	947	78%	269	22%	1,212
	Dec-2025	54	1.25	1,087	82%	239	18%	1,326
Q3 2026	Jan-2026	63	1.56	1,026	74%	360	26%	1,386
	Feb-2026	90	1.68	859	49%	912	51%	1,771
	Mar-2026	61	1.65	856	70%	368	30%	1,224
Q4 2026	Apr-2026	54	1.73	932	78%	270	22%	1,202
	May-2026	54	1.45	915	77%	270	23%	1,185
	Jun-2026	56	1.51	936	77%	283	23%	1,219
Q1 2027	Jul-2026	59	1.73	1,111	78%	315	22%	1,426
	Aug-2026	74	1.67	1,117	72%	425	28%	1,542
	Sep-2026	68	1.67	936	78%	269	22%	1,205

Average Ringing Duration (seconds): This metric reflects the average time, in seconds, that calls ring before they are answered or abandoned. It provides insight into how quickly calls are being addressed by the receiving party.
Average Call Duration (minutes): This represents the average length of calls, measured in minutes, from initiation to termination. Understanding the typical interaction time between callers and receivers is crucial.
Answered Call Totals: This figure indicates the total number of calls successfully answered during a specified period, showcasing the responsiveness of the call handling system.
Answered Call Rate: Expressed as a percentage, this rate calculates the proportion of calls answered to the total incoming call volume, serving as a key performance indicator of customer service effectiveness.
Abandoned Call Totals: This statistic counts the total number of calls abandoned by the caller before being answered, highlighting potential issues in call handling or wait times.
Abandoned Call Rates: Similar to the answered call rate, this percentage represents the proportion of abandoned calls compared to the total call volume. It reveals insights into caller dissatisfaction with timely service.

Q1 2027 Call Center Analysis (July – September)

During the third quarter of 2026, the CIC managed a total of **4,173 calls** which include:

- **July:** 1,426
- **August:** 1,542
- **September:** 1,205

This reflects a **16% increase** from Q2 2026's 3,606 calls.

Abandoned Calls Update:

Q1 2027 recorded a total of **1,009 abandoned calls**, a **23% increase** from 2026 Q4's 823 and is made up of:

- **July:** 315 calls
- **August:** 425 calls
- **September:** 269 calls
- Using weekday only operations, the daily average was approximately **15 abandoned calls** across the quarter.
- The average abandon rate increased from **23% in Q4 2026 to 24% in Q1 2027**.

Performance Overview:

- The average answered call rate was **76%**, a slight decline from Q4 2026's **77%**, reflecting a small decrease in overall call center responsiveness.
- Average ringing time increased approximately **23%** from **55 seconds in Q4 2026 to 67 seconds in Q1 2027**, indicating longer customer wait times before calls were answered.
- Average call duration increased **8%** from **1.56 minutes in Q4 2026 to 1.69 minutes in Q1 2027**, suggesting longer customer interactions and assistance times.
- Longer customer interactions typically include:
    - Trip Planning
    - Route Information
    - Weekend Service
    - Temporary Service Disruptions
    - Service Changes
    - Rider Complaints

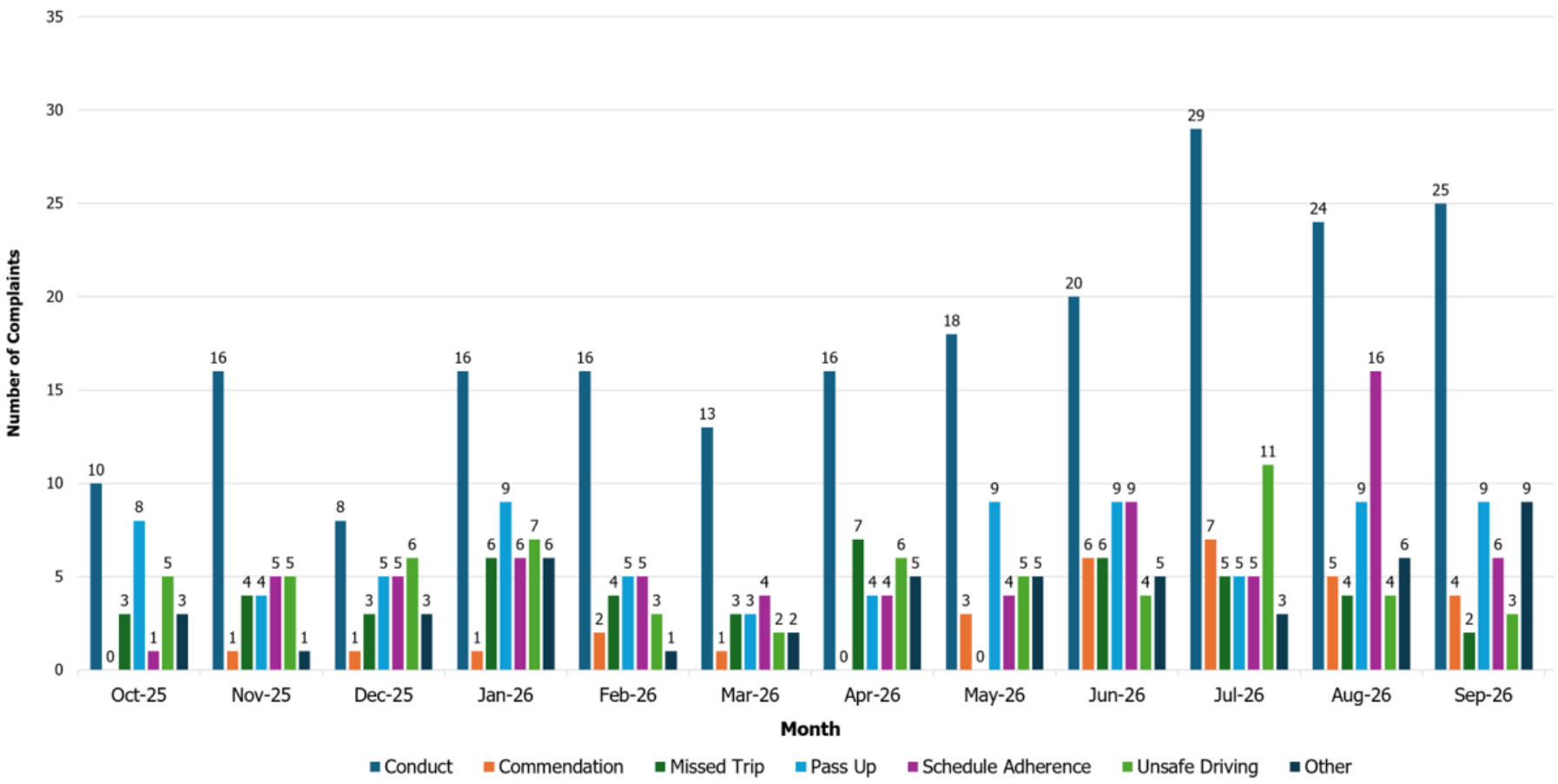
Quarterly Highlights:

- **July** opened the quarter with 1,426 total calls and maintained a **78%** answer rate and a **22%** abandon rate.
- **August** recorded the highest call volume of the quarter at 1,542 calls and the highest abandon rate at **28%**, with 425 abandoned calls. The answer rate decreased to **72%**, representing the lowest answer rate of the quarter.
- **September** closed the quarter with the lowest call volume at 1,205 calls and the fewest abandoned calls at 269. The answer rate improved to **78%**, while the abandon rate decreased to **22%**, indicating improved call center responsiveness compared to August.

Overall Summary:

Overall, Q1 2027 experienced an increase in call demand compared to the previous quarter, accompanied by higher abandoned call totals and a slight decrease in the average answered call rate. August had the greatest impact on quarterly performance, recording the highest call volume and abandon rate. September demonstrated improvement, with fewer abandoned calls and a stronger answer rate, helping close the quarter with improved service performance compared to the previous month.

Customer Comments by Type



Customer Comments - Quarterly Report

Quarterly Report	Q1 FY 2027
Months	
Jul-26	**65**
Aug-26	**68**
Sep-26	**58**
Quarterly Totals	**191**
Quarterly Report	**Q4 FY 2026**
Months	
Apr-25	**42**
May-25	**44**
Jun-25	**59**
Quarterly Totals	**145**
Quarterly Report	**Q3 FY 2026**
Months	
Jan-26	**51**
Feb-26	**36**
Mar-26	**28**
Quarterly Totals	**115**
Quarterly Report	**Q2 FY 2026**
Months	
Oct-25	**30**
Nov-25	**36**
Dec-25	**31**
Quarterly Totals	**97**

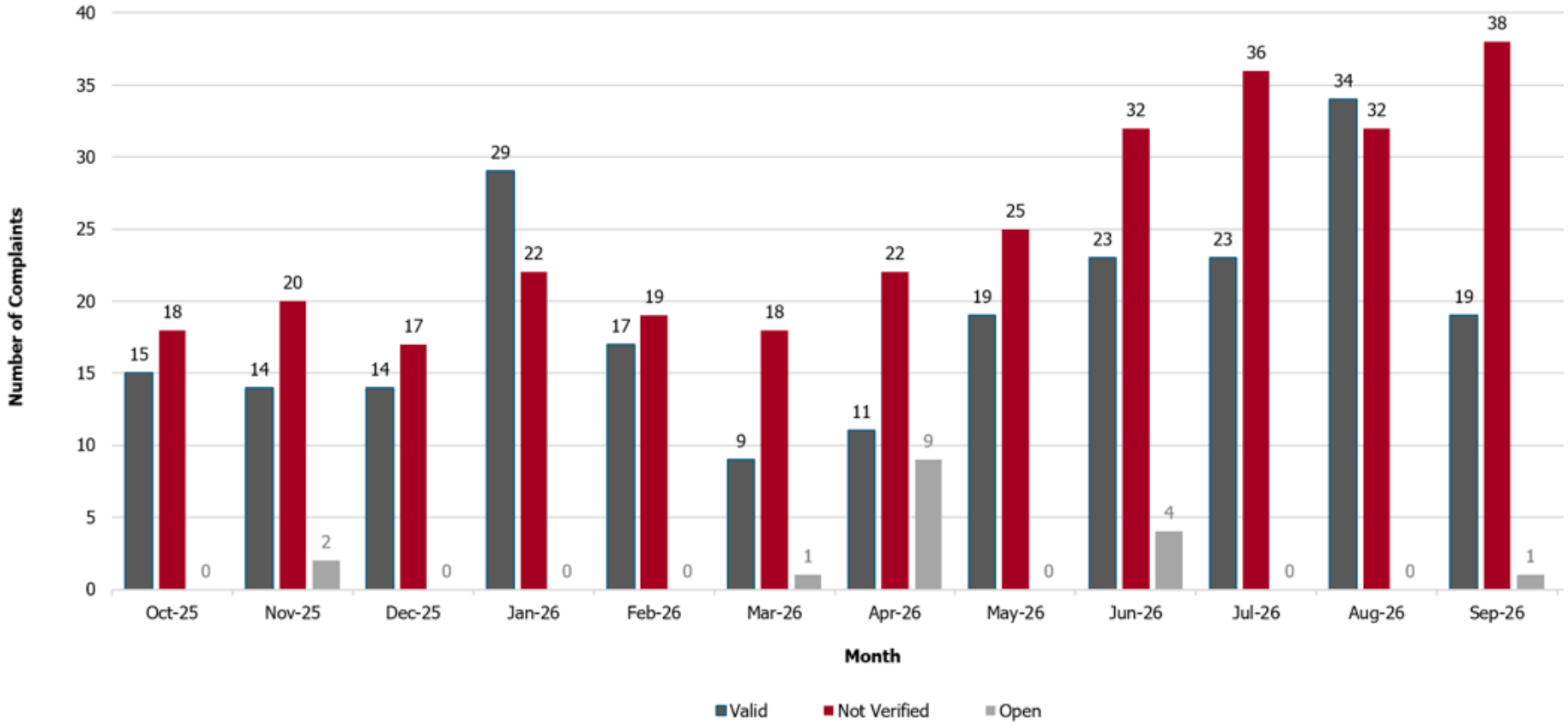
A total of 191 Customer Comments were received in FY2027 Q1, representing an increase in quarterly customer feedback activity compared to FY2026 Q4.
Compared to **Q4 2026 (145 comments)**, this reflects a **31.7% increase**, with **46 additional customer comments** reported during the quarter.
Compared to FY2026 Q3 (138 comments), FY2027 Q1 recorded a 38.4% increase in customer comments.

Quarterly Comparison (FY2026 Q4 – FY2027 Q1)
Customer comment activity fluctuated during FY2027 Q1, beginning with 65 comments in July, increasing to 68 in August, and decreasing to 58 in September.
August represented the highest monthly total within FY2027 Q1, with 68 customer comments, accounting for approximately 35.6% of the quarter's total.

Compared with Q4 2026, Conduct remained the largest complaint category, increasing from 54 cases in Q4 FY2026 to 78 cases in Q1 FY2027.
Commendations increased from 9 to 16 cases, Pass Up increased from 22 to 23, Schedule Adherence increased from 17 to 27, Unsafe Driving decreased from 15 to 12, Other decreased from 15 to 14 cases, and Missed Trips decreased from 13 to 11 cases.

Overall, FY2027 Q1 experienced a significant increase in customer comment activity compared with the previous quarter.
The increase was driven primarily by higher Conduct and Schedule Adherence complaints. August higher volume contributed to the quarterly increase, highlighting the importance of continued monitoring of customer feedback trends and service-related concerns.

Customer Comments – Valid/Not Verified



Valid / Not Verified - Quarterly Report

Quarterly Report	Q1 FY 2027	Column1	Column2	Column3
Months		Valids	NotVerified	Open
Jul-26		23	36	0
Aug-26		34	32	0
Sep-26		19	38	1
Quarterly Totals		**76**	**106**	**1**

Quarterly Report	Q4 FY 2026	Column1	Column2	Column3
Months		Valids	NotVerified	Open
Apr-26		11	22	9
May-26		19	25	0
Jun-26		23	32	4
Quarterly Totals		**53**	**79**	**13**

Quarterly Report	Q3 FY 2026	Column1	Column2	Column3
Months		Valids	NotVerified	Open
Jan-26		29	22	0
Feb-26		17	19	0
Mar-26		9	18	1
Quarterly Totals		**55**	**59**	**1**

Quarterly Report	Q2 FY 2026	Column1	Column2	Column3
Months		Valids	NotVerified	Open
Oct-25		15	18	0
Nov-25		14	20	2
Dec-25		14	17	0
Quarterly Totals		**43**	**55**	**2**

Q1 2027 Overview

- **Total Valid Complaints: 76**
- **Not Verified Complaints: 106**
- **Open Complaints: 1**

- **Quarterly Impact:** Q1 2027 experienced an overall increase in customer complaint activity compared to Q2 2026. Total cases increased from **145 in Q2 to 183 in Q3**, representing a **26.21% increase**. Valid complaints also increased from 53 to 76, reflecting a notable rise in confirmed customer complaints.
- **The Increase:** Not Verified complaints increased from **79 in Q4 FY2026 to 106 in Q1 FY2027**, representing a 34.18% increase. Valid complaints increased by **43.40%**, from 53 to 76. Meanwhile, Open complaints decreased significantly from **13 to 1**, representing a **92.31% decrease**. These results indicate that the overall quarterly increase was driven by both Valid and Not Verified complaints, while the number of pending cases declined substantially.
- **Ongoing Focus:** Continued emphasis on timely complaint investigations, accurate documentation, and supervisor follow-up remains essential. Monitoring the increase in Valid and Not Verified complaints will help identify recurring service concerns, improve complaint resolution, and maintain consistent and accurate case classifications.

Quarterly Analysis:

- **Compared to Q4 FY2026, overall customer comments increased from 145 to 183, reflecting a 26.2% increase** in total complaint activity. The increase was primarily driven by a rise in both **Valid and Not Verified complaints** during Q3 2026, while Open cases decreased significantly.
- **Valid complaints increased from 53 in Q4 FY2026 to 76 in Q1 FY2027, representing a 43.4% increase.** This reflects a higher number of complaints substantiated through investigative review. The increase indicates a need for continued monitoring of confirmed service concerns and operational trends.
- **Not Verified complaints increased from 79 to 106, representing a 34.2% increase.** This category accounted for the largest numerical increase during the quarter, with **27 additional cases**, indicating a higher volume of complaints that could not be substantiated following investigative review.
- **Open comments decreased from 13 to 1, reflecting a 92.3% decrease** in cases pending completion at the end of the reporting period. Of the **1 Open case reported during Q1 FY2027, it occurred in September**, compared to 9 in April and 4 in June during Q2. This represents a significant improvement in the number of cases remaining unresolved at quarter-end.
- **Customer comments by type continued to show Conduct as the leading complaint category** during Q1 FY2027, increasing from **54 in Q4 FY2026 to 78 in Q1 FY2027**, representing a **44.4% increase**. Schedule Adherence complaints also increased from **18 to 28**, reflecting a **55.6% increase**. These trends highlight the importance of continued attention to operator conduct, service reliability, and schedule adherence.
- **Customer engagement continues to demonstrate transparency and accessibility** through available reporting channels. Overall complaint trends indicate that while total complaint activity increased during Q1, **both Valid and Not Verified complaints increased**, with Conduct remaining the primary complaint concern. Commendations also increased from **11 in Q4 2026 to 20 in Q1 FY2027**, reflecting continued customer recognition of positive service experiences.
- Continued emphasis on **investigative documentation, timely supervisor review, monitoring recurring complaint categories, and follow-up on pending cases** will support accurate complaint classifications, improved service accountability, and efficient resolution turnaround times.

Quarterly Bus Pass Sales – DTC Customer Service Window

Discount 1-Ride Total

Month	Sold	Gross Sales
Q2 FY2026	652	$ 489.00
Q3 FY2026	568	$ 426.00
Q4 FY2026	645	$ 483.75
Q1 FY2027	794	$ 595.50
Total Quarter	2659	$ 1,994.25

Full Fare 1-Ride Total

Month	Sold	Gross Sales
Q2 FY2026	828	$ 1,242.00
Q3 FY2026	668	$ 1,020.00
Q4 FY2026	531	$ 796.50
Q1 FY2027	876	$ 1,314.00
Total Quarter	2903	$ 4,354.50

Discount 1-Day Total

Month	Sold	Gross Sales
Q2 FY2026	2085	$ 4,170.00
Q3 FY2026	2016	$ 4,032.00
Q4 FY2026	1725	$ 3,450.00
Q1 FY2027	2073	$ 4,146.00
Total Quarter	7899	$ 15,798.00

Full Fare 1-Day Total

Month	Sold	Gross Sales
Q2 FY2026	882	$ 3,528.00
Q3 FY2026	709	$ 2,836.00
Q4 FY2026	611	$ 2,444.00
Q1 FY2027	790	$ 3,160.00
Total Quarter	2992	$ 11,968.00

Discount 31-Day Total

Month	Sold	Gross Sales
Q2 FY2026	377	$ 11,310.00
Q3 FY2026	373	$ 11,190.00
Q4 FY2026	390	$ 11,700.00
Q1 FY2027	423	$ 12,690.00
Total Quarter	1563	$ 46,890.00

Student 31-Day Total

Month	Sold	Gross Sales
Q2 FY2026	180	$ 7,200.00
Q3 FY2026	60	$ 2,400.00
Q4 FY2026	108	$ 4,320.00
Q1 FY2027	153	$ 6,120.00
Total Quarter	501	$ 20,040.00

Adult 31-Day Total

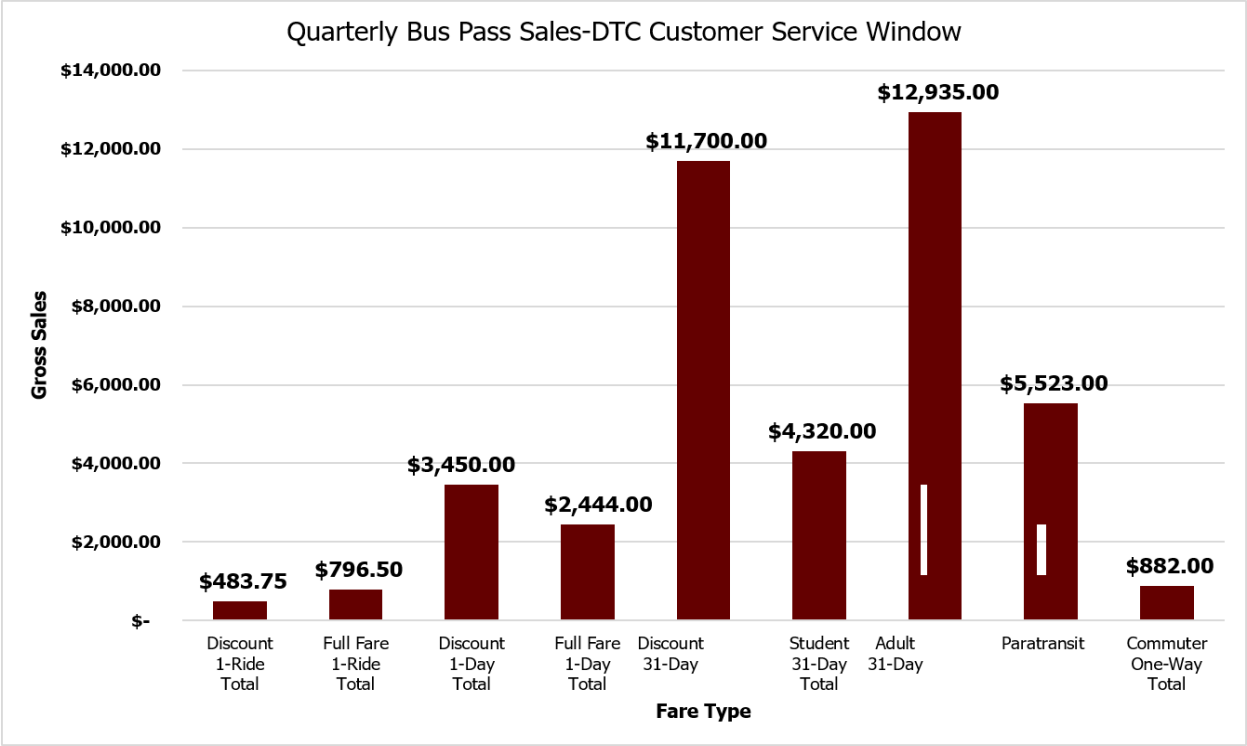
Month	Sold	Gross Sales
Q2 FY2026	231	$ 15,015.00
Q3 FY2026	161	$ 10,465.00
Q4 FY2026	199	$ 12,935.00
Q1 FY2027	221	$ 14,365.00
Total Quarter	812	$ 52,780.00

Paratransit Total

Month	Sold	Gross Sales
Q2 FY2026	1733	$ 5,199.00
Q3 FY2026	2094	$ 6,282.00
Q4 FY2026	1841	$ 5,523.00
Q1 FY2027	1533	$ 4,599.00
Total Quarter	7201	$ 21,603.00

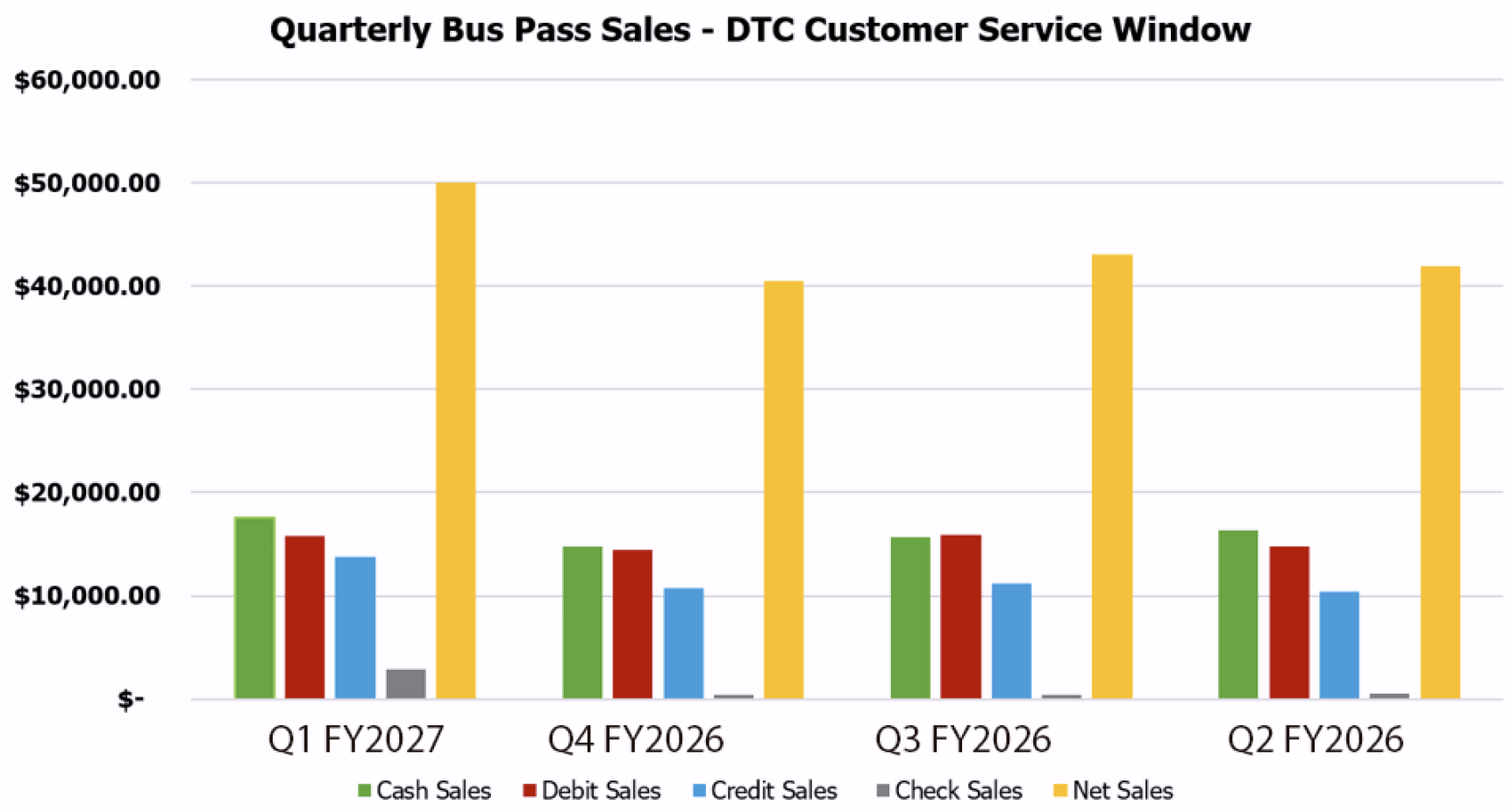
Commuter One-Way Total

Month	Sold	Gross Sales
Q2 FY2026	127	$ 889.00
Q3 FY2026	120	$ 840.00
Q4 FY2026	126	$ 882.00
Q1 FY2027	187	$ 1,309.00
Total Quarter	560	$ 3,920.00



Quarterly Bus Pass Sales Report - DTC Customer Service Window

Quarter	Cash Sales	Debit Sales	Credit Sales	Check Sales	Net Sales
Q1 FY2027	$ 17,587.00	$15,776.00	$ 13,740.00	$ 2,870.00	$ 49,973.00
Q4 FY2026	$ 14,790.64	$14,400.86	$ 10,772.50	$ 470.00	$ 40,434.00
Q3 FY2026	$ 15,654.25	$15,860.75	$ 11,163.25	$ 370.00	$ 43,048.25
Q2 FY2026	$ 16,327.75	$14,730.75	$ 10,379.50	$ 510.00	$ 41,948.00

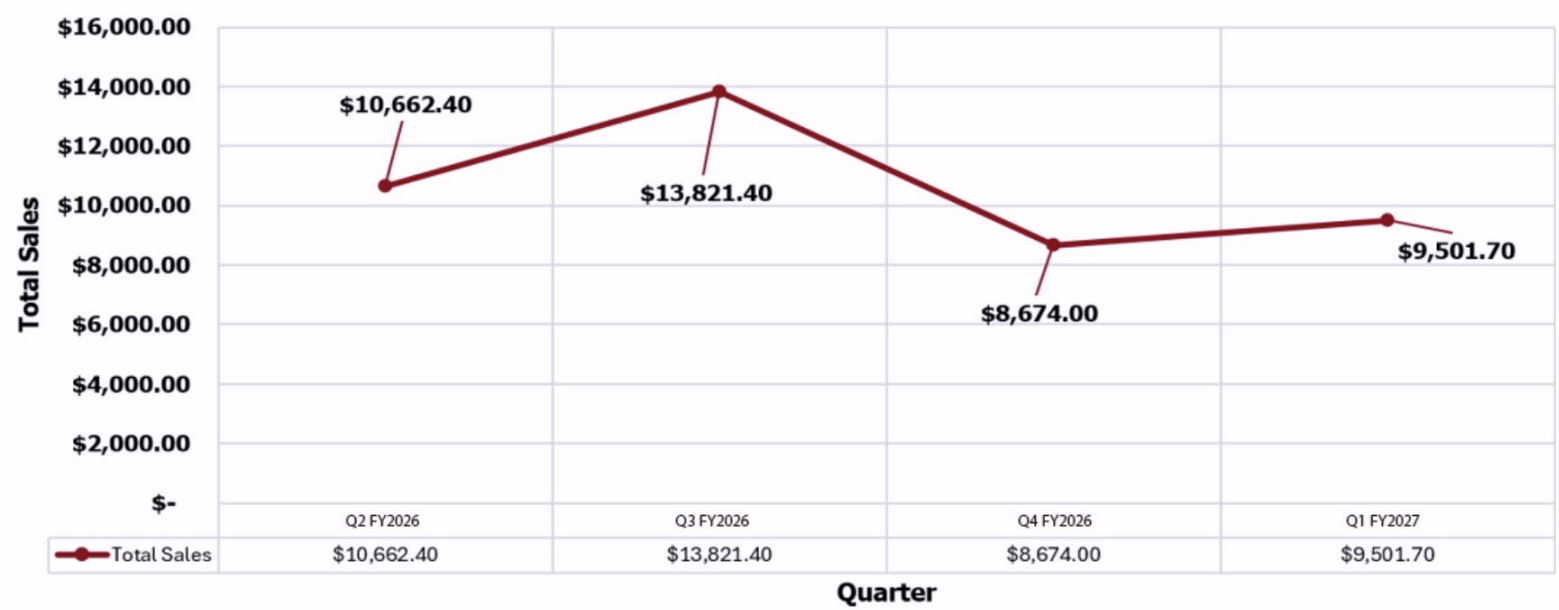


- Q1 2027 recorded quarterly sales of $43,048.25, showing a continued customer demand for bus passes purchase.
- Sales increased by $2614.25, in Q1 2027 compared to Q4 2026 showing a 6.47% quarter over quarter increase.
- Total quarterly net sales for reporting periods totaled $175,403.25

Quarterly FMVs Sales Report

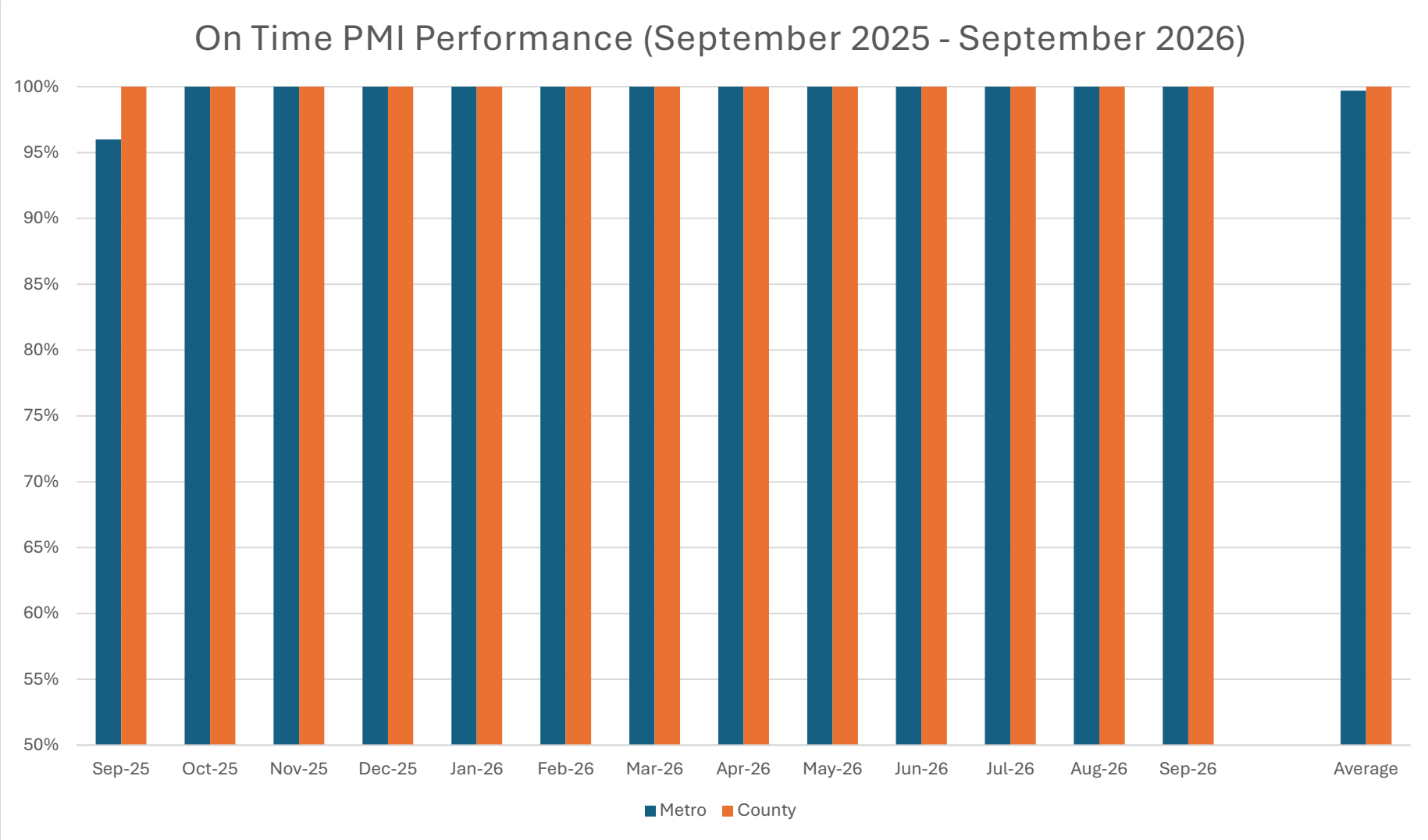
Location	Number of Routes Served	Cash	Visa	MC	Amex	Total Sale
DTC Outside 201	33	$ 1,598.60	$ 307.25	$ 42.25	$ 9.50	$ 1,957.60
DTC Outside 202	33	$ 226.45	$ 1,276.25	$ 244.75	$ 23.00	$ 1,770.45
DTC Lobby 408	33	$ 1,437.25	$ 1,036.50	$ 371.25	$ 31.50	$ 2,876.50
SB Hammer/Triangle 112	6	$ 197.60	$ -	$ -	$ -	$ 197.60
SB Pacific/Yokuts 107	14	$ 427.20	$ -	$ -	$ -	$ 427.20
NB Hammer Triangle 111	5	$ 1,053.40	$ -	$ -	$ -	$ 1,053.40
UTS 1	2	$ 61.25	$ 250.75	$ 79.25	$ -	$ 391.25
Total Sales		$ 5,001.75	$ 2,870.75	$ 737.50	$ 64.00	**$ 8,674.00**

Quarterly Total Sales from Q2 - 2026 To Q1 - FY2027



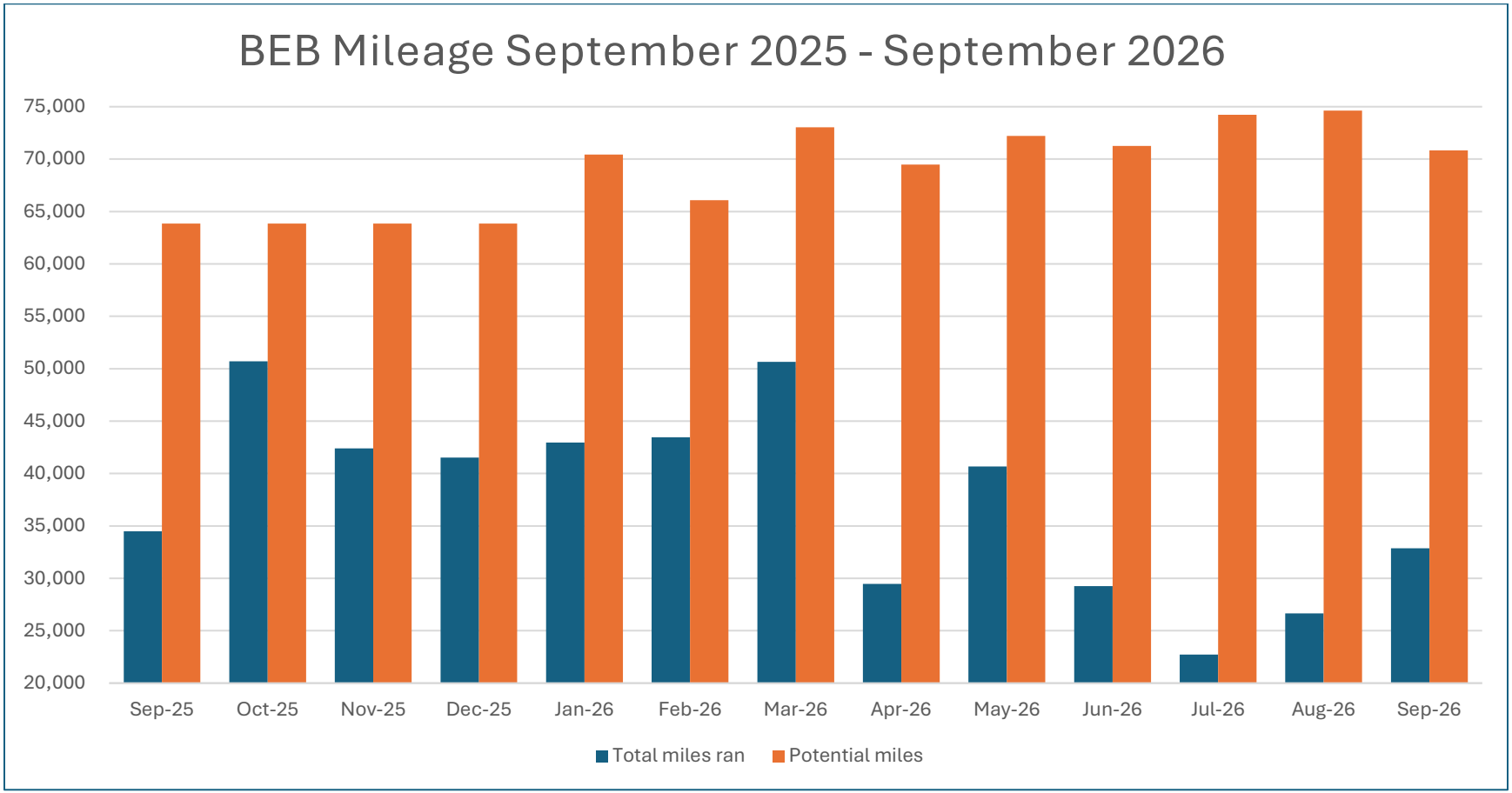
FMV sales showed a continuous decreasing from Q2 2026 through Q1 2027, this contributes to the removal from FVMs in the middle of the year 2025. The highest quarterly sales occurred during Q3 2026 with $13,821.40, while the lowest occurred in Q4 2026 with $8,674.00. The customers are using other alternative payment options like paying cash, tap & Ride on the bus, the Vamos Mobility app and purchasing bulk tickets at the CSC window at DTC.

