# STANISLAUS REGIONAL TRANSIT AUTHORITY

## BOARD OF DIRECTORS MEETING
## 1111 I STREET, SUITE 308
## STANCOG POLICY BOARD ROOM
## THURSDAY, DECEMBER 4, 2025
## 1:00 P.M.

In addition to in-person attendance at the location identified above, the following options are available to members of the public to listen, observe and participate in real time in this meeting and provide comments to the Board of Directors during the meeting:

1. You are strongly encouraged to listen to the Board Meeting by joining the meeting from your computer or tablet.

   Please register in advance for the Stanislaus Regional Transit Authority Board Meeting at:

   https://us06web.zoom.us/meeting/register/tZItdOuppjIjH9UJ1bF6MbJVOpVS0B6Q4LXx#/registration

2. If you wish to make a comment on a specific agenda item, please wait for the Chair or Moderator to recognize you and you will be called on during the meeting.

   If you are participating via telephone only you will still need to register on Zoom using the link above. You can submit your comments via email to info@stanrta.org or by calling 209-477-7011 by 3:00 pm on December 3, 2025.

   Written Comments will be shared with Board Members and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

Board Agendas and Minutes: Board agendas, minutes and copies of items to be considered by the Stanislaus Regional Transit Authority Board of Directors are available at least 72 hours prior to the meeting on the Authority's website www.stanrta.org and at the Authority office located at 912 11th Street, Modesto, CA during normal business hours. The documents are also available on the StanRTA website at www.stanrta.org.

Materials related to an item on this Agenda submitted to the Board of Directors after distribution of the agenda packet are available for public inspection at the address listed above during normal business hours. These documents are also available on the StanRTA website, subject to staff's ability to post the documents before the meeting.

Reasonable Accommodations: This Agenda shall be made available upon request in appropriate alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact Valerie Fabela at (209) 477-7011 during regular business hours at least 72 hours prior to the time of the meeting to enable the Stanislaus Regional Transit Authority to make reasonable arrangements to ensure accessibility to this meeting.

Notice Regarding Non-English Speakers: Stanislaus Regional Transit Authority Board meetings are conducted in English. Anyone wishing to address the Board of Directors is advised to have an interpreter or to contact Valerie Fabela at (209) 477-7011 during regular business hours at least 72 hours prior to the time of the meeting so that the Stanislaus Regional Transit Authority can provide an interpreter.

Aviso con Respecto a Personas que no Hablan el Idioma de Inglés: Las reuniónes de la Mesa Directiva del Consejo de Gobiernos de Stanislaus son conducidas en Inglés. Cualquier persona que desea dirigirse a la Mesa Directiva se le aconseja que traiga su propio intérprete o llame a Valerie Fabela al (209) 477-7011 durante horas de oficina regulares o a lo menos 72 horas antes de la reunión, para proporcionarle con un intérprete.

# AGENDA

## 1. CALL TO ORDER

## 2. ROLL CALL

## 3. PLEDGE OF ALLEGIANCE

## 4. PUBLIC COMMENTS

*Members of the public may address the Board on any item not on the agenda. Comments shall be limited to three minutes unless the Chair of the Board sets a different time limit. The Board cannot take action on matters not on the agenda, unless the action is authorized by Section 54954.2 of the Government Code.*

## 5. PRESENTATIONS

A. Recognition of Employees of the Month

B. Transportation Development Act Unmet Transit Needs (Stanislaus Council of Governments)

## 6. CONSENT CALENDAR

A. Motion to Approve the Stanislaus Regional Transit Authority Special Meeting Minutes of October 29, 2025

B. Motion to Adopt Resolution 2025-219 Approving Amendment 1 to the Rush Truck Center Agreement *and* Approving a Budget Adjustment of $130,015 in the Fiscal Year 2025-2026 Capital Budget

C. Motion to Adopt Resolution 2025-220 Approving an Extension to the Office Lease for 912 11th Street, Modesto

D. Motion to Adopt Resolution 2025-221 Approving the Service Monitoring Report and Authorizing the CEO to Submit the Same to the Federal Transit Administration

E. Motion to Adopt Resolution 2025-222 Approving the 2025 Title VI Program Update and Authorizing the CEO to Implement the Same

## 7. DISCUSSION/ACTION ITEMS

A. Fixed-Route On-Board Survey Report

B. Fiscal Year End 2024-2025 Financial Update

## 8. INFORMATION ITEMS

A. Investment Report

B. Report on RFP's and grants applications/awards

C. Key Performance Indicators

D. Marketing Report

## 9. CEO REPORT

## 10. DIRECTOR REPORTS

## 11. ADJOURN TO CLOSED SESSION

**A.** Conference with Legal Counsel: Potential Litigation
Pursuant to Paragraph (2) of subdivision (d) of Government Code Section 54956.9: Two Cases

## 12. RECONVENE FROM CLOSED SESSION

**A.** Report from Closed Session

## 13. ADJOURNMENT

***Next Regularly Scheduled Stanislaus Regional Transit Authority Meeting:***
**Thursday, January 22, 2026, at 1:00 p.m.**

STANISLAUS REGIONAL TRANSIT AUTHORITY

# PRESENTATION

5A. Recognition of Employees of the Month

STANISLAUS REGIONAL TRANSIT AUTHORITY

# PRESENTATION

5B. Transportation Development Act Unmet Transit Needs (Stanislaus Council of Governments)

STANISLAUS REGIONAL TRANSIT AUTHORITY

# CONSENT CALENDAR

Agenda Item [6A]

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

**BOARD OF DIRECTORS MEETING**

Minutes of October 29, 2025
(Thursday) 1:00 p.m.

**DIRECTORS PRESENT:** Steven Morrow (Citizen Member); George Carr (City of Hughson); Andrea Wilson (Citizen Member); David Wright (City of Modesto); Chris Ricci (City of Modesto), Vito Chiesa (Stanislaus County-Alternate-attended remotely – location identified on agenda)

**DIRECTORS ABSENT**: Channce Condit (Stanislaus County); Terry Withrow (Stanislaus County)

**STAFF PRESENT:** Adam Barth (CEO); Valerie Fabela, Simon Herrera, Leticia Ortiz, Darla Moen, Nicole Hensley

**ALSO PRESENT:** Monica Streeter (General Counsel); James Pratt (IT Services); Ron McMurtry, Tom Wittig, Jessica Lee, Hector Medina, Thomas Martinez, Bradley Batton, Kassandra Barrientos

1. **CALL TO ORDER**

   Chair Carr opened the meeting at 2:35 pm

2. **ROLL CALL**

   A Quorum of the Directors was present.

3. **PLEDGE OF ALLEGIANCE**

4. **PUBLIC COMMENTS**

   *Members of the public may address the Board on any item not on the agenda. Comments shall be limited to three minutes unless the Chair of the Board sets a different time limit. The Board cannot take action on matters not on the agenda, unless the action is authorized by Section 54954.2 of the Government Code.*

   A member from the public discussed his concerns regarding the intersection of Grayson and Shiloh and suggested a potential stop be placed there in the future.

5. **PRESENTATIONS**

A. Recognition of Employee of the Month

Transdev employee Thomas Martinez was recognized as the October employee of the month.

B. Recognition of Driver for Saving a Passenger in Distress

Transdev employee Bradley Bratton was recognized for ensuring Community Safety and Vigilance

Both presentations were done offline however, Chair Carr did note on record that both presentations were done prior to the start of the meeting.

6. **CONSENT CALENDAR**

A. Motion to Approve the Stanislaus Regional Transit Authority Meeting Minutes of September 25, 2025

B. Motion to Adopt Resolution 2025-211 Approving the Board of Directors Meeting Schedule for Calendar Year 2026

C. Motion to Adopt Resolution 2025-212 Approving the Amended Accounting Policies and Procedures

D. Motion to Adopt Resolution 2025-213 Approving the Records Retention Policy

E. Motion to Adopt Resolution 2025-214 Approving the Travel, Training, and Expense Policy Update

F. Motion to Adopt Resolution 2025-215 Approving an Agreement with GRT Concrete for a Not-to-Exceed Amount of $307,447 and Authorizing the CEO to Execute the Same

G. Motion to Adopt Resolution 2025-216 Approving an Agreement with Avail Technologies, Inc. for a Not-to-Exceed Amount of $669,619.13 and Authorizing the CEO to Execute the Same

H. Motion to Adopt Resolution 2025-217 Approving an Agreement with EV Gateway for a Not-to-Exceed Amount of $364,650 and Authorizing the CEO to Execute the Same *AND* Motion to Adopt Resolution 2025-218

Approving a New Capital Project, “Electric Bus Chargers”, and Approving a Budget Adjustment in the Fiscal Year 2025-2026 Capital Budget

***By Motion, (Director Morrow, Director Wright), and a 6-0 vote, the Stanislaus Regional Transit Authority Board Approved 6A, 6B, 6C, 6D and 6H of the Consent Items**

***By Motion, (Director Carr, Director Wright), and a 6-0 vote, the Stanislaus Regional Transit Authority Board Approved 6E of the Consent Items with the added language of “Refundable Economy class tickets, or their equivalent, represent the standard reimbursable fare class for all approved travel.”**

***By Motion, (Director Carr, Director Morrow), and a 6-0 vote, the Stanislaus Regional Transit Authority Board Approved 6F of the Consent Items**

***By Motion, (Director Wright, Director Wilson), and a 6-0 vote, the Stanislaus Regional Transit Authority Board Approved 6G of the Consent Items**

7. **DISCUSSION/ACTION ITEMS**

   A. Fiscal Year 2025-2026 Quarter 1 Fiscal Update

      Financial Analyst Nicole Hensley gave a presentation regarding Fiscal Year 2025-2026 Quarter 1 Fiscal Update

8. **INFORMATION ITEMS**

   A. Marketing Report

   B. Key Performance Indicators

9. **CEO REPORT**

   CEO Adam Barth shared the following upcoming events:

   1. Short Range Transit Plan (SRTP) outreach will be starting in the next couple weeks. Adam will provide the board with a list of events the consultants will be attending.
   2. SEAAC will be meeting on November 13th and discussing Title VI Plan as well as speaking with the consultants for SRTP.
   3. StanRTA will continue the annual tradition of providing free rides to the Modesto Centre Plaza for the Thanksgiving dinner event.
   4. Adam reported on the CalAct conference he attended recently.

10. **DIRECTOR REPORTS**

Chair Carr thanked and acknowledged the entire organization and their day-to-day work to help make the agency successful.

Director Morrow commented on the scheduling and call offs from two weeks prior and asked for a Transdev update on the reason.

Director Wilson thanked April and the marketing team for attending the marketing events at Modesto Junior College.

Director Ricci asked RTA to consider limiting their connections to StanCOG.

Director Chiesa commented on the path to recover StanCOG is currently on.

## 11. ADJOURNMENT

Adjournment: Meeting adjourned at 3:30 pm

***Next Regularly Scheduled Stanislaus Regional Transit Authority Meeting:***
**Thursday, December 4, 2025, at 1:00 p.m.**

Ride the

STANISLAUS REGIONAL TRANSIT AUTHORITY

**DATE:** **December 4, 2025**

**TO:** **Board of Directors**

**FROM:** **Roland Fecteau, Transit Analyst**

**RE:** **Amendment to Agreement with Rush Truck Centers of California for Transit Bus Engine Repower Project**

**Agenda Item: [6B]**

## ***Background***

On May 30, 2024, the Stanislaus Regional Transit Authority (StanRTA) Board of Directors approved an agreement with Rush Truck Centers of California to repower the Cummins engines in 25 of the fleet buses. The $2,204,380 agreement included a 10% contingency, valued at $200,398, to address potential price fluctuations. The project progressed as planned until March, when StanRTA received notification that, due to tariffs, Rush was imposing cost increases on the engines.

## ***Discussion***

On March 31, 2025, StanRTA received notification from Rush Truck Centers that new U.S. tariffs would increase the cost of Cummins engines, and the impacts would vary by bus engine year model—the 25 buses in the project span three engine model years: 2014, 2015, and 2017. The net impact of the tariff imposition is a cost overrun that exceeds the contract and contingency.

To keep the project moving forward, StanRTA and Rush agreed that Rush would continue to invoice at the contract price and issue a second invoice for the difference caused by the new tariffs. The supplemental invoices have not been paid thus far.

To date, 19 of the 25 buses have been completed. Staff calculate that the gap between the authorization in the agreement, including the contingency, and what is needed to complete the project, is approximately $125,000. This additional amount is solely due to the tariff increases; no extra labor is being charged on any of the invoices.

The impact of tariff-induced price adjustments, broken down by model year, is shown in Table 1.

**Table 1. Impact of U.S. tariffs on Project Budget**

| Engine Model Year | Original Price | Current Price | Tariff Impact per Engine | Engines Impacted by the Tariff | Cost Increase |
|---|---|---|---|---|---|
| 2014 | $55,188 | $62,153 | $6,965 | 4 | $27,860 |
| 2015 | $58,371 | $65,051 | $6,680 | 9 | $60,120 |
| 2017 | $56,529 | $65,490 | $8,961 | 4 | $35,844 |
| | | | | **Subtotal Tariff Cost Impact** | $123,824 |
| | | | | **5% Contingency** | $6,191 |
| | | | | **Total** | $130,015 |

StanRTA staff requests an amendment to the agreement with Rush Truck Centers of California. This amendment is needed to add $130,015 to the project budget to address the cost increases due to the U.S. tariffs that were imposed on Cummins engines. Additionally, a 5% contingency is included in this request.

## ***Fiscal Impact***

If approved by the Board, appropriations of $130,015 in Local Transportation Funds (LTF) will be redirected from the Hydrogen Buses Capital project. Congestion Mitigation and Air Quality Improvement (CMAQ) funds will be used in lieu of LTF to fund the Hydrogen Buses project.

## ***Recommendation***

It is recommended that the Board of Directors:

Adopt Resolution 2025-219 approving Amendment #1 to the agreement with Rush Truck Centers of California, increasing the agreement's value to a new Not-to-Exceed amount of $2,334,395 and approving a budget adjustment by transferring $130,015 to the Rush Engine Repowering project in the Fiscal Year 2025-26 Capital Budget from the Hydrogen Buses Capital project.

**STANISLAUS REGIONAL TRANSIT AUTHORITY**
**RESOLUTION 2025-219**
**RESOLUTION APPROVING AMENDMENT 1 TO THE RUSH TRUCK CENTERS AGREEMENT AND APPROVING A BUDGET ADJUSTMENT FOR THE RUSH ENGINE REPOWERING PROJECT**

WHEREAS, the Stanislaus Regional Transit Authority ("Authority") is a joint powers agency whose members are the City of Modesto and the County of Stanislaus, and which was created to consolidate transit services countywide with the exception of the City of Turlock; and

WHEREAS, the approved Authority Fiscal Year 2025-2026 Budget included all capital projects underway; and

WHEREAS, the Authority Board of Directors approved an agreement with Rush Truck Centers (Rush) to repower the Cummins engines in 25 of the fleet buses; and

WHEREAS, Rush notified Authority that new U.S tariffs would increase the cost of the Cummins engines by $123,824 and with a five percent contingency results in a project cost increase of $130,015; and

WHEREAS, a budget adjustment of $130,015 is required to cover the cost of the project; and

WHEREAS, a budget amendment transferring Local Transportation Funds (LTF) from the Hydrogen Bus project is recommended as Congestion Mitigation and Air Quality Improvement funds will be used to fund the Hydrogen Bus Project.

NOW, THEREFORE, BE IT RESOLVED, the Authority Board of Directors hereby approves Amendment #1 to the Rush Truck Centers Agreement increasing the agreement not to exceed amount by $130,015 for a new not-to-exceed amount of $2,334,395.

BE IT FURTHER RESOLVED, the Authority Board of Directors hereby approves a budget adjustment transferring $130,015 in Local Transportation Funds to the Rush Engine Repowering project from the Hydrogen Bus project in the Fiscal Year 2025-2026 Capital Budget.

BE IT FURTHER RESOLVED, the Chief Executive Officer is authorized to execute Amendment #1 to the Rush Truck Centers Agreement and to make administrative changes, as needed, to ensure the amendment to the agreement and the amendment to the Capital Budget is implemented in the most efficient and cost-effective manner possible.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Regional Transit Authority, on the 4th day of December 2025. A motion was made and seconded to adopt the foregoing Resolution. The Motion was carried, and the Resolution was adopted.

MEETING DATE: **December 4, 2025**

GEORGE CARR, CHAIR

ATTEST:

_____

ADAM BARTH, CHIEF EXECUTIVE OFFICER

Ride the

STANISLAUS REGIONAL TRANSIT AUTHORITY

**DATE:** **December 4, 2025**

**TO:** **Board of Directors**

**FROM:** **Adam Barth, Chief Executive Officer**

**RE:** **Amendment to Office Lease**

**Agenda Item: [6C]**

***Background:***

The Stanislaus Regional Transit Authority (StanRTA) has leased office space at 912 11th St, Suite 100, since July 1, 2021. The office space has met the needs of the staff. The lease expires on June 30, 2026 and needs to be extended to continue the day-to-day administration of the system.

***Discussion:***

Reed Properties is the StanRTA's current lessor and property-owner of several downtown Modesto office locations. The existing space includes 5,890 square feet, which provides office space, restrooms, conference room, employee break room, storage and other space needed for the administrative functions of the StanRTA.

Our current lease rate is $9,935.50 per month, which is about $1.68 per square foot. The terms of the amendment extend the lease for three years, from July 1, 2026 through June 30, 2029, with a 3% increase each year of the amendment. All other terms of the agreement remain unchanged. The 3-year amendment should coincide with the completion of the new operations and maintenance facility. Once that facility is constructed, StanRTA administrative staff can relocate.

***Fiscal Impact:***

The overall fiscal impact of the lease is described in the table below. Each year represents a 3% increase over the previous year. The costs will be budgeted each year.

| | Suite 100 | Suite 201-2 | Suite 201-3 | Total (Per month) |
|---|---|---|---|---|
| July 2026 – June 2027 | $8,975 | $761 | $496 | $10,232 |
| July 2027 – June 2028 | $9,245 | $784 | $511 | $10,540 |
| July 2028 – June 2029 | $9,522 | $808 | $526 | $10,856 |

***Recommendation:***

It is recommended that the Board of Directors:

By Resolution 2025-220 approve an amendment to the lease agreement with Reed Properties for offices located at 912 11th Street, Modesto, and authorize the CEO to negotiate and execute the final lease amendment.

Attachment:

1. Office lease amendment

**STANISLAUS REGIONAL TRANSIT AUTHORITY**
**RESOLUTION 2025-220**
**RESOLUTION APPROVING AMENDMENT TO AUTHORITY OFFICE LEASE**

WHEREAS, the Stanislaus Regional Transit Authority ("Authority") is a joint powers agency whose members are the City of Modesto and the County of Stanislaus, and which was created to consolidate transit services countywide with the exception of the City of Turlock; and

WHEREAS, the Authority leases office space at 912 11th Street, Modesto, California from Reed Properties; and

WHEREAS, the office space has met the needs of the staff; and

WHEREAS, the office lease expires June 30, 2026 and needs to be extended to continue to the day-to-day administration of the agency; and

WHEREAS, the amendment will extend the term of the lease through June 30, 2029 with a 3% increase each year in the base rent; and

WHEREAS, the extension of the term should coincide with the completion of the Authority's new operations and maintenance facility.

NOW, THEREFORE, BE IT RESOLVED, the Authority Board of Directors hereby approves an amendment to the lease agreement with Reed Properties for the offices located at 912 11th Street, Modesto, and authorizes the Chief Executive Officer to execute the same.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Regional Transit Authority, on the 4th day of December 2025. A motion was made and seconded to adopt the foregoing Resolution. The Motion was carried, and the Resolution was adopted.

MEETING DATE: **December 4, 2025**

_____
GEORGE CARR, CHAIR

ATTEST:

_____
ADAM BARTH, CHIEF EXECUTIVE OFFICER

# LEASE AMENDMENT

September 29, 2025

**AGREEMENT:** Reed Properties, LLC ("Lessor") and Stanislaus Regional Transit Authority ("Lessee") having entered a Commercial Lease for the premises 912 11th Street, Suite 100 Modesto, CA 95354 ("premises") dated October 15, 2021, desire to amend certain provisions thereof, and in consideration of the mutual covenants contained herein agree as follows.

**ADDITIONAL PREMISES:**

Suite #201-2 at approximately 252 Sq. ft.
Suite #201-3 at approximately 138 Sq. ft.

**TERM:** Premises shall be leased for a three-year agreement beginning July 1, 2026.

**BASE RENT:** Base rent for Suites 100, 201-2 and suite 201-3 shall be payable monthly as follows with a 3% increase each year.

| | **Suite 100** | **Suite 201-2** | **Suite 201-3** |
|---|---|---|---|
| 07/01/2026 – 06/30/27 | $8,975.00 | $761.00 | $496.00 |
| 07/01/2027 – 06/30/28 | $9,245.00 | $784.00 | $511.00 |
| 07/01/2028 – 06/30/29 | $9,522.00 | $808.00 | $526.00 |

**NO MODIFICATION:** Except as expressly amended above, all provisions of the Commercial Lease shall remain unchanged.

**BY LESSOR:**
Reed Properties, LLC
A California Limited Liability Co.

_____
Gregory B. Reed

DATE: _____

**BY LESSEE:**
Stanislaus Regional Transit Authority

_____
Adam Barth

DATE: _____

Ride the

STANISLAUS REGIONAL TRANSIT AUTHORITY

**DATE:** December 4, 2025

**TO:** Board of Directors

**FROM:** Angela Swanson, Senior Transit Analyst

**RE:** Service Monitoring Report

**Agenda Item: [6D]**

## ***Background:***

Title VI 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 receiving federal financial assistance. The Federal Transit Administration (FTA) works to ensure that recipient public transit agencies comply with Title VI's mission to enhance the social and economic quality. This oversight is accomplished through local enactment and triennial update of Title VI programs. In addition to approving the Title VI Program, the Board of Directors is required to approve specific documents that are part of the program. Among these documents is the Service Monitoring Program, which must be updated every three years.

## ***Discussion:***

To comply with FTA Title VI Circular (FTA C 4702.1B) guidelines, StanRTA is required to create and adopt a set of systemwide service standards and policies, which are used to monitor service performance, vehicle assignment, and the distribution of transit amenities. These standards were adopted as part of the Comprehensive Operations Analysis (COA) process in 2022. StanRTA's service standards and policies compare the service performance of routes predominantly used by minority passengers with that of routes predominantly used by non-minority passengers. The systemwide service policies guide StanRTA's vehicle assignment and transit amenity distribution practices to ensure that system resources are allocated fairly and equitably. These standards and policies are based on agency procedures, system performance data, common industry standards, and staff analyses.

The monitoring program evaluates six performance metrics to ensure transit service is provided fairly and equitably. The service standard metrics include vehicle (passenger) load, headways, on-time performance, and service availability. Also measured are two service metrics: vehicle assignments and transit amenities. Transit amenities include distributing assets such as bus shelters, seating, and waste receptacles at bus stops. The service standards are used to identify any disparate impacts in the performance of StanRTA bus routes primarily used by minority passengers compared with those utilized by non-minority passengers. The minority and non-minority routes are listed in Table 1.

**Table 1. Fixed Route Breakdown**

| | |
|---|---|
| **Minority Routes** | 21, 26, 29, 29T, 33, 38, 40, 42, 45, 47, 48, 50, 61 |
| **Non-Minority Routes** | 22, 23, 24, 25, 30, 31, 32, 37, 60 |

Table 1 identifies the routes assigned to each category. Note that Route 10, although considered a fixed route, was excluded from this breakdown due to its express configuration and lack of a stable population base for demographic comparison.

Findings:
Overall, the report confirms that StanRTA's service delivery and asset distribution practices are equitable and in compliance with federal Title VI requirements. Where differences occur among populations, they fall within the adopted 15% tolerance threshold. This means that if a service standard measurement, such as on-time performance, shows a difference of less than 15% between minority and non-minority routes, there is no evidence of disparate impact.

Disparate impacts reflect the disparities in experiences among different communities when using transit services. These disparities may indicate greater benefits for either minority or non-minority populations across the four service standards and two service policy measures. StanRTA staff utilize the information from the service monitoring report to guide ongoing service planning efforts.

***SEAAC Recommendation***

The StanRTA Equity and Accessibility Committee reviewed the Service Monitoring Report at its November 13, 2025, meeting. After accepting public comment, the Committee voted unanimously to recommend adoption by the Board of Directors.

***Recommendation:***

It is recommended that the Board of Directors:

Adopt Resolution 2025-221 Approving the Service Monitoring Report and authorizing the Chief Executive Officer to take all necessary steps to submit it to the Federal Transit Administration.

Attachments:
1. 2025 Service Monitoring Report

**STANISLAUS REGIONAL TRANSIT AUTHORITY**
**RESOLUTION 2025-221**
**APPROVING SERVICE MONITORING REPORT AND AUTHORIZING THE CEO TO SUMBIT THE SAME TO THE FEDERAL TRANSIT ADMINISTRATION**

WHEREAS, the Stanislaus Regional Transit Authority ("Authority") is a joint powers agency whose members are the City of Modesto and the County of Stanislaus, and which was created to consolidate transit services countywide with the exception of the City of Turlock; and

WHEREAS, as the recipient of Federal Transit Administration (FTA) funding, the Authority is required to comply with Title VI by adopting policies specified in FTA Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients"; and

WHEREAS, among the policies requiring review and approval is the Service Monitoring Program, which must be updated every three years; and

WHEREAS, the Service Monitoring Program evaluates six performance metrics to ensure transit service is provided fairly and equitably; and

WHEREAS, service standards are used to identify any disparate impacts in the performance of Authority bus routes primarily used by minority passengers compared with those utilized by non-minority passengers; and

WHEREAS, the Service Monitoring Program confirms the Authority's service delivery and asset distribution practices are equitable and in compliance with federal Title VI requirements.

NOW, THEREFORE, BE IT RESOLVED that the Authority Board of Directors hereby approves the Service Monitoring Report and authorizes the Chief Executive Officer to submit the same to the Federal Transit Administration.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Regional Transit Authority, on the 4th day of December 2025. A motion was made and seconded to adopt the foregoing Resolution. The Motion was carried, and the Resolution was adopted.

MEETING DATE: **December 4, 2025**

GEORGE CARR, CHAIR

ATTEST:

ADAM BARTH, CHIEF EXECUTIVE OFFICER

# SERVICE MONITORING REPORT

Stanislaus Regional Transit Authority

October 2025

# *Executive Summary*

The Stanislaus Regional Transit Authority (StanRTA) is required by the Federal Transit Administration (FTA) to measure the quality of service delivered to communities and to demonstrate that resources are distributed in a way that does not discriminate on the basis of race, color, or national origin. The FTA is responsible for ensuring the distribution of federally supported transit services and related benefits by applicants and recipients of FTA assistance in a manner consistent with Title VI, Section 601 of the Civil Rights Act of 1964. StanRTA is subject to this requirement as a transit provider that operates more than 50 fixed-route vehicles in peak service and is located in an urbanized area (UZA) of 200,000 or more people. The purpose of the Title VI service monitoring requirement is to ensure that prior decisions related to the distribution of fixed route transit service and facilities have not resulted in a disparate impact on the basis of race, color, or national origin. If such is found, "the transit provider shall take corrective action to remedy the disparities to the greatest extent possible."[1]

Service standards and policies provide the framework for monitoring and assessment of service to compare service provided in areas with a percentage of minority population that exceeds the percentage of minority population in the service area, to service provided in areas with a percentage of minority population that is below the percentage of minority population in the service area.[2] While not originally required by Title VI of the Civil Rights Act of 1964, protections were extended to low-income communities under the Executive Order 12898—*Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations*[1]. This directive was set aside by the Trump Administration in 2025, which is why this report does not include an assessment of disproportionate burden on low-income populations in addition to the disparate impact assessment for minority populations.

### *FTA CIRCULAR 4702.1B REQUIREMENTS*[3]

- Transit providers shall assess the performance of each minority and non-minority route in the sample for each of the transit provider's service standards and service policies.
- Transit providers shall compare the transit service observed in the assessment to the transit provider's established service policies and standards.
- For cases in which the observed service for any route exceeds or fails to meet the standard or policy, depending on the metric measured, the transit provider shall analyze why the discrepancies exist and take steps to reduce the potential effects.
- Transit providers shall evaluate their transit amenities policy to ensure the equitable distribution of amenities throughout the transit system.
- Transit providers shall develop a policy or procedure to determine whether disparate

[1] Federal Transit Administration, *Circular 4702.1B Title VI Requirements and Guidelines for Federal Transit Administration Recipients,* October 1, 2012, page I-6, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf.
[2] FTA Circular 41072.1B, Appendix J, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf
[3] FTA, *Circular 4702.1B,* page IV-10.

impacts exist on the basis of race, color, or national origin, and apply that policy or procedure to the results of the monitoring activities

- Transit providers shall brief and obtain approval from the transit providers' policymaking officials, generally the board of directors or appropriate governing entity responsible for policy decisions regarding the results of the monitoring program.
- Submit the results of the monitoring program as well as documentation (e.g., a resolution, copy of meeting minutes, or similar documentation) to verify the board or governing entity or official(s)'s consideration, awareness, and approval of the monitoring results to FTA every three years as part of the Title VI Program.

## Extent of Analysis

This analysis covers all regular fixed routes operated by StanRTA. It does not include commuter services to the BART system (Routes 90 and 100) or the ACE rail system (Route 80), nor does it include the commuter bus to Stockton (Route 70) or the Route 10 express route linking Modesto with Turlock Transit. Additionally, transit agencies are not obligated to conduct service analyses for complementary paratransit services offered under the Americans with Disabilities Act (ADA).

## Monitoring Elements

To meet the Title VI service monitoring requirement, StanRTA compiled and analyzed fixed route service data from Spring 2025, along with the latest residential and rider demographic data, relative to StanRTA's locally established service standards and policies. To meet the Title VI service monitoring requirement, service outcomes and compliance rates for each of these standards and guidelines are compared between routes (or stops or areas) designated as minorities, including Black, Indigenous, and People of Color (BIPOC), and those designated as non-minority.

Documented in the agency's Title VI Program, adopted in August 2023, StanRTA's standards and policies address the following:

**Vehicle loads**: StanRTA evaluates whether fixed-route buses are overcrowded by comparing the load/seat ratio to the maximum load factor for each vehicle type.

**Vehicle headway**: StanRTA evaluates the amount and distribution of revenue hours of service provided. The hours while in service include the round-trip.

**On-time performance**: StanRTA defines "on-time" as no more than five minutes late or zero minutes early. Measured at the start and finish of the route.

**Service availability**: StanRTA considers people residing within three-fourths (3/4) of a mile of a bus stop to have service available. Service availability is expressed as a number and percentage of the District-wide population and is determined by vehicle mode.

**Vehicle assignment**: StanRTA assesses the vehicle assignment practices for fixed-route buses and light rail vehicles. The expectation is that the average age of vehicles on minority and/or low-income lines should be no more than the average age of vehicles on non-minority lines.

**Stop amenities**: StanRTA analyzes the distribution of stop amenities in the StanRTA system (shelters, seating, lighting, waste receptacles, etc.) to identify any potential disparities.

## Conclusions

Overall, StanRTA's service standards and policies were compliant, but there is an opportunity for some improvement. Minority communities, on most measures, experienced no disparity in their outcomes compared with non-minority communities. Where there were exceptions, such as service headways where compliance rates for minority communities were less beneficial than for non-minority populations, the differences were well within the allowable difference of 15 percent established in StanRTA's disparate impact and disproportionate burden thresholds.

StanRTA's service monitoring report made the following findings:

**Table 1. Disparate Impact Results Summary**

| Standard/Policy | Disparate Impact |
|---|---|
| Vehicle Load | No |
| Vehicle Headway | No |
| On-Time Performance | No |
| Service Availability | No |
| Distribution of Amenities | No |
| Vehicle Assignment | No |

Although this study did not identify any actionable Title VI findings, there were differences between the experiences of Minority and Non-Minority communities. The differences identified in the monitoring study were either within the 15% threshold of tolerance for disparate impacts, or in the case of the passenger loading service standard, passenger loads were less than the standard for full vehicle occupancy.

The experience of gathering this information and the methods used for data collection will inform future service planning and enhance ongoing monitoring efforts. StanRTA is dedicated to ongoing evaluations of its services to enhance equity in both inputs and outcomes. Additionally, it will continue to assess its services for any disparate impacts and disproportionate burdens, independent of the triennial FTA Title VI service monitoring.

The service monitoring discussion begins by breaking down how routes are designated as either minority or non-minority routes, and then analyzes each area subject to monitoring.

## *Establishing Minority vs. Non-Minority Routes*

According to the methodology outlined in the FTA guidance, a Minority transit route is defined as a route where at least one-third (1/3) of its total revenue mileage falls within designated Minority census block groups. To classify routes as Minority or non-Minority, StanRTA used the 2025 American Community Survey 5-Year data set, covering the years 2018 to 2022, to assess the concentration of minority communities within its service area. This evaluation involved calculating the percentage of the minority community population density for each transit route. Additionally, population concentration data were analyzed by census tract along each route to determine whether the concentration of minority individuals spanned at least one-third of the route's length. Using Remix, a transportation planning software that analyzes population data at the census block level, StanRTA staff found that the transit system serves an average of 62% minority communities. Therefore, in order for a route to be classified as a minority route, at least one-third of its length must pass through census blocks where the minority population exceeds 62%. The results are provided in Table 2 below.

**Table 2. Minority Route Determination**

| Route # | Route Population | Non-White Hispanic % | Route Miles | 1/3 Route Length (mi) |
|---|---|---|---|---|
| **21** | **18,300** | **88** | **6.18** | **2.06** |
| 22 | 23,400 | 52 | 7.66 | 2.55 |
| 23 | 13,900 | 52 | 5.71 | 1.90 |
| 24 | 31,400 | 58 | 11.52 | 3.84 |
| 25 | 44,300 | 57 | 17.23 | 5.74 |
| **26** | **19,100** | **85** | **6.67** | **2.22** |
| **29** | **16,000** | **83** | **7.45** | **2.48** |
| **29T** | **12,100** | **68** | **8.60** | **2.87** |
| 30 | 18,900 | 60 | 6.81 | 2.27 |
| 31 | 23,200 | 55 | 9.60 | 3.20 |
| 32 | 16,500 | 50 | 6.04 | 2.01 |
| **33** | **12,900** | **76** | **4.88** | **1.63** |
| 37 | 38,600 | 58 | 12.81 | 4.27 |
| **38** | **4,200** | **70** | **2.89** | **0.96** |
| **40** | **9,000** | **86** | **27.40** | **9.13** |
| **42** | **27,100** | **84** | **13.52** | **4.51** |
| **45** | **12,300** | **79** | **33.72** | **11.24** |
| **47** | **29,600** | **81** | **11.71** | **3.90** |
| **48** | **16,600** | **65** | **10.29** | **3.43** |
| **50** | **11,100** | **69** | **15.91** | **5.30** |
| 60 | 32,900 | 54 | 18.74 | 6.25 |
| **61** | **6,800** | **65** | **12.72** | **4.24** |

### Minority Routes

Following this process, staff found that 14 out of 23 total StanRTA routes are designated “Minority routes.” These routes, #21, 26, 29, 29T, 33, 38, 40, 42, 45, 47, 48, 50, 60, and 61, provide the

basis for the analysis that follows. The minority routes serve a variety of locations in the StanRTA service area depicted on the system map (Figure 1). A brief summary of the areas served by these routes follows in Table 3.

**Figure 1: StanRTA Service Area Map**

**Table 3. Minority Route Thumbnail Descriptions**

| Route | Areas served |
|---|---|
| 21 | Paradise Road, Downtown Modesto |
| 26 | Paradise, Carpenter Rd, Kansas Rd, Downtown Modesto |
| 29 | Downtown Modesto to Howard Prep to Downtown Ceres |
| 29T | Ceres to Keyes to Turlock Transit Center |
| 33 | Downtown Modesto to Carpenter to MJC East to MJC West |
| 38 | Airport District: Downtown, Yosemite, Empire, Santa Cruz |
| 40 | Modesto, Grayson, Westley, Patterson |
| 42 | Crows Landing, Hackett, Ceres, Downtown Modesto |
| 45 | Newman, Patterson, Turlock |
| 47 | Modesto, Ceres, Hatch Rd, Mitchell Rd |
| 48 | Downtown, Dale Rd, Gregori HS, Salida, Vintage Faire Mall |
| 50 | Modesto to Empire to Waterford and Hickman |
| 61 | Modesto to Ceres Walmart to Hughson |

# *SERVICE STANDARDS*

The FTA requires all fixed-route providers to establish quantitative service standards for each mode operated. At a minimum, the standards must include passenger load, headway/frequency, on-time performance, and service availability. Where service metrics on routes serving minority or low-income populations perform lower than non-minority or non-low-income routes or do not meet standards, StanRTA will identify strategies for improving performance. The section titled "Standards" details, in depth, what each of the service standards means, the results of assessments, and mitigation strategies.

## *Vehicle (Passenger) Load -Standard #1*

The Vehicle or Passenger Load standard establishes what constitutes an "overloaded" or too crowded vehicle. The standard accounts for seated and standing passengers and is adjusted based on the vehicle type. The standard also adjusts to reflect conditions during peak (rush hour) and off-peak (all other times) hours. StanRTA's standard follows in Table 2.

### Vehicle Load Standard

The vehicle loading standard is differentiated between peak periods, times of day when the most riders want to use public transit, typically the hours of 7 am – 9 am and 4 pm – 6 pm on weekdays. During those peak periods, it is accepted that bus occupancy will be stretched further than during the off-peak periods of the day. StanRTA's standard, in line with industry norms, is to allow up to 1.5 times the seated capacity during peak service hours. During non-peak periods, passengers should not exceed the number of seats available on the bus. StanRTA's loading standard addresses a variety of bus models that have been in the fleet; the majority of the revenue vehicles in service in 2025 are low-floor 40-foot long buses. The loading calculation, based on the capacity of various bus models, follows.

**Table 4. Vehicle (Passenger) Loading Standard**

| Vehicle Type | Peak Capacity | Off Peak Capacity |
|---|---|---|
| Low Floor 35' | 45 | 30 |
| Low Floor 40' | 54 | 36 |
| Standard 35' | 50 | 33 |
| Standard 40' | 63 | 41 |

The calculations of the average passenger load compare the average passenger load between Minority and Non-Minority routes, as well as the loads during peak and off-peak periods. In this instance, the peak period is in the evening, beginning at 6:00 pm after the end of the traditional workday. StanRTA does not vary its service schedule based on traditional peak periods at the start and end of the traditional workday, but it does shift the service after 6:00 pm. The analysis is further broken down by Weekday, Saturday and Sunday schedules.

The analysis reveals that in every comparison, the Minority routes served greater passenger loads than did the Non-Minority routes.

