

1. Stanislaus Regional Transit Board Meeting Agenda 3/26/26

Documents:

[BOARD OF DIRECTORS PACKET 3.26.26.PDF](#)  
[BOARD AGENDA MAR 26 2026.PDF](#)

1.1. Stanislaus Regional Transit Authority Board Meeting Agenda (SP)

Documents:

[BOARD AGENDA MAR 26 2026 \(SP\).PDF](#)

# STANISLAUS REGIONAL TRANSIT AUTHORITY

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**BOARD OF DIRECTORS MEETING  
1111 I STREET, SUITE 308  
STANCOG POLICY BOARD ROOM  
THURSDAY, MARCH 26, 2026  
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/tZltdOuppiljH9UJ1bF6MbJVOpVS0B6Q4LXx#/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](mailto:info@stanrta.org) or by calling 209-477-7011 by 3:00 pm on March 25, 2026.

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](http://www.stanrta.org) and at the Authority office located at 912 11<sup>th</sup> Street, Modesto, CA during normal business hours. The documents are also available on the StanRTA website at [www.stanrta.org](http://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 reuniones 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 Drivers/Employees of the Month

### **6. CONSENT CALENDAR**

- A. Motion to Approve the Stanislaus Regional Transit Authority Meeting Minutes of February 26, 2026
- B. Motion to Adopt Resolution 2026-229 Approving the Amended No Show/Late Cancellation and Suspension Policy and Adopt Option 2

### **7. DISCUSSION/ACTION ITEMS**

- A. Motion to Adopt Resolution 2026-230 Approving the Equity Analysis of the Proposed Operations Maintenance Facility Site and Project
- B. Motion to Approve Establishment of an Accounting and Audit Committee and Appoint Three Board Members to the Committee
- C. Motion to Adopt Resolution 2026-231 Approving the Operating and Capital Budgets for Fiscal Year 2026-2027 *and* Motion to Adopt Resolution 2026-232 Approving the Transportation Development Act Claim for Fiscal Year 2026-2027

in the amount of \$28,399,392 and a Regional Transit Claim in the Amount of \$1,421,767

**8. INFORMATION ITEMS**

A. Key Performance Indicators

B. Marketing Report

**9. CEO REPORT**

**10. DIRECTOR REPORTS**

**11. ADJOURNMENT**

**Next Regularly Scheduled Stanislaus Regional Transit Authority Meeting:**  
**Thursday, April 23, 2026, at 1:00 p.m.**

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# PRESENTATION

5A. Recognition of Drivers/Employees of the Month

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# **CONSENT CALENDAR**

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

**BOARD OF DIRECTORS MEETING**

Minutes of February 26, 2026  
(Thursday) 1:00 p.m.

**DIRECTORS PRESENT:** Steven Morrow (Citizen Member); Andrea Wilson (Citizen Member); David Wright (City of Modesto); Chris Ricci (City of Modesto); Terry Withrow (Stanislaus County); Channce Condit (Stanislaus County)

**DIRECTORS ABSENT:** All Directors were present.

**STAFF PRESENT:** Adam Barth (CEO); Valerie Fabela, Leticia Ortiz, Angela Swanson

**ALSO PRESENT:** Monica Streeter (General Counsel); Lisa Jimenez (Special Counsel, Neumiller & Beardslee); Noemi Badillo (IT Services); Ron McMurtry, Clifton Crabtree, Jessica Lee, Will Starmer, Robert Baguindo

**1. CALL TO ORDER**

Chair Ricci opened the meeting at 1:00 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 of the public commented on his experience with Kimley Horn and the opportunity he's had with being able to participate in the SRTP.

A member from the public commented online promoting that the Civil Grand Jury is recruiting for this year and submissions to the court due by April 15<sup>th</sup>.

**5. PRESENTATIONS**

A. Recognition of Employee of the Month

Transdev employee Will Starmer was recognized as the November employee of the month.

Transdev employee Will Starmer was recognized for ensuring Community Safety and Vigilance

Transdev employee Robert Baguindo was recognized as the February employee of the month.

B. Transit Employee Appreciation Day Proclamation

The Board of Directors formally recognized March 18<sup>th</sup> as National Transit Appreciation Day.

**6. CONSENT CALENDAR**

A. Motion to Approve the Stanislaus Regional Transit Authority Meeting Minutes January 22, 2026

B. Motion to Adopt Resolution 2026-226 Identifying Authorized Bank Signers

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

**7. DISCUSSION/ACTION ITEMS**

A. Motion to Accept the Fiscal Year Ended June 30, 2025, Audited Financial Statements and Independent Auditor’s Report

Ashley Green from Brown Armstrong gave a presentation regarding the FY 24/25 Financial Audit.

At the request of Director Withrow, the agency will consider establishing an Accounting and Audit Committee.

**\*By Motion, (Director Wright, Director Morrow), and a 6-0 vote, the Stanislaus Regional Transit Authority Board Approved 7A of the Discussion/Action**

B. Motion to Adopt Resolution 2026-227 Accepting the Fiscal Year 2025-2026 Mid-Year Financial Report and Approving a Rideshare Budget Adjustment

Finance Director Letti Ortiz gave a presentation regarding the Fiscal Year 2025-2026 Mid-Year Financial Report.

**\*By Motion, (Director Wright, Director Withrow), and a 6-0 vote, the Stanislaus Regional Transit Authority Board Approved 7B of the Discussion/Action**

C. Verbal Update on the Strategic Plan by InfraStrategies, LLC

Erin Barry with InfraStrategies gave a presentation regarding the Strategic Planning Update.

D. Motion to Adopt Resolution 2026-228 Authorizing the CEO to Execute an Agreement with Stantec Architecture, Inc. for Design Services for the Operations and Maintenance Facility on a Fixed Fee Basis not-to-exceed \$11,658,141

Senior Transit Analyst Angela Swanson gave a presentation regarding the Agreement with Stantec to provide design services for the proposed Operations and Maintenance Facility.

**\*By Motion, (Director Condit, Chair Ricci), vote to put this item back out for bid and a 3-3 vote, the Stanislaus Regional Transit Authority Board did not approve 7D of the Discussion/Action Items**

**\*By Motion, (Director Wright, Director Morrow), vote to accept the current bid and a 3-3 vote, the Stanislaus Regional Transit Authority Board did not approve 7D of the Discussion/Action Items**

## **8. INFORMATION ITEMS**

- A. Key Performance Indicators
- B. Marketing Report
- C. Investment Report
- D. Report on RFP's and grants/applications award

## **9. CEO REPORT**

CEO Adam Barth recognized Rideshare Coordinator Megan Distaso for her 20 years of service.

Adam congratulated the Finance Team for their work on the audit.

Adam shared Go Green week is being recognized on 3/15-3/21, all modes of service will be free of charge.

Adam shared he recently met with Senator Alvarado Gil and senator was given a tour of the agency's services.

#### **10. DIRECTOR REPORTS**

No director reports.

#### **11. ADJOURN TO CLOSED SESSION**

Conference with Legal Counsel: Potential Litigation  
Pursuant to Paragraph (2) of subdivision (d) of Government Code Section 54956.9: One Case

The Board adjourned to the Closed Session at 2:26 p.m.

#### **12. RECONVENE FROM CLOSED SESSION**

A. Report from Closed Session

The Board reconvened from closed session at 2:54 p.m. with no reportable action.

#### **13. ADJOURNMENT**

Adjournment: Meeting adjourned at 2:54 p.m.

***Next Regularly Scheduled Stanislaus Regional Transit Authority Meeting:  
Thursday, March 26, 2026, at 1:00 p.m.***

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** March 26, 2026  
**TO:** Board of Directors  
**FROM:** Angela Swanson, Senior Transit Analyst  
**RE:** Update of the No Show and Late Cancellation Policies

**Agenda Item: [6B]**

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**Background:**

StanRTA provides complementary paratransit service to eligible individuals who are unable to use the fixed-route system, ensuring equitable access to public transportation in compliance with the Americans with Disabilities Act (ADA). This door-to-door demand-response service is a critical component of the agency's mobility network, serving riders who depend on reliable, accessible transportation.

Paratransit trips are scheduled in advance and operated within a federally required one-hour negotiated pickup window. StanRTA is obligated to accommodate all qualified trip requests within its service area, and trip denials are prohibited under federal regulations administered by the Federal Transit Administration (FTA). To balance regulatory compliance, service reliability, and system capacity, federal guidelines authorize transit agencies to establish consequences for repeated missed trips ("No Shows") and late cancellations.

Failure to take a scheduled trip or to cancel less than one hour before the pickup window, commonly referred to as a "Late Cancel," is classified as a "No Show" for purposes of this policy. StanRTA adopted a formal No Show Policy in April 2022 to promote rider accountability, preserve service availability, and support the efficient use of public resources. Transit policies, including the No Show policy, are periodically evaluated and as needed, amended to improve the quality of services provided to our community.

**Discussion:**

The StanRTA No Show policy does several things. It defines a "No Show," establishes thresholds for imposing penalties, and outlines an administrative process to suspend passengers from using services for a reasonable period when they exhibit a pattern of missing scheduled trips. Additionally, the policy makes clear that trips missed for reasons beyond the passenger's control or attributable to the transit operator will not incur penalties.

Passengers using demand-response services must reserve specific pickup and drop-off times at least one day in advance of their planned travel by calling reservations or scheduling a ride with

StanRTA’s “Book the S’ app. This allows schedulers to plan trips efficiently during operating hours, maximizing service for all passengers. Passengers receive reminder calls the night before their scheduled trips and again on the day of travel. Passengers can cancel their trips without penalty up to one hour before their pickup window by calling customer service. When a passenger develops a pattern of frequent, short-notice cancellations, it places additional strain on ADA paratransit services, particularly during high demand service hours.

StanRTA’s No Show policy initially served as an effective deterrent to system abuse. However, as ridership has increased, so has the No Show rate. These unfulfilled trips increase operating costs and inconvenience passengers, who may experience delays or unnecessarily long rides when operators make trips to locations where passengers are unavailable or choose not to take their scheduled trips.

Table 1 illustrates the trend in No Shows from July 1, 2022, to December 31, 2025. The No Show rate has hovered below 4% but is trending up in the current fiscal year. Even this relatively low rate of No Shows has a significant impact on system performance and passengers' well-being. However, there is an upward trend in the first half of FY 2026, which is concerning given that enforcement efforts and counseling of riders prone to No Shows have been ongoing since June 2025.

**Table 1 No Show Trends**

Period	Trips Booked	Trips Taken	No Shows <sup>1</sup>	No Show %
FY 2022-23	130,449	125,750	4,699	3.6%
FY 2023-24	146,230	141,465	4,765	3.3%
FY 2024-25	161,467	156,164	5,304	3.3%
FY 2025-26*	84,136	81,038	3,079	3.7%

\*July – December 2025

Despite routine enforcement, including suspending passengers' travel rights for up to 30 consecutive days, the system continues to face challenges with No Shows. The impact on StanRTA can also be measured by lost productivity, specifically in revenue hours. The cost per trip for demand response service is \$68.46. In Fiscal Year 2024-25, the cumulative impact of No Shows was \$363,112 in lost service.

No Show Policy Offenders

In Fiscal Year 2024-25, StanRTA provided demand response services to 2,347 individual passengers. The most frequent service user completed 935 trips, averaging 3 trips per day, while many passengers used the service for a single one-way or round trip. This underscores the vital role of demand response services. Whether used once a year or multiple times a day, the bus provides individuals with freedom, allowing them to engage with their community.

Studying the data, staff found that the rate of No Shows does not correlate with the frequency the passenger uses the transit system.

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<sup>1</sup> Source: Ecolane. System Productivity Report

**Table 2 Comparison of Rider No Shows Rates to Rider Frequency**

Rank	Most No Shows			Most Completed Trips		
	Total Trips	Total No Shows	% No Shows	Total Trips	Total No Shows	% No Shows
1.	100	73	73%	935	21	2%
2.	110	61	55%	696	6	1%
3.	73	59	81%	636	13	2%
4.	132	52	40%	591	24	4%
5.	334	48	14%	585	1	NA
6.	224	44	20%	543	9	2%
7.	125	43	34%	540	7	1%
8.	133	42	32%	530	0	NA
9.	328	40	12%	511	9	2%
10.	257	35	14%	504	0	NA

Scope of the Problem

Table 2 presents two Top 10 lists related to No Shows. On the left is the list of demand response riders with the highest number of No Show incidents, compared with those with the highest service usage in 2025. The No Show group recorded up to an 81% No Show rate and no less than a 12% No Show rate. This group also demonstrated familiarity with the system, averaging 151 trips per year. In contrast, the Top 10 most frequent riders showed that trip frequency is not predictive of No Shows. The top system user recorded 935 trips (averaging 78 per month) and 21 No Shows, averaging less than 2 per month.

Intervention Process Prior to Issuing Suspensions

Passengers who demonstrate a pattern of failing to cancel trips are first issued warnings for 2 months prior to suspension. The customer service team reviews incidents daily. Once verified the passenger is notified that they have received a No Show. The full No Show Policy, including the progressive system of warnings and penalties, is contained in Attachment 2.

Options Proposed for Revising the No Show Penalty

Staff identified three options for updating the No Show policy as follows:

1. Make minor corrections to the current No Show Policy.
2. Revise the No Show Policy to be stricter, following somewhat the same methodology.
3. Revise the No Show Policy to be stricter, using a different approach to the calculations.

The full discussion of these options is contained in Attachment 1.

Additional Recommendations to the No Show Policy

In addition to resetting the suspension calculation format and suspension periods, staff also recommend the following:

- *Medical Services.* Introduce clarification in the policy addressing the suspension of service for individuals using ADA paratransit for medical services. Currently, StanRTA allows individuals under suspension to use the service for life-saving treatments, such as dialysis, chemotherapy, or radiation therapy. However, some individuals continue to incur No Shows without any consequences under this policy. Under the ADA, StanRTA has the

right to withhold service during a suspension for individuals receiving life-saving treatments. Passengers are notified of their suspension dates at least two weeks in advance, providing them with time to make alternative travel arrangements.

- *Restrict Access to the Book the S app.* Limit access to the "Book the S" application for individuals who accumulate multiple suspensions. Some passengers misuse the app by creating multiple bookings for the same destination and then neglecting to cancel them.
- *Rewards for Good Behavior.* Passengers who complete 24 trips without a No Show within a rolling 90-day period will be awarded a free one-way trip, with a limit of two free trips per month.

#### Communicating the New Policy and Policy Effective Date

The staff recommends that the new policy take effect on April 1, 2026, following Board of Directors approval at its March meeting. Enforcement of the revised policy is recommended to begin on July 1, 2026. Between those dates, the StanRTA staff will communicate the changes. This outreach aims to raise passenger awareness of their travel habits, encourage better communication with reservations, and facilitate discussions on necessary scheduling adjustments to minimize late cancellations.

#### **Fiscal Impact:**

Costs associated with administering this policy are included within the FY2025/26 budget.

#### **SEAAC Recommendation**

At its meeting on March 19, 2025, the Committee reviewed the proposed options to revise the No Show policy and accepted public comments. They voted to recommend that the Board of Directors adopt the proposed policy changes and specified their preference for Option 2, increasing the minimum number of no shows from 3 to 4, to calculate No Show penalties.

#### **Recommendation**

It is recommended that the Board of Directors:

Adopt Resolution 2026-229 Approving revision of the StanRTA No Show policy and authorizing the Chief Executive Officer to take all necessary steps to implement its provisions.

#### **Recommendation:**

Recommend that the Board of Directors, by resolution, approve the revised No Show/Late Cancellation and Suspension Policy and adopt Option 2.

#### Attachments

1. Options for Calculating the No Show Suspension
2. Complete No Show Policy

**Attachment 1**  
**Options for Calculating No Shows**

**Option 1 – Retain Existing No Show/Late Cancellation Policy with Minor Corrections.**

The No Show policy must be revised slightly to correct ambiguous language and allow consistent enforcement. The change clarifies that suspension can occur after two (2) No Shows are accumulated in any given month for passengers completing up to 30 trips. When more than 30 trips are taken, the calculation shifts to a percentage rate.

0-30 Trips/Month	2 No Shows Allowed before Suspension
31 or More Trips/Month	3 or More No Shows. Calculated as exceeding 10% of completed trips.

**Option 2 – Make No Show Policy Consequences Stricter**

This option is similar to the existing policy in that it establishes a baseline number of No Shows required to trigger a suspension. It adds a second qualifying factor that looks at total trips completed. Adding the qualifying factor provides leeway for high-frequency riders who may incur No Shows.

No Trip Minimum or Maximum	4 or More No Shows ---and--- No Shows are at least 6% of Trips  Example: 25 trips, 4 No Shows Received. 6%= 1.5 No Shows. Rider qualifies for suspension.
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**Option 3 – Change the No Show Policy Calculation Basis to a Variable Percentage of Trips Taken**

This format better correlates the No Show rate with trip frequency. Individuals with a low ridership frequency (10 or fewer trips per month) must have a cancellation rate of 40% to be considered for suspension. Individuals who ride more frequently (11+ trips per month) have a lower threshold (25% No Show rate) for potential disciplinary action.

10 or Under Trips/Month	No Show or late-cancel 40% or more of trips can result in suspension. Example: 9 trips, 4 No Shows 40% = 3.6 (round to 4) Rider qualifies for suspension.
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11 or More Trips/Month	No Show or late-cancel 25% or more of trips can result in suspension. Example: 24 trips, 7 No Shows 25% = 6 Rider qualifies for suspension.
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The impact of the various No Show policy options is depicted in the table below. Using a sample period of September – November 2025, staff analyzed the number of passengers that would be subject to possible suspension under the policy options. The results show that Option 1, the policy most closely resembling current practices, leads to more suspension infractions, while Option 3, which is based on the number of trips taken and the percentage of trips missed, results in the fewest suspensions.

**Table 1. Comparison of Suspensions Issued by Option**

Month	Option 1	Option 2	Option 3	Current
September	32	31	12	25
October	28	33	12	28
November	23	23	8	23

Based on the comparison of options above, the staff recommends Option 2.

**Attachment 2  
Current No Show Policy  
(Adopted April 2022)**

**Passenger No-Shows and Passenger Responsibilities**

Passengers are responsible for canceling any trips they no longer want or need. Passengers must call (209) 527 - 4900 at least one hour before the start of the pick-up window to cancel a trip. It is solely the passenger's responsibility to notify The S of all cancellations at least one hour before the scheduled pick-up window.

Passengers are provided with reminder notifications of their trips the night before their travel and the day of their travel. This is to help the passengers remember their trip.