Dámaris Galvan, Planning, Mobility, and Customer Experience Director

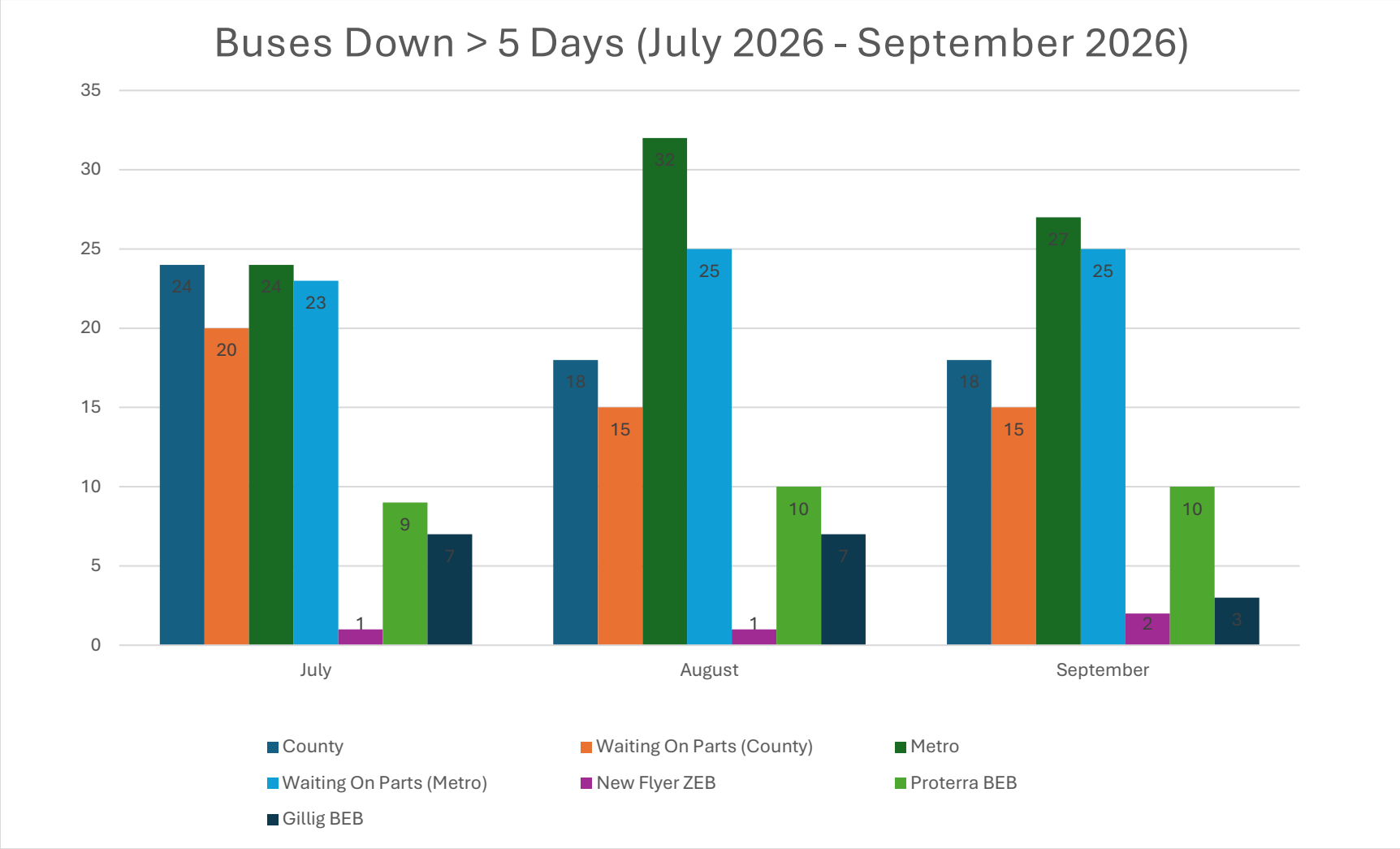


This Graph displays 13 months of On-Time preventive maintenance Inspection Performance (PMI) for the Metro and County fleets. Metro and County have shown improvement over the last 13 months, and for the previous twelve months, we have maintained 100% On-Time Performance for our PMIs. The 13-month average for Metro is 99%, and for County, it is 100%.

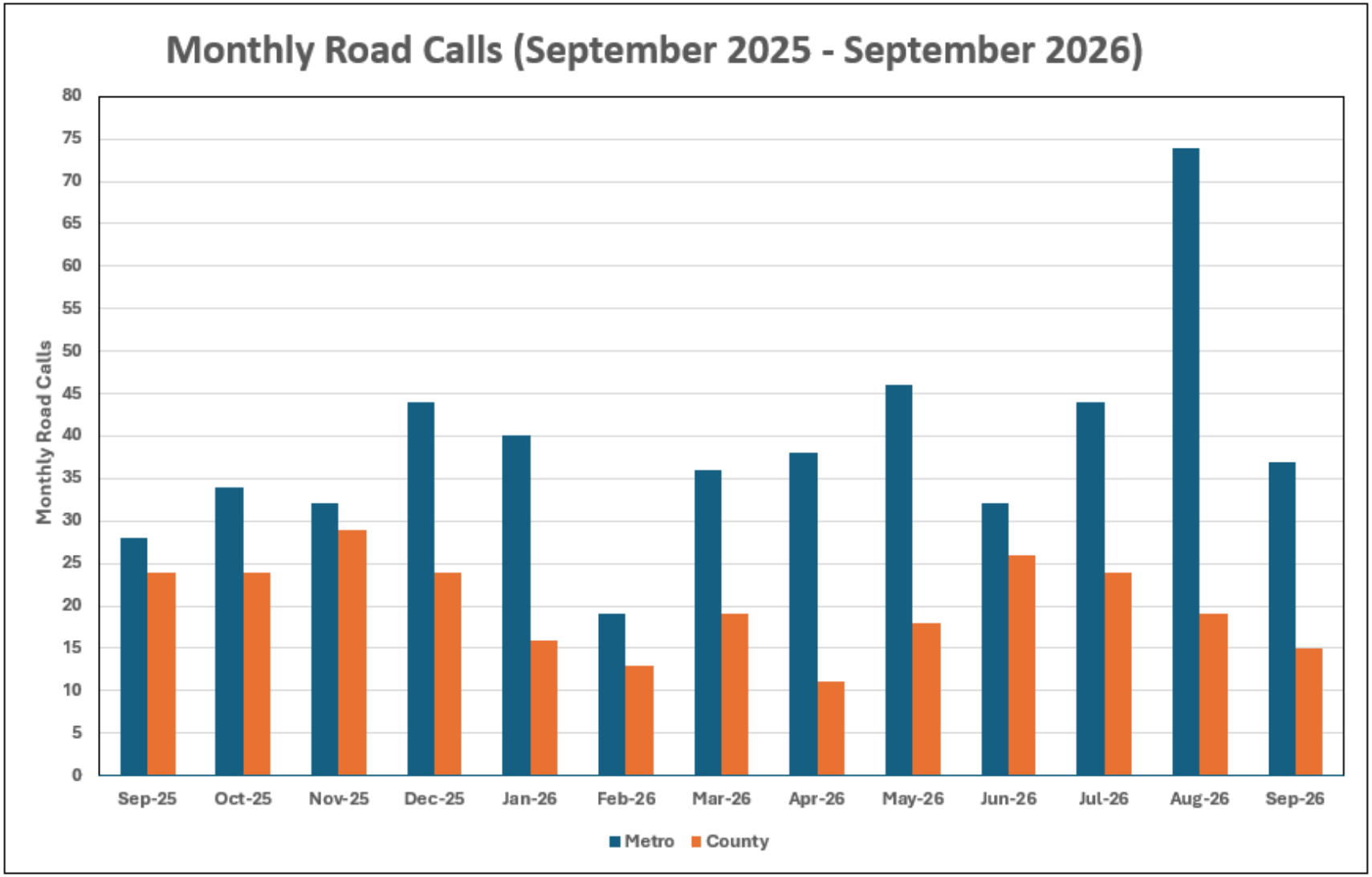
John Van Camp, Chief Operating Officer



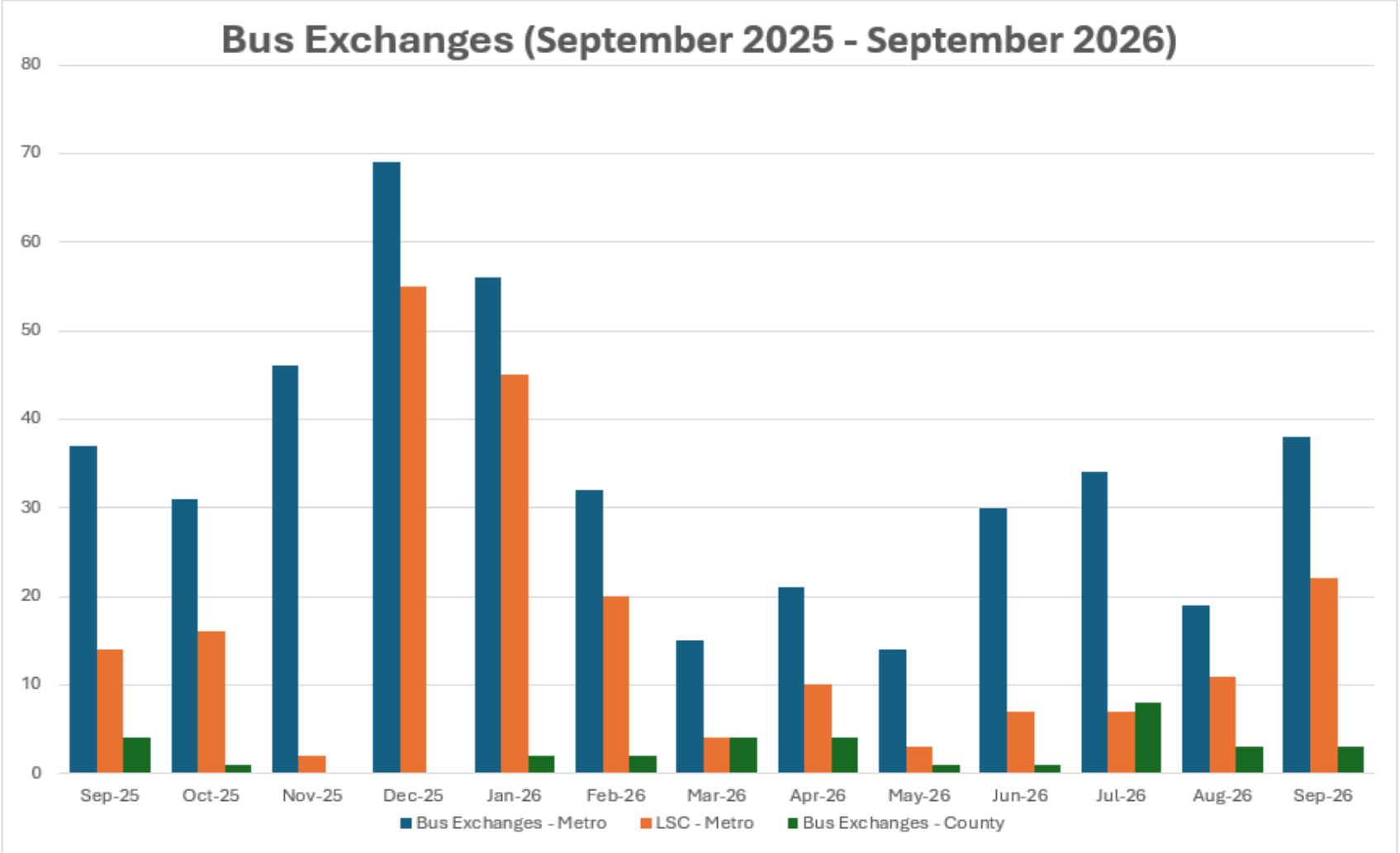
The orange bars represent the potential miles battery-electric buses (BEBs) could cover if operated on all assigned routes, while the blue bars show the actual miles driven. Currently, seven Proterra buses are out of service indefinitely due to a lack of manufacturer support and parts availability. We also have one Gillig BEB down waiting for a battery replacement that will be covered under warranty. The total miles run have increased due to three BEB's being returned to service. The warmer-than-normal weather has put a strain on the Gillig BEBs. We have been addressing this by implementing a midday charge on buses with low SOC.



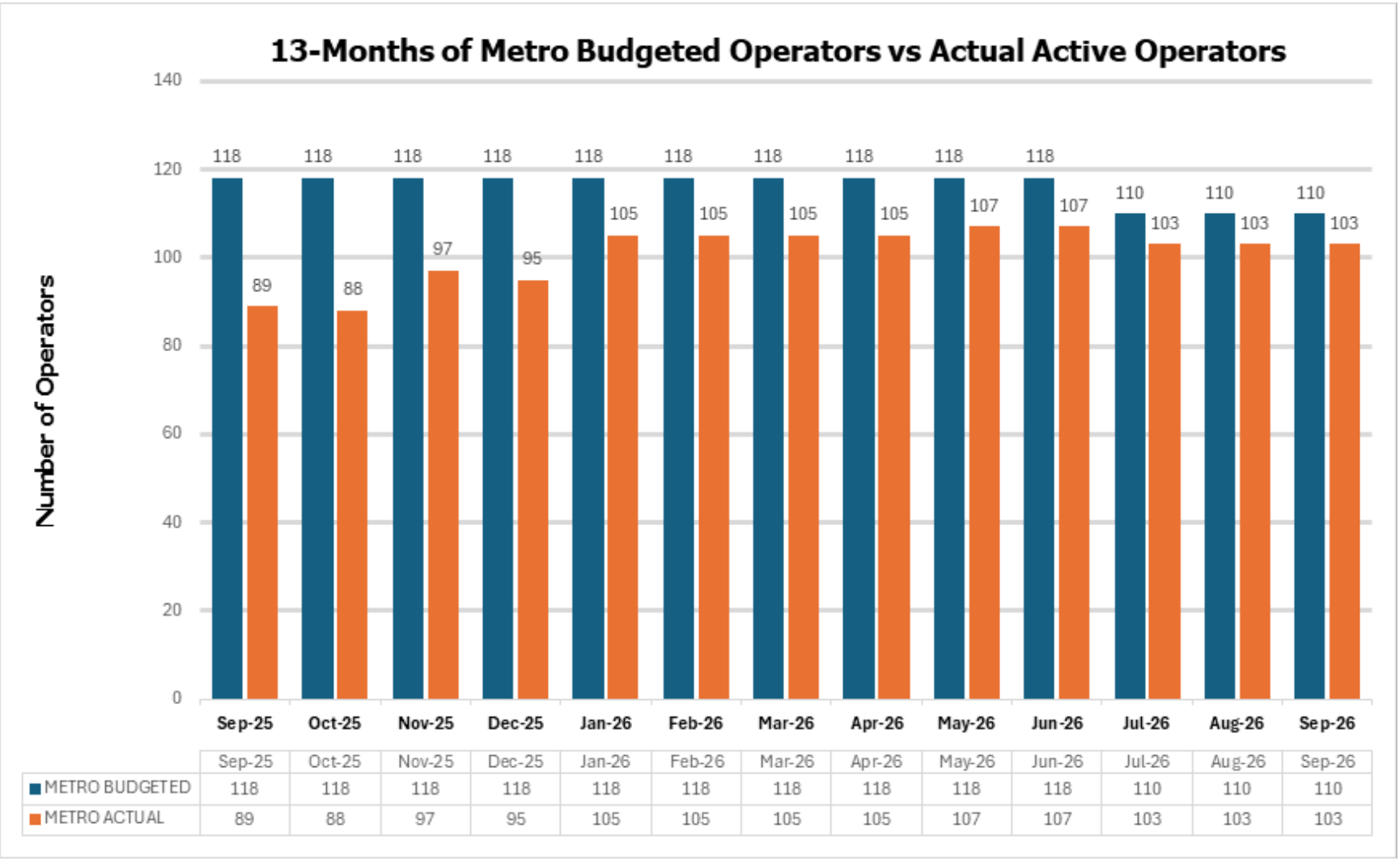
This graph shows the total number of buses out of service for more than 5 days per month from July 26 to September 26. In January, we added a light blue bar for Metro and an orange bar for the county to indicate the number of buses out of service due to parts shortages.



The total number of Metro and County Road Calls is shown by month from September 25 to September 26. The Metro Road Calls have increased due to the hot weather and the added drain on the BEBs SOC.



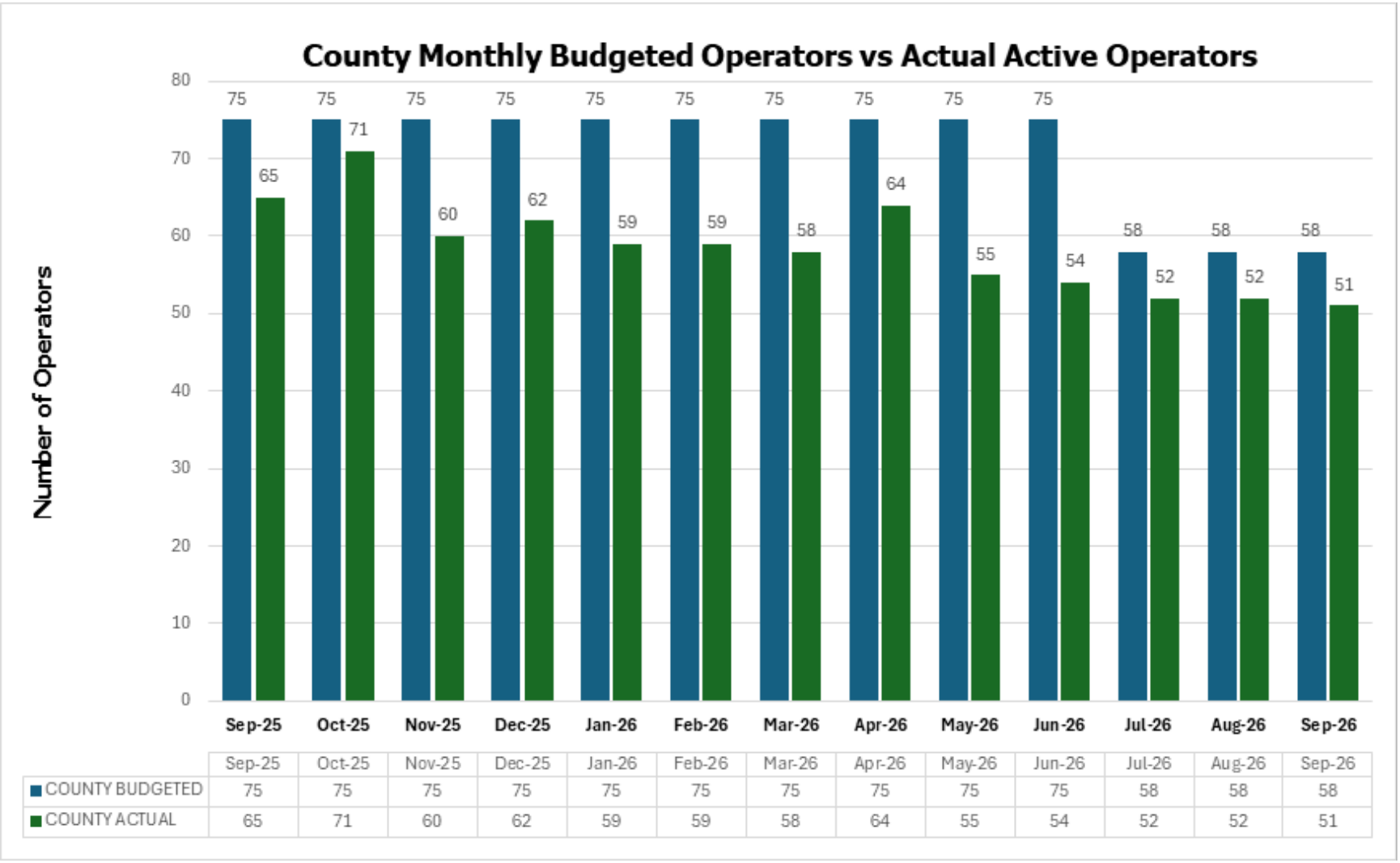
The bar graph shows Metro and County Bus Exchanges for the past 12 months. We have added a shaded bar to indicate bus exchanges due to a low State of Charge (SOC).



	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
METRO BUDGETED	118	118	118	118	118	118	118	118	118	118	110	110	110
METRO ACTUAL	89	88	97	95	105	105	105	105	107	107	103	103	103

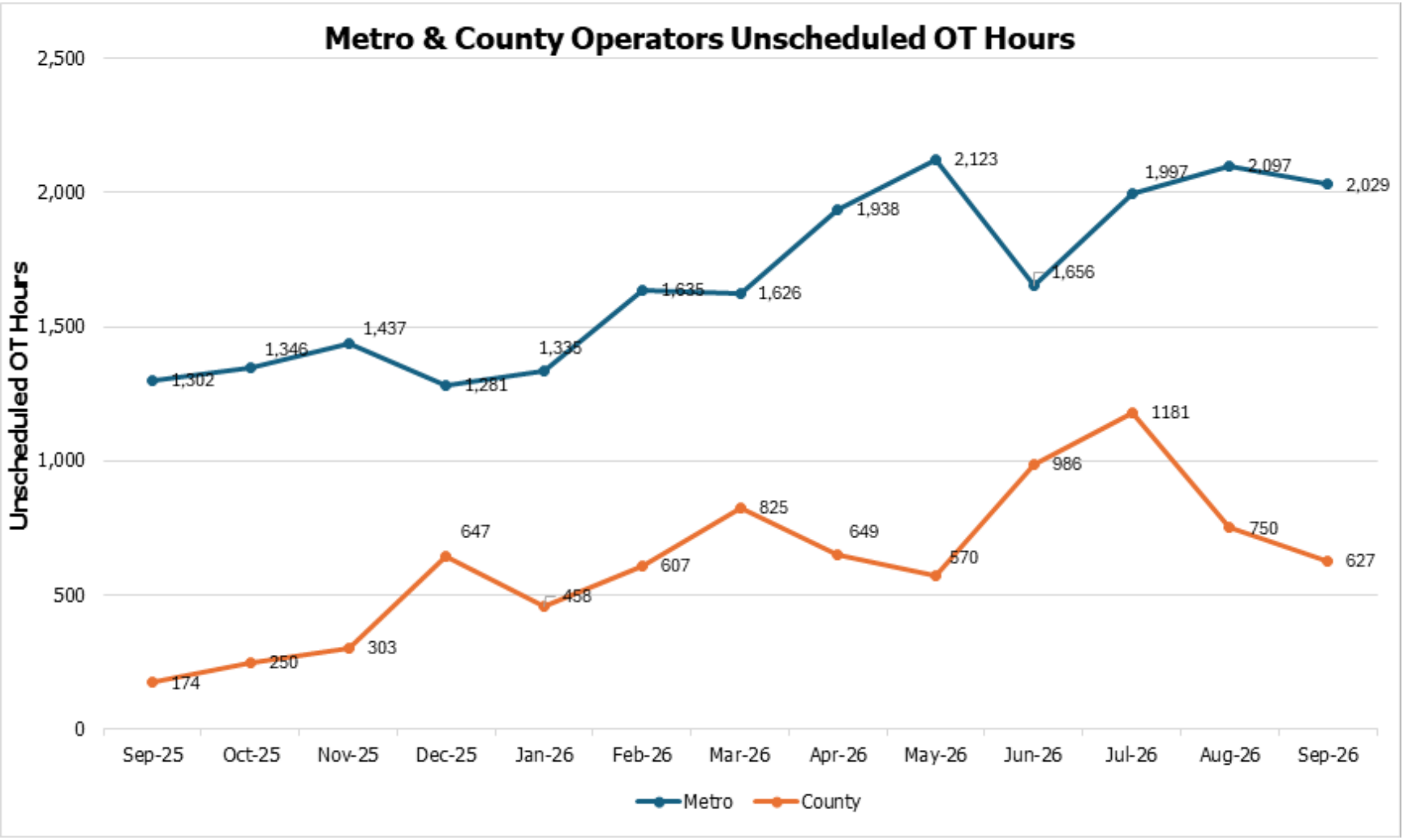
- This chart shows the budgeted number of operators compared to the number of active operators monthly.
- The Metro Division demonstrated resilience in managing operator staffing levels. Maintained service continuity amid ongoing workforce attrition.

LaShonda Nelson, Transportation Superintendent and Omar Thomas, Assistant Transportation Superintendent

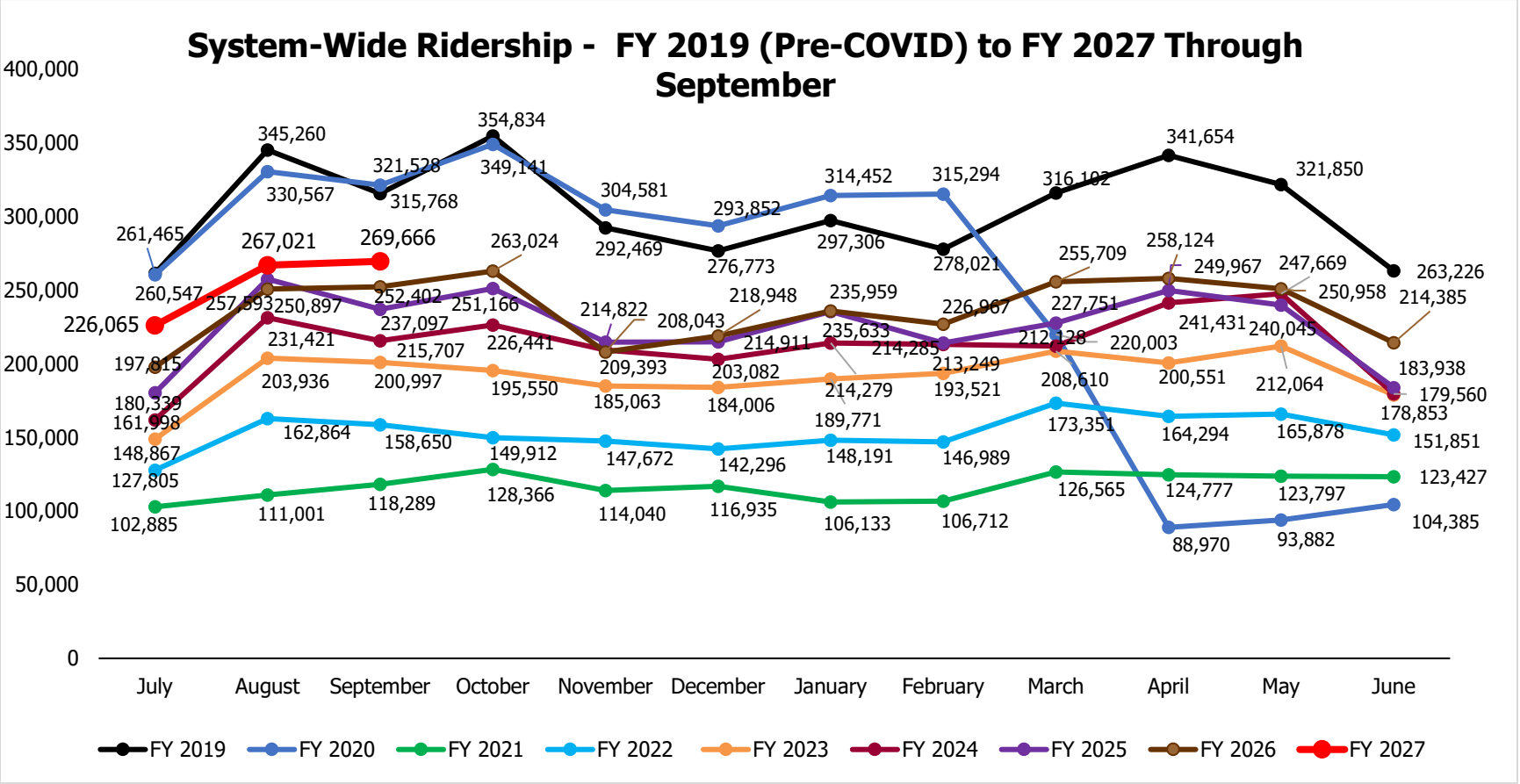


	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
COUNTY BUDGETED	75	75	75	75	75	75	75	75	75	75	58	58	58
COUNTY ACTUAL	65	71	60	62	59	59	58	64	55	54	52	52	51

- This chart shows the budgeted number of operators compared to the number of active operators monthly.
- The County demonstrated workforce stability, maintaining consistent staffing levels that support strong operational performance.

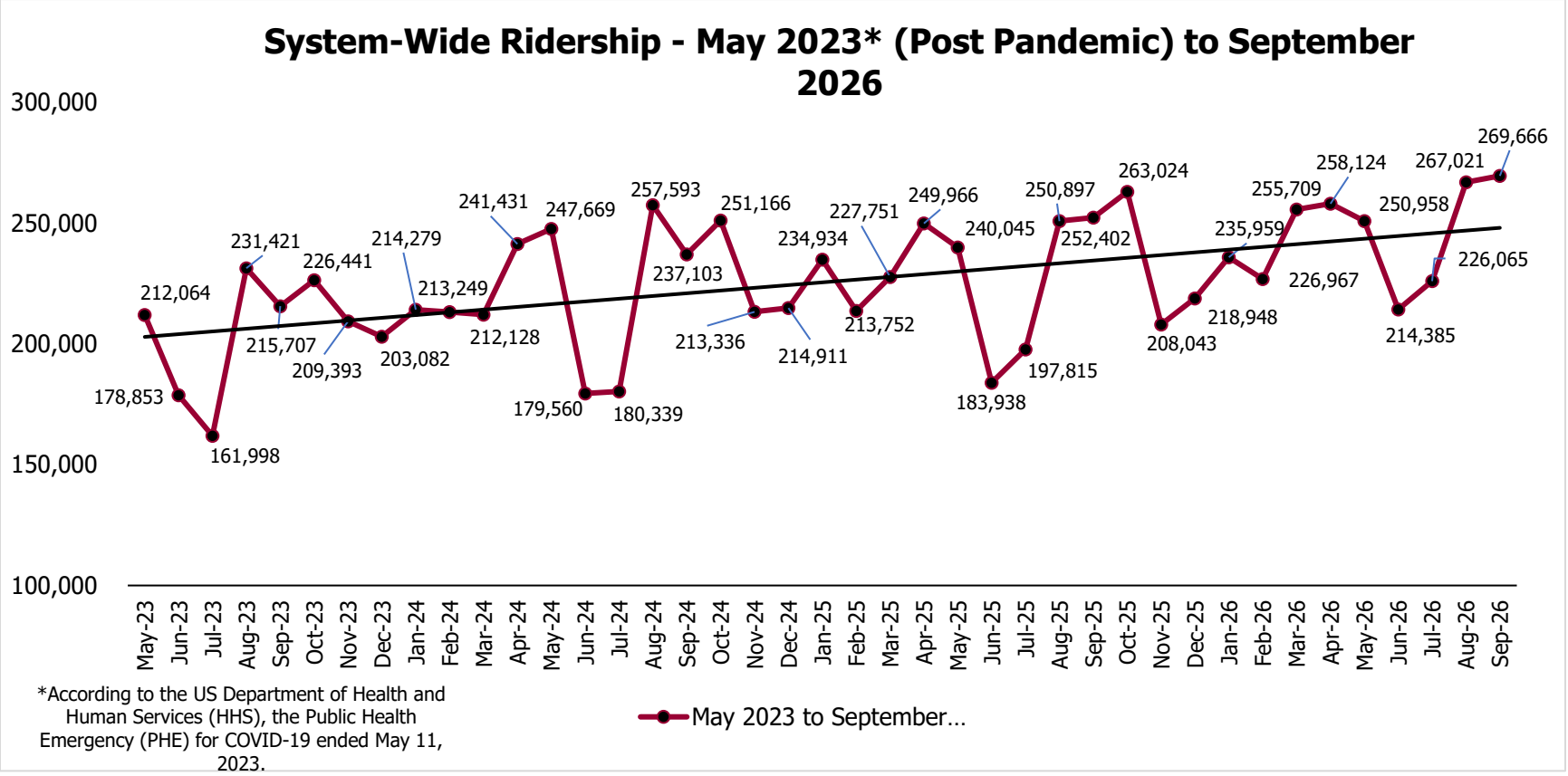


- This chart shows the number of unscheduled overtime hours worked by operators over the past thirteen months.
- Employee absences decreased contributing to a decrease in unscheduled overtime in the Metro Division and County Divisions experienced reduced overtime.


System-Wide Ridership - FY 2019 (Pre-COVID) to FY 2027 Through September
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
July
August
September
October
November
December
January
February
March
April
May
June
FY 2019
FY 2020
FY 2021
FY 2022
FY 2023
FY 2024
FY 2025
FY 2026
FY 2027

Notes - System-Wide Ridership – FY 2019 (Pre-COVID) to FY 2026

Period	Description
Jan 24 (FY 24)	Implemented 30-minute frequency all day on Routes 545, 555, 566, 576, 578, and 580 and the new Route 40 Local.
Feb 24 (FY 24) - May 24 (FY 24)	Missed service due to personnel shortage.
Apr 24 & May 24 (FY 24)	System-wide revenue hours increased by 17.7%. From January, ridership increased by 12.7% in April and 15.6% in May.
Jun 24 (FY 24)	SUSD Summer break. Discontinued Commuter Route 120
FY 24	Electric buses are used on Routes 44 and 49. UTS chargers are experiencing issues. Parts are unavailable. RTD is searching for parts from other agencies with similar equipment.
Jul 24 (FY 25)	SUSD Summer Break
Aug 24 (FY 25)	School resumed. Due to the increase in frequency of the SMA local routes and the establishment of Route 40 Local, data shows that ridership is shifting to the SMA local routes. However, system-wide ridership has increased overall. It increased by 21,321 (9%) in August 2024 compared to August 2023.
Sept 24 (FY 25)	Labor Day, no service. SUSD was off for a total of 3 days.
Oct 24 (FY 25)	SUSD Fall Break (one week), no holidays
Nov 24 (FY 25)	SUSD Thanksgiving Break (one week) plus two additional days off and no service on Thanksgiving
Dec 24 & Jan 25 (FY 25)	SUSD Winter Break (two weeks), no service on Christmas Day, and no service on New Year's Day
Feb 25 (FY 25)	February has fewer days of operation. SUSD was off for two days.
Mar 25, Apr 25, May 25, June 25 (FY 25)	Mar 2025 - SUSD Spring Break (one week). Apr 2025 - No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 29. June 2025 - SUSD off for summer break.
Jul 25 (FY 26)	New July service implementation on July 27. SUSD resumed school on July 31.
Sept 25 & Oct 25 (FY 26)	September: No service on Labor Day. SUSD was off for 3 days. October: SUSD Fall Break (one week), no holidays
Nov 25 (FY 26)	November: Lower ridership on Veterans Day, SUSD was off for Thanksgiving break (one week), no service on Thanksgiving Day.
Dec 25 (FY 26)	SUSD Winter Break, no service on Christmas Day.
Jan 26 (FY 26)	SUSD Winter Break, no service on New Year’s Day. Renamed Route 40 Local to Route 540, implemented Route 571, enhanced the local 500-series routes to provide consistent seven-day service, and discontinued Routes 710, 715, 720, 725, and 745.
Feb 26 (FY 26)	February has fewer days of operation. SUSD was off for two days.
Mar 26, Apr 26, May 26 (FY 26)	Mar 2026 - SUSD Spring Break (one week). Apr 2026 – No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 28.
Jun 26 (FY 26)	SUSD Summer break
Jul 26 (FY 27)	July 2026 Service Implementation - service adjustments to improve reliability and connections, and ended Metro Hoppers 4 & 5 pilot service. SUSD resumed school.
Sept 26 (FY 27)	September: No service on Labor Day.


System-Wide Ridership - May 2023* (Post Pandemic) to September 2026
300,000
250,000
200,000
150,000
100,000
212,064
178,853
161,998
231,421
215,707
226,441
209,393
214,279
203,082
213,249
212,128
241,431
247,669
179,560
180,339
257,593
237,103
251,166
213,336
214,911
234,934
227,751
213,752
249,966
240,045
183,938
197,815
250,897
252,402
263,024
208,043
218,948
235,959
255,709
226,967
258,124
250,958
214,385
267,021
226,065
269,666
May-23
Jun-23
Jul-23
Aug-23
Sep-23
Oct-23
Nov-23
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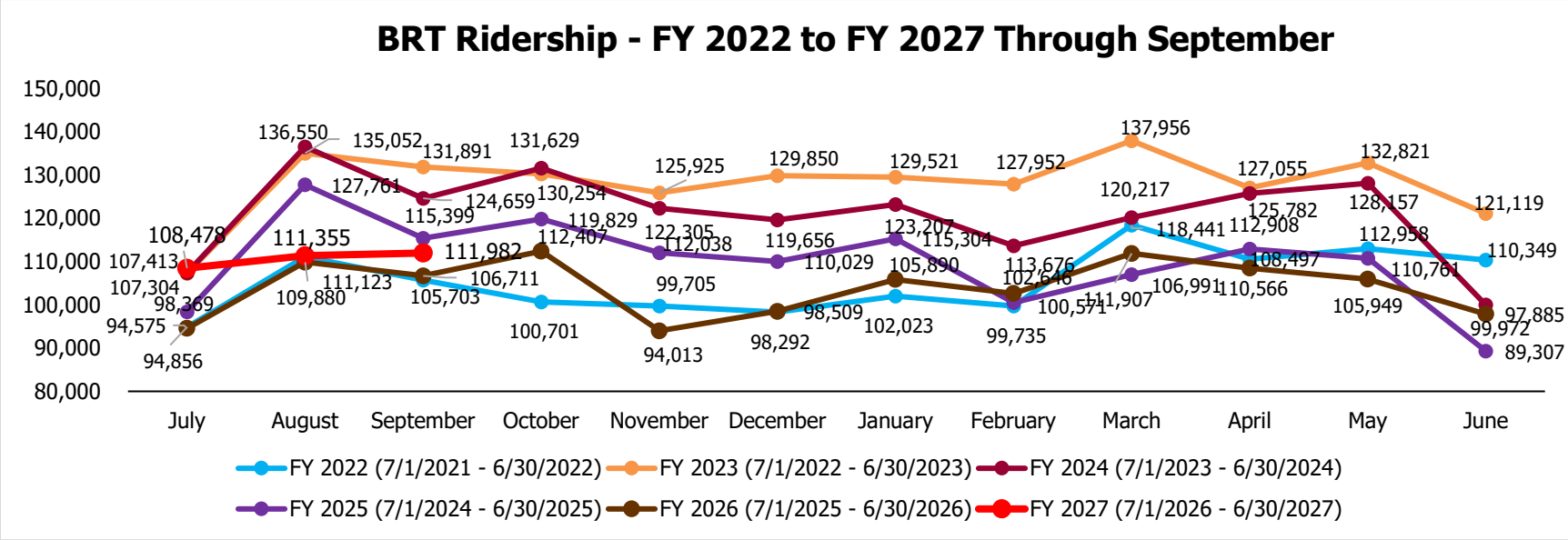
May-25
Jun-25
Jul-25
Aug-25
Sep-25
Oct-25
Nov-25
Dec-25
Jan-26
Feb-26
Mar-26
Apr-26
May-26
Jun-26
Jul-26
Aug-26
Sep-26
*According to the US Department of Health and Human Services (HHS), the Public Health Emergency (PHE) for COVID-19 ended May 11, 2023.
May 2023 to September…

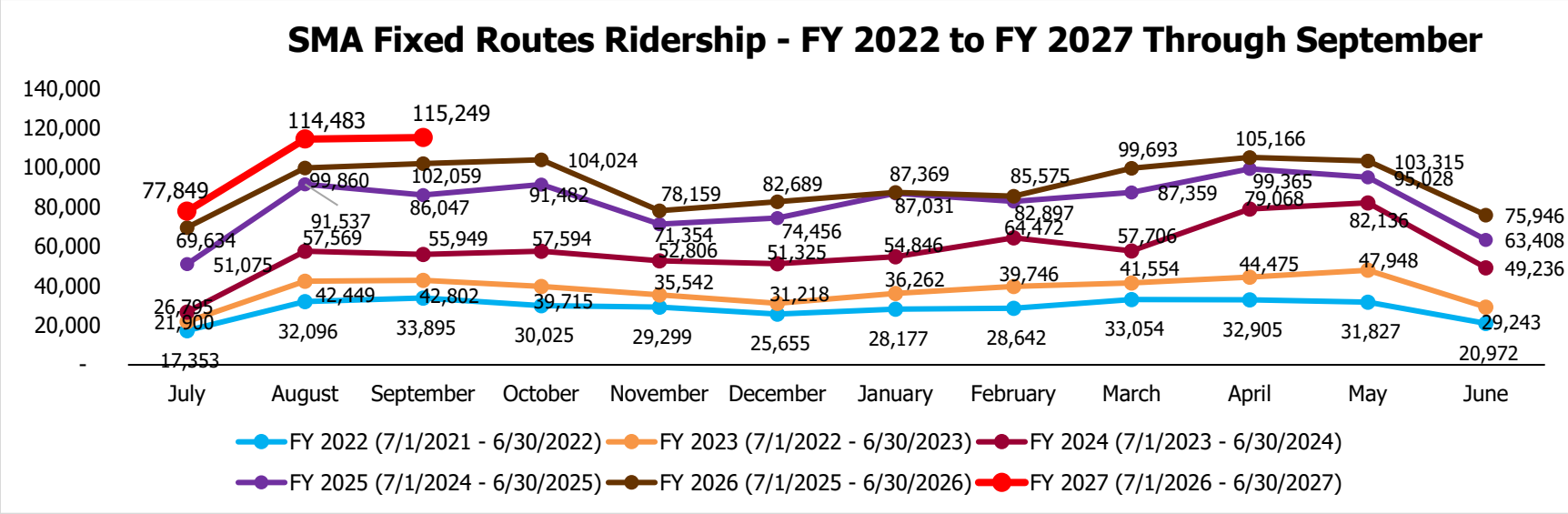
Notes - System-Wide Ridership - May 2023* (Post-Pandemic)

Period	Description
Jul 23 (FY 24)	Implemented 30-minute frequency all day on Routes 510, 515, 520, 525. Extended certain trips on County Hopper routes to serve the Downtown Transit Center (DTC) and Mall Transfer Station (MTS).
Oct 23 (FY 24)	SUSD Fall Break (one week)
Nov 23 (FY 24)	SUSD Thanksgiving Break (one week)
Dec 23 & Jan 24 (FY 24)	SUSD Winter Break (two weeks)
Jan 24 (FY 24)	Implemented 30-minute frequency all day on Routes 545, 555, 566, 576, 578, and 580 and the new Route 40 Local.
Feb 24 (FY 24) - May 24 (FY 24)	Missed service due to personnel shortage.
Apr 24 & May 24 (FY 24)	System-wide revenue hours increased by 17.7%. From January, ridership increased by 12.7% in April and 15.6% in May.
Jun 24 (FY 24)	SUSD Summer Break. Discontinued Commuter Route 120
Jul 24 (FY 25)	SUSD Summer Break
Aug 24 (FY 25)	School resumed. Due to the increased frequency of the SMA local routes and the establishment of Route 40 Local, data shows that ridership is shifting to the SMA local routes. However, system-wide ridership has increased overall. It increased by 21,321 (9%) in August 2024 compared to August 2023.
Sept 24 (FY 25)	Labor Day, no service. SUSD was off for a total of 3 days.
Oct 24 (FY 25)	SUSD Fall Break (one week), no holidays
Nov 24 (FY 25)	SUSD Thanksgiving Break (one week) plus two additional days off and no service on Thanksgiving
Dec 24 & Jan 25 (FY 25)	SUSD Winter Break (two weeks), no service on Christmas Day, and no service on New Year's Day
Feb 25 (FY 25)	February has fewer days of operation. SUSD was off for two days.
Mar 25, Apr 25, May 25, June 25 (FY 25)	Mar 2025 - SUSD Spring Break (one week). Apr 2025 - No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 29. June 2025 - SUSD off for summer break.
Jul 25 (FY 26)	New July service implementation on July 27. SUSD resumed school on July 31.
Sept 25 & Oct 25 (FY 26)	September: No service on Labor Day. SUSD was off for 3 days. October: SUSD Fall Break (one week), no holidays
Nov 25 (FY 26)	November: Lower ridership on Veterans Day, SUSD was off for Thanksgiving break (one week), no service on Thanksgiving Day.
Dec 25 (FY 26)	SUSD Winter Break (one week), no service on Christmas Day.
Jan 26 (FY 26)	SUSD Winter Break, no service on New Year’s Day. Renamed Route 40 Local to Route 540, implemented Route 571, enhanced the local 500-series routes to provide consistent seven-day service, and discontinued Routes 710, 715, 720, 725, and 745.
Feb 26 (FY 26)	February has fewer days of operation. SUSD was off for two days.
Mar 26, Apr 26, May 26 (FY 26)	Mar 2026 - SUSD Spring Break (one week). Apr 2026 – No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 28.
Jun 26 (FY 26)	SUSD Summer break
Jul 26 (FY 27)	July 2026 Service Implementation - service adjustments to improve reliability and connections, and ended Metro Hoppers 4 & 5 pilot service. SUSD resumed school.
Sept 26 (FY 27)	September: No service on Labor Day.