**Table 5. Passenger Loading Comparison**

| Route | Peak | Off-Peak |
|---|---|---|
| Weekday | | |
| Minority Routes | 11.30 | 6.63 |
| Non-Minority Routes | 11.02 | 5.83 |
| Absolute difference between groups | 0.28 | 0.80 |
| Average of Minority and Non-Minority Routes | 11.16 | 6.24 |
| Difference between groups | +.025% | +12.06% |
| Saturday | | |
| Minority Routes | 8.78 | 9.00 |
| Non-Minority Routes | 7.28 | 7.88 |
| Absolute difference between groups | 1.50 | 1.12 |
| Average of Minority and Non-Minority Routes | 8.03 | 8.44 |
| Difference between groups | +17.0% | +12.4% |
| Sunday | | |
| Minority Routes | 8.37 | N/A* |
| Non-Minority Routes | 6.93 | N/A |
| Absolute difference between groups | 1.44 | N/A |
| Average of Minority and Non-Minority Routes | 7.65 | N/A |
| Difference between groups | 17.2% | |

**There is no scheduling difference throughout the service day on Sundays*

## Findings:

Systematic passenger overcrowding conditions can occur when the frequency of service supplied is insufficient to meet demand, when poor schedule reliability leads to vehicle bunching, and/or when vehicle passenger capacities are insufficient for a scheduled trip.

- Average passenger loads on StanRTA vehicles, whether on Minority or Non-Minority routes, are typically below the seating capacity. Whereas 35' and 40' long buses had a seated capacity of 30-36 passengers, the average loads hovered closer to 10 passengers.
- Actual passenger loading can vary from the values in this study. Load factor metrics do not fully account for self-balancing:, when a passenger chooses to wait for the next bus instead of boarding a crowded vehicle, during periods of high demand and frequent service, it is common to observe riders decline boarding the first available bus in the expectation that later buses will be less crowded. In this situation, the passenger chooses a longer wait in order to have a seat for the trip.
- The Minority routes in all scenarios experience greater passenger load levels than on Non-Minority routes. The disparity between route types exceeded 17% on both Saturday and Sunday. StanRTA policy specifies that a disparate impact is found when the difference between Minority and Non-Minority services is 15% or greater.
- The difference between the groups will be addressed in future service planning. However, with weekend passenger loads averaging less than 10 passengers/trip, bus service is operating less than half full. This largely negates the need for additional service.

# *On-Time Performance – Standard #2*

On-time service is defined as service that is no greater than 5 minutes late or 1 minute early upon arrival at a time point. These data represent the percentage of times all service was within this metric. A higher number indicates better reliability for riders. Table 3 presents the On-Time Performance analysis.

**Table 3. On-Time Performance**

| **Weekday** | |
|---|---|
| Minority Routes | 49% |
| Non-Minority Routes | 45% |
| Absolute diff b/w groups | +4% |
| Avg of two groups | 47% |
| Diff b/w Minority & non-Minority | 8.2% |
| **Saturday** | |
| Minority Routes | 53% |
| Non-Minority Routes | 48% |
| Absolute diff b/w groups | +5% |
| Avg of two groups | 50.5% |
| Diff b/w Minority & non-Minority | 9.4% |
| **Sunday** | |
| Minority Routes | 53% |
| Non-Minority Routes | 47% |
| Absolute diff b/w groups | +6% |
| Avg of two groups | 50% |
| Diff b/w Minority & non-Minority | 11.3% |

## Findings

The on time performance for routes was the same across weekdays, Saturdays and Sundays. In each case the Minority routes experienced higher levels of on-time performance (OTP) compared with Non-Minority routes.

- **Minority routes consistently show higher on-time performance** than non-minority routes on all days. For example, on weekdays minority routes average about **49.3%** on-time, compared to **44.7%** for non-minority routes – a gap of **4.6 percentage points**.

- The performance gap **widens on weekends**. On Saturdays, minority routes are on-time **52.0%** vs **46.9%** for non-minority (a **5.1 point** difference). Sundays see the largest gap, with minority routes at **53.0%** on-time vs **46.4%** for non-minority (about **6.6 points** difference).

- In relative terms, minority-serving routes performed roughly **10–13%** better than non-minority routes in on-time percentage. These differences will be used to assess service equity, although all observed day-specific gaps are within typical threshold limits for on-time performance disparity (e.g. within ±15% of the combined average).

# *Headways – Standard #3*

In 2022, as part of the Comprehensive Operational Analysis (COA), StanRTA established a new route system with headways of 30 minutes during peak periods for local services and 60-minute headways for intercity routes. Unlike typical transit systems, StanRTA does not experience conventional peak periods, which are usually defined as weekday commuting hours between 7-9 AM and 4-6 PM. Instead, StanRTA typically reduces service during off-peak hours, particularly in the evening after 6:00 PM.

**Table 7. Headways by Route Category and Day**

| All Routes | Weekdays | | Saturday | Sunday |
|---|---|---|---|---|
| Route Type | Peak (minutes) | Off-Peak (minutes) | No Peak (minutes) | No Peak (minutes) |
| High-Frequency | 15 | 30 | 30 | 60 |
| Local | 30 | 60 | 30 or 60 | 60 |
| Intercity | 60 | 60 | 60 | 60 |

The headway calculations for peak and off-peak service (after 6:00 PM) are detailed in Table 8, with data categorized by weekdays, Saturdays, and Sundays.

**Table 8. Headways by Route Category and Day**

| Headway Period | Peak Service (Minutes) | Off-Peak Service (Minutes) |
|---|---|---|
| **Weekday** | | |
| **Minority Routes** | 37.75 | 59.40 |
| **Non-Minority Routes** | 32.55 | 58.90 |
| **Difference** | 5.2 | 0.50 |
| **Percent Difference** | 12.5% | 0.1% |
| **Saturday** | | |
| **Minority Routes** | 46.09 | 54.55 |
| **Non-Minority Routes** | 42.53 | 60.0 |
| **Difference** | 3.56 | -5.45 |
| **Percent Difference** | 8.3% | -9.1% |
| **Sunday** | | |
| **Minority Routes** | 60 | NA |
| **Non-Minority Routes** | 60 | NA |
| **Difference** | 0.0 | NA |
| **Percent Difference** | 0.0% | NA |

## Finding

- Overall, the headways for minority routes were slightly longer than those on non-minority routes during peak service on weekdays.

- However, the headways were nearly equal for off-peak service. The same trend was observed for peak service on Saturdays.
- The off-peak headways on Saturdays favored minority routes compared to off-peak non-minority routes.

On Sundays, the headways for both minority and non-minority service were identical. Significantly, the differences between the headways for minority and non-minority routes fell below the 15% threshold for disparate impact.

## *Service Availability – Standard #4*

Service accessibility (or service availability) is evaluated in the StanRTA service area by determining the population within the service area, broken down into minority and non-minority subgroups, and those with income up to 150% of the poverty level and those with income greater than 150% of the poverty level. The StanRTA service area, as already established, is the geographic area falling within ¾ of a mile of the fixed route system. StanRTA's standard is to have 65% of the population within ¾ of a mile of fixed route service.

Using the most recent available U.S. Census data, the American Community Survey (ACS) 2023–2019 report, measuring population at the census block level, populations were calculated within a ¾ mile radius of the nearest bus stop for each route. This results in the breakdown of service availability by minority and income designations. The results are in Table 9.

**Table 9. Demographic Analysis of Proximity to StanRTA Service**

| *Populations within StanRTA Service Area* | *Total Residing (Number)* | *Total Residing (Percent)* | *Within 3/4 Mile (Percent)* |
|---|---|---|---|
| ACS Count of Population[4] in the Service Area | 420,595 | 100.0% | 64% |
| Minority[5] (Non-White) Population | 219,268 | 52.1% | 52% |
| Non-Minority (White) Population | 201,327 | 47.9% | 47% |
| Disparity Measure | | | -5% |

## Finding

There is more access to transit service for Minority communities than for Non-Minority communities by 5%. The standard for a disparity finding would be a 15% differential between Minority and Non-Minority communities. There is no disparate impact finding.

[4] Source: *Hispanic Or Latino Origin By Race (Universe: Total Population). From table B03002 in the American Community Survey (ACS) 5-year; 2019-2023, using Census Block groups.*

[5] *Minorities include Black/African American, Hispanic, Asian (non-Hispanic), Native American (non-Hispanic), Hawaiian Native and Pacific Islander (non-Hispanic), and Other (Including Mixed Race, non-Hispanic)*

# *SERVICE POLICIES*

The FTA requires all fixed route providers to establish policies for how transit amenities are distributed for each mode and how vehicle assignment is conducted. Unlike the service standards, which analyze service at the route level, the service policies are analyzed at the modal level. The section titled “Service Policy” details, in depth, what each of the service standards means, the results of assessments, and mitigation strategies.

# *Vehicle Assignment*

Vehicle assignment is the process by which revenue vehicles are placed into service throughout the system. Supervisors assign buses to service by rotating newer vehicles across all routes operated out of the Bus Maintenance facility. Vehicles are parked in line, front-to-back on pull-in, and assigned by pull-out time, according to the vehicle characteristics. This practice provides for a random bus assignment.

The Bus assignment process does consider the operating characteristics of buses of various lengths and heights, which are matched to the operating characteristics of the route (ridership volumes, turn restrictions, height restrictions, and vehicle range. Some of these considerations are buses that cover longer distances per trip and seating capacity on high ridership routes. StanRTA is committed to ensuring vehicle assignments are equitable for all riders by evaluating whether there is any bias in the assignment of vehicles to routes.

StanRTA retains vehicles for at least the minimum FTA required service period. For the fixed-route fleet, this is 12 years, with some vehicles able to be retained in service for additional years.

This analysis shows the average age of the 77 vehicles assigned to routes during the monitoring period was 7.03 years old. The average age of vehicles on Minority routes was measured by analyzing the average age of vehicles as they have been actually assigned over the last three years. The average vehicle age for minority routes was 5.86 years, while the vehicles on non-minority routes were an average of 6.40 years. A lower number indicates a newer vehicle assignment. The difference between the two groups was negative, -0.54, indicating that Minority routes were more likely to have a newer bus than non-Minority routes. Table 10 below presents the results of the data analysis.

**Table 10. Vehicle Age**

| Route Breakdown | Vehicle Age (Years) |
|---|---|
| Average Vehicle Age | 7.03 |
| Average Vehicle Age - Minority Route | 5.86 |
| Average Vehicle Age - Non-Minority Route | 6.40 |
| Difference Between Groups | -.54 |
| Disparity between Groups (%) | -8.5% |

**Findings:**
To make a finding of disparate impact, the difference between minority and non-minority routes would have to be at least +15%. The measured difference was -8.5%, showing that the routes serving minority communities have more benefits than the non-minority communities. Thus, no disparate impact exists for Vehicle Assignment.

# *Transit Amenities*

StanRTA's route network includes over 950 bus stops spread across 23 fixed routes. Stops in urbanized areas are spaced approximately ¼ to 1/2 mile apart. In rural areas, stops can be a mile or more apart. Due to the great variation in the settings for these stops, the amenities provided vary greatly. In general, StanRTA's priority is for even the most remote bus stop to have a sign pole with an attached fold-down seat and an ADA-compliant concrete pad. Based on the level of boardings occurring at bus stops, the amenities provided can include a bus shelter, a bench, a trash receptacle, and lighting. Table 11 depicts the relationship between the overall distribution of these typical amenities between minority and non-minority bus routes.

**Table 11**

| Item | Minority Routes | | Non-Minority Routes | | Minority vs. Non-Minority |
|---|---|---|---|---|---|
| | Item Count | % of Stops* (579) | Item Count | % of Stops* (782) | Difference |
| **Benches** | 145 | 25% | 229 | 29% | -4% |
| **Trash Cans** | 72 | 12% | 113 | 14% | -2% |
| **Shelters** | 73 | 13% | 91 | 12% | +1% |
| **Solar Lights** | 35 | 6% | 36 | 5% | +1% |

***** Some bus stops are double counted due to serving multiple bus routes

**Findings:**
The distribution of transit amenities is skewed to a degree by the significant difference in the number of bus stops between the Minority routes (579) and the Non-Minority routes (782). Two routes in the Non-Minority group, Routes 25 and 37, have twice the number of stops, and consequently more amenities, than other routes. Route 25 has 141 bus stops and Route 37 has 197 stops. The average bus route has approximately 47 stops. Despite this, the distribution of amenities is closely aligned between Minority and Non-Minority routes.

- Benches are available at 25% of Minority route bus stops, while 29% of Non-Minority bus stops have benches. The 4% gap between the two groups does not rise to the 15% differential required to be a disparate impact.
- Trash cans are available at 12% of Minority route bus stops, while 14% of Non-Minority bus stops have receptacles. This is a -2% deficit, but not a disparate impact.
- Shelters are slightly more available at Minority route bus stops, with 13% having this amenity. This compares to 12% of Non-Minority stops. The +1% difference does not represent a disparate impact.

- Solar lights, the most difficult amenity to maintain, are also slightly more prevalent at Minority route bus stops, 6%, compared with Non-Minority stops, 5%. The +1% difference presents no disparate finding.

# *Conclusion*

Although this service monitoring study did not identify any significant disparities between minority and non-minority bus routes across six different measures, there were several instances of imbalance. The data presented in this analysis provides an opportunity for StanRTA to review its service planning practices, standards, and decision-making processes. This review is essential to ensure that resources are distributed equitably throughout the system.

Ride the

STANISLAUS REGIONAL TRANSIT AUTHORITY

**DATE:** December 4, 2025

**TO:** Equity and Accessibility Advisory Committee

**FROM:** Angela Swanson, Senior Transit Analyst

**RE:** 2025 Title VI Program Update

**Agenda Item: [6E]**

## ***Background:***

Title VI 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 receiving federal financial assistance. The Federal Transit Administration (FTA) works to ensure that recipient public transit agencies comply with Title VI's mission to enhance the social and economic quality. This oversight is accomplished through local enactment and triennial update of Title VI programs.

The Stanislaus Regional Transit Authority (StanRTA) approved its initial Title VI Program in June 2022. Per the FTA's guidance, the plan was both the foundation document for StanRTA and the termination document for the Modesto Area Express (MAX), operated by the City of Modesto, and its subrecipient, the Stanislaus Regional Transit (StaRT) system operated by the County of Stanislaus. This update to the program reflects exclusively the policies and activities of the StanRTA.

## ***Discussion:***

In addition to approving the Title VI Program, the Board of Directors is required to approve specific documents housed within the program document. These elements are detailed in FTA Title VI Circular 4702.1B:

- Major Service Change and Disparate Impact Policy (once and any amendments)
- Results of the Monitoring Program (every three years)
- Public Participation Plan (periodically updated)
- Equity Analysis (as necessary for any major service or fare changes)

In 2012, the FTA issued guidance to help transit agencies comply with these mandates. As a recipient of Federal funds, StanRTA follows this guidance to ensure that all transit services, access to services, and the ability to participate in planning processes are equitably distributed and provided without regard to race, color, or national origin. The 2025 Title VI Program Update

is provided as Attachment 1. It is a standalone document that records compliance efforts since the submission of the last program update, identifies activities for the agency's ongoing compliance, and describes efforts to monitor performance. Integrating awareness of Title VI and environmental justice into the general knowledge base and all agency activities continues to be the main goal of the program. Specific processes and activities to support this goal are included across all program elements.

The 2025 Title VI Program includes a summary of public engagement efforts, equity analyses, and service monitoring conducted since the last program update. It features new data, tables, and maps that describe the StanRTA service area population and ridership, and information about how StanRTA handles complaints and notifies the public of their rights under the program. Below is a synopsis of the significant changes and updates that have occurred between the 2022 Program Update and the 2025 Program Update:

1. Membership of Transit-Related Decision-Making Bodies
    - The StanRTA Equity and Accessibility Advisory Committee (SEAAC) was formed in April 2023 and added to this section of the report.

2. Subrecipient Oversight
    - StanRTA had no subrecipient oversight responsibilities in this reporting period.

3. Demographic and Service Profile Maps
    - New demographic maps depicting service area totals for race and ethnicity and low-income populations.

4. Monitoring Program
    - FTA guidance requires the transit agency to monitor the performance of the transit system (including Minority and Non-Minority routes) according to the definitions of the service standards using methods described by the FTA Circular. Staff examined average load, headway, on-time performance, service accessibility, average age by vehicle assignment, and the distribution of transit amenities in the service area for this requirement.

5. Service and Fare Equity Analyses
    - Since the last Program Update, two service equity analyses were conducted. All equity analyses had minimal disparate impacts and disproportionate burdens on protected populations.

6. Public Participation Plan
    - Updated data on community and rider demographics and characteristics, e.g., race and ethnicity, languages spoken, household income, and economic opportunity, were provided to establish a context for the outreach and engagement techniques to be considered.
    - Updates to Outreach Undertaken32025 describe all the campaigns and activities with a public outreach and engagement component.
    - The updated list of community-based organizations StanRTA has contacted and/or partnered with from 2023-2025.

7. Language Assistance Plan

- Staff utilized a variety of sources to capture the demographic and household information of its communities, along with the details of languages spoken by LEP populations.

2022 Plan Comments
The FTA Office of Civil Rights (OCR), in its March 2023 Letter of Concurrence, approved StanRTA's program with some recommended changes. These changes are reflected in the 2025 Program, and include:

- Revise the Public Notice.
- Add more detail on alternative formats to the complaint form and procedures.
- Added description of how minorities are encouraged to participate on boards and committees.
- Added description of how the Language Access Plan (LAP) is monitored, evaluated, and updated.
- Clarify that all staff are provided with training on language assistance to LEP populations.
- Include the Major Service Change policy, Disproportionate Burden policy, and Disparate Impact policy as part of the Program.
- Include a description of the public engagement process used for setting the Major Service Change Policy, Disproportionate Burden policy, and Disparate Impact policy.

***Fiscal Impact:***

The Title VI program report and enforcement activities are incorporated into the operations budget. There is no singular fiscal impact.

***SEAAC Recommendation***

At its meeting on November 13, 2025, the Committee reviewed the Title VI program updates and accepted public comments. They voted unanimously to recommend the adoption of the 2025 Title VI Program update to the Board of Directors.

***Recommendation***

It is recommended that the Board of Directors:

Adopt Resolution 2025-222 Approving the 2025 Title VI Program update and authorizing the Chief Executive Officer to take all necessary steps to implement its provisions.

Attachments:
1. 2025 Title VI Program Update

**STANISLAUS REGIONAL TRANSIT AUTHORITY**
**RESOLUTION 2025-222**
**APPROVING THE 2025 TITLE VI PROGRAM UPDATE AND AUTHORIZING THE CEO TO IMPLEMENT THE SAME**

WHEREAS, the Stanislaus Regional Transit Authority ("Authority") is a joint powers agency whose members are the City of Modesto and the County of Stanislaus, and which was created to consolidate transit services countywide with the exception of the City of Turlock; and

WHEREAS, the Authority approved its initial Title VI program in June 2022 and this program was the foundation Title VI document for StanRTA; and

WHEREAS, the Federal Transit Administration (FTA) requires triennial updates of Title VI programs and this 2025 VI Program update includes a summary of public engagement efforts, equity analyses, and service monitoring conducted since the 2022 program and includes recommended changes made by FTA in a March 2023 Letter of Concurrence, which approved the 2022 program; and

WHEREAS, in addition to approving the Title VI Program, the Authority Board of Directors is required to approve specific documents housed in the program document: Major Service Change and Disparate Impact Policy, Results of the Monitoring Program, Public Participation Plan, and Equity Analysis.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Authority hereby approves the 2025 Title VI Program update and authorizes the Chief Executive Officer to take all necessary steps to implement its provisions.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Regional Transit Authority, on the 4th day of December 2025. A motion was made and seconded to adopt the foregoing Resolution. The Motion was carried, and the Resolution was adopted.

MEETING DATE: **December 4, 2025**

GEORGE CARR, CHAIR

ATTEST:

ADAM BARTH, CHIEF EXECUTIVE OFFICER

# TITLE VI PROGRAM
# UPDATE

# 2025

Stanislaus Regional
Transit Authority

# *2025 TITLE VI PROGRAM UPDATE*


ACKNOWLEDGMENTS

## *BOARD OF DIRECTORS*

Mayor George Carr, Chair
Councilmember David Wright, Vice Chair
Supervisor Channce Condit
Supervisor Terrance Withrow
Councilmember Chris Ricci
Mr. Stephen Morrow
Dr. Andrea Wilson

## *CHIEF EXECUTIVE OFFICER*

Adam Barth

## *PREPARED*

October 2025

## *APPROVED*

December 2025
(Scheduled)


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# INTRODUCTION

The purpose of the Title VI Program Update is to document the steps the Stanislaus Regional Transit Authority (StanRTA) has taken and will take to ensure that StanRTA provides services without excluding or discriminating against individuals on the basis of race, color, and national origin. In addition to the Title VI protected categories, StanRTA will take steps to ensure that our programs and activities do not exclude or discriminate against low-income individuals or other classes protected by Federal or State law.

StanRTA's Title VI Program follows the guidance provided in the Federal Transit Administration (FTA) Circular 4702.1B, meeting or exceeding federal requirements. The Title VI Program covers Chapter III requirements for all recipients and Chapter IV requirements for Fixed Route Transit Providers. The Board approved Title VI policies that were developed in accordance with the approved public participation plan. StanRTA's Service Standards were adopted by the Board, as well as the Results of the Service Monitoring. These policies were followed when a Service Equity Analysis was conducted for the proposed changes to Routes 33 and 70 in December 2024. StanRTA's Language Assistance Plan provides language assistance to the Limited English Proficient (LEP) members of the region we serve and tools for StanRTA staff to use when communicating with LEP customers.

This Title VI Program Update is being submitted to FTA in accordance with FTA's Concurrence letter sent to StanRTA on March 2, 2023. In the Concurrence letter, FTA informed StanRTA that our Title VI Program Update, submitted on August 1, 2022, met the requirements set out in the FTA Title VI Circular, 4702.1B, and that the agency's next Title VI Program Update would be due October 1, 2025. A copy of this letter is included in **Appendix A**. The 2023 letter approved StanRTA's program with some recommended changes, formally termed *Concurrence– With Comments*. When comments are issued, the FTA is essentially requesting an agency to provide additional clarification on the approved content within the plan. StanRTA promptly implemented those corrective actions, which were reviewed and accepted by the FTA during the triennial review conducted in 2024.

2022 Plan Comments

The FTA Office of Civil Rights (OCR), in its Letter of Concurrence issued in March 2023, approved StanRTA's program with some recommended changes. These changes are reflected in the 2022 Title VI Program as well as the 2025 Program Update contained herein. Those changes include:

| Item | Resolution |
|---|---|
| Revised Public Notice. | Added text clarifying that complainants can file Title VI complaints with the FTA in addition to the local agency |
| Add more detail on alternative formats to the complaint form and procedures. | Added more explicit language identifying options available. |
| Add a description of how minorities are encouraged to participate on boards and committees. | More information explaining StanRTA's recruitment and selection process was added to the plan's narrative. |
| Add a description of how the Language Access Plan (LAP) is monitored, evaluated, and updated. | Language added |
| Clarify that all staff are provided training on language assistance to LEP populations. | Clarified that all staff are educated on the language assistance programs made available by StanRTA and our contractor. |
| Include the Major Service Change policy, Disproportionate Burden policy, and Disparate Impact policy as part of the Program. | Policies, originally referenced by resolution, were included in their complete form. |
| Include a description of the public engagement process used for setting the Major Service Change Policy, Disproportionate Burden policy, and Disparate Impact policy. | A list of specific activities for each policy was added to the plan. |

This Program Update covers the period December 1, 2022, to November 30, 2025. Originally due on October 1, 2025, the plan's filing date was extended to December 15, 2025, in an email issued by Nicholas Sun, Chief, FTA Civil Rights Oversight Division, on September 9, 2025.

We are pleased to submit the 2025 Title VI Program Update.

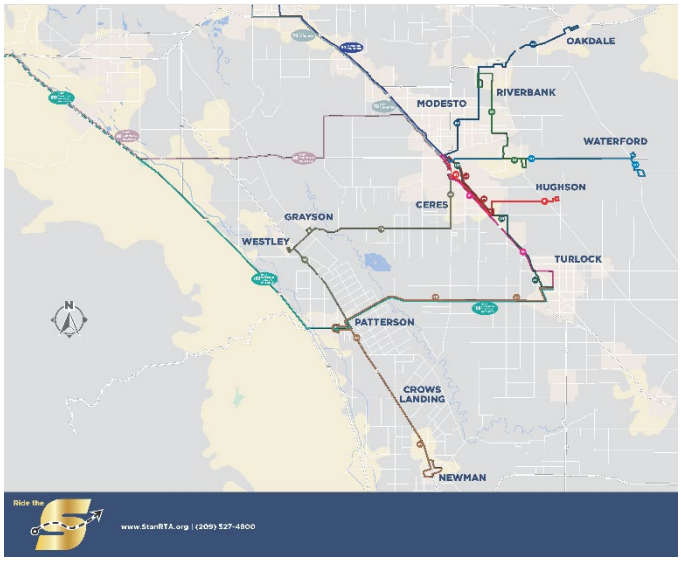
## EXECUTIVE SUMMARY

The Stanislaus Regional Transit Authority (StanRTA) is a public transit system serving the communities of Stanislaus County. Established in 2021 as a single-purpose joint powers authority (JPA), StanRTA was formed by merging transit services previously operated by the City of Modesto and Stanislaus County. It serves all areas of the county except for Turlock and Denair, which are serviced by Turlock Transit.

StanRTA operates 23 fixed routes and three commuter services. The fixed routes consist of a mix of frequent services (operating every 15-20 minutes), local services (with 30-minute intervals within a community), and intercity services (running every 60 minutes between communities). The commuter services connect residents to major transit destinations outside the area, including BART, ACE Rail, and San Joaquin RTD.

During peak service, StanRTA has 63 vehicles in operation. With a population of just under 500,000 residents, StanRTA is classified as a large urban provider, a designation that requires additional reporting responsibilities under Title VI.

**Figure 1. StanRTA Service Area Map**




StanRTA also offers the required complementary paratransit service. Additionally, StanRTA provides demand responsive services, Medivan, a daily service from the Modesto Transit Center to major medical facilities throughout the San Francisco Bay Area, and Dial-A-Ride services available to the general public in the communities of Oakdale, Patterson, and Riverbank. ADA paratransit services are offered 365 days a year, while the fixed-route service operates seven days a week and every day of the year but for six holidays. Weekday service operates between 4:45 am and 11:00 pm, with Saturday service running from 6:00 am to 10:00 pm and Sunday service operating from 9:00 am to 8:00 pm.

Title VI of the Civil Rights Act of 1964 provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance" (42 U.S.C. Section 2000. The Federal Transit Administration (FTA) is responsible for ensuring that recipients of its funding comply fully with Title VI in their planning and implementation processes. Under Title 49 U.S.C. Chapter 53, as amended, StanRTA is a designated recipient of funds under FTA sections 5307.

## TITLE VI PROGRAM

StanRTA operates its service without regard to race, color, or national origin and is committed to ensuring that no person is excluded from participation in or denied the benefits of its transit services based on race, color, or national origin, as outlined by the provisions in Federal Transit Administration (FTA) circular 4702.1.B. StanRTA adheres to both the General Title VI requirements (Chapter III) and the Requirements of Fixed-Route Transit Providers (Chapter IV). The 2025 Title VI Program is an updated assessment of StanRTA's Title VI Program, covering the time period between December 1, 2022 and November 30, 2025, and includes the following General and Transit-specific requirements per **Appendix A** of FTA circular 4702.1B:

**General Requirements (Chapter III)**

1. Title VI Notice to the Public, including locations where the notice is posted
   - ☑ Title VI Complaint Procedures (i.e., instructions to the public regarding how to file a Title VI discrimination complaint)
   - ☑ Title VI Complaint Form
   - ☑ List of transit-related Title VI investigations, complaints, and lawsuits
2. Public Participation Plan, including information about outreach methods to engage Minority and limited English proficient populations (LEP), and a summary of outreach efforts made since the last Program submission
3. Language Assistance Plan for assistance to persons with limited English proficiency (LEP), based on the DOT LEP Guidance
4. A table depicting the membership of non-elected committees and councils, the membership of which is selected by the recipient, broken down by race, and a description of the process the agency uses to encourage the participation of minorities on such committees
5. A description of how the agency monitors its subrecipients for Title VI compliance, and a schedule of subrecipient Title VI Program submissions
6. A Title VI equity analysis if the agency has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc.
7. A copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or official(s) responsible for policy decisions reviewed and approved of the Title VI Program

As a large, urban, fixed-route transit operator, StanRTA must also comply with the following requirements:

**Requirements of Transit Providers (Large) (Chapter IV)**

1. Service Standards
   - ☑ Vehicle load for each mode
   - ☑ Vehicle headway for each mode
   - ☑ On-time performance for each mode
   - ☑ Service availability for each mode
2. Service Policies
   - ☑ Transit Amenities for each mode
   - ☑ Vehicle Assignment for each mode
3. Demographic and service profile maps and charts
4. Demographic ridership and travel patterns, collected by surveys
5. Results of their monitoring program and report, including evidence that the board or other governing entity or official(s) considered, were aware of the results, and approved the analysis
6. A description of the public engagement process for setting the "major service change policy," disparate impact policy, and disproportionate burden policy
7. Results of service and/or fare equity analyses conducted since the last Title VI Program submission, including evidence that the board or other governing entity or official(s) considered, were aware of, and approved the results of the analysis

In the following pages, these requirements will be individually addressed. Where useful, supplemental forms and documentation supporting StanRTA's responses will be appended.

## OVERVIEW OF THE TITLE VI PROGRAM

StanRTA is committed to civil rights compliance, which is a fundamental part of our mission and vision as a community-based public transit provider. A key component of our Title VI Program is to integrate Title VI awareness into all agency activities and to enhance the overall knowledge within the agency. Our efforts to update this Program have helped us develop practices that ensure ongoing compliance with Title VI principles.

In line with these principles, StanRTA translates most public documents and materials into Spanish to assist constituents with Limited English Proficiency (LEP). More information on the topic is provided later in this report.

## GENERAL REQUIREMENTS (CHAPTER III)

### 1. TITLE VI NOTICE and POLICY, COMPLAINTS, PROCEDURES, and FORMS

"StanRTA operates its service without regard to race, color, or national origin and is committed to ensuring that no person is excluded from participation in or denied the benefits of its transit services on the basis of race, color, or national origin, as outlined by the provisions in Federal Transit Administration (FTA) circular 4702.1.B

**Program Objectives**

StanRTA's Title VI Program goals are:

- Ensuring that the level and quality of public transportation service is provided in a nondiscriminatory manner;
- Promoting full and fair participation in public transportation decision-making without regard to race, color, or national origin;
- Ensuring meaningful access to transit-related programs and activities by persons with limited English proficiency

**Notices**

The Notice to Beneficiaries contains a commitment to ensuring that no person is excluded from participation in, or denied the benefits of, its services on the basis of race, color, or national origin as protected by Title VI, and details about how to get more information about StanRTA's Title VI Program, including instructions for filing a Title VI complaint. It includes the agency's mailing address, telephone number, and online contact information. Samples of the posted notices are included here as Figure 2 and Figure 3. The notices are posted in various ways, both electronically and physically, as well as in publications such as rider's guides. Among the posting locations for the Title VI notice are:

**Figure 2. Non-discrimination policy statement in English**

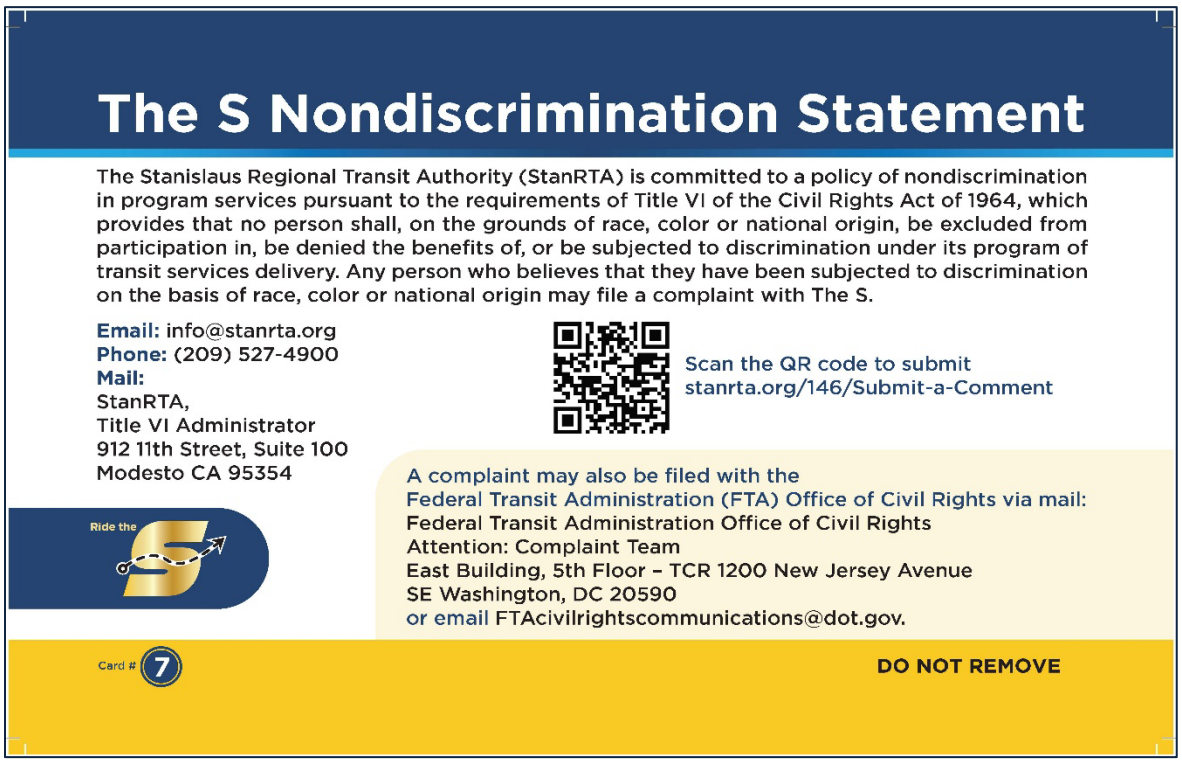



**Figure 3. Non-discrimination policy statement in Spanish**

StanRTA does not discriminate against any person with respect to any federally-assisted transit program or service. StanRTA provides information regarding its Title VI obligations to the public using a variety of methods. Information, including references to FTA circulars, the Transit Title VI program, and the Title VI complaint procedure, is posted in the following locations:

| Notice Location Type | Notice Location |
|---|---|
| Buses | Posted in the ad card area of the fixed-route buses, posted on demand response vehicles |
| Public Ticketing Office | Customer Service Window<br>Modesto Transit Center<br>1009 9th Street, Modesto, CA |
| Public Gathering Areas | Public Seating Area<br>Modesto Transit Center Lobby<br>1009 9th Street, Modesto, CA |
| StanRTA Lobby | 912 11th Street, Suite 100<br>Modesto, CA |
| Major Transit Centers | Modesto Transit Center Kiosk<br>1009 9th Street, Modesto, CA |

**Complaint Procedures**

StanRTA has a robust complaint process that allows individuals to file a Title VI complaint through multiple methods, including phone calls, the website, written submissions, or in-person visits to Customer Service. Additionally, complaints can be submitted using "Ask the S," a smartphone application for constituent inquiries. Regardless of the method chosen to file a complaint, the procedures and forms remain the same. Samples of the complaint procedure and policy are available in both English and Spanish in **Appendix B,** along with sample complaint forms in both languages.

**List of Complaints**

All complaints received are compiled in the Ask the S database and processed by the agency's administrative staff. All individuals making a Title VI complaint shall be notified in writing of the protections and due process procedures available to them as provided by Title VI.

There were no lawsuits or lengthy investigations during this reporting period. There was a total of 17 complaints, either alleging racial discrimination or referencing keywords that could indicate racial discrimination. No credible claims were substantiated. In several cases, bus operators received coaching in customer service and de-escalation techniques.

The list of Title VI complaints, with names and personal details of the complainants redacted, is in **Appendix C**.

## 2. PUBLIC PARTICIPATION PLAN

StanRTA's Board of Directors adopted its original Public Participation Plan in September 2021 and updated it in March 2024. The complete plan, designed to ensure compliance with FTA requirements for a locally developed public participation process, allows for public comments before raising fares or implementing significant changes in transportation services. This plan can be found in **Appendix D**.

StanRTA recognizes the importance of engaging with the community through various public meetings and workshops. These interactions help us share information about transit programs, activities, and services while also enhancing our understanding of the community we serve. A summary of the community outreach activities conducted during this reporting period is included in **Appendix E**.

During these discussions, transit staff gather input on transportation issues and concerns from disadvantaged citizens, including senior citizens, minorities, low-income individuals, and persons with physical or cognitive disabilities. All StanRTA-sponsored meetings and activities are held in ADA-accessible locations and are easily reachable via public transit services, including both fixed-route and paratransit options.

We widely share information about public outreach meetings on our website, social media platforms, at the Transit Center, on buses, and through social service agencies. This ensures that all transit users and interested citizens have the opportunity to participate in the decision-making process.

Additionally, we hold regular meetings with local agency representatives and riders to ensure that information about the paratransit system is effectively communicated and that rider concerns and questions are addressed.

## 3. LANGUAGE ASSISTANCE PLAN

In accordance with Title VI, the Department of Transportation's implementing regulations, and Executive Order 13166, StanRTA takes reasonable steps to ensure meaningful access to its benefits, services, information, and other important transit activities for individuals who are limited-English proficient (LEP).

To facilitate meaningful access to StanRTA programs and services for individuals with limited English proficiency, a Language Assistance Plan (LAP) has been developed (see **Appendix F**). This plan serves as a training tool and guide for transit staff on how to identify individuals who may need language assistance and how to provide that support.

Local demographic data indicates a need for language assistance within the Spanish-speaking community. StanRTA is committed to supporting the community through its LEP program, providing key documents in both English and Spanish. Whenever feasible, StanRTA strives to create

documents that incorporate both languages so that equal access is ensured. This includes essential materials such as fare cards, route brochures, and car cards. Additionally, any notices regarding temporary service changes are posted on the website, at key transit locations, and prominently displayed on all buses in both English and Spanish.

StanRTA and our operations contractor utilize language interpretation services for online and telephonic support when communicating with consumers who are not proficient in English. Staff members receive regular training on the available services and have written procedures to reinforce this training. Frontline staff are trained to reach out to dispatch for real-time language assistance. The customer service department, which frequently interacts with LEP populations, includes bilingual supervisors and representatives to assist Spanish-speaking riders. Furthermore, staff members who participate in outreach events are always part of a multilingual team, prepared to engage with the community in their preferred language.

The LAP is in **Appendix F.**

## 4. MEMBERSHIP OF TRANSIT-RELATED DECISION-MAKING BODIES

Title 49 CFR Section 21.5(b)(1)(vii) states that the recipient of a federal transit grant may not, on the grounds of race, color, or national origin, deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of a program.

**Board of Directors**

The StanRTA is governed by a seven-member Board of Directors. The organization's bylaws specify that the City of Modesto and the County of Stanislaus will each appoint two members from among their elected officials. A fifth member represents the other cities in Stanislaus County. This position is required to be an elected representative from among the other jurisdictions. The remaining two members of the board are selected through an open application process. These two members are required to represent riders or agencies that represent rider groups.

