

MOVE Board of Directors Meeting Agenda

10:00 AM Tuesday, October 15, 2024

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Move Stanislaus Transportation Board meeting

October 15, 2024, 10:00 AM – 12:00 PM (America/Los Angeles)

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AGENDA

1. **Call to Order**
2. **Roll Call –**
 - Jeff Lambaren- Chairperson
 - Geri Vargas- Vice Chairperson
 - Lupe Aguilera-Director
 - Joyce Gandelman-Director
 - Yvonne Reynolds- Director

3. Public Comments

Matters under the jurisdiction of the MOVE Board of Directors, and not on the agenda may be addressed by interested parties in the audience at the beginning of the regular agenda. Any member of the audience wishing to address the Board of Directors during the "Public Comments" period shall be permitted to be heard for up to five minutes or at the discretion of the Chair.

4. Consent Calendar

A. Board of Directors Meeting Minutes of September 17, 2024

Action: Approve Consent Calendar Item

5. Overview FTA 5339 Program- Fleet Transition Plan – (Tony/Kristin)

6. CEO Report

- A. Update Website Upgrade
- B. Ecolane Implementation

7. Comments by Rosa De Leon Park (Ex-Officio)

8. Comments by Board Members

9. MOVE Public Outreach & Program Reports

Closed Session – CEO Goals/Compensation

10. Adjourn

Next Scheduled Board Meeting:

November 19, 2024
4701 Sisk Avenue Suite 201
Modesto, CA 95356

MOVE Board of Directors Meeting Minutes

10:00 AM Tuesday, September 17, 2024

Videoconferencing is Available
"GoToMeeting" online conferencing
Email Rose Mary Cervantes for meeting Link
Rosec@movestanislaus.org

Move Stanislaus Transportation Board meeting

September 17, 2024, 10:00 AM – 12:00 PM (America/Los Angeles)

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AGENDA

- 1. Call to Order**
- 2. Roll Call –**
 - Jeff Lambaren- Chairperson
 - Geri Vargas- Vice Chairperson
 - Lupe Aguilera-Director
 - Joyce Gandelman-Director
 - Yvonne Reynolds- Director

Also in attendance: Tony Hill, Kristin Bragg,
Alicia Rodriguez, Phil McGuire, Tom Court,
Tranova, Andy Vamis, CastlerockHR and Rose
Mary Cervantes.

3. Public Comments

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Phil McQuire shared a few words of appreciation and how he was honored to serve MOVE's mission.

4. Consent Calendar

- A. Board of Directors Meeting Minutes of August 20, 2024, and August 28, 2024

Motion: A motion was made by Lupe Aguilera and seconded by Geri Vargas to approve the Board Meeting minutes of August 20, 2024; Jeff Lambaren abstained since he was not present in the meeting. A motion was made by Joyce Gandelman and seconded by Lupe Aguilera, to approve the Board Meeting minutes of August 28th, 2024.

Passed: Unanimously

5. Amendment- Accounting/Internal Controls/Procurement Policy (Tony)

The CEO may procure special vehicles from limited sources without competitive bidding from suppliers, manufacturers, wholesalers, dealers, and businesses. Special vehicles are manufactured vehicles with aftermarket structural modifications, installation of ramps or wheelchair lifting mechanisms that are essential to transport program participants' that have mobility limitations or are either battery electric or plug-in hybrid electric vehicles. Other criteria considered are limited supply or constraints against the time contemplating purchasing the special vehicle. Special vehicles may be funded through either the Federal Transit Agency or California Department of Transportation administered grants when conforming with program guidelines, standards or policies.

Action: Recommend Approval

Discussion: Jeff Lambaren stated he asked for a revision for some of the language discussed on August 28, 2024, Board meeting regarding special vehicle category. Tony clarified the reason behind adding a special category for battery electric and hybrid vehicles. Tony continues to explain how difficult

it is to replace aging vehicles with the 5310 Procurement. Jeff requested an amendment to explain the difference between a special vehicle verses a regular vehicle purchase from a dealership.

Motion: A motion was made by Jeff Lambaren to adopt the amended policy but strike the battery electric or hybrid vehicle language. Motion made by Yvonne Reynolds and seconded by Joyce Gandelman.