**Last Minute Cancellations**

The S understands passengers sometimes have schedule changes or even forget a ride. However, these late changes place a strain on The S because a vehicle and driver may make a non-productive trip for a passenger who does not take the ride. This can make The S late to pick up and drop off other passengers. Passengers who demonstrate a pattern of late cancellations or No Shows may harm the system's function. They can be suspended from taking trips because of their No Shows.

**No Show/Late Cancellation will not be assessed when:**

- The staff made an error in the ride reservation
- The vehicle did not arrive at the location
- The vehicle arrived outside the pickup window or did not wait per policy
- The ride could not be taken due to an emergency beyond the passenger's control

**Suspension for Missed Trips**

The S Customer Service reviews and verifies each No Show and Late Cancellation to ensure accuracy before entering them into passenger records. At the end of each month, all passengers with validated missed trips will receive written notification that they have violated this policy and that they may be subject to a suspension of services. Suspensions are determined based on the passenger's excessive missed trips during the prior 12-month period.

The S also considers how many rides a passenger has completed in that month to ensure that frequent passengers are not unfairly penalized for occasional failures to complete a trip. Too many missed trips within a calendar month may result in service suspension. Before taking any action, The S considers how many rides a passenger has completed that month to ensure that frequent passengers are not unfairly penalized for occasional failures to complete a trip:

<b>Number of Trips</b>	<b>Number of No-Show/ Late Cancellations</b>
0 – 30	3 No Shows/Late Cancels
30+	10% or more of total trips

At the end of each month, The S will send out a letter of suspension to any passenger meeting the suspension thresholds. Suspensions begin at 7 days and increase depending upon how many times a passenger has been previously suspended within the previous 12 months.

<b>Number of Suspensions within 12 months</b>	<b>Number of Days of Suspension</b>
1st time	7days
2nd time	14 days
3rd time	21 days
4th time	30 days

### **Appeals Process**

Passengers have a right to appeal suspension actions. The process for appeal is the same as used for fixed route service suspensions. Information on your rights to appeal a suspension can be found here: [www.StanRTA.org/513/Appeals-Process](http://www.StanRTA.org/513/Appeals-Process).

### **Initial Appeal**

A passenger has five (5) business days to request an initial review of the suspension order. If the suspension notice is not contested within five (5) business days after delivery of the notice, the prohibition order will be deemed final. Passengers may file their requests by phone, in electronic or written form, or in person. The StanRTA's appointed administrative review officer will have five (5) business days from the receipt of the contest to complete the review and issue a determination using the delivery methods described previously.

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
RESOLUTION 2026-229**

**APPROVING AMENDED NO SHOW/LATE CANCELLATION AND  
SUSPENSION POLICY**

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, Authority provides complementary paratransit services to eligible individuals who are unable to use the fixed-route system; and

WHEREAS, paratransit trips are scheduled in advance and operated within a federally required one-hour negotiated pickup window and repeated missed trips and late cancellations (No Show) disrupt the quality of services provided to the community by placing a strain on ADA paratransit services, increasing operating costs and inconveniencing passengers who may experience delays or unnecessarily long rides when operators make trips to locations where passengers are unavailable or choose not to take their scheduled trips; and

WHEREAS, despite routine enforcement the system continues to face challenges with “No Shows” resulting in a cumulative fiscal impact of \$363,112 in lost service in Fiscal Year 2024-25; and

WHEREAS, Authority staff recommends amending the No Show policy and enforcement mechanisms; and

WHEREAS, Authority staff will conduct passenger outreach to raise awareness of travel habits, encourage better communication with reservations, and facilitate discussions on scheduling adjustments to minimize late cancellations.

NOW, THEREFORE, BE IT RESOLVED, the Authority Board of Directors hereby approves the amended No Show/Late Cancellation and Suspension Policy, attached hereto, and adopts Option 2 for calculating No Shows.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Regional Transit Authority, on the 26th day of March 2026. A motion was made and seconded to adopt the foregoing Resolution. The Motion was carried, and the Resolution was adopted.

MEETING DATE: **March 26, 2026**

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CHANCE CONDIT, VICE-CHAIR

ATTEST:

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ADAM BARTH, CHIEF EXECUTIVE OFFICER

**EXHIBIT A**  
**AMENDED NO SHOW/LATE CANCELLATION AND SUSPENSION POLICY**

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# **DISCUSSION & ACTION ITEMS**

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** March 26, 2026  
**TO:** Board of Directors  
**FROM:** Angela Swanson, Senior Transit Analyst  
**RE:** Equity Analysis of Proposed Operations and Maintenance Facility Site

**Agenda Item: [7A]**

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**Background**

Title VI of the Civil Rights Act of 1964 (42 U.S. Code 2000d) protects individuals from discrimination based on race, color, and national origin in programs and activities that receive federal financial assistance. As a recipient of federal funding, the Stanislaus Regional Transit Authority (StanRTA) is obligated to assess how the location of a proposed facility may affect the surrounding minority and low-income communities, ensuring that the site selection process is conducted in a non-discriminatory manner.

**Discussion**

Before constructing new facilities, recipients of federal transportation funding must evaluate how the location of a proposed facility may impact the surrounding minority and low-income communities. While the potential environmental impacts of constructing and operating a facility must be analyzed, a process familiarly known as the National Environmental Protection Act (NEPA), the selection also requires scrutiny to ensure it was chosen in a non-discriminatory manner in compliance with civil rights.

In 2024, the Stanislaus Regional Transit Authority (StanRTA) began searching for suitable sites to develop a permanent transit headquarters. This facility will accommodate the agency's staff, the operations contractor, and the maintenance group, and include a bus yard capable of holding over 138 buses. Concurrently, a site-agnostic master planning and facility programming process was initiated to understand the agency's specific needs better. These parallel processes have led to the identification of a preferred site and the development of a comprehensive facility master plan.

As required by Title VI of the Civil Rights Act of 1964, StanRTA conducted a Fixed Facility Equity Analysis to ensure that the location of the planned new Operations and Maintenance Facility Complex was selected without regard to race, color, or national origin. The analysis documented the criteria used for selecting potential sites. The identified criteria included: 12+ developable acres, reasonable proximity to the beginning and/or end points for fixed route revenue service, compatible zoning (business/industrial) away from residential neighborhoods, absence of environmental remediation issues, availability of utility connections, and electrical grid capacity

for a potential future battery electric bus fleet. The preferred site not only met these criteria but had the additional benefit of inclusion in the West Landing Specific Plan, a 960-acre mixed-use community approved by the City of Ceres in 2014. The Environmental Impact Report was approved for the specific plan, including the business/industrial warehouse zoning for the property identified by StanRTA for acquisition,

In addition, staff specifically evaluated whether development of the proposed site would cause a disparate impact on minority populations. The finding is that while the census block containing the site, an area exceeding 33.2 square miles, has higher concentrations of non-white population than Stanislaus County as a whole, the proposed site use does not rise to a threshold of significant impact. StanRTA staff's analysis concludes that developing an Operations and Bus Maintenance Facility at 3807 Crows Landing Road in Ceres, California, would not result in a disparate impact on minority or low-income populations. The full analysis is provided in this report as Attachment 1.

**Fiscal Impact:**

This report creates no direct fiscal impact as Title VI enforcement activities are incorporated into the operations budget.

**SEAAC Recommendation**

At its meeting on March 19, 2026, the Committee reviewed the Site Equity analysis and accepted public comment. They voted unanimously to recommend the report to the Board of Directors.

**Recommendation**

It is recommended that the Board of Directors:

Adopt Resolution 2026-230 approving the Equity Analysis of the Proposed Operations and Maintenance Facility Site and Project.

Attachments:

1. Title VI Equity Analysis: Operations and Maintenance Facility

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
RESOLUTION 2026-230  
APPROVING THE EQUITY ANALYSIS OF THE PROPOSED OPERATIONS AND  
MAINTENANCE FACILITY SITE AND 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, as the recipient of Federal Transit Administration (FTA) funding, the Authority is required to comply with Title VI and assess how the location of a proposed facility may affect the surrounding minority and low-income communities, ensuring the site-selection process is conducted in a non-discriminatory manner; and

WHEREAS, the Authority conducted a Fixed Facility Equity Analysis to ensure that the location of the planned new Operations and Maintenance Facility Complex was selected without regard to race, color, or national origin; and

WHEREAS, the finding is that while the census block containing the site, an area exceeding 33.2 square miles, has higher concentrations on non-white population than Stanislaus County as a whole, the proposed site does not rise to a threshold of significant impact.

NOW, THEREFORE, BE IT RESOLVED that the Authority Board of Directors hereby approves the Equity Analysis of the Proposed Operations and Maintenance Facility Site and Project, attached hereto as Exhibit “A”.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Regional Transit Authority, on the 26th day of March 2026. A motion was made and seconded to adopt the foregoing Resolution. The Motion was carried, and the Resolution was adopted.

MEETING DATE: **March 26, 2026**

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CHANNCE CONDIT, VICE-CHAIR

ATTEST:

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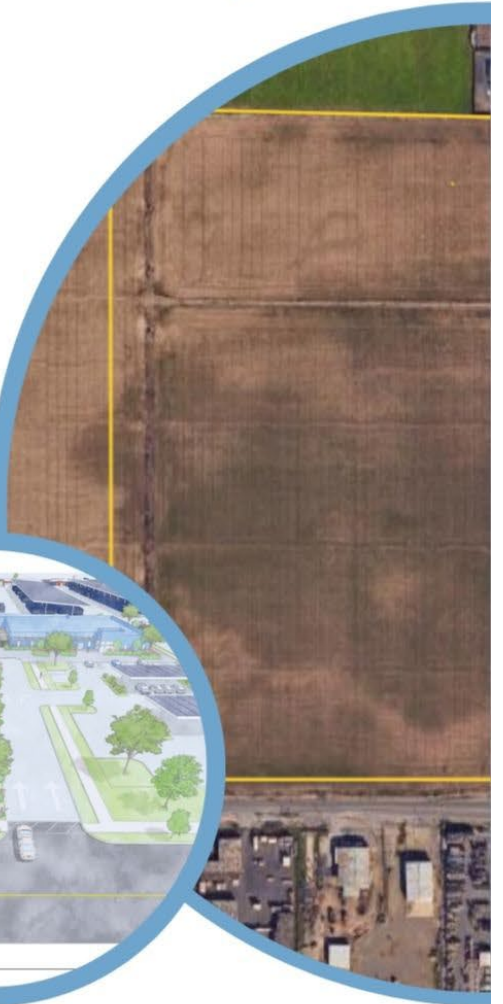
ADAM BARTH, CHIEF EXECUTIVE OFFICER

EXHIBIT A  
EQUITY ANALYSIS OPERATIONS AND MAINTENACE FACILITY



# SITE EQUITY ANALYSIS

Operations &  
Maintenance Facility



**Stanislaus Regional  
Transit Authority**  
March 2026

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# Table of Contents

Executive Summary.....	1
1. StanRTA Background .....	2
2. Project Context.....	4
3. Title VI Compliance.....	5
4. Site Selection Process .....	6
5. Benefits and Burdens Analysis.....	11
6. Alternative Equity Analysis and Cumulative Impacts .....	12
7. Conclusion .....	14

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## Executive Summary

Before constructing new facilities, recipients of federal transportation funding must evaluate how the location of a proposed facility may impact the surrounding minority and low-income communities. While the potential environmental impacts of constructing and operating a facility must be analyzed, the site's selection also requires scrutiny to ensure it was chosen in a non-discriminatory manner.

In 2024, the Stanislaus Regional Transit Authority (StanRTA) began searching for suitable sites to develop a permanent transit headquarters. This facility will accommodate the agency's staff, the operations contractor, and the maintenance group, and include a bus yard capable of holding over 138 buses. Concurrently, a site-agnostic master planning and facility programming process was initiated to better understand the agency's specific needs. These parallel processes have led to the identification of a preferred site and the development of a comprehensive facility master plan.

As required by Title VI of the Civil Rights Act of 1964, StanRTA conducted a Fixed Facility Equity Analysis to ensure that the location of the planned new Operations and Maintenance Facility Complex was selected without regard to race, color, or national origin. Along with data and studies performed as part of the environmental review process, StanRTA has concluded that developing an Operations and Bus Maintenance Facility at 3807 Crows Landing Road in Ceres, California, would not result in a disparate impact on minority or low-income populations.



## 1. StanRTA Background

The Stanislaus Regional Transit Authority (StanRTA) is a public transit system that serves the communities of Stanislaus County. Established in 2021 as a single-purpose joint powers authority (JPA), StanRTA was created by merging the transit services previously operated by the City of Modesto and Stanislaus County. In November 2021, StanRTA rebranded the combined system as "The S," adopting the slogan "Ride The S." A new simplified fare structure was implemented on January 1, 2022, which streamlined the previous MAX and StaRT fares into uniform fares applicable on all StanRTA routes and services.

The S serves all areas of the county except for Turlock and Denair, which are serviced by Turlock Transit. Ridership exceeded 3.0 million trips in the fiscal year 2025, breaking previous records.

StanRTA operates 23 fixed routes and 4 commuter services. The fixed routes include 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. The current service area is illustrated in Figure 1.

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, except on 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.



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## 2. Project Context

StanRTA, operating out of leased administrative and operational spaces since its formation in 2021, has quickly outgrown these facilities. The transit fleet, currently located at the City of Modesto’s Bus Maintenance Facility (BMF) at 1609 8th Street, exceeds the yard's capacity, as it accommodates 138 vehicles despite being designed for fewer than 100 revenue vehicles. The space constraint is further exacerbated by the shift from fossil fuels to zero-emission vehicles. The fleet at present is comprised primarily of diesel and gasoline-powered vehicles, but is transitioning to a 100% zero-emission bus (ZEB) fleet in compliance with California’s Innovative Clean Transit (ICT) regulation. This regulation requires all public transit agencies to complete the transition to a ZEB fleet by 2040. StanRTA began diversifying the fleet through the acquisition of Proterra battery electric buses (BEB) and, most recently, purchased two BEBs from Gillig.

StanRTA is also testing out the other ZEB option, hydrogen-fuel cell technology, with the acquisition of three hydrogen buses from New Flyer. Both hydrogen and battery electric buses require specialized, space-intensive charging infrastructure. Zero-emission buses (ZEBs) are powered by either electrically charged batteries or hydrogen-fueled batteries. StanRTA is piloting the hydrogen option with an initial purchase of three New Flyer Excelsior 40-foot heavy-duty hydrogen buses. To operate the hydrogen bus fleet, a hydrogen fueling station is essential. At present, a compact mobile station is planned for the crowded Bus Maintenance Facility yard. Battery electric and hydrogen fuel technologies each require installation of specialized charging equipment that is unsustainable at the BMF’s due to infrastructure limitations. This limitation is in addition to the site’s size constraints.

The BMF is not alone in being overtaxed by StanRTA’s needs. The operations staff is divided between the BMF and the Modesto Transit Center (MTC), leading to performance inefficiencies. Functional spaces such as training and interview rooms, offices, and secure parking are in short supply. Meanwhile, StanRTA’s personnel are officed in leased office space two blocks from the MTC, which is also constrained. The agency has no meeting facilities to conduct policy business, nor ADA-compliant meeting areas available for the general public.



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### 3. Title VI Compliance

Under Title VI of the Civil Rights Act of 1964, 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. As a recipient of federal funds, StanRTA is required to conduct a Fixed Facility Equity Analysis, highlighted in both the federal Title VI guidance<sup>1</sup> and under Title 49 of the Code of Federal Regulation<sup>2</sup>, that is intended to ensure that the location is selected without regard to race, color, or national origin. This analysis must also “give attention to other facilities with similar impacts in the area to determine if any cumulative adverse impacts might result.”

The purpose of the Title VI Equity Analysis is to determine whether the site selected for the administration, operations, and maintenance facility (OMF) complex will disproportionately impact or burden people on the basis of race, color, or national origin. The site selected for the OMF is an undeveloped parcel on the corner of Crows Landing and Service Roads. It is ideally situated directly across the street from the Stanislaus County Agricultural Center. Nearby are the Stanislaus County Jail, Sheriff’s Department, and Fleet Services. The parcel is within the City of Ceres’ West Landing Specific Plan in facilities zoned for business and industrial purposes.

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). Further, Title 49 CFR Section 21.5(b)(3) states,

*"In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose of effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part."*

*Finally, Title 49 CFR Part 21, Appendix C, Section 3(iv) provides that, "The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin."*

The current StanRTA Title VI plan is here: <https://stanrta.org/327/Title-VI-Information>



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## 4. Site Selection Process

In 2024, StanRTA began searching for a site to accommodate an administration, operations, and maintenance facility and the bus fleet. At the same time, work commenced on the master plan for the component spaces, known as the Operations and Maintenance Facility (OMF) project. The master plan was completed in July 2025. The master plan was developed based on projected needs through 2050. Based on this projection, the proposed facility would need to accommodate 198 fleet vehicles and a combined 417 staff (operations, maintenance, administration). Criteria for the facility were first developed as an outcome of preparing the Zero Emission Bus (ZEB) Strategy and Rollout Plan in April 2023. The ZEB plan, a California requirement, provided a detailed plan of the technology, needs, and strategies to help StanRTA transition to a ZEB fleet, including development of a permanent facility. The ZEB plan identified detailed criteria for a maintenance and operations facility to serve current (circa 2023) needs. Those criteria were simplified to facilitate the site selection process:

- 12+ developable acres
- Reasonable proximity to the beginning and/or end points for fixed route revenue service
- Located within proximity of Stanislaus County’s urban core in Modesto/Ceres
- In an area with compatible zoning (business/industrial) and away from residential neighborhoods
- Free of hazardous waste or significant environmental remediation
- Established or available communications, water, electric, and sewer service required to support daily operations
- Electrical grid with capacity for a potential future BEB fleet

The most important of the criteria identified through the ZEB plan was establishing the minimum required site size and co-location of agency functions. As StanRTA operates entirely out of leased spaces, the selected site must be able to house agency staff, the contracted operations team, and maintenance functions, in addition to the bus yard, wash, and fueling functions. As noted in the ZEB plan, “The administrative functions of StanRTA are currently at a separate site from the operations and maintenance functions, introducing challenges and a suboptimal arrangement that is better suited with all transit agency functions on one site.”

The second criterion – location with respect to the start and end points of revenue service – is necessary to minimize non-revenue (“deadhead”) vehicle-miles and vehicle-hours. It should be noted that deadhead operating costs occur daily for the life of the facility. Excess deadhead costs can become large over time and can affect the ability to provide service. StanRTA’s primary operations, both now and projected in the future, are concentrated in the greater Modesto urbanized area. In the future, additional locations can be considered for transit hubs based on regional growth and evolving needs.