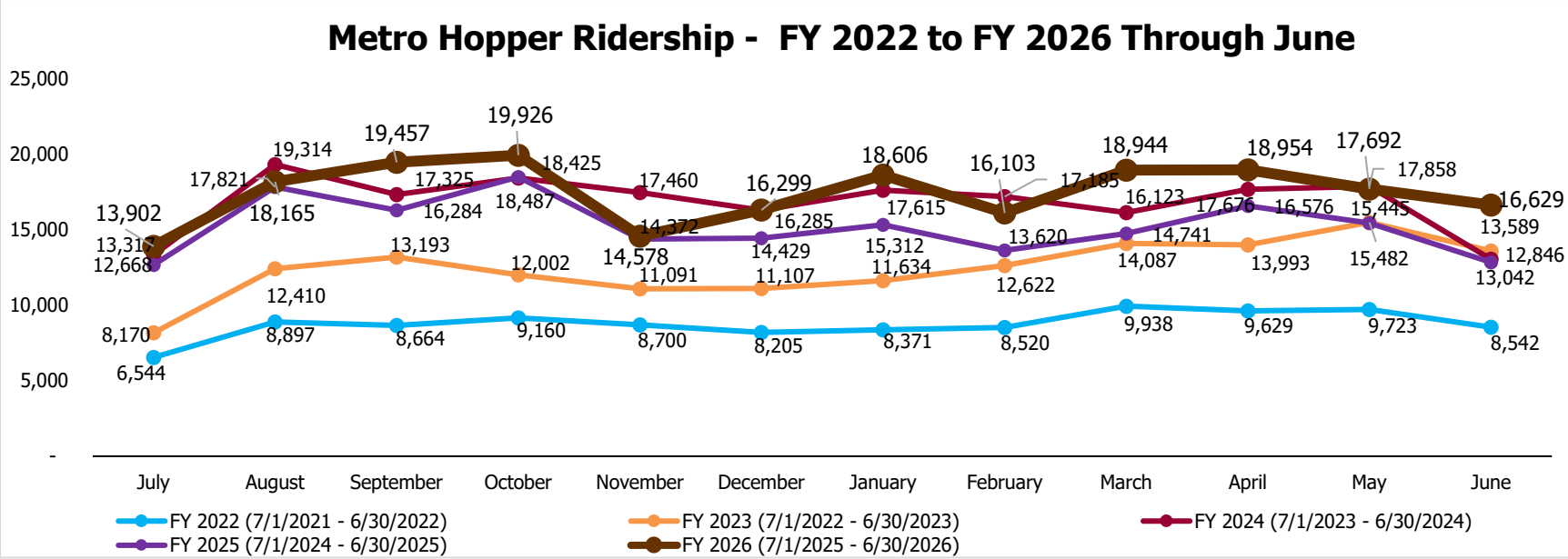
BRT Notes

Period	Description
Dec 24 & Jan 25 (FY 25)	SUSD Winter Break (two weeks), no service on Christmas Day, and no service on New Year's Day
Feb 25 (FY 25)	February has fewer days of operation. Route 40 Express Weekend was converted to Route 40 Local. SUSD was off for two days.
Mar 25, Apr 25, May 25, June 25 (FY 25)	Mar 2025 - SUSD Spring Break (one week). Apr 2025 - No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 29. June 2025 - SUSD off for summer break.
Jul 25 (FY 26)	New July service implementation on July 27. SUSD resumed school on July 31.
Sept 25 & Oct 25 (FY 26)	September: No service on Labor Day. SUSD was off for 3 days. October: SUSD Fall Break (one week), no holidays
Nov 25 (FY 26)	November: Lower ridership on Veterans Day, SUSD was off for Thanksgiving break (one week), no service on Thanksgiving Day.
Dec 25 (FY 26)	SUSD Winter Break (one week), no service on Christmas Day.
Jan 26 (FY 26)	SUSD Winter Break (one week), no service on New Year's Day.
Feb 26 (FY 26)	February has fewer days of operation. SUSD was off for two days.
Mar 26, Apr 26, May 26 (FY 26)	Mar 2026 - SUSD Spring Break (one week). Apr 2026 – No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 28.
Jun 26 (FY 26)	SUSD Summer break
Jul 26 (FY 27)	July 2026 Service Implementation - service adjustments to improve reliability and connections, and ended Metro Hoppers 4 & 5 pilot service. SUSD resumed school.
Sept 26 (FY 27)	September: No service on Labor Day.



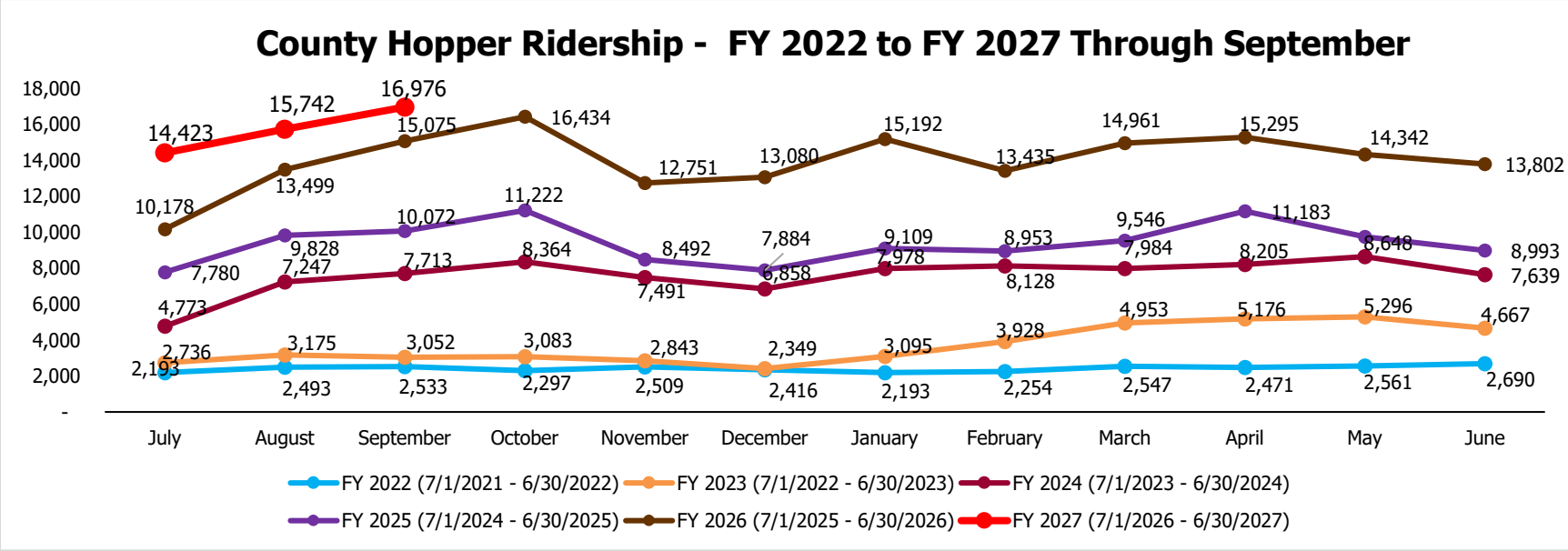
SMA Fixed Routes Notes

Period	Description
Dec 24 & Jan 25 (FY 25)	SUSD Winter Break (two weeks), no service on Christmas Day, and no service on New Year's Day
Feb 25 (FY 25)	February has fewer days of operation. SUSD was off for two days.
Mar 25, Apr 25, May 25, June 25 (FY 25)	Mar 2025 - SUSD Spring Break (one week). Apr 2025 - No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 29. June 2025 - SUSD off for summer break.
Jul 25 (FY 26)	New July service implementation on July 27. SUSD resumed school on July 31.
Sept 25 & Oct 25 (FY 26)	September: No service on Labor Day. SUSD was off for 3 days. October: SUSD Fall Break (one week), no holidays
Nov 25 (FY 26)	November: Lower ridership on Veterans Day, SUSD was off for Thanksgiving break (one week), no service on Thanksgiving Day.
Dec 25 (FY 26)	SUSD Winter Break (one week), no service on Christmas Day.
Jan 26 (FY 26)	SUSD Winter Break, no service on New Year's Day. Renamed Route 40 Local to Route 540, implemented Route 571, enhanced the local 500-series routes to provide consistent seven-day service, and discontinued Routes 710, 715, 720, 725, and 745.
Feb 26 (FY 26)	February has fewer days of operation. SUSD was off for two days.
Mar 26, Apr 26, May 26 (FY 26)	Mar 2026 - SUSD Spring Break (one week). Apr 2026 – No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 28.
Jun 26 (FY 26)	SUSD Summer break
Jul 26 (FY 27)	July 2026 Service Implementation - service adjustments to improve reliability and connections, and ended Metro Hoppers 4 & 5 pilot service. SUSD resumed school.
Sept 26 (FY 27)	September: No service on Labor Day.



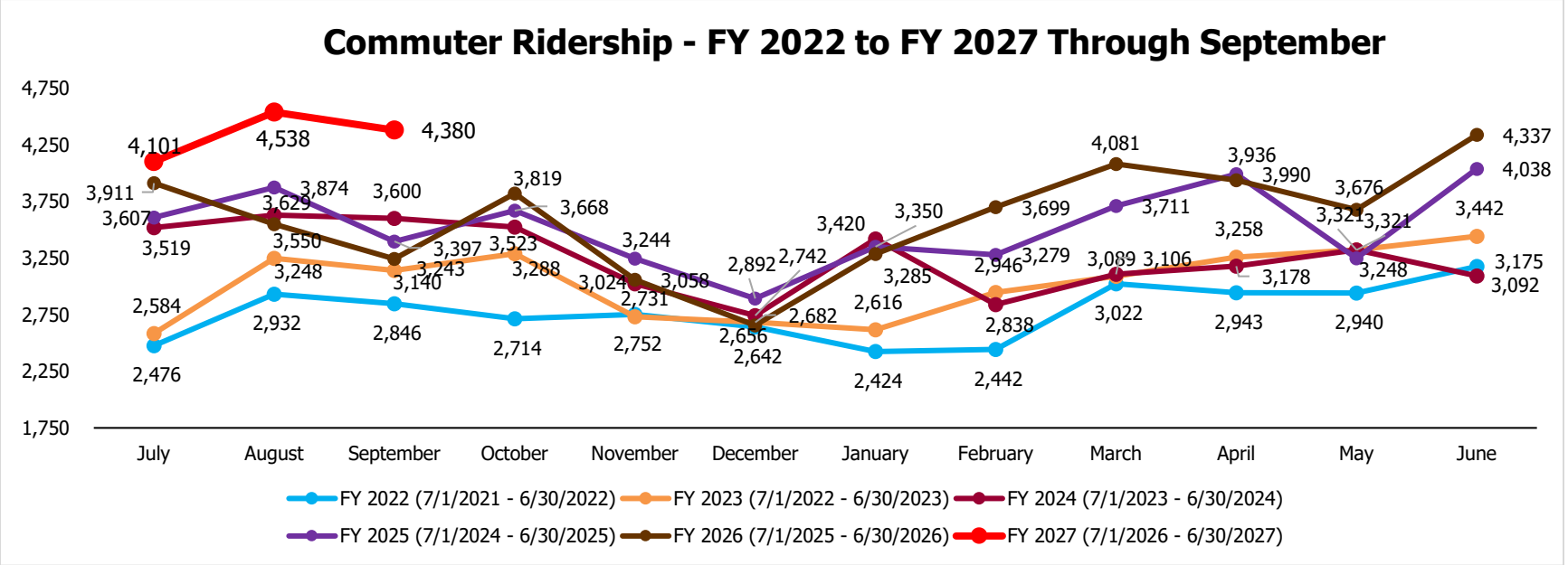
Metro Hopper Notes

Period	Description
Dec 24 & Jan 25 (FY 25)	SUSD Winter Break (two weeks), no service on Christmas Day, and no service on New Year's Day
Feb 25 (FY 25)	February has fewer days of operation. SUSD was off for two days.
Mar 25, Apr 25, May 25, June 25 (FY 25)	Mar 2025 - SUSD Spring Break (one week). Apr 2025 - No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 29. SUSD off for summer break.
Jul 25 (FY 26)	New July service implementation on July 27. SUSD resumed school on July 31.
Sept 25 & Oct 25 (FY 26)	September: No service on Labor Day. SUSD was off for 3 days. October: SUSD Fall Break (one week), no holidays
Nov 25 (FY 26)	November: Lower ridership on Veterans Day, SUSD was off for Thanksgiving break (one week), no service on Thanksgiving Day.
Dec 25 (FY 26)	SUSD Winter Break (one week), no service on Christmas Day.
Jan 26 (FY 26)	SUSD Winter Break (one week), no service on New Year's Day.
Feb 26 (FY 26)	February has fewer days of operation. SUSD was off for two days.
Mar 26, Apr 26, May 26 (FY 26)	Mar 2026 - SUSD Spring Break (one week). Apr 2026 – No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 28.
Jun 26 (FY 26)	SUSD Summer break
Jul 26 (FY 27)	July 2026 Service Implementation - service adjustments to improve reliability and connections, and ended Metro Hoppers 4 & 5 pilot service. SUSD resumed school.
Sept 26 (FY 27)	September: No service on Labor Day.



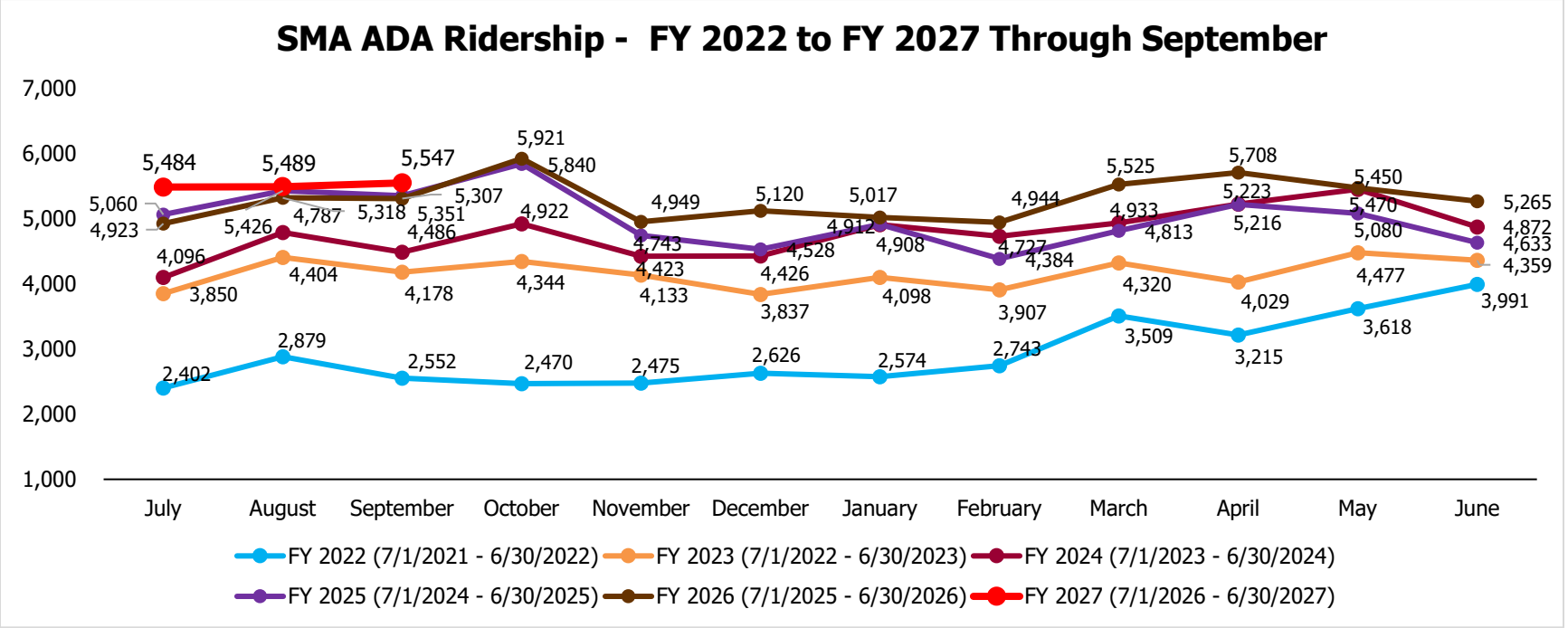
County Hopper Notes

Period	Description
Nov 24, Dec 24, & Jan 25 (FY 25)	Thanksgiving Day, Christmas Day, New Year's Day - no service
Feb 25 (FY 25)	February has fewer days of operation.
Apr 25, May 25 (FY 25)	No service on Easter. Memorial Day is a state holiday, so ridership is lower.
Jul 25 (FY 26)	New July service implementation on July 27. SUSD resumed school on July 31.
Sept 25 (FY 26)	No service on Labor Day.
Nov 25 (FY 26)	November: Lower ridership on Veterans Day and no service on Thanksgiving Day.
Dec 25 (FY 26)	No service on Christmas Day.
Jan 26 (FY 26)	No service on New Year's Day.
Feb 26 (FY 26)	February has fewer days of operation.
Mar 26, Apr 26, May 26 (FY 26)	Mar 2026 - SUSD Spring Break (one week). Apr 2026 – No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 28.
Jun 26 (FY 26)	SUSD Summer break
Jul 26 (FY 27)	July 2026 Service Implementation - service adjustments to improve reliability and connections, and ended Metro Hoppers 4 & 5 pilot service. SUSD resumed school.
Sept 26 (FY 27)	September: No service on Labor Day.



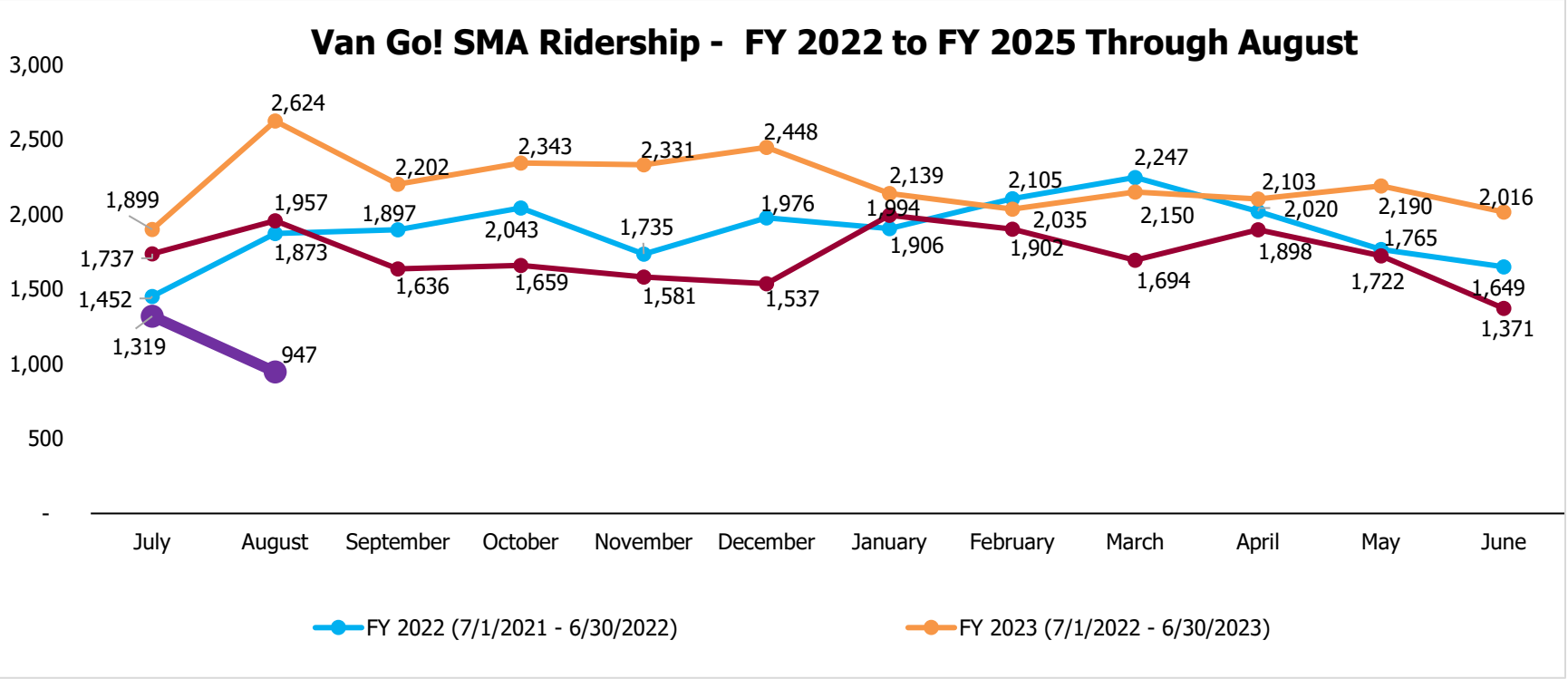
Commuter Notes

Period	Description
Jul 24 (FY 25)	Only Routes 150 and 163 operate.
Sept 24 (FY 25)	Labor Day - no service
Oct 24 (FY 25)	No holidays
Nov 24, Dec 24, & Jan 25 (FY 25)	Thanksgiving Day, Christmas Day, New Year's Day - no service
Feb 25, Apr 25, May 25 (FY 25)	February has fewer operating days. No service on Easter. Memorial Day is a state holiday, so ridership is lower.
Sept 25 (FY 26)	No service on Labor Day.
Nov 25 (FY 26)	November: Lower ridership on Veterans Day and no service on Thanksgiving Day.
Dec 25 (FY 26)	No service on Christmas Day.
Jan 26 (FY 26)	No service on New Year's Day.
Feb 26, Apr 26, May 26 (FY 26)	February has fewer operating days. No service on Easter. Memorial Day is a state holiday, so ridership is lower.
Jul 26 (FY 27)	July 2026 Service Implementation - service adjustments to improve reliability and connections, and ended Metro Hoppers 4 & 5 pilot service. SUSD resumed school.
Sept 26 (FY 27)	September: No service on Labor Day.



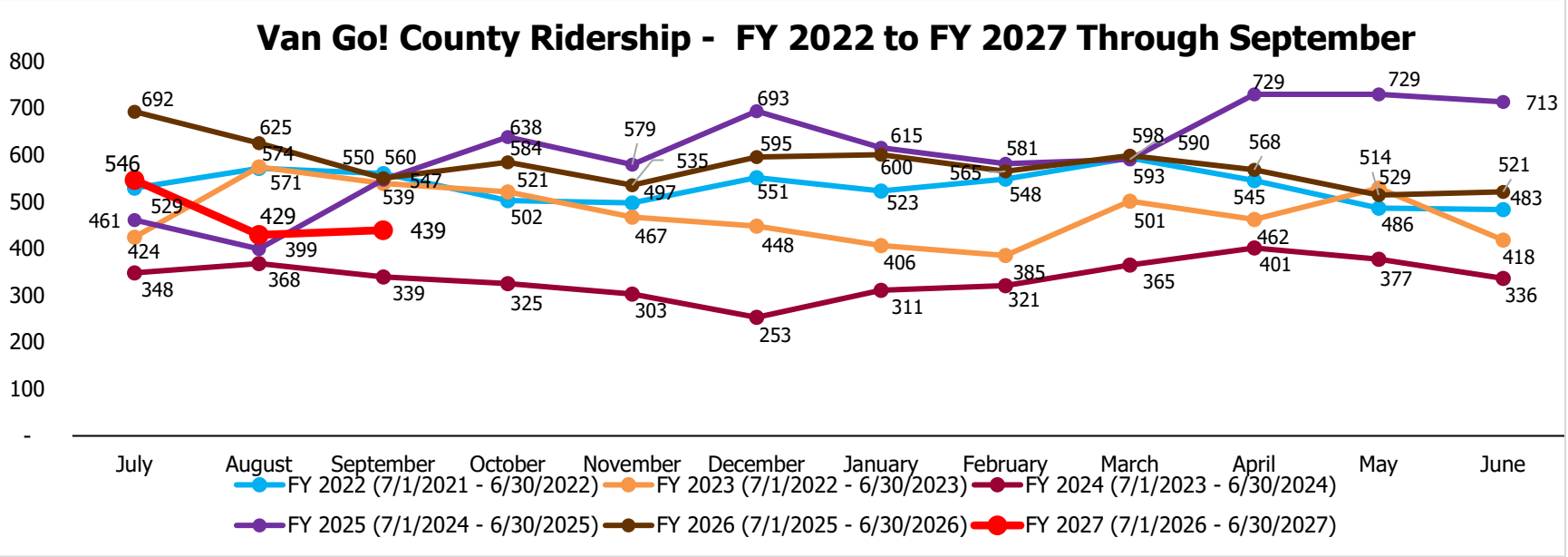
SMA ADA Notes

Period	Description
Sept 24 (FY 25)	Labor Day - no service
Oct 24 (FY 25)	No holidays
Nov 24, Dec 24, & Jan 25 (FY 25)	Thanksgiving Day, Christmas Day, New Year's Day - no service
Feb 25, Apr 25, May 25 (FY 25)	February has fewer operating days. No service on Easter. Memorial Day is a state holiday, so ridership is lower.
Sept 25 (FY 26)	No service on Labor Day.
Nov 25 (FY 26)	November: Lower ridership on Veterans Day and no service on Thanksgiving Day.
Dec 25 (FY 26)	No service on Christmas Day.
Jan 26 (FY 26)	No service on New Year's Day.
Feb 26, Apr 26, May 26 (FY 26)	February has fewer operating days. No service on Easter. Memorial Day is a state holiday, so ridership is lower.
Sept 26 (FY 27)	September: No service on Labor Day.



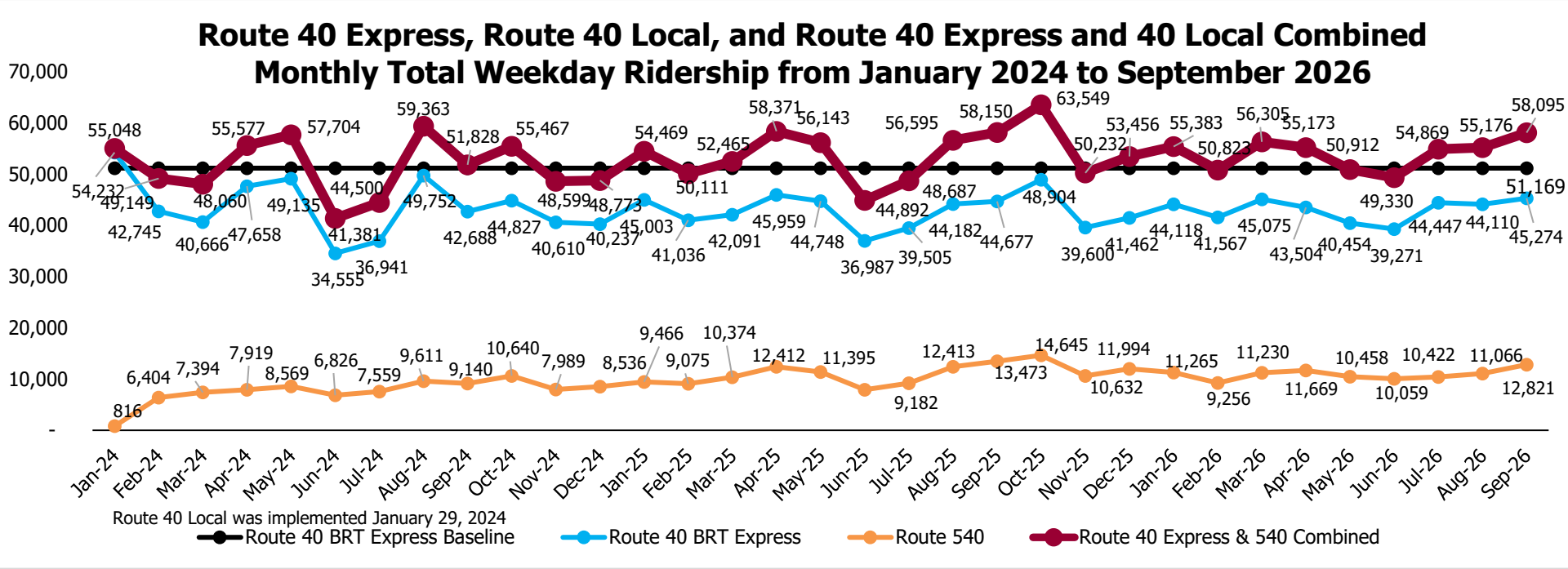
Van Go! SMA Notes

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



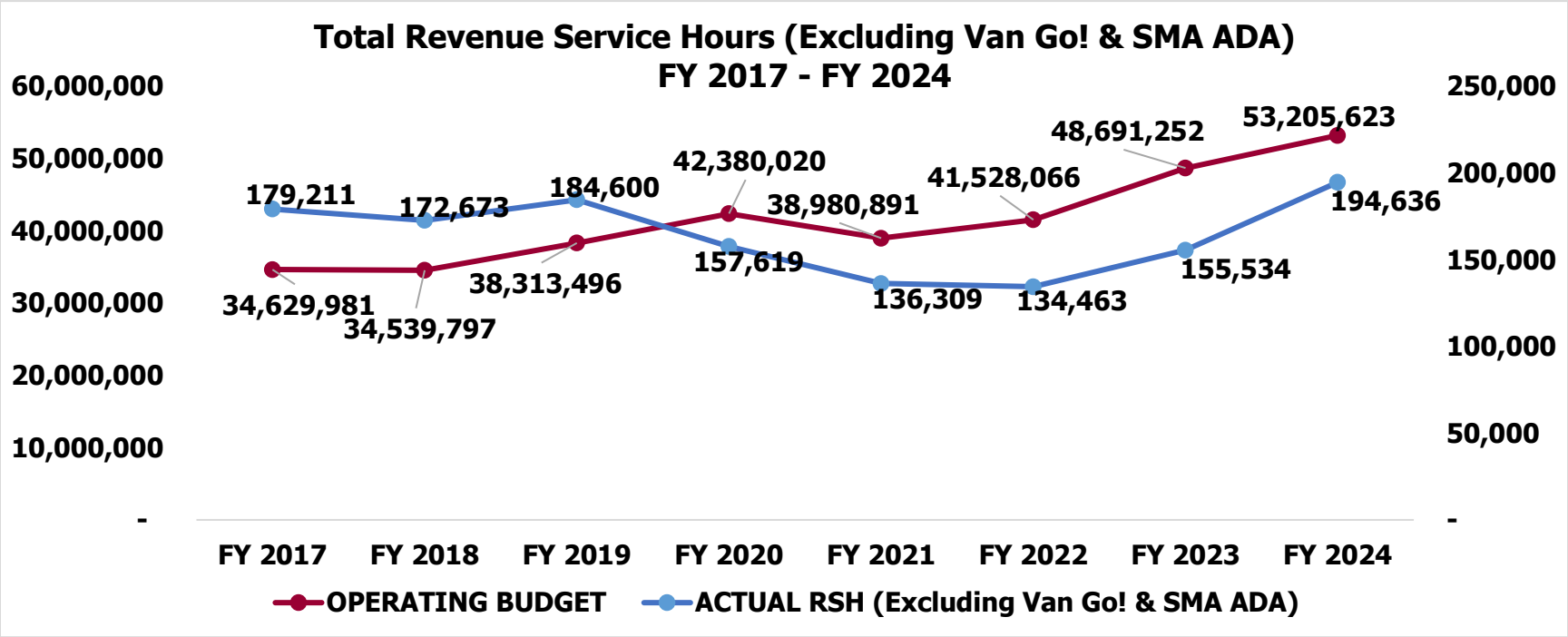
Van Go! County Notes

Period	Description
Jan 21 to Aug 24	The service was expanded to provide direct trips to and from any place in San Joaquin County. Service hours were 8:00 a.m. to 5:00 p.m., seven days a week.
Sept 24 to Current	Starting September 1, 2024, Van Go! will no longer be available for rides within the City of Stockton.
Sept 24 (FY 25)	Labor Day - no service
Oct 24 (FY 25)	No holidays
Nov 24, Dec 24, & Jan 25 (FY 25)	Thanksgiving Day, Christmas Day, New Year's Day - no service
Feb 24, Mar 25, Apr 25, May 25 (FY 25)	February has fewer operating days. No service on Easter. Memorial Day is a state holiday, so ridership is lower.
Sept 25 (FY 26)	No service on Labor Day.
Nov 25 (FY 26)	November: Lower ridership on Veterans Day and no service on Thanksgiving Day.
Dec 25 (FY 26)	No service on Christmas Day.
Jan 26 (FY 26)	No service on New Year’s Day.
Feb 26, Apr 26, May 26 (FY 26)	February has fewer operating days. No service on Easter. Memorial Day is a state holiday, so ridership is lower.
Sept 26 (FY 27)	September: No service on Labor Day.



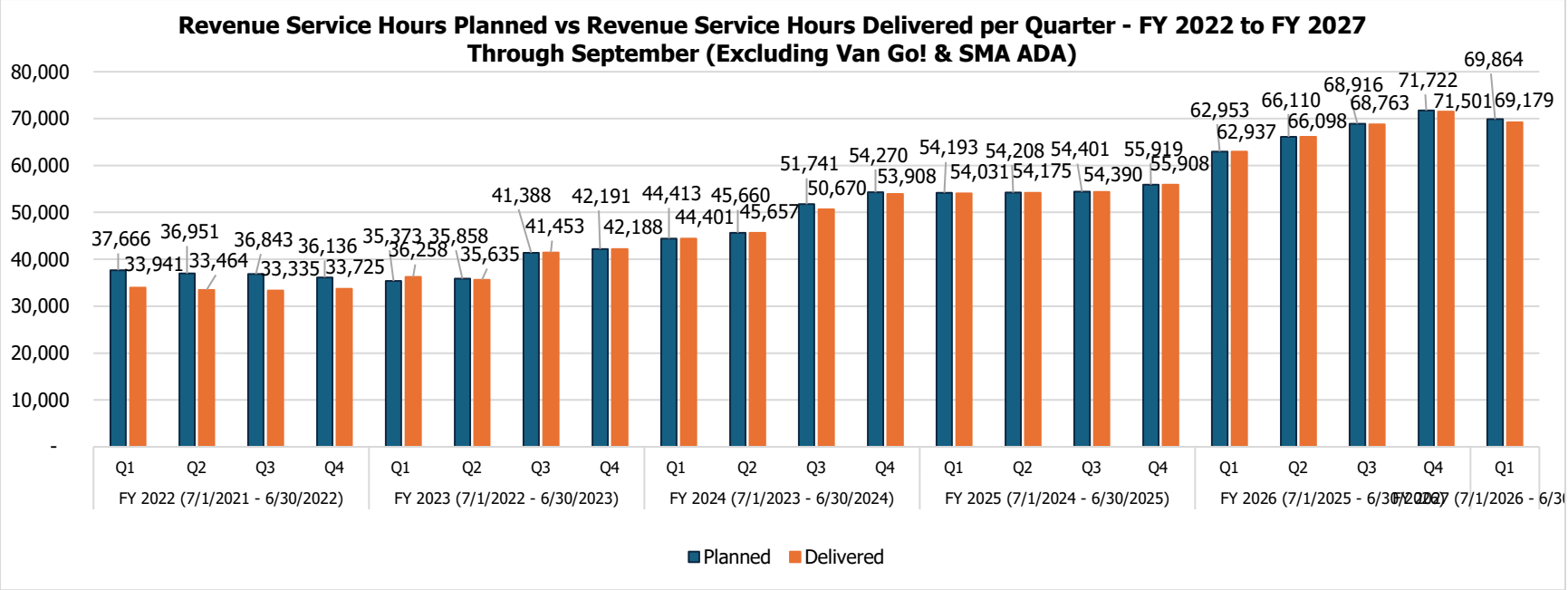
Notes: Baseline Ridership is the average monthly of the first half of FY 2024.

Period	Description
Dec 24 & Jan 25 (FY 25)	SUSD Winter Break (two weeks), no service on Christmas Day, and no service on New Year's Day
Feb 25 (FY 25)	February has fewer days of operation. Route 40 Express Weekend was converted to Route 40 Local. SUSD was off for two days.
May & June 25 (FY 25)	SUSD off for Memorial Day, SUSD last day of school May 29. June 2025 – SUSD off for summer break.
Jul 25 (FY 26)	New July service implementation on July 27. SUSD resumed school on July 31.
Sept 25 & Oct 25 (FY 26)	September: No service on Labor Day. SUSD was off for 3 days. October: SUSD Fall Break (one week), no holidays
Nov 25 (FY 26)	November: Lower ridership on Veterans Day and no service on Thanksgiving Day.
Dec 25 (FY 26)	SUSD Winter Break (one week), no service on Christmas Day.
Jan 26 (FY 26)	SUSD Winter Break (one week), no service on New Year's Day. Renamed Route 40 Local to Route 540.
Feb 26 (FY 26)	February has fewer days of operation. SUSD was off for two days.
Mar 26, Apr 26, May 26 (FY 26)	Mar 2026 - SUSD Spring Break (one week). Apr 2026 – No service on Easter. May 2025 - SUSD off for Memorial Day, SUSD last day of school May 28.
Sept 26 (FY 27)	September: No service on Labor Day.