Passed: Unanimously

6. Strategic Planning Process/Next Steps (Tony, Tom Courts)

Discussion: Tom Courts presented the strategic planning process; he and Tony Hill will continue to meet to develop a list of stakeholders to survey.

MOVE Board of Directors thanked Tom Courts for attending the meeting and sharing the strategic Planning Process.

7. CEO Report

- A. Update Website Upgrade: Tony explaining how we have 3 potential partners, we are in the process of engaging with the references. Tony will keep the Board of Directors informed as the process moves forward. Jeff Lambaren asked if the clients would be able to apply for our services through our website. Tony explained how we are looking for appropriate technology to allow us that.
- B. Draft- Fleet Transition Plan: Tony explains that Wagner Consultants are developing MOVE's Fleet Transition Plan through a grant from Caltrans. The plan is near completion and is required to secure 5339 grant funding.

8. Comments by Rosa De Leon Park (Ex-Officio)

Not Present.

9. Comments by Board Members

No comments

10. MOVE Program Reports:

Kristin

Bridges: As far as numbers we are on track. We have accomplished our

goal of having 325 program participants. MOVE has 327 program participants

Care Cruisers: Our number of program participants are increasing. Ecolane will be implemented soon.

VetsVan: Has been meeting our goal going strong. We have new volunteers joining us.

Alicia

ADA: We had 174 scheduled appointments, 49 cancellations, 111 actual interviews. Substantial numbers of riders have passed away which is lowering our numbers. MOVE had its Tri Annual review and FTA impressed with our process.

Travel Training: Approved to hire a new travel trainer. Our travel trainer Amanda Gamboa completed 15 travel training, 2 with disabilities and 13 with English as a second language. Accommodation are always offered to program participants.

PASS: We have 555 total participants. There is no bus fare during a week in October and the whole month of December is free.

Closed Session – Castlerock HR Consulting/Compensation Study - The compensation study findings were discussed. No reporting out.

11. Adjourn

Next Scheduled Board Meeting:

October 15, 2024
4701 Sisk Avenue Suite 201
Modesto, CA 95356



Rose Mary Cervantes
Interim Office Administrator



U.S. Department of Transportation
Federal Transit Administration



**FACT SHEET:
 GRANTS FOR BUS AND BUS FACILITIES
 SECTION 5339**

Program Component	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
Formula	\$427.80	\$427.80	\$436.36	\$445.52	\$454.96	\$464.61
Bus Discretionary	n/a	\$213.00	\$228.60	\$246.51	\$267.06	\$289.04
Low & No Emissions Discretionary	n/a	\$55.00	\$55.00	\$55.00	\$55.00	\$55.00
5339 Program TOTAL	\$427.8	\$695.80	\$719.96	\$747.03	\$777.02	\$808.65

Purpose

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Statutory References

49 U.S.C. Section 5339 / FAST Act Section 3017

Program Guidance: [FTA Circular C 5100.1 Bus and Bus Facilities Program: Guidance and Application Instructions.](#)

Eligible Recipients

- Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.
- Subrecipients: An eligible recipient that receives a grant under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

Eligible Activities

- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

What's Changed?

- State and local government entities that operate fixed route bus service and that are eligible to receive direct grants under 5307 and 5311 may now be direct recipients of Section 5339 funds, regardless of their designated recipient status.
- Two discretionary components have been added the program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures will be published in an annual Notice of Funding Availability (NOFA) as soon as possible.
- A new pilot provision allows designated recipients in in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020.
- Allows states to submit statewide applications for bus needs.
- The minimum state allocation under the formula was raised to \$1.75M from \$1.25M; the territory allocation was unchanged.
- Grantees may use up to 0.5% of their 5339 allocation on Workforce Development activities.

Funding

- Federal Share: The Federal share is not to exceed 80 percent of the net project cost.
- Formula Details
 - National Distribution – \$90.5 million will be allocated each year among all States and territories, with each state receiving \$1.75 million and each territory (including D.C. and Puerto Rico) receiving \$500,000.
 - Apportionment Formula – The remainder of program funds will be apportioned based on population and service factors using the Section 5307 Urbanized Area Formula Program apportionment formula.
- Period of Availability: Funds are available for three years after the fiscal year in which the amount is apportioned.