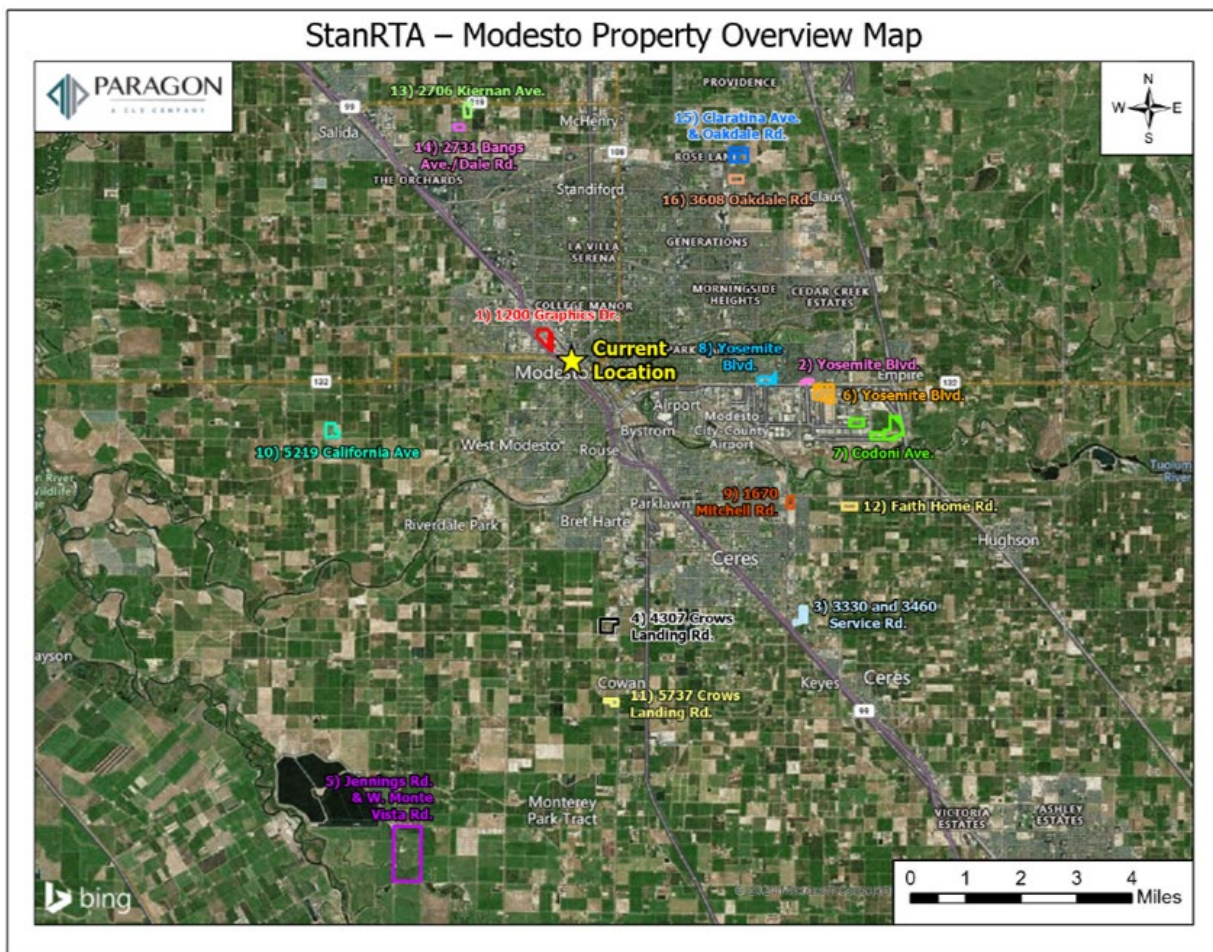
StanRTA’s facility master plan began with a space programming exercise. Through the programming effort, which addressed the agency’s current space needs and future growth anticipated through 2050, the site requirements were further refined. The updated specifications included:



- Minimum 16-20 developable acres
- Capacity for a 200-vehicle fleet, including the potential for 60-ft long articulated buses
- Diversified fleet powered through a mix of electric battery, hydrogen fuel cell, diesel, gasoline, and CNG to support a hydrogen fueling station
- Capacity for a combined staff of over 400
- Possible consolidation of all transit services in Stanislaus County

Several sites meeting the minimum criteria were identified and evaluated as potential candidates for the new facility (Figure 1). These sites were distributed throughout the target area and either met or could meet the established minimum criteria. A total of sixteen sites<sup>1</sup> were identified and considered between February and December 2024, with all but one falling out of consideration.

Figure 2. Sites Considered for New Facility



In the initial phase of site identification, the property team focused on industrial corridors in Modesto, exploring both on-market and off-market properties. Unfortunately, several promising

<sup>1</sup> In some cases, a site was composed of multiple smaller adjacent properties that, if purchased together, would be appropriately sized.



options were lost to other private sector buyers who are not restricted by the public agency regulations that govern site acquisition.

During the investigation of a well-located site in downtown Modesto, potential hazardous waste remediation issues were discovered, which disqualified the site from consideration. In addition, some properties were taken off the market, and in several cases, the likelihood of successfully rezoning the property was deemed low. A list of these sites can be found in Table 1.

**Table 1. List of Potential Sites for the OMF**

	<b>APN</b>	<b>Location</b>	<b>Zoning</b>	<b>Acreage</b>
1	029-014-010 029-013-013	1200 Graphics Dr	M-1/M-2	45.79
2	033-089-037 033-089-034 033-089-035 033-089-036 033-089-030	Yosemite Blvd	Commercial/Mixed Use	6.38
3	041-018-036 041-018-021	3330 and 3460 Service Rd	Residential – Vacant	26.48
4	041-003-011	4307 Crows Landing Rd	Residential - Vacant	43.77
5	022-003-002	Jennings & W Monte Vista Rds	Government/Public Use	80.0
6	036-014-001 036-014-002 036-014-003 036-014-005 036-014-006	Yosemite Blvd	Commercial	56.89
7	009-018-075 009-018-048 009-019-041	Codoni Ave	Warehouse (Industrial)	98.55
8	033-078-008 033-078-010	Yosemite Blvd	MOD C-3	22.41
9	069-011-009	1670 Mitchell Rd	Commercial	13.98
10	012-055-007	5219 California Ave	Ag/Residential	29.0
11	041-027-014	5737 Crows Landing Rd	Ag/Residential	15.0
12	018-013-018	Faith Home Rd	Ag/Rural	19.17
13	078-015-012	2706 Kiernan Ave	Commercial	19.2
14	078-072-005	2731 Bangs Ave & Dale Rd	Commercial	12.79
15	083-003-014 083-003-015 083-003-016	Claratina Ave & Oakdale Rd	Commercial/Multi-Family	52.39
16	083-004-013	3608 Oakdale Rd	Commercial	19.67

Six months into the site investigation process, a property was identified at the intersection of Crows Landing and Service Roads. Owned by a local development company with plans for warehousing facilities, the property met StanRTA’s criteria and had the additional benefit of prior environmental investigations. As confirmed by the Ceres Director of Community Development, this larger parcel was identified as part of an approved Specific Plan, enabling controlled development and buildout of industrial, residential, and other uses. The property owner expressed a willingness to cooperate



with StanRTA and the City of Ceres to subdivide their 57.34-acre parcel, making approximately 30 acres available for StanRTA’s project.

**Figure 3. 3807 Crows Landing Road**



The proposed site satisfied StanRTA’s search criteria, and it also had the added advantage of being located next to existing county government facilities and commercial businesses. Unfortunately, the property owner, who had a warehouse development project ready for submission to local planning authorities for approval, was unable to proceed with the usual steps for land acquisition by a governmental agency. This site, like other previous options, was at risk of being lost following the typical site evaluation process.

StanRTA, as a recipient of federal funding through the Federal Transit Administration (FTA), is subject to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; commonly referred to as the Uniform Act. The Uniform Act provides relief from acquisition requirements to local agencies that can demonstrate that their project qualifies as an “acquisition of land for a hardship or protective purposes<sup>2</sup>.”

*“Protective acquisition is done to prevent imminent development of a parcel that may be needed for*

<sup>2</sup> Code of Federal Regulations. 23 CFR part 771.118(d)(3)(ii)



*a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.”*

In November 2024, the Federal Transit Administration (FTA) granted StanRTA approval to proceed with the purchase of 3807 Crows Landing Road by providing a Categorical Exclusion for Protective Acquisition. This action allowed StanRTA to move forward with negotiations for the property, although it did not permit any development of the proposed project at that time. The property negotiations were concluded, the site was subdivided, and ownership was transferred to StanRTA on December 3, 2025.

While the FTA’s categorical exclusion made it possible for StanRTA to purchase the land, the agency is still required to complete an equity analysis of the project before proceeding with any development plans.



## 5. Benefits and Burdens Analysis

StanRTA reviewed the benefits and burdens of the selected site to determine any community impacts of a new OMF. Table 2 presents the benefits and burdens of the site.

**Table 2. Benefits and Burdens of 3807 Crows Landing Road**

Site	Benefits/Positive Impacts	Burdens/Adverse Impacts
3807 Crows Landing Road Ceres, CA	<ul style="list-style-type: none"> <li>• Zoned for Industrial/Business Park and part of the West Land Specific Plan (WLSP)</li> <li>• Programmatic EIR Completed</li> <li>• Creates a new street and signalized intersection</li> <li>• No adjacent residential impacts</li> <li>• Good access to transportation corridors</li> <li>• Approximately 4.8miles from transit center</li> <li>• No displacement of residents or businesses</li> </ul>	<ul style="list-style-type: none"> <li>• Fleet will increase traffic surrounding the site due to employees entering/leaving the facility</li> <li>• Noise levels and traffic during construction</li> <li>• Potential for increased deadhead travelling to Modesto Transit Center</li> <li>• Demolish an unoccupied single-family residence</li> </ul>



## 6. Alternative Equity Analysis and Cumulative Impacts

An equity analysis was conducted to compare the potential site location with Stanislaus County based on various demographic factors. The aim was to determine whether the facility would impact minority groups, low-income populations, and individuals with Limited English Proficiency (LEP). The statistics are presented in Table 3.

The table indicates that the census tract, similar to Stanislaus County, is characterized as a minority-majority region, predominantly consisting of individuals who are non-White or of Hispanic/Latino origin. While the Limited English Proficient (LEP) population, defined as those who identify as "speaking English less than very well," is small, it is significant. The census tract has a higher percentage of minority individuals and a greater rate of LEP individuals compared to the county overall. However, this group is spread across 33.2 square miles of rural, unincorporated Stanislaus County, suggesting that the immediate vicinity of the facility will experience only limited impact.

**Table 3. Demographic Factors for the Site and County**

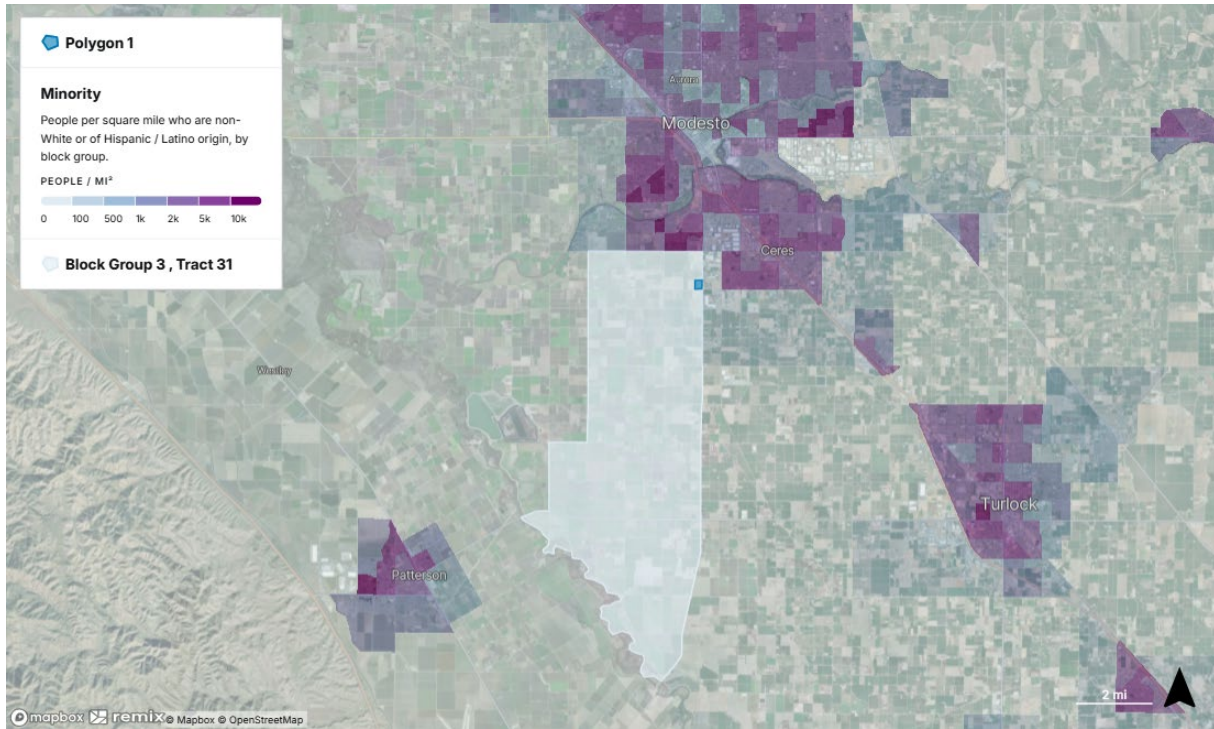
Demographic Factor	3807 Crows Landing Rd Block Group 3 Census Tract 31		Stanislaus County	
	Number	Percent	Number	Percent
Total Population	1,866	100%	552,878	100%
Minority Population	1,205	64.6%	296,276	53.6%
Non-Minority Population	661	35.4%	256,602	46.4%
Limited English Proficient Populations*	354	18.9%	71,134	12.9%

Source: American Community Survey 5-Year; 2023-2019

Figure 4 captures graphically the data represented in Table 3. Census Tract 31, Block 3, is highlighted in white. The project site is a small blue square, and the blocks shaded in tones of purple identify concentrations of individuals who are non-White or of Hispanic/Latino origin, broken down by block group. The figure provides some perspective on the census block's size, 33.2 square miles. The areas in dark purple are the cities of Modesto, Ceres, and Turlock by comparison.



Figure 4. Minority Population Map with Project Site and Census Block Highlighted



As part of the equity analysis and the agency’s Public Participation Plan, StanRTA is inviting the public to submit comments on the proposed project. Any comments received while the analysis is available for public comment will be shared with the StanRTA Equity and Accessibility Advisory Committee (SEAAC) and the Board of Directors. The report will be hosted on StanRTA’s website.



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## 7. Conclusion

The location at 3807 Crows Landing Road was selected for StanRTA's maintenance and operations facility without regard to race, color, or national origin. An evaluation of the site's demographics (as compared to the existing location) shows that no disparate impact will occur through the selection of this site. This is based on the fact that there is no residential population within proximity to the site. There is also no cumulative impact from the proposed site, as the number of nearby businesses is limited and only the previous property owner provides the same type of services. Therefore, the conclusion from this Title VI Site Equity Analysis is that there is no apparent disparate impact for the proposed location at 3807 Crows Landing Road.



Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** March 26, 2026  
**TO:** Board of Directors  
**FROM:** Letti Ortiz, Director of Finance & Administration  
**RE:** Establishment of an Accounting and Audit Committee

**Agenda Item: [7B]**

**Background:**

The Independent Auditors' Report is the examination of financial data as presented in the Annual Financial Report (Annual Report) of the Stanislaus Regional Transit Authority (StanRTA). The Independent Auditors' Report is performed by an accounting firm, Brown Armstrong Accountancy Corporation (BAAC), that is independent of StanRTA and includes StanRTA's basic financial statements and accompanying notes.

BAAC's responsibility is to express an opinion on the financial statements based on the audit. They conduct the audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. The standards require that BAAC plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

Audit results are presented directly to the Director of Finance & Administration and the Chief Executive Officer (CEO) for final review. BAAC then presents the final audit results and any related recommendations to the Board of Directors for acceptance at a regularly scheduled board meeting.

**Discussion:**

The StanRTA is considering establishing an Accounting and Audit Committee to provide a focused forum for reviewing financial reporting, audit findings, and internal controls. The committee would consist of three (3) StanRTA Board members who will be appointed by the Board.

The proposed Accounting and Audit Committee would serve in an advisory capacity to the Board and would provide oversight of the Agency's financial reporting and audit functions. Key responsibilities may include:

- Reviewing StanRTA's Annual Comprehensive Financial Report (ACFR) and independent audit results.

- Meeting with the independent auditors to discuss audit findings, management recommendation, and any reportable conditions.
- Reviewing the SAS 114 communications provided by the auditors.
- Reviewing internal control procedures and financial policies.
- Monitoring the implementation of any audit findings or corrective actions.
- Reviewing significant accounting policies and financial reporting practices.
- Providing recommendations to the Board regarding acceptance of the annual financial audit.

Establishing an Accounting and Audit Committee will strengthen the Agency's financial oversight, improve transparency, and provide an additional level of review for financial reporting and audit activities before they are presented to the full Board. Many public agencies and governmental organizations utilize audit committees to strengthen governance practices.

It is expected that the committee will meet at least once a year with additional meetings scheduled as needed.

**Fiscal Impact:**

There is no direct fiscal impact associated with the creation of the Accounting and Audit Committee. Existing staff and audit resources will support the committee's activities.

**Recommendation:**

It is recommended that the Board of Directors:

By Motion, approve the establishment of an Accounting and Audit Committee and appoint three Board members to the committee to provide additional oversight of StanRTA's financial reporting, internal controls, and independent audit process.

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** March 26, 2026  
**TO:** Board of Directors  
**FROM:** Letti Ortiz, Director of Finance & Administration  
**RE:** Fiscal Year 2026-2027 Proposed Budgets and TDA Claim

**Agenda Item: [7C]**

**Background:**

The 2026-2027 Proposed Budget represents the operational and capital plan for year six of the Stanislaus Regional Transit Authority (StanRTA). The budget uses as its base the 2025-2026 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 to create a balanced budget in which the amount of budgeted expenditures is equal to or less than the amount of budgeted revenue. For the StanRTA to remain in business, the law requires that an adopted budget be in place by the beginning of each fiscal year – July 1 through June 30.

The 2026-2027 Proposed Budget totals \$135,704,042 and comprises the individual Operations, Transit Center, Amtrak, and Rideshare Budgets along with multi-year capital projects. The recommended appropriations will accommodate the transit services provided to our community and continue to support safety, health, economic strength, and efficient public services while maintaining fiscal prudence and responsibility.