Notes:

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



Notes:

Period	Description
Oct 24 (FY 25)	Missed service due to personnel shortage and incidents.
Nov 24, Dec 24, Jan 25 (FY 25)	No service on Thanksgiving Day, No service on Christmas Day, No service on New Year's Day
Mar 25 & Apr 25 (FY 25)	February has fewer days of operation. No service on Easter.
July 25 (FY 26)	New July service implementation on July 27.
Sept 25 (FY 26)	No service on Labor Day
Nov 25 (FY 26)	No service on Thanksgiving Day
Dec 25 (FY 26)	No service on Christmas Day
Jan 26 (FY 26)	No service on New Year's Day. Renamed Route 40 Local to Route 540, implemented Route 571, enhanced the local 500-series routes to provide consistent seven-day service, and discontinued Routes 710, 715, 720, 725, and 745.
Mar 26 & Apr 26 (FY 26)	February has fewer days of operation. No service on Easter.
Jun 26 (FY 26)	SUSD Summer break
Jul 26 (FY 27)	July 2026 Service Implementation - service adjustments to improve reliability and connections, and ended Metro Hoppers 4 & 5 pilot service. SUSD resumed school.
Sept 26 (FY 27)	September: No service on Labor Day.

FY 2024 & FY 2027 Through September
Passenger Per Revenue Hour (PPRH) by Route

Weekday

Route	FY 2024 Quarterly PPRH				FY 2025 Quarterly PPRH				FY 2026 Quarterly PPRH				FY 2027 Quarterly PPRH
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter
BRT													
40	41	43	40	37	35	35	35	34	31	28	30	27	30
43	21	21	21	21	20	21	21	20	20	19	20	19	19
47	16	15	14	14	14	14	16	15	15	14	15	15	16
44	14	13	12	12	11	10	10	10	10	8	10	9	10
49	7	7	7	7	6	7	7	6	6	7	6	6	6
SMA Limited-Service Fixed Route													
360	58	50	36	32	27	33	30	24	60	38	52	68	58
380	55	52	48	65	45	65	57	62	72	43	57	55	49
385	20	25	22	20	22	24	27	25	13	11	20	18	31
378	44	51	41	34	37	44	35	16	38	23	28	25	30
375	20	24	26	27	21	26	30	21	23	19	25	18	25
345	22	32	28	23	25	24	26	25	22	28	33	22	24
315	21	22	24	19	22	24	25	18	18	16	21	16	19
340	21	22	25	36	26	30	24	22	30	18	23	27	14
390	5	6	9	11	10	12	9	11	12	4	4	7	8
335	22	19	22	23	21	27	30	37	41	34	30	0	0
371	8	12	13	13	12	14	13	10	12	10	13	0	0
SMA Fixed Route													
520	15	15	14	17	19	17	20	19	21	18	17	17	18
515	11	11	11	12	11	11	11	11	11	13	14	15	16
540	0	0	0	0	0	0	0	0	0	0	12	12	14
525	9	10	9	10	10	11	11	11	11	10	11	12	13
555	11	13	9	10	10	11	12	12	10	9	10	11	11
578	11	12	7	8	10	11	12	11	10	8	11	12	11
545	8	9	5	6	7	8	7	7	5	5	7	7	9
510	9	8	9	9	10	10	10	10	9	7	8	9	9
566	5	5	4	4	5	5	5	5	5	5	6	7	8
576	6	7	4	5	6	7	6	7	7	7	8	7	8
571	0	0	0	0	0	0	0	0	0	0	5	6	7
580	5	6	4	5	5	5	5	5	5	5	6	6	7
#NUM!													
Metro Hopper													
6	8	9	10	9	9	9	9	8	8	7	8	7	6
2	6	6	7	6	7	7	6	6	6	6	6	5	6
3	5	5	5	6	5	5	5	5	5	5	6	6	6
5	10	9	9	8	7	8	7	8	6	5	6	7	6
4	9	10	9	8	7	8	7	6	5	5	5	5	6
1	6	6	6	6	6	6	6	6	5	5	5	5	6
9	5	5	5	5	5	4	4	4	4	3	4	5	5
County Hopper													
93	8	8	7	7	8	8	7	8	5	5	6	5	6
90	5	7	6	6	7	7	7	7	4	4	5	4	5
91	3	3	3	3	4	4	4	4	2	2	2	2	3
97	1	1	1	2	2	2	2	2	1	2	2	2	2
95	2	2	2	2	3	3	3	3	1	1	1	2	2
Commuter													
150	6	5	5	5	6	5	6	6	6	4	6	7	6
163	3	2	2	2	3	2	2	2	2	1	2	2	3
Demand Response (Paratransit)													
SMA ADA	3	2	2	2	2	2	2	2	2	2	2	2	2
Mobility on Demand													
Van Go	2	1	2	2	1	1	1	1	1	1	1	1	1

Weekend

Route	FY 2024 Quarterly PPRH				FY 2025 Quarterly PPRH				FY 2026 Quarterly PPRH				FY 2027 Quarterly PPRH
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter
BRT													
40	41	43	52	45	43	44	46	0	0	0	21	20	26
43	22	24	26	24	23	25	24	24	22	21	21	19	20
47	13	13	16	17	14	14	14	14	16	14	17	14	15
44	11	11	12	11	10	9	8	9	10	9	9	8	9
49	6	5	6	5	4	3	4	5	5	5	5	5	6
40 L	0	0	0	0	0	0	29	31	19	19	18	0	0
SMA Fixed Route													
540	0	0	0	0	0	0	0	0	0	0	15	13	14
515	0	0	0	0	0	0	0	0	0	0	9	9	11
510	0	0	0	0	0	0	0	0	0	0	9	9	10
525	0	0	0	0	0	0	0	0	0	0	6	7	8
520	0	0	0	0	0	0	0	0	0	0	7	7	8
555	0	0	0	0	0	0	0	0	0	0	6	8	8
576	0	0	0	0	0	0	0	0	0	0	5	6	7
578	0	0	0	0	0	0	0	0	0	0	5	6	6
580	0	0	0	0	0	0	0	0	0	0	4	5	6
566	0	0	0	0	0	0	0	0	0	0	4	4	5
545	0	0	0	0	0	0	0	0	0	0	4	4	5
571	0	0	0	0	0	0	0	0	0	0	2	3	4
793	0	0	0	0	0	0	2	3	3	3	4	4	4
797	0	0	0	0	0	0	1	2	2	2	3	2	3
710	12	12	11	13	13	11	11	13	10	10	10	0	0
715	6	7	8	8	9	8	9	8	8	10	9	0	0
720	5	5	4	6	5	4	5	6	5	4	4	0	0
725	5	5	4	4	5	4	5	6	6	5	4	0	0
745	4	4	4	4	5	5	5	5	4	5	4	0	0
Commuter													
150	3	3	3	3	3	4	3	4	4	4	4	5	5
Demand Response (Paratransit)													
SMA ADA	3	2	2	2	2	2	2	2	2	2	2	2	2
Mobility on Demand													
Van Go	2	2	2	2	1	1	1	1	1	1	1	1	1

Note:	
FY 24 Q1	In July 2024, RTD implemented a 30-minute frequency all day on Routes 510, 515, 520, 525 and extended certain trips on County Hopper routes to serve the Downtown Transit Center (DTC) and Mall Transfer Station (MTS).
FY 24 Q2	SUSD fall, Thanksgiving, and winter breaks.
FY 24 Q3	In January 2024, RTD implemented a 30-minute frequency all day on Routes 545, 555, 566, 576, 578, and 580 and the new Route 40 Local. In March 2024, RTD had missed service due to the system failure.
FY 24 Q4	SUSD summer break in June.
FY 25 Q1	SUSD summer break in July. School resumed in August 2024.
FY 25 Q2	SUSD Fall Break (one week) in October, Thanksgiving Break (one week) plus two additional days off in November, Winter Break (one and a half weeks) in December.
FY 25 Q3	SUSD Winter Break (three days) and no service on New Year's Day. Less operating days in February. SUSD Spring Break (one week).
FY 25 Q4	No service on Easter Sunday, SUSD off on Memorial Day, SUSD last day of school May 29. June 2025 - SUSD summer break.
FY 26 Q1	New July service implementation on July 27. July 2025 - SUSD resumed school. No service on Labor Day.
FY 26 Q2	September: No service on Labor Day. SUSD was off for 3 days. October: SUSD Fall Break (one week), no holidays. November: Thanksgiving Break (one week), no service on Thanksgiving. December: Winter Break (two weeks), no service on Christmas
FY 26 Q3	January: No service on New Year's Day. SUSD Winter Break, no service on New Year's Day. Renamed Route 40 Local to Route 540, implemented Route 571, enhanced the local 500-series routes to provide consistent seven-day service, and discontinued Routes 710, 715, 720, 725, and 745. February has fewer days of operation. March: SUSD Spring Break (one week)
FY 26 Q4	No service on Easter Sunday, SUSD off on Memorial Day, SUSD last day of school May 28.
FY 27 Q1	July 2026 Service Implementation - service adjustments to improve reliability and connections, and ended Metro Hoppers 4 & 5 pilot service. SUSD resumed school. No service on Labor Day.

San Joaquin County Regional Data
FY 2024

	Annual Unlinked Passengers	RSH Annual Revenue Service Hours	VOMs Vehicles in maximum service	Total Annual Operating Expenses
San Joaquin RTD	2,556,358	233,670	105	$ 45,214,645
City of Lodi	202,737	29,141	13	$ 4,547,648
City of Tracy	157,109	38,994	15	$ 6,029,938
City of Manteca	78,783	19,914	6	$ 3,552,450
City of Escalon	1,279	965	3	$ 310,274
City of Ripon	Not Reported	Not Reported	Not Reported	Not Reported

*Based on 2024 NTD Data
*This table helps reinforce the regional nature of RTD's service.
*Latest available data as per NTD

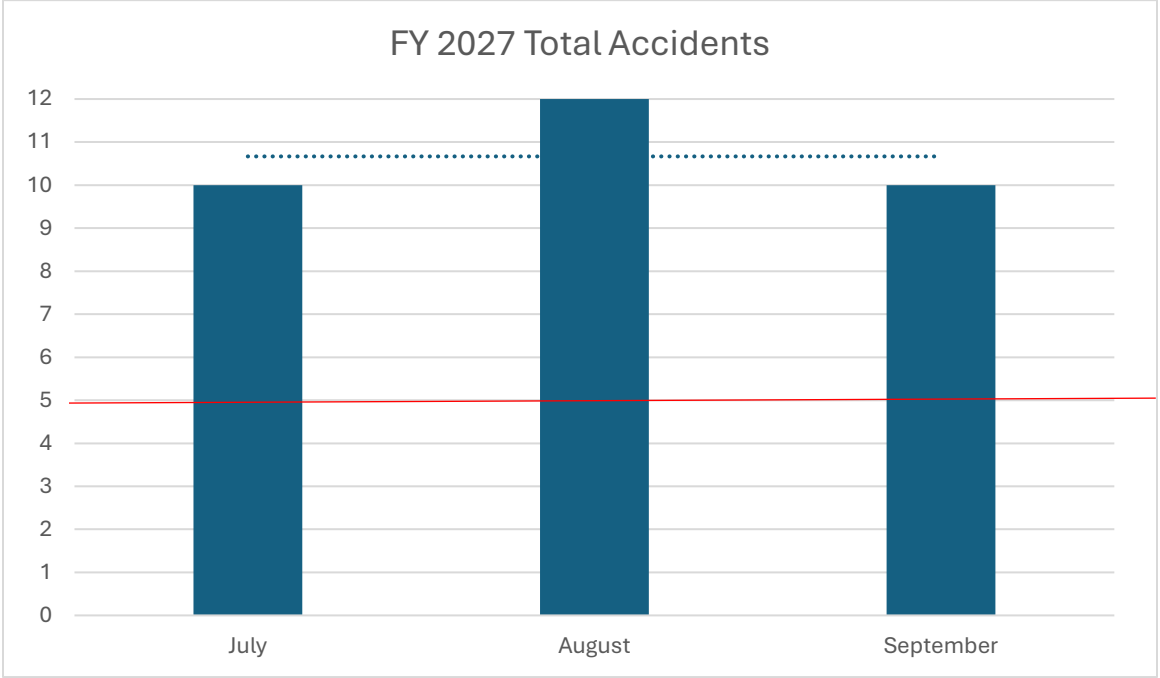
Procurement Department Key Performance Indicators (KPI's)

KPI (Monthly/Quarterly Count)	Jan-26	Feb-26	Mar-26	3Q26	Apr-26	May-26	Jun-26	4Q26	Jul-26	Aug-26	Sep-26	1Q27
Number of Procurements in Process (ALL Requests) - Current Requisitions/ Projects (Monthly Total)	180	209	229	**618**	201	177	140	**518**	198	228	224	**650**
Number of Informal Procurements out for Bid - MSE and Services (Monthly Total)	176	201	210	**587**	176	163	104	**443**	135	175	137	**447**
Number of Informal Procurements Completed - MSE and Services (Monthly Total)	116	170	216	**502**	190	159	95	**444**	135	211	162	**508**
Number of Formal Procurements Solicitations Solicited - MSE and Services (Monthly Total)	0	0	1	**1**	1	0	0	**1**	0	0	0	**0**
Number of Formal Procurements Awarded - MSE and Services (Monthly Total)	0	0	0	**0**	0	0	1	**1**	0	2	0	**2**
Non-Revenue Vehicles Currently Awaiting Delivery (End of Month)	1	0	0		0	0	0		0	0	0	
Non-Revenue Vehicles Accepted (Monthly Total)	3	1	0		0	0	4		4	0	0	
Revenue Vehicles Currently Awaiting Delivery (End of Month)	0	0	0		10	7	3		2	0	0	
Revenue Vehicles delivered but pending acceptance	0	0	0		3	3	4		1	2	0	
Revenue Vehicles Accepted (Monthly Total)	0	0	0		0	0	0		10	3	2	

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

Thomas Dempsey, Director of Procurement

FY27 Q1 Accidents



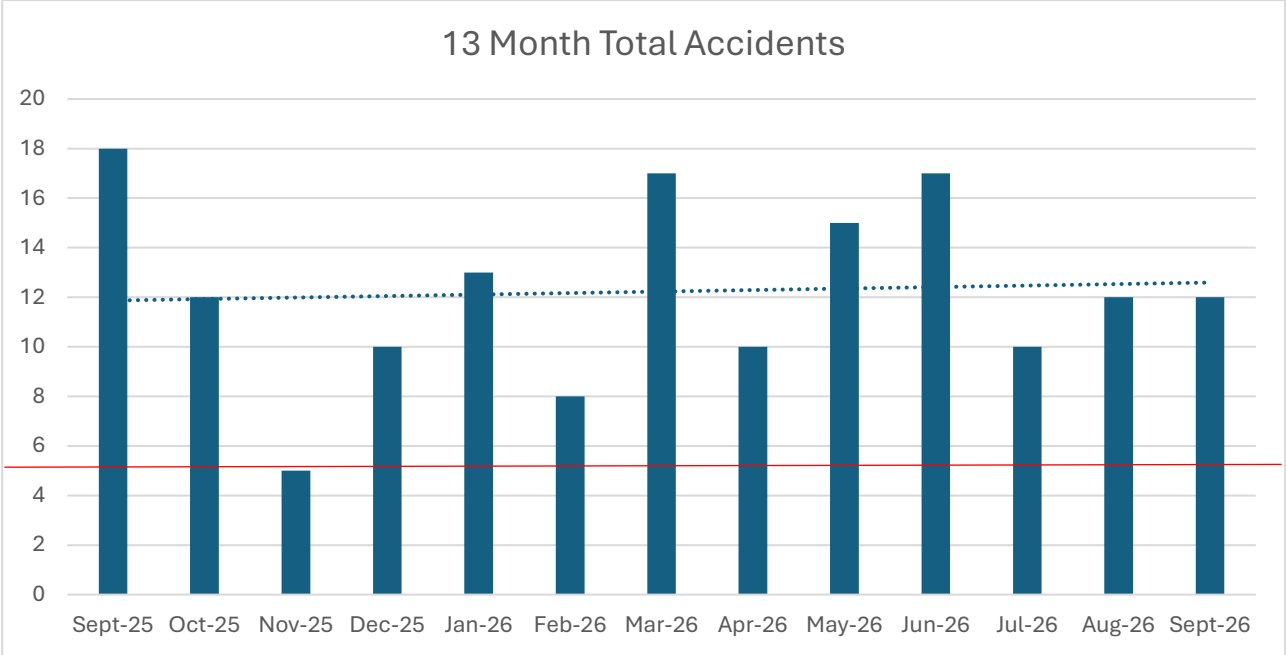
FY 27 Q1 Accidents	
July	10
August	12
September	10
Total	32

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

Harlow Church, Director of Safety and Security

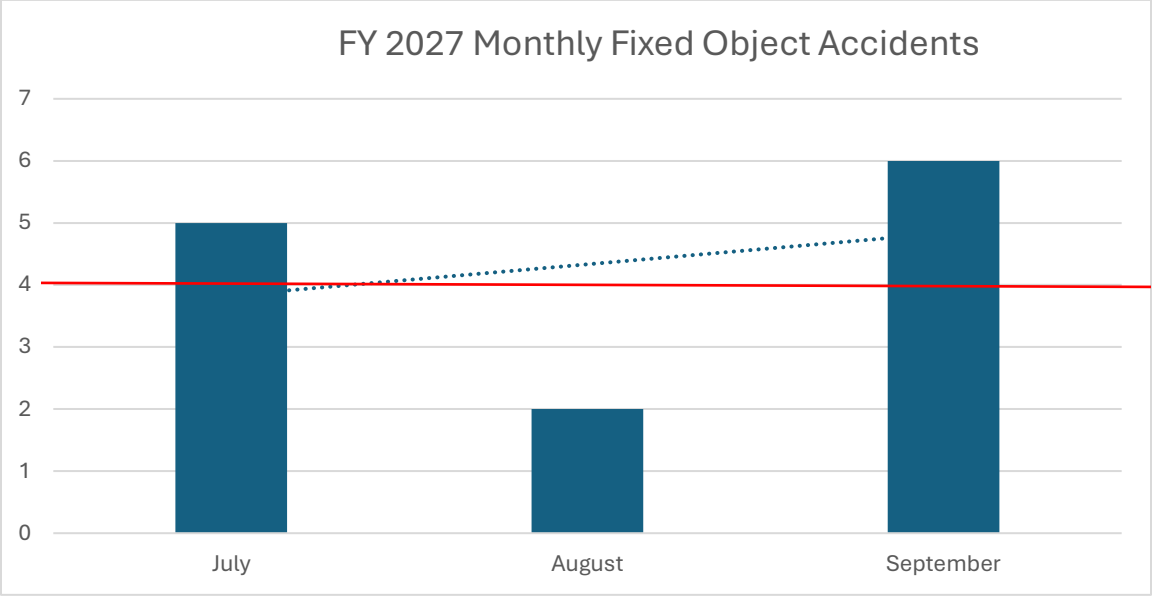
13-Month Total Accidents

13 Month Total Accidents	
Sept-25	18
Oct-25	12
Nov-25	5
Dec-25	10
Jan-26	13
Feb-26	8
Mar-26	17
Apr-26	10
May-26	15
Jun-26	17
Jul-26	10
Aug-26	12
Sept-26	12
Total	159



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

FY 27 Q1 Fixed Object Accidents

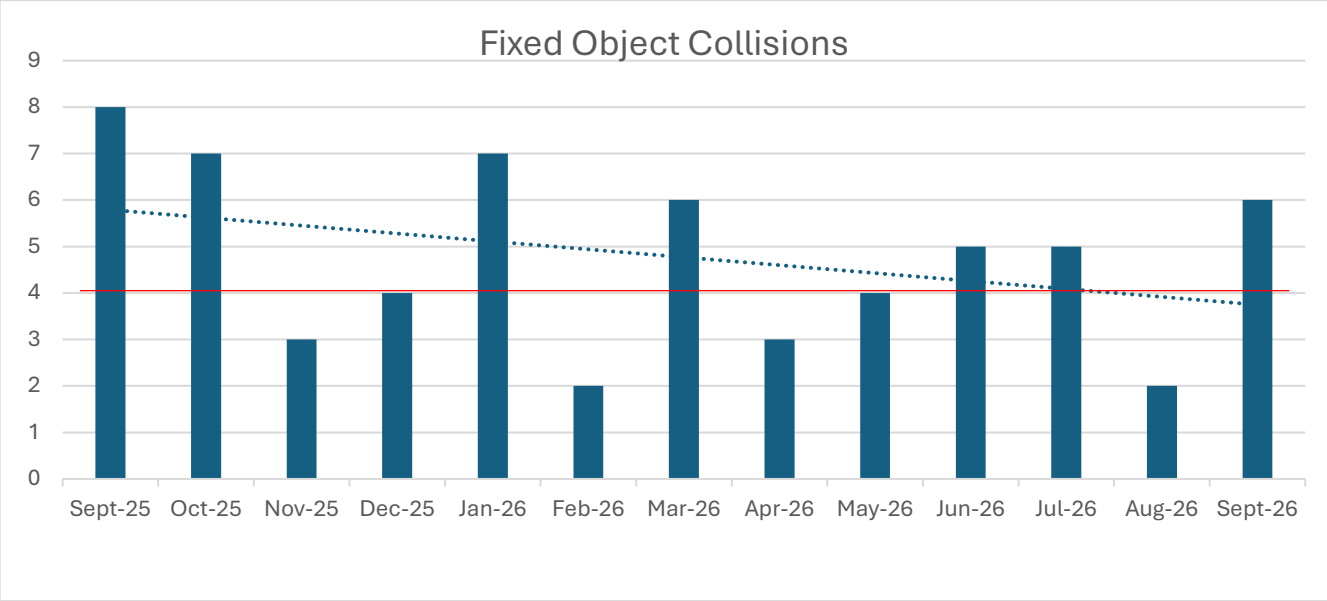


FY27 Q1 Fixed Object Accidents	
July	5
August	2
September	6
Total	13

The blue dotted line is the trend line.
The red horizontal line is the target goal line.
The goal is 4 Monthly Fixed Object Accidents.

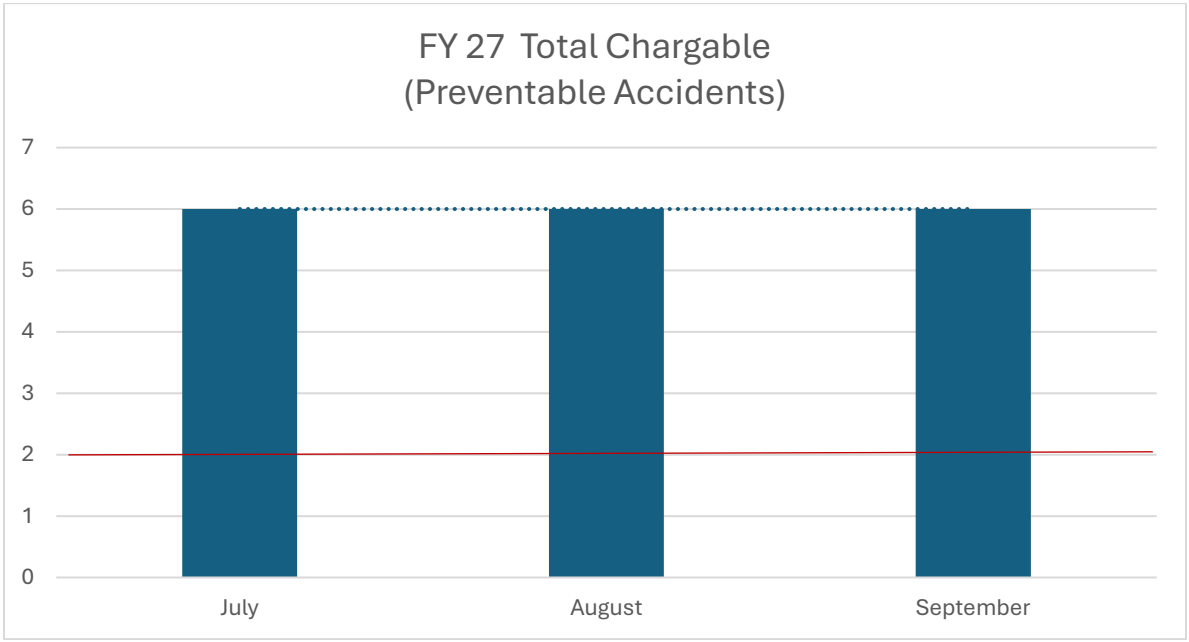
13-Month Fixed Object Accidents

Year to Date	
Sept-25	8
Oct-25	7
Nov-25	3
Dec-25	4
Jan-26	7
Feb-26	2
Mar-26	6
Apr-26	3
May-26	4
Jun-26	5
Jul-26	5
Aug-26	2
Sept-26	6
Total	62



The blue dotted line is the trend line.
The red horizontal line is the target goal line.
The goal is 4 Monthly Fixed Object Accidents.

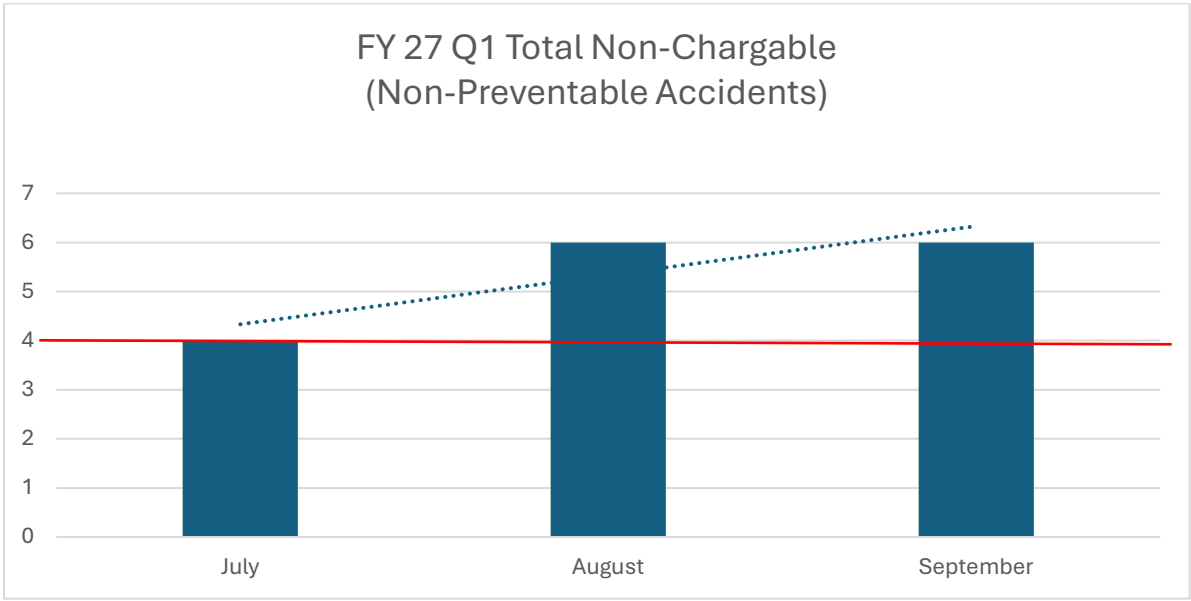
FY 27 Q1 Total Chargeable (Preventable Accidents)



FY 27 Q1 Preventable Accidents	
July	6
August	6
September	6
Total	18

The blue dotted line is the trend line.
The red horizontal line is the target goal line.
The goal is 2 Monthly Preventable Accidents.

FY 27 Q1 Non-Chargeable (Non-Preventable Accidents)

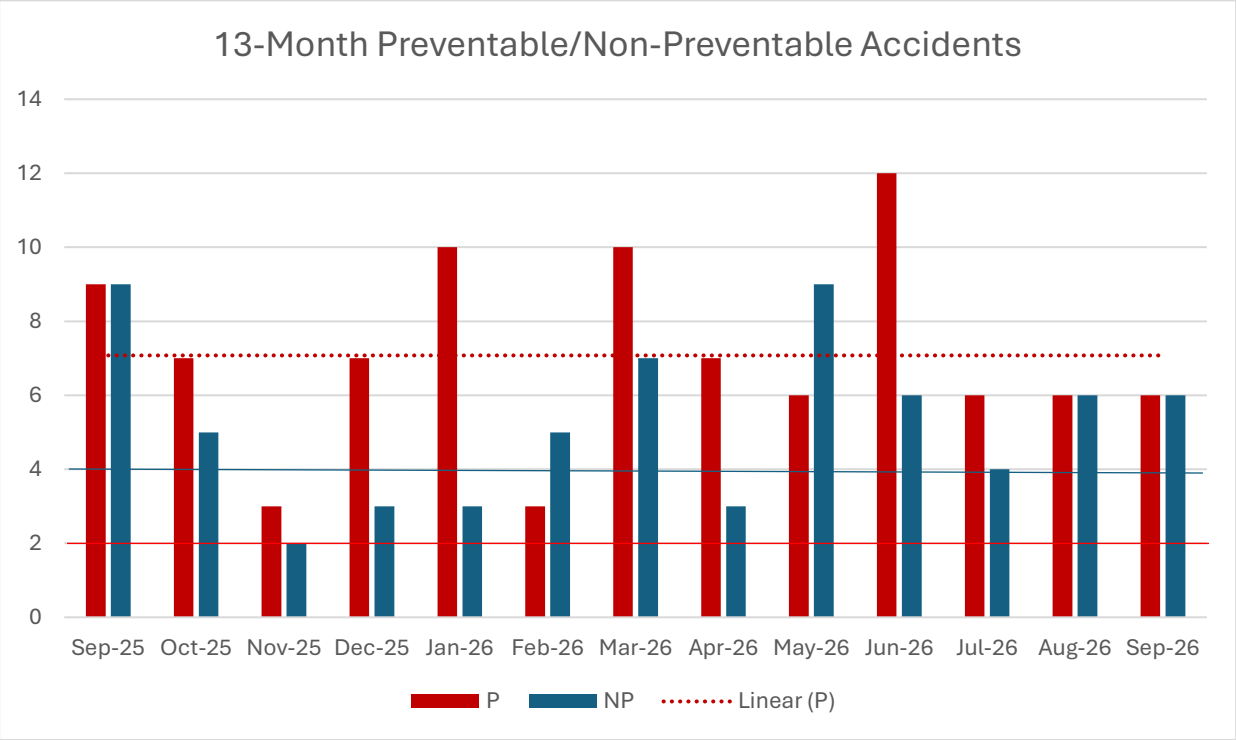


FY 27 Q1 Non-Preventable Accidents	
July	4
August	6
September	6
Total	16

The blue dotted line is the trend line.
The red horizontal line is the target goal line.
The goal is 4 Monthly Non-Preventable Accidents.

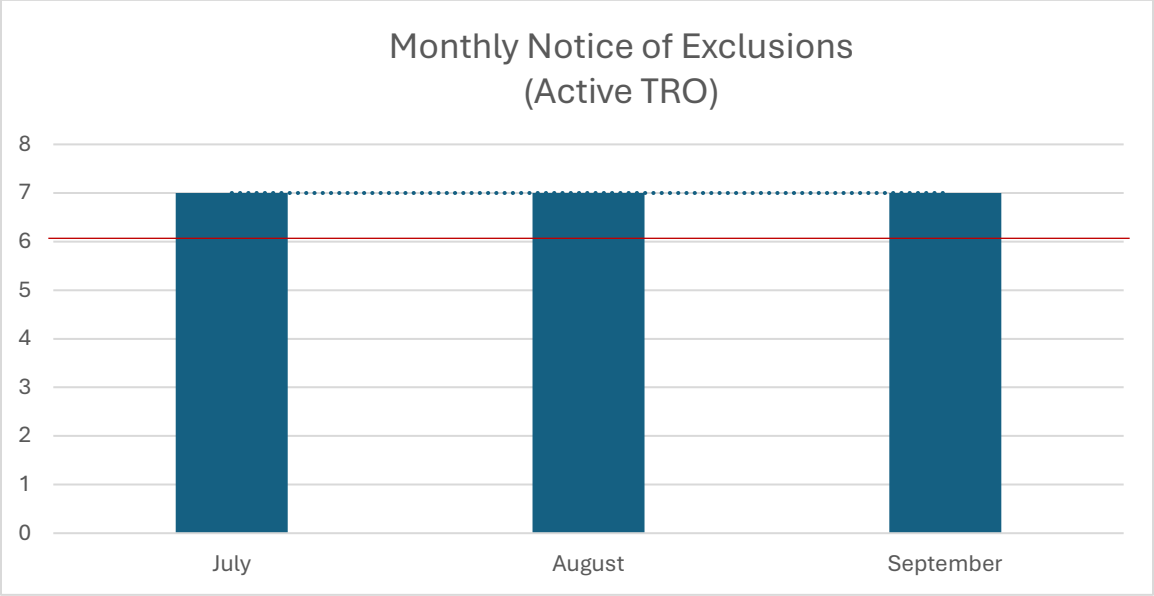
13-Month Preventable/Non-Preventable Accidents

13 Month Preventable/ Non-Preventable		
Month	P	NP
Sep-25	9	9
Oct-25	7	5
Nov-25	3	2
Dec-25	7	3
Jan-26	10	3
Feb-26	3	5
Mar-26	10	7
Apr-26	7	3
May-26	6	9
Jun-26	12	6
Jul-26	6	4
Aug-26	6	6
Sep-26	6	6
Total	92	68



The red dotted line is the trend line.
The goal is 4 Monthly Non-Preventable Accidents.
The goal is 2 Monthly Preventable Accidents.

FY 27 Q1 Active TROs

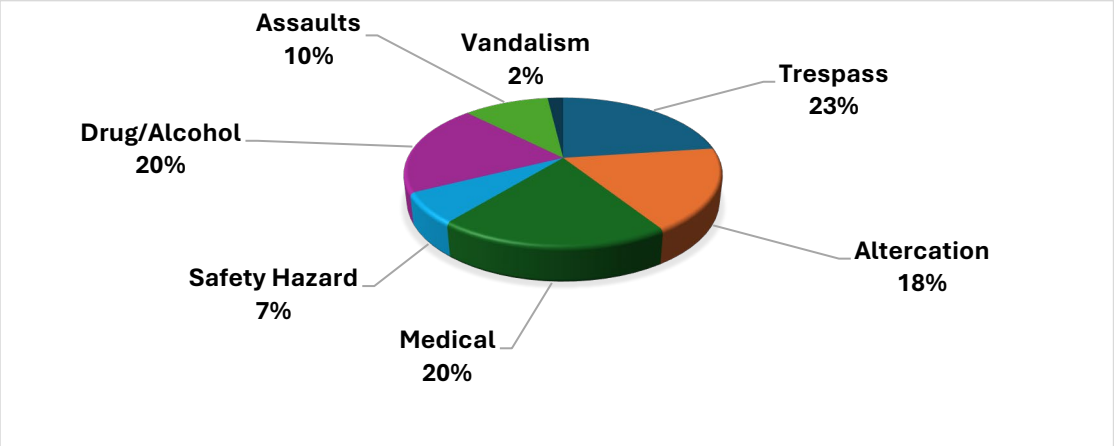


F27 Q1 Active TRO	
July	7
August	7
September	7

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

FY 27 Q1 Total Incidents

Type of incident	Count of Incidents
Trespass	24
Altercation	19
Medical	21
Safety Hazard	7
Drug/Alcohol	21
Assaults	11
Vandalism	2
Total	105



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LEAD STAFF: ERIC WILLIAMS, CEO

I. RECOMMENDED ACTION

Motion to approve meeting minutes from the October 16, 2026, Regular Board of Directors meeting and Special Board of Directors meeting.

II. SUMMARY

- Staff is providing the minutes from the October 16, 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 Regular Meeting of October 16, 2026

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

X. APPROVAL

Eric Williams, CEO



Attachment A
Cover Page

MINUTES OF THE REGULAR MEETING OF THE BOARD OF DIRECTORS OF THE SAN JOAQUIN REGIONAL TRANSIT DISTRICT FRIDAY, OCTOBER 16, 2026

The San Joaquin Regional Transit District (RTD) Board of Directors held a regular meeting at 10:00 a.m. on Friday, October 16, 2026, in the Boardroom of RTD's Downtown Transit Center, 421 East Weber Avenue, Stockton, California.

1. CALL MEETING TO ORDER — Chair Derek Graves called the meeting to order at 10:02 a.m.

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

3. SAFETY ANNOUNCEMENT — Director of Safety and Security Harlow Church made the Safety Announcement.

4. PLEDGE OF ALLEGIANCE TO THE FLAG — Chair Graves led the pledge.

5. ROLL CALL — Present:
Derek Graves, Chair
Geneva Moorad, Vice Chair
Aaron Edwards, Director
Saiha San, Director
Donald Tafoya, Director (arrived 10:06 am)

Eric Williams, CEO
Nicole Witt, RTD Legal Counsel

6. INFORMATION ON PUBLIC COMMENTS

All public comments are under each Agenda Item and non-agenda item public comments are under Agenda Item 12.

7. SPECIAL PRESENTATIONS

A. END OF STATE LEGISLATIVE SESSION PRESENTATION
Partner Michael Pimentel of Shaw Yoder Antwih Schmelzer & Lange discussed current legislation.

B. IT UPDATE
CIO John Hodson provided an oral update on IT matters.

8. REPORTS

A. CHIEF EXECUTIVE OFFICER UPDATE
CEO Eric Williams provided an oral update on matters of relevance to RTD.

B. MARKETING UPDATE
Acting Supervisor of Marketing and Customer Engagement Daniel Menchaca provided event updates.

C. FINANCIAL UPDATE
Finance Manager Maria Berberich presented the September Revenue and Expense Summary and Cash Flow Projection.

9. INFORMATION ITEMS
Reports are provided for information only.

A. STATE LEGISLATIVE UPDATE

10. CONSENT CALENDAR

A. MOTION: APPROVING THE MINUTES OF THE SEPTEMBER 18, 2026, REGULAR BOARD OF DIRECTORS MEETING

ACTION: MOTION: Aaron Edwards SECOND: Geneva Moorad
Roll Call:
AYES: Graves, Moorad, Edwards, San, Tafoya
ABSENT: NAYES: ABSTAIN:

B. ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF SEPTEMBER 2026

Nate Knodt provided a public comment.

ACTION: MOTION: Aaron Edwards SECOND: Geneva Moorad
Roll Call:
AYES: Graves, Moorad, Edwards, San, Tafoya
ABSENT: NAYES: ABSTAIN:

C. 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: Aaron Edwards SECOND: Geneva Moorad
Roll Call:
AYES: Graves, Moorad, Edwards, San, Tafoya
ABSENT: NAYES: ABSTAIN:

11. ACTION ITEMS

A. MOTION: AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO EXECUTE AN AMENDMENT TO THE CONTRACT WITH RELATION INSURANCE SERVICES, INC., DBA PAN AMERICAN INSURANCE SERVICES TO EXTEND THE CONTRACT TERM BY ONE (1) YEAR, INCREASE THE TOTAL COMPENSATION AMOUNT TO $395,000, AND REVISE THE SCOPE OF SERVICES

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

B. MOTION: AUTHORIZING THE CEO TO EXECUTE A THREE-YEAR, SOLE-SOURCE MAINTENANCE AND SUPPORT AGREEMENT WITH TRAPEZE SOFTWARE GROUP INC. (VONTAS) FOR RTD'S ONROUTE CAD/AVL SYSTEM, V8 HARDWARE, AND NAVIGATION SERVICES FROM JULY 1, 2026, THROUGH JUNE 30, 2029, FOR AN AMOUNT NOT TO EXCEED $790,317

ACTION: MOTION: Aaron Edwards SECOND: Donald Tafoya
Roll Call:
AYES: Graves, Moorad, Edwards, San, Tafoya
ABSENT: NAYES: ABSTAIN:

C. MOTION: APPROVING THE NINTH AMENDMENT OF THE INTERAGENCY AGREEMENT BETWEEN THE CITY OF RIPON AND SAN JOAQUIN REGIONAL TRANSIT DISTRICT (RTD) FOR OPERATION ASSISTANCE OF RIPON'S TRANSIT SERVICES

Nate Knodt provided a public comment.

ACTION: MOTION: Geneva Moorad SECOND: Aaron Edwards
Roll Call:
AYES: Graves, Moorad, Edwards, San, Tafoya
ABSENT: NAYES: ABSTAIN:

D. RESOLUTION: AUTHORIZING THE CEO TO ENTER INTO A MEMORANDUM OF AGREEMENT WITH THE EL PASO TRANSPORTATION AUTHORITY (ETA) TO SELL AND TRANSFER FOUR (4) 2018 GILLIG DIESEL ELECTRIC HYBRID COMMUTER BUSES

Joann S. and Nate Knodt provided public comments.