For Additional Information on FTA and the FAST Act, please visit: www.fta.dot.gov/fastact

MOVE Stanislaus FTA Zero-Emission Fleet Transition Plan

Introduction

MOVE Stanislaus is a Consolidated Transportation Agency formed in 2014. To comply with FTA requirements for 5339 funding, MOVE Stanislaus has prepared this Zero Emissions Transition Plan. This long-term fleet and infrastructure management plan considers cost, resource availability, policy and legislation, existing and future facilities, partnerships, and workforce impact. This plan is a forecast based on the information currently available. MOVE Stanislaus anticipates updating this plan as more information becomes available.

According to the FTA Zero Emission Transit Plan Requirements, the Zero Emission Transition Plan evaluates the following areas of the MOVE Stanislaus operations.

Table 1: FTA Zero Emission Transit Plan Requirements

Plan Element	Requirement
1. Fleet	Demonstrate a long-term fleet management plan with a strategy for how the applicant intends to use the current request for resources and future acquisitions.
2. Finance/Funding	Address the availability of current and future resources to meet costs for the transition and implementation.
3. Regulations	Consider policy and legislation impacting relevant technologies.
4. Facilities	Include an evaluation of existing and future facilities and their relationship to the technology transition.
5. Utilities	Describe the partnership of the applicant with the utility or alternative fuel provider.
6. Workforce	Examine the impact of the transition on the applicant's current workforce by identifying skill gaps, training needs, and retaining needs of the existing workers of the applicant to operate and maintain zero-emission vehicles and related infrastructure and avoid displacement of the existing workforce.

Source: FTA [Zero-Emission Fleet Transition Plan](#) webpage.

MOVE is a Consolidated Transportation Agency formed in 2014. MOVE's core services offered are as follows:

VetsVans: Among MOVE's flagship initiatives is the VetsVan program, an innovative transportation service designed to meet the transportation needs of veterans residing within Stanislaus County. This door-through-door and point-to-point van and bus transportation service, operated by dedicated volunteer drivers, extends its reach to veterans lacking access to public transportation options. With a fleet traversing major

highways and city streets, VetsVan facilitates veterans' vital connections to essential destinations, including doctor's offices, hospitals in and out of County, and specialty medical clinics.

Senior Assisted Rides (Care Cruisers): Another cornerstone of MOVE's repertoire of innovative transportation services is the Care Cruisers program, tailored to meeting the transportation needs of vulnerable demographics, particularly seniors and people with disabilities. Care Cruisers offers door-through-door and point-to-point van and bus transportation and supportive assistance to facilitate participants' medical appointments, grocery shopping needs, and access to other locations within the community, offering participants the necessities of daily living.

Care Cruisers furthers seniors' and people with disabilities' dignity and opportunity to live in their own homes throughout their life lessening reliance on family members or friends to take them to locations that are vital for their ongoing health and wellness. Care Cruisers epitomizes a lifeline for seniors and people with disabilities, enhancing their quality of life, protecting their health, and fostering their greater independence. Exceedingly, Care Cruisers are within the heart of the Measure L¹ voters intrinsically connected to their imagined transportation service.

I. Fleet

Throughout its existence, MOVE has expanded its transportation services with a fleet of 12 vehicles, which will expand to 19 vehicles within the next 12 months. MOVE will be receiving seven (7) additional vehicles from the California Department of Transportation (CalTrans); the make and model of the vehicles are to be determined. MOVE's diverse fleet currently includes one (1) passenger hybrid car and three (3) sports utility battery-operated vehicles (Table 2).

Table 2. Information on Current MOVE Fleet

Year	Type of Vehicle	Make	Model	# of Vehicles	Fuel Type
2017	Minivan with ramp	Dodge	Caravan	3	Gas
2014	Minivan with ramp	Dodge	Caravan	1	Gas
2019	Minivan with ramp	Honda	Odyssey	1	Gas
2021	Minivan with ramp	Chrysler	Voyager	1	Gas
2011	Large passenger van with lift	Ford	E350	1	Gas

¹ Measure L is the Transportation Ordinance and Expenditure Plan (PDF) approved by Stanislaus County voters on November 8, 2016. The measure raised the sales tax in Stanislaus County on April 1, 2017, by one-half cent for a total period of 25 years to improve local streets and roads, improve connectivity and reduce congestion.