The ethnicities of the StanRTA Board of Directors, as of October 2025, are as follows in Figure 4:

**Figure4. Board Member Race/Ethnicities**

| Race/Ethnicity | Number |
|---|---|
| White | 5 |
| Black/African American | 1 |
| Hispanic or Latino | 1 |

**StanRTA Equity and Accessibility Advisory Committee**

In 2023, the Board of Directors formed the StanRTA Equity and Accessibility Advisory Committee (SEAAC), intending to provide a focused voice representing diverse public interests on matters of transit service. The SEAAC is an 11-member group representing constituencies throughout Stanislaus County, transit users, individuals with disabilities, and representatives of community-

based and social service agencies. The members are appointed for staggered two-year terms and can serve for up to four terms. The SEAAC's role is expressly to advise the Board of Directors on equity and ADA issues related to transit service, service planning, and fares.

SEAAC members are solicited through a variety of means in accordance with the Public Participation Plan, which includes methods such as:

- advertising on social media
- posts on the StanRTA website
- text and email alerts to ADA paratransit consumers
- placing ads on fixed route buses
- promotion on community newsletters and websites
- direct outreach to community service agency partners

The SEAAC is an engaged and active voice representing the needs of transit users. StanRTA attributes several factors to the group's success, including:

- Members are paid a $50 stipend per meeting
- Meetings are live-streamed, providing meaningful exposure to the committee's work
- StanRTA board members routinely attend SEAAC meetings
- Members see their suggestions shape outcomes at the Board of Directors level
- Members interact with the operations contractor in meaningful ways, such as participating in sensitivity and wheelchair securement training

The self-reported racial and ethnic composition of the Committee is provided below:

**Figure 5. SEAAC Member Race/Ethnicities**

| Race/Ethnicity | Number |
|---|---|
| White | 7 |
| Black/African American | 1 |
| Hispanic or Latino | 3 |

## 5. SUBRECIPIENTS

There are no subrecipient agencies under StanRTA.

## 6. CONSTRUCTED FACILITIES

During the reporting period, StanRTA constructed no facilities nor acquired any property.

## 7. PROOF OF FORMAL APPROVAL OF THE TITLE VI PLAN

During its meeting on December 4, 2025, the StanRTA Board of Directors reviewed and voted to approve the plan. The board resolution that documents this decision and includes all relevant findings can be found in **Appendix M**.

## REQUIREMENTS OF TRANSIT PROVIDERS (CHAPTER IV)

In addition to the above general reporting requirements, FTA Circular 4702.1B requires providers of fixed route public transportation to submit additional information specific to fixed route service. As the StanRTA operates fifty or more fixed route vehicles in peak service, it is subject to complete reporting requirements for system-wide standards and policies. **Appendix G** contains the Board of Directors' resolution approving these policies as part of the adoption of this Title VI Program.

Title 40 CFR Section 21.5(b)(2) specifies that a recipient shall not utilize criteria or methods of administration that have the effect of subjecting persons to discrimination because of their race, color, or national origin. In addition, Appendix C to 49 CFR Part 21 establishes that no person or group of persons shall be discriminated against with regard to routing, scheduling, or quality of service on the basis of race, color, or national origin. Frequency of service, age, and quality of vehicles assigned to routes, quality of stations serving different routes, and locations of routes may not be determined based on race, color, or national origin. StanRTA's approved standards cover the following elements, as required by C4702.1B:

- Vehicle load for each mode
- Vehicle headway for each mode
- Service availability for each mode
- On-time performance for each mode

Discussion of each standard follows.

### 1. SERVICE STANDARDS

The StanRTA has established the following service standards and policies to comply with regulations regarding vehicle loads, vehicle headways, service availability, and on-time performance. These standards were developed as part of the Comprehensive Operational Analysis (COA) conducted in 2022 and were approved by the Board of Directors on June 23, 2022.

Prior to the Board's approval, the standards were made available for public review on the StanRTA website, presented during a Zoom community forum, and discussed at an outreach meeting. These outreach methods are congruent with those recommended in the Public Participation Plan. Supporting documentation for these standards can be found in **Appendix G**.

**Vehicle Load Standard**

The vehicle loading standard is differentiated between peak periods, times of day when the most riders want to use public transit, typically the hours of 7 am – 9 am and 4 pm – 6 pm on weekdays. During those peak periods, it is accepted that bus occupancy will be stretched further than during the off-peak periods of the day. StanRTA's standard, in line with industry norms, is to allow up to 1.5 times the seated capacity during peaks. The calculation of those numbers, based on the capacity of various bus models, follows.

Peak

The average loads during the peak operating period should not exceed each bus's achievable capacity. Peak loads are:

| Bus Type | Passenger Capacity |
|---|---|
| Low Floor 35' | 45 |
| Low Floor 40' | 54 |
| Standard 35' | 50 |
| Standard 40' | 63 |

Off Peak

The average passenger load during off-peak hours should not exceed the number of seats in the bus. Seating capacities are:

| Bus Type | Seats |
|---|---|
| Low Floor 35' | 30 |
| Low Floor 40' | 36 |
| Standard 35' | 33 |
| Standard 40' | 41 |

**Vehicle Headway Standard**

Headway is the time interval between scheduled runs of a bus route. Scheduling involves the consideration of a number of factors, including ridership productivity, transit/pedestrian-friendly streets, density of transit-dependent population and activities, relationship to the municipal general plans, the StanCOG regional transportation plan, relationship to major transportation developments, land use connectivity, and transportation demand management. As noted in the Service Standards adopted by the StanRTA Board of Directors in May 2022, the headway standards for the various fixed-route services operated by the StanRTA are as follows:

- **High Frequency:** Routes that provide a higher level of service along a high ridership corridor, with frequencies of at least 15 minutes during the peak and 30 minutes during off-peak.
- **Local:** Routes that generally provide travel within a community, and transportation between major transfer points, employment centers, shopping areas, and other points of interest.
- **Intercity Connector:** Routes that provide service between towns and cities.
- **Commuter:** Routes that provide express (limited stop) service during limited, high-demand hours

**On-Time Performance Standard**

Eighty-five (85%) percent of vehicles will complete their established runs no more than five (5) minutes late and without departing any mid-route bus stops more than zero (0) minutes early.

**Service Availability Standard**

Service availability in transit is typically a geographic standard referring to the proximity of bus service to population centers. The StanRTA's Service Availability Standard policy states:

*"The S maintains a service availability goal that 65% of residents within its service area live within three-quarters (3/4) mile of a bus route."*

## 2. SERVICE POLICIES

Service standards reflect performance metrics, while service policies focus on the qualitative aspects of transit services. These qualitative characteristics include the amenities available to customers. For example, the components at bus stops may consist of items such as seating, lighting, shelters, trash receptacles, and bicycle racks. Most transit agencies have staggered schedules for acquiring and replacing their bus fleets. This means that buses of different ages, from the newest models to those showing signs of wear and tear, are in service every day. Ensuring that all communities are served by the various vintages of buses is essential to equity.

**Vehicle Assignment Policy**

The StanRTA Vehicle Assignment Policy was approved by the Board of Directors in June 2022. The policy states

> *"All buses have the same level of amenities available to riders. Buses are assigned randomly, with exceptions made only in the circumstances required by fuel/charge range issues or route conditions."*

**Transit Amenities Policy**

The StanRTA Transit Amenities Policy was approved by the Board of Directors in May 2022. The policy states,

> *"Transit amenities, including shelters and benches, are distributed on a system-wide basis. The location of transit amenities is determined by factors such as ridership, individual requests, staff recommendations, and site constraints."*

## 3. DEMOGRAPHIC AND SERVICE PROFILE MAPS

Demographic and service profile maps were created for the Title VI Program Update and are presented in **Appendix H**. The attached maps include the service area and all StanRTA bus routes, effective Fall 2025.

- **Map 1** shows the population in the StanRTA service area broken down by census block.
- **Map 2** highlights the poverty level in Modesto,
- **Map 3** shows the poverty level in the service area.
- **Map 4** shows the poverty level by census block in the greater Modesto area
- **Map 5** shows Spanish Speakers with Limited English Proficiency in the service area
- **Map 6** shows Spanish Speakers with Limited English Proficiency in the Modesto area.
- **Map 7** shows Minority populations in the service area
- **Map 8** shows minority populations by census block in Modesto

## 4. DEMOGRAPHIC RIDERSHIP AND TRAVEL PATTERNS (SURVEYS)

This Program Update incorporates findings from the latest rider survey conducted by StanRTA from late September to early October 2025. A summary report of the survey is included as **Appendix I**. This survey is conducted annually, and the results are shared with the SEAAC, the Board of Directors, and the community.

## 5. MONITORING PROGRAM AND REPORT

The Federal Transit Administration (FTA) requires providers of public transportation that operate 50 or more fixed route vehicles in peak service and are located in an Urbanized Area (UZA) of 200,000 or more in population to monitor the performance of their transit system relative to their system-wide service standards and service policies (i.e., vehicle load, vehicle assignment, transit amenities, etc.) not less than every three years. Staff assessed the performance of each route according to the methods described in the FTA Circular, which lays out the following methodology:

- Identify routes as Minority or non-Minority transit routes. A route that has at least one-third of its total revenue mileage in a Minority census block group is considered a minority route.
- Assess the performance of each Minority and non-Minority route for each of the transit provider's service standards and service policies.
- Compare the transit service observed in the assessment to the transit provider's established service policies and standards.
- For cases in which the observed service for any route exceeds or fails to meet the standard or policy, analyze why the discrepancies exist and take steps to reduce the potential effects.
- Evaluate transit amenities policy to ensure amenities are being equitably distributed throughout the transit system.
- Develop a policy or procedure to determine whether disparate impacts exist based on race, color, or national origin, and apply that policy or procedure to the results of the monitoring activities.
- Submit the results of the Monitoring Program, as well as documentation to verify the Board's awareness, consideration, and approval of the monitoring results to FTA every three years as part of the Title VI Program.

The Monitoring Program was presented to the SEAAC at its November 13, 2025, meeting, receiving a unanimous motion recommending that the Board of Directors approve the results of the program.

The Board of Directors approved the Monitoring Program on December 4, 2025.

The Monitoring Program is provided in **Appendix J**.

## 6. PUBLIC ENGAGEMENT PROCESS FOR MAJOR SERVICE CHANGE POLICY

In 2024, StanRTA updated its Title VI Complaint, Major Service Change, Disparate Impact, and Disproportionate Burden policies to better reflect regulatory requirements. This adoption updated the policies originally adopted in 2022. Prior to the Board's consideration, the policies were reviewed by the StanRTA's Equity and Accessibility Advisory Committee (SEAAC) and in a publicly noticed meeting at the Modesto Transit Center and an online public information session. The updated policies are in **Appendix K**.

## 7. RESULTS OF SERVICE OR FARE EQUITY ANALYSIS

Since the last Program Update, two service changes were proposed in December 2024. each requiring a service equity analysis under Federal Transit Administration (FTA) regulations due to its significant impact. The proposals identified for implementation in January 2025 were: 1) the extension of Route 33, adding nearly two miles to the route's length, and 2) the elimination of Route 80, the Stockton Commuter service.

The service equity analysis assesses whether a transit agency's planned adjustments to commuter or fixed bus routes constitute significant service changes. It also evaluates whether these changes disproportionately affect low-income households or minority communities by comparing these protected groups to the overall population served by the transit system. If the analysis reveals potential harm or insufficient benefit to these groups, alternatives to the proposed changes should be explored as part of the final recommendations.

Staff conducted service equity analysis studies for both Route 33 and Route 80. Before presenting the route proposals and the results of the equity analysis to the Board of Directors for consideration, they were shared with the Service Equity Advisory and Advisory Committee (SEAAC) and discussed at multiple public meetings.

For Route 33, the equity analysis established that extending the route's length constituted a significant service change. However, there was no evidence of a disparate impact or disproportionate burden associated with this route.

In the case of Route 80, the elimination of the Stockton Commuter service was also classified as a significant service change. The analysis indicated that, while the route primarily served a minority ridership, its elimination did not result in a disparate impact. However, a disproportionate burden was found for the route's low-income riders.

Copies of the equity analyses and staff report presented to the Board of Directors are included in **Appendix L**.

STANISLAUS REGIONAL TRANSIT AUTHORITY

# DISCUSSION & ACTION ITEMS

Ride the

STANISLAUS REGIONAL TRANSIT AUTHORITY

**DATE:** December 5, 2025

**TO:** Board of Directors

**FROM:** Angela Swanson, Senior Transit Analyst

**RE:** 2025 On-Board Survey Report

**Agenda Item: [7A]**

## ***Background:***

The Federal Transit Administration (FTA) requires transit agencies that receive federal grants and assistance to conduct an onboard survey. The survey's purpose is to track rider demographics and assess satisfaction with the transit system. The data collected is also incorporated into the Title VI Program Report, which is filed on a triennial basis. The 2025 On-Board Survey Final Report is the fourth on-board survey completed by the Stanislaus Regional Transit Authority (StanRTA). The first annual survey was conducted in April 2022.

## ***Discussion:***

The 2025 survey was administered from September 20 through October 10 and captured feedback from 531 transit riders across all fixed-route and commuter services. Data collection was conducted primarily through onboard intercept surveys, supplemented by surveys at the Modesto and Turlock Transit Centers and the Vintage Faire Mall bus stop. The survey instrument is provided as Attachment 1. A total of 51 respondents elected to complete the survey online. As a small incentive, participants were offered a choice of candy bars. Overall, riders were highly willing to engage and indicated strong interest in how the results would be used to guide future transit system improvements.

To ensure the sample's validity, each route was sampled proportionately to its proportion of the total ridership in fiscal year 2025. The single-page survey comprised 24 primary questions provided in English and Spanish. The survey offered demographic insights into the S ridership, travel patterns, and perceptions of the transit system's performance. Sampling was conducted across all hours and days of service, a strategy that reduces the potential for duplicative responses.

Survey Highlights

The survey provided valuable insights into system users and their feelings about The S. A few highlights:

- *Transit dependence*. The S continues to be a significant travel mode for most riders, with 68% indicating they use the service between 3-7 days a week, and 80% using the bus weekly. Riders use the bus for many reasons, with work (36.4%), shopping (34.8%), and school (31.3%) as the most frequent destinations.

- *Demographic profile*. Surveyed riders were once again more likely to identify their gender as male (52.7%) than female (43.4%). The balance identified as non-binary (1.8%) or preferred not to reply (2.2%). The S riders are quite evenly spread across the age spectrum, with the largest group aged 18 or under (19.13%) and the smallest, aged 65 and up (10.06%).

- *Ethnicity and Language.* Riders primarily identify as Hispanic (44.8%), White (40.4%), or Black/African American (11.8%). Language fluency closely aligns with the findings from 2024. Over 90% of riders speak English at home, while 31.6% speak Spanish. The percentage of riders who report not speaking English very well or fluently has increased to 12.6%, compared to 10% in 2024. Additionally, fewer than three respondents reported speaking other languages at home, which does not provide a reliable measurement.

- *Travel behavior.* When asked if they would need to switch to another route to reach their destination, 52% of riders responded, “Yes.” This contrasts with the respondents in 2024, when over 79% of respondents indicated they would need to transfer.

- *Income*. Public transit remains an economic necessity for most respondents. Over half of riders reported household incomes (families of ≤4) under $35,000. Riders with income under $15,000, the federal definition of poverty for a single individual, accounted for 39% of all surveyed. This information closely correlates with reported employment status: 29.6% of respondents stated they are unemployed, and another 37.3% identified themselves as students or retirees.

- *Fares*. The primary fare type used by 53% of riders was cash or a day pass. This represents a decrease from 2024, when 61% of riders paid their fares using cash. Additionally, free ridership, comprising youth aged 0-18, Modesto Junior College students, Modesto City or Stanislaus County employees, and veterans, was a significantly larger segment of those surveyed, making up 33.6% of responses. In comparison, this group accounted for only 21% of the surveyed riders in 2024.

- *Overall satisfaction*. Riders were asked several questions to evaluate their satisfaction with various aspects of the S transit service. The overall perception of the service was positive, with 49% rating it as great and 41% as good, resulting in a total approval score of 90%. Driver courtesy received similarly high ratings, with 50% of respondents rating it as great and 34% as good. No aspect received less than an 80% positive rating in areas such as safety, cleanliness on the bus, service start time, and the bus's ability to get people where they need to go. However, there is an opportunity to improve on-time performance, which received the lowest ratings: only 30% rated it great and 32% rated it good. Overall, the scores are comparable to results from previous years.

- *Technology*. Riders overwhelmingly had access to smartphones (77.9%). They reported interacting with the S primarily through StanRTA’s website (50%) and Facebook (48.9%). YouTube (41.8%) usage jumped seven points, up from 34.4% in 2024.

- *Safety.* Riders were asked about their sense of safety while using the transit system. The results showed that 79.9% of riders felt safe on the bus, at a bus stop, or at a transit center. However, there is still room for improvement, as 20.2% of riders expressed concerns regarding safety at bus stops.

- Riders were also allowed to identify a preference for areas of service improvement. More frequent service, on weekdays (36.5%) and weekends (36.3%), were respondents' top two choices. Tied for third place (24.5%) were a desire for later operating hours (24.5%) and improving on-time performance. The service priorities expressed through these responses will be actively considered as part of the recently launched Short Range Transit Plan process.

The complete survey results are available in Attachment 2.

***Fiscal Impact:***

Direct survey costs are budgeted annually. These costs include developing and preparing materials, conducting the on-board survey, analyzing the data collected, and preparing a final report.

***Recommendation:***

It is recommended that the Board of Directors:

By Motion, accept and file the 2025 On-Board Survey Report.

Attachments:
1 - Onboard Survey Instrument
2 - 2025 On-Board Survey Final Report

Gracias por llenar esta encuesta. En cumplimiento con las regulaciones federales del Título VI, esta encuesta se realiza para recopilar datos demográficos y comprender las necesidades de los pasajeros de "La S". Sus respuestas se mantienen anónimas

**Ruta _____**

1. **¿Qué ruta es la que Ud. utiliza?** _____

2. **¿Tomará más de una ruta de autobús para llegar a su destino?**
❒ Sí ❒ No

3. **De ser así ¿A qué ruta(s) se transferirá?**
Número de Ruta(s) (especifique) _____

4. **Por lo general ¿Con qué frecuencia viaja en transporte público?**
❒ 3 -7 días a la semana ❒ Varios días al mes
❒ 1-2 días a la semana ❒ Menos de una vez al mes

5. **¿Cómo suele pagar su pasaje de autobús?**
❒ Efectivo ❒ Menor de 18 años (gratis)
❒ Pase de 1 día ❒ Carnet de MJC (gratis)
❒ Pase de 7 días ❒ Miembro Activo FFAA o Veterano (gratis)
❒ Pase de 31 días ❒ Empleado del Ayuntamiento de
❒ Ida y vuelta a BART Modesto o el Condado Stanislaus

6. **¿Paga con descuento en alguna de estas categorías de tarifa?**
*(Marque todo lo que aplique)*
❒ Incapacitado ❒ Medicare ❒ Adulto Mayor (65+)

7. **Es usted miembro activo o veterano de las FFAA?**
❒ Sí, Veterano ❒ Sí, Servicio Activo ❒ No

8. **¿Cuáles son los lugares a los que llegará en autobús hoy?**
*(Marque todo lo que aplique)*
❒ Trabajo ❒ Cita Médica ❒ Iglesia
❒ Escuela ❒ Recreación ❒ Asunto Personal
❒ Compras ❒ Programas diarios ❒ Otro (especifique) _____

9. **¿En cuál de los siguientes grupos se ubica su edad?**
❒ 18 años o menos ❒ 25-34 ❒ 45-54 ❒ 65 años o más
❒ 19-24 ❒ 35-44 ❒ 55-64

10. **¿Con cuál género se identifica?**
❒ Masculino ❒ No-Binario
❒ Femenino ❒ Prefiero no contestar

11. **¿En qué Código Postal reside Ud.?**_____

12. **¿Cuál de las siguientes opciones lo describe mejor?** *(Marque todo lo que aplique)*
❒ Tiempo completo ❒ Jubilado ❒ Ama de Casa
❒ Medio Tiempo ❒ Estudiante ❒ Desempleado

13. **¿Cuántas personas (incluido usted) viven en su casa?**
_____

14. **¿Cuál es su ingreso familiar aproximado?**
❒ Menos de $15,000 ❒ $ 50,000 - $ 74,999
❒ $15,000 - $24,999 ❒ $ 75,000 - $ 99,999
❒ $25,000 - $34,999 ❒ $100,000 - $149,999
❒ $35,000 - $49,999 ❒ Prefiero no declarar

15. **¿Usa usted un celular 'Smartphone"?**
❒ Sí ❒ No

16. **¿Qué tan bien domina el inglés?**
❒ Muy bien o Soy angloparlante nativo
❒ Más o menos ❒ Muy poco / Para nada

17. **¿Con qué raza o etnia se identifica?** *(Marque todo lo que aplique)*
❒ Hispano/Latino ❒ Oriente Próximo/Norafricano
❒ Blanco ❒ Nativoamericano o de Alaska
❒ Asiático ❒ Nativo de Hawái o Isleño del Pacífico
❒ Negro/Afroamericano ❒ Otro (especifique) _____

18. **¿Qué idioma(s) se habla(n) en su casa?**
*(Marque todo lo que aplique)*
❒ Inglés ❒ Pastún ❒ Punyabí ❒ Árabe
❒ Español ❒ Persa ❒ Tagalo ❒ Jemer
❒ Vietnamita ❒ Miao *(Hmong)* ❒ Otro_____

19. **¿Cuál de lo siguientes servicios prefiere Ud. que se mejoren?** *(Seleccione hasta dos)*
❒ Servicio más frecuente ❒ Horario de atención hasta más tarde
❒ Más servicio en fin de semana ❒ Mejorar la puntualidad de los recorridos
❒ Horario de atención más temprano ❒ Otro *(espcifique)*_____

20. **¿Hay algún lugar al que necesite ir, y al que no se puede llegar por una ruta existente?** Escriba ese destino.
_____

21. **La seguridad del pasajero es importante para 'La S'. ¿Se siente usted inseguro(a) al usar el servicio?**
❒ Sí ❒ No

22. **De ser así ¿Dónde se siente inseguro?**
❒ En la Terminal ❒ En el Autobús ❒ En el Paradero

23. **Califique el servicio de "La S" en las siguientes cualidades:**

| | Muy Bueno | Bueno | Aceptable | Deficiente | No Sé |
|---|---|---|---|---|---|
| Servicio de "La S" en General | ❒ | ❒ | ❒ | ❒ | ❒ |
| Puntualidad | ❒ | ❒ | ❒ | ❒ | ❒ |
| El autobús me lleva a donde necesito ir | ❒ | ❒ | ❒ | ❒ | ❒ |
| Frecuencia de Servicio | ❒ | ❒ | ❒ | ❒ | ❒ |
| Lo que toma mi traslado | ❒ | ❒ | ❒ | ❒ | ❒ |
| Hora de Inicio del Servicio | ❒ | ❒ | ❒ | ❒ | ❒ |
| Hora de Cierre del Servicio | ❒ | ❒ | ❒ | ❒ | ❒ |
| Cortesía del Chofer | ❒ | ❒ | ❒ | ❒ | ❒ |
| Limpieza del Autobús | ❒ | ❒ | ❒ | ❒ | ❒ |
| Limpieza de la Terminal | ❒ | ❒ | ❒ | ❒ | ❒ |
| Limpieza de los Paraderos | ❒ | ❒ | ❒ | ❒ | ❒ |
| La terminal de autobuses es segura | ❒ | ❒ | ❒ | ❒ | ❒ |
| Los autobuses son seguros | ❒ | ❒ | ❒ | ❒ | ❒ |
| Los paraderos son seguros | ❒ | ❒ | ❒ | ❒ | ❒ |

24. **Entre las siguientes, circule tecnologías que utiliza**
*(Marque todas las que apliquen)*

Thank you for participating in our annual survey. To comply with Title VI federal regulations, this survey is conducted to gather demographic data and understand The S rider needs. Responses are kept anonymous.

Date:
Time:

1. **What route are you riding?** _____

2. **Will you take more than one bus to reach your destination?**
   ❒ Yes ❒ No

3. **If you answered yes, what route are you transferring to?**
   Route Number(s) (specify)_____

4. **On average, how often do you ride The S?**
   ❒ 3 -7 days a week ❒ Several days a month
   ❒ 1-2 days a week ❒ Less than once a month

5. **How do you usually pay your bus fare?**
   ❒ Cash ❒ 18 or Under (Free)
   ❒ 1-Day Pass ❒ MJC ID Card (Free)
   ❒ 7-Day Pass ❒ Veteran or Active Military (Free)
   ❒ 31-Day Pass ❒ City or County Employee (Free)
   ❒ BART Commuter

6. **Are you eligible for any of these discounted fare categories? (Select all that apply)**
   ❒ Disabled ❒ Medicare ❒ Senior (Age 65+)

7. **Are you a Veteran or Active Military?**
   ❒ Yes, Veteran ❒ Yes, Active Military ❒ No

8. **What places will you access by bus today? (Select all that apply)**
   ❒ Work ❒ Healthcare ❒ Place of worship
   ❒ School ❒ Recreation ❒ Personal Business
   ❒ Shopping ❒ Day Program ❒ Other (specify) _____

9. **Which of the following groups includes your age?**
   ❒ 18 or under ❒ 35-44 ❒ 65 and up
   ❒ 19-24 ❒ 45-54
   ❒ 25-34 ❒ 55-64

10. **What gender do you identify with?**
    ❒ Male ❒ Non-binary
    ❒ Female ❒ Decline to state

11. **What is your home Zip Code?** _____

12. **Which of the following best describes you?**
    ❒ Employed full-time ❒ Retired ❒ Homemaker
    ❒ Employed part-time ❒ Student ❒ Not employed

13. **Including you, how many people live in your household?**____

14. **What is your approximate annual household income?**
    ❒ Under $15,000 ❒ $50,000 - $74,999
    ❒ $15,000 - $24,999 ❒ $75,000 - $99,999
    ❒ $25,000 - $34,999 ❒ $100,000 - $149,999
    ❒ $35,000 - $49,999 ❒ Decline to state

15. **Do you use a smartphone?**
    ❒ Yes ❒ No

16. **How well do you speak English?**
    ❒ Very Well/Native Speaker ❒ Very little/Not at all
    ❒ Less than very well

17. **What race/ethnicity do you identify with? (Select all that apply)**
    ❒ White ❒ Middle Eastern/North African
    ❒ Hispanic/Latino ❒ American Indian/Alaska Native
    ❒ Asian ❒ Native Hawaiian/Pacific Islander
    ❒ Black/African American ❒ Other (specify)_____

18. **What language(s) are spoken in your home? (Select all that apply)**
    ❒ English ❒ Pashto ❒ Punjabi ❒ Arabic
    ❒ Spanish ❒ Farsi ❒ Tagalog ❒ Khmer
    ❒ Vietnamese ❒ Hmong ❒ Other (specify)_____

19. **Which of the following is your preferred service improvement? (Select up to two)**
    ❒ More frequent service ❒ Later operating hours
    ❒ More weekend service ❒ Improve on-time performance
    ❒ Earlier operating hours ❒ Other _____

20. **Is there somewhere you need to go that isn't on a The S bus route? Write down the location.**
    _____

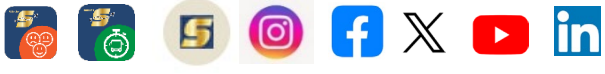
21. **Passenger safety is important to The S. Please tell us if you felt unsafe on the bus or at a bus stop.**
    ❒ Yes ❒ No

22. **If you answered yes, where did you feel unsafe?**
    ❒ Transit Centers ❒ On the Bus ❒ At Bus Stop

23. **Please rate the following The S attributes:**

| | Great | Good | Fair | Poor | No Opinion |
|---|---|---|---|---|---|
| The S Service Overall | ❒ | ❒ | ❒ | ❒ | ❒ |
| On-time Reliability | ❒ | ❒ | ❒ | ❒ | ❒ |
| Bus gets me where I need to go | ❒ | ❒ | ❒ | ❒ | ❒ |
| Frequency of Service | ❒ | ❒ | ❒ | ❒ | ❒ |
| How long my trip takes | ❒ | ❒ | ❒ | ❒ | ❒ |
| Time Service Begins | ❒ | ❒ | ❒ | ❒ | ❒ |
| Time Service Ends | ❒ | ❒ | ❒ | ❒ | ❒ |
| Driver Courtesy | ❒ | ❒ | ❒ | ❒ | ❒ |
| Bus Cleanliness | ❒ | ❒ | ❒ | ❒ | ❒ |
| Transit Center Cleanliness | ❒ | ❒ | ❒ | ❒ | ❒ |
| Bus Stop Cleanliness | ❒ | ❒ | ❒ | ❒ | ❒ |
| Transit center is safe | ❒ | ❒ | ❒ | ❒ | ❒ |
| Buses are safe | ❒ | ❒ | ❒ | ❒ | ❒ |
| Bus stops are safe | ❒ | ❒ | ❒ | ❒ | ❒ |

24. **Circle the following technologies you use. Select all that apply.**



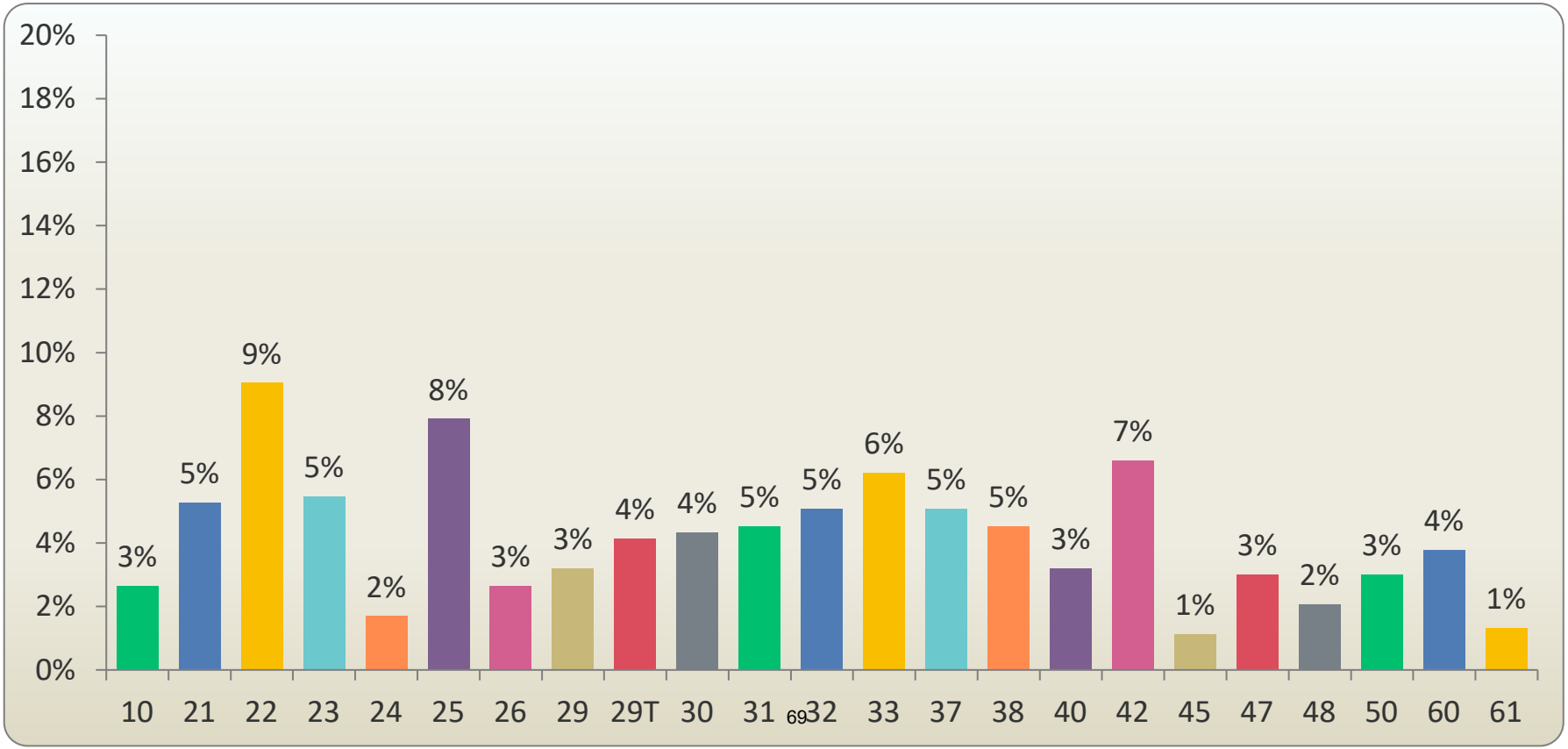
# 2025 Annual Fixed Route Survey

**September 20 – October 10, 2025**

**531 Total Responses**

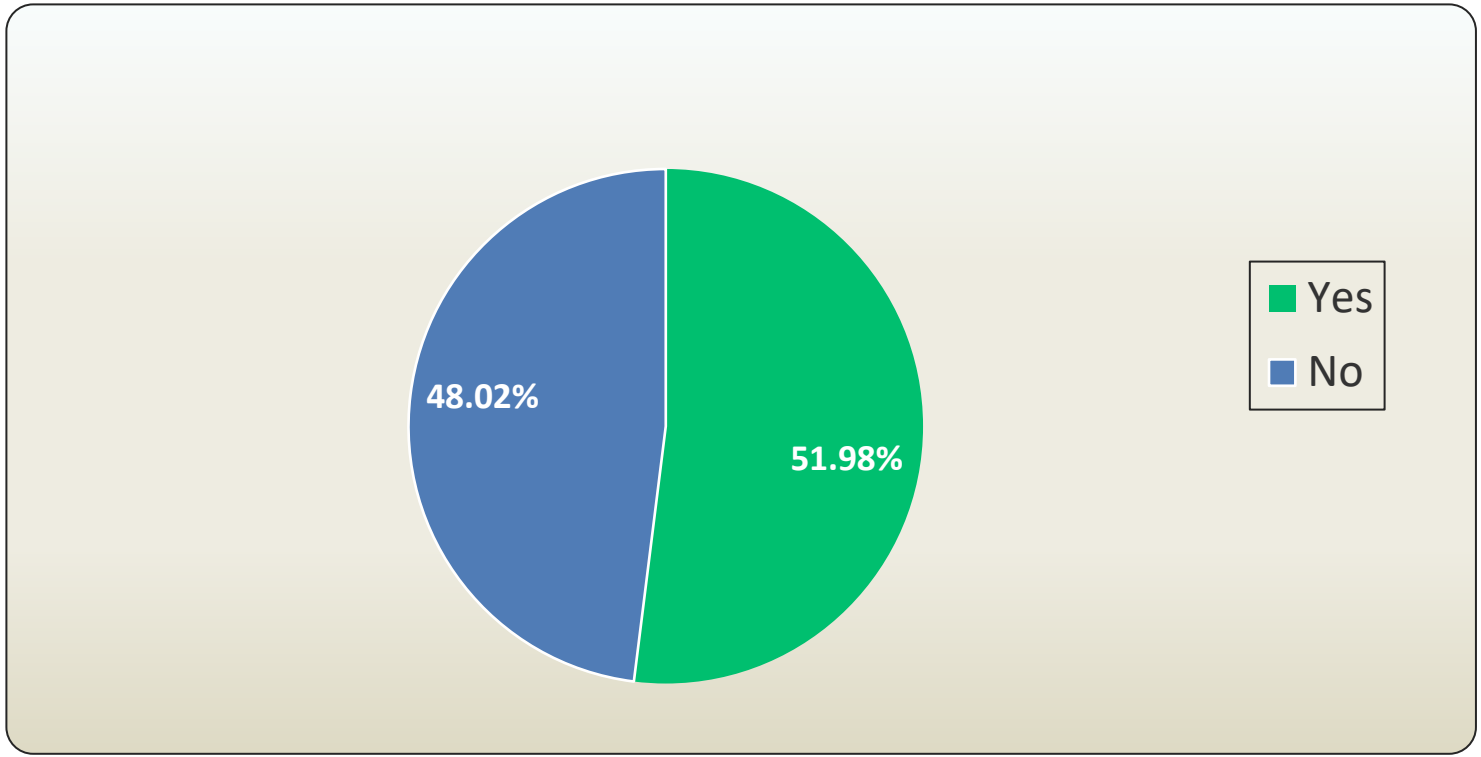
# Q1: Which Route are you riding?

Answered: 531 Skipped: 0



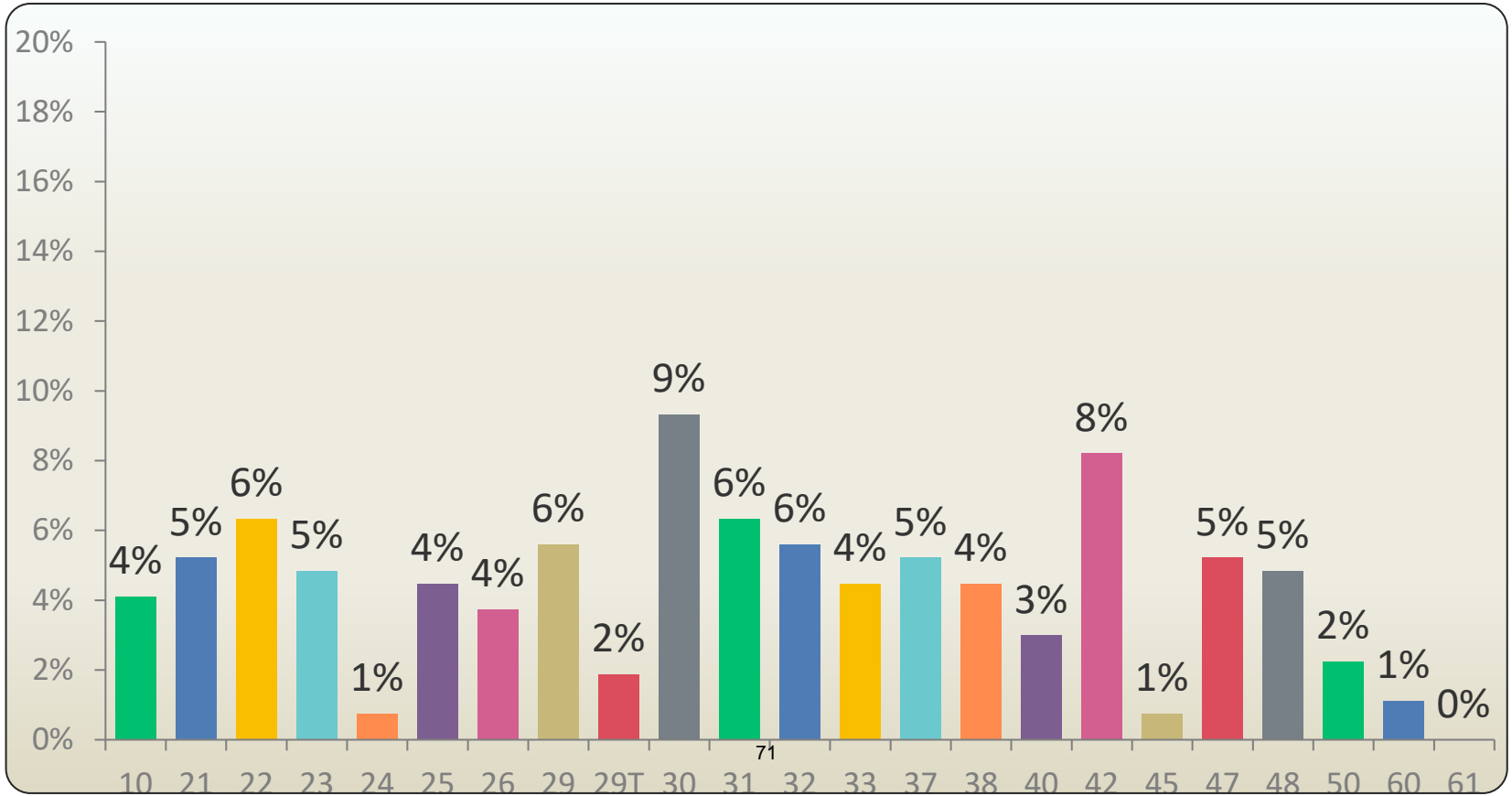
# Q2: Will you take more than one bus to reach your destination?