ACTION: MOTION: Geneva Moorad SECOND: Aaron Edwards
Roll Call:
AYES: Graves, Moorad, Edwards, San, Tafoya
ABSENT: NAYES: ABSTAIN:

12. PUBLIC COMMENT
Nate Knodt, Joann S., Isaac Bristow, Carmen Ferria, and Kenneth Huntley provided public comments.

13. QUESTIONS AND COMMENTS FROM DIRECTORS AND STAFF

14. ADJOURNMENT

Chair Graves adjourned the meeting at 11:42 a.m.

LEAD STAFF: MARIA BERBERICH, FINANCE MANAGER

REPORT: ACCEPT AND FILE: CHECK REGISTER FOR THE MONTH OF OCTOBER 2026

I. SUMMARY

- This staff report provides the Board of Directors (Board) with the Check Register for the month of October 2026.
- The Finance Department submits the check register for Board acceptance and filing.

II. DISCUSSION/BACKGROUND

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

All invoices submitted for October 2026 have been processed. The payments have been issued and signed by the Chief Executive Officer and the Acting Chief Financial Officer/Procurement Director.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

IV. CUSTOMER IMPACT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

The check register presents the invoices paid in October 2026 for Board review, agency disclosure, and transparency.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None.

VIII. ATTACHMENTS

Attachment A: Check Register for the month of October 2026

Prepared by: Maria Berberich, Finance Manager

IX. APPROVALS

Financial Impact Approved:
Thomas Dempsey, Acting CFO



Eric Williams, CEO

Attachment A
Cover Page

RTD Check Register

10/01/2026 to 10/31/2026

Vendor Name	PEID	Invoice Number	Invoice Amount	Invoice Date	Check #	Payment Date	Type	Status	CKID
PRIDE KATHLEEN	E01038	REIMB91426DMV	$ 69.00	10/14/2026	00002390	10/1/2026	EFT	CX	AP
DOMINGUEZ SAUL	E01167	REIMB100326BOOTS	$ 200.00	10/3/2026	00002527	10/15/2026	EFT	CX	AP
CAPERS WILLIE	E01322	REIMB091826DMV	$ 59.00	9/18/2026	00002413	10/1/2026	EFT	CX	AP
ARIAS CHRISTY	E01327	REIMB091026DMVTT	$ 69.00	9/10/2026	00002382	10/1/2026	EFT	CX	AP
VAN CAMP JOHN	E01523	APTA10326CONF	$ 276.00	10/3/2026	00002388	10/1/2026	EFT	CX	AP
VAN CAMP JOHN	E01523	APTAOCT26CONF	$ 409.22	10/3/2026	00002582	10/22/2026	EFT	CX	AP
PEREZ GUILLERMO	E01548	REIMB93026DMV	$ 47.00	9/30/2026	00150972	10/8/2026	CHK	IS	AP
LAURA ORTIZ	E01654	APTA10326CONF	$ 276.00	10/3/2026	00002399	10/1/2026	EFT	CX	AP
FERNANDEZ RUEL	E01779	REIMB092826UNIFO	$ 245.25	9/28/2026	00150974	10/8/2026	CHK	IS	AP
VENTURA JAVIER	E01814	REIMB10226UNIFO	$ 202.41	10/2/2026	00002516	10/15/2026	EFT	CX	AP
RAMIREZ ORTEGA VANESSA	E01851	REIMB9926TOOLS	$ 198.81	9/9/2026	00002584	10/22/2026	EFT	CX	AP
FREEMAN NICOLAS	E01938	REIMB090326TOOLS	$ 168.08	8/30/2026	00002397	10/1/2026	EFT	CX	AP
JIMENEZ MORALES HECTOR	E01955	REIMB092226UNIFO	$ 186.32	9/22/2026	00002387	10/1/2026	EFT	CX	AP
DARIO A DOMINGUEZ JR	E01975	REIMB10112026WSS	$ 152.59	10/11/2026	00002597	10/29/2026	EFT	CX	AP
GARCIA JASSO JOSE	E01987	APTA10326CONF	$ 276.00	10/3/2026	00002389	10/1/2026	EFT	CX	AP
GARCIA JASSO JOSE	E01987	APTAOCT26CONF	$ 218.98	10/3/2026	00002557	10/22/2026	EFT	CX	AP
CRUZ MARIO	E01994	REIMB093026VTT	$ 10.00	9/23/2026	00002525	10/15/2026	EFT	CX	AP
MONTANO GERARDO	E02422	REIMB100826BOOTS	$ 118.47	10/8/2026	00150995	10/29/2026	CHK	IS	AP
TRACY RACHEL ARREAGA	E02611	REIMB092626UNIFO	$ 185.05	9/26/2026	00002381	10/1/2026	EFT	CX	AP
TRACY RACHEL ARREAGA	E02611	REIMB092926UNIFO	$ 61.03	9/29/2026	00002422	10/8/2026	EFT	CX	AP
INC CAPITOL CLUTCH & BRAKE	V00042	1958482	$ 18.34	10/13/2026	00002543	10/22/2026	EFT	CX	AP
INC CAPITOL CLUTCH & BRAKE	V00042	1959611	$ 2.04	10/20/2026	00002543	10/22/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2114044	$ 3,680.12	8/27/2026	00002489	10/15/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2114456	$ 259.54	9/18/2026	00002489	10/15/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2114733	$ 334.87	9/29/2026	00002489	10/15/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2114831	$ 886.32	9/23/2026	00002521	10/15/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2114991	$ 3,577.82	9/29/2026	00002521	10/15/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2115063	$ 1,505.76	10/12/2026	00002489	10/15/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2112439	$ 623.11	6/22/2026	00002598	10/29/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2112547	$ 16.32	6/23/2026	00002598	10/29/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2113876	$ 2,940.33	8/31/2026	00002598	10/29/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2114732	$ 1,604.65	9/30/2026	00002598	10/29/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2114821	$ 329.28	9/23/2026	00002598	10/29/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2114830	$ 1,260.76	9/23/2026	00002598	10/29/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2114837	$ 352.23	9/23/2026	00002598	10/29/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2114859	$ 695.76	9/28/2026	00002598	10/29/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2114924	$ 1,252.48	9/28/2026	00002598	10/29/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2114990	$ 448.71	9/29/2026	00002598	10/29/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2115251	$ 2,761.16	10/15/2026	00002598	10/29/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2115252	$ 222.43	10/15/2026	00002598	10/29/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2113090	$ 421.26	7/30/2026	00002436	10/8/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2113532	$ 2,711.81	8/14/2026	00002476	10/8/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2113533	$ 248.14	8/14/2026	00002476	10/8/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2113874	$ 823.60	8/31/2026	00002476	10/8/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2114368	$ 353.27	9/4/2026	00002436	10/8/2026	EFT	CX	AP

Vendor Name	PEID	Invoice Number	Invoice Amount	Invoice Date	Check #	Payment Date	Type	Status	CKID
FASTENAL COMPANY	V000426	CAST2114833	$ 474.59	9/23/2026	00002436	10/8/2026	EFT	CX	AP
FASTENAL COMPANY	V000426	CAST2114981	$ 403.90	9/29/2026	00002436	10/8/2026	EFT	CX	AP
CHASE CHEVROLET	V00050	71995	$ 363.55	10/14/2026	00002544	10/22/2026	EFT	CX	AP
CHASE CHEVROLET	V00050	71856	$ 125.28	10/19/2026	00002594	10/29/2026	EFT	CX	AP
CHASE CHEVROLET	V00050	72428	$ 29.74	10/20/2026	00002594	10/29/2026	EFT	CX	AP
CHASE CHEVROLET	V00050	72488	$ 714.08	10/23/2026	00002594	10/29/2026	EFT	CX	AP
CHASE CHEVROLET	V00050	72517	$ 216.26	10/22/2026	00002594	10/29/2026	EFT	CX	AP
CHASE CHEVROLET	V00050	563258	$ 12,027.77	3/9/2026	00002473	10/8/2026	EFT	CX	AP
CHASE CHEVROLET	V00050	70372	$ 15.17	9/10/2026	00002430	10/8/2026	EFT	CX	AP
EDD EMPLOYMENT DEVELOPMENT DEPARTMENT	V00062	143489536OCT1626	$ 150.00	10/15/2026	00150984	10/16/2026	CHK	IS	AP
EDD EMPLOYMENT DEVELOPMENT DEPARTMENT	V00062	401668608OCT1626	$ 175.00	10/15/2026	00150984	10/16/2026	CHK	IS	AP
EDD EMPLOYMENT DEVELOPMENT DEPARTMENT	V00062	840473088OCT1626	$ 20.19	10/15/2026	00150984	10/16/2026	CHK	IS	AP
EDD EMPLOYMENT DEVELOPMENT DEPARTMENT	V00062	996866560OCT1626	$ 230.00	10/15/2026	00150984	10/16/2026	CHK	IS	AP
EDD EMPLOYMENT DEVELOPMENT DEPARTMENT	V00062	143489536OCT226	$ 150.00	10/1/2026	00150967	10/2/2026	CHK	IS	AP
EDD EMPLOYMENT DEVELOPMENT DEPARTMENT	V00062	401668608OCT226	$ 175.00	10/1/2026	00150967	10/2/2026	CHK	IS	AP
EDD EMPLOYMENT DEVELOPMENT DEPARTMENT	V00062	840473088OCT226	$ 82.58	10/1/2026	00150967	10/2/2026	CHK	IS	AP
EDD EMPLOYMENT DEVELOPMENT DEPARTMENT	V00062	996866560OCT226	$ 230.00	10/1/2026	00150967	10/2/2026	CHK	IS	AP
EDD EMPLOYMENT DEVELOPMENT DEPARTMENT	V00062	92500891AMTPNLTY	$ 2,448.43	10/29/2026	00150994	10/29/2026	CHK	IS	AP
GHX THE EXPERT FIT	V00064	16658464	$ 148.51	9/30/2026	00150975	10/8/2026	CHK	IS	AP
ENVIRONMENTAL HEALTH DEPT	V00107	BILLING 092426-1	$ 6,969.00	9/30/2026	00150976	10/15/2026	CHK	IS	AP
PG&E / PACIFIC GAS AND ELECTRIC	V00111	7782121081SEPT26	$ 65,264.64	10/8/2026	00002504	10/15/2026	EFT	CX	AP
PG&E / PACIFIC GAS AND ELECTRIC	V00111	3090228695OCT26	$ 215.14	10/8/2026	00002569	10/22/2026	EFT	CX	AP
LLC CENTRAL SQUARE TECHNOLOGIES	V00125	31547083	$ 638.16	9/24/2026	00002423	10/8/2026	EFT	CX	AP
CALIFORNIA WATER SERVICES	V00132	3472131955OCT26	$ 2,356.84	10/9/2026	00002540	10/22/2026	EFT	CX	AP
CALIFORNIA WATER SERVICES	V00132	9332387932SEP26	$ 3,782.08	9/28/2026	00002428	10/8/2026	EFT	CX	AP
INC MARK-EASE PRODUCTS	V00150	59939	$ 28.89	8/26/2026	00002392	10/1/2026	EFT	CX	AP
INC MARK-EASE PRODUCTS	V00150	60134	$ 138.70	9/29/2026	00002494	10/15/2026	EFT	CX	AP
INC MARK-EASE PRODUCTS	V00150	60135	$ 35.43	9/29/2026	00002494	10/15/2026	EFT	CX	AP
INC MARK-EASE PRODUCTS	V00150	60157	$ 2,456.04	10/1/2026	00002494	10/15/2026	EFT	CX	AP
INC MARK-EASE PRODUCTS	V00150	60191	$ 64.31	10/9/2026	00002559	10/22/2026	EFT	CX	AP
MOHAWK MFG. & SUPPLY	V00160	U145936	$ 931.68	9/24/2026	00150979	10/15/2026	CHK	IS	AP
MOHAWK MFG. & SUPPLY	V00160	U146404	$ 313.97	10/9/2026	00150991	10/22/2026	CHK	IS	AP
MOHAWK MFG. & SUPPLY	V00160	U145009	$ 894.41	8/26/2026	00150973	10/8/2026	CHK	IS	AP
MOHAWK MFG. & SUPPLY	V00160	U145231	$ 1,201.94	9/2/2026	00150973	10/8/2026	CHK	IS	AP
MUNCIE TRANSIT SUPPLY	V00166	4042485	$ 324.36	7/16/2026	00002396	10/1/2026	EFT	CX	AP
MUNCIE TRANSIT SUPPLY	V00166	4042638	$ 425.07	7/16/2026	00002396	10/1/2026	EFT	CX	AP
MUNCIE TRANSIT SUPPLY	V00166	4061337	$ 46.31	8/29/2026	00002396	10/1/2026	EFT	CX	AP
MUNCIE TRANSIT SUPPLY	V00166	4061384	$ 538.38	8/29/2026	00002396	10/1/2026	EFT	CX	AP
MUNCIE TRANSIT SUPPLY	V00166	4061411	$ 501.21	8/29/2026	00002396	10/1/2026	EFT	CX	AP
MUNCIE TRANSIT SUPPLY	V00166	4061484	$ 1,398.71	8/29/2026	00002396	10/1/2026	EFT	CX	AP
MUNCIE TRANSIT SUPPLY	V00166	4061648	$ 1,042.54	8/30/2026	00002396	10/1/2026	EFT	CX	AP
MUNCIE TRANSIT SUPPLY	V00166	4065627	$ 25.52	9/8/2026	00002396	10/1/2026	EFT	CX	AP
MUNCIE TRANSIT SUPPLY	V00166	4065695	$ 506.83	9/8/2026	00002396	10/1/2026	EFT	CX	AP
MUNCIE TRANSIT SUPPLY	V00166	4074979	$ 856.19	9/25/2026	00002497	10/15/2026	EFT	CX	AP
MUNCIE TRANSIT SUPPLY	V00166	4075033	$ 471.67	9/25/2026	00002497	10/15/2026	EFT	CX	AP
MUNCIE TRANSIT SUPPLY	V00166	4077933	$ 510.31	10/1/2026	00002563	10/22/2026	EFT	CX	AP
MUNCIE TRANSIT SUPPLY	V00166	4082188	$ 1,118.55	10/12/2026	00002603	10/29/2026	EFT	CX	AP
MUNCIE TRANSIT SUPPLY	V00166	4083537	$ 1,042.54	10/14/2026	00002603	10/29/2026	EFT	CX	AP
MUNCIE TRANSIT SUPPLY	V00166	4085807	$ 17.81	10/19/2026	00002603	10/29/2026	EFT	CX	AP

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MUNCIE TRANSIT SUPPLY	V00166	4071715	$ 1,003.12	9/18/2026	00002446	10/8/2026	EFT	CX	AP
MUNCIE TRANSIT SUPPLY	V00166	4071751	$ 412.62	9/18/2026	00002446	10/8/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00172	526711583	$ 258.85	9/16/2026	00002495	10/15/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00172	526778770	$ 301.78	9/23/2026	00002495	10/15/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00172	526792999	$ 50.68	9/23/2026	00002495	10/15/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00172	526793000	$ 630.97	9/23/2026	00002495	10/15/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00172	526841790	$ 50.68	9/23/2026	00002495	10/15/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00172	526841791	$ 556.46	9/30/2026	00002495	10/15/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00172	526888040	$ 50.68	9/23/2026	00002495	10/15/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00172	526888041	$ 633.26	10/7/2026	00002495	10/15/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00172	526931895	$ 50.68	10/14/2026	00002602	10/29/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00172	526931896	$ 632.51	10/14/2026	00002602	10/29/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00172	526711139	$ 41.81	9/9/2026	00002444	10/8/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00172	526711140	$ 651.76	9/9/2026	00002444	10/8/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00172	526759907	$ 41.81	9/9/2026	00002444	10/8/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00172	526759908	$ 637.97	9/16/2026	00002444	10/8/2026	EFT	CX	AP
SAN JOAQUIN COUNTY SHERIFF'S OFFICE	V00183	STKCVLBC20130002	$ 100.00	10/15/2026	00150986	10/16/2026	CHK	IS	AP
SAN JOAQUIN COUNTY SHERIFF'S OFFICE	V00183	STKCVLBC20130002	$ 100.00	10/15/2026	00150969	10/2/2026	CHK	IS	AP
SAFETY KLEEN SYSTEMS INC	V00201	101022741	$ 373.15	10/14/2026	00002574	10/22/2026	EFT	CX	AP
SAFETY KLEEN SYSTEMS INC	V00201	100173129	$ 4,112.17	6/16/2026	00002462	10/8/2026	EFT	CX	AP
RUAKH STOCKTON AG	V00214	OCT12026	$ 231.75	10/1/2026	00002460	10/8/2026	EFT	CX	AP
VONTAS	V00219	TPWOG02224	$ 6,858.00	6/12/2026	00002586	10/22/2026	EFT	CX	AP
REPUBLIC SERVICES #208	V00252	0205-011360887	$ 89.61	9/30/2026	00002458	10/8/2026	EFT	CX	AP
REPUBLIC SERVICES #208	V00252	0208-000916294	$ 1,288.18	9/30/2026	00002458	10/8/2026	EFT	CX	AP
REPUBLIC SERVICES #208	V00252	0208-000916603	$ 317.02	9/30/2026	00002458	10/8/2026	EFT	CX	AP
REPUBLIC SERVICES #208	V00252	0208-000916717	$ 1,906.26	9/30/2026	00002458	10/8/2026	EFT	CX	AP
REPUBLIC SERVICES #208	V00252	0208-000917184	$ 322.37	9/30/2026	00002458	10/8/2026	EFT	CX	AP
COURT-ORDERED DEBT COLLECTIONS FRANCHISE TAX BOARD	V002726	CE-149-2796OCT16	$ 75.00	10/15/2026	00150983	10/16/2026	CHK	IS	AP
COURT-ORDERED DEBT COLLECTIONS FRANCHISE TAX BOARD	V002726	CE-149-2796OCT2	$ 75.00	10/1/2026	00150966	10/2/2026	CHK	IS	AP
FRANCHISE TAX BOARD	V00286	110-85137-94OC16	$ 75.00	10/15/2026	00150985	10/16/2026	CHK	IS	AP
FRANCHISE TAX BOARD	V00286	110-96558-23OC16	$ 50.00	10/15/2026	00150985	10/16/2026	CHK	IS	AP
FRANCHISE TAX BOARD	V00286	121-30618-95OC16	$ 150.00	10/15/2026	00150985	10/16/2026	CHK	IS	AP
FRANCHISE TAX BOARD	V00286	211-12907-38OC16	$ 245.83	10/15/2026	00150985	10/16/2026	CHK	IS	AP
FRANCHISE TAX BOARD	V00286	212-00134-21OC16	$ 398.99	10/15/2026	00150985	10/16/2026	CHK	IS	AP
FRANCHISE TAX BOARD	V00286	214-19751-91OC16	$ 37.18	10/15/2026	00150985	10/16/2026	CHK	IS	AP
FRANCHISE TAX BOARD	V00286	400-46803-83OC16	$ 49.36	10/15/2026	00150985	10/16/2026	CHK	IS	AP
FRANCHISE TAX BOARD	V00286	110-85137-94OCT2	$ 75.00	10/1/2026	00150968	10/2/2026	CHK	IS	AP
FRANCHISE TAX BOARD	V00286	110-96558-23OCT2	$ 50.00	10/1/2026	00150968	10/2/2026	CHK	IS	AP
FRANCHISE TAX BOARD	V00286	121-30618-95OCT2	$ 150.00	10/1/2026	00150968	10/2/2026	CHK	IS	AP
FRANCHISE TAX BOARD	V00286	211-12907-38OCT2	$ 342.65	10/1/2026	00150968	10/2/2026	CHK	IS	AP
FRANCHISE TAX BOARD	V00286	214-19751-91OCT2	$ 206.03	10/1/2026	00150968	10/2/2026	CHK	IS	AP
FRANCHISE TAX BOARD	V00286	400-46803-83OCT2	$ 182.74	10/1/2026	00150968	10/2/2026	CHK	IS	AP
VERIZON	V00312	6154171445	$ 9,304.18	9/23/2026	00002469	10/8/2026	EFT	CX	AP
VERIZON	V00312	6154171446	$ 1,335.81	9/23/2026	00002469	10/8/2026	EFT	CX	AP
VERIZON	V00312	6154171447	$ 1,824.76	9/23/2026	00002469	10/8/2026	EFT	CX	AP
UBEO WEST LLC (HAS CHANGED NAME FROM RAY MORGAN TO	V00327	CM247035	$ (945.32)	4/6/2026	00002581	10/22/2026	EFT	CX	AP
UBEO WEST LLC (HAS CHANGED NAME FROM RAY MORGAN TO	V00327	INVW5397050	$ 1,996.22	9/28/2026	00002581	10/22/2026	EFT	CX	AP
CITY OF STOCKTON	V00337	121111	$ 259.50	8/24/2026	00150989	10/20/2026	CHK	IS	AP
CITY OF STOCKTON	V00337	300232	$ 531.00	9/6/2026	00150988	10/20/2026	CHK	IS	AP

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LLC CENTRAL SQUARE TECHNOLOGIES	V00365	473697	$ 450.00	9/29/2026	00002484	10/15/2026	EFT	CX	AP
BRANNON TIRE	V00387	20434537	$ 306.02	10/10/2026	00002539	10/22/2026	EFT	CX	AP
BRANNON TIRE	V00387	20434754	$ 105.00	10/14/2026	00002539	10/22/2026	EFT	CX	AP
BRANNON TIRE	V00387	20432137	$ 95.91	8/28/2026	00002426	10/8/2026	EFT	CX	AP
BRANNON TIRE	V00387	20432538	$ 129.99	9/5/2026	00002426	10/8/2026	EFT	CX	AP
BRANNON TIRE	V00387	20432928	$ 301.72	9/15/2026	00002426	10/8/2026	EFT	CX	AP
LLP HANSON BRIDGETT	V00419	1570797	$ 87,357.00	10/14/2026	00002523	10/15/2026	EFT	CX	AP
AFLAC	V00433	387997A	$ 655.84	10/15/2026	00002528	10/16/2026	EFT	CX	AP
AFLAC	V00433	387997B	$ 3.12	10/15/2026	00002528	10/16/2026	EFT	CX	AP
AFLAC	V00433	186393	$ 693.22	10/1/2026	00002415	10/2/2026	EFT	CX	AP
AFLAC	V00433	186393B	$ 3.12	10/1/2026	00002415	10/2/2026	EFT	CX	AP
CALIFORNIA WELDING SUPPLY CO	V00467	209641	$ 120.00	9/30/2026	00002541	10/22/2026	EFT	CX	AP
RAYS RADIO SHOP INC	V00469	22487	$ 1,561.45	9/30/2026	00002508	10/15/2026	EFT	CX	AP
CREATIVE BUS SALES INC.	V00486	XA111004797:01	$ 623.52	8/4/2026	00002546	10/22/2026	EFT	CX	AP
CREATIVE BUS SALES INC.	V00486	XA127000081:01	$ 825.24	9/21/2026	00002546	10/22/2026	EFT	CX	AP
CREATIVE BUS SALES INC.	V00486	XA128036492:01	$ 129.38	7/30/2026	00002546	10/22/2026	EFT	CX	AP
CREATIVE BUS SALES INC.	V00486	XA128038912:01	$ 438.95	9/24/2026	00002546	10/22/2026	EFT	CX	AP
CREATIVE BUS SALES INC.	V00486	XA128038912:02	$ 729.12	10/1/2026	00002546	10/22/2026	EFT	CX	AP
CREATIVE BUS SALES INC.	V00486	XA128039522:01	$ 492.72	10/16/2026	00002546	10/22/2026	EFT	CX	AP
CREATIVE BUS SALES INC.	V00486	XA128037107:02	$ 27.25	6/4/2026	00002432	10/8/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00505	FA008568341:01	$ 2,957.91	9/29/2026	00002434	10/8/2026	EFT	CX	AP
MISSION UNIFORM SERVICES	V00505	FA008572870:01	$ (588.60)	9/30/2026	00002434	10/8/2026	EFT	CX	AP
ALHAMBRA / PRIMO WATER KEY@PRIMOWATER.COM	V00511	06J8720341109	$ 1,593.50	9/28/2026	00002517	10/15/2026	EFT	CX	AP
THE GOODYEAR TIRE & RUBBER COMPANY	V00512	9874171713	$ 9,270.00	8/22/2026	00002407	10/1/2026	EFT	CX	AP
THE GOODYEAR TIRE & RUBBER COMPANY	V00512	9874246367	$ 11,655.30	8/25/2026	00002407	10/1/2026	EFT	CX	AP
THE GOODYEAR TIRE & RUBBER COMPANY	V00512	9875568078	$ 9,270.00	9/23/2026	00002514	10/15/2026	EFT	CX	AP
THE GOODYEAR TIRE & RUBBER COMPANY	V00512	9875568079	$ 11,043.37	9/23/2026	00002514	10/15/2026	EFT	CX	AP
JJ KELLER AND ASSOCIATES	V00527	9111524555	$ 1,515.10	8/27/2026	00002493	10/15/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	658539FOW	$ 318.93	8/12/2026	00002520	10/15/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	660644FOW	$ 141.53	9/25/2026	00002538	10/22/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	660699FOW	$ 189.00	9/25/2026	00002538	10/22/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	660883FOW	$ 88.52	10/1/2026	00002538	10/22/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	661023FOW	$ 101.15	10/2/2026	00002538	10/22/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	661457FOW	$ 18.20	10/12/2026	00002591	10/29/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	661553FOW	$ 41.87	10/15/2026	00002591	10/29/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	661716FOW	$ 41.87	10/15/2026	00002591	10/29/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	661759FOW	$ 111.05	10/19/2026	00002591	10/29/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	661823FOW	$ 116.06	10/20/2026	00002591	10/29/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	661901FOW	$ 123.50	10/21/2026	00002591	10/29/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	661961FOW	$ 232.48	10/21/2026	00002591	10/29/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	662088FOW	$ 102.27	10/23/2026	00002591	10/29/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	659252FOW	$ 438.17	8/27/2026	00002425	10/8/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	659316FOW	$ 195.04	8/28/2026	00002425	10/8/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	659343FOW	$ 51.32	8/27/2026	00002425	10/8/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	660009FOW	$ 146.28	9/17/2026	00002425	10/8/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	660116FOW	$ 432.30	9/16/2026	00002425	10/8/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	660201FOW	$ 55.21	9/17/2026	00002425	10/8/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	660324FOW	$ 203.67	9/18/2026	00002425	10/8/2026	EFT	CX	AP
BIG VALLEY FORD INC	V00528	660336FOW	$ 673.39	9/18/2026	00002425	10/8/2026	EFT	CX	AP

Vendor Name	PEID	Invoice Number	Invoice Amount	Invoice Date	Check #	Payment Date	Type	Status	CKID
SAMUEL BERRI TOWING/LODI HEAVY HAUL	V00536	18077H	$ 742.00	9/8/2026	00002405	10/1/2026	EFT	CX	AP
SAMUEL BERRI TOWING/LODI HEAVY HAUL	V00536	18115H	$ 795.00	9/17/2026	00002405	10/1/2026	EFT	CX	AP
SAMUEL BERRI TOWING/LODI HEAVY HAUL	V00536	18141H	$ 742.00	9/8/2026	00002405	10/1/2026	EFT	CX	AP
SAMUEL BERRI TOWING/LODI HEAVY HAUL	V00536	18142H	$ 742.00	9/8/2026	00002405	10/1/2026	EFT	CX	AP
SAMUEL BERRI TOWING/LODI HEAVY HAUL	V00536	18143H	$ 742.00	9/8/2026	00002405	10/1/2026	EFT	CX	AP
SAMUEL BERRI TOWING/LODI HEAVY HAUL	V00536	18183H	$ 795.00	9/17/2026	00002405	10/1/2026	EFT	CX	AP
SAMUEL BERRI TOWING/LODI HEAVY HAUL	V00536	18081H	$ 795.00	9/16/2026	00002511	10/15/2026	EFT	CX	AP
SAMUEL BERRI TOWING/LODI HEAVY HAUL	V00536	18191H	$ 795.00	9/16/2026	00002511	10/15/2026	EFT	CX	AP
SAMUEL BERRI TOWING/LODI HEAVY HAUL	V00536	18258H	$ 795.00	9/16/2026	00002511	10/15/2026	EFT	CX	AP
SAMUEL BERRI TOWING/LODI HEAVY HAUL	V00536	18265H	$ 795.00	10/12/2026	00002575	10/22/2026	EFT	CX	AP
SAMUEL BERRI TOWING/LODI HEAVY HAUL	V00536	18266H	$ 795.00	10/12/2026	00002575	10/22/2026	EFT	CX	AP
SAMUEL BERRI TOWING/LODI HEAVY HAUL	V00536	18272H	$ 795.00	10/12/2026	00002575	10/22/2026	EFT	CX	AP
CITY OF STOCKTON FIRE PREVENTION DIVISION	V00540	121278	$ 207.60	9/22/2026	00150980	10/15/2026	CHK	IS	AP
LOOMIS	V00573	14075264	$ 746.36	9/30/2026	00002477	10/8/2026	EFT	CX	AP
LOOMIS	V00573	14075389	$ 14,731.41	9/30/2026	00002477	10/8/2026	EFT	CX	AP
LOOMIS	V00573	14075402	$ 7,655.16	9/30/2026	00002477	10/8/2026	EFT	CX	AP
CLUTCH & BRAKE XCHANGE INC.	V00591	1039347	$ 310.87	10/19/2026	00002545	10/22/2026	EFT	CX	AP
INC. CUMULUS MEDIA NEW HOLDINGS	V00662	BB4816493	$ 500.00	6/14/2026	00002486	10/15/2026	EFT	CX	AP
INC. CUMULUS MEDIA NEW HOLDINGS	V00662	BB4919830	$ 780.00	9/30/2026	00002474	10/8/2026	EFT	CX	AP
INC. CUMULUS MEDIA NEW HOLDINGS	V00662	BB4919831	$ 384.00	9/30/2026	00002433	10/8/2026	EFT	CX	AP
INC. CUMULUS MEDIA NEW HOLDINGS	V00662	BB4919832	$ 500.00	9/30/2026	00002433	10/8/2026	EFT	CX	AP
PACIFIC STORAGE CO	V00741	5322915	$ 263.00	7/16/2026	00002502	10/15/2026	EFT	CX	AP
PACIFIC STORAGE CO	V00741	5331078	$ 263.00	7/16/2026	00002502	10/15/2026	EFT	CX	AP
PACIFIC STORAGE CO	V00741	5335135	$ 312.00	10/8/2026	00002566	10/22/2026	EFT	CX	AP
PACIFIC STORAGE CO	V00741	1174919	$ 897.59	9/30/2026	00002451	10/8/2026	EFT	CX	AP
TK ELEVATOR CORPORATION	V00822	3009849718	$ 585.00	10/1/2026	00002467	10/8/2026	EFT	CX	AP
CA STATE DISBURSEMENT UNIT	V00837	0770203176-01O16	$ 69.23	10/15/2026	00150982	10/16/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	0770216061-01O16	$ 92.30	10/15/2026	00150982	10/16/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	0770316396-01OC1	$ 69.23	10/15/2026	00150982	10/16/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*1041743OCT1626	$ 34.61	10/15/2026	00150982	10/16/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*1353083OCT1626	$ 223.84	10/15/2026	00150982	10/16/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*1491827OCT1626	$ 369.23	10/15/2026	00150982	10/16/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*1754135OCT1626	$ 138.46	10/15/2026	00150982	10/16/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*1813008OCT1626	$ 493.38	10/15/2026	00150982	10/16/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*1902028OCT1626	$ 234.00	10/15/2026	00150982	10/16/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*2078292OCT1626	$ 92.30	10/15/2026	00150982	10/16/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*2460197OCT1626	$ 138.46	10/15/2026	00150982	10/16/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*2609655OCT1626	$ 193.38	10/15/2026	00150982	10/16/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*2766170OCT1626	$ 254.01	10/15/2026	00150982	10/16/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*2802106OCT1626	$ 73.84	10/15/2026	00150982	10/16/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*836613OCT1626	$ 261.23	10/15/2026	00150982	10/16/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	0770203176-01OC2	$ 69.23	10/1/2026	00150965	10/2/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	0770216061-01OC2	$ 92.30	10/1/2026	00150965	10/2/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	0770316396-01OC2	$ 69.23	10/1/2026	00150965	10/2/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*1041743OCT226	$ 34.61	10/1/2026	00150965	10/2/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*1353083OCT226	$ 223.84	10/1/2026	00150965	10/2/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*1491827OCT226	$ 392.30	10/1/2026	00150965	10/2/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*1754135OCT226	$ 138.46	10/1/2026	00150965	10/2/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*1813008OCT226	$ 493.38	10/1/2026	00150965	10/2/2026	CHK	IS	AP

Vendor Name	PEID	Invoice Number	Invoice Amount	Invoice Date	Check #	Payment Date	Type	Status	CKID
CA STATE DISBURSEMENT UNIT	V00837	2*1902028OCT226	$ 234.00	10/1/2026	00150965	10/2/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*2078292OCT226	$ 92.30	10/1/2026	00150965	10/2/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*2460197OCT226	$ 138.46	10/1/2026	00150965	10/2/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*2609655OCT226	$ 193.38	10/1/2026	00150965	10/2/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*2766170OCT226	$ 254.01	10/1/2026	00150965	10/2/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*2802106OCT226	$ 73.84	10/1/2026	00150965	10/2/2026	CHK	IS	AP
CA STATE DISBURSEMENT UNIT	V00837	2*836613OCT226	$ 261.23	10/1/2026	00150965	10/2/2026	CHK	IS	AP
RAYS RADIO SHOP INC	V00943	002196963489	$ 408.45	10/1/2026	00002447	10/8/2026	EFT	CX	AP
SIEGFRIED ENGINEERING	V01003	51350	$ 6,000.00	1/30/2026	00002463	10/8/2026	EFT	CX	AP
SIEGFRIED ENGINEERING	V01003	51353	$ 900.00	1/30/2026	00002463	10/8/2026	EFT	CX	AP
SIEGFRIED ENGINEERING	V01003	52611	$ 11,200.00	8/17/2026	00002463	10/8/2026	EFT	CX	AP
SIEGFRIED ENGINEERING	V01003	52674	$ 1,250.00	9/8/2026	00002463	10/8/2026	EFT	CX	AP
INC OVERHEAD DOOR COMPANY OF STOCKTON	V01010	102523	$ 3,980.94	10/12/2026	00150992	10/22/2026	CHK	IS	AP
EVOLVE IP/ EIP HOLDCO INC	V01176	10013185	$ 7,601.39	9/14/2026	00002384	10/1/2026	EFT	CX	AP
EVOLVE IP/ EIP HOLDCO INC	V01176	10014770	$ 7,802.72	10/14/2026	00002550	10/22/2026	EFT	CX	AP
INC. EAGLE AUTOMOTIVE EQUIPMENT IV	V01181	1984844037OCT26	$ 475,386.36	10/1/2026	00002427	10/8/2026	EFT	CX	AP
TAKE CARE TERMITE / TCT	V01196	44552-45062	$ 380.00	8/4/2026	00002512	10/15/2026	EFT	CX	AP
TAKE CARE TERMITE / TCT	V01196	46051-46472	$ 380.00	9/28/2026	00002465	10/8/2026	EFT	CX	AP
NAVIA BENEFITS SOLUTIONS	V01204	11071673	$ 474.50	3/30/2026	00002498	10/15/2026	EFT	CX	AP
NAVIA BENEFITS SOLUTIONS	V01204	RTD OCT16DEPC	$ 479.17	10/15/2026	00002531	10/16/2026	EFT	CX	AP
NAVIA BENEFITS SOLUTIONS	V01204	RTD OCT16FLESP	$ 2,492.25	10/15/2026	00002531	10/16/2026	EFT	CX	AP
NAVIA BENEFITS SOLUTIONS	V01204	RTD OCT226DEPCAR	$ 479.17	10/1/2026	00002418	10/2/2026	EFT	CX	AP
NAVIA BENEFITS SOLUTIONS	V01204	RTD OCT226FLEXSP	$ 2,336.32	10/1/2026	00002418	10/2/2026	EFT	CX	AP
NAVIA BENEFITS SOLUTIONS	V01204	11115735	$ 474.50	9/29/2026	00002448	10/8/2026	EFT	CX	AP
O'REILLY AUTO PARTS	V01242	2567-393210	$ 81.79	8/18/2026	00002398	10/1/2026	EFT	CX	AP
O'REILLY AUTO PARTS	V01242	2567-394059	$ 34.84	8/20/2026	00002398	10/1/2026	EFT	CX	AP
O'REILLY AUTO PARTS	V01242	2567-395887	$ 244.52	8/24/2026	00002398	10/1/2026	EFT	CX	AP
O'REILLY AUTO PARTS	V01242	2567-399948	$ 611.64	9/4/2026	00002398	10/1/2026	EFT	CX	AP
O'REILLY AUTO PARTS	V01242	2567-402431	$ 449.19	9/11/2026	00002398	10/1/2026	EFT	CX	AP
O'REILLY AUTO PARTS	V01242	2567-403771	$ 34.15	9/15/2026	00002398	10/1/2026	EFT	CX	AP
O'REILLY AUTO PARTS	V01242	2567-406788	$ 123.44	9/23/2026	00002398	10/1/2026	EFT	CX	AP
O'REILLY AUTO PARTS	V01242	2567-406808	$ 11.31	9/23/2026	00002398	10/1/2026	EFT	CX	AP
O'REILLY AUTO PARTS	V01242	2567-410936	$ 583.04	10/5/2026	00002500	10/15/2026	EFT	CX	AP
O'REILLY AUTO PARTS	V01242	CM2567-408295	$ (110.00)	9/27/2026	00002500	10/15/2026	EFT	CX	AP
O'REILLY AUTO PARTS	V01242	CM2567-408635	$ (22.00)	9/28/2026	00002500	10/15/2026	EFT	CX	AP
O'REILLY AUTO PARTS	V01242	CM2567-408638	$ (88.00)	9/28/2026	00002500	10/15/2026	EFT	CX	AP
O'REILLY AUTO PARTS	V01242	2567-416040	$ 47.20	10/19/2026	00002565	10/22/2026	EFT	CX	AP
O'REILLY AUTO PARTS	V01242	2567-398428	$ 242.63	8/31/2026	00002450	10/8/2026	EFT	CX	AP
VANNER INC	V01286	SRIN111951	$ 4,050.71	8/18/2026	00002411	10/1/2026	EFT	CX	AP
VANNER INC	V01286	SIN371414	$ 5,634.03	8/14/2026	00002585	10/22/2026	EFT	CX	AP
OUTFRONT MEDIA INC	V01312	07950392	$ 1,000.00	10/1/2026	00002501	10/15/2026	EFT	CX	AP
CARACAL ENTERPRISES LLC	V01313	156011	$ 700.00	9/1/2026	00002483	10/15/2026	EFT	CX	AP
ENTRAVISION COMMUNICATION CORPORATION	V01347	843718A-1	$ 750.00	9/27/2026	00002549	10/22/2026	EFT	CX	AP
VSP VISION SERVICE PLAN / CA	V01348	825814832	$ 3,946.18	9/1/2026	00002470	10/8/2026	EFT	CX	AP
VSP VISION SERVICE PLAN / CA	V01348	825920551	$ 24.67	10/1/2026	00002470	10/8/2026	EFT	CX	AP
MCSPARREN KENDELL OWEN	V01363	I62160	$ 471.74	10/5/2026	00002535	10/22/2026	EFT	CX	AP
MCSPARREN KENDELL OWEN	V01363	I62201	$ 364.65	10/12/2026	00002535	10/22/2026	EFT	CX	AP
BROWN ARMSTRONG ACCOUNTANCY CORPORATION	V01416	287178	$ 1,527.00	8/30/2026	00002592	10/29/2026	EFT	CX	AP
BROWN ARMSTRONG ACCOUNTANCY CORPORATION	V01416	287605	$ 1,231.25	9/27/2026	00002592	10/29/2026	EFT	CX	AP