2023	Large passenger van with lift	Ford	Transit 350	1	Gas
2013	Passenger car	Ford	C-Max	1	Hybrid
2024	Passenger car	Hyundai	Ioniq 5	3	Battery Electric

MOVE has adopted zero-emission transportation, with the recent purchase, in 2024, of three (3) Battery Electric Vehicles as the first step in its goal to have a fleet of zero—or low-emission vehicles conforming to state laws or regulations, local ordinances, and federal funding requirements under FTA Section 5339.

MOVE is requesting FTA 5339 funds to purchase eight (8) hybrid minivans and one (1) portable truck Battery Electric Vehicle (BEV) charger that would allow them to charge our current BEVs. These replacement vehicles will help MOVE achieve its long-term fleet management plan to replace all existing vehicles with zero-emission vehicles. The proposed zero emission vehicles (ZEVs) will replace the existing as they exceed their lifespan. MOVE will not be converting any conventional buses in service to zero-emission buses.

II. Funding

MOVE is funded partially through Measure L administered through the Stanislaus Council of Governments (StanCOG), the California Transportation Development Act, and FTA Section 5310 operations. Vehicle procurement, and contracted paratransit eligibility evaluations are conducted in partnership with StanRTA and Turlock Transit. MOVE has identified the following potential funding sources to fund future expansion and zero emission transition of our fleet.

CALIFORNIA FUNDING SOURCES AND INCENTIVES

Carl Moyer Program

The Carl Moyer Program provides monetary grants to private companies and public agencies to clean up their heavy-duty engines beyond that required by law through retrofitting, repowering or replacing their engines with newer and cleaner ones.

Volkswagen (VW) Mitigation Trust

The Volkswagen (VW) Mitigation Trust was established to fully mitigate the diesel NOx emissions caused by VW's illegal actions. The mitigation plan for California includes a variety of grant categories available to replace diesel vehicles registered throughout the state of California.

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)

HVIP offers point-of-sale incentives for clean trucks and buses in California. HVIP dealers offer reduced-price vehicles directly to purchasers. Purchasers do not need to submit proposals, complicated paperwork or wait for reimbursement. Incentives are locked in at the time of the purchase order, while dealers process the required documentation.

San Joaquin Valley Air Pollution Control District (SJVAPD)

SJVAPD offers the following grant programs that can support MOVE's efforts in funding BEVs and associated chargers:

- **Alternate Fuel Mechanic Training:** Provides funds for mechanic education or training in alternative-fuel vehicles and infrastructure.
- **Charge Up!:** Provides funds for businesses and public agencies to purchase and install electric vehicle chargers for public use.
- **Plug in Electric Vehicle Resources Center:** Provides information about plug-in electric vehicles including available incentive funding, charging infrastructure and locations, and the District's activities to increase and sustain electric vehicles in the Valley.
- **Public Benefit:** Provides funds to purchase new, alternative-fuel vehicles and infrastructure and develop advanced transit and transportation systems.
- **Public Transportation Subsidy and Park & Ride Lots:** Provides funds to subsidize transportation passes for bus, shuttle, and commuter rail services. Funds are also available for the construction of park and ride lots.

Clean Transportation Program

The Clean Transportation Program was created to fund projects that help transition California's fuels and vehicle types to achieve California's climate policies. The Clean Transportation Program is funded from fees levied on vehicle and vessel registrations, vehicle identification plates, and smog abatement. The Clean Transportation Program was created by Assembly Bill 118 and was extended to January 1, 2024, by Assembly Bill 8. The Clean Transportation Program funds multiple classes of vehicles. Every year the California Energy Commission (CEC) develops an Investment Plan Update to identify how the program's funds will be allocated. For FY 2021-22, the CEC proposed that \$30.1 million in Clean Transportation Program funding and \$208 million in general funds would be used to fund medium- and heavy-duty vehicle charging and hydrogen fueling infrastructure. For FY 2022-23, the CEC proposed \$30.1 million of Clean Transportation Program funding for zero emission medium- and heavy-duty vehicles and infrastructure. \$123 million will be allocated from general funds in FY 2022-23 for transit and clean bus infrastructure (California Energy Commission, 2023).