In alignment with the proposed budget, the StanRTA requests Transportation Development Act (TDA) funding for operating and capital project improvements from the Stanislaus Council of Governments (StanCOG). StanCOG, as the Regional Transportation Authority, administers the TDA for the County of Stanislaus. The TDA funds include State Transit Assistance (STA) Funds and Local Transportation Funds (LTF). STA funds are derived from the statewide gasoline excise tax and statewide diesel sales tax, while LTF is derived from a ¼ cent of the general sales tax.

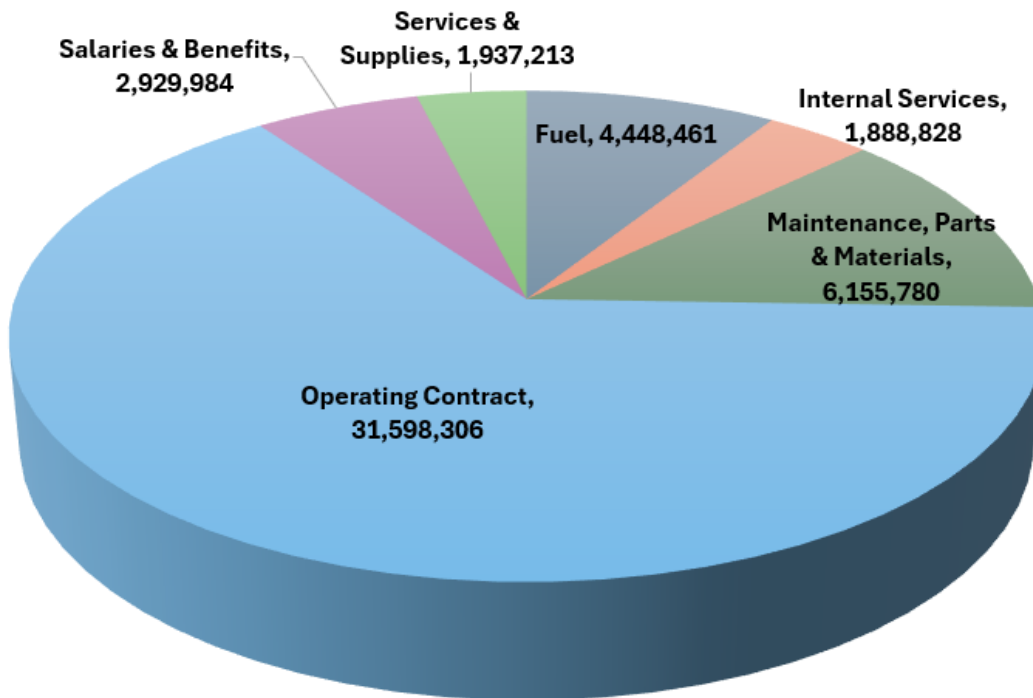
**Discussion:**

**Operations Proposed Budget**

The Proposed Budget of \$48,958,572 for Operations represents an increase of \$1.7 million over the Fiscal Year 2025-2026 Adopted Budget of \$47,204,675. The overall increase between the Proposed Budget and the FY 25/26 Adopted Budget is attributed to the following:

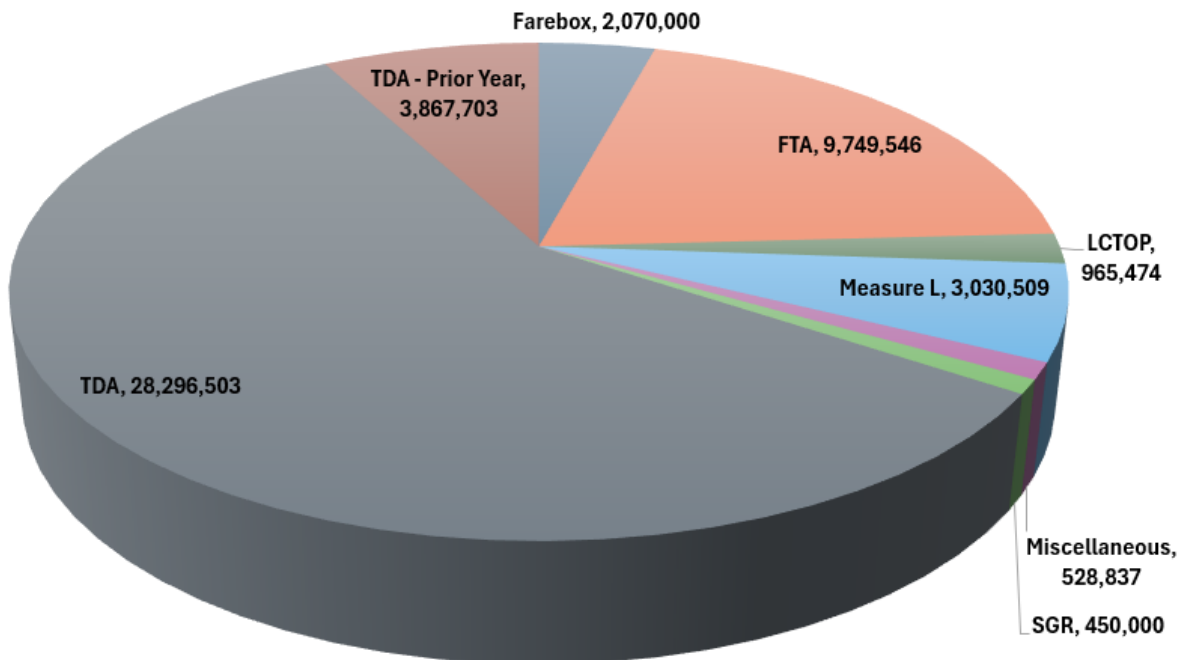
- A decrease of approximately \$70,000 to account 5106 Vacation/Termination Cash Out, as these costs are now accounted for in liabilities.
- There was an increase of approximately \$108,000 to account 5200 Group Health Insurance due to changes in employee enrollment and rising premium costs.
- A reduction to 5701 Retirement of approximately \$30,000 due to a newly retired employee.
- An 18% increase to account 6002 Parts, Materials, Other Supplies – Vehicle totaling \$300,000, based on the City of Modesto’s fleet maintenance budget.
- A 10% increase in account 6003 Fuel & Lubricants – Vehicle due to the cost of hydrogen fuel, increasing the account by \$423,300.
- A 3% increase to account 6504 Maintenance and Repairs – Vehicle or approximately \$129,800 due to expected increases to fleet maintenance costs.
- An increase of \$200,480 to account 6550 Rents & Leases – Equipment due to the lease of the hydrogen fueling station.
- A decrease in account 6551 Rents & Leases – Structures & Grounds of approximately \$2,000 due to reducing the Medivan parking spaces from three per month to one.
- Pursuant to the operating contract with Transdev Services, the projected service levels of 249,798 Fixed Route/Commuter Bus revenue hours and 85,967 Demand Response revenue hours resulted in an estimated increase of approximately \$580,000.
- An increase of \$134,300 to account 6720 Professional Services based on the expected cost of the ADA Eligibility contract, which should be awarded soon.
- An increase to account 7014 Professional Services Internal Services of approximately \$142,000 due to a new state advocacy service.

**FY 2026/27 Operations Expenditures by Classification**



Estimated revenue identified in the Proposed Budget totals \$48,958,572 and generates a balanced budget. Approximately 95% of the Proposed Budget relies on the use of local, state, and federal funds.

**FY 2026/27 Revenue by Classification**



Transit Center Proposed Budget

The Recommended Proposed Budget of \$1,394,888 for the Transit Center represents a decrease of \$210,122 over the Adopted 2025-26 Budget of \$1,605,010. The overall decrease is attributed to a \$146,000 decrease in expected maintenance costs and \$63,000 decrease in security costs from American Guard Services.

Amtrak Proposed Budget

The Recommended Proposed Budget of \$190,953 for the Amtrak Station represents a decrease of \$62,714 from the Adopted 2025-26 Budget of \$253,667. The overall decrease is attributed to a \$56,000 decrease in expected maintenance costs and \$4,500 decrease in utilities based on prior year's actuals.

Rideshare Proposed Budget

The Recommended Proposed Budget of \$215,753 for the Rideshare Program represents a decrease of \$48,450 over the Adopted 2025-26 Budget of \$264,203. The decrease is primarily attributed to a reduction in salaries & benefits and promotional items for the Rideshare Program.

### Capital Projects Proposed Budget

The 2026-27 Proposed Budget of \$84,943,876 for Capital Projects presents an increase of \$1.9 million over the Fiscal Year 2025-26 Adopted Budget of \$83 million. The budget encompasses several existing multi-year capital projects and one new project using carryover capital LTF from a closed project. The funding for major capital projects is carried forward in the budget over multi-year delivery schedules.

Capital projects currently underway include:

- Bus Stop Amenities
- Transit Center & On-Board Information Screens
- New Administration and Fleet Maintenance Facility
- Transit Hubs & Amenities
- 3 New Flyer Hydrogen Buses
- Open Loop Payment System
- Automatic Passenger Count Replacement
- Engine Rebuilds
- Bus Turnout on Hatch Road
- Mobile Video Surveillance Trailer
- Short Range Transit Plan
- 2 MCI 45' Commuter Buses
- 2 BEB & 2 Diesel Gillig Fixed Route Buses
- Organization/Salary Study
- Onboard Video Surveillance Upgrade
- Replacing 5 Electric Bus Chargers

Only one new capital project is proposed for the upcoming fiscal year: the replacement of two Medivan vehicles at an estimated cost of \$200,000.

Recommended appropriations for the Capital Projects will be funded by \$23.8 million in LTF Carryover, \$300,000 in LTF Regional Capital funds, \$4.8 million in State Transit Assistance (STA) Carryover, \$47.1 million in SB125 funds, \$2.2 million in State of Good Repair (SGR) funds, \$6 million in Federal Transit Administration (FTA) funds, and \$700,000 in Regional Early Action Planning (REAP 2.0) Grant.

### Transportation Development Act Claim

On February 18, 2026, the StanCOG Policy Board approved the LTF and STA estimates for FY 2026-27, as provided by the County Auditor-Controller and the State Controller's Office (SCO). The LTF estimate for FY 2026-27 is \$32,000,000. After the deductions of \$320,000 for TDA administration, \$950,400 for planning, \$614,592 for non-motorized projects, conditional funds of \$1,505,750 for the Consolidated Transportation Services Agency (CTSA), \$1,421,767 for StanRTA Regional projects (which include the Transit Center and Amtrak Station), \$658,396 for Turlock Regional projects, the remaining LTF balance is \$26,529,095. The STA estimate for FY 2026-27 is \$5,337,584.

In accordance with the transit percentage ceiling cap adopted by StanCOG's Policy Board, the StanRTA is entitled to 87% of the remaining LTF balance, which is \$23,080,312 and 13% was allocated to the City of Turlock in the amount of \$3,448,782.

StanRTA is expected to receive \$5,319,080 in STA funds. In accordance with the StanCOG Transit Cost Sharing Procedures, StanRTA is allocated all STA PUC 99313 funds in the amount of \$5,051,640. The STA received under PUC 99314 in the amount of \$285,944, per state law, are awarded to each transit operator in proportion to the fare revenues generated. StanRTA will receive \$267,440 and Turlock \$18,504.

The rules and regulations governing the TDA funds and StanCOG Transit Cost Sharing Procedures require that the StanRTA Board of Directors consider approval of the TDA claim submission to StanCOG. Approval by the Board of Directors will enable staff to submit the claim to StanCOG and if approved by the StanCOG Policy Board, receive funding for transit operations and capital project improvements for FY 2026-27.

**Fiscal Impact:**

The total 2026-27 Proposed Budget contains total appropriations of \$50,760,166 for the individual Operations, Transit Center, Amtrak, and Rideshare Budgets, reflecting an increase of \$1.4 million over the 2025-26 Adopted Budget.

Estimated revenue identified in the Final Budget balances the budget with the use of 95% local, state, and federal funds, 4% in farebox revenue, and 1% of other revenue.

StanRTA will be applying for Measure L Rail Services funds through a competitive call for projects to maintain existing transit services during the current period of increased expenses and LTF/STA funding reductions. The total amount requested will be \$4.2 million, which will allow the agency to continue operating at current service levels while the Short-Range Transit Plan is developed and implemented in early 2027. Measure L Rail Services funds can be used for operations, maintenance and infrastructure improvements for public transit connections to existing rail services. StanRTA will be requesting funds from Measure L Rail Services to operate Route 25 that services the Modesto Amtrak Station, Route 70, that services the Lathrop/Manteca ACE Station, and Route 90/100 that serves the Pleasanton/Dublin BART Station. Without access to these Measure L Rail Services funds, the agency would be required to reduce operating services by approximately 15% in fiscal year 2026-2027 due to declining TDA funds.

The total 2026-27 Proposed Capital Budget of \$84,943,876 reflects an increase of \$1.9 million over the 2025-26 Adopted Budget of \$83,015,435. The Capital budget is balanced using 100% local, state, and federal funds.

**Recommendation:**

It is recommended that the Board of Directors:

1. Adopt Resolution 2026-231 approving the Operating and Capital Budgets for Fiscal Year 2026-27 and authorize the Chief Executive Officer to make any necessary technical adjustments required to implement the approved Final Budget.
2. Adopt Resolution 2026-232 approving the Transportation Development Act Claim for Fiscal Year 2026-2027 in the amount of \$28,399,392 and a Regional Transit Claim in the amount of \$1,421,767 and authorize the Chief Executive Officer to execute and submit the TDA claim to the Stanislaus Council of Governments (StanCOG).

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

**RESOLUTION 2026-231**

**RESOLUTION APPROVING THE FISCAL YEAR 2026-2027 OPERATING AND CAPITAL BUDGET AND AUTHORIZING THE CEO TO IMPLEMENT THE APPROVED BUDGETS**

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, is required to prepare and adopt an operating budget annually; and

WHEREAS, the Authority has prepared the proposed Operating and Capital Budget for fiscal year 2026-2027, as shown on Attachment 1.

NOW, THEREFORE, BE IT RESOLVED, the Board of Directors of the Stanislaus Regional Transit Authority hereby adopts the Fiscal Year 2026-2027 Operating and Capital Budget as shown on Attachment 1.

BE IT FURTHER RESOLVED, the Chief Executive Officer is authorized to make administrative or technical changes, as needed, to ensure the Fiscal Year 2026-2027 Operating and 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 26<sup>th</sup> day of March 2026. A motion was made and seconded to adopt the foregoing Resolution. Motion carried and the Resolution was adopted.

MEETING DATE: **March 26, 2026**

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CHANNCE CONDIT, VICE-CHAIR

ATTEST:

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ADAM BARTH, CHIEF EXECUTIVE OFFICER

**ATTACHMENT 1**  
**FISCAL YEAR 2026-2027 OPERATING AND CAPITAL BUDGET**

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

**RESOLUTION 2026-232**

**APPROVING THE SUBMISSION OF THE TRANSPORTATION DEVELOPMENT ACT TRANSIT CLAIM TO THE STANISLAUS COUNCIL OF GOVERNMENTS FOR FISCAL YEAR 2026-2027 IN THE AMOUNT OF \$28,399,392 AND A REGIONAL TRANSIT CLAIM IN THE AMOUNT OF \$1,421,767**

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 greatest portion of the Authority’s funding for the transit operating budget is made available under the Transportation Development Act (TDA), which includes Local Transportation Fund (LTF) funds and State Transit Assistance (STA) funds, and

WHEREAS, the Stanislaus Council of Governments (StanCOG) administers TDA funds and has informed the Authority that TDA funds have been apportioned by the State to StanCOG for allocation to public transit agencies pursuant to Article 4 of Chapter 4 of the California Public Utilities Code (PUC), and

WHEREAS, the Authority has prepared its TDA claim for Fiscal Year 2026-2027 pursuant to these sections of the California PUC, and

WHEREAS, the Authority’s Transit TDA Claim for Fiscal Year 2026-2027 is \$28,399,392; and

WHEREAS, the Authority’s Transit TDA Claim for Fiscal Year 2026-2027 for Regional Projects is \$1,421,767, and

WHEREAS, the total Transit Operating Budget for Fiscal Year 2026-2027 is \$50,760,166; and

WHEREAS, Board action authorizing submission of the Claim is required by StanCOG pursuant to Section 99233.11 of the California PUC before any TDA funding can be released to the Authority.

NOW, THEREFORE BE IT RESOLVED by the Board of Directors of the Stanislaus Regional Transit Authority that it hereby approves the Transportation Development Act transit claim for Fiscal Year 2026-2027 to the Stanislaus Council of Governments in the amount of \$28,399,392 and a Regional Transit Claim in the amount of \$1,421,767 and authorizes the Chief Executive Officer to execute and submit the same.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Regional Transit Authority, on the 26th day of March 2026. A motion was made and seconded to adopt the foregoing Resolution. Motion carried and the Resolution was adopted.