Vendor Name	PEID	Invoice Number	Invoice Amount	Invoice Date	Check #	Payment Date	Type	Status	CKID
INC. ROSCO COLLISION AVOIDANCE	V01444	806943	$ 298,640.95	9/30/2026	00002615	10/29/2026	EFT	CX	AP
INC. ROSCO COLLISION AVOIDANCE	V01444	807063	$ 46,038.88	10/19/2026	00002615	10/29/2026	EFT	CX	AP
GRAINGER	V01467	9079437134	$ 858.96	9/15/2026	00002490	10/15/2026	EFT	CX	AP
GRAINGER	V01467	9085054865	$ 174.72	9/18/2026	00002490	10/15/2026	EFT	CX	AP
GRAINGER	V01467	9088491536	$ 721.14	9/21/2026	00002554	10/22/2026	EFT	CX	AP
GRAINGER	V01467	9029757797	$ 127.67	8/4/2026	00002439	10/8/2026	EFT	CX	AP
GRAINGER	V01467	9052854941	$ 416.53	8/21/2026	00002439	10/8/2026	EFT	CX	AP
GRAINGER	V01467	9060592327	$ 84.33	8/27/2026	00002439	10/8/2026	EFT	CX	AP
GRAINGER	V01467	9070082327	$ 248.44	9/4/2026	00002439	10/8/2026	EFT	CX	AP
GRAINGER	V01467	9076885905	$ 352.94	9/11/2026	00002439	10/8/2026	EFT	CX	AP
GRAINGER	V01467	9076893982	$ 429.49	9/11/2026	00002439	10/8/2026	EFT	CX	AP
OUTFRONT MEDIA INC	V01529	P333166	$ 5,161.24	9/24/2026	00002440	10/8/2026	EFT	CX	AP
MEDICAL TRANSPORTATION MANAGEMENT INC	V01576	100046586	$ 12,057.63	10/13/2026	00002560	10/22/2026	EFT	CX	AP
MEDICAL TRANSPORTATION MANAGEMENT INC	V01576	100046255	$ 35,383.01	9/21/2026	00002478	10/8/2026	EFT	CX	AP
SIRIUS COMPUTER SOLUTIONS	V01581	26100029	$ 7,619.51	10/8/2026	00002577	10/22/2026	EFT	CX	AP
PRO STITCH USA	V01598	1249	$ 4,690.64	9/25/2026	00002571	10/22/2026	EFT	CX	AP
RISI/RELATION INSURANCE	V01599	8461499	$ 5,417.00	9/1/2026	00002459	10/8/2026	EFT	CX	AP
RISI/RELATION INSURANCE	V01599	8615256	$ 5,417.00	9/1/2026	00002459	10/8/2026	EFT	CX	AP
DARKTRACE HOLDINGS LIMITED	V01612	DTGBR01_10049911	$ 64,610.84	6/4/2026	00002596	10/29/2026	EFT	CX	AP
ROTH STAFFING COMPANIES LP	V01614	16445212	$ 4,400.00	10/2/2026	00002509	10/15/2026	EFT	CX	AP
NFI PARTS	V01616	84449539	$ 155.53	10/2/2026	00002499	10/15/2026	EFT	CX	AP
NFI PARTS	V01616	84150441	$ 347.85	2/5/2026	00002564	10/22/2026	EFT	CX	AP
NFI PARTS	V01616	84377858	$ 305.27	8/4/2026	00002564	10/22/2026	EFT	CX	AP
NFI PARTS	V01616	84457471	$ 155.53	10/8/2026	00002564	10/22/2026	EFT	CX	AP
NFI PARTS	V01616	84461949	$ 87.95	10/12/2026	00002564	10/22/2026	EFT	CX	AP
NFI PARTS	V01616	84462251	$ 48.64	10/12/2026	00002564	10/22/2026	EFT	CX	AP
NFI PARTS	V01616	84470348	$ 569.44	10/21/2026	00002604	10/29/2026	EFT	CX	AP
NFI PARTS	V01616	84472349	$ 10.13	10/22/2026	00002604	10/29/2026	EFT	CX	AP
NFI PARTS	V01616	84444204	$ 198.32	9/28/2026	00002449	10/8/2026	EFT	CX	AP
RYDETRANS INCORPORATED	V01642	RTDSEPTEMBER2026	$ 245,165.76	10/9/2026	00002573	10/22/2026	EFT	CX	AP
RYDETRANS INCORPORATED	V01642	RTDAUGUST2026	$ 248,325.60	9/10/2026	00002479	10/8/2026	EFT	CX	AP
GREAT WEST TRUST COMPANY LLC	V01673	743880-01 SEPT25	$ 350.00	9/25/2026	00002386	10/1/2026	EFT	CX	AP
GREAT WEST TRUST COMPANY LLC	V01673	743880-01 OCT16	$ 2,866.00	10/15/2026	00002530	10/16/2026	EFT	CX	AP
GREAT WEST TRUST COMPANY LLC	V01673	743880-01OCT226	$ 2,866.00	10/1/2026	00002417	10/2/2026	EFT	CX	AP
INC. SEDGWICK CLAIMS MANAGEMENT SERVICES	V01679	400000316229	$ 4,138.75	10/1/2026	00002576	10/22/2026	EFT	CX	AP
INC. SEDGWICK CLAIMS MANAGEMENT SERVICES	V01679	SF-2657-2026-019	$ 66,809.38	10/1/2026	00002609	10/29/2026	EFT	CX	AP
PINNACLE PETROLEUM INC	V01706	0425531	$ 26,197.41	9/15/2026	00002400	10/1/2026	EFT	CX	AP
PINNACLE PETROLEUM INC	V01706	0426512	$ 29,461.90	9/22/2026	00002400	10/1/2026	EFT	CX	AP
PINNACLE PETROLEUM INC	V01706	0427567	$ 33,741.04	10/1/2026	00002505	10/15/2026	EFT	CX	AP
PINNACLE PETROLEUM INC	V01706	5347	$ 990.79	8/17/2026	00002505	10/15/2026	EFT	CX	AP
PINNACLE PETROLEUM INC	V01706	0428684	$ 34,486.60	10/9/2026	00002570	10/22/2026	EFT	CX	AP
PINNACLE PETROLEUM INC	V01706	0429889	$ 28,083.37	10/19/2026	00002605	10/29/2026	EFT	CX	AP
VAN DE POL	V01706	0420110	$ 27,876.82	8/3/2026	00002454	10/8/2026	EFT	CX	AP
VAN DE POL	V01706	5310	$ 2,328.74	8/3/2026	00002454	10/8/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V01726	145933	$ 235.44	8/17/2026	00002435	10/8/2026	EFT	CX	AP
THERMO KING MODESTO	V01727	MI94560	$ 343.68	9/2/2026	00002409	10/1/2026	EFT	CX	AP
THERMO KING MODESTO	V01727	MI95040	$ 744.03	9/18/2026	00002409	10/1/2026	EFT	CX	AP
AUTOZONE	V01731	00911122258	$ 32.96	9/28/2026	00002519	10/15/2026	EFT	CX	AP
AUTOZONE	V01731	02858055940	$ 30.43	9/25/2026	00002519	10/15/2026	EFT	CX	AP

Vendor Name	PEID	Invoice Number	Invoice Amount	Invoice Date	Check #	Payment Date	Type	Status	CKID
AUTOZONE	V01731	02858062060	$ 345.60	9/29/2026	00002519	10/15/2026	EFT	CX	AP
AUTOZONE	V01731	00911137380	$ 36.95	10/9/2026	00002537	10/22/2026	EFT	CX	AP
AUTOZONE	V01731	00911137414	$ 15.22	10/9/2026	00002537	10/22/2026	EFT	CX	AP
AUTOZONE	V01731	00911144073	$ 128.33	10/14/2026	00002537	10/22/2026	EFT	CX	AP
AUTOZONE	V01731	02858071559	$ 38.11	10/5/2026	00002537	10/22/2026	EFT	CX	AP
AUTOZONE	V01731	02858071560	$ 1,569.56	10/5/2026	00002537	10/22/2026	EFT	CX	AP
AUTOZONE	V01731	02858082530	$ 38.11	10/5/2026	00002537	10/22/2026	EFT	CX	AP
AUTOZONE	V01731	02858085811	$ 56.12	10/14/2026	00002537	10/22/2026	EFT	CX	AP
AUTOZONE	V01731	02858087241	$ 198.19	10/15/2026	00002537	10/22/2026	EFT	CX	AP
AUTOZONE	V01731	00911090769	$ 90.13	9/4/2026	00002424	10/8/2026	EFT	CX	AP
AUTOZONE	V01731	00911108164	$ 522.25	9/17/2026	00002424	10/8/2026	EFT	CX	AP
AUTOZONE	V01731	02858033892	$ 141.49	9/11/2026	00002424	10/8/2026	EFT	CX	AP
AUTOZONE	V01731	02858039115	$ 14.08	9/14/2026	00002424	10/8/2026	EFT	CX	AP
CALTIP C/O SEDGWICK	V01766	07-2026-AUGUST	$ 347,631.95	9/24/2026	00002414	10/1/2026	EFT	CX	AP
GENFARE LLC	V01797	90222046	$ 22,558.10	9/22/2026	00002552	10/22/2026	EFT	CX	AP
GENFARE LLC	V01797	90222179	$ 100.00	9/23/2026	00002552	10/22/2026	EFT	CX	AP
GENFARE LLC	V01797	90222221	$ 261.11	9/24/2026	00002437	10/8/2026	EFT	CX	AP
AMAZON.COM SERVICES LLC	V01801	11XQ-6RDP-MJRY	$ 127.51	9/25/2026	00002518	10/15/2026	EFT	CX	AP
AMAZON.COM SERVICES LLC	V01801	11XQ-6RDP-MKRX	$ 66.29	9/25/2026	00002518	10/15/2026	EFT	CX	AP
AMAZON.COM SERVICES LLC	V01801	13P7-TXD9-MVJ6	$ 221.31	9/11/2026	00002518	10/15/2026	EFT	CX	AP
AMAZON.COM SERVICES LLC	V01801	1DDG-GWRT-M4XW	$ 354.39	9/25/2026	00002518	10/15/2026	EFT	CX	AP
AMAZON.COM SERVICES LLC	V01801	1FGK-7XHM-MK7Q	$ 31.03	9/11/2026	00002518	10/15/2026	EFT	CX	AP
AMAZON.COM SERVICES LLC	V01801	1G4Y-KFXW-PMFR	$ 161.47	9/4/2026	00002590	10/29/2026	EFT	CX	AP
AMAZON.COM SERVICES LLC	V01801	1VW4-YPNX-L7WG	$ 213.36	9/25/2026	00002590	10/29/2026	EFT	CX	AP
AMAZON.COM SERVICES LLC	V01801	1Y1P-LDKG-49NW	$ 89.59	8/28/2026	00002421	10/8/2026	EFT	CX	AP
VAN DE POL	V01874	1160405-IN	$ 2,215.76	6/17/2026	00002515	10/15/2026	EFT	CX	AP
VAN DE POL	V01874	1199023-IN	$ 1,726.58	9/25/2026	00002515	10/15/2026	EFT	CX	AP
VAN DE POL	V01874	1204078-IN	$ 9,256.64	10/9/2026	00002583	10/22/2026	EFT	CX	AP
VAN DE POL	V01874	1204312-IN	$ 3,676.13	10/9/2026	00002583	10/22/2026	EFT	CX	AP
VAN DE POL	V01874	1205463-IN	$ 1,712.17	10/13/2026	00002583	10/22/2026	EFT	CX	AP
VAN DE POL	V01874	1205947-IN	$ 3,659.14	10/14/2026	00002583	10/22/2026	EFT	CX	AP
VAN DE POL	V01874	1205904-IN	$ 1,878.34	10/14/2026	00002612	10/29/2026	EFT	CX	AP
VAN DE POL	V01874	1199746-IN	$ 51,611.55	9/28/2026	00002468	10/8/2026	EFT	CX	AP
VAN DE POL	V01874	1199747-IN	$ 51,870.73	9/29/2026	00002468	10/8/2026	EFT	CX	AP
VAN DE POL	V01874	1199748-IN	$ 52,409.73	9/30/2026	00002468	10/8/2026	EFT	CX	AP
VAN DE POL	V01874	199745-IN	$ 51,683.13	9/28/2026	00002468	10/8/2026	EFT	CX	AP
PACIFIC STORAGE CO	V01915	26-27SJRTD	$ 2,947.95	9/1/2026	00002441	10/8/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5345207703	$ 868.24	7/1/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5345452114	$ 414.95	7/2/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5346568801	$ 286.91	7/9/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5347330702	$ 607.86	7/13/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5348757803	$ 60.38	7/20/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5349303108	$ 74.05	7/22/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5349332905	$ 443.66	7/22/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5350451302	$ 304.58	7/28/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5351628107	$ 162.20	8/3/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5352792201	$ 35.44	8/7/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5353448403	$ 262.47	8/11/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5354693112	$ 85.43	8/17/2026	00002485	10/15/2026	EFT	CX	AP

Vendor Name	PEID	Invoice Number	Invoice Amount	Invoice Date	Check #	Payment Date	Type	Status	CKID
CINTAS CORPORATION 2	V01927	5355289506	$ 312.13	8/19/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5355884201	$ 87.54	8/21/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5356829106	$ 498.23	8/26/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5359183213	$ 463.44	9/8/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5360504110	$ 121.64	9/15/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5361389203	$ 127.02	9/18/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5361442702	$ 236.42	9/18/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5364929901	$ 238.00	10/6/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5366125320	$ 121.59	10/13/2026	00002485	10/15/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5362234913	$ 272.04	9/23/2026	00002431	10/8/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5362769812	$ 48.71	9/25/2026	00002431	10/8/2026	EFT	CX	AP
CINTAS CORPORATION 2	V01927	5363700801	$ 117.68	9/30/2026	00002431	10/8/2026	EFT	CX	AP
SUNS SOLAR CLEANING	V01946	003347	$ 2,300.00	9/16/2026	00002464	10/8/2026	EFT	CX	AP
THE W W WILLIAMS COMPANY LLC	V01949	043P45094	$ 37,400.26	9/23/2026	00002408	10/1/2026	EFT	CX	AP
THE W W WILLIAMS COMPANY LLC	V01949	043P45446	$ 2,222.58	10/14/2026	00002579	10/22/2026	EFT	CX	AP
THE W W WILLIAMS COMPANY LLC	V01949	043P45468	$ 14,319.73	10/14/2026	00002579	10/22/2026	EFT	CX	AP
THE W W WILLIAMS COMPANY LLC	V01949	043P45224	$ 552.96	9/23/2026	00002611	10/29/2026	EFT	CX	AP
THE W W WILLIAMS COMPANY LLC	V01949	043P45174	$ 6,211.87	9/30/2026	00002466	10/8/2026	EFT	CX	AP
THE W W WILLIAMS COMPANY LLC	V01949	043P45220	$ 41,431.49	9/30/2026	00002466	10/8/2026	EFT	CX	AP
THE W W WILLIAMS COMPANY LLC	V01949	CR043P45324	$ (6,211.87)	10/1/2026	00002466	10/8/2026	EFT	CX	AP
ECO-CHECK COMPLIANCE INC	V01952	265099	$ 3,000.00	9/28/2026	00002481	10/15/2026	EFT	CX	AP
ECO-CHECK COMPLIANCE INC	V01952	265223	$ 325.00	10/5/2026	00002534	10/22/2026	EFT	CX	AP
CAPITAL RUBBER & GASKET CO.	V02211	30061465	$ 22.01	7/31/2026	00002542	10/22/2026	EFT	CX	AP
CAPITAL RUBBER & GASKET CO.	V02211	30063764	$ 1,703.53	8/28/2026	00002429	10/8/2026	EFT	CX	AP
PREVOST CAR / US INC	V02474	903164013	$ 301.78	8/31/2026	00002401	10/1/2026	EFT	CX	AP
PREVOST CAR / US INC	V02474	903165057	$ 715.69	9/1/2026	00002401	10/1/2026	EFT	CX	AP
PREVOST CAR / US INC	V02474	903173782	$ 85.57	9/11/2026	00002506	10/15/2026	EFT	CX	AP
PREVOST CAR / US INC	V02474	903186692	$ 1,377.76	9/28/2026	00002506	10/15/2026	EFT	CX	AP
PREVOST CAR / US INC	V02474	903187793	$ 494.63	9/29/2026	00002506	10/15/2026	EFT	CX	AP
PREVOST CAR / US INC	V02474	903132527	$ 50.58	7/23/2026	00002456	10/8/2026	EFT	CX	AP
PREVOST CAR / US INC	V02474	903135545	$ 8.61	7/28/2026	00002456	10/8/2026	EFT	CX	AP
PREVOST CAR / US INC	V02474	903136842	$ 607.14	7/29/2026	00002456	10/8/2026	EFT	CX	AP
PREVOST CAR / US INC	V02474	903151440	$ 8.41	8/17/2026	00002456	10/8/2026	EFT	CX	AP
PREVOST CAR / US INC	V02474	903173024	$ 204.05	9/10/2026	00002456	10/8/2026	EFT	CX	AP
PREVOST CAR / US INC	V02474	903174113	$ 92.32	9/11/2026	00002456	10/8/2026	EFT	CX	AP
PREVOST CAR / US INC	V02474	903176337	$ 51.43	9/15/2026	00002456	10/8/2026	EFT	CX	AP
PREVOST CAR / US INC	V02474	903177570	$ 616.22	9/16/2026	00002456	10/8/2026	EFT	CX	AP
PREVOST CAR / US INC	V02474	903177571	$ 88.91	9/16/2026	00002456	10/8/2026	EFT	CX	AP
PREVOST CAR / US INC	V02474	903183143	$ 7.18	9/23/2026	00002456	10/8/2026	EFT	CX	AP
CASH	V02730	PETTYCASH100126	$ 100.00	1/1/1000	00150990	10/22/2026	CHK	RV	AP
CASH	V02730	PETTYCASH100126	$ 100.00	1/1/1000	00150993	10/27/2026	CHK	IS	AP
VEHICLE REGISTRATION COLLECTIONS	V02731	7RBH26520231OC16	$ 139.72	10/15/2026	00150987	10/16/2026	CHK	IS	AP
VEHICLE REGISTRATION COLLECTIONS	V02731	7RBH26520231OCT2	$ 140.43	10/1/2026	00150970	10/2/2026	CHK	IS	AP
INC. RUSH TRUCK CENTERS OF CALIFORNIA	V02740	3047672954	$ 521.32	9/8/2026	00002404	10/1/2026	EFT	CX	AP
INC. RUSH TRUCK CENTERS OF CALIFORNIA	V02740	3046769585	$ 2,865.34	7/9/2026	00002510	10/15/2026	EFT	CX	AP
INC. RUSH TRUCK CENTERS OF CALIFORNIA	V02740	3048063500	$ 1,202.34	10/7/2026	00002572	10/22/2026	EFT	CX	AP
INC. RUSH TRUCK CENTERS OF CALIFORNIA	V02740	3047954615	$ 3,941.11	9/28/2026	00002608	10/29/2026	EFT	CX	AP
INC. RUSH TRUCK CENTERS OF CALIFORNIA	V02740	3048163502	$ 132.16	10/15/2026	00002608	10/29/2026	EFT	CX	AP
INC. RUSH TRUCK CENTERS OF CALIFORNIA	V02740	3047907767	$ 828.92	9/25/2026	00002461	10/8/2026	EFT	CX	AP

Vendor Name	PEID	Invoice Number	Invoice Amount	Invoice Date	Check #	Payment Date	Type	Status	CKID
ALINTRIC RENEWALS LLC	V02743	1048	$ 4,523.50	7/31/2026	00002380	10/1/2026	EFT	CX	AP
ALINTRIC RENEWALS LLC	V02743	1050	$ 4,523.50	9/9/2026	00002536	10/22/2026	EFT	CX	AP
GILLIG LLC	V03216	41483920	$ 100.04	9/16/2026	00002522	10/15/2026	EFT	CX	AP
GILLIG LLC	V03216	41485137	$ 1,035.94	9/21/2026	00002553	10/22/2026	EFT	CX	AP
GILLIG LLC	V03216	41486721	$ 332.88	9/24/2026	00002553	10/22/2026	EFT	CX	AP
GILLIG LLC	V03216	41486722	$ 1,276.81	9/24/2026	00002553	10/22/2026	EFT	CX	AP
GILLIG LLC	V03216	41487160	$ 122.79	9/25/2026	00002553	10/22/2026	EFT	CX	AP
GILLIG LLC	V03216	41478578	$ 474.80	9/1/2026	00002438	10/8/2026	EFT	CX	AP
GILLIG LLC	V03216	41479799	$ 4,662.60	9/3/2026	00002438	10/8/2026	EFT	CX	AP
GILLIG LLC	V03216	41480719	$ 1,611.58	9/8/2026	00002438	10/8/2026	EFT	CX	AP
GILLIG LLC	V03216	41483184	$ 2,049.07	9/15/2026	00002438	10/8/2026	EFT	CX	AP
GILLIG LLC	V03216	41483185	$ 2,194.54	9/15/2026	00002438	10/8/2026	EFT	CX	AP
ECO-CHECK COMPLIANCE INC	V03295	INVSAC49629	$ 102.41	8/12/2026	00002420	10/8/2026	EFT	CX	AP
ECO-CHECK COMPLIANCE INC	V03295	INVSAC50273	$ 25.51	8/31/2026	00002420	10/8/2026	EFT	CX	AP
ECO-CHECK COMPLIANCE INC	V03295	INVSAC50697	$ 85.66	9/15/2026	00002420	10/8/2026	EFT	CX	AP
LIFT-U	V03329	007086	$ 901.75	7/24/2026	00002379	10/1/2026	EFT	CX	AP
LIFT-U	V03329	008274	$ 47.00	8/28/2026	00002379	10/1/2026	EFT	CX	AP
LIFT-U	V03329	009269	$ 37.90	9/25/2026	00002482	10/15/2026	EFT	CX	AP
INC. WESTERN TUBES N HOSES (NPS) / TERALT	V03382	T903	$ 482.70	10/1/2026	00002471	10/8/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	81781CR	$ (250.00)	9/24/2026	00002403	10/1/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	81880C	$ 650.00	8/19/2026	00002403	10/1/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	81880CR	$ (650.00)	9/24/2026	00002403	10/1/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	82168C	$ 34.00	9/14/2026	00002403	10/1/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	82168CR	$ (34.00)	9/14/2026	00002403	10/1/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	82362	$ 2,447.05	9/14/2026	00002403	10/1/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	82529	$ 788.07	9/8/2026	00002403	10/1/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	82688	$ 95.92	9/11/2026	00002403	10/1/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	82791	$ 997.35	9/15/2026	00002403	10/1/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	82920	$ 893.80	9/17/2026	00002403	10/1/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	83042	$ 218.00	9/21/2026	00002403	10/1/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	83142	$ 58.86	9/24/2026	00002403	10/1/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	82168	$ 437.09	9/14/2026	00002507	10/15/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	83204	$ 861.10	9/25/2026	00002507	10/15/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	83243	$ 9,221.40	9/28/2026	00002507	10/15/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	83538	$ 142.79	10/5/2026	00002507	10/15/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	83591	$ 54.50	10/6/2026	00002607	10/29/2026	EFT	CX	AP
R L RIGHETTI ENTERPRISES INC	V03452	84010	$ 5,350.81	10/19/2026	00002614	10/29/2026	EFT	CX	AP
WARDEN'S / THE WARDEN'S OFFICE INC	V05025	218769-00	$ 152.93	10/15/2026	00002587	10/22/2026	EFT	CX	AP
WARDEN'S / THE WARDEN'S OFFICE INC	V05025	218769-01	$ 144.37	10/16/2026	00002587	10/22/2026	EFT	CX	AP
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNSTON LIM CO	V05098	00295252-00	$ 1,900.00	8/1/2026	00002383	10/1/2026	EFT	CX	AP
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNSTON LIM CO	V05098	00298691-00	$ 2,850.00	9/1/2026	00002383	10/1/2026	EFT	CX	AP
CO OCCUPATIONAL MEDICAL PARTNERS / JOHNSTON LIM CO	V05098	00301966-00	$ 885.00	10/1/2026	00002595	10/29/2026	EFT	CX	AP
AREA WIDE EXTERMINATORS INC	V05101	0516020	$ 180.00	9/14/2026	00002472	10/8/2026	EFT	CX	AP
MAGNETIC TICKET & LABEL CORP.	V05163	604677	$ 3,984.40	8/24/2026	00002558	10/22/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05202	511825	$ 675.00	10/1/2026	00002452	10/8/2026	EFT	CX	AP
DUNCAN PRESS INC	V05215	40004	$ 6,335.63	8/13/2026	00002487	10/15/2026	EFT	CX	AP
DUNCAN PRESS INC	V05215	40021	$ 1,621.92	8/20/2026	00002487	10/15/2026	EFT	CX	AP
DUNCAN PRESS INC	V05215	40146	$ 1,336.34	10/15/2026	00002547	10/22/2026	EFT	CX	AP
WARD PROMOTIONAL MARKETING / SOLUTIONS INC.	V05221	BT98009288A	$ 11,999.99	6/16/2026	00002412	10/1/2026	EFT	IS	AP

Vendor Name	PEID	Invoice Number	Invoice Amount	Invoice Date	Check #	Payment Date	Type	Status	CKID
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	618904	$ 615.31	9/8/2026	00002394	10/1/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	619312	$ 671.84	9/22/2026	00002394	10/1/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	619319	$ 1,364.15	9/22/2026	00002394	10/1/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	619752	$ 110.17	10/6/2026	00002496	10/15/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	619759	$ 976.96	10/6/2026	00002496	10/15/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	619763	$ 181.28	10/6/2026	00002496	10/15/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	619967	$ 97.82	10/14/2026	00002561	10/22/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	619968	$ 31.00	10/14/2026	00002561	10/22/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	619970	$ 635.14	10/14/2026	00002561	10/22/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	619983	$ 128.75	10/14/2026	00002561	10/22/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	620139	$ 117.80	10/20/2026	00002561	10/22/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	620141	$ 53.79	10/20/2026	00002561	10/22/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	620143	$ 583.81	10/20/2026	00002561	10/22/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	620144	$ 66.00	10/20/2026	00002561	10/22/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	620149	$ 2,367.56	10/20/2026	00002561	10/22/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	619550	$ 18.48	9/29/2026	00002445	10/8/2026	EFT	CX	AP
MODESTO JANITORIAL SUPPLY CENTER INC	V05231	619555	$ 803.46	9/29/2026	00002445	10/8/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	991133D	$ 351.50	9/18/2026	00002406	10/1/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	991319D	$ 1,678.50	9/24/2026	00002406	10/1/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	988640DX2	$ 323.47	7/22/2026	00002513	10/15/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	988974DX2	$ 18.16	9/29/2026	00002513	10/15/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	991674D	$ 1,017.61	10/5/2026	00002513	10/15/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	991854D	$ 1,691.49	10/7/2026	00002513	10/15/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	991854DX1	$ 6,372.57	10/13/2026	00002578	10/22/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	991997D	$ 2,405.52	10/12/2026	00002578	10/22/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	992078D	$ 248.30	10/13/2026	00002578	10/22/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	992078DX1	$ 213.83	10/16/2026	00002578	10/22/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	992198D	$ 565.22	10/16/2026	00002578	10/22/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	992198DX1	$ 2,974.99	10/20/2026	00002578	10/22/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	CM983079DX1	$ (9.20)	10/14/2026	00002578	10/22/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	CM990335DX1A	$ (550.54)	10/14/2026	00002578	10/22/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	CM991319D	$ (312.70)	10/14/2026	00002578	10/22/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	CM991674D	$ (91.76)	10/14/2026	00002578	10/22/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	CM991854D	$ (311.98)	10/14/2026	00002578	10/22/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	CM991854DX1	$ (311.98)	10/14/2026	00002578	10/22/2026	EFT	CX	AP
INC. (NPS) TEC EQUIPMENT	V05252	992421DX1	$ 10.18	10/22/2026	00002610	10/29/2026	EFT	CX	AP
US BANK	V05271	RETCO SEPT2526A	$ 44.75	9/25/2026	00002410	10/1/2026	EFT	CX	AP
US BANK	V05271	RETCO SEPT2526B	$ 254.33	9/25/2026	00002410	10/1/2026	EFT	CX	AP
US BANK	V05271	RETCO SEPT2526C	$ 32.88	9/25/2026	00002410	10/1/2026	EFT	CX	AP
US BANK	V05271	RETCO SEPT2526D	$ 171.60	9/25/2026	00002410	10/1/2026	EFT	CX	AP
US BANK	V05271	RETCONT OC1626A	$ 15,983.49	10/15/2026	00002532	10/16/2026	EFT	CX	AP
US BANK	V05271	RETCONT OC1626B	$ 1,125.72	10/15/2026	00002532	10/16/2026	EFT	CX	AP
US BANK	V05271	RETCONT OC1626C	$ 73,038.74	10/15/2026	00002532	10/16/2026	EFT	CX	AP
US BANK	V05271	RETCONT OC1626D	$ 1,654.96	10/15/2026	00002532	10/16/2026	EFT	CX	AP
US BANK	V05271	RETCONT OC1626E	$ 17,371.58	10/15/2026	00002532	10/16/2026	EFT	CX	AP
US BANK	V05271	RETCONT OC1626F	$ 8,280.62	10/15/2026	00002532	10/16/2026	EFT	CX	AP
US BANK	V05271	RETCONT OC1626G	$ 11,745.59	10/15/2026	00002532	10/16/2026	EFT	CX	AP
US BANK	V05271	RETCONT OC1626H	$ 765.98	10/15/2026	00002532	10/16/2026	EFT	CX	AP
US BANK	V05271	RETCONT OC1626I	$ 49,698.59	10/15/2026	00002532	10/16/2026	EFT	CX	AP

Vendor Name	PEID	Invoice Number	Invoice Amount	Invoice Date	Check #	Payment Date	Type	Status	CKID
US BANK	V05271	RETCONT OC1626J	$ 1,216.21	10/15/2026	00002532	10/16/2026	EFT	CX	AP
US BANK	V05271	RETCONT OC1626K	$ 11,720.86	10/15/2026	00002532	10/16/2026	EFT	CX	AP
US BANK	V05271	RETCONT OC1626L	$ 5,587.04	10/15/2026	00002532	10/16/2026	EFT	CX	AP
US BANK	V05271	RETCONT OCT0226A	$ 15,700.43	10/1/2026	00002419	10/2/2026	EFT	CX	AP
US BANK	V05271	RETCONT OCT0226B	$ 929.19	10/1/2026	00002419	10/2/2026	EFT	CX	AP
US BANK	V05271	RETCONT OCT0226C	$ 70,978.17	10/1/2026	00002419	10/2/2026	EFT	CX	AP
US BANK	V05271	RETCONT OCT0226D	$ 1,611.25	10/1/2026	00002419	10/2/2026	EFT	CX	AP
US BANK	V05271	RETCONT OCT0226E	$ 17,563.45	10/1/2026	00002419	10/2/2026	EFT	CX	AP
US BANK	V05271	RETCONT OCT0226F	$ 8,228.72	10/1/2026	00002419	10/2/2026	EFT	CX	AP
US BANK	V05271	RETCONT OCT0226G	$ 11,537.57	10/1/2026	00002419	10/2/2026	EFT	CX	AP
US BANK	V05271	RETCONT OCT0226H	$ 632.26	10/1/2026	00002419	10/2/2026	EFT	CX	AP
US BANK	V05271	RETCONT OCT0226I	$ 48,296.51	10/1/2026	00002419	10/2/2026	EFT	CX	AP
US BANK	V05271	RETCONT OCT0226J	$ 1,184.09	10/1/2026	00002419	10/2/2026	EFT	CX	AP
US BANK	V05271	RETCONT OCT0226K	$ 11,850.30	10/1/2026	00002419	10/2/2026	EFT	CX	AP
US BANK	V05271	RETCONT OCT0226L	$ 5,552.03	10/1/2026	00002419	10/2/2026	EFT	CX	AP
MOUSER ELECTRONICS INC	V05298	92248301	$ 17.70	8/31/2026	00002395	10/1/2026	EFT	CX	AP
PENNINO MANAGEMENT GROUP	V05332	15106	$ 23,836.75	7/21/2026	00002503	10/15/2026	EFT	CX	AP
PENNINO MANAGEMENT GROUP	V05332	15224	$ 36,442.00	8/7/2026	00002503	10/15/2026	EFT	CX	AP
PENNINO MANAGEMENT GROUP	V05332	15338	$ 20,176.75	9/8/2026	00002503	10/15/2026	EFT	CX	AP
PENNINO MANAGEMENT GROUP	V05332	15531	$ 6,710.50	10/2/2026	00002568	10/22/2026	EFT	CX	AP
CUMMINS PACIFIC REGION	V05355	07-260757552	$ 2,540.00	7/23/2026	00150971	10/8/2026	CHK	IS	AP
TRANSPORTATION SERVICES INC	V05372	34917	$ 9,260.92	10/16/2026	00002580	10/22/2026	EFT	CX	AP
HANOVER	V05376	SIN26002672S	$ 852.50	10/5/2026	00002491	10/15/2026	EFT	CX	AP
CB / CASTLE BRANCH INC.	V05459	1039958-IN	$ 68.00	9/22/2026	00002593	10/29/2026	EFT	CX	AP
AMALGAMATED TRANSIT UNION LOCAL #256	V05474	RTD ASSESS OCT26	$ 3,700.00	10/15/2026	00002529	10/16/2026	EFT	CX	AP
AMALGAMATED TRANSIT UNION LOCAL #256	V05474	RTD COPE OCT26	$ 208.00	10/15/2026	00150981	10/16/2026	CHK	IS	AP
AMALGAMATED TRANSIT UNION LOCAL #256	V05474	RTD INITIAT OCT	$ 1,000.00	10/15/2026	00002529	10/16/2026	EFT	CX	AP
AMALGAMATED TRANSIT UNION LOCAL #256	V05474	OCT226 CTCDUES	$ 2,999.88	10/1/2026	00002416	10/2/2026	EFT	CX	AP
AMALGAMATED TRANSIT UNION LOCAL #256	V05474	OCT226 FTDUES	$ 11,545.43	10/1/2026	00002416	10/2/2026	EFT	CX	AP
AMALGAMATED TRANSIT UNION LOCAL #256	V05474	OCT226 PTDUES	$ 118.40	10/1/2026	00002416	10/2/2026	EFT	CX	AP
INDOFF LLC	V06012	3886487	$ 1,036.34	10/16/2026	00002600	10/29/2026	EFT	CX	AP
EXCLUSIVE SIGNS AND GRAPHICS INC	V06015	1599	$ 228.48	8/24/2026	00002385	10/1/2026	EFT	CX	AP
INC EMTS	V06016	11206805	$ 2,222.98	7/31/2026	00002475	10/8/2026	EFT	CX	AP
INC EMTS	V06016	11207032	$ 2,222.98	7/31/2026	00002475	10/8/2026	EFT	CX	AP
INC. FILTERBUY	V06017	88C1BA2A-0034	$ 200.12	8/14/2026	00002551	10/22/2026	EFT	CX	AP
INC. EAGLE AUTOMOTIVE EQUIPMENT IV	V06047	7715	$ 7,048.71	9/17/2026	00002488	10/15/2026	EFT	CX	AP
INC. EAGLE AUTOMOTIVE EQUIPMENT IV	V06047	7716	$ 4,794.00	9/17/2026	00002488	10/15/2026	EFT	CX	AP
INC. EAGLE AUTOMOTIVE EQUIPMENT IV	V06047	7717	$ 22,673.48	9/17/2026	00002488	10/15/2026	EFT	CX	AP
IRIS MCGEE	V06082	2740A	$ 4,702.50	10/13/2026	00002556	10/22/2026	EFT	CX	AP
IRIS MCGEE	V06082	2742	$ 7,631.25	9/30/2026	00002443	10/8/2026	EFT	CX	AP
IG TRUE GRIT PARENT HOLDINGS INC	V06088	11006667242	$ 12,600.00	8/27/2026	00002492	10/15/2026	EFT	CX	AP
IG TRUE GRIT PARENT HOLDINGS INC	V06088	11006667248	$ 3,160.00	8/27/2026	00002492	10/15/2026	EFT	CX	AP
IG TRUE GRIT PARENT HOLDINGS INC	V06088	11006768440	$ 12,600.00	8/27/2026	00002492	10/15/2026	EFT	CX	AP
IG TRUE GRIT PARENT HOLDINGS INC	V06088	11006768441	$ 12,240.00	9/28/2026	00002492	10/15/2026	EFT	CX	AP
IG TRUE GRIT PARENT HOLDINGS INC	V06088	11006768595	$ 14,150.00	9/28/2026	00002492	10/15/2026	EFT	CX	AP
IG TRUE GRIT PARENT HOLDINGS INC	V06088	11006848267	$ 14,280.00	10/21/2026	00002599	10/29/2026	EFT	CX	AP
IG TRUE GRIT PARENT HOLDINGS INC	V06088	11006848273	$ 12,000.00	10/21/2026	00002599	10/29/2026	EFT	CX	AP
IG TRUE GRIT PARENT HOLDINGS INC	V06088	11006848301	$ 12,836.67	10/21/2026	00002599	10/29/2026	EFT	CX	AP
IG TRUE GRIT PARENT HOLDINGS INC	V06088	11006557896	$ 14,195.00	7/26/2026	00002442	10/8/2026	EFT	CX	AP

Vendor Name	PEID	Invoice Number	Invoice Amount	Invoice Date	Check #	Payment Date	Type	Status	CKID
IG TRUE GRIT PARENT HOLDINGS INC	V06088	11006768431	$ 4,153.50	9/28/2026	00002442	10/8/2026	EFT	CX	AP
REALITY CHURCH OF STOCKTON	V06108	OCT12026	$ 450.00	10/1/2026	00002457	10/8/2026	EFT	CX	AP
LAW OFFICE OF JEROME A CLAY	V06170	011-26035-S	$ 30,521.25	10/2/2026	00002391	10/1/2026	EFT	CX	AP
LAW OFFICE OF JEROME A CLAY	V06170	012-26035-S	$ 29,041.25	10/16/2026	00002524	10/15/2026	EFT	CX	AP
LAW OFFICE OF JEROME A CLAY	V06170	013-26035-S	$ 28,571.25	10/30/2026	00002601	10/29/2026	EFT	CX	AP
MACIAS GINI & Oâ€™CONNELL LLP	V06179	537896	$ 70,659.20	10/19/2026	00002613	10/29/2026	EFT	CX	AP
DEREK GRAVES	V06180	091826BODMEETING	$ 332.38	9/18/2026	00002555	10/22/2026	EFT	CX	AP
GENEVA MOORAD	V06181	091826BODMEETING	$ 325.08	9/18/2026	00002562	10/22/2026	EFT	CX	AP
GENEVA MOORAD	V06181	REIMB100426APTA	$ 3,336.18	10/4/2026	00002562	10/22/2026	EFT	CX	AP
AARON EDWARDS	V06182	091826BODMEETING	$ 316.87	9/18/2026	00002548	10/22/2026	EFT	CX	AP
AARON EDWARDS	V06182	REIMB100426APTA	$ 767.79	10/4/2026	00002548	10/22/2026	EFT	CX	AP
FLEETPRIDE	V06183	123644503	$ 429.93	2/20/2025	00150977	10/15/2026	CHK	IS	AP
FLEETPRIDE	V06183	123757263	$ 432.41	2/25/2025	00150977	10/15/2026	CHK	IS	AP
FLEETPRIDE	V06183	123757301	$ 689.34	2/25/2025	00150977	10/15/2026	CHK	IS	AP
FLEETPRIDE	V06183	124353105	$ 88.45	3/20/2025	00150977	10/15/2026	CHK	IS	AP
FLEETPRIDE	V06183	124719545	$ 88.45	3/20/2025	00150977	10/15/2026	CHK	IS	AP
FLEETPRIDE	V06183	126093914	$ 98.09	5/29/2025	00150977	10/15/2026	CHK	IS	AP
FLEETPRIDE	V06183	126360216	$ 277.00	6/9/2025	00150977	10/15/2026	CHK	IS	AP
QUANTUM ELITE INC	V06197	SJRTD-111	$ 99,128.81	9/20/2026	00002402	10/1/2026	EFT	CX	AP
QUANTUM ELITE INC	V06197	SJRTD-112	$ 103,622.26	10/7/2026	00002526	10/15/2026	EFT	CX	AP
QUANTUM ELITE INC	V06197	SJRTD-113	$ 107,184.10	10/18/2026	00002606	10/29/2026	EFT	CX	AP
PARTS AUTHORITY	V06200	153-205852	$ 340.60	10/14/2026	00002567	10/22/2026	EFT	CX	AP
PARTS AUTHORITY	V06200	153-204624	$ 1,105.49	9/14/2026	00002453	10/8/2026	EFT	CX	AP
SAIHA SAN	V06204	APTAOCT26CONF	$ 590.66	10/4/2026	00002588	10/22/2026	EFT	CX	AP
SAIHA SAN	V06204	JULAUGSEP26MNTG	$ 307.75	7/17/2026	00002588	10/22/2026	EFT	CX	AP
DONALD TAFOYA	V06205	APTAOCT26CONF	$ 535.27	10/4/2026	00002589	10/22/2026	EFT	CX	AP
DONALD TAFOYA	V06205	JULAUGSEP26MTNG	$ 540.05	7/17/2026	00002589	10/22/2026	EFT	CX	AP
ICOM AMERICA INC	V06209	22774	$ 19.81	8/4/2026	00150978	10/15/2026	CHK	IS	AP
ICOM AMERICA INC	V06209	22775	$ 83.21	8/4/2026	00150978	10/15/2026	CHK	IS	AP
ICOM AMERICA INC	V06209	22776	$ 203.87	8/4/2026	00150978	10/15/2026	CHK	IS	AP
ICOM AMERICA INC	V06209	23149	$ 175.76	10/5/2026	00150978	10/15/2026	CHK	IS	AP
VENTURA JAVIER	V06211	202639	$ 1,630.00	8/31/2026	00002455	10/8/2026	EFT	CX	AP
MM COLLECTIVE AND CONSULTING LLC	V06212	2026-2	$ 5,440.00	9/29/2026	00002393	10/1/2026	EFT	CX	AP
	Total:		**$ 4,165,041.73**						

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LEAD: DEREK GRAVES, RTD CHAIR OF BOARD OF DIRECTORS

I. RECOMMENDED ACTION

That the Board of Directors consider and approve the updated estimated Board travel expenses for calendar year 2026.