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIIZE)

EnergIIZE Commercial Vehicles (Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles) is the nation's first commercial vehicle fleet infrastructure incentive project. Funded by the California Energy Commission's Clean Transportation Program and implemented by CALSTART, EnergIIZE provides incentives for zero-emission vehicle (ZEV) infrastructure equipment for medium- and heavy-duty (MD/HD) battery electric and hydrogen fuel cell vehicles operated and domiciled in California. EnergIIZE Commercial Vehicles was created to address the needs of MD/HD zero-emission vehicles in California through financial incentives towards the purchase of infrastructure equipment and software. EnergIIZE provides funding across four (4) unique funding lanes, each catered to a specific stakeholder group.

Clean Mobility Options Vouchers Program

The Clean Mobility Options (CMO) Voucher Pilot Program is a statewide initiative that provides zero-emission shared mobility options to under-resourced communities in California. The CMO Voucher Pilot is available throughout California to eligible disadvantaged communities, as well as low-income communities and eligible tribal governments, to increase access to safe, reliable, convenient, and affordable transportation options.

Clean Mobility Options is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment — particularly in under-served communities, and California Energy Commission's Clean Transportation Program, which is investing more than \$1 billion to accelerate the deployment of zero-emission transportation infrastructure and support in-state manufacturing and workforce training and development.

Transportation Development Act (TDA)

The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the TDA, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans.

TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. The LTF is derived from a one quarter cent of the

general sales tax collected statewide. The California Department of Tax and Fee Administration, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. Each county then apportions the LTF funds within the county based on population. Transit agencies can use TDA funds for both capital projects and transit operations. LTF funds can also be used for transit planning and administration, and transit research for new projects.

The STA funds are appropriated by the legislature to the State Controller's Office (SCO). The SCO then allocates the tax revenue, by formula, to planning agencies and other selected agencies. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to transit operator revenues from the prior fiscal year.

State of Good Repair

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program that will provide additional revenues for transit infrastructure repair and service improvements. This investment in public transit will be referred to as the State of Good Repair (SGR) Program. This program receives funding of approximately \$105 million annually. SGR funds are to be made available for eligible transit maintenance, rehabilitation, and capital projects. SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs.

FEDERAL FUNDING SOURCES AND INCENTIVES

Low or No Emissions Program (Low-No) – United States Department of Transportation (USDOT)-Federal

Transit Administration (FTA)/California Department of Transportation (Caltrans) – Section 5339(c) Low-No provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses. Low-No funding can also be used to acquire charging or fueling infrastructure for the buses, pay for construction costs, or obtain or lease facilities to house a fleet. In FY2021, \$182 million was allocated for the Low-No program. However, the enactment of Infrastructure Investment and Jobs Act (IIJA) will expand funding for the Low-No program. IIJA allocates an additional \$5.25 billion for the Low-No program over five years. To be eligible for this funding, a transit agency will need to submit a plan for transitioning to zero emission buses. This plan must demonstrate a long-term fleet management plan that addresses how the transit agency will meet the costs of transitioning to zero emission, the facilities and infrastructure that will be needed to be

deployed to serve a zero-emission fleet, the transit agency's relationship with their utility or fuel provider, and the impact that the transition will have on the transit agency's current workforce. Under IIJA, transit agencies may apply for Low-No funding with other entities, such as an OEM, which will participate in the implementation of the project. IIJA also requires that 5% of grant funds awarded be used to fund workforce training to prepare their current workforce to maintain and operate the buses.

Section 5310 (FTA/Caltrans)

FTA Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program is authorized by 49 United States Code (U.S.C.) 5310. The goal of the FTA 5310 Program is to improve the mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. This program provides grant funds for capital, mobility management, and operating expenses for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
- Alternatives to public transportation projects that assist seniors and individuals with disabilities and with transportation.