Answered: 531 Skipped: 0



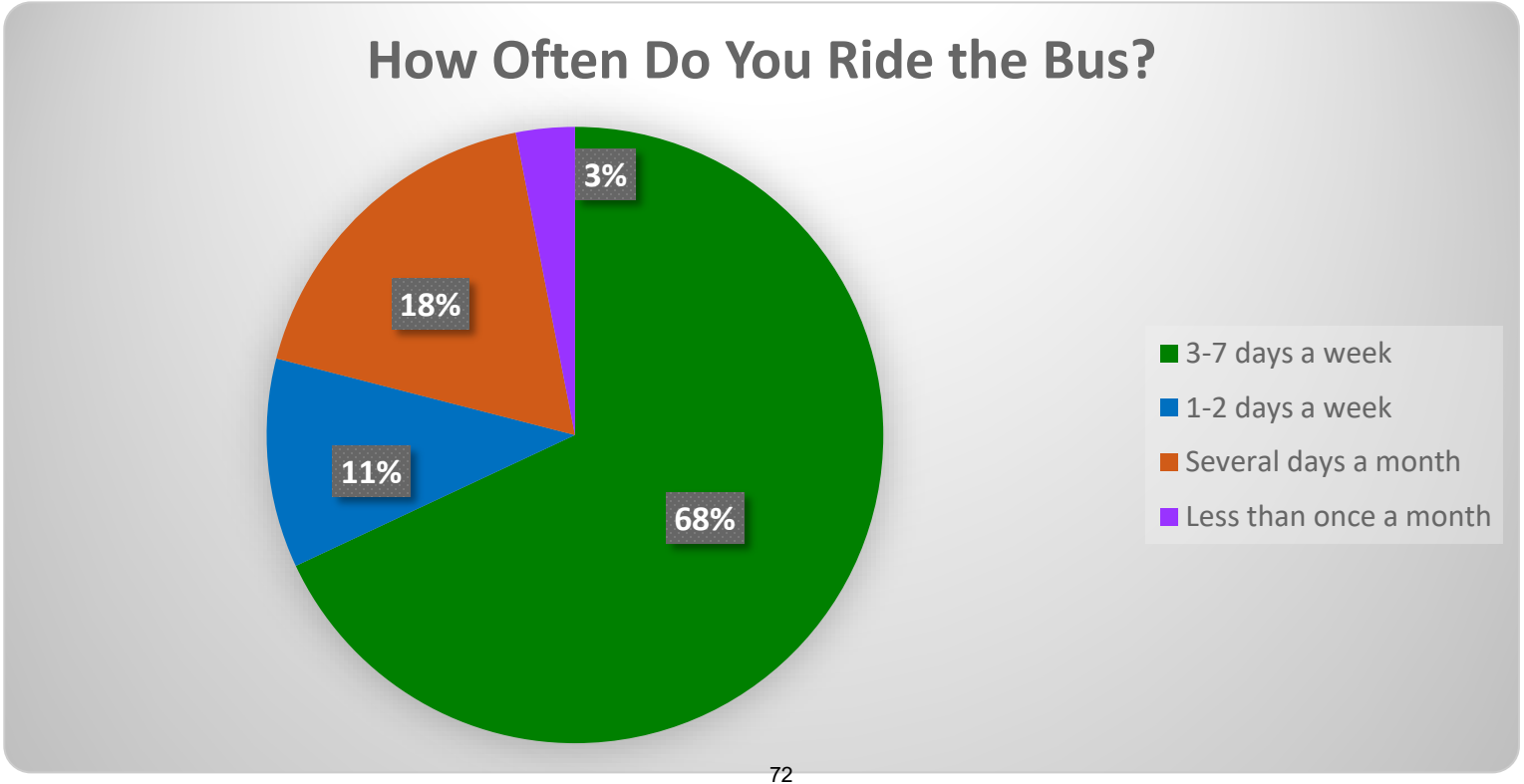
## Q3: If you answered "Yes", which route your transferred from to get on this bus or what bus route you will transfer to from this bus, to reach your destination.

Answered: 268 Skipped: 263



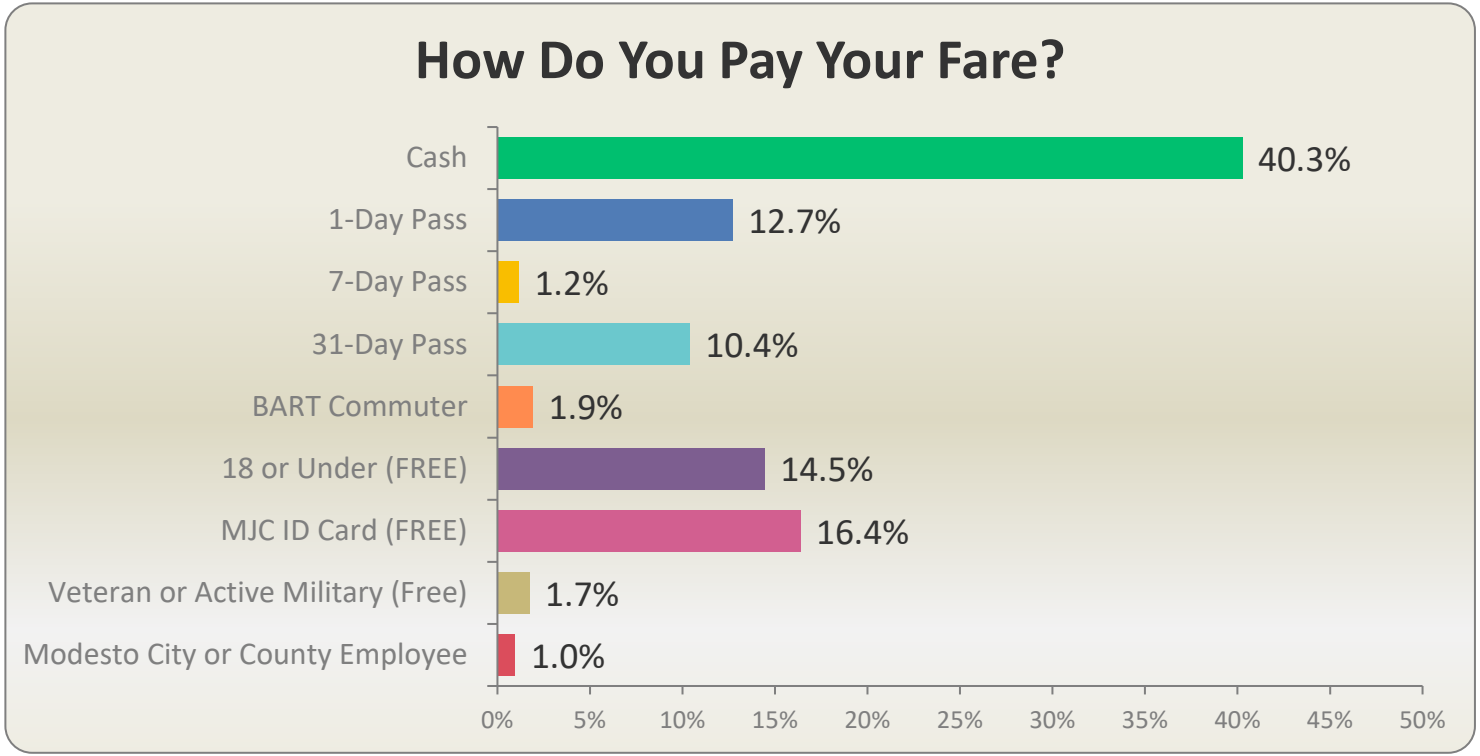
# Q4: On average, how often do you ride transit services?

Answered: 519 Skipped: 12



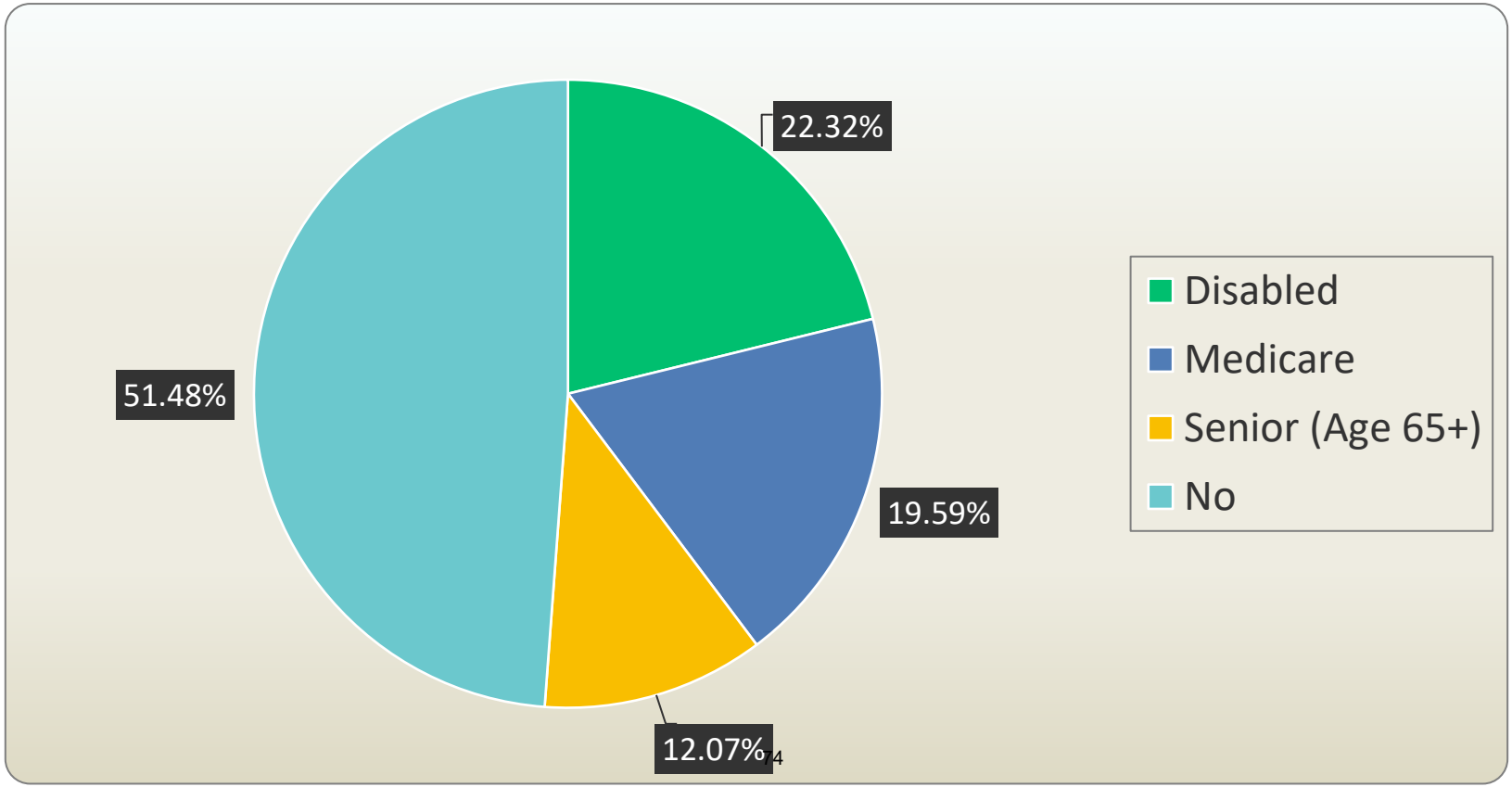
# Q5: How do you usually pay your bus fare?

Answered: 519 Skipped: 12



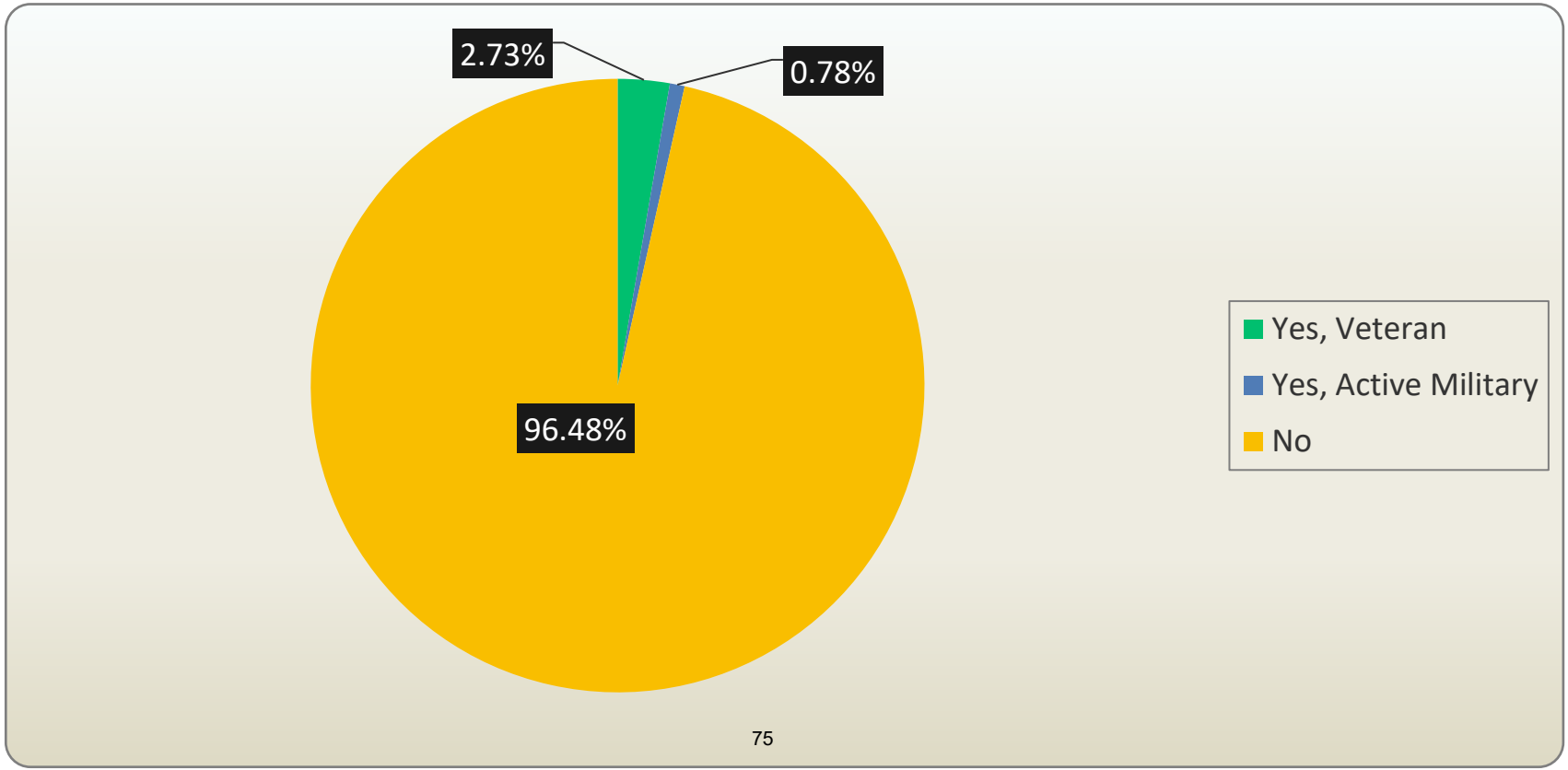
## Q6: Are you eligible for any of these discounted fare categories? (Select all that apply)

Answered: 439 Skipped: 92



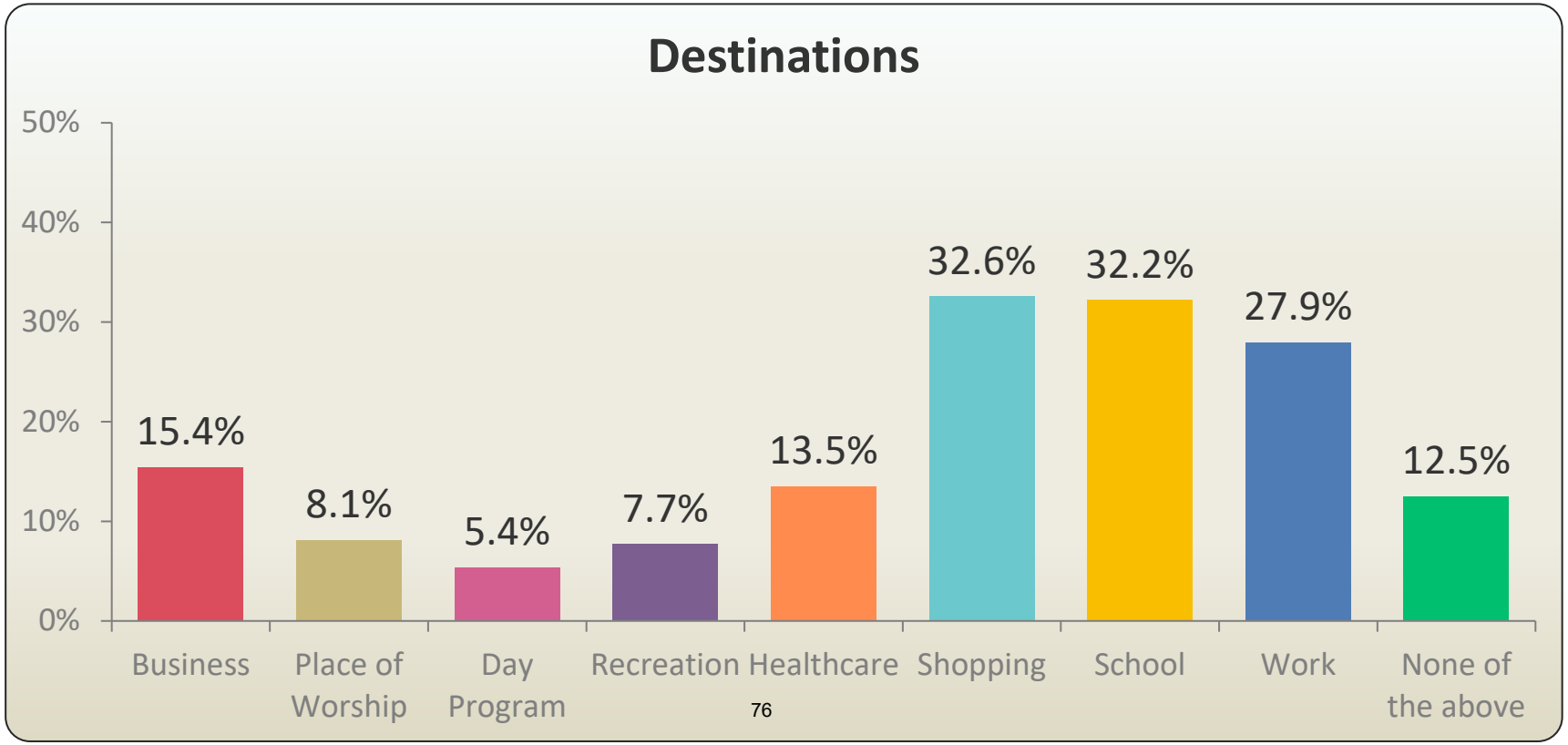
# Q7: Are you a Veteran or Active Military?

Answered: 512 Skipped: 19



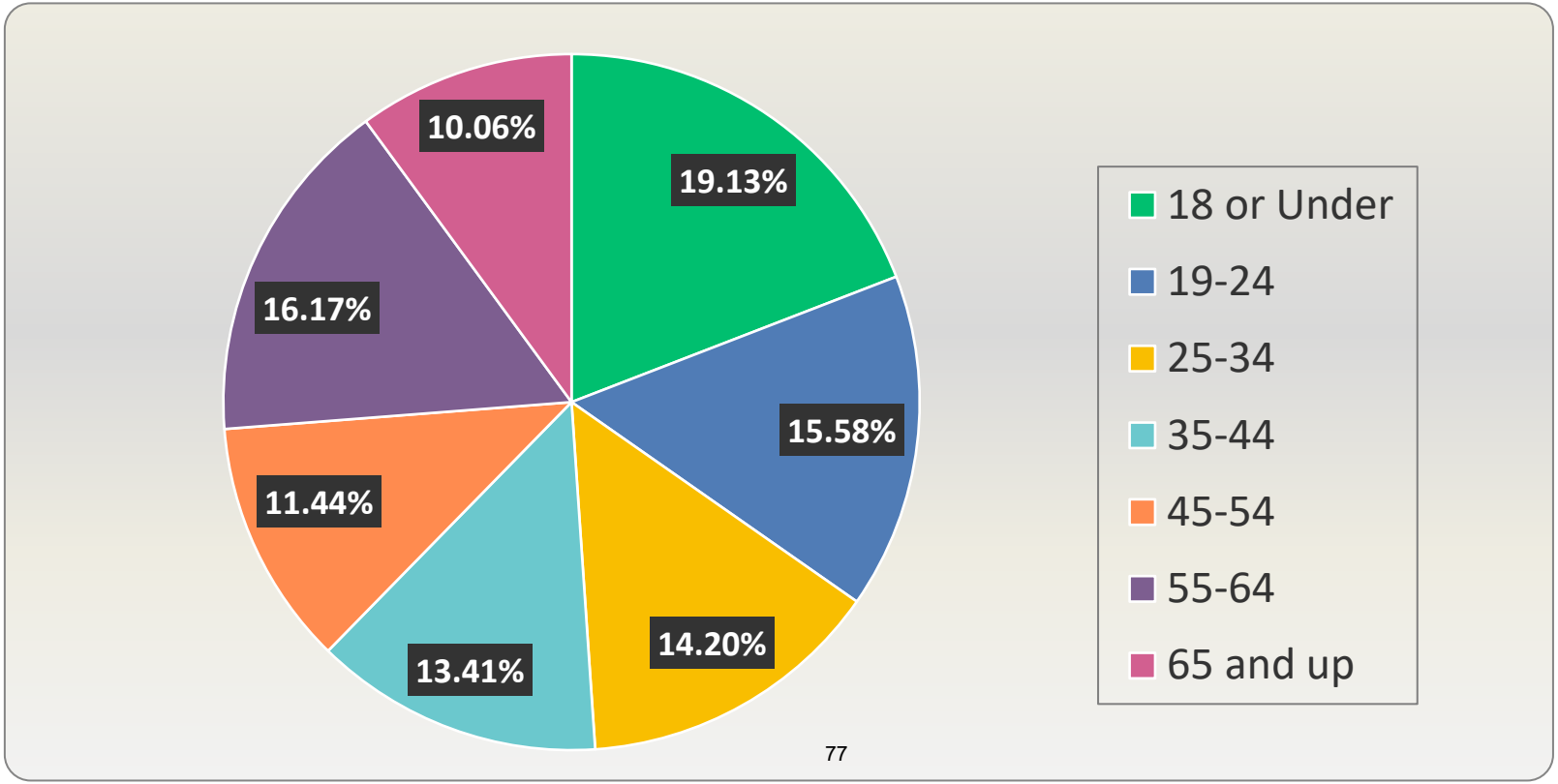
# Q8: What places will you access by bus today? (Select all that apply)

Answered: 519 Skipped: 12



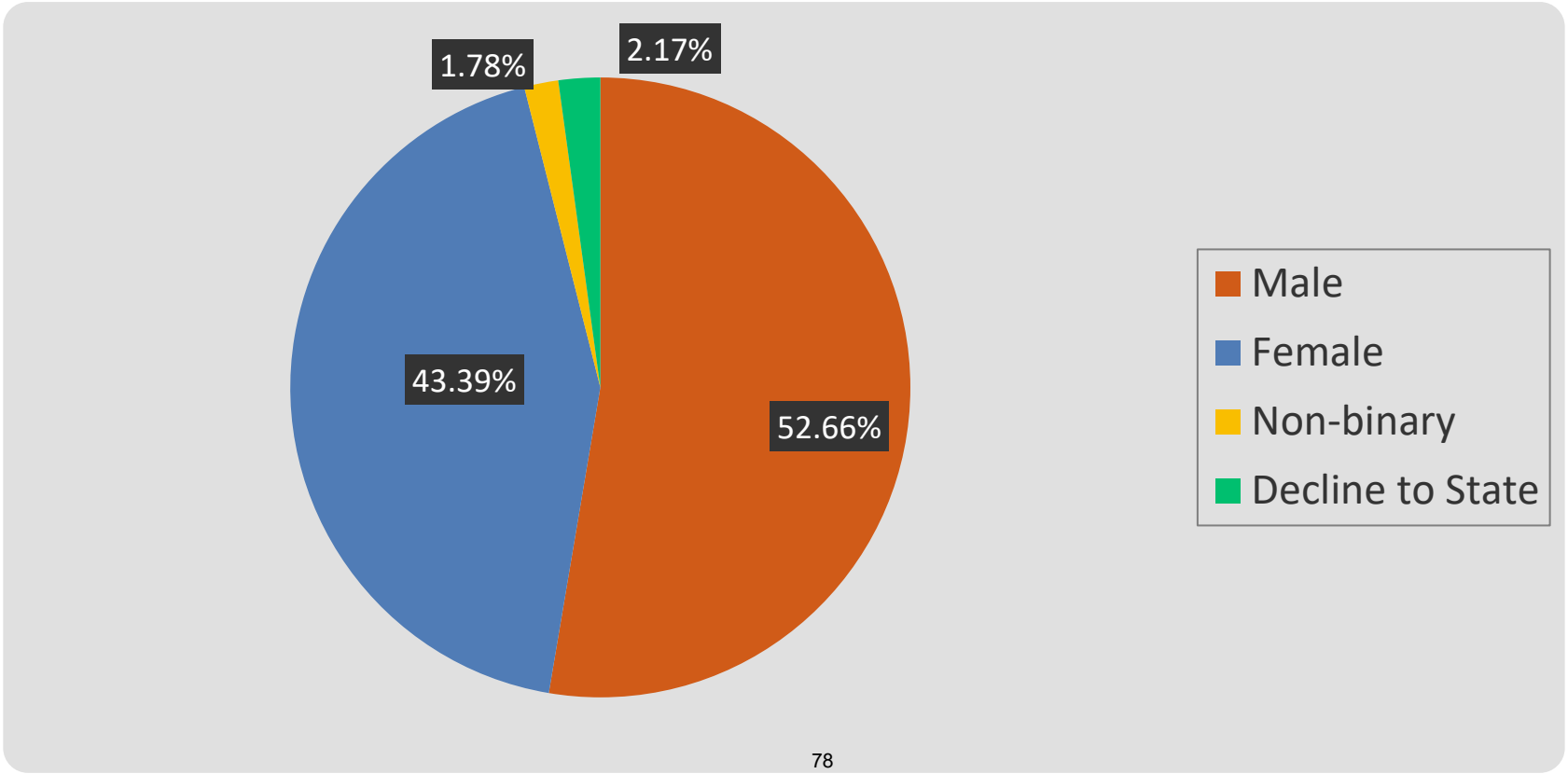
# Q9: Which of the following groups includes your age?

Answered: 507 Skipped: 24



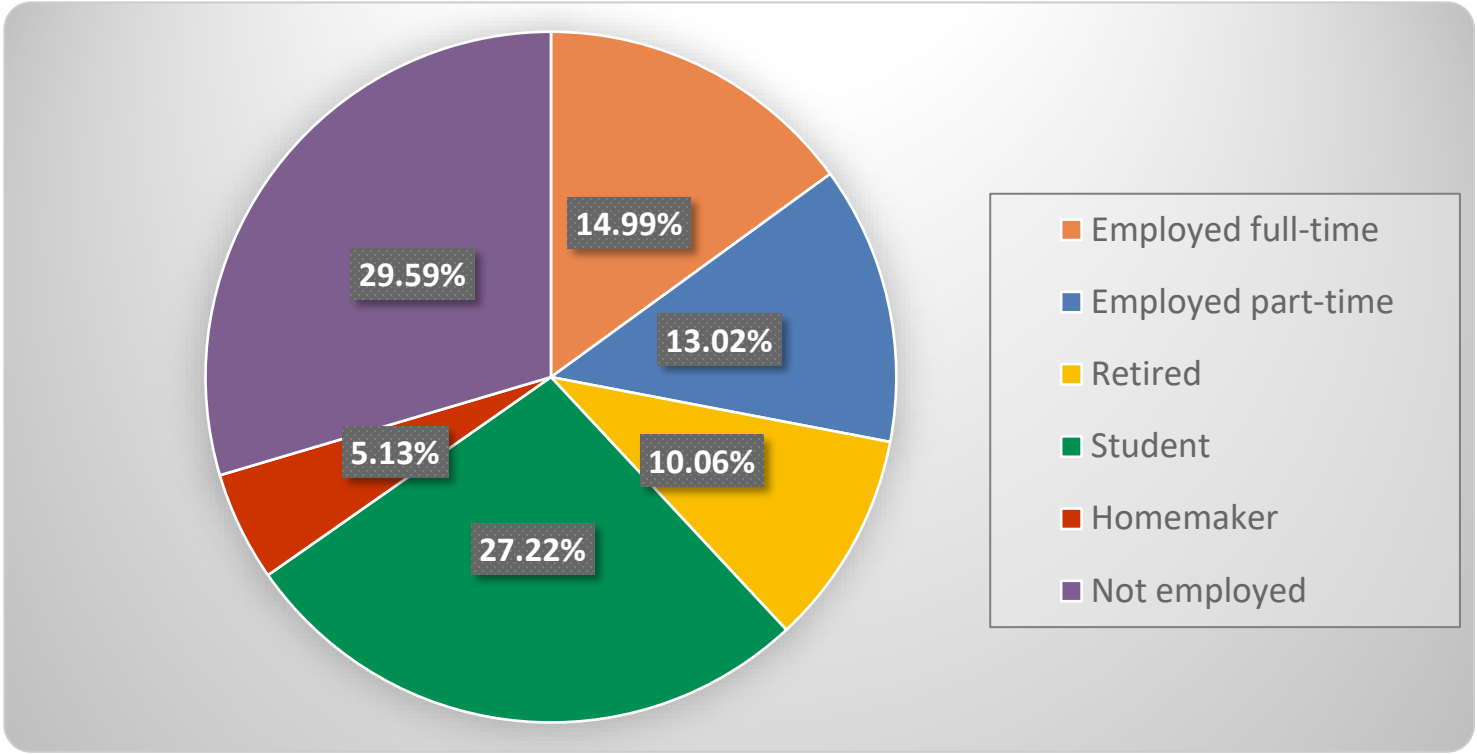
# Q10: What gender do you identify with?

Answered: 507 Skipped: 24



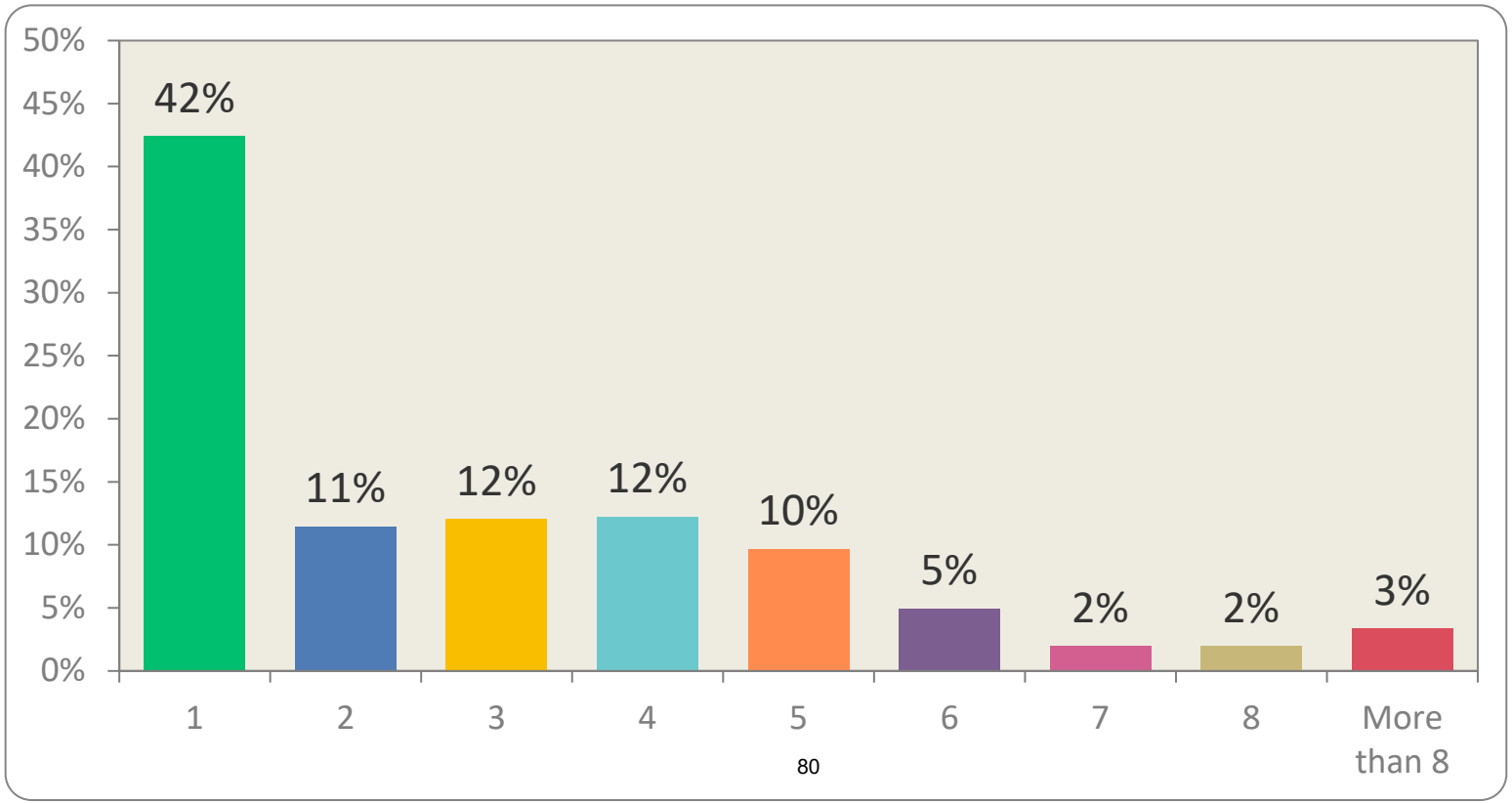
# Q12: Which of the following best describes you?

Answered: 507 Skipped: 24



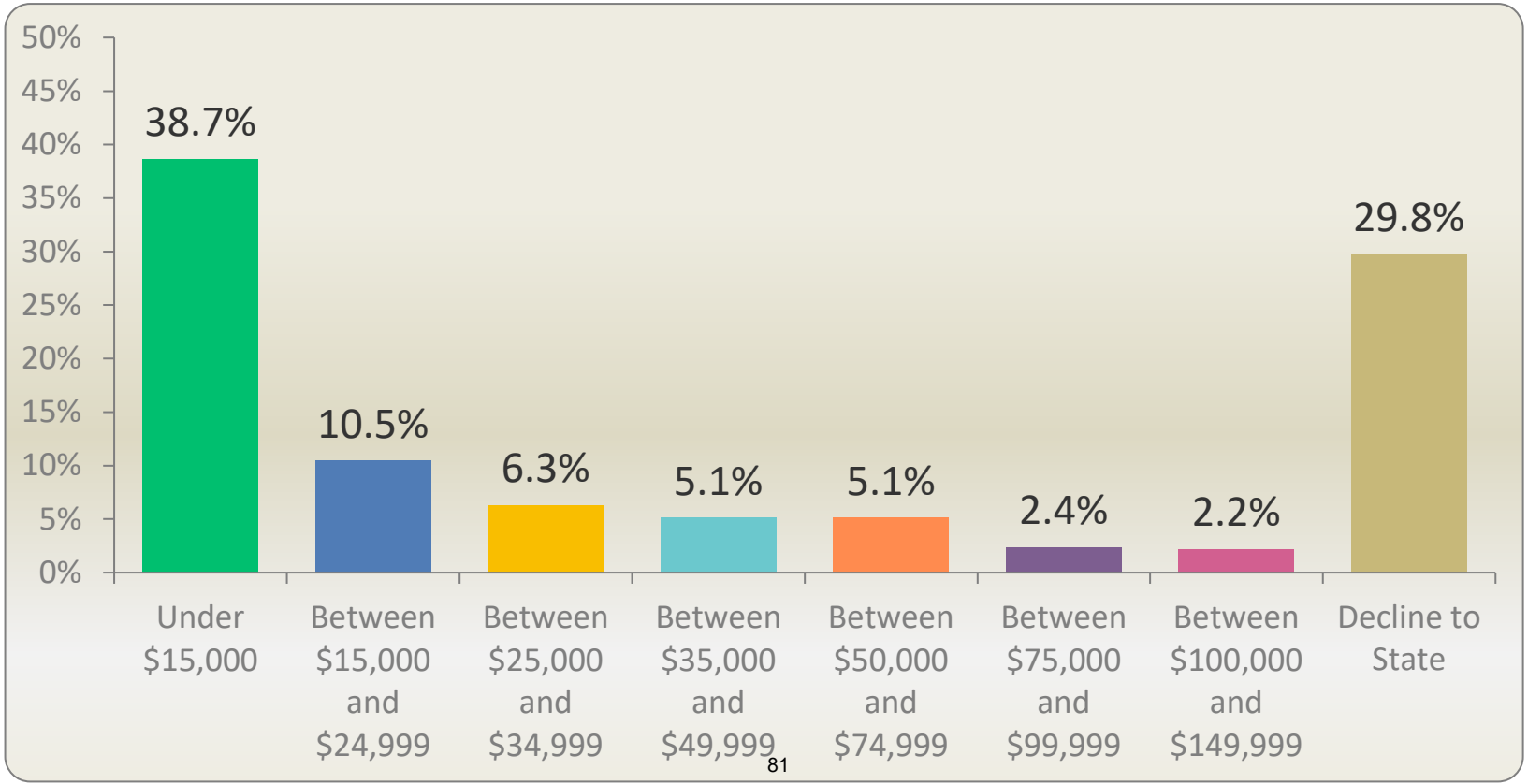
# Q13: Including you, how many people live in your household?