II. SUMMARY

- RTD's Board Travel Policy requires that the full Board approve estimated expenses before board member travel.
- RTD staff annually solicits the Board members' interest in attending educational conferences and events.
- This report includes a table summarizing estimated expenses associated with Board travel for calendar year 2026.
- The full Board will consider expressions of interest received for travel from Board members throughout the year as necessary.

III. DISCUSSION/BACKGROUND

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

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

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

On an annual basis, RTD staff solicits Board members for expressions of interest in attending educational conferences.

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

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

The estimated cost of travel expenses for board members, listed by conference for the 2026 calendar year, is provided in a table on the next page.

2026 CONFERENCES

Board Member	APTA Legislative Conference April 12-14, 2026 Washington, DC	CALACT Spring Conference April 14-16, 2026 Temecula, CA	San Joaquin One Voice May 4-6, 2026 Washington, DC	APTA Mobility Conference May 17-20, 2026 Salt Lake City, UT	APTA Workforce Summit May 20-21, 2026 Salt Lake City, UT	CTA Spring Legislative Conference May 21, 2026 Sacramento, CA	APTA Transit Board Members & Transit Board Admins. Seminar July 18-21, 2026 Detroit, MI	APTA TRANSform October 4-7, 2026 Chicago, IL	CTA Fall Conference & Expo October 28-30, 2026 Monterey, CA	CALACT Fall Conference November 3-7, 2026 Sonoma, CA	Total Estimated Cost for 2026
Derek Graves			Did not attend								
Geneva Moorad			$3,758.42				$2,528.12	$4,235.13	**X**	**X**	
Aaron Edwards			$3,980.72		$2,327.82			$3,775.04		**X**	
Saiha San								$3,283.50	**X**		
Donald Tafoya								$3,451.71	**X**	**X**	
Estimated Cost Per Person			$3,900		$2,100		$3,000	$4,300	$1,700	$2,200	$41,500

N: New Request to Attend a Conference.
X: Previously Approved Request.
Red Font: Updates.
Actual costs will be added to the table after each conference.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

V. CUSTOMER IMPACT

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

VI. FINANCIAL CONSIDERATIONS/IMPACT

Estimated Board member travel expenses for 2026, including registration, total $41,500. This figure is subject to change based on future travel requests. These expenses are budgeted according to fiscal year under account number 403000-50912 – Board Travel.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

N/A

IX. ATTACHMENTS

None

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

X. APPROVALS

Financial Impact Approved:
Thomas Dempsey, Acting CFO

Eric Williams, CEO



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LEAD STAFF: ERIC WILLIAMS, CEO

I. RECOMMENDED ACTION:

Adopting the 2027 Board of Directors regular meeting schedule.

II. SUMMARY

- RTD's Rules of Procedure Section 3.03 requires that the Board adopt a Regular Board meeting schedule.
- Staff proposes the Regular Board meetings continue to be held on the third Friday of the month at 10:00 A.M., unless a different date is reflected below. Also, the Board may change the meeting date from time to time due to unanticipated conflicts. The public should monitor the RTD website and various RTD bulletin boards for any changes that might occur.
- Meeting dates marked with an asterisk have been adjusted due to schedule conflicts.

III. DISCUSSION/BACKGROUND

Per RTD's Rules of Procedure, the Board of Directors approves the schedule of Regular Board meeting dates, times, and locations for the following calendar year.

Regular Board meetings are historically held from January to November on the third Friday of each month at 10:00 A.M. In advance of the July Board meeting, the CEO may request to go dark (cancel meeting) if there is no action for the Board to consider. Additionally, meeting dates may be adjusted due to current and future conference schedule conflicts.

Special Board meetings may be called by the Chairman or a majority of the Board per Government Code Section 54956.

The CEO proposes that the 2027 Regular Board meetings be held at the scheduled time and place on the following dates unless otherwise approved by the RTD Board of Directors:

Friday, January 22, 2027 *
Friday, February 19, 2027
Thursday, March 18, 2027 *
Friday, April 16, 2027
Friday, May 21, 2027
Friday, June 18, 2027

Friday, July 23, 2027 **
Friday, August 20, 2027
Friday, September 17, 2027
Friday, October 15, 2027
Thursday, November 18, 2027 *

* Dates rescheduled due to schedule conflict.

** Subject to cancellation and/or adjustment depending on agency needs.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

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

V. CUSTOMER IMPACT

N/A

VI. FINANCIAL CONSIDERATIONS/IMPACT

None.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

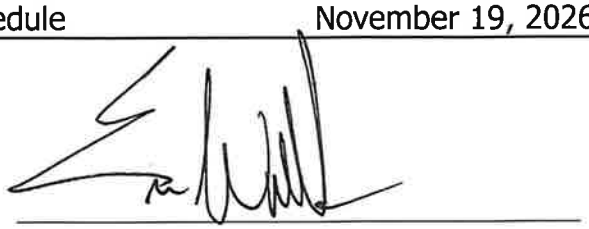
None.

IX. ATTACHMENTS

Attachment A: Resolution

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

X. APPROVAL



Eric Williams, CEO

Attachment A
Cover Page

RESOLUTION NO. ____
DATED: NOVEMBER 19, 2026

RESOLUTION ADOPTING THE 2027 REGULAR BOARD OF DIRECTORS MEETING SCHEDULE

WHEREAS, the monthly meetings of the RTD Board of Directors are regularly scheduled for the third Friday of the month; unless otherwise approved by the RTD Board of Directors, and

WHEREAS, the recommended schedule considers the availability of the Board of Directors.

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

1. That the Regular Board meetings of the RTD Board of Directors shall be held on the third Friday of every month at 10:00 A.M.

2. That notwithstanding the above, the 2027 Board of Directors Regular meeting schedule shall be held at the scheduled time and place on the following dates, unless otherwise approved by the RTD Board of Directors:

2027 BOARD OF DIRECTORS REGULAR MEETING SCHEDULE

Friday, January 22, 2027 *
Friday, February 19, 2027
Thursday, March 18, 2027 *
Friday, April 16, 2027
Friday, May 21, 2027
Friday, June 18, 2027
Friday, July 23, 2027 **
Friday, August 20, 2027
Friday, September 17, 2027
Friday, October 15, 2027
Thursday, November 18, 2027 *

* Dates rescheduled due to schedule conflict.

** Subject to cancellation and/or adjustment depending on agency needs.

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LEAD STAFF: JOHN VAN CAMP, CHIEF OPERATING OFFICER

I. RECOMMENDED ACTION:

Approve the disposal or auction of designated transit vehicles and direct the CEO to dispose of the surplus items in accordance with RTD's Sale of Surplus Equipment process and all applicable Federal Transit Administration (FTA) regulations.

II. SUMMARY:

- Per RTD's Sale of Surplus Equipment process, Board approval is required to dispose of any item with an original acquisition cost greater than $150,000.
- Staff recommends that the Board of Directors approve the disposal or auction of vehicle numbers: 603, 605, 606, 608, 610, 1601, 1602, 1603, 1604, 1605, 1606, 1701, 1702, 1703, 1704, 1705, 1706,1707, 1708,1709, 1710, 1711, 1712,1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, S17102 and T14104 as they have met their useful life expectancy by RTD's Sale of Surplus Equipment process and FTA regulations.

III. DISCUSSION/BACKGROUND

The following vehicles have reached their useful life expectancy as defined by FTA Circular 5010.F and are recommended to be disposed of:

- Vehicle number 603
  - 2006 El Dorado Type II cutaway bus
  - Vehicle Identification Number (VIN) 1FDXE45PX6DA78716
  - Current mileage – 194,311.9
  - Procured with federal funding
  - Purchase price of $55,122.57
  - Vehicle in service from January 18, 2007, until November 27, 2024
  - Total service life 17.87 years
- Vehicle number 604
  - 2006 El Dorado Type II cutaway bus
  - Vehicle Identification Number (VIN) 1FDXE45P36DA78718
  - Current mileage – 202,038.1
  - Procured with federal and state funding
  - Purchase price of $55,122.57
  - Vehicle in service from January 18, 2007, until November 27, 2024
  - Total service life 17.87 years

- Vehicle number 605
  - 2006 El Dorado Type II cutaway bus
  - Vehicle Identification Number (VIN) 1FDXE45P56DA78719
  - Current mileage – 175,642.5
  - Procured with federal funding
  - Purchase price of $55,122.57
  - Vehicle in service from January 17, 2007, until December 17, 2025
  - Total service life 18.92 years
- Vehicle number 606
  - 2006 El Dorado Type II cutaway bus
  - Vehicle Identification Number (VIN) 1FDXE45P16DA78720
  - Current mileage – 179,364.8
  - Procured with federal funding
  - Purchase price of $55,122.57
  - Vehicle in service from January 03, 2007, until November 7, 2024
  - Total service life 17.85 years
- Vehicle number 608
  - 2006 El Dorado Type II cutaway bus
  - Vehicle Identification Number (VIN) 1FDXE45P16DA92200
  - Current mileage – 212,852.3
  - Procured with federal funding
  - Purchase price of $54,337.03
  - Vehicle in service from January 18, 2007, until December 3, 2025
  - Total service life 18.88 years
- Vehicle number 610
  - 2006 El Dorado Type II cutaway bus
  - Vehicle Identification Number (VIN) 1FDXE45P76DA92198
  - Current mileage – 159,194.3
  - Procured with federal funding
  - Purchase price of $54,363.03
  - Vehicle in service from February 08, 2007, until November 7, 2024
  - Total service life 17.75 years
- Vehicle number 1601
  - 2016 Starcraft Transit 350 VanGo bus
  - Vehicle Identification Number (VIN) 1FDRS6PV2GKA22467
  - Current mileage – 134,133.5
  - Procured with federal funding
  - Purchase price of $48,241.66
  - Vehicle in service from October 2, 2018, until April 18, 2025
  - Total service life 6.54 years
- Vehicle number 1602
  - 2016 Starcraft Transit 350 VanGo bus
  - Vehicle Identification Number (VIN) 1FDRS6PV0GKA22466
  - Current mileage – 150,297.6

    - Procured with federal funding
    - Purchase price of $48,241.66
    - Vehicle in service from October 2, 2018, until April 18, 2025
    - Total service life 6.54 years
- Vehicle number 1603
    - 2016 Starcraft Transit 350 VanGo bus
    - Vehicle Identification Number (VIN) 1FDRS6PV9GKA22465
    - Current mileage – 131,747.7
    - Procured with federal funding
    - Purchase price of $48,241.66
    - Vehicle in service from October 2, 2018, until July 30, 2024
    - Total service life 5.83 years
- Vehicle number 1604
    - 2016 Starcraft Transit 350 VanGo bus
    - Vehicle Identification Number (VIN) 1FDRS6PV6GKA22469
    - Current mileage – 133,306
    - Procured with federal funding
    - Purchase price of $48,241.66
    - Vehicle in service from October 1, 2018, until April 18, 2025
    - Total service life 6.55 years
- Vehicle number 1605
    - 2016 Starcraft Transit 350 VanGo bus
    - Vehicle Identification Number (VIN) 1FDRS6PV2GKA22470
    - Current mileage – 125,725.8
    - Procured with federal funding
    - Purchase price of $48,241.66
    - Vehicle in service from October 2, 2018, until April 18, 2025
    - Total service life 6.54 years
- Vehicle number 1606
    - 2016 Starcraft Transit 350 VanGo bus
    - Vehicle Identification Number (VIN) 1FDRS6PV4GKA22468
    - Current mileage – 130,609.1
    - Procured with federal funding
    - Purchase price of $48,241.66
    - Vehicle in service from October 2, 2018, until April 18, 2025
    - Total service life 6.54 years
- Vehicle number 1701
    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1GB6GUBG7H1169451
    - Current mileage – 178,505.4
    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from December 29, 2017, until September 10, 2025

- Vehicle number 1702
  - 2017 Glaval Titan II bus
  - Vehicle Identification Number (VIN) 1HA6GUBG5HN005941
  - Current mileage – 178,505.4
  - Procured with federal and state funding
  - Purchase price of $134,438.54
  - Vehicle in service from January 8, 2018, until September 10, 2025
- Vehicle number 1703
  - 2017 Glaval Titan II bus
  - Vehicle Identification Number (VIN) 1GB6GUBGXH1171162
  - Current mileage – 178,505.4
  - Procured with federal and state funding
  - Purchase price of $134,438.54
  - Vehicle in service from December 29, 2017, until September 10, 2025
- Vehicle number 1704
  - 2017 Glaval Titan II bus
  - Vehicle Identification Number (VIN) 1GB6GUBG1H1168019
  - Current mileage – 178,505.4
  - Procured with federal and state funding
  - Purchase price of $134,438.54
  - Vehicle in service from January 18, 2018, until September 10, 2025
- Vehicle number 1705
  - 2017 Glaval Titan II bus
  - Vehicle Identification Number (VIN) 1GB6GUBG4H1168046
  - Current mileage – 178,505.4
  - Procured with federal and state funding
  - Purchase price of $134,438.54
  - Vehicle in service from February 21, 2018, until September 10, 2025
- Vehicle number 1706
  - 2017 Glaval Titan II bus
  - Vehicle Identification Number (VIN) 1GB6GUBGXH1166754
  - Current mileage – 178,505.4
  - Procured with federal and state funding
  - Purchase price of $134,438.54
  - Vehicle in service from December 30, 2017, until September 10, 2025
- Vehicle number 1707
  - 2017 Glaval Titan II bus
  - Vehicle Identification Number (VIN) 1GB6GUBG0H1182025
  - Current mileage – 178,505.4
  - Procured with federal and state funding
  - Purchase price of $134,438.54

    - Vehicle in service from December 29, 2017, until September 10, 2025
    - Total service life 7.70 years
- Vehicle number 1708
    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1GB6GUBG4H1181475
    - Current mileage – 178,505.4
    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from December 28, 2017, until September 10, 2025
- Vehicle number 1709
    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1GB6GUBG0H1170179
    - Current mileage – 206,130.3
    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from January 23, 2018, until September 10, 2025
    - Total service life 7.63 years
- Vehicle number 1710
    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1HA6GUBG3HN005775
    - Current mileage – 178,505.4
    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from December 29, 2017, until September 10, 2025
- Vehicle number 1711
    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1GB6GUBG1H1150328
    - Current mileage – 178,505.4
    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from February 21, 2018, until September 10, 2025
- Vehicle number 1712
    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1GB6GUBG0H1169887
    - Current mileage – 206,687
    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from February 21, 2018, until October 3, 2025
    - Total service life 7.61 years
- Vehicle number 1713

    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1GB6GUBGXH1151462
    - Current mileage – 220,534.2
    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from December 26, 2017, until September 26, 2025
    - Total service life 7.75 years
- Vehicle number 1714
    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1GB6GUBG1H1170000
    - Current mileage – 178,505.4
    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from December 29, 2017, until September 10, 2025
- Vehicle number 1715
    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1HA6GUBG5HN006023
    - Current mileage – 178,505.4
    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from February 20, 2018, until September 10, 2025
- Vehicle number 1716
    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1GB6GUBG0H1170750
    - Current mileage – 178,505.4
    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from December 26, 2017, until September 10, 2025
- Vehicle number 1717
    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1HA6GUBG7HN005858
    - Current mileage – 229,393.5
    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from March 02, 2018, until September 30, 2025
    - Total service life 7.58 years
- Vehicle number 1718
    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1HA6GUBG1HN006004
    - Current mileage – 178,505.4

    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from January 22, 2018, until September 10, 2025
- Vehicle number 1719
    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1GB6GUBG8HN006131
    - Current mileage – 207,200.2
    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from February 21, 2018, until September 30, 2025
    - Total service life 7.61 years
- Vehicle number 1720
    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1GB6GUBG2H1182916
    - Current mileage – 216,923.3
    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from February 21, 2018, until September 10, 2025
    - Total service life 7.55 years
- Vehicle number 1721
    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1GB6GUBGXHN005871
    - Current mileage – 219,995.5
    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from March 12, 2018, until October 7, 2025
    - Total service life 7.57 years
- Vehicle number 1722
    - 2017 Glaval Titan II bus
    - Vehicle Identification Number (VIN) 1HA6GUBGXHN005787
    - Current mileage – 239,766.5
    - Procured with federal and state funding
    - Purchase price of $134,438.54
    - Vehicle in service from February 21, 2018, until September 26, 2025
    - Total service life 7.60 years
- Vehicle number S17102
    - 2017 Ford Escape
    - Vehicle Identification Number (VIN) 1FMCU9GD0HUD95134
    - Current mileage – 120,650.4
    - Procured with State funding
    - Purchase price of $24,633.19

  - Vehicle in service from August 16, 2017, until May 12, 2025
  - Total service life 7.74 years
- Vehicle number T14104
  - 2014 Ford C-Max
  - Vehicle Identification Number (VIN) 1FADP5AU0EL515460
  - Current mileage – 161,103.5
  - Procured with State funding
  - Purchase price of $21,062.38
  - Vehicle in service from August 7, 2014, until June 18, 2026
  - Total service life 7.74 years

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This recommendation aligns with the Board's Strategic Plan 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

RTD's commitment to maintaining high standards will allow us to retire our aging fleet and replace it with newer vehicles that provide a higher level of comfort and a smoother ride for our customers.

VI. FINANCIAL CONSIDERATIONS/IMPACT

The estimated gross market value of these vehicles listed for disposal is $0.00. All vehicles have reached their useful life and are considered obsolete. As a result of this, there is no financial impact.

Any revenue generated from the sale of vehicles and equipment will be recorded in the District's general ledger to GL 100003-40740 (Revenue Operating – Sales of Buses).

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

Continue repairing the vehicles. This alternative is not recommended, as the repair and maintenance costs would significantly exceed the gross market value of these vehicles, making continued investment in these assets fiscally imprudent.

IX. ATTACHMENTS

N/A

Prepared by: Laura Ortiz , Lead Maintenance Supervisor

X. APPROVALS

Financial Impact Approved:
Thomas Dempsey, Acting CFO



Eric Williams, CEO

LEAD STAFF: PETRINA DOCKERY-WINSTON, DIRECTOR OF GRANTS AND CAPITAL PROJECTS

I. RECOMMENDED ACTION:

Authorize the filing and execution of the FY2025– 26 Low Carbon Transit Operations Program (LCTOP) Cycle B application for the Student Transit Access Program.

II. SUMMARY

- The Student Transit Access Program is being submitted for the FY2025–26 Low Carbon Transit Operations Program (LCTOP) cycle B.
- The program will provide fare-free transit on RTD fixed-route services for high school and college students.
- This program directly supports LCTOP goals by increasing transit ridership, reducing greenhouse gas emissions, and improving mobility for disadvantaged communities.
- The program advances RTD's strategic priority of increasing ridership by removing cost as a barrier and expanding access to education, employment, and essential services.
- RTD is requesting an additional $707,487 in FY2025-26 LCTOP Cycle B funding for the Student Transit Access Program. This allocation supplements the previously approved Cycle A funding of $1,104,253, bringing the combined LCTOP funding for the program to $1,811,740.

III. DISCUSSION/BACKGROUND

On April 17, 2026, the RTD Board of Directors authorized the filing and execution of the FY2025–26 LCTOP Cycle A allocation request in the amount of $1,104,253 for the Student Transit Access Program. RTD is now requesting an additional $707,487 in Cycle B funding for the same program, bringing the combined LCTOP funding to $1,811,740. The additional funding will support the continuation of fare-free transit access for eligible high school and college students on RTD fixed-route services. The project scope remains unchanged.

The additional Cycle B funding will support the Student Transit Access Program by offsetting fare revenue associated with providing fare-free rides to eligible high school and college students on RTD fixed-route services.

Students are among the most transit-dependent populations and are highly sensitive to transportation costs. By eliminating fares, RTD can significantly

increase ridership while encouraging a shift from private vehicle use to public transit. This directly supports LCTOP's goal of reducing greenhouse gas emissions through increased transit utilization.
The program advances RTD's strategic priority of increasing ridership by:

- Removing financial barriers that limit transit use among students
- Introducing young riders to transit early, helping build lifelong ridership habits
- Increasing utilization of existing transit services without requiring significant additional capital investment

In addition to ridership growth, the program will deliver meaningful community benefits by improving access to education, workforce opportunities, healthcare, and essential services. Students attending local high schools and institutions such as San Joaquin Delta College will have improved access to reliable transportation, supporting academic success and economic mobility.

The Student Transit Access Program also advances equity by prioritizing a population that disproportionately relies on public transportation. Consistent with LCTOP requirements, the program will benefit disadvantaged and low-income communities throughout RTD's service area.

RTD has historically utilized LCTOP funding to support capital improvements, primarily through the BRT Expansion – Midtown Corridor Project. The FY2025–26 program represents a strategic evolution in the use of these funds by focusing on maximizing ridership and delivering direct, measurable benefits to transit users.

LCTOP FUNDING HISTORY

Fiscal Year	Project	Total LCTOP Funding
2017-18	BRT Expansion – Midtown Corridor	$566,109
2018-19	BRT Expansion – Midtown Corridor	$1,055,070
2019-20	BRT Expansion – Midtown Corridor	$1,173,520
2020-21	BRT Expansion – Midtown Corridor	$650,737
2021-22	BRT Expansion – Midtown Corridor	$1,556,856
2022-23	BRT Expansion – Midtown Corridor	$1,602,176
2023-24	BRT Expansion – Midtown Corridor	$1,766,265
2024-25	BRT Expansion – Midtown Corridor	$1,683,223

This history reflects RTD's consistent and effective use of LCTOP funding to deliver infrastructure improvements. The proposed FY2025–26 Student Transit

Access Program builds on that success by advancing LCTOP's core objectives through a direct investment in ridership growth and community access.

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

The Student Transit Access Program will provide immediate and meaningful benefits by eliminating fares for high school and college students. The program will expand access to education, employment, healthcare, and essential services, while reducing transportation cost burdens for students and their families.

By removing financial barriers, the program is expected to increase ridership, improve mobility, and support long-term transit use among younger populations. This investment not only enhances access in the near term but also contributes to building a sustainable and growing rider base for the future.

VI. FINANCIAL CONSIDERATIONS/IMPACT

The additional LCTOP Cycle B funding for the Student Transit Access Program is $707,487, bringing the total program funding to $1,811,740, which will be fully funded through LCTOP.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

No alternative is recommended. This action is necessary to secure available LCTOP funding and implement a program that directly advances both LCTOP objectives and RTD's strategic goal of increasing ridership. Staff evaluated various project scenarios and determined this project to be the best option for RTD.

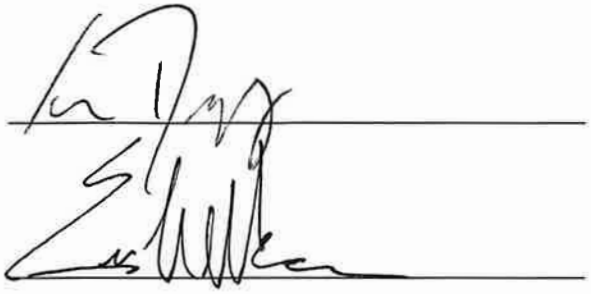
IX. ATTACHMENTS

Attachment A: Resolution

Prepared by: Harpreet Kaur, Grants Administrator

X. APPROVALS

Financial Impact Approved:
Thomas Dempsey, Acting CFO



Eric Williams, CEO

Attachment A
Cover Page

RESOLUTION NO. _____
DATED: NOVEMBER 19, 2026

RESOLUTION AUTHORIZING THE FILING AND EXECUTION OF THE FY2025–26 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) CYCLE B APPLICATION FOR THE STUDENT TRANSIT ACCESS PROGRAM

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

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

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

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

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

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

Project Name: Student Transit Access Program

LCTOP Cycle B Funds Requested: $707,487

Total LCTOP Cycle A and B Funding: $1,811,740

Short Description: This project provides funding to support fare-free transit for high school and college students on RTD fixed-route services. The project will benefit disadvantaged and low-income communities by eliminating fares and improving access to a variety of destinations.

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

1) That RTD agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents

and applicable statutes, regulations, and guidelines for all LCTOP-funded transit projects.

2) That the Chair of the Board and the CEO be, and they are, hereby authorized and directed to finalize and execute the FY2025–26 LCTOP application and all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

3) That the Chair of the Board and the CEO, acting separately, are hereby authorized to submit the application for FY 2025–26 LCTOP funds for the Free-Fare Transit Program in the amount of $707,487, bringing the total FY2025-26 LCTOP funding for the Student Transit Access Program is $1,811,740. The project will provide fare-free transit for high school and college students on RTD fixed-route services, benefiting disadvantaged and low-income communities by improving access to education, employment, and other essential destinations.

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

I. RECOMMENDED ACTION

That the RTD Board of Directors consider and approve the continuation of the January 2026 pilot service changes as permanent, regular service; review and approve the findings of the Title VI Service Equity Analysis, including the evaluation of service improvements and service and route restructuring; and approve the attached Title VI Service Equity Analysis for the January 2026 Major Service Changes.

II. SUMMARY

- On January 25, 2026, San Joaquin Regional Transit District (RTD) implemented pilot service changes to expand weekend service, improve service frequency, and enhance connectivity throughout the service area.
- The pilot service changes were implemented as part of RTD's ongoing service improvement efforts, consistent with the objectives of the Next Gen Transit Study and its Board-approved phased implementation approach.
- The service changes included the expansion of weekend service on ten existing 500-series local routes: 510, 515, 520, 525, 545, 555, 566, 576, 578, and 580, establishing seven-day service across all eleven 500-series local routes.
- With the expansion of the 500-series routes, the five former 700-series weekend routes (710, 715, 720, 725, and 745) were discontinued and replaced with service provided by the expanded 500-series network.
- RTD also consolidated former Routes 335 and 371 into new Route 571, providing 30-minute weekday frequency and hourly weekend frequency, along with expanded operating hours and improved connectivity.
- The January 2026 pilot service changes were designed to provide more consistent service throughout the week, improve transit accessibility, and maintain service coverage within the affected communities.
- The pilot service changes were initially implemented for up to 12 months. RTD evaluated the applicable service changes under its Major Service Change Policy in preparation for their proposed continuation as permanent, regular service.
- RTD conducted a Title VI Service Equity Analysis in accordance with FTA Circular 4702.1B and RTD's adopted Title VI policies. Of the 18 routes involved in the pilot, 12 met the criteria for a Major Service Change and were included in the formal equity analysis.

- The Title VI Service Equity Analysis identified no potential disparate impacts on minority populations or disproportionate burdens on low-income populations for either the service improvements or service and route restructuring. Overall, the January 2026 service changes enhance transit accessibility and provide more consistent service throughout the week.

III. DISCUSSION/BACKGROUND

As part of San Joaquin Regional Transit District's (RTD) ongoing efforts to improve transit service and advance the objectives of the Next Gen Transit Study, RTD implemented a series of pilot service changes effective January 25, 2026. These changes were introduced as part of RTD's phased approach to improving service frequency, expanding weekend operations, enhancing connectivity, and providing more consistent transit service throughout the week.

To establish a more consistent seven-day service network and expand weekend service coverage, RTD extended weekend operations to ten existing 500-series routes: 510, 515, 520, 525, 545, 555, 566, 576, 578, and 580. With Route 540 already operating on weekends, all eleven 500-series local routes now provide seven-day service. As part of this transition, the former 700-series weekend routes (710, 715, 720, 725, and 745) were discontinued, with weekend service provided through the expanded 500-series network.

In addition, RTD consolidated former Routes 335 and 371 into new Route 571. The new route provides 30-minute weekday frequency and hourly weekend frequency, along with expanded operating hours. This restructuring was designed to improve service efficiency, enhance connectivity, and provide more frequent and consistent transit options for passengers traveling within the affected service area.

Collectively, the January 2026 pilot service changes represent an important step toward establishing a more integrated and accessible transit network. The changes expand weekend service availability, improve service frequency along affected corridors, and provide passengers with more consistent route options throughout the week.

The service changes were initially implemented as a pilot program for up to 12 months. Under RTD's adopted Title VI Policies, qualifying pilot or demonstration services operated for no more than 12 months are exempt from the Major Service Change definition. In preparation for the proposed continuation of these changes as permanent, regular service, RTD evaluated the service modifications under its Major Service Change Policy and conducted a Title VI Service Equity Analysis.

Pursuant to FTA Circular 4702.1B and RTD's adopted Title VI policies, RTD evaluated the January 2026 pilot service changes against its Major Service Change criteria. Of the 18 routes involved in the pilot, 12 qualified for the formal Title VI Service Equity Analysis: Routes 335, 371, 520, 545, 555, 566, 571, 576, 578, 580, 720, and 745. The analysis evaluated service improvements separately from service and route restructuring to assess potential disparate impacts on minority populations and disproportionate burdens on low-income populations.

The analysis used demographic data from the U.S. Census Bureau's 2024 American Community Survey 5-Year Estimates to evaluate populations within one-quarter mile of the affected routes. Census tracts intersecting a quarter-mile radius of the affected routes were used to identify populations within the affected service areas; tracts intersecting multiple affected routes were counted only once in each analysis.

The analysis identified no potential disparate impacts or disproportionate burdens associated with either the service improvements or service and route restructuring. For improvements, a greater proportion of minority and low-income residents lived in areas benefiting from the changes than their respective comparison populations. For service and route restructuring, the differences between the affected population groups remained below the established 15-percentage-point threshold.

Overall, the January 2026 service changes support RTD's efforts to improve transit accessibility, expand seven-day service, and provide a more consistent and connected transit network. The Title VI Service Equity Analysis documents the demographic findings and continued transit service availability through the revised route network for consideration in determining whether to continue the pilot changes permanently.

A copy of the January 2026 Major Service Changes Title VI Service Equity Analysis is included as Attachment A.

Staff Recommendation
Based on the information above, staff recommends that the Board of Directors:

1. Approve the continuation of the January 2026 pilot service changes as permanent, regular service; and
2. Review and approve the findings of the Title VI Service Equity Analysis, including the separate evaluation of service improvements and service and route restructuring, as well as the continued availability of transit service through the revised route network; and
3. Approve the attached Title VI Service Equity Analysis for the January 2026 Major Service Changes.

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

The January 2026 service changes provide customers with expanded weekend service coverage, improved service frequency, and more consistent transit options throughout the week. The Title VI Service Equity Analysis identified no potential disparate impacts or disproportionate burdens associated with either service improvements or service and route restructuring. Although certain routes were discontinued or consolidated, the revised network maintains transit access within the affected corridors while improving overall service availability.

VI. FINANCIAL CONSIDERATIONS/IMPACT

The funding required to continue the January 2026 pilot service changes as permanent, regular service is included in RTD's adopted operating budget. These service changes provide more consistent seven-day service, improve transit connectivity, and enhance access to public transportation within the affected communities.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

Continue the January 2026 pilot service changes as permanent, regular service to maintain expanded weekend service coverage, improved service frequency, and enhanced transit connectivity. This alternative preserves the current service network, provides consistent seven-day service, and supports continued transit accessibility within the affected communities, consistent with the findings of the Title VI Service Equity Analysis.

IX. ATTACHMENTS

Attachment A: January 2026 Major Service Changes Title VI Service Equity Analysis
Attachment B: Resolution

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

X. APPROVALS

Executive Manager Approved:
John Van Camp, COO

Financial Impact Approved:
Thomas Dempsey, Acting CFO

Eric Williams, CEO



Attachment A
Cover Page

January 2026
Major Service Changes
Title VI Service Equity Analysis
November 2026

San Joaquin RTD Title VI Policies

The Federal Transit Administration (FTA) requires the San Joaquin Regional Transit District (RTD) to maintain several policies related to equity and service and fare changes. RTD adopted its Major Service Change Policy, Disparate Impact (DI) Policy and Disproportionate Burden (DB) Policy on January 20, 2023[1]. These policies set forth the standards used in service and fare equity analyses.

Major Service Change Policy

FTA Circular 4702.1B requires transportation agencies to develop policies to assist in the evaluation of impacts to minority and low-income riders when considering service changes. All changes in service meeting the definition of Major Service Change are subject to a Title VI Equity Analysis prior to Board of Directors (Board) approval of the service change. A Title VI Equity Analysis will be completed for all Major Service Changes and will be presented to the Board for its consideration and included in the subsequent RTD Title VI Program with a record of action taken by the Board.

A Major Service Change is defined as:

A. For routes with more than 10 roundtrips daily on the affected service day(s): A change to 25% or more of a line's route miles on the affected service day(s). This includes service increases, decreases, and routing changes where route miles are neither increased nor reduced (i.e., re-routes).
B. For routes with more than 10 roundtrips daily on the affected service day(s): An increase or decrease of 25% or more to a line's span (hours) of service on a daily basis for the day of the week for which a change is made.
C. For routes with 10 or fewer roundtrips daily on the affected service day(s): Elimination of service on any given day.
D. A new transit line is established.

The following types of modifications are exempt from the definition of Major Service Change:

- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities), as long as the service will be/has been operated for no more than twelve months.
- Changes to RTD-operated transit services that are replaced by a different trip, mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops served.

Service changes not meeting the thresholds of a Major Service Change are also analyzed and alternatives considered are documented; however, a Service Equity Analysis is not performed.

[1] A copy of the board meeting minutes documenting approval of the Title VI Major Service Change Policy, Disparate Impact Policy, and Disproportionate Burden Policy is included in Appendix A.

Disparate Impact (DI) Policy

In the event of potential adverse effects resulting from service reductions:

i. A Major Service Change to a single line will be considered to have a potential Disparate Impact if the percentage of impacted minority population in the service area of the line exceeds the percentage of minority population of RTD as a whole by at least 10 percentage points (e.g., 20 percent compared to 30 percent).

ii. To determine the system-wide impacts of Major Service Change reductions on more than one line that result in decreased levels of service on all impacted routes, the percentage of the RTD's minority population that is impacted is compared to the percentage of the RTD's non-minority population that is impacted. If the percentage of the minority population impacted is at least 15 percent greater than the percentage of the non-minority population impacted (e.g., 25 percent compared to 10 percent), the overall impact of changes will be considered disparate.

In the event of service improvements:

i. A Major Service Change to a single line will be considered to have a potential Disparate Impact if the percentage of impacted minority population in the service area of the line is less than the percentage of minority population of RTD as a whole by at least 10 percentage points (e.g., 20 percent compared to 30 percent).

ii. To determine the system-wide impacts of Major Service Change improvements on one or more routes, the percentage of the RTD's minority population that is impacted is compared to the percentage of the RTD district's non-minority population that is impacted. If the percentage of the minority population impacted is at least 15 percent less than the percentage of the non-minority population impacted (e.g., 8 percent compared to 23 percent), the overall impact of changes will be considered disparate.

Disproportionate Burden (DB) Policy

In the event of potential adverse effects resulting from service reductions:

i. A Major Service Change to a single line will be considered to have a potential Disproportionate Burden if the percentage of impacted low-income population in the service area of the line exceeds the percentage of low-income population of RTD as a whole by at least 10 percentage points (e.g., 20 percent compared to 30 percent).

ii. To determine the system-wide impacts of Major Service Change reductions on more than one line that result in decreased levels of service on all impacted routes, the percentage of the RTD's low-income population that is impacted is compared to the percentage of the RTD's non-low-income population that is impacted. If the percentage of the low-income population impacted is at least 15 percent greater than the percentage of the non-low-income population impacted (e.g., 25 percent compared to 10 percent), the overall impact of changes will be considered disproportionate.

In the event of service improvements:

i. A Major Service Change to a single line will be considered to have a potential Disproportionate Burden if the percentage of impacted low-income population in the

service area of the line is less than the percentage of low-income population of RTD as a whole by at least 10 percentage points (e.g., 20 percent compared to 30 percent).

ii. To determine the system-wide impacts of Major Service Change improvements on one or more routes, the percentage of the RTD's low-income population that is impacted is compared to the percentage of the RTD district's non-low-income population that is impacted. If the percentage of the low-income population impacted is at least 15 percent less than the percentage of the non-low-income population impacted (e.g., 8 percent compared to 23 percent), the overall impact of changes will be considered disproportionate.

Outreach and Public Input on Title VI Policies

RTD performed public outreach from Monday, November 21 through Friday, December 9, 2022, to gather public input regarding the Major Service Change, Disparate Impact, and Disproportionate Burden policies.

Drafts of these policies were made available on RTD's website in English and Spanish, flyers promoting and soliciting public input were posted on the website and social media, and email blasts were sent to community stakeholders. One comment was received, which was not directly relevant to these policies but expressed an interest in specific service changes.

Service Changes Description

In January 2026, RTD implemented service changes as part of a pilot program to expand weekend service, improve service frequency, and enhance connectivity throughout the service area.

Prior to the service changes, RTD's 500-series local routes operated primarily on weekdays, with Route 540 already providing seven-day service. As part of the January 2026 implementation, weekend service was introduced on ten additional local routes: 510, 515, 520, 525, 545, 555, 566, 576, 578, and 580. The expansion established seven-day service across all eleven existing 500-series local routes.

With the expansion of the 500-series routes, the five 700-series routes (710, 715, 720, 725, and 745) that previously provided weekend service were discontinued. The areas previously served by the 700-series routes continue to be served by the corresponding 500-series routes. These changes were intended to provide more consistent service throughout the week while maintaining transit coverage in the affected areas.

Additionally, RTD introduced Route 571, consolidating the former limited-service Routes 335 and 371 into a single route that operates seven days a week with 30-minute weekday frequency and hourly weekend frequency. The consolidation was implemented to improve service frequency, expand service availability, and provide more convenient connections along the affected corridors.

RTD provided public notification of the January 2026 pilot service changes through its website and social media platforms. The changes were implemented as part of RTD's ongoing service

improvement efforts, consistent with the objectives of the Next Gen Transit Study and its Board-approved phased implementation approach. Public outreach was conducted during the development of the Next Gen Transit Study.

The service changes were implemented as a pilot program for up to 12 months, with January 2027 marking the one-year anniversary. In accordance with RTD's Title VI Major Service Change Policy, this analysis evaluates the applicable service changes to determine whether their continuation would result in disparate impacts on minority populations or disproportionate burdens on low-income populations. **Table 1** displays these service changes.

Table 1: January 2026 Service Changes

SERVICE IMPLEMENTATION MATRIX- JANUARY 25, 2026 SERVICE MODIFICATIONS	
WEEKDAY	
Route	**Description of Change**
335	Discontinued and consolidated into new Route 571, with a 30-minute weekday frequency and hourly weekend frequency.
371	Discontinued and consolidated into new Route 571, with a 30-minute weekday frequency and hourly weekend frequency.
571 PILOT	Introduced with 30-minute weekday frequency and hourly weekend frequency.

SERVICE IMPLEMENTATION MATRIX- JANUARY 25, 2026 SERVICE MODIFICATIONS	
WEEKEND	
Route	**Description of Change**
710	Discontinued the 700s weekend routes and replaced them with seven-day service on the 500-series routes, providing expanded geographic coverage on weekends.
715	
720	
725	
745	
510 PILOT	Expanded to seven-day service, with hourly weekend frequency.
515 PILOT	
520 PILOT	
525 PILOT	
545 PILOT	
555 PILOT	
566 PILOT	
571 PILOT	
576 PILOT	
578 PILOT	
580 PILOT	

Figure 1 illustrates the route alignments of the former 700-series weekend services compared with the 500-series routes operating under the January 2026 pilot. The comparison demonstrates areas of overlap in service, as well as changes in route coverage resulting from the transition to seven-day operations on the 500-series routes.

Figure 2 illustrates the route alignments of former Routes 335 and 371 compared with Route 571 under the January 2026 pilot. The comparison shows substantial overlap, with some alignment differences due to the consolidation of Routes 335 and 371 into Route 571.