MEETING DATE: **March 26, 2026**

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CHANNCE CONDIT, VICE-CHAIR

ATTEST:

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ADAM BARTH, CHIEF EXECUTIVE OFFICER

**FISCAL YEAR 2026-2027  
PROPOSED OPERATIONS BUDGET**

	2024.2025 ACTUALS	2024.2025 BUDGET	% VAR	YTD NOV 2025	2025.2026 BUDGET	% VAR	2026.2027 PROPOSED BUDGET	Variance FY26 - FY27	NOTES
<b>REVENUE</b>									
4101 Measure L	770,971	500,000	154.2%	194,680	770,000	25.3%	3,030,509	75%	Based on PY actuals, Measure L reserves
4201 STA	6,486,143	6,719,504	96.5%	0	5,874,091	0.0%	5,319,080	-10%	Per TDA Ceiling Cap
4203 STA - Prior Year	1,264,645	1,264,645	100.0%	314	290,800	0.1%	0	N/A	No carryover available
4211 LTF	13,388,317	16,802,580	79.7%	3,262,812	22,163,788	14.7%	22,977,423	4%	Per TDA Ceiling Cap
4212 LTF - Prior Year	8,282,912	8,282,912	100.0%	32,279	6,265,616	0.5%	3,867,703	-62%	FY25 LTF carryover
4230 LCTOP	1,418,651	1,368,166	103.7%	0	1,349,408	0.0%	965,474	-40%	Per LCTOP Reg Dist v2
4235 SGR	408,713	408,713	100.0%	0	450,000	0.0%	450,000	0%	per SCO estimates
4236 SGR Capital	0	21,887	0.0%	0	0	0.0%	0	N/A	None expected for FY
4301 FTA - 5307	7,290,308	7,073,066	103.1%	2,575,168	7,460,308	34.5%	9,033,828	17%	Includes increased 5307 and Turlock apportionment
4302 FTA - 5311	700,662	600,000	116.8%	0	700,000	0.0%	715,718	2%	Rural FTA revenue
4401 Farebox	1,630,748	1,500,000	108.7%	799,487	1,500,000	53.3%	1,830,000	18%	Based on increased ridership trends
4403 Operating Contractor	0	50,000	0.0%	0	0	0.0%	0	N/A	Included as reimbursement to Bus Accident expense acct
4404 Modesto Junior College	240,000	240,000	100.0%	120,000	240,000	50.0%	240,000	0%	Sponsored fare program through
4502 Advertising Revenue	1,850	5,000	37.0%	0	0	0.0%	0	N/A	Discontinued bench and bus advertising
4503 CNG/Electric Proceeds	72,228	100,000	72.2%	32,220	100,000	32.2%	73,000	-37%	Dec Based on PY Actuals
4504 Scrap Recycling	43	0	0.0%	27	0	0.0%	0	N/A	Scrap metal from bus stops
4505 Rental Income	1,400	0	0.0%	1,400	1,400	100.0%	1,400	0%	Lease of bus stop
4506 Vending Commission	0	0	0.0%	592	0	0.0%	1,200	100%	New revenue stream
4510 Interest Earned	465	0	0.0%	181,488	35,264	514.7%	452,237	N/A	FY25 LTF carryover interest earned
4512 Fair Market Value	0	0	0.0%	168,348	0	0.0%	0	N/A	
4570 Miscellaneous Revenue	0	5,000	0.0%	0	1,000	0.0%	1,000	0%	
4590 Gain on Asset Sale	6,955	0	0.0%	2,250	0	0.0%	0	N/A	
<b>TOTAL REVENUE</b>	<b>41,965,012</b>	<b>44,941,473</b>	<b>93.4%</b>	<b>7,371,064</b>	<b>47,201,675</b>	<b>15.6%</b>	<b>48,958,572</b>	<b>4%</b>	
<b>EXPENSES</b>									
5001 Salaries & Wages	1,375,114	1,950,850	70.5%	624,320	2,003,929.0	31.2%	1,830,580	-9%	Includes vacant position, some allocated to projects
5005 Overtime/Comp Time Paid	0	5,000	0.0%	0	2,000.0	0.0%	2,000	0%	Overtime allowed for 2 hourly full-time employees
5100 Vacation Pay	145,829	0	0.0%	66,156	0.0	0.0%	0	N/A	Accounted for in Salaries and Wages
5101 Sick Pay	112,071	0	0.0%	18,783	0.0	0.0%	0	N/A	Accounted for in Salaries and Wages
5102 Holiday Regular	79,222	0	0.0%	30,895	0.0	0.0%	0	N/A	Accounted for in Salaries and Wages
5104 Holiday Compensated Time Off	5,805	0	0.0%	2,791	0.0	0.0%	0	N/A	Accounted for in Salaries and Wages
5105 Management Leave	73,936	0	0.0%	16,629	0.0	0.0%	0	N/A	Accounted for in Salaries and Wages
5106 Vacation/Termination Cash Out	0	66,790	0.0%	0	69,225.0	0.0%	0	N/A	Accounted for in Liabilities
5108 Other Paid Absences	0	0	0.0%	574	0.0	0.0%	0	N/A	Accounted for in Salaries and Wages
5110 Compensated Absences	10,890	0	0.0%	0	0.0	0.0%	0	N/A	Accounted for in Salaries and Wages
5200 Group Health Insurance	318,161	349,500	91.0%	150,344	400,148.0	37.6%	508,040	21%	5% Esc, addition & changes to employee coverage

**FISCAL YEAR 2026-2027  
PROPOSED OPERATIONS BUDGET**

	2024.2025 ACTUALS	2024.2025 BUDGET	% VAR	YTD NOV 2025	2025.2026 BUDGET	% VAR	2026.2027 PROPOSED BUDGET	Variance FY26 - FY27	NOTES
5201 Dental Health Insurance	17,458	19,170	91.1%	7,353	20,385.0	36.1%	19,860	-3%	Employer-paid dental benefits
5202 Vision Health Insurance	5,621	4,930	114.0%	2,897	8,066.0	35.9%	7,876	-2%	Employer-paid vision benefits
5203 Unemployment Insurance	3,540	6,825	51.9%	0	6,719.0	0.0%	3,011	-123%	Decrease based on PY actuals
5204 Life Insurance	1,158	4,500	25.7%	485	4,686.0	10.4%	4,450	-5%	Coverage for 16 employees
5205 Medical Waive Credit	14,602	14,470	100.9%	6,438	15,610.0	41.2%	10,260	-52%	\$225/PP for employees opted out of health benefits, decrease due to employee opted in for health benefits
5300 Auto Allowance	9,463	9,720	97.4%	4,045	9,709.0	41.7%	9,720	0%	Offered to executive postions
5301 Education Incentive Pay	12,743	14,125	90.2%	5,755	14,584.0	39.5%	11,921	-22%	2.5% avail to 3 employees, decrease based on PY actuals
5302 Professional Development	2,538	2,640	96.1%	0	2,619.0	0.0%	9,695	73%	Employee continuing education benefit
5303 Other Employee Expense	7,004	2,930	239.1%	381	3,906.0	9.8%	4,102	5%	Employee Uniforms & Financial Wellness Program
5304 Employee Assistance Program	456	595	76.6%	224	599.0	37.4%	580	-3%	Available to all employees
5305 Reimb Taxable Employee Expense	2,225	0	0.0%	0	0.0	0.0%	0	N/A	None expected for FY
5307 Phone Stipend	629	0	0.0%	270	756.0	35.8%	468	-62%	\$30/mo in lieu of StanRTA cell phone, based on actual employees enrolled
5700 Short & Long Term Disability	14,093	14,950	94.3%	5,876	16,883.0	34.8%	16,215	-4%	Coverage for 18 employees
5701 Retirement	205,430	262,990	78.1%	94,816	261,261.0	36.3%	231,391	-13%	Decrease due to retired employee
5702 Deferred Comp	39,743	40,050	99.2%	16,959	44,351.0	38.2%	41,084	-8%	Contributions for 15 employees
5703 Workers Compensation Insurance	31,959	27,600	115.8%	14,352	20,808.0	69.0%	40,222	48%	10% escalator
5704 Payroll Tax Expense	129,405	139,508	92.8%	54,781	155,218.0	35.3%	178,509	13%	Increase in tax rate
<b>Total Salary &amp; Benefits</b>	<b>2,619,097</b>	<b>2,937,143</b>	<b>89.2%</b>	<b>1,125,125</b>	<b>3,061,462</b>	<b>36.8%</b>	<b>2,929,984</b>	<b>-4%</b>	
6002 Parts, Materials, Other Supplies - Vehicle	1,284,834	1,400,000	91.8%	511,845	1,400,000	36.6%	1,700,000	18%	Vehicle parts, inc based on Modesto maintenance budget
6003 Fuel & Lubricants - Vehicle	3,595,559	3,859,380	93.2%	1,223,365	3,975,161	30.8%	4,398,461	10%	Gasoline, Diesel, CNG, Hydrogen
6004 Electrical Utility - Vehicle	37,027	66,000	56.1%	14,607	66,000	22.1%	50,000	-32%	Electricity for BEB, decrease based on PY actuals
6005 Parts, Materials, Other Supplies	0	1,000	0.0%	1,080	1,000	108.0%	1,000	0%	Parts or materials other than vehicle
6110 Office Supplies	515	500	103.0%	31	1,000	3.1%	500	-100%	Misc office supplies, decrease based on PY actuals
6111 Postage	2,238	2,500	89.5%	0	1,000	0.0%	0	N/A	Misc postage, decrease based on PY actuals
6112 Publications & Legal Notices	0	1,000	0.0%	0	500	0.0%	0	N/A	Decrease based on PY actuals
6113 Books & Periodicals	309	500	61.7%	0	0	0.0%	0	N/A	Decrease based on PY actuals
6114 Training Materials	0	500	0.0%	0	0	0.0%	0	N/A	Decrease based on PY actuals
6115 Promotional Items	250	2,000	12.5%	0	1,000	0.0%	0	N/A	Decrease based on PY actuals
6190 Miscellaneous Expense	0	1,000	0.0%	0	1,000	0.0%	100	-900%	Decrease based on PY actuals
6401 Office Equipment < \$5,000	0	5,000	0.0%	0	1,000	0.0%	0	N/A	Decrease based on PY actuals
6402 Computer & IT Equipment - Non-Asset	2,532	2,000	126.6%	69	1,000	6.9%	1,000	0%	Laptops, keyboards, monitors, teleconferencing equipment
6403 Small Tools & Instruments < \$5,000	18	1,000	1.8%	0	500	0.0%	100	-400%	Office repair tools, decrease based on PY actuals
6501 Maintenance and Repairs - Equipment	1,447	2,000	72.3%	0	1,000	0.0%	27,250	96%	Hydrogen fuel station & electric chargers maintenance
6502 Maintenance and Repairs - Structures & Grounds	408,713	396,600	103.1%	142,635	452,000	31.6%	450,000	0%	Bus stop cleaning and pressure washing
6504 Maintenance and Repairs - Vehicle	3,688,554	4,200,000	87.8%	1,190,833	4,326,000	27.5%	4,455,780	3%	Vehicle maintenance, 3% escalator

**FISCAL YEAR 2026-2027  
PROPOSED OPERATIONS BUDGET**

	2024.2025 ACTUALS	2024.2025 BUDGET	% VAR	YTD NOV 2025	2025.2026 BUDGET	% VAR	2026.2027 PROPOSED BUDGET	Variance FY26 - FY27	NOTES
6505 Repairs - Bus Accidents	-2,097	0	0.0%	0	0	0.0%	0	N/A	Bus accident repair costs and reimbursements
6506 Cost Recovery	149,768	0	0.0%	0	0	0.0%	0	N/A	Costs to be reimbursed
6550 Rents & Leases - Equipment	2,481	5,000	49.6%	0	1,000	0.0%	201,480	100%	Hydrogen fueling station lease
6551 Rents & Leases - Structures & Grounds	3,581	4,000	89.5%	1,440	3,000	48.0%	961	-212%	Medivan parking, BMF lease
6601 Memberships	98	0	0.0%	0	0	0.0%	2,060	100%	Hydrogen Fuel Cell Council
6603 Annual License for Software - Non Asset	241,268	466,000	51.8%	14,841	145,689	10.2%	123,609	-18%	Scheduling platform, maintenance software
6701 Printing & Binding Services	111,252	100,000	111.3%	35,432	100,000	35.4%	120,000	17%	Printing of signs, reports, etc, expenses moved from Internal Services Acct 7026
6703 Bank Charges	22,089	1,500	1472.6%	9,695	20,000	48.5%	20,000	0%	Electronic fare purchase fees
6704 Insurance - Other Than WC	133,262	110,000	121.1%	-8,812	1,800	-489.5%	1,839	2%	Bus shelter insurance
6705 Contingencies	0	500,000	0.0%	0	500,000	0.0%	500,000	0%	
6710 Purchased Transportation Expense	28,517,338	29,250,500	97.5%	7,551,249	31,020,355	24.3%	31,598,306	2%	Bus Operations
6720 Professional Services	417,062	285,000	146.3%	-22,500	165,700	-13.6%	300,000	45%	ADA Eligibility
6722 Marketing & Promotions	23,564	60,000	39.3%	34,970	60,000	58.3%	60,000	0%	Marketing services
6724 Business Expense - Fares	0	2,000	0.0%	0	1,000	0.0%	0	N/A	Decrease based on PY actuals
6725 Legal Services	4,334	0	0.0%	420	6,400	6.6%	1,000	-540%	Legal services directly related to bus stop accidents, expenses moved to Internal Services Acct 7001
6730 Communications	90,306	163,400	55.3%	35,705	142,000	25.1%	98,314	-44%	Cell phones, paratransit tablets, VoIP, Fixed Route CAD/AVL
6800 Conferences & Training	89,082	94,400	94.4%	0	2,000	0.0%	2,000	0%	
6801 Travel/Per Diem Expenses	20,915	17,700	118.2%	0	0	0.0%	0	N/A	Expenses moved to account 6800
6802 Employee Service Awards & Appreciation	3,288	2,500	131.5%	0	0	0.0%	0	N/A	Expenses moved to Internal Services Acct 7029
6803 Food & Beverage	1,048	3,000	34.9%	208	2,000	10.4%	0	N/A	Decrease based on PY actuals
6900 Licenses & Fees	6,009	6,000	100.1%	697	6,000	11.6%	6,000	0%	CARB Clean Truck Check fees
6901 CDTFA Taxes & Fees	1,548	15,000	10.3%	0	2,000	0.0%	2,000	0%	CNG fuel taxes
6990 Interest Expense	19,046	0	0.0%	4,421	0	0.0%	18,000	100%	Based on PY-not previously budgeted
<b>Total Services &amp; Supplies</b>	<b>38,877,237</b>	<b>41,026,980</b>	<b>94.8%</b>	<b>10,742,231</b>	<b>42,407,105</b>	<b>25.3%</b>	<b>44,139,760</b>	<b>4%</b>	
7001 Legal	108,923	146,500	74.4%	4,562	142,334	3.2%	126,035	-13%	Legal services, decrease based on PY actuals
7002 HR Consulting	0	1,800	0.0%	0	0	0.0%	0	N/A	None expected for FY
7003 IT Services	91,695	117,500	78.0%	39,848	97,014	41.1%	96,950	0%	IT services, based on contract
7006 Auditing & Accounting	60,674	32,280	188.0%	9,454	57,434	16.5%	51,479	-12%	Auditing services contract amount
7007 Office Expenses	5,643	29,300	19.3%	3,547	10,672	33.2%	11,634	8%	Misc office supplies, decrease based on PY actuals
7008 Office & Parking Rent/Lease	13,991	128,600	10.9%	7,010	144,279	4.9%	132,999	-8%	Admin office lease, employee parking
7009 Utilities Internal Srvcs	5,827	5,300	109.9%	3,244	6,694	48.5%	6,787	1%	Admin office utilities
7010 Board of Directors	9,189	11,730	78.3%	3,486	12,745	27.3%	9,704	-31%	BOD & SEAAC meeting lunches, refreshments, stipends, decrease based on PY actuals
7011 Bank Charges	4,788	5,100	93.9%	1,067	4,570	23.3%	4,957	8%	Customer service merchant services charges
7012 Consulting Services Internal Srvcs	965	9,700	9.9%	0	1,455	0.0%	0	N/A	Discontinued contract for DBE consulting

**FISCAL YEAR 2026-2027  
PROPOSED OPERATIONS BUDGET**

	2024.2025 ACTUALS	2024.2025 BUDGET	% VAR	YTD NOV 2025	2025.2026 BUDGET	% VAR	2026.2027 PROPOSED BUDGET	Variance FY26 - FY27	NOTES
7013 Marketing & Promotions Internal Svcs	118,795	195,650	60.7%	63,720	197,121	32.3%	193,900	-2%	Agency-wide marketing services
7014 Professional Services Internal Svcs	46,538	29,000	160.5%	23,688	20,637	114.8%	162,382	87%	Armored car, translation, shredding, software programming, state advocacy increase due to new state advocacy service
7015 Communications Internal Svcs	29,943	35,600	84.1%	9,173	27,602	33.2%	23,064	-20%	Office phone service, internet, video conferencing, decrease due to new admin office internet provider
7016 Software Internal Services	119,941	82,340	145.7%	358,812	546,529	65.7%	515,806	-6%	Website hosting, route planning, fare collection, video surveillance software, CAD/AVL, misc office programs
7017 IT & Computer Equip Internal Svcs	7,966	19,450	41.0%	3,088	18,869	16.4%	19,390	3%	PC's, Laptops, keyboards, monitors, teleconferencing equipment
7018 Office Equipment Internal Svcs	4,559	19,450	23.4%	37	4,850	0.8%	4,847	0%	Chairs, desks, etc
7019 Promotional Items Internal Svcs	26,756	48,910	54.7%	17,444	49,003	35.6%	48,475	-1%	Agency-wide promotional items
7020 Memberships Internal Svcs	55,713	58,800	94.8%	44,956	57,226	78.6%	62,420	8%	Professional organization memberships,
7021 Subscriptions Internal Svcs	6,972	340	2050.5%	6,354	1,300	488.8%	291	-347%	Domain registry, decrease due to discontinued subscription
7022 Postage Internal Svcs	0	0	0.0%	913	3,046	30.0%	2,908	-5%	Mailing fare media, letters, vendor payments, misc items
7023 Books & Periodicals Internal Svcs	0	0	0.0%	105	268	39.1%	291	8%	Online periodical subscription
7024 Maint & Repairs - Equip Internal Svcs	0	0	0.0%	787	6,438	12.2%	3,502	-84%	Service vehicle maintenance, office equipment maintenance, decrease based on CY projections
7025 Maint & Repairs - Structures Internal Svcs	0	0	0.0%	5,045	19,402	26.0%	15,125	-28%	Admin office janitorial, decrease based on contracted pricing
7026 Printing & Binding Internal Svcs	0	0	0.0%	362	2,910	12.4%	969	-200%	Agency-wide printing services, exp moved to acct 6701
7027 Insurance - Other than WC Internal Svcs	0	0	0.0%	197,289	148,598	132.8%	248,276	40%	Based on actuals from GSRMA
7028 Conferences & Training Internal Svcs	0	0	0.0%	23,693	149,474	15.9%	143,729	-4%	Professional conferences and trainings for admin staff
7029 Employee Svc Awards & Appr Internal Svcs	0	0	0.0%	0	2,638	0.0%	2,908	9%	Team-building events for staff
<b>Total Internal Services</b>	<b>718,877</b>	<b>977,350</b>	<b>73.6%</b>	<b>827,683</b>	<b>1,733,108</b>	<b>47.8%</b>	<b>1,888,828</b>	<b>8%</b>	
<b>TOTAL EXPENSES</b>	<b>42,215,210</b>	<b>44,941,473</b>	<b>93.9%</b>	<b>12,695,038</b>	<b>47,201,675</b>	<b>26.9%</b>	<b>48,958,572</b>	<b>4%</b>	