Section 5311 (FTA/Caltrans)

The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. The federal share is 80 percent for capital projects. Section 5311 funds are available to the States during the fiscal year of apportionment plus two additional years (total of three years). Funds are apportioned to States based on a formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas.

Carbon Reduction Program (FHWA)

Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. Most funds are apportioned to different areas of the state based on population, or 'Local CRP.' Projects are selected for Local CRP by Metropolitan Planning Organizations (MPOs) and non-MPO Regional Transportation Planning Agencies (RTPAs). California receives about \$110 million per year of Carbon Reduction Program (CRP) funds over five years through the Infrastructure Investment and Jobs Act (IIJA).

Investment Tax Credit (ITC) - IRS

Section 48 provides tax credits for a wide range of renewable energy investments. Renewable energy technologies such as solar photovoltaic (PV) cells, fuel cells, small wind microturbines, and combined heat and power are eligible for tax credits. It is important to note that the ITC for some technologies will phase out over time. The solar ITC is permanent and will remain at 10 percent beyond 2022. However, the ITC for wind, fuel cells, and combined heat and power (CHP) has been approved until 2024.

Credit for Qualified Commercial Clean Vehicle

Internal Revenue Code Section 45W, for purchasers of commercial clean vehicles. Qualifying vehicles may include passenger vehicles, buses, ambulances, and certain other vehicles, as well as certain mobile machinery. Credit Amount: Up to \$40,000 (max \$7,500 for vehicles <14,000 lbs.)

III. Regulations

Many policies and pieces of legislation have been passed at the state and local levels that support the implementation of zero-emission vehicle technology. MOVE is strategically aligning its current and future operations with public policy mandates requiring a reduction of carbon emission gases adopted by the State of California and the new federal law; Bipartisan Infrastructure Deal, Inflation Reduction Act, and grant funding opportunities available for non for profits through Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities. The following lists a sample of goals, policies, and actions at the State, local, and agency level:

State policies – The following State policies/legislation support the transition to a zero-emissions vehicle fleet:

- In 2019, the Innovative Clean Transit (ICT) regulation, which is implemented by the California Air Resources Board, states that starting in 2029, public agencies

will be limited to the purchase of zero-emission buses only, with a goal of complete transition to zero-emission buses by 2040.

- The California Transportation Plan (CTP) 2050 Recommendation Element 8 “Advance zero-emission (ZEV) Technology and Supporting Infrastructure.”
- The California State Transportation Agency (CalSTA) Climate Action Plan for Transportation Infrastructure (CAPTI) Framework (adopted July 12, 2021) in a Rural Context Action “Deploying zero-emission vehicle charging or fueling infrastructure – including for battery electric, fuel cell (hydrogen) electric, and other zero-emission vehicle technologies.”
- California Department of Transportation (Caltrans) 2020-2024 Strategic Plan goal to “Lead climate action” by implementing the stated mitigation to “Reduce greenhouse gas emissions from the transportation sector.”
- California Air Resources Board Advanced Clean Cars II rule (adopted in 2022) establishes a year-by-year roadmap so that by 2035, 100% of new cars and light trucks sold in California will be zero-emissions vehicles, including plug-in hybrid electric vehicles.

Local policies – The following local policies support the transition to a zero-emission vehicle fleet:

- The Stanislaus Council of Governments (StanCOG) adopted the Electric Vehicle Infrastructure Study in March 2022. This study provides a plan for an evolving network of electric vehicle (EV) charging infrastructure necessary to sustain EV market growth in the region, including EV charging for both personal EVs and commercial/transit bus chargers.
- The San Joaquin Valley Air District promotes the adoption of electric vehicles, providing funding opportunities for residents and fleet operations for the purchase of EVs and EV infrastructure.

IV. Facilities

MOVE currently leases commercial space in an office building at 4701 Sisk Road, Suite 201, Modesto, California. The lease is scheduled to sunset in 2027. The current space is challenging as it does not offer parking for MOVE vehicles, indoor storage, Battery-Electric Vehicle (BEV) charging stations, or space to engage in routine repair.