Figure 1: Comparison of July 2025 700-Series Routes and January 2026 500-Series Pilot Routes

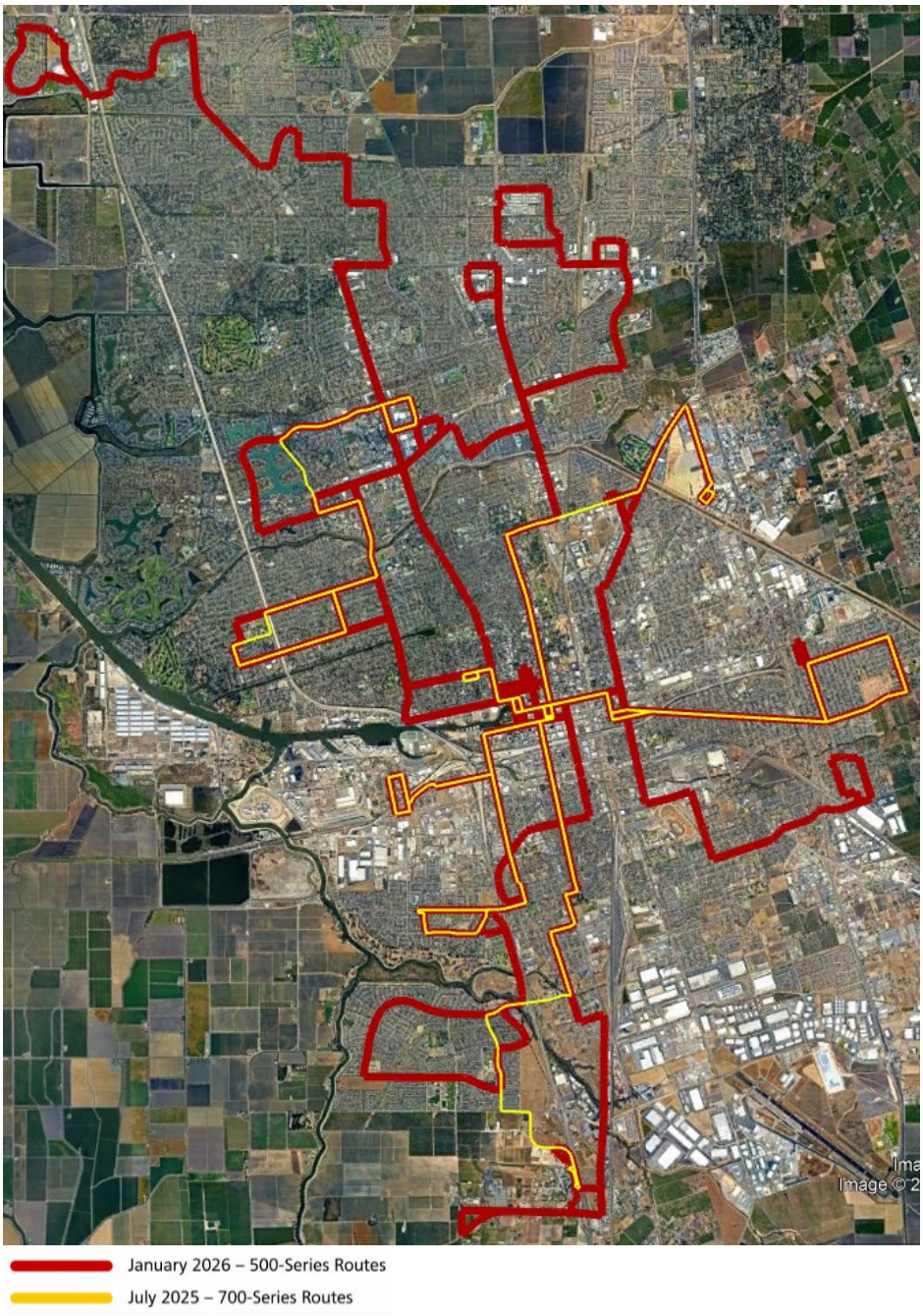
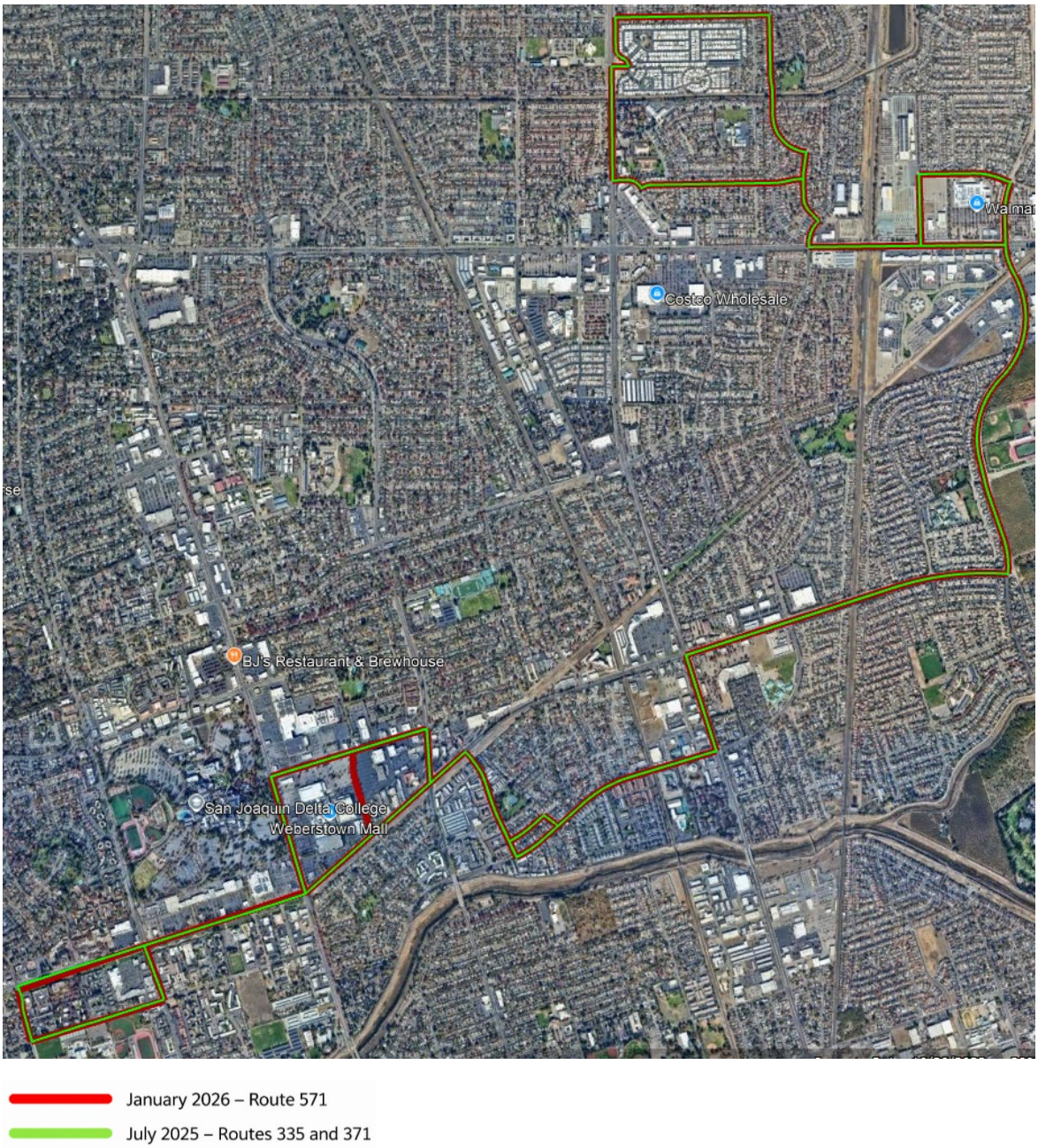


Figure 2: Comparison of July 2025 Routes 335 and 371 and January 2026 Route 571



Major Service Change

Major Service Change Threshold

A Major Service Change is defined as:

A. For routes with more than 10 roundtrips daily on the affected service day(s): A change to 25% or more of a line's route miles on the affected service day(s). This includes service increases, decreases, and routing changes where route miles are neither increased nor reduced (i.e., re-routes).
B. For routes with more than 10 roundtrips daily on the affected service day(s): An increase or decrease of 25% or more to a line's span (hours) of service on a daily basis for the day of the week for which a change is made.
C. For routes with 10 or fewer roundtrips daily on the affected service day(s): Elimination of service on any given day.
D. A new transit line is established.

Major Service Change Test

To determine whether the January 2026 service changes meet RTD's Major Service Change criteria, RTD evaluated service levels before and after implementation, including changes in route miles, service span, and route discontinuations. The evaluation includes the expansion of weekend service on the 500-series routes, the replacement of the 700-series weekend routes, and the consolidation of Routes 335 and 371 into Route 571. Table 2 summarizes the results of the Major Service Change Test and identifies the changes that qualify as major service changes under RTD's Title VI policy.

The January 2026 service changes were initially implemented as a pilot program for up to 12 months. This Title VI Service Equity Analysis evaluates the potential impacts associated with making these service changes permanent.

The January 2026 pilot service changes included Routes 335, 371, 510, 515, 520, 525, 545, 555, 566, 571, 576, 578, 580, 710, 715, 720, 725, and 745. Of these, Routes 335, 371, 520, 545, 555, 566, 571, 576, 578, 580, 720, and 745 met the criteria for a Major Service Change under RTD's adopted policy and were therefore included in the Title VI Service Equity Analysis.

The remaining routes did not meet the applicable Major Service Change criteria under RTD's adopted policy, including the 25% thresholds for changes in route miles or service span. Therefore, these routes do not require a formal Title VI Service Equity Analysis. These service changes may be considered for permanent implementation alongside the other January 2026 pilot service changes.

Table 2: Major Service Change Test

Major Service Change Test
January 2026 Service Changes

WEEKDAY

Routes	July 2025		January 2026		Percent Change (July 2025 to January 2026)		Route Discontinued?	New Transit Line?	Qualifies as Major Service Change?
	Revenue Miles	Span of Service (Hours)	Revenue Miles	Span of Service (Hours)	Revenue Miles	Span of Service (Hours)			
335 & 371 Combined	50.9	9.42			566.6%	28.0%	No	Yes	Yes
571 PILOT			339.29	12.05					

WEEKEND

Routes	July 2025		January 2026		Percent Change (July 2025 to January 2026)		Route Discontinued?	New Transit Line?	Qualifies as Major Service Change?
	Revenue Miles	Span of Service (Hours)	Revenue Miles	Span of Service (Hours)	Revenue Miles	Span of Service (Hours)			
510 PILOT			153.96	11.50	4.5%	3.0%	No	No	No
710	147.38	11.17							
515 PILOT			115.28	10.88	6.9%	9.2%	No	No	No
715	107.81	9.97							
525 PILOT			120.87	11.48	-0.4%	4.9%	No	No	No
725	121.38	10.95							
545 PILOT			248.37	12.83	137.1%	42.9%	No	No	Yes
745	104.76	8.98							
520 PILOT	0	0.00	98.85	10.47	NA	NA	No	No	Yes
555 PILOT	0	0.00	147.61	12.65	NA	NA	No	No	Yes
566 PILOT	0	0.00	144.17	10.33	NA	NA	No	No	Yes
571 PILOT	0	0.00	190.76	10.32	NA	NA	No	Yes	Yes
576 PILOT	0	0.00	97.75	10.97	NA	NA	No	No	Yes
578 PILOT	0	0.00	125.39	11.75	NA	NA	No	No	Yes
580 PILOT	0	0.00	125.99	10.77	NA	NA	No	No	Yes
720	92.19	7.97	0	0.00	-100%	-100%	Yes	No	Yes

Notes: Red text identifies service changes classified as major service changes. Routes 335 and 371 were discontinued and consolidated into new Route 571. The weekday comparison reflects the combined service previously provided by Routes 335 and 371 and the replacement service provided by Route 571. For discontinued 700-series routes replaced by 500-series service, the Major Service Change determination considers the corresponding replacement service and changes in miles and service span. The introduction of weekend service on existing 500-series routes represents an expansion of existing service rather than the establishment of new transit lines. Where no prior weekend service existed, percentage changes are reported as N/A. These service additions were included in the Title VI Service Equity Analysis as part of RTD's evaluation of the January 2026 service changes.

Demographic and Equity Analysis

FTA Circular 4702.1B requires transportation agencies to develop policies to assist in the evaluation of impacts to minority and low-income riders when considering service and fare changes. When evaluating service and fare changes for Disparate Impact, RTD analyzes the effects on minority riders or populations as compared to non-minority riders or populations. When evaluating service and fare changes for Disproportionate Burden, RTD analyzes the potential effects on low-income riders or populations.

Data Sources

According to FTA Circular 4702.1B, RTD may decide whether to use ridership or population data based on the availability and reliability of the data.

This analysis uses census-tract-level population data rather than ridership data to evaluate the potential impacts of the January 2026 service improvements and service and route restructuring. Population data provides a broader assessment of the communities affected by the service changes, including existing riders and potential riders who may benefit from improved or alternative transit services. The use of census tracts rather than census blocks is consistent with the 2026 RTD Title VI Program, which uses census tracts to identify minority and low-income routes.

For this analysis, the primary data source was the U.S. Census Bureau 2024 American Community Survey (ACS) five-year estimates.

The RTD service area is in San Joaquin County. The total population, minority population, and low-income population for all census tracts in San Joaquin County were used to calculate the percentages of minority and low-income populations.

For the system-wide impact analysis, census tracts intersecting a quarter-mile radius of the affected routes were used to identify populations within the affected service areas. Census tracts intersecting multiple affected routes were counted only once in each analysis to avoid duplicate population counts.

For the Disparate Impact (minority) analysis, staff used the ACS Table DP05 to determine the percentage of the minority population in the service area of a route, focusing on the total and minority populations across all census tracts intersecting a quarter-mile radius of the bus route. The minority population was the total population minus the population that identifies as both "non-Hispanic or Latino" and "White alone." **Table 3** displays the minority and non-minority population of San Joaquin County.

Table 3: San Joaquin County Minority and Non-Minority Population

Total Population	Minority Population	Non-Minority Population	San Joaquin County Minority Population Percent	San Joaquin County Non-Minority Population Percent
797,334.00	583,605.00	213,729.00	73.20%	26.80%

For the Disproportionate Burden (low-income) analysis, the ACS table utilized was Table C17002, "Ratio of Income to Poverty Level in the Past 12 Months." To determine the

percentage of the low-income population in the service area of a route, staff used the total and low-income populations of all census tracts intersecting a quarter-mile radius of the bus route. Poverty determination was based on the income threshold established by the US Census Bureau for the 2024 ACS 5-year estimates for 150% of the federal poverty level. **Table 4** displays the low-income and non-low-income population of San Joaquin County.

Table 4: San Joaquin County Low-Income and Non-Low-Income Population

Total Population	Low-Income Population	Non-Low-Income	San Joaquin County Low-Income Population Percent	San Joaquin County Non-Low-Income Population Percent
785,218.00	157,502.00	627,716.00	20.10%	79.90%

Disparate Impact (DI) Analysis and Findings

When determining system-wide impacts of service improvements to one or more routes, a Disparate Impact occurs when the percentage of the impacted minority population is at least 15 percentage points less than the percentage of the non-minority population impacted.

When determining system-wide impacts of service reductions on more than one line that result in decreased levels of service on all impacted routes, a Disparate Impact occurs when the percentage of the impacted minority population is at least 15 percentage points greater than the percentage of the non-minority population impacted.

Service Improvement

The disparate impact analysis for service improvements focuses on Routes 520, 545, 555, 566, 571, 576, 578, and 580, as these routes met the criteria for a Major Service Change under RTD's adopted policy. **Table 5** presents the system-wide disparate impact analysis for these routes. The analysis identified that 47.58% of the RTD service area's minority population and 28.25% of its non-minority population reside within census tracts served by the improved routes. The 19.33-percentage-point difference indicates that a greater proportion of minority residents live in areas benefiting from the service improvements. Because the percentage of minority residents benefiting from the improvements was not at least 15 percentage points lower than that of non-minority residents, no potential disparate impact was identified. The January 2026 service changes expanded service availability, improved operating hours, and provided additional transit opportunities throughout the affected areas.

Table 5: Minority Population – Disparate Impact Analysis for Service Improvements

Population Group	RTD Service Area Population	Impacted Population	Percent Impacted	Difference	Conclusion
Minority	583,605	277,685	47.58%	19.33 percentage-point	No Potential DI
Non-Minority	213,729	60,370	28.25%		

Service and Route Restructuring

The disparate impact analysis for service and route restructuring focuses on Routes 335, 371, 720, and 745, as these routes met the criteria for a Major Service Change under RTD's adopted policy. **Table 6** presents the system-wide disparate impact analysis for these routes. The analysis identified that 20.74% of the RTD service area's minority population and 13.87% of its non-minority population reside in census tracts associated with discontinued or restructured routes. The 6.87-percentage-point difference is below RTD's established 15-percentage-point threshold for a potential disparate impact. Although certain routes were discontinued or restructured, alternative routes continue to provide transit service within the affected corridors. The revised network generally maintains or improves operating hours and service availability, including the expansion of selected routes to seven-day service. These changes help maintain transit accessibility within the affected communities despite modifications to the previous route structure.

Table 6: Minority Population – Disparate Impact Analysis for Service and Route Restructuring

Population Group	RTD Service Area Population	Impacted Population	Percent Impacted	Difference	Conclusion
Minority	583,605	121,018	20.74%	6.87 percentage-point	No Potential DI
Non-Minority	213,729	29,634	13.87%		

Disproportionate Burden (DB) Analysis and Findings

When determining system-wide impacts of service improvements to one or more routes, a Disproportionate Burden occurs when the percentage of the impacted low-income population is at least 15 percentage points less than the percentage of the non-low-income population impacted.

When determining system-wide impacts of service reductions on more than one line that result in decreased levels of service on all impacted routes, a Disproportionate Burden occurs when the percentage of the impacted low-income population is at least 15 percentage points greater than the percentage of the non-low-income population impacted.

Service Improvement

The disproportionate burden analysis for service improvements focuses on Routes 520, 545, 555, 566, 571, 576, 578, and 580, as these routes met the criteria for a Major Service Change under RTD's adopted policy. **Table 7** presents the system-wide disproportionate burden analysis for these routes. The analysis identified that 54.79% of the RTD service area's low-income population and 39.20% of its non-low-income population reside within census tracts served by the improved routes. The 15.59-percentage-point difference indicates that a greater proportion of low-income residents live in areas benefiting from the service improvements. Because the percentage of low-income residents benefiting from the improvements was not at least 15 percentage points lower than that of non-low-income residents, no potential

disproportionate burden was identified. The January 2026 service changes expanded weekend operations and improved service availability, providing additional transit opportunities throughout the affected corridors.

Table 7: Low-Income Population – Disproportionate Burden Analysis for Service Improvements

Population Group	RTD Service Area Population	Impacted Population	Percent Impacted	Difference	Conclusion
Low-Income	157,502	86,293	54.79%	15.59 percentage-point	No Potential DB
Non-Low-Income	627,716	246,079	39.20%		

Service and Route Restructuring

The disproportionate burden analysis for service and route restructuring focuses on Routes 335, 371, 720, and 745, as these routes met the criteria for a Major Service Change under RTD's adopted policy. **Table 8** presents the system-wide disproportionate burden analysis for these routes. The analysis identified that 26.06% of the RTD service area's low-income population and 17.00% of its non-low-income population reside in census tracts associated with discontinued or restructured routes. The 9.06-percentage-point difference is below RTD's established 15-percentage-point threshold for a potential disproportionate burden. Although certain routes were discontinued or restructured, alternative routes continue to provide transit service within the affected corridors. The revised network generally maintains or improves operating hours and service availability, including the expansion of selected routes to seven-day service. These changes help maintain transit accessibility within the affected communities despite modifications to the previous route structure.

Table 8: Low-Income Population – Disproportionate Burden Analysis for Service and Route Restructuring

Population Group	RTD Service Area Population	Impacted Population	Percent Impacted	Difference	Conclusion
Low-Income	157,502	41,038	26.06%	9.06 percentage-point	No Potential DB
Non-Low-Income	627,716	106,687	17.00%		

Conclusion

The January 2026 pilot service changes included service improvements, route consolidations, and the discontinuation or restructuring of certain routes. The pilot involved Routes 335, 371, 510, 515, 520, 525, 545, 555, 566, 571, 576, 578, 580, 710, 715, 720, 725, and 745. Of these, Routes 335, 371, 520, 545, 555, 566, 571, 576, 578, 580, 720, and 745 met the criteria for a Major Service Change under RTD's adopted policy and were included in the Title VI Service

Equity Analysis. The remaining routes did not meet the established Major Service Change thresholds and therefore did not require a formal Title VI Service Equity Analysis.

RTD evaluated the qualifying service changes to determine potential disparate impacts on minority populations and disproportionate burdens on low-income populations. Service improvements and service and route restructuring were evaluated separately.

The system-wide analysis identified no potential disparate impacts or disproportionate burdens associated with either the service improvements or service and route restructuring. The service improvement analysis demonstrated that a greater proportion of minority and low-income populations reside within areas benefiting from the improvements compared with their respective non-minority and non-low-income populations. For service and route restructuring, the differences between the impacted population groups remained below the established system-wide threshold.

RTD also evaluated the availability of alternative transit services within the affected corridors. Although certain routes were discontinued or restructured, the revised network maintains transit access through alternative routes, with improvements to service frequency, operating hours, and days of operation in various areas. While certain travel patterns and transfer requirements have changed, the revised network generally maintains or improves transit service availability.

Overall, the January 2026 pilot service changes enhance transit accessibility and service availability throughout the affected communities. The equity analysis findings and documented alternative services provide a basis for RTD's consideration of making the pilot service changes permanent.

Appendix A
RTD TITLE VI POLICIES

TITLE VI POLICIES
MAJOR SERVICE CHANGE
DISPARATE IMPACT
DISPROPORTIONATE BURDEN

TITLE VI POLICIES
SAN JOAQUIN REGIONAL TRANSIT DISTRICT

I. Background

Title VI (codified at 42 U.S.C. § 2000 et seq.) was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities.

In order to comply with the Federal Transit Administration's (FTA) Title VI Circular 4702.1B requirements, the San Joaquin Regional Transit District (RTD) is required to create and adopt Major Service Change, Disparate Impact, and Disproportionate Burden Policies. These policies are used during the planning process to evaluate the impact of major service and fare changes on minority and low income passengers.

In the development of these policies, RTD was also required to seek input from the community, including low-income, minority, and limited English proficient populations, which are traditionally under-represented in the transit decision-making process.

II. Major Service Change Policy

FTA Circular 4702.1B requires transportation agencies to develop policies to assist in the evaluation of impacts to minority and low-income riders when considering service changes.

All changes in service meeting the definition of Major Service Change are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis will be completed for all Major Service Changes and will be presented to the Board for its consideration and included in the subsequent RTD Title VI Program with a record of action taken by the Board.

A **Major Service Change** is defined as:

A. For routes with more than 10 roundtrips daily on the affected service day(s): A change to 25% or more of a line's route miles on the affected service day(s). This includes service increases, decreases, and routing changes where route miles are neither increased nor reduced (i.e., re-routes);

B. For routes with more than 10 roundtrips daily on the affected service day(s): An increase or decrease of 25% or more to a line's span (hours) of service on a daily basis for the day of the week for which a change is made;

C. For routes with 10 or fewer roundtrips daily on the affected service day(s): Elimination of service on any given day;

D. A new transit line is established.

The following types of modifications are exempt from the definition of Major Service Change:

- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities), as long as the service will be/has been operated for no more than twelve months.
- Changes to RTD-operated transit services that are replaced by a different trip, mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops served.

Service changes not meeting the thresholds of a Major Service Change are also analyzed and alternatives considered are documented; however, a Service Equity Analysis is not performed.

III. Equity Analysis

FTA Circular 4702.1B requires transportation agencies to develop policies to assist in the evaluation of impacts to minority and low-income riders when considering service and fare changes (including fare increases, fare decreases, and introduction or elimination of fare media or types).

When evaluating service and fare changes for Disparate Impact, RTD analyzes the effects on minority riders or populations as compared to non-minority riders or populations.[1] When evaluating service and fare changes for Disproportionate Burden, RTD analyzes the potential effects on low-income riders or populations.

A. Disparate Impact Policy

In the course of performing a Title VI Equity Analysis for possible Disparate Impact, RTD will analyze how the proposed Major Service Change or fare change action could impact minority populations, as compared to non-minority populations. "Minority" is defined as all persons who identify as being part of racial/ethnic groups besides white, non-Hispanic.

In the event the proposed action has an adverse impact that affects protected populations more than other populations at a level that exceeds the benchmarks established in the adopted Disparate Impact Policy, or that restricts the benefits of the service change to protected populations, the finding would be considered as a potential Disparate Impact. Given a potential Disparate Impact, RTD will evaluate whether there is an alternative that would serve the same objectives and with a more equitable impact. Otherwise, RTD will take measures to minimize or mitigate the adverse impact of the proposed action.

[1] Staff may decide whether to use ridership or census data based on data availability and reliability.

The Disparate Impact Policy defines measures for determination of potential Disparate Impact on minority populations resulting from Major Service Changes or any change in fares. The policy is applied to both adverse effects and benefits of Major Service Changes. Adverse effects of service changes are defined as:

A. A decrease in the level of transit service (span in days and/or hours, and/or frequency); and/or

B. A decrease in the number of service miles.

The determination of Disparate Impact associated with service changes is defined separately for impacts of changes on an individual line, and for system-level impacts of changes on more than one line, as well as for both service reductions and service improvements.

A. In the event of potential adverse effects resulting from service reductions:
   i. A Major Service Change to a single line will be considered to have a potential Disparate Impact if the percentage of impacted minority population in the service area of the line exceeds the percentage of minority population of RTD as a whole by at least 10 percentage points (e.g., 20 percent compared to 30 percent).

   ii. To determine the system-wide impacts of Major Service Change reductions on more than one line that result in decreased levels of service on all impacted routes, the percentage of the RTD's minority population that is impacted is compared to the percentage of the RTD's non-minority population that is impacted. If the percentage of the minority population impacted is at least 15 percent greater than the percentage of the non-minority population impacted (e.g., 25 percent compared to 10 percent), the overall impact of changes will be considered disparate.

B. In the event of service improvements:
   i. A Major Service Change to a single line will be considered to have a potential Disparate Impact if the percentage of impacted minority population in the service area of the line is less than the percentage of minority population of RTD as a whole by at least 10 percentage points (e.g., 20 percent compared to 30 percent).

   ii. To determine the system-wide impacts of Major Service Change improvements on one or more routes, the percentage of the RTD's minority population that is impacted is compared to the percentage of the RTD district's non-minority population that is impacted. If the percentage of the minority population impacted is at least 15 percent less than the percentage of the non-minority population impacted (e.g., 8 percent compared to 23 percent), the overall impact of changes will be considered disparate.

C. Additional considerations to complement the quantitative Disparate Impact analysis above may include evaluating impacts to accessing employment, education, food, or healthcare for minority populations.

Upon determination of Disparate Impact, RTD will either:

1. Alter the service proposal to avoid, minimize, or mitigate potential Disparate Impacts; or

2. Provide a substantial legitimate justification for keeping the proposal as-is, and show that there are no alternatives that would have a less Disparate Impact on minority riders but would still accomplish the project or program goals.

B. Disproportionate Burden Policy

In the course of performing a Title VI Equity Analysis for possible Disproportionate Burden, RTD will evaluate the potential effects on low-income riders or populations. Low-income is defined as at or below the U.S. Department of Health and Human Services poverty guidelines.

The analysis for determining potential Disproportionate Burden is identical to the analysis used to determine potential Disparate Impact but compares low-income and higher income populations rather than minority and non-minority populations.

IV. Public Notification Process

Public outreach regarding Major Service Changes will be handled in accordance with the RTD Public Participation Plan.

POLÍTICAS DEL TÍTULO VI
CAMBIO MAYOR EN EL SERVICIO
IMPACTO DESIGUAL
CARGA DESPROPORCIONADA

POLITÍCAS DEL TÍIULO VI
DISTRITO REGIONAL DE TRÁNSITO DE SAN JOAQUIN

I. Antecedentes

El Título VI (codificado en 42 U.S.C. § 2000 et seq.) fue promulgado como parte de la histórica Ley de Derechos Civiles de 1964. Prohíbe la discriminación por motivos de raza, color y origen nacional en programas y actividades.

Para cumplir con los requisitos de la Circular 4702.1B del Título VI de la Administración Federal de Tránsito (FTA, por sus siglas en inglés), el Distrito Regional de Tránsito (RTD, por sus siglas en inglés) de San Joaquín debe crear y adoptar políticas de cambios mayores en el servicio, impacto desigual y carga desproporcionada. Estas políticas se utilizan durante el proceso de planificación para evaluar el impacto de los principales cambios en el servicio y las tarifas en los pasajeros de minorías y de bajos ingresos.

En el desarrollo de estas políticas, es el deber de RTD buscar los aportes de la comunidad, incluyendo a las poblaciones de bajos ingresos, minorías y con dominio limitado del inglés, que tradicionalmente están subrepresentadas en el proceso de toma de decisiones de tránsito.

II. Política de Cambio Mayor en el Servicio

La Circular FTA 4702.1B requiere que las agencias de transporte desarrollen políticas para apoyar la evaluación de los impactos en pasajeros que pertenecen a minorías y pasajeros de bajos ingresos al considerar cambios en el servicio.

Todos los cambios en el servicio que cumplan con la definición de Cambio Mayor en el Servicio están sujetos a un Análisis de Equidad del Título VI antes de la aprobación del cambio en el servicio por parte de la Junta Directiva. Se completará un Análisis de Equidad del Título VI para todos los Cambios Mayores en el Servicio y se presentará a la Junta Directiva para su consideración y se incluirá en el Programa del Título VI de RTD subsiguiente, con un registro de las medidas tomadas por la Junta Directiva.

Un **Cambio Mayor en el Servicio** se define como:

A. Para rutas con más de 10 viajes diarios de ida y vuelta en el(los) día(s) de servicio afectado(s): Un cambio al 25% o más de las millas en ruta de una línea en el(los) día(s) de servicio afectado(s). Esto incluye aumentos, disminuciones y cambios de ruta del servicio donde las millas de la ruta no aumentan ni se reducen (es decir, cambios de ruta);

B. Para rutas con más de 10 viajes diarios de ida y vuelta en el(los) día(s) de servicio afectado(s): Un aumento o disminución del 25% o más en la duración diaria (horas) del servicio de una línea para el día de la semana para el cual se hace el cambio;

C. Para rutas con 10 o menos viajes diarios de ida y vuelta en el(los) día(s) de servicio afectado(s): Eliminación del servicio en cualquier día dado;

D. Se establece una nueva línea de tránsito.

Los siguientes tipos de modificaciones están exentos de la definición de Cambio Mayor en el Servicio:

- La introducción o interrupción de un servicio a corto plazo o de duración limitada (i.e., servicio promocional, de demostración, estacional o de emergencia, o servicio proporcionado como mitigación o desvío debido a construcción u otras actividades similares), siempre que el servicio sea o haya sido operado por no más de doce meses.
- Cambios en los servicios de tránsito operados por RTD que son reemplazados por un viaje, modo u operador diferente que brinda un servicio con los mismos o mejores avances, tarifas, opciones de transferencia, amplitud de servicio y paradas servidas.

Los cambios de servicio que no alcanzan los umbrales de un Cambio Mayor del Servicio también se analizan, y se documentan las alternativas consideradas; sin embargo, no se necesita realizar un Análisis de Equidad de Servicio.

III. Análisis de Equidad Política de Impacto Desigual

La Circular 4702.1B de la FTA requiere que las agencias de transporte desarrollen políticas para ayudar en la evaluación de los impactos en los pasajeros de minorías y de bajos ingresos al considerar cambios en el servicio y las tarifas (incluidos los aumentos de tarifas, las reducciones de tarifas y la introducción o eliminación de medios o tipos de tarifas).

Al evaluar cambios en el servicio y de tarifas, para identificar Impactos Desiguales, RTD analiza los efectos en los pasajeros o poblaciones de minorías en comparación con los pasajeros o poblaciones que no pertenecen a minorías.[1] Al evaluar los cambios en el servicio y de tarifas para identificar Cargas Desproporcionadas, RTD analiza los efectos en los pasajeros o poblaciones de bajos ingresos.

A. Política de Impacto Desigual

En el transcurso de la preparación de un Análisis de Equidad del Título VI para evaluar un posible impacto desigual, RTD analizará cómo el Cambio Mayor de Servicio propuesto ó el cambio de tarifa podría afectar a las poblaciones minoritarias, en comparación con las poblaciones no minoritarias. "Minoría" se define como todas las personas que se identifican como parte de grupos raciales/étnicos además de blancos, no hispanos.

1 El personal de RTD podrá decidir usar estadísticas de los pasajeros o del censo en función de la disponibilidad y confiabilidad de las estadísticas.

En caso de que la acción propuesta tenga un impacto adverso que afecte a las poblaciones protegidas más que a otras poblaciones a un nivel que exceda los puntos de referencia establecidos en la Política de Impacto Desigual adoptada, o que limite los beneficios del cambio de servicio a las poblaciones protegidas, el resultado sería considerado como un posible impacto desigual. Dado un posible impacto desigual, RTD evaluará si existe una alternativa que sirva los mismos objetivos y con un impacto más equitativo. De lo contrario, RTD tomará medidas para minimizar o mitigar el impacto adverso de la acción propuesta.

La Política de Impacto Desigual define medidas para la determinación del posible Impacto Desigual en las poblaciones minoritarias como resultado de Cambios Mayores en el Servicio o cualquier cambio en las tarifas. La política se aplica tanto a los efectos adversos como a los beneficios de los cambios importantes en el servicio. Los efectos adversos de los cambios en el servicio se definen como:

A. Una disminución en el nivel del servicio de tránsito (duración en días y/u horas, y/o frecuencia); y/o

B. Una disminución en el número de millas de servicio.

La determinación del Impacto Desigual asociado con los cambios en el servicio se define por separado para los impactos de los cambios en una línea individual y para los impactos a nivel del sistema de los cambios en más de una línea, así como para las reducciones y mejoras del servicio.

A. En caso de posibles efectos adversos resultantes de las reducciones del servicio:
   i. Se considerará que un Cambio Mayor en el Servicio en una sóla línea tiene un possible Impacto Desigual si el porcentaje de población minoritaria afectada en el área de servicio de la línea supera el porcentaje de población minoritaria de RTD en su conjunto en al menos 10 puntos porcentuales (por ejemplo, 20 por ciento en comparación con 30 por ciento).

   ii. Para determinar los impactos en todo el sistema de las reducciones de cambios importantes en el servicio en más de una línea que dan como resultado una disminución de los niveles de servicio en todas las rutas afectadas, el porcentaje de la población minoritaria de RTD que se ve afectada se compara con el porcentaje de la población no minoritaria de RTD que se ve afectada. Si el porcentaje de la población minoritaria afectada es al menos un 15 por ciento mayor que el porcentaje de la población no minoritaria afectada (por ejemplo, el 25 por ciento en comparación con el 10 por ciento), el impacto general de los cambios se considerará desigual.

B. En el caso de mejoras en el servicio:
   i. Se considerará que un Cambio Mayor en el Servicio en una sola línea tiene un posible Impacto Desigual, si el porcentaje de la población minoritaria afectada en el área de servicio de la línea es menor que el porcentaje de la población minoritaria de RTD en su conjunto en al menos 10 puntos porcentuales. (por ejemplo, 20 por ciento en comparación con 30 por ciento).

ii. Para determinar los impactos en todo el sistema de las mejoras de Cambios Mayores en el Servicio que representan una mejora, en más de una línea, el porcentaje de la población minoritaria de RTD que se ve afectada se compara con el porcentaje de la población no minoritaria del distrito RTD. Si el porcentaje de la población minoritaria afectada es al menos un 15 por ciento menor que el porcentaje de la población no minoritaria afectada (por ejemplo, el 8 por ciento en comparación con el 23 por ciento), el impacto general de los cambios se considerará desigual.

C. Para complementar el análisis cuantitativo de Impacto Desigual descrito anteriormente, se pueden tener en cuenta consideraciones adicionales que pueden incluir la evaluación de los impactos en el acceso al empleo, la educación, los alimentos ó a la atención médica para las poblaciones minoritarias.

Luego de la determinación de un Impacto Desigual, RTD:

1. Alterará la propuesta de cambio de servicio para evitar, minimizar ó mitigar el posible Impacto Desigual; ó

2. Proporcionará un justificación sustancial para mantener la propuesta tal como es y mostrar que no hay alternativas que tendrían un Impacto Desigual menor en los pasajeros de minorías pero que de todos modos lograrían los objetivos del projecto o programa.

IV. Política de Carga Desproporcionada

En el transcurso de la preparción de un Análisis de Equidad del Título VI para evaluar posible Carga Desproporcionada, RTD evaluará los posibles efectos en pasajeros o poblaciónes de bajos ingresos. Bajos ingresos se definen como los ingresos que son iguales o inferiores a los niveles de pobreza establecidos por el Departamento de Salud y Serivicios Humanos de los Estados Unidos.

V. Proceso de Notificación Pública

El alcance a la comunidad con respecto a los Cambios Mayores en el Servicio se realizarán de acuerdo con el Plan de Participación Pública de RTD.

Attachment B
Cover Page

RESOLUTION NO. _____
DATED: NOVEMBER 19, 2026

RESOLUTION APPROVING THE FINDINGS OF THE TITLE VI SERVICE EQUITY ANALYSIS FOR THE CONTINUATION OF THE JANUARY 2026 MAJOR SERVICE CHANGES

WHEREAS, RTD implemented a series of pilot service changes effective January 25, 2026, as part of its phased approach to advancing the objectives of the Next Gen Transit Study; and

WHEREAS, the January 2026 service changes included expanding weekend service on ten existing 500-series local routes, discontinuing the former 700-series weekend routes, and consolidating Routes 335 and 371 into new Route 571 to improve service frequency, expand weekend coverage, and enhance transit connectivity; and

WHEREAS, the January 2026 service changes were initially implemented on a pilot basis for up to 12 months, and RTD evaluated the proposed continuation of these changes as permanent, regular service under its adopted Major Service Change Policy; and

WHEREAS, RTD is required to conduct a Title VI Service Equity Analysis pursuant to FTA Circular 4702.1B and RTD's adopted Title VI Policies prior to permanently implementing qualifying major service changes; and

WHEREAS, RTD staff conducted a Title VI Service Equity Analysis of the 12 routes that met the adopted Major Service Change criteria, 335, 371, 520, 545, 555, 566, 571, 576, 578, 580, 720, and 745, evaluating potential disparate impacts on minority populations and disproportionate burdens on low-income populations; and

WHEREAS, the system-wide Title VI Service Equity Analysis found no potential disparate impacts on minority populations or disproportionate burdens on low-income populations associated with either the service improvements or service and route restructuring; and

WHEREAS, the January 2026 service changes provide expanded weekend service coverage, more consistent seven-day service, and improved transit connectivity throughout the affected service areas.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Board of Directors of the San Joaquin Regional Transit District hereby:

1. Approves the continuation of the January 2026 pilot service changes as permanent, regular service;

2. Approves the findings of the Title VI Service Equity Analysis, including the separate evaluation of service improvements and service and route restructuring; and

3. Approves the attached January 2026 Major Service Changes Title VI Service Equity Analysis.

LEAD STAFF: ERIC WILLIAMS, CHIEF EXECUTIVE OFFICER

I. RECOMMENDED ACTION:

Consider appointing Brad Menil as the non-represented member of the San Joaquin RTD Retirement Board, and appointing Virginia Alcayde as the alternate member for this position.

II. SUMMARY

- The RTD Retirement Board includes a non-represented member appointed by the RTD Board of Directors upon the recommendation of the CEO with the concurrence of RTD's non-represented employees.
- The Retirement Board Bylaws require that one seat be filled by a non-represented member.
- Board action is therefore needed to appoint a new non-represented member and designate a new alternate.

III. DISCUSSION/BACKGROUND

The Retirement Board Bylaws establish clear requirements regarding the composition and governance of the Retirement Board. The Bylaws read: "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."

In March 2023, the Board approved the structure for designating alternates for Retirement Board members, consistent with the Bylaws' intent to ensure continuity of governance when a primary member is unable to attend. In keeping with the Bylaws' emphasis on maintaining qualified and prepared membership so the Retirement Board can meet, establish quorum (§2.12), and carry out its responsibilities without interruption, staff recommends appointing Brad Menil as the non-represented member and Virginia Alcayde as the alternate member.

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

There is no impact to external customers. Internally, timely appointments ensure continuity of Retirement Board oversight, supporting stable and reliable administration of the employee retirement plan.

VI. FINANCIAL CONSIDERATIONS/IMPACT

There is no financial impact associated with the appointments.

VII. CHANGES FROM COMMITTEE

N/A

VIII. ALTERNATIVES CONSIDERED

The Board could appoint different individuals to the non-represented and/or alternate positions.

IX. ATTACHMENTS

None.

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

X. APPROVALS

Julie Sherman, General Counsel



Eric Williams, CEO