Answered: 507 Skipped: 24



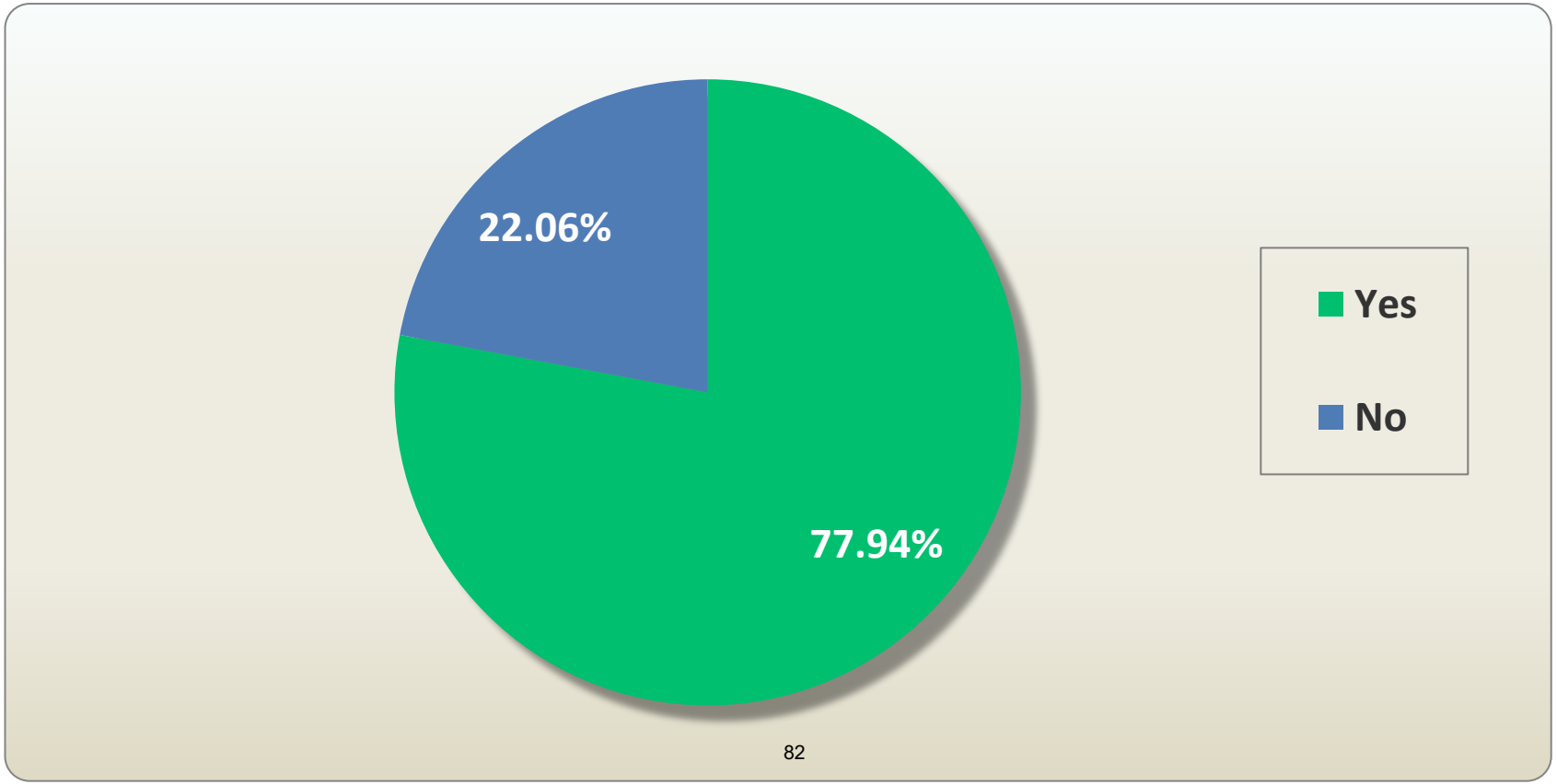
# Q14: What is your approximate annual household income?

Answered: 507 Skipped: 24



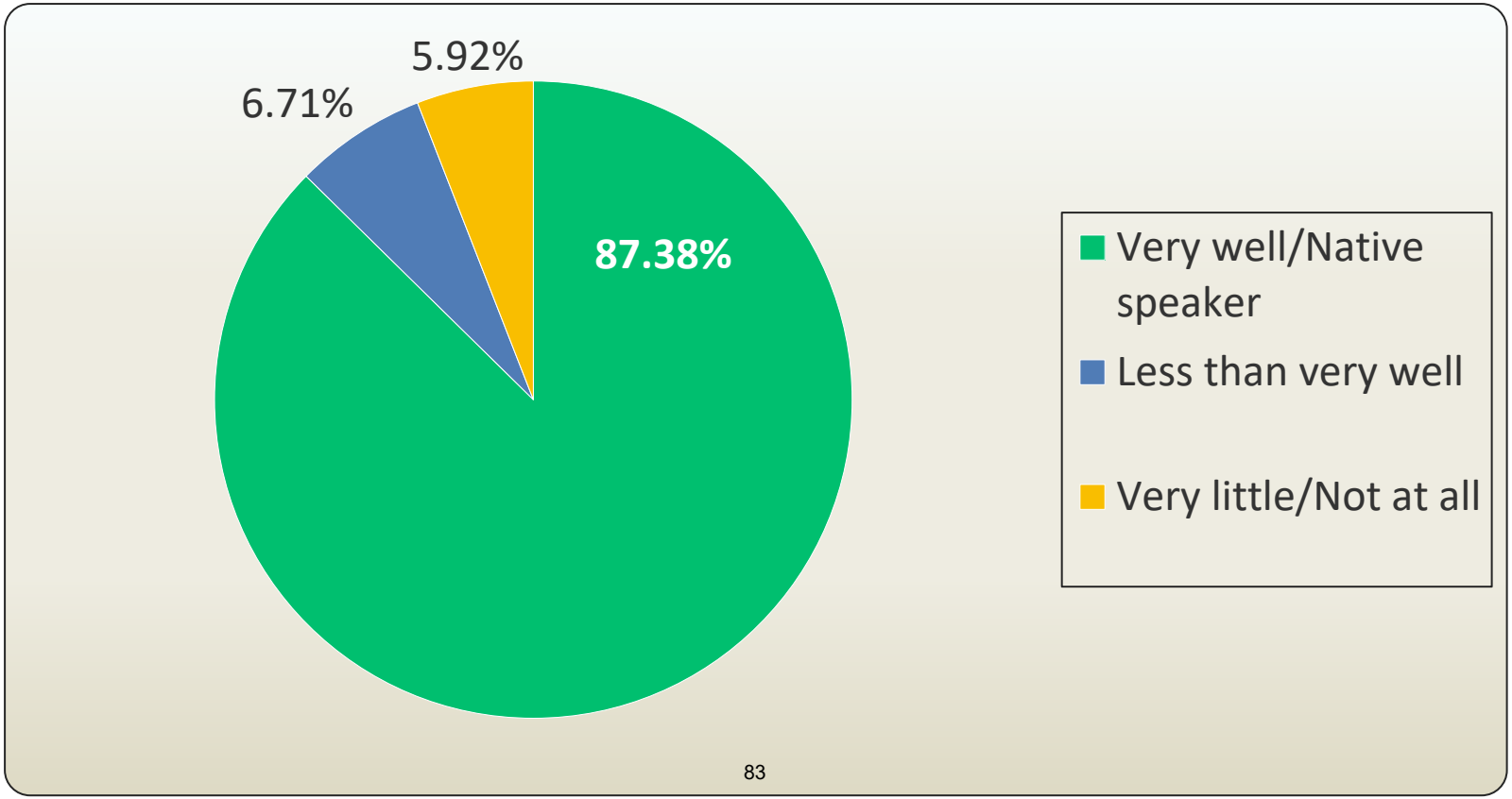
# Q15: Do you use a smartphone?

Answered: 476 Skipped: 55



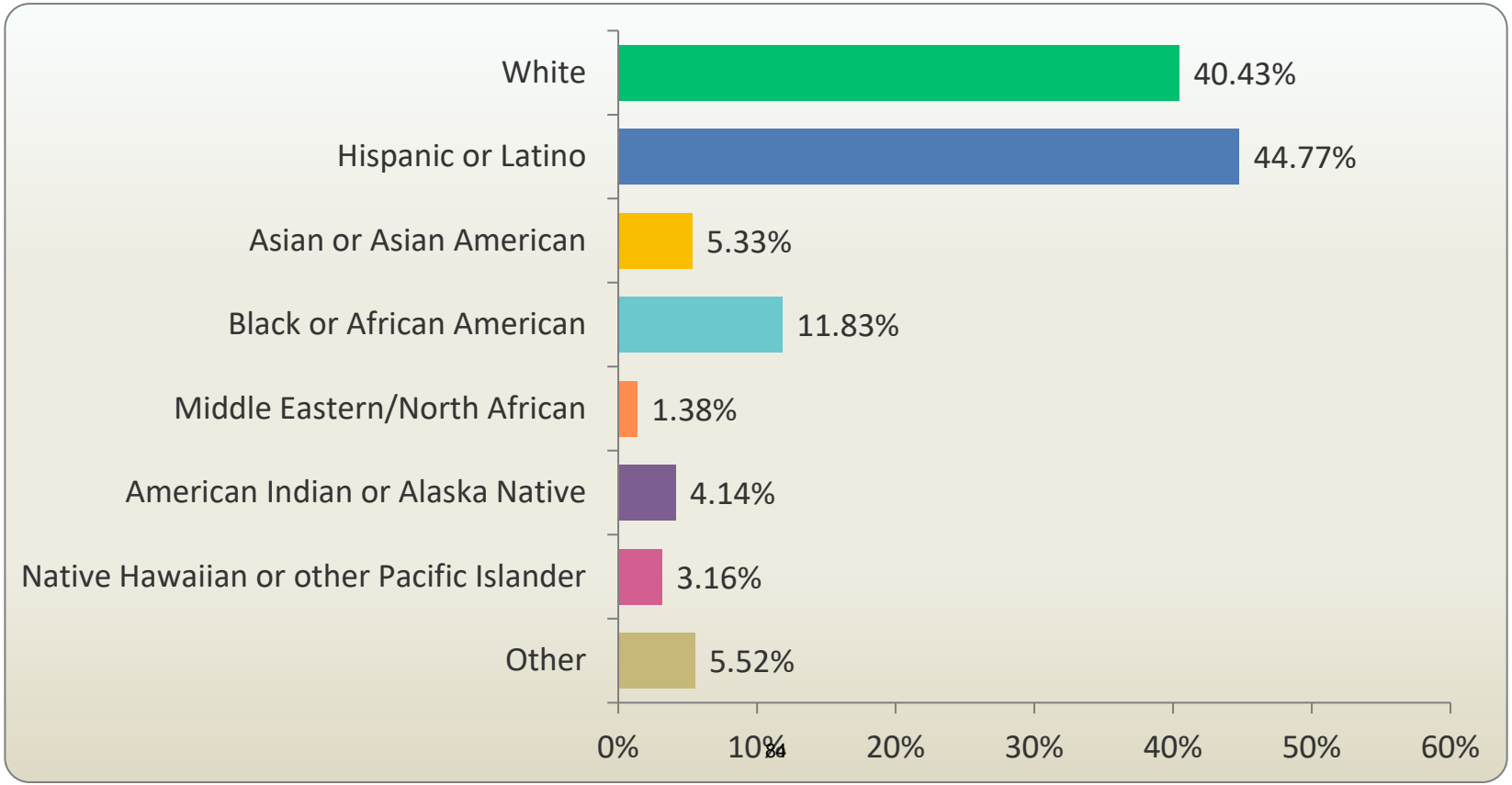
# Q16: How well do you speak English?

Answered: 507 Skipped: 24



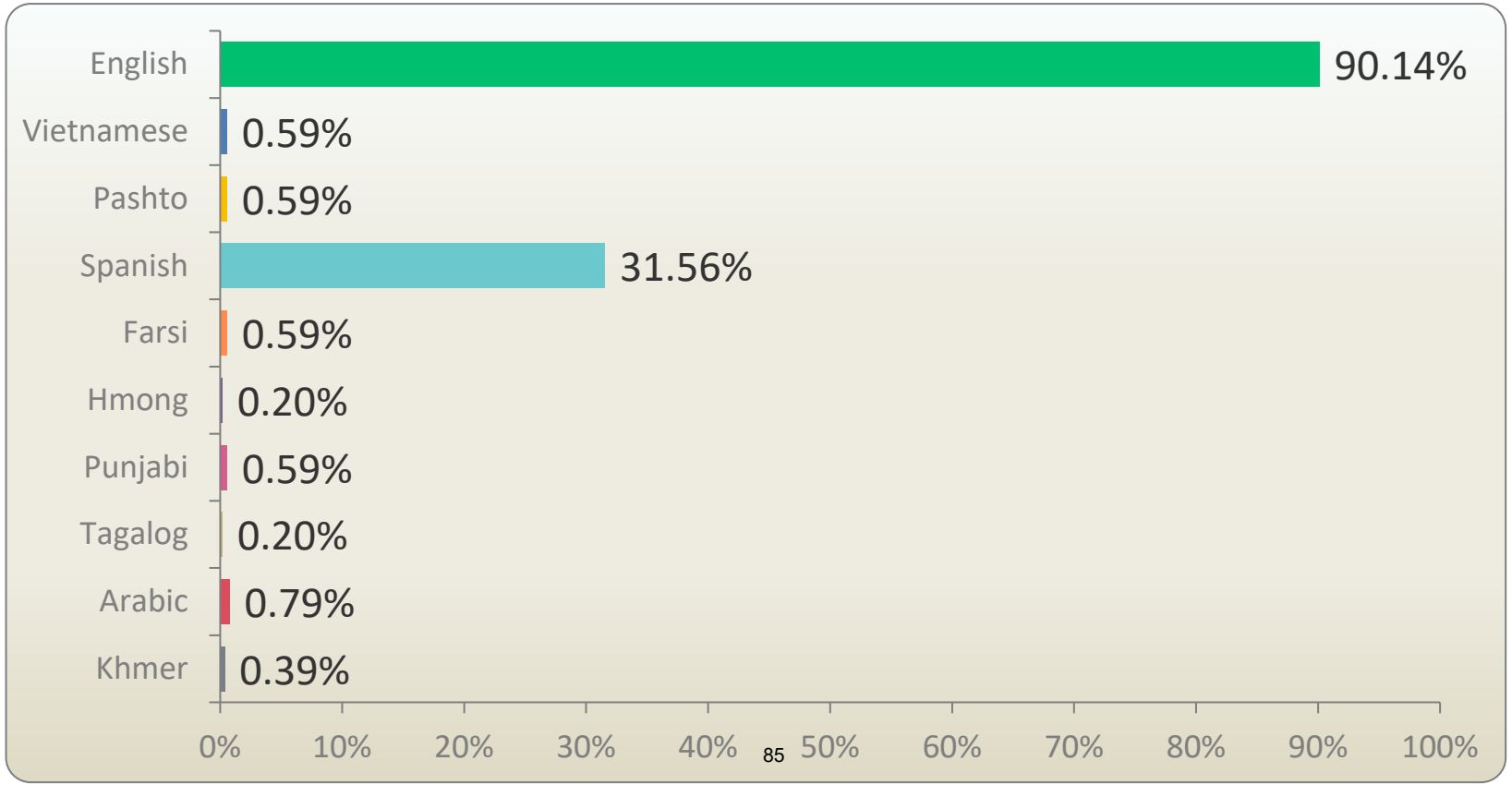
# Q17: What race or ethnicity do you identify with? (Select all that apply)

Answered: 507 Skipped: 24



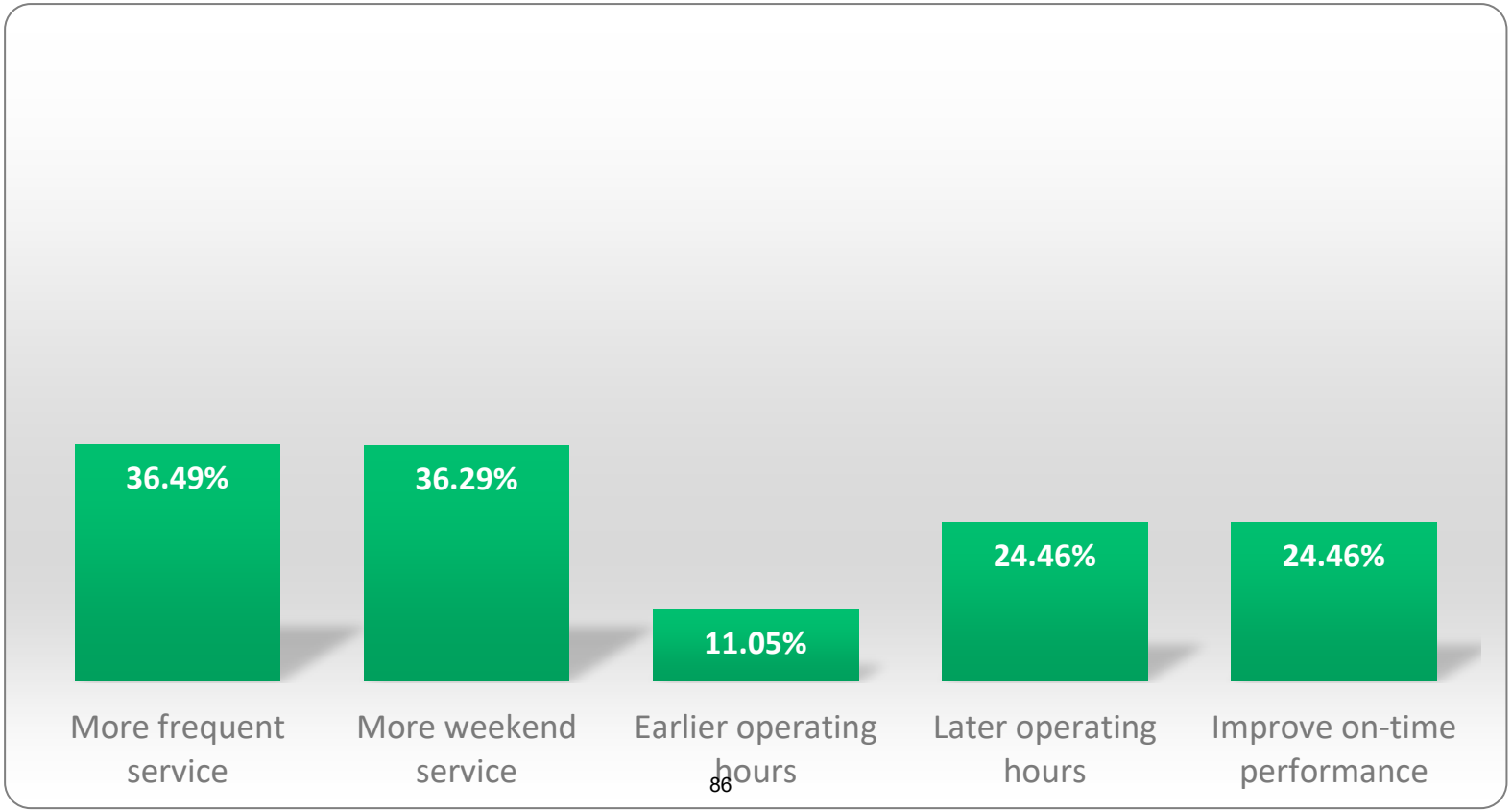
# Q18: What language(s) are spoken in your home? (Select all that apply)

Answered: 507 Skipped: 24



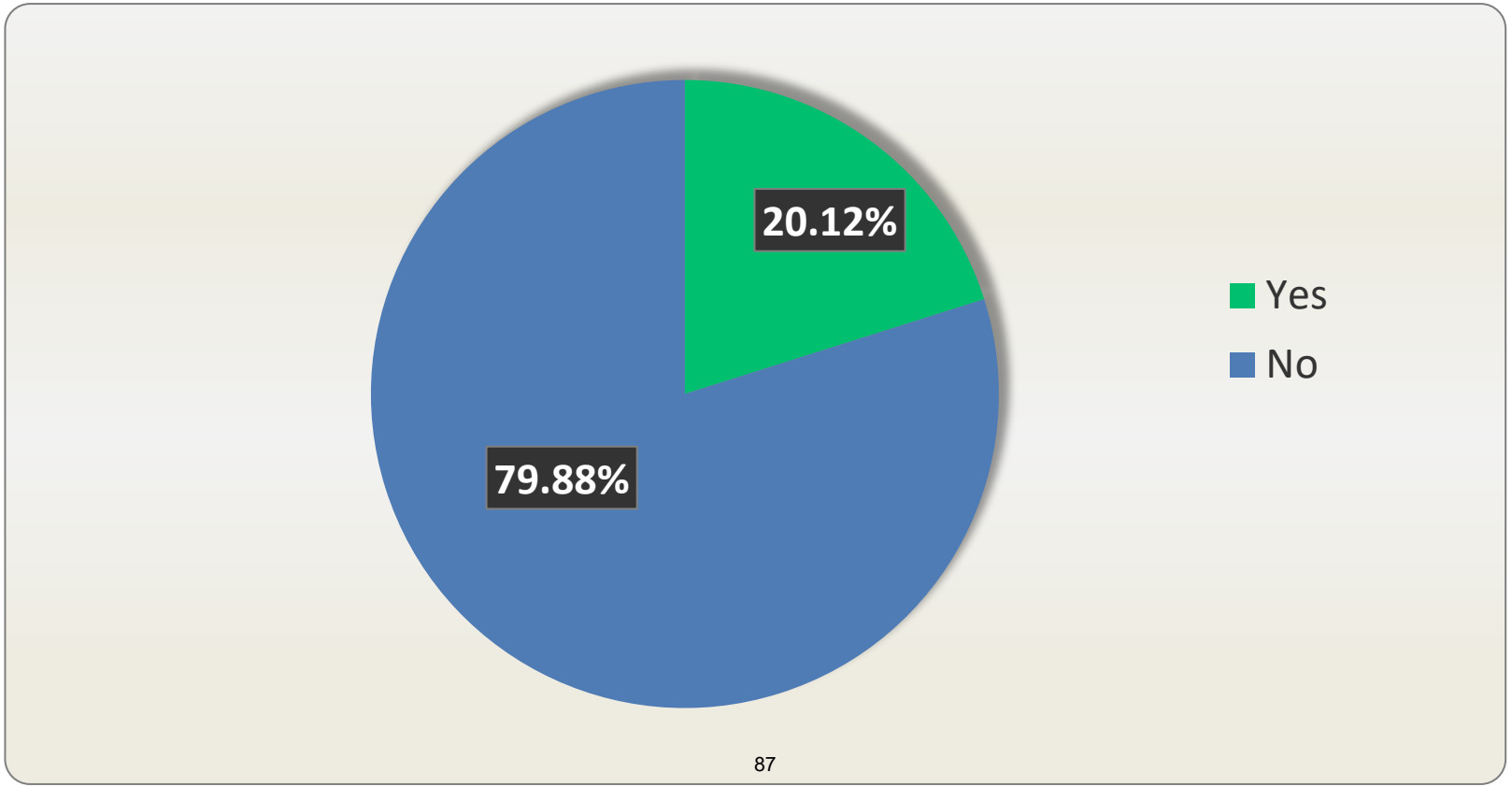
# Q19: Which of the following is your preferred service improvement? (Select up to 2)

Answered: 507 Skipped: 24



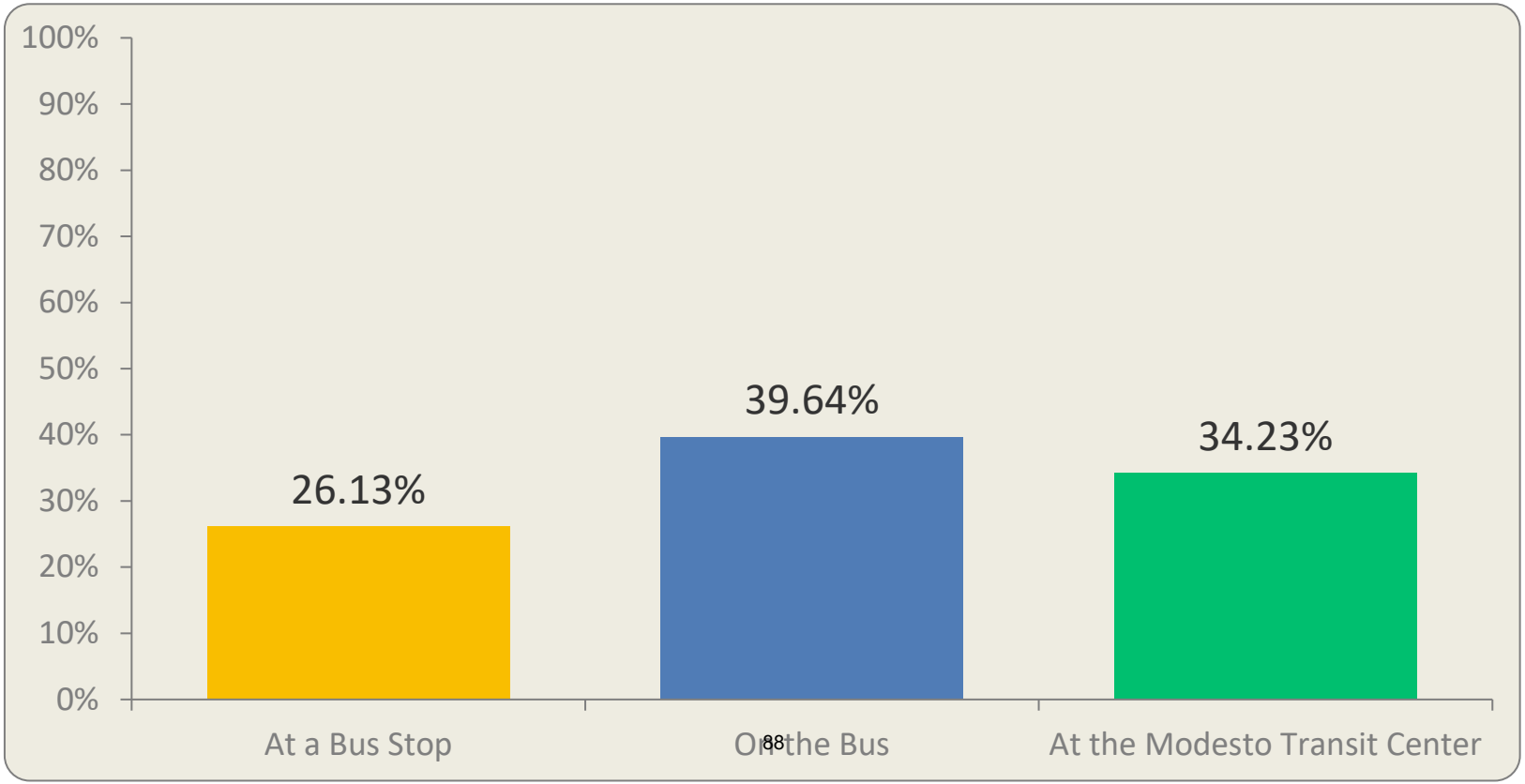
## Q21: Passenger safety is important to the S. Please tell us if you felt unsafe on the bus or at a bus stop.

Answered: 507 Skipped: 24

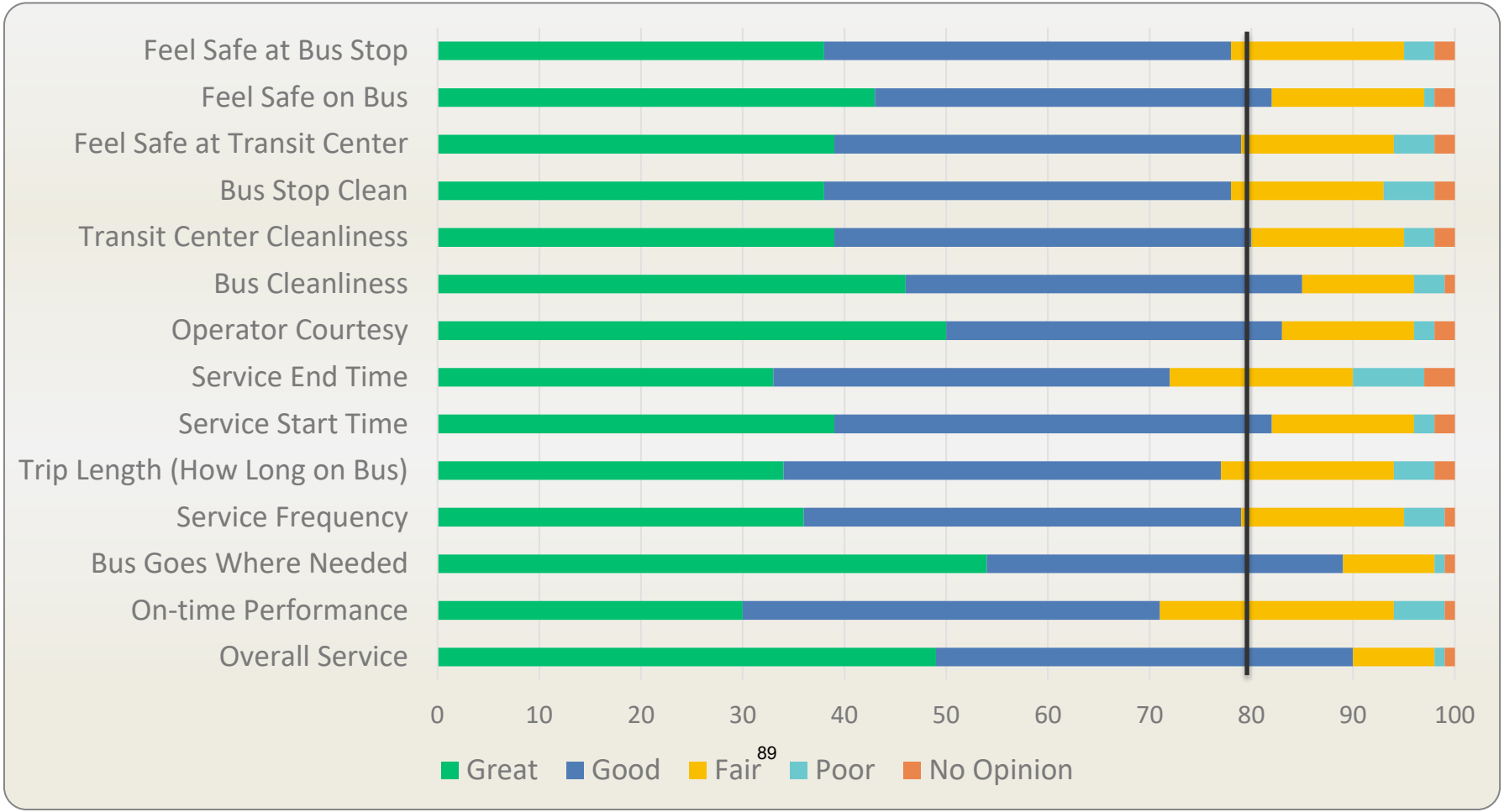


# Q22: If you answered yes, where did you feel unsafe?

Answered: 111 Skipped: 420

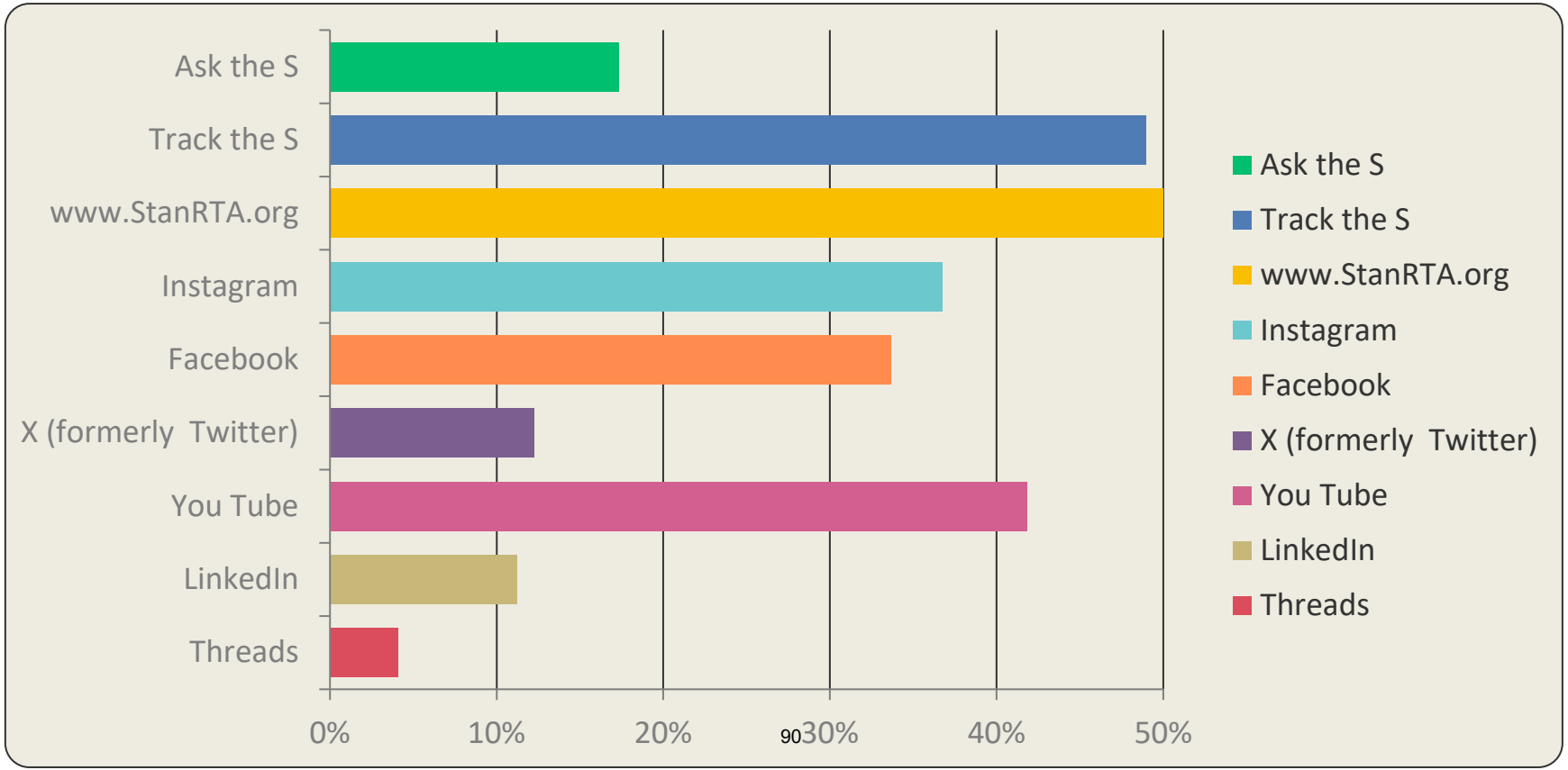


# Q23-36: (Please rate the S on the following quality)



# Q37: What technology options do you use? Check all that apply ?

Answered: 98 Skipped: 433



Ride the

STANISLAUS REGIONAL TRANSIT AUTHORITY

**DATE:** **December 4, 2025**

**TO:** **Board of Directors**

**FROM:** **Letti Ortiz, Director of Finance & Administration**

**RE:** **Fiscal Year End 2024-2025 Financial Update**

**Agenda Item: [7B]**

***Background:***

On March 28, 2024, the Board of Directors adopted the Fiscal Year 2024-2025 (FY 2024-25) Budget. The budget represented the operational and capital plan of the Stanislaus Regional Transit Authority (StanRTA). The Final Budget used as its base the 2023-2024 adopted budget. The budget for the StanRTA is an operational plan, a capital plan, a fiscal plan, and a staffing plan for the provision of transit services to the residents of Stanislaus County. The budget process encompasses the manner in which resources are assigned to goals, objectives, and community priorities.

The FY 2024-25 Adopted Budget totaled $44,919,586 and comprised the individual Operation modes Fixed Route, Commuter Bus, and Demand Response. An additional $1,660,743 was approved for the Transit Center ($1,147,743), Amtrak Station ($262,712), and Rideshare ($250,288) Budgets. The recommended appropriations were developed with a primary focus on supporting existing transit services to our community, funding to support eighteen allocated positions, and the continued support of safety, health, economic strength, and efficient public services.

***Discussion:***

The 2024–2025 fiscal year ended on June 30, 2025. StanRTA's total operational budget—which includes Administration, the Agency's three service modes, the Transit Center, the Amtrak Station, and the Rideshare Program—closed the year with $43,673,174 in expenditures out of a $46,580,329 budget, or 93.8%.

Operations Budget

The total expenses in the Operations Budget were $42,215,210, 94.0% of the total budget. Although the StanRTA ended the year within budget, a few line items exceeded their budget. These items include:

- Other Employee Expense (Account 5303): StanRTA purchased the Dave Ramsey Smart Dollar Financial Wellness Program for employee's personal use.

- Workers Compensation Insurance & Insurance – Other than WC (Accounts 5703 & 6704): Due to higher-than-expected expenses related to Workers' Compensation and Liability Insurance.
- Bank Charges (Account 6703): The overage is due to fees associated with Token Transit and the credit card charges from fare sales at the Transit Center.
- Professional Services (Account 6720): Due to the MOVE services contract, which was not budgeted, and the mobile security services used to keep our bus stops safe.
- Interest Expense (Account 6990): Due to expenses for GASB 87 (leases) and GASB 96 (Subscription-Based Information Technology Arrangement).
- Auditing & Accounting (Account 7006): StanRTA amended the Brown Armstrong agreement to reflect an increase in auditing services and to exercise the optional two-year extension.
- Software Internal Services (Account 7016): The variance is due to higher-than-expected Transtrack and AccuFund software maintenance and support expenses. However, there is budget savings in Annual License for Software – Non-Asset (Account 6603), which will cover the overage.
- Subscriptions Internal Services (account 7021): Due to the Transit Royale subscription which enhances the public transit experience for regional users.

The revenues recognized for FY 2024-25 include Measure L, State Transit Assistance (STA), Local Transportation Funds (LTF), Low Carbon Transit Operations Program (LCTOP), Federal Transit Administration (FTA), farebox, and other miscellaneous revenues.

Transit Center Budget

Total expenditures for the Transit Center were $1,066,476, 92.9% of its $1,147,743 adopted budget. Items of note:

- Computer & IT Equipment – Non-Asset (account 6402): Due to the purchase of indoor dome cameras to improve safety at the Transit Center.
- Printing & Binding Services (account 6701): Signage displaying the Code of Conduct at the Transit Center was purchased to deter negative behavior at the Transit Center.

Amtrak Station Budget

The Amtrak Station had a total of $180,907 in expenditure, 68.9% of its $262,712 adopted budget.