**FISCAL YEAR 2026-2027  
PROPOSED TRANSIT CENTER BUDGET**

	2024.2025 ACTUALS	2024.2025 BUDGET	% VAR	YTD NOV 2025	2025.2026 BUDGET	% VAR	2026.2027 PROPOSED BUDGET	Variance FY26 - FY27	NOTES
<b>REVENUE</b>									
4214 LTF Regional Funds	744,712	826,683	90.1%	0	1,605,010	0.0%	1,312,799	-22%	Per TDA ceiling cap
4216 LTF Regional Funds - Prior Year	321,536	321,060	100.1%	0	0	0.0%	81,971	100%	FY25 LTF Regional carryover
4506 Vending Commission	204	0	0.0%	0	0	0.0%		N/A	Moved to Operations
4510 Interest Earned	25	0	0.0%	0	0	0.0%	118	N/A	FY25 interest earned
<b>TOTAL REVENUE</b>	<b>1,066,476</b>	<b>1,147,743</b>	<b>92.9%</b>	<b>0</b>	<b>1,605,010</b>	<b>0.0%</b>	<b>1,394,888</b>	<b>-15%</b>	
<b>EXPENSES</b>									
5001 Salaries & Wages	70,890	91,030	77.9%	27,695	88,410	31.3%	85,707	-3%	Allocated wages from Admin employees
5100 Vacation Pay	7,307	0	0.0%	3,079	0	0.0%	0	N/A	Accounted for in Salaries and Wages
5101 Sick Pay	5,121	0	0.0%	1,103	0	0.0%	0	N/A	Accounted for in Salaries and Wages
5102 Holiday Regular	3,732	0	0.0%	1,376	0	0.0%	0	N/A	Accounted for in Salaries and Wages
5104 Holiday Compensated Time Off	298	0	0.0%	155	0	0.0%	0	N/A	Accounted for in Salaries and Wages
5105 Management Leave	3,443	0	0.0%	621	0	0.0%	0	N/A	Accounted for in Salaries and Wages
5106 Vacation/Termination Cash Out	0	3,710	0.0%	0	3,121	0.0%	0	N/A	Accounted for in Liabilities
5200 Group Health Insurance	14,998	17,901	83.8%	7,375	20,694	35.6%	25,897	20%	5% Esc, addition & changes to employee coverage
5201 Dental Health Insurance	915	1,020	89.7%	326	931	35.1%	952	2%	Employer-paid dental benefits
5202 Vision Health Insurance	294	260	113.0%	128	368	34.9%	377	2%	Employer-paid vision benefits
5203 Unemployment Insurance	160	325	49.3%	0	289	0.0%	134	-116%	Decrease based on PY actuals
5204 Life Insurance	61	0	0.0%	21	327	0.0%	215	-52%	Coverage for 16 employees
5205 Medical Waive Credit	1,023	1,188	86.1%	202	377	53.6%	378	0%	\$225/PP for employees opted out of health benefits, decrease due to employee opted in for health benefits
5300 Auto Allowance	526	540	97.3%	225	539	41.7%	540	0%	Offered to executive positions
5301 Education Incentive Pay	529	645	82.0%	215	528	40.8%	526	0%	2.5% avail to 3 employees, decrease based on PY actuals
5302 Professional Development	44	45	98.2%	0	61	0.0%	236	74%	Employee continuing education benefit
5303 Other Employee Expense	107	50	214.2%	0	71	0.0%	76	7%	Employee Uniforms & Financial Wellness Program
5304 Employee Assistance Program	22	30	73.6%	9	25	37.4%	26	4%	Available to all employees
5305 Reimb Taxable Employee Expense	39	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
5700 Short & Long Term Disability	703	760	92.5%	250	714	35.0%	737	3%	Coverage for 18 employees
5701 Retirement	10,052	12,798	78.5%	3,981	11,543	34.5%	10,751	-7%	Decrease due to retired employee
5702 Deferred Comp	2,065	2,010	102.7%	770	1,994	38.6%	1,925	-4%	Contributions for 15 employees
5703 Workers Compensation Insurance	1,625	130	1249.9%	643	1,200	53.6%	1,891	37%	10% escalator
5704 Payroll Tax Expense	6,564	6,585	99.7%	2,390	6,848	34.9%	8,369	18%	Increase in tax rate
<b>Total Salary &amp; Benefits</b>	<b>130,516</b>	<b>139,027</b>	<b>93.9%</b>	<b>50,564</b>	<b>138,040</b>	<b>36.6%</b>	<b>138,737</b>	<b>1%</b>	
6005 Parts, Materials, Other Supplies	25,376	28,000	90.6%	8,353	28,000	29.8%	28,000	0%	Parts & Materials for Transit Center
6110 Office Supplies	34	1,000	3.4%	0	1,000	0.0%	100	-900%	Misc office supplies, decrease based on PY actuals
6111 Postage	31	100	30.6%	0	100	0.0%	0	N/A	Decrease based on PY actuals
6113 Books & Periodicals	5	100	5.4%	0	0	0.0%	0	N/A	Decrease based on PY actuals

**FISCAL YEAR 2026-2027  
PROPOSED TRANSIT CENTER BUDGET**

	2024.2025 ACTUALS	2024.2025 BUDGET	% VAR	YTD NOV 2025	2025.2026 BUDGET	% VAR	2026.2027 PROPOSED BUDGET	Variance FY26 - FY27	NOTES
6190 Miscellaneous Expense	0	100	0.0%	0	0	0.0%	0	N/A	Decrease based on PY actuals
6402 Computer & IT Equipment - Non-Asset	2,892	1,000	289.2%	228	34,000	0.7%	34,000	0%	Upgraded WiFi & audio system
6403 Small Tools & Instruments - Non-Asset	426	0	0.0%	0	1,000	0.0%	1,000	0%	TC repair tools, decrease based on PY actuals
6501 Maintenance and Repairs - Equipment	3,841	0	0.0%	150	3,000	0.0%	3,000	0%	Misc repairs to TC equipment
6502 Maintenance and Repairs - Structures & Grounds	325,623	410,750	79.3%	102,313	465,300	22.0%	319,240	-46%	Pressure washing, janitorial, pest control, landscaping, building maintenance
6551 Rents & Leases - Structures & Grounds	1	1	100.0%	0	1	0.0%	1	0%	TC Lease
6601 Memberships	2	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6602 Subscriptions	192	0	0.0%	0	325	0.0%	400	19%	Ambient audio subscription
6603 Annual License for Software - Non Asset	39	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6701 Printing & Binding Services	1,806	800	225.8%	116	2,000	5.8%	2,000	0%	Misc printing for TC signs and displays
6704 Insurance - Other Than WC	6,086	8,000	76.1%	2,792	7,272	38.4%	5,830	-25%	Property Insurance
6720 Professional Services	499,784	475,120	105.2%	133,541	811,018	16.5%	747,829	-8%	Security services, floor mat cleaning
6722 Marketing & Promotions	15	0	0.0%	1,561	0	0.0%	0	N/A	None expected for FY
6725 Legal Services	2,220	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6730 Communications	1,522	3,000	50.7%	545	1,350	40.4%	1,400	4%	Internet service
6731 Utilities	53,186	40,000	133.0%	20,962	66,500	31.5%	60,000	-11%	Electricity, gas, garbage, decrease based on PY actuals
6800 Conferences & Training	1,456	1,385	105.1%	0	0	0.0%	0	N/A	None expected for FY
6801 Travel/Per Diem Expenses	352	250	140.7%	0	0	0.0%	0	N/A	None expected for FY
6802 Employee Service Awards & Appreciation	57	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6803 Food & Beverage	14	0	0.0%	1	0	0.0%	0	N/A	None expected for FY
6902 Taxes & Assessments	0	20,000	0.0%	0	20,000	0.0%	20,000	0%	DID Assessment
6990 Interest Expense	148	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
<b>Total Services &amp; Supplies</b>	<b>925,108</b>	<b>989,606</b>	<b>93.5%</b>	<b>270,563</b>	<b>1,440,866</b>	<b>18.8%</b>	<b>1,222,800</b>	<b>-18%</b>	
7001 Legal	1,861	2,700	68.9%	106	3,327	3.2%	3,068	-8%	Legal services, decrease based on PY actuals
7002 HR Consulting	0	100	0.0%	0	0	0.0%	0	N/A	None expected for FY
7003 IT Services	1,596	1,900	84.0%	932	2,268	41.1%	2,360	4%	IT services, based on contract
7006 Auditing & Accounting	1,066	600	177.7%	221	1,342	16.5%	1,253	-7%	Auditing services contract amount
7007 Office Expenses	92	500	18.4%	73	249	29.5%	283	12%	Misc office supplies, decrease based on PY actuals
7008 Office & Parking Rent/Lease	243	2,500	9.7%	143	3,373	4.2%	3,238	-4%	Admin office lease, employee parking
7009 Utilities Internal Svcs	103	100	103.0%	76	156	48.7%	165	5%	Admin office utilities
7010 Board of Directors	161	200	80.7%	79	298	26.6%	236	-26%	BOD & SEAAC meeting lunches, refreshments, stipends, decrease based on PY actuals
7011 Bank Charges	2	100	2.1%	1	23	5.0%	33	30%	Customer service merchant services charges
7012 Consulting Services Internal Svcs	17	200	8.4%	0	34	0.0%	0	N/A	Discontinued contract for DBE consulting
7013 Marketing & Promotions Internal Svcs	761	3,500	21.7%	608	2,253	27.0%	4,720	52%	Agency-wide marketing services, increase due to indirect allocation calculation

**FISCAL YEAR 2026-2027  
PROPOSED TRANSIT CENTER BUDGET**

	2024.2025 ACTUALS	2024.2025 BUDGET	% VAR	YTD NOV 2025	2025.2026 BUDGET	% VAR	2026.2027 PROPOSED BUDGET	Variance FY26 - FY27	NOTES
7014 Professional Services Internal Svcs	387	600	64.6%	76	286	26.5%	2,227	87%	Translation, shredding, software programming, increase due to new state advocacy service
7015 Communications Internal Svcs	507	600	84.5%	198	525	37.6%	520	-1%	Office phone service, internet, video conferencing, decrease due to new admin office internet provider
7016 Software Internal Services	1,958	1,500	130.5%	1,149	2,672	43.0%	3,100	14%	Website hosting, video surveillance software, misc office programs
7017 IT & Computer Equip Internal Svcs	135	350	38.7%	70	441	15.9%	472	7%	Laptops, keyboards, monitors, teleconferencing equipment
7018 Office Equipment Internal Svcs	79	350	22.7%	1	113	0.8%	118	4%	Chairs, desks, etc
7019 Promotional Items Internal Svcs	345	800	43.2%	353	797	44.3%	1,180	32%	Agency-wide promotional items
7020 Memberships Internal Svcs	1,533	950	161.3%	1,239	1,295	95.7%	1,331	3%	Professional organization memberships
7021 Subscriptions Internal Svcs	5	10	54.1%	15	0	0.0%	7	100%	Domain registry
7022 Postage Internal Svcs	0	0	0.0%	21	71	0.0%	71	0%	Mailing fare media, letters, vendor payments, misc items
7023 Books & Periodicals Internal Svcs	0	0	0.0%	2	6	0.0%	7	14%	Online periodical subscription
7024 Maint & Repairs - Equip Internal Svcs	0	0	0.0%	15	141	0.0%	76	-86%	Service vehicle maintenance, office equipment maintenance, decrease based on CY projections
7025 Maint & Repairs - Structures Internal Svcs	0	0	0.0%	118	454	0.0%	368	-23%	Admin office janitorial, decrease based on contracted pricing
7026 Printing & Binding Internal Svcs	0	0	0.0%	6	68	0.0%	24	-183%	Agency-wide printing services, exp moved to acct 6701
7027 Insurance - Other than WC Internal Svcs	0	0	0.0%	3,317	2,629	0.0%	5,160	49%	Based on actuals from GSRMA
7028 Conferences & Training Internal Svcs	0	0	0.0%	407	3,221	0.0%	3,263	1%	Professional conferences and trainings for admin staff
7029 Employee Svc Awards & Appr Internal Svcs	0	0	0.0%	0	62	0.0%	71	13%	Team-building events for staff
<b>Total Internal Services</b>	<b>10,853</b>	<b>17,560</b>	<b>61.8%</b>	<b>9,228</b>	<b>26,104</b>	<b>35.3%</b>	<b>33,351</b>	<b>22%</b>	
<b>TOTAL EXPENSES</b>	<b>1,066,476</b>	<b>1,146,193</b>	<b>93.0%</b>	<b>330,354</b>	<b>1,605,010</b>	<b>20.6%</b>	<b>1,394,888</b>	<b>-15%</b>	

**FISCAL YEAR 2026-2027  
PROPOSED AMTRAK STATION BUDGET**

	2024.2025 ACTUALS	2024.2025 BUDGET	% VAR	YTD NOV 2025	2025.2026 BUDGET	% VAR	2026.2027 PROPOSED BUDGET	Variance FY26 - FY27	NOTES
<b>REVENUE</b>									
4214 LTF Regional Funds	11,936	93,921	12.7%	0	250,627	0.0%	108,968	-130%	Per TDA ceiling cap
4216 LTF Regional Funds - Prior Year	168,958	168,791	100.1%	1,789	3,040	58.9%	81,985	96%	FY25 LTF Regional carryover
4510 Interest Earned	13	0	0.0%	0	0	0.0%	0	N/A	
<b>TOTAL REVENUE</b>	<b>180,907</b>	<b>262,712</b>	<b>68.9%</b>	<b>1,789</b>	<b>253,667</b>	<b>0.7%</b>	<b>190,953</b>	<b>-33%</b>	
<b>EXPENSES</b>									
5001 Salaries & Wages	38,710	48,820	79.3%	15,523	48,519	32.0%	46,881	-3%	Allocated wages from Admin employees
5100 Vacation Pay	4,052	0	0.0%	1,742	0	0.0%	0	N/A	Accounted for in Salaries and Wages
5101 Sick Pay	2,968	0	0.0%	624	0	0.0%	0	N/A	Accounted for in Salaries and Wages
5102 Holiday Regular	2,108	0	0.0%	767	0	0.0%	0	N/A	Accounted for in Salaries and Wages
5104 Holiday Compensated Time Off	171	0	0.0%	93	0	0.0%	0	N/A	Accounted for in Salaries and Wages
5105 Management Leave	1,970	0	0.0%	340	0	0.0%	0	N/A	Accounted for in Salaries and Wages
5106 Vacation/Termination Cash Out	0	2,225	0.0%	0	1,735	0.0%	0	N/A	Accounted for in Liabilities
5200 Group Health Insurance	8,792	10,000	87.9%	4,189	11,028	38.0%	13,952	21%	5% Esc, addition & changes to employee coverage
5201 Dental Health Insurance	497	545	91.1%	179	490	36.6%	503	3%	Employer-paid dental benefits
5202 Vision Health Insurance	160	140	114.2%	71	194	36.4%	199	3%	Employer-paid vision benefits
5203 Unemployment Insurance	90	175	51.7%	0	155	0.0%	71	-118%	Decrease based on PY actuals
5204 Life Insurance	32	0	0.0%	11	0	0.0%	114	100%	Coverage for 16 employees
5205 Medical Waive Credit	440	590	74.5%	90	161	55.8%	162	1%	due to employee opted in for health benefits
5300 Auto Allowance	315	324	97.3%	135	324	41.6%	324	0%	Offered to executive postions
5301 Education Incentive Pay	299	15	1991.0%	127	311	40.7%	310	0%	2.5% avail to 3 employees, decrease based on PY actuals
5302 Professional Development	8	10	77.9%	0	8	0.0%	29	72%	Employee continuing education benefit
5303 Other Employee Expense	19	10	189.0%	0	9	0.0%	9	0%	Employee Uniforms & Financial Wellness Program
5304 Employee Assistance Program	11	15	75.5%	5	14	35.6%	14	0%	Available to all employees
5305 Reimb Taxable Employee Expense	7	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
5700 Short & Long Term Disability	380	410	92.6%	138	386	35.7%	395	2%	Coverage for 18 employees
5701 Retirement	5,510	6,798	81.1%	2,199	6,278	35.0%	5,809	-8%	Decrease due to retired employee
5702 Deferred Comp	1,149	1,120	102.6%	436	1,120	39.0%	1,078	-4%	Contributions for 15 employees
5703 Workers Compensation Insurance	893	70	1275.1%	359	650	55.3%	1,031	37%	10% escalator
5704 Payroll Tax Expense	3,587	3,530	101.6%	1,324	3,762	35.2%	4,585	18%	Increase in tax rate
<b>Total Salary &amp; Benefits</b>	<b>72,168</b>	<b>74,797</b>	<b>96.5%</b>	<b>28,351</b>	<b>75,144</b>	<b>37.7%</b>	<b>75,466</b>	<b>0%</b>	
6005 Parts, Materials, Other Supplies	0	4,000	0.0%	0	4,000	0.0%	1,000	-300%	Parts & Materials for Amtrak Station
6110 Office Supplies	0	100	0.0%	0	100	0.0%	0	N/A	None expected for FY
6111 Postage	3	50	6.9%	0	0	0.0%	0	N/A	None expected for FY
6113 Books & Periodicals	1	50	1.9%	0	0	0.0%	0	N/A	None expected for FY
6190 Miscellaneous Expense	0	50	0.0%	0	50	0.0%	0	N/A	None expected for FY