MOVE is in the process of scoping a new location within the City of Modesto that can accommodate indoor storage, BEV charging, outdoor public-facing BEV charging, vehicle staging, and office space.

This intended capital project encompasses a dedicated facility equipped with requisite charging infrastructure and climate control systems to optimize battery performance and longevity. Developing demand management solutions to reduce operational costs and redundancies of independent electricity generators and specialized equipment in specific service areas is crucial.

MOVE's new facility will integrate solar technology as its energy source is optimized, and BEV charging stations will be dedicated to MOVE's fleet. MOVE will also provide tiered-pricing for public-facing charging stations to support disadvantaged communities as an option to allow communities served by MOVE a viable bridge to participate in California's transition into a zero-emission vehicle marketplace.

The facility will have sufficient space to store MOVE's fleet of vehicles with vehicle charging infrastructure integrated. MOVE anticipates that its fleet of vehicles supporting Measure L programs will triple from the current number over the next eight years, factoring in vehicle replacements.

V. Utilities

The utility or alternative fuel provider in MOVE's service area is Modesto Irrigation District (MID). MOVE intends to participate in any programs that MID offers related to providing power for electric charging, including rebates, discounted pricing, and technical support. In addition, MOVE will work with MID to understand rates and load capacity for MOVE's future facility.

VI. Workforce

Training will be provided by the original equipment manufacturers (OEMs) on operating procedures as new BEBs are procured. Training will also be provided by equipment suppliers on the associated charging infrastructure. Workforce development topics may include but are not limited to the following:

- Overview of Zero-Emission Bus Technologies
- Zero-Emission Bus Operations
- Zero-Emission Bus Safety Training



MOVE Board of Directors BRIDGES Monthly Report FY 2024-2025

	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	YTD
Rider Statistics													Indicates Avg
Eligible Riders	327	332	0	0	0	0	0	0	0	0	0	0	330
Goal by 6/30/24 (Eligible Riders)	325	325	325	325	325	325	325	325	325	325	325	325	325
Unduplicated Riders this Month	109	112	0	0	0	0	0	0	0	0	0	0	111
Service Provision													
Total Miles Reimbursed	25,186	23,306	0	0	0	0	0	0	0	0	0	0	48,492
Total Trips Reimbursed	2,768	2,711	0	0	0	0	0	0	0	0	0	0	5,479
Medical Trips	885	817	0	0	0	0	0	0	0	0	0	0	1,702
Grocery/Rx	882	789	0	0	0	0	0	0	0	0	0	0	1,671
Life Trips	1,000	1,104	0	0	0	0	0	0	0	0	0	0	2,104
Reimbursement													
Online Submittal % (Clients)	38%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	39%
Goal by 6/30/24 (Online Submittal % Clients)	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Manually by Staff Submittal %	62%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	61%
Total Amount Reimbursed	\$12,575.50	\$11,653.25	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$24,228.75
Avg Reimbursement per Trip	\$4.54	\$4.30	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Drivers Statistics													
Total Eligible Drivers	131	136	0	0	0	0	0	0	0	0	0	0	134



MOVE Board of Directors Care Cruisers Monthly Report FY 2024-2025

Updated 10/11/23

	Jul-24	Aug-27	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	YTD
Rider Statistics (#43 Agency Summary Report by Month or #18 Clients/Volunteers Membership by Month)													Indicates Avg
Eligible Riders	643	664	683										663
Goal by 6/30/25 (Eligible Riders)	550	550	550	550	550	550	550	550	550	550	550	550	
Unduplicated Riders this Month	93	113	81										96
Service Provision (#32G Trip & Service Provision 5310 Report & Report 21)													
Service Days	22	22	20										21
Passenger Miles (Passengers on Vehicle)	2,987	2,208	2,989										8,184
Deadhead Miles (No Passengers on Vehicle)	4,758	5,290	4,270										14,318
Total Miles	7,745	7,498	7,259										22,502
One-Way Trip Statistics (#32G Trip & Service Provision 5310 Report)													
One Way Trips Requested	589	590	583										1,762
One Way Trips Completed	401	392	353										1,146
Goal by 6/30/25 (One-way Trips Completed)	840	840	840	840	840	840	840	840	840	840	840	840	10,080
Percentage of One Way Trips Canceled	32%	34%	39%										1
Drivers Statistics (#43 Agency Summary Report by Month or #18 Clients/Volunteers Membership by Month)													
Total Active Drivers	5	4	4										4
Active Staff Drivers	4	3	4										4
Active Volunteer Drivers	1	1	0										1
Unduplicated Volunteer Drivers this Month	1	1	0										1