The reduced expenditures for the fiscal year are primarily due to the City of Modesto's monthly credit for facility maintenance and use by the San Joaquin Joint Powers Authority. In addition, American Guard Services discontinued their security services at the Amtrak Station, resulting in further savings.

Rideshare Program Budget

Total expenditures for the Rideshare Program were $210,580, 84.1% of its $250,288 adopted budget.

The reduced expenditures for the fiscal year are attributed to the reduction in the allocation of internal services to the Rideshare Program.

***Recommendation:***

Consider the information presented.

Attachment

1. Fiscal Year End 2024-2025 Financial Budget Updates

# StanRTA FY 2024/25 Financials Through June 30, 2025
## Operations

| General Ledger Account | FY 2024/25 Quarter 4 Q4 Actuals | Q4 Budget | Q4 Variance | Fiscal Year 2024/25 to Date FY24/25 Actuals | FY24/25 Budget | FYTD Variance | FYTD % |
|---|---|---|---|---|---|---|---|
| **Revenues** | | | | | | | |
| 4101 Measure L | 525,572.18 | 125,000.00 | 400,572.18 | 770,971.23 | 500,000.00 | 270,971.23 | 154.2% |
| 4201 STA | 4,408,174.66 | 1,679,876.00 | 2,728,298.66 | 6,486,142.82 | 6,719,504.00 | (233,361.18) | 96.5% |
| 4203 STA - Prior Year | 0.00 | 316,161.00 | (316,161.00) | 1,264,645.00 | 1,264,645.00 | 0.00 | 100.0% |
| 4211 LTF | 9,297,550.41 | 4,200,645.00 | 5,096,905.41 | 13,388,317.36 | 16,802,580.00 | (3,414,262.64) | 79.7% |
| 4212 LTF - Prior Year | 477,622.98 | 2,070,728.00 | (1,593,105.02) | 8,282,912.00 | 8,282,912.00 | 0.00 | 100.0% |
| 4230 LCTOP | 185,096.23 | 342,042.00 | (156,945.77) | 1,418,651.23 | 1,368,166.00 | 50,485.23 | 103.7% |
| 4235 SGR | 136,237.60 | 102,178.00 | 34,059.60 | 408,712.80 | 408,713.00 | (0.20) | 100.0% |
| 4301 FTA - 5307 | 2,321,762.00 | 1,768,267.00 | 553,495.00 | 7,290,308.00 | 7,073,066.00 | 217,242.00 | 103.1% |
| 4302 FTA - 5311 | 700,662.00 | 150,000.00 | 550,662.00 | 700,662.00 | 600,000.00 | 100,662.00 | 116.8% |
| 4401 Farebox | 431,893.71 | 375,000.00 | 56,893.71 | 1,630,748.17 | 1,500,000.00 | 130,748.17 | 108.7% |
| 4403 Operating Contractor | 0.00 | 12,500.00 | (12,500.00) | 0.00 | 50,000.00 | (50,000.00) | 0.0% |
| 4404 Modesto Junior College | 0.00 | 0.00 | 0.00 | 240,000.00 | 240,000.00 | 0.00 | 100.0% |
| 4502 Advertising Revenue | 0.00 | 0.00 | 0.00 | 1,850.00 | 5,000.00 | (3,150.00) | 37.0% |
| 4503 CNG/Electric Proceeds | 17,875.63 | 25,000.00 | (7,124.37) | 72,227.52 | 100,000.00 | (27,772.48) | 72.2% |
| 4504 Scrap Recycling | 0.00 | 0.00 | 0.00 | 43.20 | 0.00 | 43.20 | N/A |
| 4505 Rental Income | 0.00 | 0.00 | 0.00 | 1,400.00 | 0.00 | 1,400.00 | N/A |
| 4510 Interest Earned | 22.13 | 0.00 | 22.13 | 465.23 | 0.00 | 465.23 | N/A |
| 4570 Miscellaneous Revenue | 0.00 | 1,250.00 | (1,250.00) | 0.00 | 5,000.00 | (5,000.00) | 0.0% |
| 4572 Insurance Proceeds | (250.00) | 0.00 | (250.00) | 0.00 | 0.00 | 0.00 | N/A |
| 4590 Gain on Asset Sale | (5,408.00) | 0.00 | (5,408.00) | 6,955.00 | 0.00 | 6,955.00 | N/A |
| **Total Revenues** | **18,496,811.53** | **11,168,647.00** | **7,328,164.53** | **41,965,011.56** | **44,919,586.00** | **(2,954,574.44)** | **93.4%** |
| **Expenses** | | | | | | | |
| **Salaries & Benefits** | | | | | | | |
| 5001 Salaries & Wages | 356,777.89 | 487,713.00 | 130,935.11 | 1,375,113.68 | 1,950,850.00 | 575,736.32 | 92.4% |
| 5005 Overtime/Comp Time Paid | 0.00 | 1,250.00 | 1,250.00 | 0.00 | 5,000.00 | 5,000.00 | 0.0% |
| 5100 Vacation Pay | 32,875.13 | 0.00 | (32,875.13) | 145,829.20 | 0.00 | (145,829.20) | N/A |
| 5101 Sick Pay | 24,336.66 | 0.00 | (24,336.66) | 112,070.50 | 0.00 | (112,070.50) | N/A |
| 5102 Holiday Regular | 12,450.20 | 0.00 | (12,450.20) | 79,221.87 | 0.00 | (79,221.87) | N/A |
| 5104 Holiday Compensated Time Off | 1,123.20 | 0.00 | (1,123.20) | 5,805.39 | 0.00 | (5,805.39) | N/A |
| 5105 Management Leave | 20,859.84 | 0.00 | (20,859.84) | 73,936.39 | 0.00 | (73,936.39) | N/A |
| 5106 Vacation/Termination Cash Out | 0.00 | 0.00 | 0.00 | 0.00 | 66,790.00 | 66,790.00 | 0.0% |
| 5110 Compensated Absences | 602,205.00 | 0.00 | (602,205.00) | 10,890.00 | 0.00 | (10,890.00) | N/A |
| 5200 Group Health Insurance | 84,417.73 | 87,375.00 | 2,957.27 | 318,160.83 | 349,500.00 | 31,339.17 | 91.0% |
| 5201 Dental Health Insurance | 4,437.25 | 4,793.00 | 355.75 | 17,457.51 | 19,170.00 | 1,712.49 | 91.1% |
| 5202 Vision Health Insurance | 1,748.99 | 1,233.00 | (515.99) | 5,621.32 | 4,930.00 | (691.32) | 114.0% |
| 5203 Unemployment Insurance | 0.00 | 1,706.00 | 1,706.00 | 3,540.29 | 6,825.00 | 3,284.71 | 51.9% |
| 5204 Life Insurance | 292.31 | 1,125.00 | 832.69 | 1,158.45 | 4,500.00 | 3,341.55 | 25.7% |
| 5205 Medical Waive Credit | 3,698.97 | 3,618.00 | (80.97) | 14,602.49 | 14,470.00 | (132.49) | 100.9% |
| 5300 Auto Allowance | 2,377.17 | 2,430.00 | 52.83 | 9,462.58 | 9,720.00 | 257.42 | 97.4% |
| 5301 Education Incentive Pay | 3,336.99 | 3,531.00 | 194.01 | 12,743.27 | 14,125.00 | 1,381.73 | 90.2% |
| 5302 Professional Development | 828.61 | 660.00 | (168.61) | 2,538.34 | 2,640.00 | 101.66 | 96.1% |
| 5303 Other Employee Expense | 3,077.55 | 733.00 | (2,344.55) | 7,004.19 | 2,930.00 | (4,074.19) | 239.1% |
| 5304 Employee Assistance Program | 114.74 | 149.00 | 34.26 | 455.96 | 595.00 | 139.04 | 76.6% |
| 5305 Reimb Taxable Employee Expense | 0.00 | 0.00 | 0.00 | 2,224.58 | 0.00 | (2,224.58) | N/A |
| 5307 Phone Stipend | 160.07 | 0.00 | (160.07) | 628.90 | 0.00 | (628.90) | N/A |
| 5700 Short & Long Term Disability | 3,554.31 | 3,738.00 | 183.69 | 14,093.39 | 14,950.00 | 856.61 | 94.3% |
| 5701 Retirement | 53,718.52 | 65,748.00 | 12,029.48 | 205,430.32 | 262,990.00 | 57,559.68 | 78.1% |
| 5702 Deferred Comp | 10,166.49 | 10,013.00 | (153.49) | 39,742.83 | 40,050.00 | 307.17 | 99.2% |
| 5703 Workers Compensation Insurance | 7,882.17 | 6,900.00 | (982.17) | 31,959.45 | 27,600.00 | (4,359.45) | 115.8% |
| 5704 Payroll Tax Expense | 33,159.55 | 34,877.00 | 1,717.45 | 129,404.81 | 139,508.00 | 10,103.19 | 92.8% |
| **Total Salaries & Benefits** | **1,263,599.34** | **717,592.00** | **(546,007.34)** | **2,619,096.54** | **2,937,143.00** | **318,046.46** | **89.2%** |
| **Services & Supplies** | | | | | | | |
| 6002 Parts, Materials, Other Supplies - Vehicle | 954,776.71 | 350,000.00 | (604,776.71) | 1,284,834.23 | 1,400,000.00 | 115,165.77 | 91.8% |
| 6003 Fuel & Lubricants - Vehicle | 2,138,367.90 | 964,845.00 | (1,173,522.90) | 3,595,559.18 | 3,859,380.00 | 263,820.82 | 93.2% |
| 6004 Electrical Utility - Vehicle | 11,706.99 | 16,500.00 | 4,793.01 | 37,026.71 | 66,000.00 | 28,973.29 | 56.1% |
| 6005 Parts, Materials, Other Supplies | 0.00 | 250.00 | 250.00 | 0.00 | 1,000.00 | 1,000.00 | 0.0% |
| 6110 Office Supplies | 0.00 | 125.00 | 125.00 | 515.03 | 500.00 | (15.03) | 103.0% |
| 6111 Postage | 911.49 | 625.00 | (286.49) | 2,238.19 | 2,500.00 | 261.81 | 89.5% |
| 6112 Publications & Legal Notices | 0.00 | 250.00 | 250.00 | 0.00 | 1,000.00 | 1,000.00 | 0.0% |
| 6113 Books & Periodicals | 96.69 | 125.00 | 28.31 | 308.60 | 500.00 | 191.40 | 61.7% |
| 6114 Training Materials | 0.00 | 125.00 | 125.00 | 0.00 | 500.00 | 500.00 | 0.0% |
| 6115 Promotional Items | 0.00 | 500.00 | 500.00 | 250.00 | 2,000.00 | 1,750.00 | 12.5% |
| 6190 Miscellaneous Expense | 657,839.00 | 250.00 | (657,589.00) | 0.00 | 1,000.00 | 1,000.00 | 0.0% |
| 6401 Office Equipment < $5,000 | 0.00 | 1,250.00 | 1,250.00 | 0.00 | 5,000.00 | 5,000.00 | 0.0% |
| 6402 Computer & IT Equipment - Non-Asset | 2,300.77 | 500.00 | (1,800.77) | 2,532.06 | 2,000.00 | (532.06) | 126.6% |
| 6403 Small Tools & Instruments < $5,000 | 0.00 | 250.00 | 250.00 | 17.52 | 1,000.00 | 982.48 | 1.8% |
| 6501 Maintenance and Repairs - Equipment | 367.11 | 500.00 | 132.89 | 1,446.66 | 2,000.00 | 553.34 | 72.3% |
| 6502 Maintenance and Repairs - Structures & Grounds | 136,237.60 | 102,178.00 | (34,059.60) | 408,712.80 | 408,713.00 | 0.20 | 100.0% |

# StanRTA FY 2024/25 Financials Through June 30, 2025
## Operations

| | FY 2024/25 Quarter 4 | | | Fiscal Year 2024/25 to Date | | | |
|---|---|---|---|---|---|---|---|
| General Ledger Account | Q4 Actuals | Q4 Budget | Q4 Variance | FY24/25 Actuals | FY24/25 Budget | FYTD Variance | FYTD % |
| 6504 Maintenance and Repairs - Vehicle | 3,052,218.34 | 1,050,000.00 | (2,002,218.34) | 3,688,554.23 | 4,200,000.00 | 511,445.77 | 87.8% |
| 6505 Repairs - Bus Accidents | 65,005.57 | 0.00 | (65,005.57) | (2,097.40) | 0.00 | 2,097.40 | N/A |
| 6506 Cost Recovery | 175,424.26 | 0.00 | (175,424.26) | 149,767.94 | 0.00 | (149,767.94) | N/A |
| 6550 Rents & Leases - Equipment | 0.00 | 1,250.00 | 1,250.00 | 2,481.22 | 5,000.00 | 2,518.78 | 49.6% |
| 6551 Rents & Leases - Structures & Grounds | (3,200.00) | 1,000.00 | 4,200.00 | 3,581.00 | 4,000.00 | 419.00 | 89.5% |
| 6601 Memberships | 97.70 | 0.00 | (97.70) | 97.70 | 0.00 | (97.70) | N/A |
| 6603 Annual License for Software - Non Asset | (112,244.68) | 108,000.00 | 220,244.68 | 241,268.34 | 432,000.00 | 190,731.66 | 55.8% |
| 6701 Printing & Binding Services | 18,901.80 | 25,000.00 | 6,098.20 | 111,252.23 | 100,000.00 | (11,252.23) | 111.3% |
| 6703 Bank Charges | 7,240.10 | 375.00 | (6,865.10) | 22,089.10 | 1,500.00 | (20,589.10) | 1472.6% |
| 6704 Insurance - Other Than WC | 0.00 | 0.00 | 0.00 | 133,262.30 | 110,000.00 | (23,262.30) | 121.1% |
| 6705 Contingencies | 0.00 | 125,000.00 | 125,000.00 | 0.00 | 500,000.00 | 500,000.00 | 0.0% |
| 6710 Purchased Transportation Expense | 9,314,273.82 | 7,312,625.00 | (2,001,648.82) | 28,517,337.94 | 29,250,500.00 | 733,162.06 | 97.5% |
| 6720 Professional Services | 123,483.26 | 71,250.00 | (52,233.26) | 417,061.77 | 285,000.00 | (132,061.77) | 146.3% |
| 6722 Marketing & Promotions | 11,831.36 | 15,000.00 | 3,168.64 | 23,563.62 | 60,000.00 | 36,436.38 | 39.3% |
| 6724 Business Expense - Fares | 0.00 | 500.00 | 500.00 | 0.00 | 2,000.00 | 2,000.00 | 0.0% |
| 6725 Legal Services | 732.62 | 0.00 | (732.62) | 4,334.05 | 0.00 | (4,334.05) | N/A |
| 6730 Communications | 21,413.18 | 40,850.00 | 19,436.82 | 90,305.66 | 163,400.00 | 73,094.34 | 55.3% |
| 6800 Conferences & Training | 8,143.86 | 23,600.00 | 15,456.14 | 89,082.30 | 94,400.00 | 5,317.70 | 94.4% |
| 6801 Travel/Per Diem Expenses | 3,777.91 | 4,425.00 | 647.09 | 20,915.10 | 17,700.00 | (3,215.10) | 118.2% |
| 6802 Employee Service Awards & Appreciation | 1,282.20 | 625.00 | (657.20) | 3,288.06 | 2,500.00 | (788.06) | 131.5% |
| 6803 Food & Beverage | 220.27 | 750.00 | 529.73 | 1,047.80 | 3,000.00 | 1,952.20 | 34.9% |
| 6900 Licenses & Fees | 738.58 | 1,500.00 | 761.42 | 6,008.52 | 6,000.00 | (8.52) | 100.1% |
| 6901 CDTFA Taxes & Fees | 0.00 | 3,750.00 | 3,750.00 | 1,548.00 | 15,000.00 | 13,452.00 | 10.3% |
| 6990 Interest Expense | 14,171.77 | 0.00 | (14,171.77) | 19,046.46 | 0.00 | (19,046.46) | N/A |
| **Total Services & Supplies** | **16,606,116.18** | **10,223,773.00** | **(6,382,343.18)** | **38,877,236.92** | **41,005,093.00** | **2,127,856.08** | **94.8%** |
| **Internal Services** | | | | | | | |
| 7001 Legal | 36,284.18 | 36,625.00 | 340.82 | 108,923.11 | 146,500.00 | 37,576.89 | 74.4% |
| 7002 HR Consulting | 0.00 | 450.00 | 450.00 | 0.00 | 1,800.00 | 1,800.00 | 0.0% |
| 7003 IT Services | 33,489.51 | 29,375.00 | (4,114.51) | 91,695.35 | 117,500.00 | 25,804.65 | 78.0% |
| 7006 Auditing & Accounting | 0.00 | 8,070.00 | 8,070.00 | 60,674.16 | 32,280.00 | (28,394.16) | 188.0% |
| 7007 Office Expenses | 1,119.14 | 7,325.00 | 6,205.86 | 5,642.96 | 29,300.00 | 23,657.04 | 19.3% |
| 7008 Office & Parking Rent/Lease | (84,922.80) | 32,150.00 | 117,072.80 | 13,990.61 | 128,600.00 | 114,609.39 | 10.9% |
| 7009 Utilities Internal Srvcs | 1,764.67 | 1,325.00 | (439.67) | 5,826.89 | 5,300.00 | (526.89) | 109.9% |
| 7010 Board of Directors | 1,970.25 | 2,933.00 | 962.75 | 9,189.02 | 11,730.00 | 2,540.98 | 78.3% |
| 7011 Bank Charges | 1,956.12 | 1,275.00 | (681.12) | 4,787.74 | 5,100.00 | 312.26 | 93.9% |
| 7012 Consulting Services Internal Srvcs | 0.00 | 2,425.00 | 2,425.00 | 964.79 | 9,700.00 | 8,735.21 | 9.9% |
| 7013 Marketing & Promotions Internal Srvcs | 38,287.21 | 48,913.00 | 10,625.79 | 118,794.84 | 195,650.00 | 76,855.16 | 60.7% |
| 7014 Professional Services Internal Srvcs | 10,781.92 | 7,250.00 | (3,531.92) | 46,537.74 | 29,000.00 | (17,537.74) | 160.5% |
| 7015 Communications Internal Srvcs | 4,622.58 | 8,900.00 | 4,277.42 | 29,943.32 | 35,600.00 | 5,656.68 | 84.1% |
| 7016 Software Internal Services | 11,826.63 | 20,585.00 | 8,758.37 | 119,941.07 | 82,340.00 | (37,601.07) | 145.7% |
| 7017 IT & Computer Equip Internal Srvcs | 297.32 | 4,863.00 | 4,565.68 | 7,965.52 | 19,450.00 | 11,484.48 | 41.0% |
| 7018 Office Equipment Internal Srvcs | 0.00 | 4,863.00 | 4,863.00 | 4,559.17 | 19,450.00 | 14,890.83 | 23.4% |
| 7019 Promotional Items Internal Srvcs | 0.00 | 12,228.00 | 12,228.00 | 26,755.84 | 48,910.00 | 22,154.16 | 54.7% |
| 7020 Memberships Internal Srvcs | (584.77) | 14,700.00 | 15,284.77 | 55,713.08 | 58,800.00 | 3,086.92 | 94.8% |
| 7021 Subscriptions Internal Srvcs | 1,322.58 | 85.00 | (1,237.58) | 6,971.81 | 340.00 | (6,631.81) | 2050.5% |
| **Total Internal Services** | **58,214.54** | **244,340.00** | **186,125.46** | **718,877.02** | **977,350.00** | **258,472.98** | **73.6%** |
| **Total Expenses** | **$ 17,927,930.06** | **$ 11,185,705.00** | **$ (6,742,225.06)** | **$ 42,215,210.48** | **$ 44,919,586.00** | **$ 2,704,375.52** | **94.0%** |

# StanRTA FY 2024/25 Financials Through June 30, 2025
## Transit Center

| General Ledger Account | FY 2024/25 Quarter 4 Q4 Actuals | Q4 Budget | Q4 Variance | Fiscal Year 2024/25 to Date FY24/25 Actuals | FY24/25 Budget | FYTD Variance | FYTD % |
|---|---|---|---|---|---|---|---|
| **Revenues** | | | | | | | |
| 4214 LTF Regional Funds | 298,507.65 | 206,671.00 | 91,836.65 | 744,712.37 | 826,683.00 | (81,970.63) | 90.1% |
| 4216 LTF Regional Funds - Prior Year | 25,725.80 | 80,265.00 | (54,539.20) | 321,535.54 | 321,060.00 | 475.54 | 100.1% |
| 4506 Vending Commission | 203.65 | 0.00 | 203.65 | 203.65 | 0.00 | 203.65 | N/A |
| 4510 Interest Earned | 0.00 | 0.00 | 0.00 | 24.83 | 0.00 | 24.83 | N/A |
| **Total Revenues** | **324,437.10** | **286,936.00** | **37,501.10** | **1,066,476.39** | **1,147,743.00** | **(81,266.61)** | **92.9%** |
| **Expenses** | | | | | | | |
| **Salaries & Benefits** | | | | | | | |
| 5001 Salaries & Wages | 17,674.56 | 22,758.00 | 5,083.44 | 70,890.24 | 91,030.00 | 20,139.76 | 99.7% |
| 5100 Vacation Pay | 1,609.13 | 0.00 | (1,609.13) | 7,306.86 | 0.00 | (7,306.86) | N/A |
| 5101 Sick Pay | 1,011.48 | 0.00 | (1,011.48) | 5,121.00 | 0.00 | (5,121.00) | N/A |
| 5102 Holiday Regular | 585.26 | 0.00 | (585.26) | 3,731.82 | 0.00 | (3,731.82) | N/A |
| 5104 Holiday Compensated Time Off | 71.64 | 0.00 | (71.64) | 297.83 | 0.00 | (297.83) | N/A |
| 5105 Management Leave | 865.78 | 0.00 | (865.78) | 3,442.56 | 0.00 | (3,442.56) | N/A |
| 5106 Vacation/Termination Cash Out | 0.00 | 0.00 | 0.00 | 0.00 | 3,710.00 | 3,710.00 | 0.0% |
| 5200 Group Health Insurance | 3,899.18 | 4,475.00 | 575.82 | 14,997.62 | 17,901.00 | 2,903.38 | 83.8% |
| 5201 Dental Health Insurance | 224.38 | 255.00 | 30.62 | 914.84 | 1,020.00 | 105.16 | 89.7% |
| 5202 Vision Health Insurance | 88.44 | 65.00 | (23.44) | 293.78 | 260.00 | (33.78) | 113.0% |
| 5203 Unemployment Insurance | 0.00 | 81.00 | 81.00 | 160.36 | 325.00 | 164.64 | 49.3% |
| 5204 Life Insurance | 14.51 | 0.00 | (14.51) | 60.55 | 0.00 | (60.55) | N/A |
| 5205 Medical Waive Credit | 228.27 | 297.00 | 68.73 | 1,023.02 | 1,188.00 | 164.98 | 86.1% |
| 5300 Auto Allowance | 132.03 | 135.00 | 2.97 | 525.67 | 540.00 | 14.33 | 97.3% |
| 5301 Education Incentive Pay | 125.63 | 161.00 | 35.37 | 528.97 | 645.00 | 116.03 | 82.0% |
| 5302 Professional Development | 14.42 | 11.00 | (3.42) | 44.17 | 45.00 | 0.83 | 98.2% |
| 5303 Other Employee Expense | 53.55 | 13.00 | (40.55) | 107.10 | 50.00 | (57.10) | 214.2% |
| 5304 Employee Assistance Program | 5.38 | 8.00 | 2.62 | 22.08 | 30.00 | 7.92 | 73.6% |
| 5305 Reimb Taxable Employee Expense | 0.00 | 0.00 | 0.00 | 38.71 | 0.00 | (38.71) | N/A |
| 5700 Short & Long Term Disability | 169.00 | 190.00 | 21.00 | 702.89 | 760.00 | 57.11 | 92.5% |
| 5701 Retirement | 2,534.34 | 3,200.00 | 665.66 | 10,052.25 | 12,798.00 | 2,745.75 | 78.5% |
| 5702 Deferred Comp | 510.42 | 503.00 | (7.42) | 2,064.86 | 2,010.00 | (54.86) | 102.7% |
| 5703 Workers Compensation Insurance | 386.85 | 33.00 | (353.85) | 1,624.93 | 130.00 | (1,494.93) | 1249.9% |
| 5704 Payroll Tax Expense | 1,628.22 | 1,646.00 | 17.78 | 6,563.74 | 6,585.00 | 21.26 | 99.7% |
| **Total Salaries & Benefits** | **31,832.47** | **33,831.00** | **1,998.53** | **130,515.85** | **139,027.00** | **8,511.15** | **93.9%** |
| **Services & Supplies** | | | | | | | |
| 6005 Parts, Materials, Other Supplies | 262.44 | 7,000.00 | 6,737.56 | 25,375.58 | 28,000.00 | 2,624.42 | 90.6% |
| 6110 Office Supplies | 34.18 | 250.00 | 215.82 | 34.18 | 1,000.00 | 965.82 | 3.4% |
| 6111 Postage | 11.11 | 25.00 | 13.89 | 30.56 | 100.00 | 69.44 | 30.6% |
| 6113 Books & Periodicals | 1.68 | 25.00 | 23.32 | 5.36 | 100.00 | 94.64 | 5.4% |
| 6190 Miscellaneous Expense | 0.00 | 25.00 | 25.00 | 0.00 | 100.00 | 100.00 | 0.0% |
| 6402 Computer & IT Equipment - Non-Asset | 35.12 | 250.00 | 214.88 | 2,892.20 | 1,000.00 | (1,892.20) | 289.2% |
| 6403 Small Tools & Instruments - Non-Asset | 0.00 | 0.00 | 0.00 | 425.98 | 0.00 | (425.98) | N/A |
| 6501 Maintenance and Repairs - Equipment | 1,713.51 | 0.00 | (1,713.51) | 3,840.51 | 0.00 | (3,840.51) | N/A |
| 6502 Maintenance and Repairs - Structures & Grounds | 102,899.79 | 102,688.00 | (211.79) | 325,622.65 | 410,750.00 | 85,127.35 | 79.3% |
| 6551 Rents & Leases - Structures & Grounds | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 100.0% |
| 6601 Memberships | 1.70 | 0.00 | (1.70) | 1.70 | 0.00 | (1.70) | N/A |
| 6602 Subscriptions | 0.00 | 0.00 | 0.00 | 191.77 | 0.00 | (191.77) | N/A |
| 6603 Annual License for Software - Non Asset | 38.76 | 0.00 | (38.76) | 38.76 | 0.00 | (38.76) | N/A |
| 6701 Printing & Binding Services | 317.05 | 200.00 | (117.05) | 1,806.38 | 800.00 | (1,006.38) | 225.8% |
| 6704 Insurance - Other Than WC | 2,293.98 | 1,529.32 | (764.66) | 6,086.49 | 8,000.00 | 1,913.51 | 76.1% |
| 6720 Professional Services | 168,585.72 | 118,780.00 | (49,805.72) | 499,784.43 | 475,120.00 | (24,664.43) | 105.2% |
| 6722 Marketing & Promotions | 15.03 | 0.00 | (15.03) | 15.03 | 0.00 | (15.03) | N/A |
| 6725 Legal Services | 1,314.29 | 0.00 | (1,314.29) | 2,219.79 | 0.00 | (2,219.79) | N/A |
| 6730 Communications | 327.00 | 750.00 | 423.00 | 1,522.30 | 3,000.00 | 1,477.70 | 50.7% |
| 6731 Utilities | 13,137.18 | 10,000.00 | (3,137.18) | 53,186.25 | 40,000.00 | (13,186.25) | 133.0% |
| 6800 Conferences & Training | 136.60 | 346.00 | 209.40 | 1,456.00 | 1,385.00 | (71.00) | 105.1% |
| 6801 Travel/Per Diem Expenses | 69.21 | 63.00 | (6.21) | 351.84 | 250.00 | (101.84) | 140.7% |
| 6802 Employee Service Awards & Appreciation | 22.30 | 0.00 | (22.30) | 57.19 | 0.00 | (57.19) | N/A |
| 6803 Food & Beverage | 3.30 | 0.00 | (3.30) | 13.72 | 0.00 | (13.72) | N/A |
| 6902 Taxes & Assessments | 0.00 | 5,000.00 | 5,000.00 | 0.00 | 20,000.00 | 20,000.00 | 0.0% |
| 6990 Interest Expense | 148.31 | 0.00 | (148.31) | 148.31 | 0.00 | (148.31) | N/A |
| **Total Services & Supplies** | **291,368.26** | **246,931.32** | **(44,436.94)** | **925,107.98** | **989,606.00** | **64,498.02** | **93.5%** |

## StanRTA FY 2024/25 Financials Through June 30, 2025
## Transit Center

| General Ledger Account | FY 2024/25 Quarter 4 | | | Fiscal Year 2024/25 to Date | | | |
|---|---|---|---|---|---|---|---|
| | Q4 Actuals | Q4 Budget | Q4 Variance | FY24/25 Actuals | FY24/25 Budget | FYTD Variance | FYTD % |
| **Internal Services** | | | | | | | |
| 7001 Legal | 592.17 | 675.00 | 82.83 | 1,860.50 | 2,700.00 | 839.50 | 68.9% |
| 7002 HR Consulting | 0.00 | 25.00 | 25.00 | 0.00 | 100.00 | 100.00 | 0.0% |
| 7003 IT Services | 582.74 | 475.00 | (107.74) | 1,595.53 | 1,900.00 | 304.47 | 84.0% |
| 7006 Auditing & Accounting | 0.00 | 150.00 | 150.00 | 1,066.36 | 600.00 | (466.36) | 177.7% |
| 7007 Office Expenses | 18.98 | 125.00 | 106.02 | 92.17 | 500.00 | 407.83 | 18.4% |
| 7008 Office & Parking Rent/Lease | (1,477.68) | 625.00 | 2,102.68 | 243.41 | 2,500.00 | 2,256.59 | 9.7% |
| 7009 Utilities Internal Srvcs | 30.63 | 25.00 | (5.63) | 102.97 | 100.00 | (2.97) | 103.0% |
| 7010 Board of Directors | 34.33 | 50.00 | 15.67 | 161.36 | 200.00 | 38.64 | 80.7% |
| 7011 Bank Charges | 0.00 | 25.00 | 25.00 | 2.13 | 100.00 | 97.87 | 2.1% |
| 7012 Consulting Services Internal Srvcs | 0.00 | 50.00 | 50.00 | 16.79 | 200.00 | 183.21 | 8.4% |
| 7013 Marketing & Promotions Internal Srvcs | 238.67 | 875.00 | 636.33 | 760.86 | 3,500.00 | 2,739.14 | 21.7% |
| 7014 Professional Services Internal Srvcs | 124.94 | 150.00 | 25.06 | 387.39 | 600.00 | 212.61 | 64.6% |
| 7015 Communications Internal Srvcs | 76.05 | 150.00 | 73.95 | 507.10 | 600.00 | 92.90 | 84.5% |
| 7016 Software Internal Services | 200.66 | 375.00 | 174.34 | 1,957.98 | 1,500.00 | (457.98) | 130.5% |
| 7017 IT & Computer Equip Internal Srvcs | 0.00 | 88.00 | 88.00 | 135.32 | 350.00 | 214.68 | 38.7% |
| 7018 Office Equipment Internal Srvcs | 0.00 | 88.00 | 88.00 | 79.33 | 350.00 | 270.67 | 22.7% |
| 7019 Promotional Items Internal Srvcs | 0.00 | 200.00 | 200.00 | 345.22 | 800.00 | 454.78 | 43.2% |
| 7020 Memberships Internal Srvcs | 7.23 | 238.00 | 230.77 | 1,532.73 | 950.00 | (582.73) | 161.3% |
| 7021 Subscriptions Internal Srvcs | 3.03 | 3.00 | (0.03) | 5.41 | 10.00 | 4.59 | 54.1% |
| 8011 Software License - Asset | 0.00 | 388.00 | 388.00 | 0.00 | 1,550.00 | 1,550.00 | 0.0% |
| **Total Internal Services** | **431.75** | **4,780.00** | **4,348.25** | **10,852.56** | **19,110.00** | **8,257.44** | **56.8%** |
| **Total Expenses** | **$ 323,632.48** | **$ 285,542.32** | **$ (38,090.16)** | **$ 1,066,476.39** | **$ 1,147,743.00** | **$ 81,266.61** | **92.9%** |

# StanRTA FY 2024/25 Financials Through June 30, 2025
## Amtrak Station

| General Ledger Account | FY 2024/25 Quarter 4 | | | Fiscal Year 2024/25 to Date | | | |
|---|---|---|---|---|---|---|---|
| | Q4 Actuals | Q4 Budget | Q4 Variance | FY24/25 Actuals | FY24/25 Budget | FYTD Variance | FYTD % |
| **Revenues** | | | | | | | |
| 4214 LTF Regional Funds | (20,882.18) | 23,480.00 | (44,362.18) | 11,936.26 | 93,921.00 | (81,984.74) | 12.7% |
| 4216 LTF Regional Funds - Prior Year | 68,541.72 | 42,198.00 | 26,343.72 | 168,958.31 | 168,791.00 | 167.31 | 100.1% |
| 4510 Interest Earned | 0.00 | 0.00 | 0.00 | 12.79 | 0.00 | 12.79 | N/A |
| **Total Revenues** | **47,659.54** | **65,678.00** | **(18,018.46)** | **180,907.36** | **262,712.00** | **(81,804.64)** | **68.9%** |
| **Expenses** | | | | | | | |
| **Salaries & Benefits** | | | | | | | |
| 5001 Salaries & Wages | 9,958.11 | 12,205.00 | 2,246.89 | 38,709.86 | 48,820.00 | 10,110.14 | 102.4% |
| 5100 Vacation Pay | 917.80 | 0.00 | (917.80) | 4,052.25 | 0.00 | (4,052.25) | N/A |
| 5101 Sick Pay | 591.49 | 0.00 | (591.49) | 2,968.12 | 0.00 | (2,968.12) | N/A |
| 5102 Holiday Regular | 331.46 | 0.00 | (331.46) | 2,108.04 | 0.00 | (2,108.04) | N/A |
| 5104 Holiday Compensated Time Off | 40.82 | 0.00 | (40.82) | 171.42 | 0.00 | (171.42) | N/A |
| 5105 Management Leave | 498.36 | 0.00 | (498.36) | 1,969.91 | 0.00 | (1,969.91) | N/A |
| 5106 Vacation/Termination Cash Out | 0.00 | 556.00 | 556.00 | 0.00 | 2,225.00 | 2,225.00 | 0.0% |
| 5200 Group Health Insurance | 2,298.35 | 2,500.00 | 201.65 | 8,791.87 | 10,000.00 | 1,208.13 | 87.9% |
| 5201 Dental Health Insurance | 125.41 | 136.00 | 10.59 | 496.75 | 545.00 | 48.25 | 91.1% |
| 5202 Vision Health Insurance | 49.50 | 35.00 | (14.50) | 159.90 | 140.00 | (19.90) | 114.2% |
| 5203 Unemployment Insurance | 0.00 | 44.00 | 44.00 | 90.48 | 175.00 | 84.52 | 51.7% |
| 5204 Life Insurance | 8.06 | 0.00 | (8.06) | 32.02 | 0.00 | (32.02) | N/A |
| 5205 Medical Waive Credit | 107.44 | 148.00 | 40.56 | 439.54 | 590.00 | 150.46 | 74.5% |
| 5300 Auto Allowance | 79.27 | 81.00 | 1.73 | 315.37 | 324.00 | 8.63 | 97.3% |
| 5301 Education Incentive Pay | 73.86 | 4.00 | (69.86) | 298.65 | 15.00 | (283.65) | 1991.0% |
| 5302 Professional Development | 2.54 | 3.00 | 0.46 | 7.79 | 10.00 | 2.21 | 77.9% |
| 5303 Other Employee Expense | 9.45 | 3.00 | (6.45) | 18.90 | 10.00 | (8.90) | 189.0% |
| 5304 Employee Assistance Program | 2.87 | 4.00 | 1.13 | 11.32 | 15.00 | 3.68 | 75.5% |
| 5305 Reimb Taxable Employee Expense | 0.00 | 0.00 | 0.00 | 6.83 | 0.00 | (6.83) | N/A |
| 5700 Short & Long Term Disability | 94.57 | 103.00 | 8.43 | 379.68 | 410.00 | 30.32 | 92.6% |
| 5701 Retirement | 1,439.71 | 1,700.00 | 260.29 | 5,510.37 | 6,798.00 | 1,287.63 | 81.1% |
| 5702 Deferred Comp | 292.48 | 280.00 | (12.48) | 1,149.10 | 1,120.00 | (29.10) | 102.6% |
| 5703 Workers Compensation Insurance | 218.63 | 18.00 | (200.63) | 892.57 | 70.00 | (822.57) | 1275.1% |
| 5704 Payroll Tax Expense | 919.83 | 883.00 | (36.83) | 3,586.91 | 3,530.00 | (56.91) | 101.6% |
| **Total Salaries & Benefits** | **18,060.01** | **18,703.00** | **642.99** | **72,167.65** | **74,797.00** | **2,629.35** | **96.5%** |
| **Services & Supplies** | | | | | | | |
| 6005 Parts, Materials, Other Supplies | 0.00 | 1,000.00 | 1,000.00 | 0.00 | 4,000.00 | 4,000.00 | 0.0% |
| 6110 Office Supplies | 0.00 | 25.00 | 25.00 | 0.00 | 100.00 | 100.00 | 0.0% |
| 6111 Postage | 0.04 | 13.00 | 12.96 | 3.46 | 50.00 | 46.54 | 6.9% |
| 6113 Books & Periodicals | 0.30 | 13.00 | 12.70 | 0.96 | 50.00 | 49.04 | 1.9% |
| 6190 Miscellaneous Expense | 0.00 | 13.00 | 13.00 | 0.00 | 50.00 | 50.00 | 0.0% |
| 6402 Computer & IT Equipment - Non-Asset | 6.20 | 0.00 | (6.20) | 6.65 | 0.00 | (6.65) | N/A |
| 6501 Maintenance and Repairs - Equipment | 0.63 | 0.00 | (0.63) | 3.45 | 0.00 | (3.45) | N/A |
| 6502 Maintenance and Repairs - Structures & Grounds | 22,870.08 | 35,138.00 | 12,267.92 | 82,094.04 | 140,550.00 | 58,455.96 | 58.4% |
| 6601 Memberships | 0.30 | 0.00 | (0.30) | 0.30 | 0.00 | (0.30) | N/A |
| 6603 Annual License for Software - Non Asset | 6.84 | 0.00 | (6.84) | 6.84 | 0.00 | (6.84) | N/A |
| 6701 Printing & Binding Services | 0.00 | 25.00 | 25.00 | 3.51 | 100.00 | 96.49 | 3.5% |
| 6704 Insurance - Other Than WC | 1,929.00 | 1,286.00 | (643.00) | 3,868.42 | 5,500.00 | 1,631.58 | 70.3% |
| 6720 Professional Services | 0.00 | 1,925.00 | 1,925.00 | 591.23 | 7,700.00 | 7,108.77 | 7.7% |
| 6725 Legal Services | 0.00 | 0.00 | 0.00 | 388.05 | 0.00 | (388.05) | N/A |
| 6731 Utilities | 4,516.99 | 6,625.00 | 2,108.01 | 19,632.63 | 26,500.00 | 6,867.37 | 74.1% |
| 6800 Conferences & Training | 23.07 | 50.00 | 26.93 | 250.03 | 200.00 | (50.03) | 125.0% |
| 6801 Travel/Per Diem Expenses | 11.57 | 10.00 | (1.57) | 59.50 | 40.00 | (19.50) | 148.8% |
| 6802 Employee Service Awards & Appreciation | 3.94 | 0.00 | (3.94) | 10.11 | 0.00 | (10.11) | N/A |
| 6803 Food & Beverage | 0.57 | 0.00 | (0.57) | 2.40 | 0.00 | (2.40) | N/A |
| 6990 Interest Expense | 26.17 | 0.00 | (26.17) | 26.17 | 0.00 | (26.17) | N/A |
| **Total Services & Supplies** | **29,395.70** | **46,123.00** | **16,727.30** | **106,947.75** | **184,840.00** | **77,892.25** | **57.9%** |
| **Internal Services** | | | | | | | |
| 7001 Legal | 104.22 | 100.00 | (4.22) | 327.24 | 400.00 | 72.76 | 81.8% |
| 7002 HR Consulting | 0.00 | 13.00 | 13.00 | 0.00 | 50.00 | 50.00 | 0.0% |
| 7003 IT Services | 102.83 | 75.00 | (27.83) | 281.55 | 300.00 | 18.45 | 93.9% |
| 7005 Payroll Processing | 0.00 | 25.00 | 25.00 | 0.00 | 100.00 | 100.00 | 0.0% |
| 7006 Auditing & Accounting | 0.00 | 25.00 | 25.00 | 186.24 | 100.00 | (86.24) | 186.2% |
| 7007 Office Expenses | 3.36 | 100.00 | 96.64 | 16.27 | 400.00 | 383.73 | 4.1% |