**FISCAL YEAR 2026-2027  
PROPOSED AMTRAK STATION BUDGET**

	2024.2025 ACTUALS	2024.2025 BUDGET	% VAR	YTD NOV 2025	2025.2026 BUDGET	% VAR	2026.2027 PROPOSED BUDGET	Variance FY26 - FY27	NOTES
6402 Computer & IT Equipment - Non-Asset	7	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6501 Maintenance and Repairs - Equipment	3	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6502 Maintenance and Repairs - Structures & Grounds	82,094	140,550	58.4%	28,655	140,114	20.5%	84,532	-66%	Pressure washing, janitorial, pest control, landscaping, building maintenance
6601 Memberships	0	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6603 Annual License for Software - Non Asset	7	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6701 Printing & Binding Services	4	100	3.5%	0	100	0.0%	0	N/A	None expected for FY
6704 Insurance - Other Than WC	3,868	5,500	70.3%	1,608	4,371	36.8%	3,858	-13%	Property Insurance
6720 Professional Services	591	7,700	7.7%	0	0	0.0%	0	N/A	None expected for FY
6725 Legal Services	388	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6731 Utilities	19,633	26,500	74.1%	7,423	26,500	28.0%	22,000	-20%	Electricity, gas, decrease based on PY actuals
6800 Conferences & Training	250	200	125.0%	0	0	0.0%	0	N/A	None expected for FY
6801 Travel/Per Diem Expenses	60	40	148.8%	0	0	0.0%	0	N/A	None expected for FY
6802 Employee Service Awards & Appreciation	10	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6803 Food & Beverage	2	0	0.0%	1	0	0.0%	0	N/A	None expected for FY
6990 Interest Expense	26	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
<b>Total Services &amp; Supplies</b>	<b>106,948</b>	<b>184,840</b>	<b>57.9%</b>	<b>37,686</b>	<b>175,235</b>	<b>21.5%</b>	<b>111,390</b>	<b>-57%</b>	
7001 Legal	327	400	81.8%	14	419	3.2%	377	-11%	Legal services, decrease based on PY actuals
7002 HR Consulting	0	50	0.0%	0	0	0.0%	0	N/A	None expected for FY
7003 IT Services	282	300	93.9%	119	285	41.8%	290	2%	IT services, based on contract
7006 Auditing & Accounting	186	100	186.2%	28	169	16.7%	154	-10%	Auditing services contract amount
7007 Office Expenses	16	400	4.1%	9	31	30.3%	35	11%	Misc office supplies, decrease based on PY actuals
7008 Office & Parking Rent/Lease	43	50	86.0%	21	425	5.0%	398	-7%	Admin office lease, employee parking
7009 Utilities Internal Svcs	18	50	36.4%	10	20	48.5%	20	0%	Admin office utilities
7010 Board of Directors	28	35	80.6%	10	38	27.3%	29	-31%	BOD & SEAAC meeting lunches, refreshments, stipends, decrease based on PY actuals
7011 Bank Charges	0	50	0.8%	0	3	4.7%	4	25%	Customer service merchant services charges
7012 Consulting Services Internal Svcs	3	50	5.9%	0	4	0.0%	0	N/A	Discontinued contract for DBE consulting
7013 Marketing & Promotions Internal Svcs	133	500	26.7%	77	284	27.2%	580	51%	Agency-wide marketing services, increase due to indirect allocation calculation
7014 Professional Services Internal Svcs	68	200	34.2%	10	36	26.9%	274	87%	Translation, shredding service, software programming, increase due to new state advocacy service
7015 Communications Internal Svcs	89	100	89.4%	26	66	39.3%	64	-3%	Office phone service, internet, video conferencing, decrease due to new admin office internet provider
7016 Software Internal Services	337	200	168.6%	123	336	36.5%	380	12%	Website hosting, video surveillance software, misc office programs
7017 IT & Computer Equip Internal Svcs	24	100	23.5%	9	56	15.9%	58	3%	Laptops, keyboards, monitors, teleconferencing equipment
7018 Office Equipment Internal Svcs	14	100	14.0%	0	14	0.8%	15	7%	Chairs, desks, etc
7019 Promotional Items Internal Svcs	59	130	45.4%	45	100	45.1%	145	31%	Agency-wide promotional items

**FISCAL YEAR 2026-2027  
PROPOSED AMTRAK STATION BUDGET**

	2024.2025 ACTUALS	2024.2025 BUDGET	% VAR	YTD NOV 2025	2025.2026 BUDGET	% VAR	2026.2027 PROPOSED BUDGET	Variance FY26 - FY27	NOTES
7020 Memberships Internal Svcs	162	150	108.2%	123	163	75.3%	163	0%	Professional organization memberships
7021 Subscriptions Internal Svcs	1	10	9.3%	2	0	0.0%	1	100%	Domain registry
7022 Postage Internal Svcs	0	0	0.0%	3	9	30.3%	9	0%	Mailing fare media, letters, vendor payments, misc items
7023 Books & Periodicals Internal Svcs	0	0	0.0%	0	1	32.0%	1	0%	Online periodical subscription
7024 Maint & Repairs - Equip Internal Svcs	0	0	0.0%	2	18	10.5%	9	-100%	Service vehicle maintenance, office equipment maintenance, decrease based on CY projections
7025 Maint & Repairs - Structures Internal Svcs	0	0	0.0%	15	57	26.5%	45	-27%	Admin office janitorial, decrease based on contracted pricing
7026 Printing & Binding Internal Svcs	0	0	0.0%	1	9	8.7%	3	-200%	Agency-wide printing services, exp moved to acct 6701
7027 Insurance - Other than WC Internal Svcs	0	0	0.0%	585	331	176.8%	634	48%	Based on actuals from GSRMA
7028 Conferences & Training Internal Svcs	0	0	0.0%	51	406	12.4%	400	-2%	Professional conferences and trainings for admin staff
7029 Employee Svc Awards & Appr Internal Svcs	0	0	0.0%	0	8	0.0%	9	11%	Team-building events for staff
<b>Total Internal Services</b>	<b>1,792</b>	<b>2,975</b>	<b>60.2%</b>	<b>1,282</b>	<b>3,288</b>	<b>39.0%</b>	<b>4,097</b>	<b>20%</b>	
<b>TOTAL EXPENSES</b>	<b>180,907</b>	<b>262,612</b>	<b>68.9%</b>	<b>67,320</b>	<b>253,667</b>	<b>26.5%</b>	<b>190,953</b>	<b>-33%</b>	

**FISCAL YEAR 2026-2027  
PROPOSED RIDESHARE BUDGET**

	2024.2025 ACTUALS	2024.2025 BUDGET	% VAR	YTD NOV 2025	2025.2026 BUDGET	% VAR	2026.2027 PROPOSED BUDGET	Variance FY26 - FY27	NOTES
<b>REVENUE</b>									
4211 LTF	86,083	87,288	98.6%	0	40,287	0.0%	102,889	61%	Per TDA ceiling cap
4270 CalTrans CMAQ	92,848	131,300	70.7%	1,935	7,981	24.2%	0	N/A	None expected for FY
4301 FTA - 5307	31,649	31,700	99.8%	21,635	215,935	10.0%	112,864	-91%	FTA 5307 Operating Assistance
<b>TOTAL REVENUE</b>	<b>210,580</b>	<b>250,288</b>	<b>84.1%</b>	<b>23,570</b>	<b>264,203</b>	<b>8.9%</b>	<b>215,753</b>	<b>-22%</b>	
<b>EXPENSES</b>									
5001 Salaries & Wages	64,049	90,000	71.2%	28,816	101,169	28.5%	64,335	-57%	Dec Based on PY Actuals
5100 Vacation Pay	2,819	0	0.0%	1,197	0	0.0%	0	N/A	Allocated wages from Admin employees
5101 Sick Pay	3,940	0	0.0%	1,956	0	0.0%	0	N/A	Accounted for in Salaries and Wages
5102 Holiday Regular	1,146	0	0.0%	459	0	0.0%	0	N/A	Accounted for in Salaries and Wages
5104 Holiday Compensated Time Off	94	0	0.0%	62	0	0.0%	0	N/A	Accounted for in Salaries and Wages
5105 Management Leave	1,141	0	0.0%	202	0	0.0%	0	N/A	Accounted for in Salaries and Wages
5106 Vacation/Termination Cash Out	0	1,485	0.0%	0	1,027	0.0%	0	N/A	Accounted for in Liabilities
5200 Group Health Insurance	7,550	8,200	92.1%	3,266	9,396	34.8%	7,961	-18%	5% Esc, addition & changes to employee coverage
5201 Dental Health Insurance	319	280	114.0%	127	429	29.7%	265	-62%	Employer-paid dental benefits
5202 Vision Health Insurance	102	65	156.6%	50	145	34.6%	105	-38%	Employer-paid vision benefits
5203 Unemployment Insurance	301	300	100.3%	0	482	0.0%	227	-112%	Decrease based on PY actuals
5204 Life Insurance	20	0	0.0%	8	71	11.5%	60	-18%	Coverage for 16 employees
5205 Medical Waive Credit	8	0	0.0%	21	52	39.6%	0	N/A	due to employee opted in for health benefits
5300 Auto Allowance	230	216	106.6%	90	228	39.4%	216	-6%	Offered to executive postions
5301 Education Incentive Pay	198	175	113.1%	97	233	41.7%	187	-25%	2.5% avail to 3 employees, decrease based on PY actuals
5302 Professional Development	8	5	156.0%	0	12	0.0%	40	70%	Employee continuing education benefit
5303 Other Employee Expense	19	0	0.0%	0	14	0.0%	13	-8%	Employee Uniforms & Financial Wellness Program
5304 Employee Assistance Program	41	5	810.2%	21	48	43.2%	44	-9%	Available to all employees
5305 Reimb Taxable Employee Expense	7	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
5307 Phone Stipend	350	0	0.0%	154	324	47.4%	324	0%	One employee enrolled
5700 Short & Long Term Disability	466	700	66.6%	195	564	34.7%	427	-32%	Coverage for 18 employees
5701 Retirement	3,805	4,372	87.0%	1,613	5,170	31.2%	3,257	-59%	Decrease due to retired employee
5702 Deferred Comp	762	1,120	68.0%	303	955	31.7%	642	-49%	Contributions for 15 employees
5703 Workers Compensation Insurance	1,301	2,100	61.9%	594	1,341	44.3%	1,484	10%	10% escalator
5704 Payroll Tax Expense	5,381	9,000	59.8%	2,385	7,709	30.9%	6,230	-24%	Increase in tax rate
<b>Total Salary &amp; Benefits</b>	<b>94,057</b>	<b>118,023</b>	<b>79.7%</b>	<b>41,615</b>	<b>129,369</b>	<b>32.2%</b>	<b>85,817</b>	<b>-51%</b>	
6110 Office Supplies	33	500	6.5%	56	500	11.3%	100	-400%	Misc office supplies, decrease based on PY actuals
6111 Postage	3	300	1.2%	0	300	0.0%	0	N/A	None expected for FY
6113 Books & Periodicals	1	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6115 Promotional Items	13,538	40,000	33.8%	5,199	40,000	13.0%	15,000	-167%	Rideshare promotional items, decr based on PY actuals

**FISCAL YEAR 2026-2027  
PROPOSED RIDESHARE BUDGET**

	2024.2025 ACTUALS	2024.2025 BUDGET	% VAR	YTD NOV 2025	2025.2026 BUDGET	% VAR	2026.2027 PROPOSED BUDGET	Variance FY26 - FY27	NOTES
6190 Miscellaneous Expense	0	200	0.0%	0	200	0.0%	0	N/A	None expected for FY
6402 Computer & IT Equipment - Non-Asset	93	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6501 Maintenance and Repairs - Equipment	3	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6551 Rents & Leases - Structures & Grounds	300	0	0.0%	0	1	0.0%	0	N/A	None expected for FY
6601 Memberships	0	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6602 Subscriptions	0	0	0.0%	0	0	0.0%	1,137	100%	Survey website subscription
6603 Annual License for Software - Non Asset	7	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6701 Printing & Binding Services	648	1,000	64.8%	65	1,000	6.5%	1,000	0%	Printing of displays, letters, surveys
6704 Insurance - Other Than WC	332	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6720 Professional Services	4	1,000	0.4%	0	1,000	0.0%	0	N/A	None expected for FY
6722 Marketing & Promotions	37,538	30,000	125.1%	657	30,000	2.2%	40,000	25%	Rideshare marketing services
6723 Employee Rideshare Fares	57,473	45,000	127.7%	171,696	45,000	381.5%	60,000	25%	Complimentary fares for City of Modesto and Stanislaus County employees
6800 Conferences & Training	2,883	4,000	72.1%	1,517	5,845	25.9%	5,800	-1%	Professional conferences and trainings
6801 Travel/Per Diem Expenses	780	1,000	78.0%	0	0	0.0%	0	N/A	None expected for FY
6802 Employee Service Awards & Appreciation	10	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
6803 Food & Beverage	2	5,000	0.0%	0	5,000	0.0%	0	N/A	None expected for FY
6900 Licenses & Fees	1,460	2,000	73.0%	535	2,000	26.8%	2,000	0%	FasTrak Commuter Fees
6990 Interest Expense	26	0	0.0%	0	0	0.0%	0	N/A	None expected for FY
<b>Total Services &amp; Supplies</b>	<b>115,136</b>	<b>130,000</b>	<b>88.6%</b>	<b>179,726</b>	<b>130,846</b>	<b>137.4%</b>	<b>125,037</b>	<b>-5%</b>	
7001 Legal	309	400	77.2%	20	636	3.2%	520	-22%	Legal services, decrease based on PY actuals
7002 HR Consulting	0	50	0.0%	0	0	0.0%	0	N/A	None expected for FY
7003 IT Services	282	300	93.9%	177	433	40.8%	400	-8%	IT services, based on contract
7006 Auditing & Accounting	153	100	153.2%	42	237	17.7%	194	-22%	Auditing services contract amount
7007 Office Expenses	16	100	16.3%	14	48	29.0%	48	0%	Misc office supplies, decrease based on PY actuals
7008 Office & Parking Rent/Lease	43	50	86.0%	26	645	4.1%	549	-17%	Admin office lease, employee parking
7009 Utilities Internal Svcs	18	50	36.3%	14	30	47.9%	28	-7%	Admin office utilities
7010 Board of Directors	24	35	67.6%	12	47	25.9%	31	-52%	BOD meeting lunches, refreshments, stipends, decrease based on PY actuals
7011 Bank Charges	0	50	0.8%	0	4	0.0%	6	33%	Customer service merchant services charges
7012 Consulting Services Internal Svcs	3	0	0.0%	0	7	0.0%	0	N/A	Discontinued contract for DBE consulting
7013 Marketing & Promotions Internal Svcs	117	350	33.5%	94	342	27.6%	800	57%	Agency-wide marketing services, increase due to indirect allocation calculation
7014 Professional Services Internal Svcs	68	200	34.2%	14	55	26.1%	377	85%	Translation, shredding service, software programming, increase due to new state advocacy service
7015 Communications Internal Svcs	87	100	87.3%	36	97	37.2%	84	-15%	Office phone service, internet, video conferencing, decrease due to new admin office internet provider
7016 Software Internal Services	194	110	176.6%	224	239	93.7%	315	24%	Website hosting, misc office programs
7017 IT & Computer Equip Internal Svcs	18	100	17.7%	13	84	15.1%	80	-5%	Laptops, keyboards, monitors, teleconferencing equipment

**FISCAL YEAR 2026-2027  
PROPOSED RIDESHARE BUDGET**

	2024.2025 ACTUALS	2024.2025 BUDGET	% VAR	YTD NOV 2025	2025.2026 BUDGET	% VAR	2026.2027 PROPOSED BUDGET	Variance FY26 - FY27	NOTES
7018 Office Equipment Internal Svcs	14	0	0.0%	0	22	0.7%	20	-10%	Chairs, desks, etc
7019 Promotional Items Internal Svcs	27	160	16.8%	67	100	66.9%	200	50%	Agency-wide promotional items
7020 Memberships Internal Svcs	13	100	13.0%	244	21	1162.9%	14	-50%	Professional organization memberships
7021 Subscriptions Internal Svcs	0	10	4.2%	1	0	0.0%	1	100%	Domain registry
7022 Postage Internal Svcs	0	0	0.0%	4	14	29.0%	12	-17%	Mailing fare media, letters, vendor payments, misc items
7023 Books & Periodicals Internal Svcs	0	0	0.0%	0	1	48.0%	1	0%	Online periodical subscription
7024 Maint & Repairs - Equip Internal Svcs	0	0	0.0%	3	27	10.4%	13	-108%	Service vehicle maintenance, office equipment maintenance, decrease based on CY projections
7025 Maint & Repairs - Structures Internal Svcs	0	0	0.0%	22	87	25.7%	62	-40%	Admin office janitorial, decrease based on contracted pricing
7026 Printing & Binding Internal Svcs	0	0	0.0%	1	13	8.9%	4	-225%	Agency-wide printing services, exp moved to acct 6701
7027 Insurance - Other than WC Internal Svcs	0	0	0.0%	585	503	116.4%	875	43%	Based on actuals from GSRMA
7028 Conferences & Training Internal Svcs	0	0	0.0%	20	284	7.2%	253	-12%	Professional conferences and trainings for admin staff
7029 Employee Svc Awards & Appr Internal Svcs	0	0	0.0%	0	12	0.0%	12	0%	Team-building events for staff
<b>Total Internal Services</b>	<b>1,387</b>	<b>2,265</b>	<b>61.2%</b>	<b>1,636</b>	<b>3,988</b>	<b>41.0%</b>	<b>4,899</b>	<b>19%</b>	
<b>TOTAL EXPENSES</b>	<b>210,580</b>	<b>250,288</b>	<b>84.1%</b>	<b>222,977</b>	<b>264,203</b>	<b>84.4%</b>	<b>215,753</b>	<b>-22%</b>	

Capital Projects FY26-27	Bus Stop Amenities	New Fleet Maint Facility	Transit Hubs Land & Amenities	3 New Flyer Hydrogen buses	Hatch Rd Bus Turnouts	Transit Center & On-Board Info Screens	Open Loop Payment System	Automatic Passenger Count Replacement	Engine Rebuilds	Mobile Video Surveillance Trailer	Short Range Transit Plan	MCI 45' Commuters (2)	FY26 Gilligs	Organization/ Salary Study	Onboard Video Surveillance	Electric Bus Chargers	Medivan Van Replacement
<b>Revenues</b>																	
LTF Carryover	\$ -	\$ 8,048,431.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STA Carryover	\$ -	\$ 4,802,880.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LTF FY23	\$ -	\$ -	\$ 163,162.00	\$ 1,313,160.00	\$ 181,697.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,319.00	\$ 104,723.00	\$ 265,000.00	\$ 364,650.00	\$ 200,000.00
LTF FY24	\$ 384,884.00	\$ 395,772.00	\$ 2,371,287.00	\$ -	\$ -	\$ 1,400,000.00	\$ 1,219,715.00	\$ 1,000,000.00	\$ 18,826.00	\$ -	\$ -	\$ 110,271.00	\$ 1,127,448.00	\$ 14,077.00	\$ -	\$ -	\$ -
LTF Regional Cap FY24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LTF FY25	\$ 1,368,457.00	\$ 1,378,920.00	\$ -	\$ -	\$ 125,750.00	\$ -	\$ -	\$ -	\$ 761,270.00	\$ 12,351.00	\$ 500,000.00	\$ -	\$ 833,413.00	\$ 30,000.00	\$ -	\$ -	\$ -
SB125	\$ -	\$ 47,069,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SGR FY24	\$ 203,307.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 830,283.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SGR FY25	\$ 500,759.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SGR FY26	\$ 354,328.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SGR FY27	\$ 354,328.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA - CMAQ/5307	\$ -	\$ -	\$ -	\$ 3,600,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,400,000.00	\$ -	\$ -	\$ -	\$ -
REAP 2.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Asset Sale Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,729.00	\$ 27,679.00	\$ -	\$ -	\$ -	\$ -
<b>Total Revenues</b>	<b>\$ 3,166,063.00</b>	<b>\$ 61,695,003.00</b>	<b>\$ 2,534,449.00</b>	<b>\$ 4,913,160.00</b>	<b>\$ 307,447.00</b>	<b>\$ 1,700,000.00</b>	<b>\$ 1,219,715.00</b>	<b>\$ 1,000,000.00</b>	<b>\$ 1,610,379.00</b>	<b>\$ 12,351.00</b>	<b>\$ 1,200,000.00</b>	<b>\$ 127,000.00</b>	<b>\$ 4,479,859.00</b>	<b>\$ 148,800.00</b>	<b>\$ 265,000.00</b>	<b>\$ 364,650.00</b>	<b>\$ 200,000.00</b>
<b>Expenditures</b>																	
Salaries & Benefits	\$ 228,698.00	\$ 141,992.00	\$ 23,754.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle-Transit	\$ -	\$ -	\$ -	\$ 4,913,160.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 127,000.00	\$ 4,479,859.00	\$ -	\$ -	\$ -	\$ 200,000.00
Other Veh Exp	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,219,715.00	\$ 1,000,000.00	\$ 1,610,379.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 364,650.00	\$ -
Comp & IT Equip	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 265,000.00	\$ -	\$ -
Bldg & Struct	\$ -	\$ 51,743,595.00	\$ 180,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Stops	\$ 1,559,233.00	\$ -	\$ 308,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Consulting Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,150,000.00	\$ -	\$ -	\$ 148,800.00	\$ -	\$ -	\$ -
Prof Services	\$ 800,000.00	\$ 1,045,026.00	\$ 522,695.00	\$ -	\$ 307,447.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance & Repairs	\$ 578,132.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,351.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ 8,764,390.00	\$ 1,500,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Expenditures</b>	<b>\$ 3,166,063.00</b>	<b>\$ 61,695,003.00</b>	<b>\$ 2,534,449.00</b>	<b>\$ 4,913,160.00</b>	<b>\$ 307,447.00</b>	<b>\$ 1,700,000.00</b>	<b>\$ 1,219,715.00</b>	<b>\$ 1,000,000.00</b>	<b>\$ 1,610,379.00</b>	<b>\$ 12,351.00</b>	<b>\$ 1,200,000.00</b>	<b>\$ 127,000.00</b>	<b>\$ 4,479,859.00</b>	<b>\$ 148,800.00</b>	<b>\$ 265,000.00</b>	<b>\$ 364,650.00</b>	<b>\$ 200,000.00</b>

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# Information Items

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** March 26, 2026  
**TO:** Board of Directors  
**FROM:** Ramon Salinas, Transit Planner  
**RE:** February 2026 KPI Review

**Agenda Item: [8A]**

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**Background**

StanRTA monitors monthly Key Performance Indicators (KPIs) across Fixed Route, Commuter, and Demand Response services to evaluate system reliability, safety, productivity, and customer experience. These indicators measure contractor performance, compliance with service standards, and operational trends impacting passengers and agency resources.