*Goal based on 3 paid drivers completing 2 rides per hour per driver per day



MOVE Board of Directors VetsVan Monthly Report FY 2024-2025

Updated 10/13/2023

	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	YTD
Rider Statistics													Indicates Avg
Eligible Riders	356	365	388										370
Goal by 6/30/24 (Eligible Riders)	275	275	275	275	275	275	275	275	275	275	275	275	275
Unduplicated Riders this Month	76	70	85										77
Service Provisions													
Service Days	22	22	20										64
Total Miles	14,458	12,623	9,907										36,988
One-Way Trip Statistics													
One Way Trips Requested	316	319	312										947
One Way Trips Completed	242	247	214										703
Goal by 6/30/24 (One-way Trips Completed)	200	200	200	200	200	200	200	200	200	200	200	200	2,400
Percentage of One Way Trips Canceled	23%	23%	31%										
Driver Statistics													
Total Active Drivers	23	23	23										23
Goal by 6/30/24 (Volunteer Drivers)	20	20	20	20	20	20	20	20	20	20	20	20	20
New Drivers	2	0	0										1
Unduplicated Drivers this Month	14	16	13										14

* Goal based on 5 vehicles



MOVE Board of Directors ADA Paratransit Eligibility Monthly Report FY 2024-2025

ADA Eligibility Appointments	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-24	Apr-24	May-24	Jun-24	YTD
CALLS for Appointments	196	194	163	0	0	0	0	0	0	0	0	0	553
TOTAL Appointments Scheduled for Report Month	192	174	170	0	0	0	0	0	0	0	0	0	192
GOAL: Increase Scheduled Appointments to ensure minimum of 6 completed interviews per day per TRS													
Performed	118	111	113	0	0	0	0	0	0	0	0	0	118
Canc/No Show (Total - Performed)	74	49	44	0	0	0	0	0	0	0	0	0	74
No Show/Canc Rate (NS Canc/appt booked) appt booked)	39%	28%	26%	26%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	0%	0%	39%
Interviews (Based on Interview Date)													
Total Interviews	118	111	113	0	0	0	0	0	0	0	0	0	342
GOAL: Increase completed interviews to average of 6 per day per TRS			12	12	12	12	12	12	12	12	12	12	2880



MOVE Board of Directors Travel Training & Outreach Monthly Report FY 2023-2024

	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	YTD
TRAVEL TRAINING													
Successful Completion	33	15	8										56
CLIENT Profile													
DAL: Increase Referrals for People with Disabilities	12	12	12	12	12	12	12	12	12	12	12	12	144
Person with Disabilities	1	0	0	0	0	0							1
Senior 60+	0	0	0	0	0	0							0
English as Second Language	32	8	8	0	0								48
StanRTA-area Client	33	8	5	0	0								46
Turlock-area Client	0	0	3	3	0								13
EDUCATION & OUTREACH													
GOAL: Outreach to Senior, Day, School Programs	5	5	5	5	5	5	5	5	5	5	5	5	60
TOTAL Events/Presentations/Agency Contacts	6	4	0	0	0								10
Senior 60+	4	3	2	0	0								9
Day Program	0	0	0	0	0								0
School Transition Program	0	0	0	0	0								0
Other	2	1	1	0	0								4

MOVE Board of Directors
PASS Monthly Report FY 2024-2025

Jul-24 Free Fare	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24 Free Fare	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	YTD
0	137	137										
0	555	445										
0	0	100										0
0	356	100										
0	0	0										
0	200	250										
0	50	50	50	50	0	50	50	50	50	50	50	500
0	1248	1563										
\$0.00	\$1,584.50	\$2,595.00										
\$0.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	
\$0.00	\$2.84											