# StanRTA FY 2024/25 Financials Through June 30, 2025
## Amtrak Station

| | FY 2024/25 Quarter 4 | | | Fiscal Year 2024/25 to Date | | | |
|---|---|---|---|---|---|---|---|
| General Ledger Account | Q4 Actuals | Q4 Budget | Q4 Variance | FY24/25 Actuals | FY24/25 Budget | FYTD Variance | FYTD % |
| 7008 Office & Parking Rent/Lease | (260.76) | 13.00 | 273.76 | 42.99 | 50.00 | 7.01 | 86.0% |
| 7009 Utilities Internal Srvcs | 5.40 | 13.00 | 7.60 | 18.18 | 50.00 | 31.82 | 36.4% |
| 7010 Board of Directors | 6.05 | 9.00 | 2.95 | 28.20 | 35.00 | 6.80 | 80.6% |
| 7011 Bank Charges | 0.00 | 13.00 | 13.00 | 0.38 | 50.00 | 49.62 | 0.8% |
| 7012 Consulting Services Internal Srvcs | 0.00 | 13.00 | 13.00 | 2.96 | 50.00 | 47.04 | 5.9% |
| 7013 Marketing & Promotions Internal Srvcs | 42.02 | 125.00 | 82.98 | 133.33 | 500.00 | 366.67 | 26.7% |
| 7014 Professional Services Internal Srvcs | 22.05 | 50.00 | 27.95 | 68.36 | 200.00 | 131.64 | 34.2% |
| 7015 Communications Internal Srvcs | 13.39 | 25.00 | 11.61 | 89.36 | 100.00 | 10.64 | 89.4% |
| 7016 Software Internal Services | 35.41 | 50.00 | 14.59 | 337.12 | 200.00 | (137.12) | 168.6% |
| 7017 IT & Computer Equip Internal Srvcs | 0.00 | 25.00 | 25.00 | 23.53 | 100.00 | 76.47 | 23.5% |
| 7018 Office Equipment Internal Srvcs | 0.00 | 25.00 | 25.00 | 14.00 | 100.00 | 86.00 | 14.0% |
| 7019 Promotional Items Internal Srvcs | 0.00 | 33.00 | 33.00 | 59.01 | 130.00 | 70.99 | 45.4% |
| 7020 Memberships Internal Srvcs | 1.27 | 38.00 | 36.73 | 162.31 | 150.00 | (12.31) | 108.2% |
| 7021 Subscriptions Internal Srvcs | 0.51 | 3.00 | 2.49 | 0.93 | 10.00 | 9.07 | 9.3% |
| **Total Internal Services** | **75.75** | **773.00** | **697.25** | **1,791.96** | **3,075.00** | **1,283.04** | **58.3%** |
| **Total Expenses** | **$ 47,531.46** | **$ 65,599.00** | **$ 18,067.54** | **$ 180,907.36** | **$ 262,712.00** | **$ 81,804.64** | **68.9%** |

# StanRTA FY 2024/25 Financials Through June 30, 2025
## Rideshare

| General Ledger Account | FY 2024/25 Quarter 4 Q4 Actuals | Q4 Budget | Q4 Variance | Fiscal Year 2024/25 to Date FY24/25 Actuals | FY24/25 Budget | FYTD Variance | FYTD % |
|---|---|---|---|---|---|---|---|
| **Revenues** | | | | | | | |
| 4211 LTF | 46,908.95 | 21,822.00 | (25,086.95) | 86,083.17 | 87,288.00 | 1,204.83 | 98.6% |
| 4270 CalTrans CMAQ | (32,825.15) | 32,825.00 | 65,650.15 | 92,847.59 | 131,300.00 | 38,452.41 | 70.7% |
| 4301 FTA - 5307 | 29,612.00 | 7,925.00 | (21,687.00) | 31,649.00 | 31,700.00 | 51.00 | 99.8% |
| **Total Revenues** | **43,695.80** | **62,572.00** | **18,876.20** | **210,579.76** | **250,288.00** | **39,708.24** | **84.1%** |
| **Expenses** | | | | | | | |
| **Salaries & Benefits** | | | | | | | |
| 5001 Salaries & Wages | 17,776.14 | 22,500.00 | 4,723.86 | 64,049.32 | 90,000.00 | 25,950.68 | 81.3% |
| 5100 Vacation Pay | 723.21 | 0.00 | (723.21) | 2,818.76 | 0.00 | (2,818.76) | N/A |
| 5101 Sick Pay | 1,047.50 | 0.00 | (1,047.50) | 3,940.14 | 0.00 | (3,940.14) | N/A |
| 5102 Holiday Regular | 180.21 | 0.00 | (180.21) | 1,146.43 | 0.00 | (1,146.43) | N/A |
| 5104 Holiday Compensated Time Off | 24.34 | 0.00 | (24.34) | 94.39 | 0.00 | (94.39) | N/A |
| 5105 Management Leave | 279.65 | 0.00 | (279.65) | 1,141.02 | 0.00 | (1,141.02) | N/A |
| 5106 Vacation/Termination Cash Out | 0.00 | 371.00 | 371.00 | 0.00 | 1,485.00 | 1,485.00 | 0.0% |
| 5200 Group Health Insurance | 2,160.96 | 2,050.00 | (110.96) | 7,550.18 | 8,200.00 | 649.82 | 92.1% |
| 5201 Dental Health Insurance | 89.35 | 70.00 | (19.35) | 319.33 | 280.00 | (39.33) | 114.0% |
| 5202 Vision Health Insurance | 35.17 | 16.00 | (19.17) | 101.77 | 65.00 | (36.77) | 156.6% |
| 5203 Unemployment Insurance | 0.00 | 75.00 | 75.00 | 300.78 | 300.00 | (0.78) | 100.3% |
| 5204 Life Insurance | 5.74 | 0.00 | (5.74) | 20.17 | 0.00 | (20.17) | N/A |
| 5205 Medical Waive Credit | 7.67 | 0.00 | (7.67) | 7.67 | 0.00 | (7.67) | N/A |
| 5300 Auto Allowance | 67.53 | 54.00 | (13.53) | 230.28 | 216.00 | (14.28) | 106.6% |
| 5301 Education Incentive Pay | 65.08 | 44.00 | (21.08) | 197.97 | 175.00 | (22.97) | 113.1% |
| 5302 Professional Development | 2.55 | 1.00 | (1.55) | 7.80 | 5.00 | (2.80) | 156.0% |
| 5303 Other Employee Expense | 9.45 | 0.00 | (9.45) | 18.90 | 0.00 | (18.90) | N/A |
| 5304 Employee Assistance Program | 10.61 | 1.00 | (9.61) | 40.51 | 5.00 | (35.51) | 810.2% |
| 5305 Reimb Taxable Employee Expense | 0.00 | 0.00 | 0.00 | 6.83 | 0.00 | (6.83) | N/A |
| 5307 Phone Stipend | 90.68 | 0.00 | (90.68) | 349.68 | 0.00 | (349.68) | N/A |
| 5700 Short & Long Term Disability | 128.74 | 175.00 | 46.26 | 465.89 | 700.00 | 234.11 | 66.6% |
| 5701 Retirement | 1,128.80 | 1,093.00 | (35.80) | 3,805.08 | 4,372.00 | 566.92 | 87.0% |
| 5702 Deferred Comp | 227.91 | 280.00 | 52.09 | 761.76 | 1,120.00 | 358.24 | 68.0% |
| 5703 Workers Compensation Insurance | 356.34 | 525.00 | 168.66 | 1,300.56 | 2,100.00 | 799.44 | 61.9% |
| 5704 Payroll Tax Expense | 1,505.81 | 2,250.00 | 744.19 | 5,381.49 | 9,000.00 | 3,618.51 | 59.8% |
| **Total Salaries & Benefits** | **25,923.44** | **29,505.00** | **3,581.56** | **94,056.71** | **118,023.00** | **23,966.29** | **79.7%** |
| **Services & Supplies** | | | | | | | |
| 6110 Office Supplies | 0.00 | 125.00 | 125.00 | 32.65 | 500.00 | 467.35 | 6.5% |
| 6111 Postage | 0.04 | 75.00 | 74.96 | 3.46 | 300.00 | 296.54 | 1.2% |
| 6113 Books & Periodicals | 0.30 | 0.00 | (0.30) | 0.96 | 0.00 | (0.96) | N/A |
| 6115 Promotional Items | 6,384.34 | 10,000.00 | 3,615.66 | 13,538.49 | 40,000.00 | 26,461.51 | 33.8% |
| 6190 Miscellaneous Expense | 0.00 | 50.00 | 50.00 | 0.00 | 200.00 | 200.00 | 0.0% |
| 6402 Computer & IT Equipment - Non-Asset | 6.20 | 0.00 | (6.20) | 93.49 | 0.00 | (93.49) | N/A |
| 6501 Maintenance and Repairs - Equipment | 0.63 | 0.00 | (0.63) | 3.45 | 0.00 | (3.45) | N/A |
| 6551 Rents & Leases - Structures & Grounds | 150.00 | 0.00 | (150.00) | 300.00 | 0.00 | (300.00) | N/A |
| 6601 Memberships | 0.30 | 0.00 | (0.30) | 0.30 | 0.00 | (0.30) | N/A |
| 6603 Annual License for Software - Non Asset | 6.84 | 0.00 | (6.84) | 6.84 | 0.00 | (6.84) | N/A |
| 6701 Printing & Binding Services | 446.71 | 250.00 | (196.71) | 647.82 | 1,000.00 | 352.18 | 64.8% |
| 6704 Insurance - Other Than WC | 0.00 | 0.00 | 0.00 | 331.92 | 0.00 | (331.92) | N/A |
| 6720 Professional Services | 0.00 | 250.00 | 250.00 | 4.12 | 1,000.00 | 995.88 | 0.4% |
| 6722 Marketing & Promotions | 10,938.50 | 7,500.00 | (3,438.50) | 37,537.81 | 30,000.00 | (7,537.81) | 125.1% |
| 6723 Employee Rideshare Fares | 16,279.50 | 11,250.00 | (5,029.50) | 57,473.00 | 45,000.00 | (12,473.00) | 127.7% |
| 6800 Conferences & Training | 5.57 | 1,000.00 | 994.43 | 2,882.83 | 4,000.00 | 1,117.17 | 72.1% |
| 6801 Travel/Per Diem Expenses | 0.79 | 250.00 | 249.21 | 780.24 | 1,000.00 | 219.76 | 78.0% |
| 6802 Employee Service Awards & Appreciation | 3.94 | 0.00 | (3.94) | 10.12 | 0.00 | (10.12) | N/A |
| 6803 Food & Beverage | 0.38 | 1,250.00 | 1,249.62 | 2.23 | 5,000.00 | 4,997.77 | 0.0% |
| 6900 Licenses & Fees | 345.00 | 500.00 | 155.00 | 1,460.00 | 2,000.00 | 540.00 | 73.0% |
| 6990 Interest Expense | 26.17 | 0.00 | (26.17) | 26.17 | 0.00 | (26.17) | N/A |
| **Total Services & Supplies** | **34,595.21** | **32,500.00** | **(2,095.21)** | **115,135.90** | **130,000.00** | **14,864.10** | **88.6%** |

# StanRTA FY 2024/25 Financials Through June 30, 2025
## Rideshare

| | FY 2024/25 Quarter 4 | | | Fiscal Year 2024/25 to Date | | | |
|---|---|---|---|---|---|---|---|
| General Ledger Account | Q4 Actuals | Q4 Budget | Q4 Variance | FY24/25 Actuals | FY24/25 Budget | FYTD Variance | FYTD % |
| **Internal Services** | | | | | | | |
| 7001 Legal | 99.49 | 100.00 | 0.51 | 308.85 | 400.00 | 91.15 | 77.2% |
| 7002 HR Consulting | 0.00 | 13.00 | 13.00 | 0.00 | 50.00 | 50.00 | 0.0% |
| 7003 IT Services | 102.82 | 75.00 | (27.82) | 281.56 | 300.00 | 18.44 | 93.9% |
| 7006 Auditing & Accounting | 0.00 | 25.00 | 25.00 | 153.24 | 100.00 | (53.24) | 153.2% |
| 7007 Office Expenses | 3.35 | 25.00 | 21.65 | 16.26 | 100.00 | 83.74 | 16.3% |
| 7008 Office & Parking Rent/Lease | (260.76) | 13.00 | 273.76 | 42.99 | 50.00 | 7.01 | 86.0% |
| 7009 Utilities Internal Srvcs | 5.41 | 13.00 | 7.59 | 18.15 | 50.00 | 31.85 | 36.3% |
| 7010 Board of Directors | 5.91 | 9.00 | 3.09 | 23.66 | 35.00 | 11.34 | 67.6% |
| 7011 Bank Charges | 0.00 | 13.00 | 13.00 | 0.38 | 50.00 | 49.62 | 0.8% |
| 7012 Consulting Services Internal Srvcs | 0.00 | 0.00 | 0.00 | 2.96 | 0.00 | (2.96) | N/A |
| 7013 Marketing & Promotions Internal Srvcs | 40.37 | 88.00 | 47.63 | 117.32 | 350.00 | 232.68 | 33.5% |
| 7014 Professional Services Internal Srvcs | 22.04 | 50.00 | 27.96 | 68.37 | 200.00 | 131.63 | 34.2% |
| 7015 Communications Internal Srvcs | 12.71 | 25.00 | 12.29 | 87.32 | 100.00 | 12.68 | 87.3% |
| 7016 Software Internal Services | 35.41 | 28.00 | (7.41) | 194.24 | 110.00 | (84.24) | 176.6% |
| 7017 IT & Computer Equip Internal Srvcs | 0.00 | 25.00 | 25.00 | 17.66 | 100.00 | 82.34 | 17.7% |
| 7018 Office Equipment Internal Srvcs | 0.00 | 0.00 | 0.00 | 14.00 | 0.00 | (14.00) | N/A |
| 7019 Promotional Items Internal Srvcs | 0.00 | 40.00 | 40.00 | 26.80 | 160.00 | 133.20 | 16.8% |
| 7020 Memberships Internal Srvcs | 1.27 | 25.00 | 23.73 | 12.97 | 100.00 | 87.03 | 13.0% |
| 7021 Subscriptions Internal Srvcs | 0.00 | 3.00 | 3.00 | 0.42 | 10.00 | 9.58 | 4.2% |
| **Total Internal Services** | **68.02** | **570.00** | **501.98** | **1,387.15** | **2,265.00** | **877.85** | **61.2%** |
| **Total Expenses** | **$ 60,586.67** | **$ 62,575.00** | **$ 1,988.33** | **$ 210,579.76** | **$ 250,288.00** | **$ 39,708.24** | **84.1%** |

STANISLAUS REGIONAL TRANSIT AUTHORITY

# Information Items

STANISLAUS REGIONAL TRANSIT AUTHORITY

**DATE:** **December 4, 2025**

**TO:** **Board of Directors**

**FROM:** **Letti Ortiz, Director of Finance & Administration**

**RE:** **Investment Report**

**Agenda Item: [8A]**

## Background:

On December 16, 2021, the Board of Directors approved an Investment Policy as an element of control to ensure security and regulatory compliance over the management of the Reserve Funds Policy the Board adopted in August of 2021. On June 22, 2023, the Board of Directors approved an agreement with a third-party investment firm, Cetera Investments, to manage and invest Stanislaus Regional Transit Authority's (StanRTA) funds.

The initial amount of the Reserve Fund Policy was calculated using the average monthly operating expenses in fiscal year 2020-2021 and the 2021-2022 proposed budget. The operating expenses included salaries and benefits, contract operations, administrative services, leases, travel, and ongoing professional services. On August 15, 2024, the Board of Directors approved an increase of the Reserve Fund from $10 million to $15 million due to an overall increase of 43.4% in total operating budgets from Fiscal Year 2021-2022 to Fiscal Year 2024-2025.

## Discussion:

Cetera invests approximately $12 million from StanRTA's reserve account in US Treasury Bills (USTB). At any given time, StanRTA holds six, $2 million, USTB's invested through Cetera. Each bill is set to mature at different time intervals. The rate of return fluctuates daily. Once a bill matures, Cetera transfers the total realized gained on the bill to the reserve account and repurchases another US Treasury bill in the amount of $1.9 to $2 million for either three, six, or nine months.

As of January 1, 2025, the OVCB Reserve Account balance was $4,368,629.13. By October 31, 2025, the balance had decreased to $662,448.68. The difference is primarily due to the withdrawal of $4 million for the purchase of two USTBs. During this period, the account earned a total of $50,412.14 in interest, and an additional $243,407.41 in maturity interest was transferred from Cetera.

As of January 1, 2025, the Cetera account balance was $8,115,573.19. By October 31, 2025, the balance increased to $12,209,468.40. The difference is primarily due to the transfer of $4 million,

from OVCB, for the purchase of two USTBs. During this period, the account had $335,894.81 in unrealized gain and a total of $1,407.81 in interest.

As of October 31, 2025, StanRTA holds $12,871,917.08 in reserves, representing 85.8% of its $15 million reserve target.

**Beginning Value as of September 1, 2025: $12,193,233.26**

**Activity as of September 1, 2025:**

**New USTB:**

| USTB | ISSUE DATE | MATURE DATE | AMOUNT |
|---|---|---|---|
| 912797RS8 | 09/05/2025 | 09/30/2026 | $1,999,826.02 |

**Existing USTB:**

| USTB | MATURE DATE | MONTHLY UNREALIZED GAIN/LOSS | UNREALIZED GAIN/LOSS | ACTIVITY |
|---|---|---|---|---|
| 912797MH7 | 09/04/2025 | $473.80 | $60,461.00 | Matured and Closed |
| 912797NL7 | 11/28/2025 | $6,956.04 | $45,378.90 | Open |
| 912797NU7 | 12/26/2025 | $7,401.60 | $37,583.68 | Open |
| 912797PV3 | 03/04/2026 | $14,072.60 | $66,389.56 | Open |
| 912797QX8 | 06/11/2026 | $8,544.88 | $22,274.76 | Open |
| 912797RS8 | 09/30/2026 | <$1,136.30> | <$1,136.30> | Open |

Total Unrealized Revenue Earned August 2025: $36,312.62

FDIC Fund Interest Earned: $282.30

Funds Transferred to OVCB Reserve Account: <$60,506.68>

Ending Value as of September 30, 2025: $12,169,321.50

**Beginning Value as of October 1, 2025: $12,169,321.50**

**Activity as of October 1, 2025:**

**Existing USTB:**

| USTB | MATURE DATE | MONTHLY UNREALIZED GAIN/LOSS | UNREALIZED GAIN/LOSS | ACTIVITY |
|---|---|---|---|---|
| 912797NL7 | 11/28/2025 | $7,676.34 | $53,055.24 | Open |
| 912797NU7 | 12/26/2025 | $7,113.76 | $44,697.44 | Open |
| 912797PV3 | 03/04/2026 | $14,196.77 | $80,586.33 | Open |
| 912797QX8 | 06/11/2026 | $6,284.22 | $28,558.98 | Open |
| 912797RS8 | 09/30/2026 | $4,875.76 | $3,739.46 | Open |

Total Unrealized Revenue Earned August 2025: $40,146.85

FDIC Fund Interest Earned: $0.05

**Ending Value as of October 31, 2025: $12,209,468.40**

**Oak Valley Community Bank – Reserve Account**

| | |
|---|---|
| **Balance as of January 1, 2025:** | **$ 4,368,629.13** |
| Total Interest Earned as of October 31, 2025: | $ 50,412.14 |
| Total Deposit as of October 31, 2025: | $ 243,407.41 |
| Total Withdrawals as of October 31, 2025: | <$ 4,000,000.00> |
| **Balance as of October 31, 2025:** | **$ 662,448.68** |

**Cetera Investment Account**

| | |
|---|---|
| **Balance as of January 1, 2025:** | **$ 8,115,573.19** |
| Total Unrealized Gain as of October 31, 2025: | $ 335,894.81 |
| Total Interest Earned as of October 31, 2025: | $ 1,407.81 |
| Total Transfers from OVCB as of October 31, 2025: | $ 4,000,000.00 |
| Total Transfers to OVCB as of October 31, 2025: | <$ 243,407.41> |
| **Balance as of October 31, 2025:** | **$ 12,209,468.40** |

**TOTAL FUNDS RESERVED:** **$ 12,871,917.08**

STANISLAUS REGIONAL TRANSIT AUTHORITY

**DATE:** **December 4, 2025**
**TO:** **Board of Directors**
**FROM:** **Dero In, Grants & Procurement Specialist**
**RE:** **Grants & Procurement Report**

**Agenda Item: [8B]**

## Procurement Report

**Out For Bids:**

| Project Title | Purpose |
|---|---|
| New Operations & Maintenance Facility Architectural and Engineering (A&E) Services | StanRTA is seeking a contractor to provide A&E services for the operations and maintenance facility. |
| Lease of a Mobile Hydrogen Fueling Station | StanRTA will be seeking a contractor to lease a mobile hydrogen fueling station. |

**In-Progress:**

| | |
|---|---|
| Onboard Credit Card Payments | StanRTA is seeking a vendor to provide a modern, comprehensive payment platform that will transform the way riders access and pay for public transportation. |
| Americans with Disabilities Act (ADA) Eligibility Determinations | StanRTA is seeking a contractor to provide ADA Eligibility Determinations services. |

## Grants Report

**In-Progress:**

**Grantor:** FTA
**Grant Name:** FY26 CMAQ Rideshare Program
**Purpose:** To provide funding for the Rideshare Program.
**Performance End Date:** 12/30/2030
**Grant Amount:** $800,000 – Pending FTA Approval

**Grantor:** Caltrans
**Grant Name:** FY25 5311
**Purpose:** To provide funding for StanRTA's rural routes.
**Performance End Date:** 12/30/2026
**Grant Amount:** $715,718 – Pending Caltrans Approval

**Grantor:** FTA
**Grant Name:** FY25 5339 Low or No Emission Grant Program and Buses and Buses Facilities Competitive Program
**Purpose:** To provide funding for the replacement of five diesel buses with five fuel cell electric buses (FCEBs) as well as the construction of a maintenance and operations transportation facility known as the Stanislaus Transportation Center (STC) that will include a hydrogen fueling station and maintenance facilities designed to safely maintain FCEBs.
**Performance End Date:** 12/31/2029
**Request Amount:** $39,249,918 – Pending FTA/DOT Approval

**Grantor:** StanCOG
**Grant Name:** FY27-FY30 Congestion Mitigation & Air Quality (CMAQ) and/or Surface Transportation Block Grant (STBG) Program
**Purpose:** To provide operating assistance and to purchase zero-emission buses.
**Performance End Date:** 8/31/2033
**Grant Award:** $19,000,000 – Pending StanCOG Approval

**Active Grants:**

**Grant #:** D10-XXX
**Grantor:** Caltrans
**Grant Name:** FY25 Low Carbon Transit Operations Program (LCTOP)
**Purpose:** To offer free fares to the public throughout the year to encourage ridership and promote public transportation.
**Performance End Date:** 6/30/2026
**Grant Award:** $1,349,408
**Available Balance:** $1,046,210.96

**Grant #:** 2022-M026-001
**Grantor:** Caltrans
**Grant Name:** FY23 SGR – StanRTA Vehicle Rehabilitation
**Purpose:** To rehabilitate transit vehicles.
**Performance End Date:** N/A
**Grant Award:** $2,447,490.01
**Available Balance:** $498,071.33

**Grant #:** 2024-M026-004
**Grantor:** Caltrans
**Grant Name:** FY24 SGR – Bus Stop Maintenance & Rehabilitation
**Purpose:** To rehabilitate bus stops throughout the county.
**Performance End Date:** N/A
**Grant Award:** $958,713.00
**Available Balance:** $178,192.12

**Grant #:** 2024-M026-004
**Grantor:** Caltrans
**Grant Name:** FY25 SGR – Bus Stop Maintenance & Rehabilitation
**Purpose:** To rehabilitate bus stops throughout the county.
**Performance End Date:** N/A
**Grant Award:** $955,208.00
**Available Balance:** $500,144.87

**Grant #:** 2024-M026-004
**Grantor:** Caltrans
**Grant Name:** FY26 SGR – Bus Stop Maintenance & Rehabilitation
**Purpose:** To rehabilitate bus stops throughout the county.
**Performance End Date:** N/A
**Grant Award:** $804,328.00
**Available Balance:** $661,693.34

**Grant #:** XXX
**Grantor:** CalSTA
**Grant Name:** SB125 - TIRCP/ZETCP
**Purpose:** To design and construct the operations and maintenance facility.
**Performance End Date:** N/A
**Grant Award:** $47,069,000.00
**Available Balance:** $47,069,000.00

**Grant #:** CA-2023-216
**Grantor:** FTA
**Grant Name:** FY23 CMAQ Rideshare Program
**Purpose:** To provide funding for the Rideshare Program.
**Performance End Date:** 9/30/2028
**Grant Award:** $300,000.00
**Available Balance:** $71,404

**Grant #:** CA-2024-105
**Grantor:** FTA
**Grant Name:** FY23 CMAQ Bus Replacement
**Purpose:** To purchase two (2) diesel buses and two (2) battery electric buses.
**Performance End Date:** 9/30/2028
**Grant Amount:** $2,400,000.00
**Available Balance:** $2,400,000.00

**Grant #:** CA-2025-118
**Grantor:** FTA
**Grant Name:** FY25 CMAQ Rideshare Program
**Purpose:** To provide funding for the Rideshare Program.
**Performance End Date:** 12/30/2029
**Grant Award:** $300,000.00
**Available Balance:** $300,000.00

**Grant #:** CA-2025-119
**Grantor:** FTA
**Grant Name:** FY25 5339(a) Buses and Bus Facilities Formula Program
**Purpose:** To purchase one (1) new bus and replace one (1) older bus that has met its useful life of 12 years.
**Performance End Date:** 6/30/2029
**Grant Amount:** $766,439.00
**Available Balance:** $766,439.00

**Grant #:** CA-2025-128
**Grantor:** FTA
**Grant Name:** FY25 5307 Urbanized Area Formula Grant
**Purpose:** To provide operating assistance and preventive maintenance.
**Performance End Date:** 8/30/2029
**Grant Amount:** $8,462,630.00
**Available Balance:** $5,089,550.00

**Grant #:** CA-2025-179
**Grantor:** FTA
**Grant Name:** FY25 5307 Operating Assistance – Turlock UZA
**Purpose:** To provide operating assistance funding for StanRTA's bus routes that travel to and from Turlock, CA.
**Performance End Date:** 8/30/2031
**Grant Amount:** $571,198
**Available Balance:** $563,993

**Grant #:** CA-2025-123
**Grantor:** FTA
**Grant Name:** FY25 5307 CMAQ/5307 Bus Replacement
**Purpose:** To purchase three (3) 40ft hydrogen fuel cell buses.
**Performance End Date:** 8/30/2029
**Grant Amount:** $3,600,000
**Available Balance:** $3,600,000

# Stanislaus Regional Transit Authority
## Monthly Summary Report - Fixed and Commuter Routes

Agenda Item: [8C]

| | Jul-25 | Aug-25 | Sep-25 | Oct-25 | Nov-25 | Dec-25 | Jan-26 | Feb-26 | Mar-26 | Apr-26 | May-26 | Jun-26 | ANNUAL | ANNUAL TARGET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **OPERATING DAYS** | | | | | | | | | | | | | | |
| **Weekday** | 22 | 21 | 22 | 23 | 19 | 22 | 21 | 20 | 22 | 22 | 21 | 22 | **257** | |
| **Saturday** | 4 | 5 | 4 | 4 | 5 | 4 | 5 | 4 | 4 | 4 | 5 | 4 | **52** | |
| **Sunday** | 4 | 5 | 4 | 4 | 5 | 4 | 4 | 4 | 5 | 4 | 5 | 4 | **52** | |
| **TOTAL OPERATING DAYS** | **30** | **31** | **30** | **31** | **29** | **30** | **30** | **28** | **31** | **30** | **31** | **30** | **361** | |
| **RIDERSHIP BY ROUTE** | | | | | | | | | | | | | | |
| 10 | 6,134 | 6,331 | 7,796 | 8,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28,761** | |
| 21 | 16,931 | 17,274 | 18,466 | 19,235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71,906** | |
| 22 | 32,856 | 29,868 | 27,644 | 31,630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **121,998** | |
| 23 | 18,864 | 16,262 | 14,990 | 16,449 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66,565** | |
| 24 | 2,168 | 2,873 | 3,330 | 3,465 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11,836** | |
| 25 | 24,423 | 24,956 | 28,334 | 29,785 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **107,498** | |
| 26 | 7,036 | 7,717 | 7,716 | 8,750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31,219** | |
| 29 | 7,742 | 7,906 | 7,883 | 8,312 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31,843** | |
| 29T | 11,897 | 11,850 | 12,172 | 12,906 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48,825** | |
| 30 | 14,592 | 13,855 | 16,859 | 17,672 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62,978** | |
| 31 | 13,711 | 15,007 | 16,580 | 18,826 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **64,124** | |
| 32 | 12,298 | 13,705 | 15,291 | 17,176 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58,470** | |
| 33 | 9,200 | 10,885 | 13,475 | 14,751 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48,311** | |
| 37 | 14,468 | 14,910 | 15,081 | 16,421 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60,880** | |
| 38 | 17,372 | 13,188 | 12,179 | 13,725 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56,464** | |
| 40 | 6,512 | 6,184 | 6,725 | 6,822 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26,243** | |
| 42 | 18,154 | 17,117 | 18,465 | 19,692 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **73,428** | |
| 45 | 4,910 | 4,771 | 4,761 | 4,791 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19,233** | |
| 47 | 10,314 | 9,865 | 9,918 | 11,281 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41,378** | |
| 48 | 5,983 | 7,039 | 7,609 | 8,079 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28,710** | |
| 50 | 6,840 | 6,953 | 6,752 | 7,158 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27,703** | |
| 60 | 10,520 | 11,270 | 10,573 | 11,596 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43,959** | |
| 61 | 1,865 | 2,198 | 2,348 | 2,397 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8,808** | |
| 70 - ACE Commuter | 1,245 | 1,012 | 1,108 | 1,083 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4,448** | |
| 80 - Stockton Commuter | 921 | 884 | 1,022 | 1,240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4,067** | |
| 90 - Modesto BART Commuter | 2,979 | 2,532 | 2,004 | 2,718 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10,233** | |
| 100 - Turlock/Patterson BART Commuter | 247 | 199 | 279 | 252 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **977** | |
| **ROUTE RIDERSHIP** | **280,182** | **276,611** | **289,360** | **314,712** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,160,865** | |
| **TOTAL RIDERSHIP** | **280,182** | **276,611** | **289,360** | **314,712** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,160,865** | |

# Stanislaus Regional Transit Authority
## Monthly Summary Report - Fixed and Commuter Routes

| | Jul-25 | Aug-25 | Sep-25 | Oct-25 | Nov-25 | Dec-25 | Jan-26 | Feb-26 | Mar-26 | Apr-26 | May-26 | Jun-26 | ANNUAL | ANNUAL TARGET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **RIDERSHIP BY FARE TYPE** | | | | | | | | | | | | | | |
| Regular 1 Day Pass | 146 | 98,527 | 91,872 | 76,224 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **266,769** | |
| Senior & Disabled 1 Day Pass | 36 | 22,387 | 21,002 | 17,019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60,444** | |
| Regular 7 Day Pass | 2 | 1,360 | 1,336 | 875 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3,573** | |
| Senior & Disabled Pass 7 Day Pass | 1 | 559 | 664 | 741 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1,965** | |
| Regular 31 Day Pass | 10 | 11,156 | 11,262 | 8,655 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31,083** | |
| Senior & Disabled 31 Day Pass | 5 | 16,215 | 16,902 | 12,249 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45,371** | |
| BART 1 Day Pass | 6 | 287 | 252 | 286 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **831** | |
| BART 31 Day Pass | 1 | 168 | 187 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **475** | |
| MJC Free | 505 | 21,958 | 36,638 | 30,519 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **89,620** | |
| Youth Free | 10,234 | 66,917 | 78,115 | 69,795 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **225,061** | |
| Veterans & Active Military | 114 | 5,895 | 7,014 | 6,480 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19,503** | |
| County Employee | 123 | 1,581 | 1,993 | 1,775 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5,472** | |
| City Employee | 372 | 793 | 911 | 818 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2,894** | |
| All Free | 241,520 | 1,320 | 267 | 62,226 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **305,333** | |
| Cooling Zone | 1,671 | 53 | 9 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1,748** | |
| Turlock Transfer | 0 | 150 | 98 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **353** | |
| Escalon Transfer | 2 | 13 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | |
| Token Transit | 238 | 24,837 | 26,383 | 22,991 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74,449** | |
| Mobility Device | 3,827 | 3,177 | 3,056 | 3,528 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13,588** | |
| Bike | 9,086 | 6,588 | 6,297 | 6,824 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28,795** | |
| Ramp Deployed | 4,504 | 4,284 | 4,383 | 4,438 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17,609** | |
| | | | | | | | | | | | | | | |
| **VEHICLE REVENUE MILES** | | | | | | | | | | | | | | |
| Revenue - MB | 303,047 | 304,462 | 291,047 | 312,205 | | | | | | | | | **1,210,761** | |
| Revenue - CB | 29,907 | 29,952 | 28,773 | 31,157 | | | | | | | | | **119,789** | |
| **VEHICLE DEADHEAD MILES** | | | | | | | | | | | | | | |
| Deadhead - MB | 12,858 | 10,690 | 10,402 | 11,839 | | | | | | | | | **45,789** | |
| Deadhead - CB | 2,450 | 2,452 | 2,345 | 2,662 | | | | | | | | | **9,909** | |
| **TOTAL VEHICLE MILES** | **348,262** | **347,555** | **332,567** | **357,863** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1,386,247 | |
| | | | | | | | | | | | | | | |
| **VEHICLE REVENUE HOURS** | | | | | | | | | | | | | | |
| Revenue - MB | 20,405 | 20,437 | 19,589 | 20,882 | | | | | | | | | **81,313** | |
| Revenue - CB | 889 | 886 | 855 | 924 | | | | | | | | | **3,554** | |
| **VEHICLE DEADHEAD HOURS** | | | | | | | | | | | | | | |
| Deadhead - MB | 659 | 595 | 578 | 627 | | | | | | | | | **2,459** | |
| Deadhead - CB | 108 | 113 | 111 | 118 | | | | | | | | | **449** | |
| **TOTAL VEHICLE HOURS** | **22,061** | **22,031** | **21,132** | **22,551** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 87,774 | |

# Stanislaus Regional Transit Authority
## Monthly Summary Report - Fixed and Commuter Routes

| | Jul-25 | Aug-25 | Sep-25 | Oct-25 | Nov-25 | Dec-25 | Jan-26 | Feb-26 | Mar-26 | Apr-26 | May-26 | Jun-26 | ANNUAL | ANNUAL TARGET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ON TIME PERFORMANCE** | | | | | | | | | | | | | | |
| Motor Bus | 86% | 80% | 78% | 79% | | | | | | | | | **81%** | **95%** |
| Commuter Bus | 64% | 68% | 62% | 60% | | | | | | | | | **64%** | **95%** |
| **PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)** | | | | | | | | | | | | | | |
| Major Events (S&S 40) | 0 | 0 | 0 | 1 | | | | | | | | | **1** | **13** |
| Collisions (Fixed Object) | 5 | 7 | 3 | 7 | | | | | | | | | **22** | **155** |
| Pedestrian Collisions | 2 | 3 | 1 | 4 | | | | | | | | | **10** | **0** |
| Vehicular Collisions | 0 | 0 | 0 | 0 | | | | | | | | | **0** | **78** |
| Fatalities | 0 | 0 | 0 | 0 | | | | | | | | | **0** | **0** |
| Transit Worker Fatalities | 0 | 0 | 0 | 0 | | | | | | | | | **0** | **0** |
| Injuries | 0 | 1 | 0 | 0 | | | | | | | | | **1** | **71** |
| Transit Worker Injuries | 0 | 0 | 0 | 0 | | | | | | | | | **0** | **57** |
| Assaults on Transit Workers | 0 | 0 | 1 | 1 | | | | | | | | | **2** | **0** |
| System Reliability (Miles Between Road Calls) | 25,826 | 48,913 | 32,788 | 28,784 | | | | | | | | | **34,078** | **18,000** |
| **SAFETY AND SECURITY** | | | | | | | | | | | | | | |
| NTD Non-Major Collisions (S&S 50) | 3 | 1 | 2 | 1 | | | | | | | | | **7** | |
| NTD Major Event (S&S 40) | 0 | 0 | 0 | 1 | | | | | | | | | **1** | |
| Total Non-Preventable Collisions | 6 | 7 | 8 | 5 | | | | | | | | | **26** | |
| Total Preventable Collisions | 2 | 7 | 3 | 7 | | | | | | | | | **19** | |
| **REVENUE** | | | | | | | | | | | | | | |
| Cash Fares | $2,162 | $57,251 | $60,780 | $48,024 | | | | | | | | | **$168,217** | |
| Sales | $15,878 | $25,239 | $66,692 | $29,857 | | | | | | | | | **$137,666** | |
| Token Transit Cash Deposit | $2,979 | $24,256 | $26,504 | $23,743 | | | | | | | | | **$77,482** | |
| LCTOP | $524,133 | $0 | $0 | $0 | | | | | | | | | **$524,133** | |
| **TOTAL Revenue** | **$545,152** | **$106,746** | **$153,976** | **$101,624** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** | **$907,498** | |
| **KEY PERFORMANCE INDICATORS** | | | | | | | | | | | | | | |
| Rides per Hour | 13.16 | 12.97 | 14.15 | 14.43 | | | | | | | | | **14** | |
| Rides per Mile | 0.84 | 0.83 | 0.90 | 0.92 | | | | | | | | | **0.87** | |
| Preventable Collisions per 100k Miles | 0.60 | 2.09 | 0.94 | 2.04 | | | | | | | | | **1.42** | **< 0.50** |
| Average Fare per Ride | $1.95 | $0.39 | $0.53 | $0.32 | | | | | | | | | **$ 0.80** | |
| Complaints per 100k Miles | 18.66 | 21.87 | 21.35 | 20.40 | | | | | | | | | **82** | |

# Stanislaus Regional Transit Authority
## Monthly Summary Report - Fixed and Commuter Routes

| | Jul-25 | Aug-25 | Sep-25 | Oct-25 | Nov-25 | Dec-25 | Jan-26 | Feb-26 | Mar-26 | Apr-26 | May-26 | Jun-26 | ANNUAL | ANNUAL TARGET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BUS STOP MAINTENANCE** | | | | | | | | | | | | | | |
| Graffiti Removal | 25 | 15 | 23 | 16 | | | | | | | | | **79** | |
| Shelter Repair | 38 | 4 | 1 | 1 | | | | | | | | | **44** | |
| Shelter Removal | 0 | 0 | 6 | 1 | | | | | | | | | **7** | |
| Shelter Install | 0 | 26 | 0 | 0 | | | | | | | | | **26** | |
| Bench Repair | 0 | 4 | 2 | 1 | | | | | | | | | **7** | |
| Bench Removal | 0 | 0 | 0 | 1 | | | | | | | | | **1** | |
| Bench Install | 0 | 26 | 0 | 12 | | | | | | | | | **38** | |
| Stolen Lights | 0 | 1 | 0 | 1 | | | | | | | | | **2** | |
| Stolen Solar Panels | 0 | 0 | 0 | 0 | | | | | | | | | **-** | |
| Stolen Batteries | 0 | 0 | 0 | 0 | | | | | | | | | **-** | |
| Bus Stop Sign/Post Repair | 13 | 25 | 24 | 20 | | | | | | | | | **82** | |
| Bus Stop Sign/Post Replacement | 0 | 0 | 21 | 0 | | | | | | | | | **21** | |
| Bus Stop Infopost Repair | 13 | 11 | 12 | 6 | | | | | | | | | **42** | |
| Bus Stop Infopost Replacement | 0 | 0 | 0 | 0 | | | | | | | | | **-** | |
| **SERVICE ISSUES** | | | | | | | | | | | | | | |
| Service related 20 < Late - Missed Trips | 0 | 0 | 0 | 0 | | | | | | | | | **-** | |
| Service related 20 > Late - Missed Trips | 4 | 14 | 21 | 36 | | | | | | | | | **75** | |
| Collision - Missed Trips | 2 | 5 | 4 | 4 | | | | | | | | | **15** | |
| Off Route - Missed Trips | 1 | 4 | 4 | 1 | | | | | | | | | **10** | |
| Mechanical Issue - Missed Trips | 28 | 23 | 21 | 27 | | | | | | | | | **99** | |
| No Bus - Missed Trips | 1 | 1 | 18 | 3 | | | | | | | | | **23** | |
| Negligence - Missed Trips | 4 | 4 | 6 | 5 | | | | | | | | | **19** | |
| Dispatcher Error - Missed Trips | 4 | 5 | 3 | 15 | | | | | | | | | **27** | |
| No Driver Available - Missed Trips | 5 | 3 | 2 | 19 | | | | | | | | | **29** | |
| Other - Missed Trips | 9 | 8 | 9 | 8 | | | | | | | | | **34** | |
| Passed Up Passengers | 37 | 9 | 25 | 36 | | | | | | | | | **107** | |
| Deficient Vehicle Condition | 75 | 75 | 75 | 75 | | | | | | | | | **300** | |
| Complaints | 65 | 76 | 71 | 73 | | | | | | | | | **285** | |
| Average Phone Queue Hold Times (mm:ss) | 00:53 | 01:05 | 01:20 | 01:11 | | | | | | | | | **01:07** | **< 3:00** |
| Average Hold time (mm:ss) | 01:38 | 01:45 | 02:03 | 02:17 | | | | | | | | | **01:56** | **< 2:00** |
| **DIGITAL ANALYTICS** | | | | | | | | | | | | | | |
| Transit App Sessions | 68,155 | 84,920 | 97,927 | 105,707 | | | | | | | | | **356,709** | |
| MyStop App - Android Monthly Active Users | 27,274 | 29,184 | 31,345 | 32,918 | | | | | | | | | **120,721** | |
| MyStop App - iOS Monthly Active Users | 9,068 | 12,185 | 13,540 | 14,884 | | | | | | | | | **49,677** | |
| www.StanRTA.org Sessions | 37,417 | 44,065 | 39,115 | 40,808 | | | | | | | | | **161,405** | |

# Stanislaus Regional Transit Authority
## Monthly Summary Report - Fixed and Commuter Routes

| | Jul-25 | Aug-25 | Sep-25 | Oct-25 | Nov-25 | Dec-25 | Jan-26 | Feb-26 | Mar-26 | Apr-26 | May-26 | Jun-26 | ANNUAL | ANNUAL TARGET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MAINTENANCE** | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| **VEHICLE MILES** | | | | | | | | | | | | | | |
| Total Miles - MB | 323,181 | 320,297 | 314,607 | 317,601 | | | | | | | | | **1,275,686** | |
| Total Miles - CB | 24,350 | 26,607 | 23,619 | 30,263 | | | | | | | | | **104,839** | |
| **TOTAL VEHICLE MILES** | **347,531** | **346,904** | **338,226** | **347,864** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,380,525** | |
| | | | | | | | | | | | | | | |
| **SERVICE ISSUES** | | | | | | | | | | | | | | |
| Annual Miles between Mechanical Failures - All Modes | 25,826 | 48,913 | 32,788 | 28,784 | | | | | | | | | **34,078** | **18,000** |
| Major Mechanical System Failures - MB | 12 | 8 | 10 | 13 | | | | | | | | | **43** | |
| Major Mechanical System Failures - CB | 0 | 0 | 1 | 0 | | | | | | | | | **1** | |
| Other Mechanical System Failures - MB | 15 | 16 | 18 | 10 | | | | | | | | | **59** | |
| Other Mechanical System Failures - CB | 0 | 0 | 0 | 0 | | | | | | | | | **-** | |
| Road Calls - MB | 27 | 24 | 28 | 23 | | | | | | | | | **102** | |
| Road Calls - CB | 0 | 0 | 1 | 0 | | | | | | | | | **1** | |
| Preventable Road Calls - MB | 0 | 1 | 2 | 2 | | | | | | | | | **5** | |
| Preventable Road Calls - CB | 0 | 0 | 0 | 0 | | | | | | | | | **-** | |
| Repeat Failure - MB | 0 | 0 | 0 | 0 | | | | | | | | | **-** | |
| Repeat Failure - CB | 0 | 0 | 0 | 0 | | | | | | | | | **-** | |
| Open Work Orders - MB | 108 | 124 | 113 | 94 | | | | | | | | | **439** | |
| Open Work Orders - CB | 12 | 12 | 9 | 11 | | | | | | | | | **44** | |
| Breakdowns per 100k Miles | 7.77 | 6.92 | 8.57 | 6.61 | | | | | | | | | **29.87** | |
| Breakdowns | 27 | 24 | 29 | 23 | | | | | | | | | **103** | |
| | | | | | | | | | | | | | | |
| **PREVENTATIVE MAINTENANCE PERFORMANCE** | | | | | | | | | | | | | | |
| Average hours PM "I" Service | 0.83 | 0.90 | 1.06 | 1.14 | | | | | | | | | **0.98** | |
| Average hours - "A" Service | 1.35 | 1.33 | 1.60 | 1.72 | | | | | | | | | **1.50** | |
| Average hours - "B" Service | 2.33 | 2.76 | 2.11 | 3.21 | | | | | | | | | **2.60** | |
| Percentage of non-billable hours | 32% | 23% | 19% | 18% | | | | | | | | | **23%** | |
| | | | | | | | | | | | | | | |
| **MAINTENANCE COSTS PER MILE** | | | | | | | | | | | | | | |
| Maintenance Cost per Mile - MB | $ 0.71 | $ 0.84 | $ 1.08 | $ 1.24 | | | | | | | | | **$ 0.97** | |
| Maintenance Cost per Mile - CB | $ 1.12 | $ 1.07 | $ 1.23 | $ 2.79 | | | | | | | | | **$ 1.55** | |
| | | | | | | | | | | | | | | |
| **FUEL COSTS PER MILE** | | | | | | | | | | | | | | |
| Diesel Cost per Mile - MB | $ 0.71 | $ 0.74 | $ 0.64 | $ 0.65 | | | | | | | | | **$ 0.69** | |
| Electric Cost per Mile - MB | $ 0.42 | $ 0.46 | $ 0.54 | $ 0.64 | | | | | | | | | **$ 0.52** | |
| CNG Cost per Mile - MB | $ 0.81 | $ 0.72 | $ 0.69 | | | | | | | | | | **$ 0.74** | |
| Diesel Cost per Mile - CB | $ 0.62 | $ 0.58 | $ 0.54 | $ 0.54 | | | | | | | | | **$ 0.57** | |

# Stanislaus Regional Transit Authority
## Monthly Summary Report - Fixed and Commuter Routes

| | Jul-25 | Aug-25 | Sep-25 | Oct-25 | Nov-25 | Dec-25 | Jan-26 | Feb-26 | Mar-26 | Apr-26 | May-26 | Jun-26 | ANNUAL | ANNUAL TARGET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)** | | | | | | | | | | | | | | |
| On-Time PM "I" | 85 | 75 | 59 | 71 | | | | | | | | | **290** | |
| Early PM "I" | 48 | 17 | 8 | 20 | | | | | | | | | **93** | |
| Late PM "I" | 32 | 50 | 69 | 80 | | | | | | | | | **231** | |
| On-Time PM "A" | 14 | 9 | 7 | 17 | | | | | | | | | **47** | |
| Early PM "A" | 1 | 0 | 0 | 1 | | | | | | | | | **2** | |
| Late PM "A" | 0 | 0 | 0 | 0 | | | | | | | | | **-** | |
| End-of-month: Overdue Vehicle PMs | 3 | 3 | 12 | 0 | | | | | | | | | **18** | |
| | | | | | | | | | | | | | | |
| **KEY PERFORMANCE INDICATORS** | | | | | | | | | | | | | | |
| Major Mechanical System Failures per 100k - MB | 3.71 | 2.50 | 3.18 | 4.09 | | | | | | | | | **3.37** | |
| Major Mechanical System Failures per 100k - CB | 0.00 | 0.00 | 4.23 | 0.00 | | | | | | | | | **1.06** | |
| Other Mechanical System Failures per 100k - MB | 4.64 | 5.00 | 5.72 | 3.15 | | | | | | | | | **4.63** | |
| Other Mechanical System Failures per 100k - CB | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | | **0.00** | |
| | | | | | | | | | | | | | | |
| **STANRTA STAFFING LEVELS** | | | | | | | | | | | | | | |
| City of Modesto Maintenance Dept. | 31 | 27 | 26 | 26 | | | | | | | | | **28** | **30** |
| Transdev Fixed Route Drivers | 173 | 172 | 165 | 169 | | | | | | | | | **170** | **177** |
| Transdev Demand Response Drivers | 59 | 59 | 62 | 62 | | | | | | | | | **61** | **78** |
| Transdev Operations | 58 | 58 | 56 | 58 | | | | | | | | | **58** | **60** |
| StanRTA Admin Staff | 17 | 17 | 17 | 17 | | | | | | | | | **17** | **18** |
| | | | | | | | | | | | | | | |
| **STANISLAUS COUNTY SHERIFFS DEPARTMENT** | | | | | | | | | | | | | | |
| Misdemanor Arrests | 9 | 66 | 30 | | | | | | | | | | **105** | |
| Felony Arrests | 0 | 39 | 21 | | | | | | | | | | **60** | |
| Trespassing Arrests | 3 | 40 | 25 | | | | | | | | | | **68** | |
| Drug Related Arrests | 4 | 27 | 12 | | | | | | | | | | **43** | |
| Resisting Arrests | 0 | 27 | 16 | | | | | | | | | | **43** | |
| Warrant Arrests | 0 | 20 | 9 | | | | | | | | | | **29** | |
| Theft Incidents / Arrests | 0 | 2 | 1 | | | | | | | | | | **3** | |
| DUI Arrests | 0 | 1 | 0 | | | | | | | | | | **1** | |
| Drunk in Public | 3 | 12 | 2 | | | | | | | | | | **17** | |
| Citations | 0 | 11 | 0 | | | | | | | | | | **11** | |
| Pursuits | 0 | 1 | 0 | | | | | | | | | | **1** | |
| Missing Persons Located | 0 | 1 | 2 | | | | | | | | | | **3** | |

# Stanislaus Regional Transit Authority
## Monthly Summary Report - Demand Response

| | Jul-25 | Aug-25 | Sep-25 | Oct-25 | Nov-25 | Dec-25 | Jan-26 | Feb-26 | Mar-26 | Apr-26 | May-26 | Jun-26 | ANNUAL | ANNUAL TARGET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **OPERATING DAYS** | | | | | | | | | | | | | | |
| **Weekday** | 23 | 21 | 22 | 23 | 22 | 22 | 23 | 20 | 21 | 22 | 22 | 21 | **262** | |
| **Saturday** | 4 | 5 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 5 | 4 | **51** | |
| **Sunday** | 4 | 5 | 4 | 4 | 4 | 5 | 4 | 4 | 5 | 4 | 4 | 5 | **52** | |
| **TOTAL OPERATING DAYS** | **31** | **31** | **30** | **31** | **30** | **31** | **31** | **28** | **31** | **30** | **31** | **30** | **365** | |
| **RIDERSHIP BY SERVICE** | | | | | | | | | | | | | | |
| ADA | 15,133 | 14,981 | 14,640 | 16,223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60,977** | |
| ADA Eligibility | 181 | 115 | 214 | 194 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **704** | |
| MediVan | 74 | 85 | 77 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **316** | |
| Oakdale DAR | 1 | 15 | 12 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** | |
| Patterson DAR | 8 | 147 | 170 | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **544** | |
| Riverbank DAR | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | |
| **TOTAL RIDERSHIP** | **15,397** | **15,344** | **15,113** | **16,728** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 62,582 | |
| **VEHICLE REVENUE & DEADHEAD MILES** | | | | | | | | | | | | | | |
| Revenue | 106,093 | 105,808 | 106,423 | 117,179 | | | | | | | | | **435,503** | |
| Deadhead | 27,287 | 25,442 | 26,851 | 27,425 | | | | | | | | | **107,005** | |
| **TOTAL VEHICLE MILES** | **133,380** | **131,250** | **133,274** | **144,604** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 542,507 | |
| **VEHICLE REVENUE & DEADHEAD HOURS** | | | | | | | | | | | | | | |
| Revenue | 6,838 | 6,826 | 7,034 | 7,656 | | | | | | | | | **28,353** | |
| Deadhead | 2,367 | 2,317 | 2,453 | 2,313 | | | | | | | | | **9,449** | |
| **TOTAL VEHICLE HOURS** | **9,204** | **9,143** | **9,486** | **9,968** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 37,802 | |
| **ON TIME PERFORMANCE** | 90% | 87% | 92% | 90% | | | | | | | | | **90%** | **95%** |
| **SAFETY AND SECURITY** | | | | | | | | | | | | | | |
| NTD Non-Major Collisions (S&S 50) | 0 | 0 | 1 | 0 | | | | | | | | | **1** | |
| NTD Major Event (S&S 40) | 0 | 0 | 0 | 0 | | | | | | | | | **0** | |
| Total Non-Preventable Collisions | 0 | 2 | 4 | 1 | | | | | | | | | **7** | |
| Total Preventable Collisions | 2 | 1 | 0 | 0 | | | | | | | | | **3** | |
| **REVENUE** | | | | | | | | | | | | | | |
| Cash Fares | $756 | $4,746 | $4,762 | $4,249 | | | | | | | | | **$14,512** | |
| Ticket Sales | $25,078 | $24,748 | $26,155 | $26,513 | | | | | | | | | **$102,493** | |
| Ecolane Sales | $2,134 | $7,964 | $7,832 | $5,866 | | | | | | | | | **$23,796** | |
| **TOTAL Revenue** | **$27,967** | **$37,458** | **$38,749** | **$36,627** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** | $140,801 | |

# Stanislaus Regional Transit Authority
## Monthly Summary Report - Demand Response

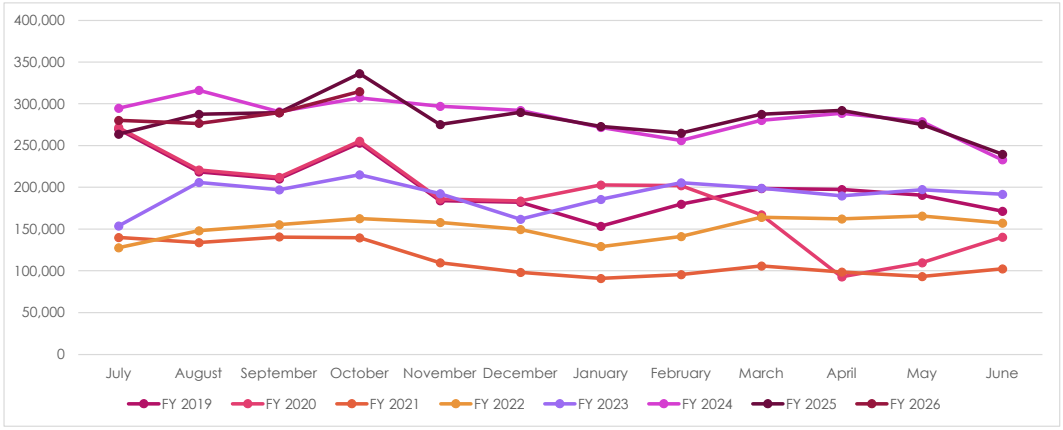
| | Jul-25 | Aug-25 | Sep-25 | Oct-25 | Nov-25 | Dec-25 | Jan-26 | Feb-26 | Mar-26 | Apr-26 | May-26 | Jun-26 | ANNUAL | ANNUAL TARGET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **SERVICE** | | | | | | | | | | | | | | |
| Total Trips | 16,046 | 16,010 | 15,717 | 17,328 | | | | | | | | | **16,275** | |
| Rides per Hour | 2.25 | 2.25 | 2.15 | 2.19 | | | | | | | | | **2.21** | **> 2.5** |
| Rides per Mile | 0.15 | 0.15 | 0.14 | 0.14 | | | | | | | | | **0.14** | |
| Preventable Collisions per 100k Miles | 1.89 | 0.95 | 0.00 | 0.00 | | | | | | | | | **0.71** | **< 0.50** |
| Average Fare per Ride | $1.82 | $2.44 | $2.56 | $2.19 | | | | | | | | | **$2.25** | |
| Complaints per 1,000 Trips | 1.00 | 1.57 | 1.64 | 1.28 | | | | | | | | | **1.373** | **< 4** |
| Complaints per 100k Miles | 12.00 | 16.76 | 17.26 | 12.45 | | | | | | | | | **58.46** | |
| Average Phone Queue Hold Times (mm:ss) | 01:54 | 01:23 | 01:42 | 01:25 | | | | | | | | | **01:36** | **< 3:00** |
| Average Hold time (mm:ss) | 01:05 | 02:04 | 02:15 | 02:21 | | | | | | | | | **01:56** | **< 2:00** |
| **Excessively Late Pickups** | 69 | 124 | 66 | 40 | | | | | | | | | **299** | |
| Excessively Late Pickups % | 0.43% | 0.77% | 0.42% | 0.23% | | | | | | | | | **0.46%** | **< .10%** |
| **Excessively Late Drop Offs** | 38 | 54 | 45 | 35 | | | | | | | | | **172** | |
| Excessively Late Drop Offs % | 0.24% | 0.34% | 0.29% | 0.20% | | | | | | | | | **0.27%** | **< .10%** |
| **Excessively Early Pickups** | 44 | 57 | 48 | 37 | | | | | | | | | **186** | |
| Excessively Early Pickups % | 0.27% | 0.36% | 0.31% | 0.21% | | | | | | | | | **0.29%** | **< .10%** |
| **Excessively Early Drop Offs** | 61 | 57 | 48 | 37 | | | | | | | | | **203** | |
| Excessively Early Drop Offs % | 0.38% | 0.36% | 0.31% | 0.21% | | | | | | | | | **0.31%** | **< .10%** |
| No Shows - Invalid | 56 | 81 | 87 | 95 | | | | | | | | | **319** | |
| **No Shows - Valid** | 347 | 241 | 242 | 226 | | | | | | | | | **1,056** | |
| No Shows - Valid % | 2.16% | 1.51% | 1.54% | 1.30% | | | | | | | | | **1.63%** | |
| Cancel at Door - Invalid | 28 | 12 | 3 | 3 | | | | | | | | | **46** | |
| **Cancel at Door - Valid** | 102 | 222 | 171 | 11 | | | | | | | | | **506** | |
| Cancel at Door - Valid % | 0.64% | 1.39% | 1.09% | 0.06% | | | | | | | | | **0.79%** | |
| Trip Denials ADA | 2 | 0 | 0 | 0 | | | | | | | | | **2** | |
| Trip Denials DR | 0 | 0 | 0 | 0 | | | | | | | | | **-** | |
| Trip Denials Medivan | 0 | 0 | 0 | 0 | | | | | | | | | **-** | |
| Missed Trips | 113 | 107 | 130 | 135 | | | | | | | | | **485** | |
| | | | | | | | | | | | | | | |
| **SERVICE ISSUES** | | | | | | | | | | | | | | |
| Deficient Vehicle Condition | 75 | 75 | 75 | 75 | | | | | | | | | **300** | |
| Complaints | 16 | 22 | 23 | 18 | | | | | | | | | **79** | |
| Breakdowns | 14 | 5 | 7 | 12 | | | | | | | | | **38** | |

# Stanislaus Regional Transit Authority
## Monthly Summary Report - Demand Response

| | Jul-25 | Aug-25 | Sep-25 | Oct-25 | Nov-25 | Dec-25 | Jan-26 | Feb-26 | Mar-26 | Apr-26 | May-26 | Jun-26 | ANNUAL | ANNUAL TARGET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MAINTENANCE** | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| **VEHICLE MILES** | | | | | | | | | | | | | | |
| Total Miles - DR | 136,559 | 134,962 | 135,123 | 148,292 | | | | | | | | | 554,936 | |
| **TOTAL VEHICLE MILES** | **136,559** | **134,962** | **135,123** | **148,292** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **554,936** | |
| | | | | | | | | | | | | | | |
| **KEY PERFORMANCE INDICATORS** | | | | | | | | | | | | | | |
| Major Mechanical System Failures - DR | 5 | 1 | 2 | 3 | | | | | | | | | 11 | |
| Other Mechanical System Failures - DR | 9 | 4 | 5 | 9 | | | | | | | | | 27 | |
| Major Mechanical System Failures per 100k - DR | 3.75 | 0.76 | 1.50 | 2.07 | | | | | | | | | 2.02 | |
| Other Mechanical System Failures per 100k - DR | 6.75 | 3.05 | 3.75 | 6.22 | | | | | | | | | 4.94 | |
| Road Calls - DR | 13 | 5 | 7 | 12 | | | | | | | | | 37 | |
| Preventable Road Calls - DR | 2 | 0 | 0 | 2 | | | | | | | | | 4 | |
| Road Calls per 100k Miles - DR | 9.52 | 3.70 | 5.18 | 8.09 | | | | | | | | | 26.50 | |
| Repeat Failure - DR | 0 | 0 | 0 | 0 | | | | | | | | | - | |
| Open Work Orders - DR | 25 | 25 | 25 | 29 | | | | | | | | | 104 | |
| | | | | | | | | | | | | | | |
| **MAINTENANCE COSTS PER MILE** | | | | | | | | | | | | | | |
| Maintenance Cost per Mile - DR | $ 0.50 | $ 0.76 | $ 0.52 | $ 0.50 | | | | | | | | | $ 0.57 | |
| | | | | | | | | | | | | | | |
| **FUEL COSTS PER MILE** | | | | | | | | | | | | | | |
| Gasoline Cost per Mile - DR | $ 0.48 | $ 0.62 | $ 0.57 | $ 0.56 | | | | | | | | | $ 0.56 | |
| | | | | | | | | | | | | | | |
| **PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)** | | | | | | | | | | | | | | |
| On-Time PM "A" | 12 | 17 | 15 | 25 | | | | | | | | | 69 | |
| Early PM "A" | 4 | 0 | 0 | 0 | | | | | | | | | 4 | |
| Late PM "A" | 0 | 0 | 0 | 2 | | | | | | | | | 2 | |

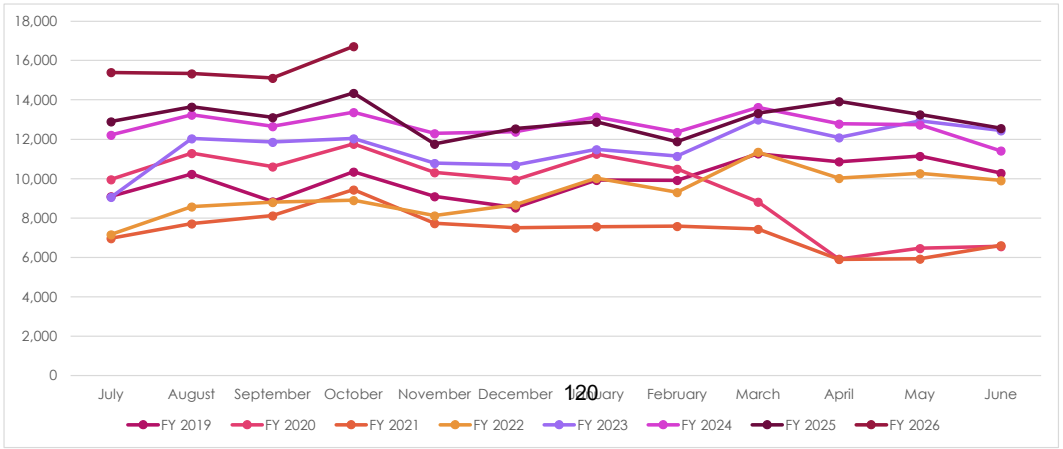
**Fixed Route Ridership**

| | July | August | September | October | November | December | January | February | March | April | May | June | Total | Ave |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FY 2019** | 269,699 | 218,332 | 209,941 | 253,082 | 183,895 | 181,997 | 153,446 | 179,855 | 198,638 | 197,375 | 190,575 | 171,278 | **2,408,113** | **200,676** |
| **FY 2020** | 271,714 | 220,782 | 212,036 | 255,433 | 185,868 | 183,635 | 202,711 | 202,180 | 167,035 | 93,047 | 109,876 | 140,202 | **2,244,519** | **187,043** |
| **FY 2021** | 139,982 | 133,883 | 140,682 | 139,438 | 109,854 | 98,345 | 90,954 | 95,471 | 105,995 | 98,520 | 93,158 | 102,363 | **1,348,645** | **112,387** |
| **FY 2022** | 127,798 | 148,098 | 155,426 | 162,426 | 158,095 | 149,667 | 129,078 | 141,224 | 164,168 | 162,388 | 165,715 | 157,211 | **1,821,294** | **151,775** |
| **FY 2023** | 153,876 | 205,957 | 197,181 | 215,189 | 192,491 | 161,830 | 185,444 | 205,612 | 199,079 | 189,918 | 197,242 | 191,533 | **2,295,352** | **191,279** |
| **FY 2024** | 294,554 | 316,195 | 290,385 | 307,163 | 297,109 | 291,911 | 271,733 | 256,071 | 280,271 | 288,403 | 278,696 | 232,884 | **3,405,375** | **283,781** |
| **FY 2025** | 263,744 | 287,373 | 289,442 | 336,085 | 275,035 | 289,719 | 272,933 | 264,832 | 287,589 | 292,117 | 275,305 | 239,750 | **3,373,924** | **281,160** |
| **FY 2026** | 280,182 | 276,611 | 289,360 | 314,712 | | | | | | | | | **1,160,865** | **290,216** |




**Demand Response Ridership**

| | July | August | September | October | November | December | January | February | March | April | May | June | Total | Ave |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FY 2019** | 9,096 | 10,231 | 8,838 | 10,356 | 9,097 | 8,530 | 9,931 | 9,920 | 11,269 | 10,862 | 11,143 | 10,279 | **119,552** | **9,963** |
| **FY 2020** | 9,960 | 11,292 | 10,615 | 11,770 | 10,320 | 9,944 | 11,252 | 10,503 | 8,817 | 5,928 | 6,463 | 6,561 | **113,425** | **9,452** |
| **FY 2021** | 6,974 | 7,714 | 8,131 | 9,442 | 7,737 | 7,503 | 7,563 | 7,594 | 7,438 | 5,911 | 5,928 | 6,608 | **88,543** | **7,379** |
| **FY 2022** | 7,165 | 8,586 | 8,800 | 8,911 | 8,126 | 8,670 | 10,029 | 9,310 | 11,353 | 10,021 | 10,265 | 9,914 | **111,150** | **9,263** |
| **FY 2023** | 9,059 | 12,037 | 11,858 | 12,042 | 10,789 | 10,690 | 11,491 | 11,151 | 12,998 | 12,087 | 12,941 | 12,445 | **139,588** | **11,632** |
| **FY 2024** | 12,222 | 13,247 | 12,654 | 13,370 | 12,304 | 12,385 | 13,138 | 12,360 | 13,628 | 12,790 | 12,745 | 11,419 | **152,262** | **12,689** |
| **FY 2025** | 12,900 | 13,644 | 13,121 | 14,348 | 11,766 | 12,539 | 12,892 | 11,886 | 13,319 | 13,929 | 13,253 | 12,567 | **156,164** | **13,014** |
| **FY 2026** | 15,397 | 15,344 | 15,113 | 16,728 | | | | | | | | | **62,582** | **15,646** |



# Stanislaus Regional Transit Authority
# Month to Month Ridership Comparison Report

| Fixed and Commuter Routes | | | |
|---|---|---|---|
| **Route** | **October 2024** | **October 2025** | **Ridership % Change** |
| 10 | 7,781 | 8,500 | 9% |
| 21 | 22,459 | 19,235 | -14% |
| 22 | 34,450 | 31,630 | -8% |
| 23 | 19,517 | 16,449 | -16% |
| 24 | 3,673 | 3,465 | -6% |
| 25 | 32,860 | 29,785 | -9% |
| 26 | 8,162 | 8,750 | 7% |
| 29 | 8,773 | 8,312 | -5% |
| 29T | 13,125 | 12,906 | -2% |
| 30 | 19,402 | 17,672 | -9% |
| 31 | 19,694 | 18,826 | -4% |
| 32 | 18,849 | 17,176 | -9% |
| 33 | 13,301 | 14,751 | 11% |
| 37 | 18,347 | 16,421 | -10% |
| 38 | 15,617 | 13,725 | -12% |
| 40 | 7,177 | 6,822 | -5% |
| 42 | 21,887 | 19,692 | -10% |
| 45 | 3,956 | 4,791 | 21% |
| 47 | 11,155 | 11,281 | 1% |
| 48 | 7,566 | 8,079 | 7% |
| 50 | 7,819 | 7,158 | -8% |
| 60 | 12,875 | 11,596 | -10% |
| 61 | 2,230 | 2,397 | 7% |
| 70 - ACE | 1,362 | 1,083 | -20% |
| 80 - Stockton | 1,090 | 1,240 | 14% |
| 90 - Modesto BART | 2,726 | 2,718 | 0% |
| 100 - Turlock/Patterson BART | 232 | 252 | 9% |
| **Total** | **336,085** | **314,712** | **-6%** |

| Demand Response Service | | | |
|---|---|---|---|
| **Ridership by Service** | **October 2024** | **October 2025** | **Ridership % Change** |
| ADA | 13,820 | 16,223 | 17% |
| ADA Eligibility | 145 | 194 | 34% |
| MediVan | 82 | 80 | -2% |
| Oakdale DAR | 59 | 10 | 0% |
| Patterson DAR | 238 | 219 | -8% |
| Riverbank DAR | 4 | 2 | 0% |
| **Total** | **14,348** | **16,728** | **17%** |

STANISLAUS REGIONAL TRANSIT AUTHORITY

**DATE:** December 4, 2025

**TO:** Board of Directors

**FROM:** April Henderson-Potter, Head of Marketing and Engagement

**RE:** Marketing Update

**Agenda Item: [8D]**

The following activities were undertaken during October and November 2025.

**Modesto Transit Center Pop-Up Event – October 25, 2025**
StanRTA tabled a pop-up event at the Modesto Transit Center, offering resources, information, and giveaway items to an estimated 30 passengers.

**Modesto Transit Center Pop-Up Event – November 1, 2025**
StanRTA tabled a pop-up event at the Modesto Transit Center, offering resources, information, and giveaway items to 28 passengers.

**Central Valley Business Expo – November 6, 2025**
StanRTA was pleased to join 40 local businesses and vendors and to provide a vendor table, distributing information about the Disadvantaged Business Enterprise program at the Annual Central Valley Business Expo at the Modesto Centre Plaza to 75 participants.

**Special Needs in My City – November 8, 2025**
StanRTA tabled the wellness conference at the Doubletree Hotel. This event was aimed at families and individuals with special needs in the community. Information on fixed-route and paratransit services was given out, and service questions were answered for approximately 75 attendees. Five other agencies that serve special needs families also attended.

**Veterans Resource Fair – November 10, 2025**
StanRTA was proud to attend and table the Love Riverbank Veterans Resource Fair at the Riverbank Community Center, providing information and resources about free Veteran and Active Military transportation on StanRTA services. Fifteen counties and Veteran agencies also tabled at the event, and engaged approximately 10 attendees.

**United Partners of Patterson – November 20, 2025**
StanRTA was happy to attend the quarterly meeting of the United Partners of Patterson, which includes around 50 community organizations from Patterson. This event allows organizations to share valuable information about their services that can assist Patterson residents.

**Modesto Junior College Pride Event – November 21, 2025**
The StanRTA Short Range Transit Plan (SRTP) Team from Kimley Horn and StanRTA staff attended the MJC Pride Event to engage with students, faculty, and the public, asking for input and feedback on creating a more efficient public transportation system. This information will help to inform and impact the final recommendations from the SRTP team.

## SOCIAL MEDIA

The following tables reflect activity for October 1 – 31, 2025

| Facebook Metrics | |
|---|---|
| **Metrics** | **Total** |
| Audience Growth Rate% | 0.45% |
| - Transportation Industry Audience Growth Rate% | 0.64% |
| Post Engagement % | 9.14% |
| - Transportation Industry Post Engagement % | 1.88% |
| Posting Frequency (# Per Day) | 2.58 |
| - Transportation Industry Posting Frequency (# Per Day) | 0.42 |
| Post Impressions/Views | 38.5 K |
| Reach | 34.2 K |
| Total Followers | 3,784 |

| Instagram Metrics | |
|---|---|
| **Metrics** | **Total** |
| Audience Growth Rate% | 0.16% |
| - Transportation Industry Audience Growth Rate% | -2.65% |
| Post Engagement % | 5.91% |
| - Transportation Industry Post Engagement % | 1.4% |
| Posting Frequency (# Per Day) | 1.74 |
| - Transportation Industry Posting Frequency (# Per Day) | 0.66 |
| Post Impressions/Views | 16.5 K |
| Reach | 6.7 K |
| Total Followers | 1,279 |

| TikTok Metrics | |
|---|---|
| **Metrics** | **Total** |
| Audience Growth Rate% | 33.98% |
| - Transportation Industry Audience Growth Rate% | 0.83% |
| Post Engagement % | 2.08% |
| - Transportation Industry Post Engagement % | 0.72% |
| Posting Frequency (# Per Day) | 1.16 |
| - Transportation Industry Posting Frequency (# Per Day) | 0.23 |
| Post Impressions/Views | 5.2 K |
| Reach | 4.6 K |
| Total Followers | 102 |

| X Metrics | |
|---|---|
| **Metrics** | **Total** |
| Audience Growth Rate% | -0.64% |
| - Transportation Industry Audience Growth Rate% | -3.32% |
| Post Engagement % | 4.96% |
| - Transportation Industry Post Engagement % | 1.09% |
| Post Impressions/Views | 129 |
| Total Followers | 466 |

Based on industry benchmarks for smaller transportation agencies, StanRTA's social media efforts are higher in every category on each platform.

## PROMOTIONAL CAMPAIGNS

**Passenger Pumpkin Bingo**

StanRTA launched a fall-themed "Passenger Pumpkin Bingo" campaign to promote ridership and social media engagement. Miniature pumpkins were hidden across all bus routes and discovered by passengers who redeemed them for Bingo cards at Customer Service. Approximately 15 Bingo cards have currently been redeemed. Throughout November, Bingo numbers are shared on social media. Verified Bingo winners will receive StanRTA swag.

The following items were designed and implemented as outreach for the campaign

- Social media posts
- Car cards
- Website updates

**Free Fares December**

StanRTA will again provide free rides on all forms of transportation during December in coordination with Turlock Transit and Merced (The Bus). This will encourage increased ridership and community engagement. The campaign launched on 11/16/2025.

- Social Media Posts
- Car Cards
- Transit Center Display Case Posters
- MyStop Avail Alerts
- Mailchimp Press Release
- 10th Street Place Poster
- Website Newsflash

**Upcoming Events**

- *Celebration of Lights Parade* – December 6, 2025 – 5:30 pm – 8:00 pm: StanRTA will have a bus decorated and staff will distribute candy to parade attendees.
- *Stanislaus Latino Chamber of Commerce 5th Annual Christmas Carnaval* – December 6, 2025 – 12:00 pm – 4:00 pm: StanRTA and the Short-Range Transit Plan team from Kimley Horn will attend this event and ask for community feedback to help inform and develop the final SRTP report to make StanRTA services more efficient in the future.
- *City of Ceres Christmas Festival* – December 6, 2025 – 1:00 pm – 4:00 pm: StanRTA and the Short-Range Transit Plan team from Kimley Horn will attend this event and ask for community feedback to help inform and develop the final SRTP report to make StanRTA services more efficient in the future.

STANISLAUS REGIONAL TRANSIT AUTHORITY

# CEO Reports

STANISLAUS REGIONAL TRANSIT AUTHORITY

# Directors Reports

## STANISLAUS REGIONAL TRANSIT AUTHORITY

# Closed session

11A. Conference with Legal Counsel: Potential Litigation
Pursuant to Paragraph (2) of subdivision (d) of Government Code Section 54956.9:
Two Cases