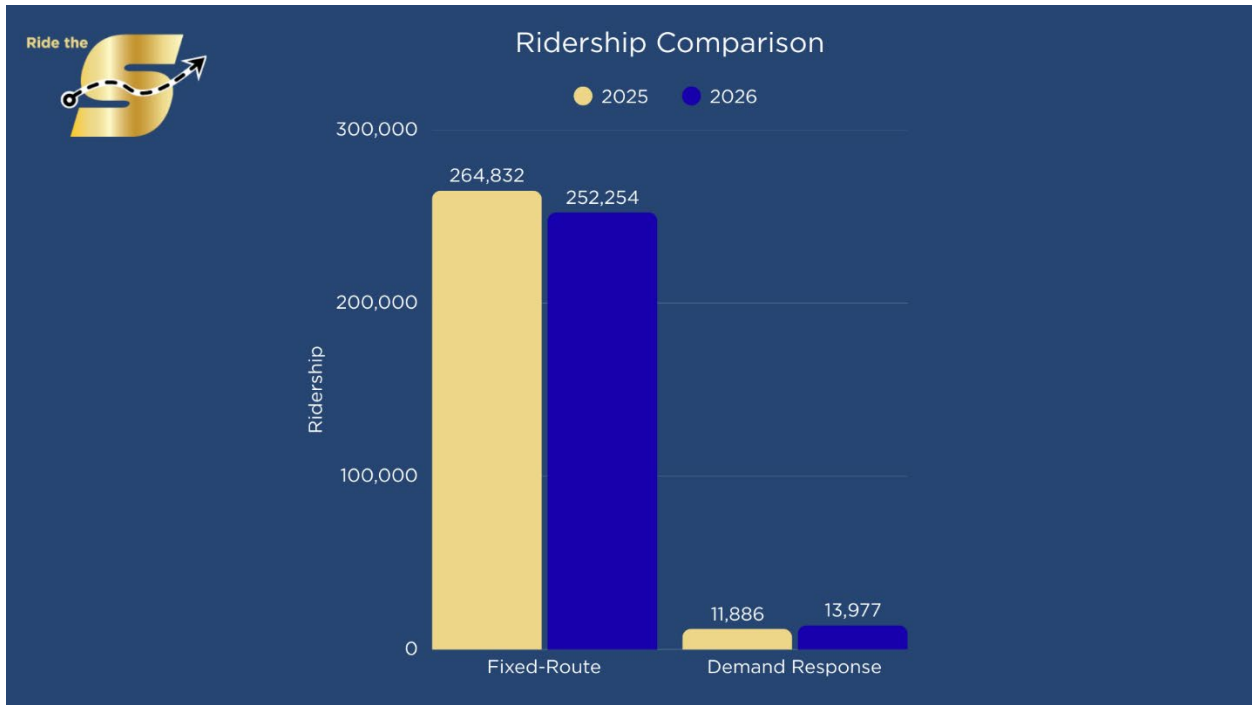
**Discussion**

Ridership Trends

Total Fixed Route ridership decreased approximately 5 percent compared to the same period last year, while Demand Response ridership increased approximately 18 percent.

Local routes experienced the largest declines, particularly Routes 29 and 29T, while commuter routes to regional destinations increased, including the Modesto BART and Turlock/Patterson BART services.

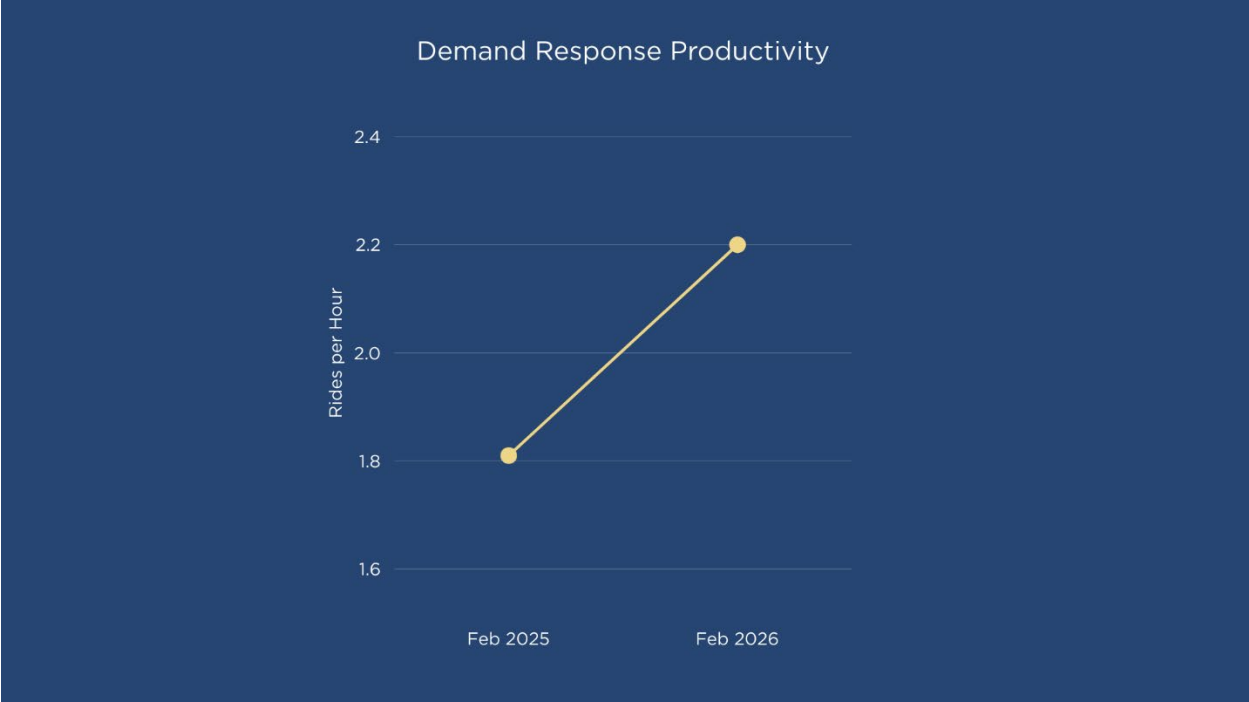
This shift indicates stable regional commute demand and reduced discretionary local travel. Demand Response growth continues to place additional pressure on scheduling efficiency and fleet utilization.



### Productivity

Demand Response productivity operated below the contractual standard of 2.5 passengers per hour.

Increased trip demand without corresponding routing efficiency has reduced productivity and increased operating cost per passenger. Staff will evaluate scheduling patterns with the contractor to improve trip grouping efficiency.

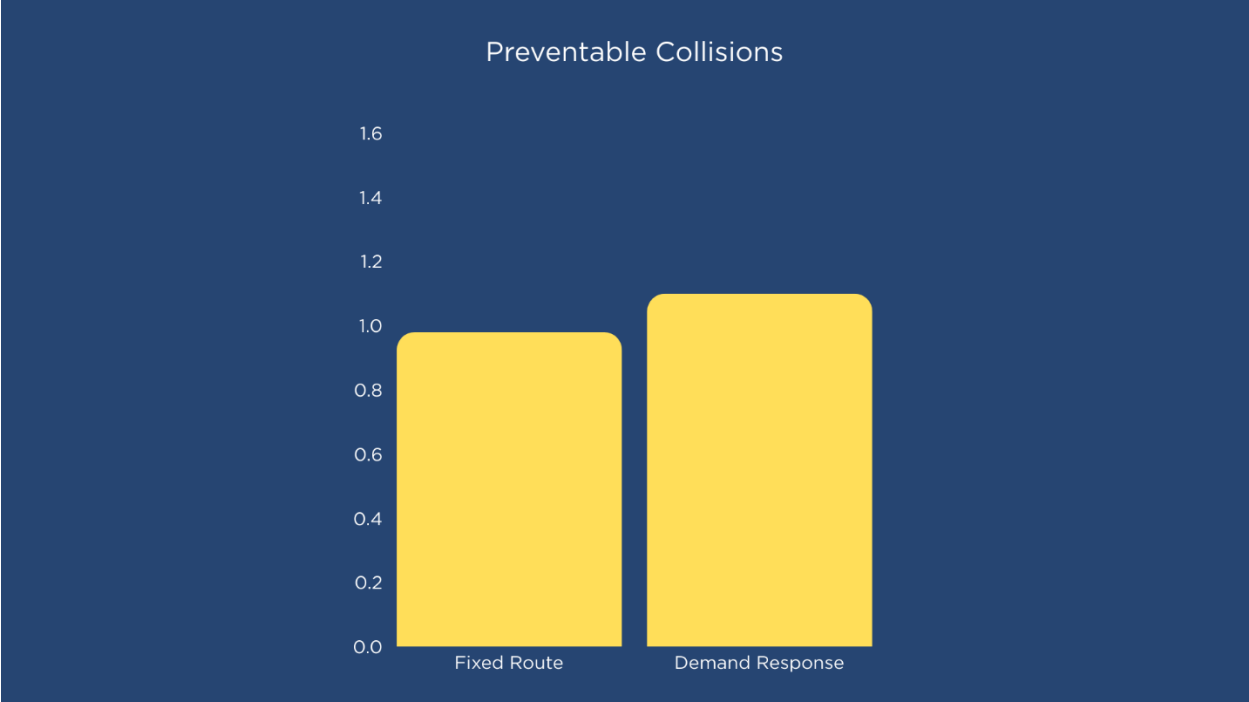


**Safety**

Demand Response recorded one preventable collision during the reporting period.

Fixed Route preventable collisions exceeded the agency safety threshold of 0.50 per 100,000 miles, operating at approximately 0.98.

No major injuries or fatalities occurred. However, the collision rate requires corrective action under the agency safety plan.



**Maintenance and Reliability**

Fleet reliability faced challenges this month, resulting in performance below the minimum miles between failures standards for Fixed Route and Demand Response service.

Demand Response open work orders decreased compared to the prior year and maintenance backlog was reduced.

While overall fleet condition remains acceptable, mechanical-related missed trips continue to occur and require monitoring.

**Customer Experience**

Complaint rates remained within acceptable limits across both modes.

Missed trips decreased in Demand Response service but remain present in Fixed Route operations due to reliability challenges. Early ADA arrivals and commuter delays represent the primary customer service risks.

**Fiscal and Operational Impact**

Reliability and productivity challenges directly affect operating cost efficiency and passenger satisfaction. Reduced Demand Response productivity increases cost per trip, while Fixed Route on-time performance impacts ridership retention and regional connectivity.

### **Recommendation**

This item is informational only.

Staff will continue monitoring contractor performance and implement corrective operational reviews focused on:

- Fixed Route on-time performance improvement
- Collision reduction strategies
- Demand Response scheduling efficiency
- ADA window adherence compliance



## 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
<b>OPERATING DAYS</b>														
<b>Weekday</b>	22	21	22	23	19	22	21	20	22	22	21	22	257	
<b>Saturday</b>	4	5	4	4	5	4	5	4	4	4	5	4	52	
<b>Sunday</b>	4	5	4	4	5	4	4	4	5	4	5	4	52	
<b>TOTAL OPERATING DAYS</b>	<b>30</b>	<b>31</b>	<b>30</b>	<b>31</b>	<b>29</b>	<b>30</b>	<b>30</b>	<b>28</b>	<b>31</b>	<b>30</b>	<b>31</b>	<b>30</b>	<b>361</b>	
<b>RIDERSHIP BY ROUTE</b>														
10	6,134	6,331	7,796	8,500	6,368	6,488	6,679	6,724	0	0	0	0	55,020	
21	16,931	17,274	18,466	19,235	16,004	17,795	15,931	14,867	0	0	0	0	136,503	
22	32,856	29,868	27,644	31,630	24,564	28,503	27,345	25,510	0	0	0	0	227,920	
23	18,864	16,262	14,990	16,449	13,889	15,193	14,099	13,277	0	0	0	0	123,023	
24	2,168	2,873	3,330	3,465	2,609	2,594	2,854	2,989	0	0	0	0	22,882	
25	24,423	24,956	28,334	29,785	24,318	25,559	25,014	24,539	0	0	0	0	206,928	
26	7,036	7,717	7,716	8,750	6,728	8,329	7,531	7,572	0	0	0	0	61,379	
29	7,742	7,906	7,883	8,312	6,244	7,194	6,637	5,807	0	0	0	0	57,725	
29T	11,897	11,850	12,172	12,906	10,059	11,413	10,457	9,361	0	0	0	0	90,115	
30	14,592	13,855	16,859	17,672	13,298	13,670	15,225	14,508	0	0	0	0	119,679	
31	13,711	15,007	16,580	18,826	14,335	14,184	15,409	15,455	0	0	0	0	123,507	
32	12,298	13,705	15,291	17,176	13,194	14,190	13,899	14,024	0	0	0	0	113,777	
33	9,200	10,885	13,475	14,751	10,459	9,029	10,730	10,809	0	0	0	0	89,338	
37	14,468	14,910	15,081	16,421	12,992	13,877	13,799	13,814	0	0	0	0	115,362	
38	17,372	13,188	12,179	13,725	11,982	16,224	12,514	12,019	0	0	0	0	109,203	
40	6,512	6,184	6,725	6,822	5,532	5,469	5,420	4,896	0	0	0	0	47,560	
42	18,154	17,117	18,465	19,692	14,635	17,476	16,500	15,570	0	0	0	0	137,609	
45	4,910	4,771	4,761	4,791	3,722	3,978	3,648	3,633	0	0	0	0	34,214	
47	10,314	9,865	9,918	11,281	8,812	10,816	9,883	8,875	0	0	0	0	79,764	
48	5,983	7,039	7,609	8,079	6,339	7,050	6,349	5,816	0	0	0	0	54,264	
50	6,840	6,953	6,752	7,158	5,907	7,437	6,279	5,760	0	0	0	0	53,086	
60	10,520	11,270	10,573	11,596	9,696	9,994	10,342	9,564	0	0	0	0	83,555	
61	1,865	2,198	2,348	2,397	2,057	1,978	2,048	1,840	0	0	0	0	16,731	
70 - ACE Commuter	1,245	1,012	1,108	1,083	870	889	989	1,033	0	0	0	0	8,229	
80 - Stockton Commuter	921	884	1,022	1,240	920	949	941	922	0	0	0	0	7,799	
90 - Modesto BART Commuter	2,979	2,532	2,004	2,718	2,439	2,813	2,618	2,884	0	0	0	0	20,987	
100 - Turlock/Patterson BART Commuter	247	199	279	252	202	272	246	186	0	0	0	0	1,883	
<b>ROUTE RIDERSHIP</b>	<b>280,182</b>	<b>276,611</b>	<b>289,360</b>	<b>314,712</b>	<b>248,174</b>	<b>273,363</b>	<b>263,386</b>	<b>252,254</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,198,042</b>	
<b>TOTAL RIDERSHIP</b>	<b>280,182</b>	<b>276,611</b>	<b>289,360</b>	<b>314,712</b>	<b>248,174</b>	<b>273,363</b>	<b>263,386</b>	<b>252,254</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,198,042</b>	



## 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
<b>RIDERSHIP BY FARE TYPE</b>														
Regular 1 Day Pass	0	98,527	91,872	76,224	83,587	0	91,972	81,032	0	0	0	0	523,214	
Senior & Disabled 1 Day Pass	0	22,387	21,002	17,019	19,216	0	20,829	19,395	0	0	0	0	119,848	
Regular 7 Day Pass	0	1,360	1,336	875	1,542	0	963	1,136	0	0	0	0	7,212	
Senior & Disabled Pass 7 Day Pass	0	559	664	741	1,080	0	587	593	0	0	0	0	4,224	
Regular 31 Day Pass	0	11,156	11,262	8,655	8,049	0	8,103	9,025	0	0	0	0	56,250	
Senior & Disabled 31 Day Pass	0	16,215	16,902	12,249	13,256	0	14,169	13,064	0	0	0	0	85,855	
BART 1 Day Pass	0	287	252	286	241	0	255	232	0	0	0	0	1,553	
BART 31 Day Pass	0	168	187	119	143	0	121	109	0	0	0	0	847	
MJC Free	505	21,958	36,638	30,519	28,127	1,417	27,005	29,120	0	0	0	0	175,289	
Youth Free	10,234	66,917	78,115	69,795	62,094	12,959	59,375	65,244	0	0	0	0	424,733	
Veterans & Active Military	114	5,895	7,014	6,480	6,111	115	6,416	4,427	0	0	0	0	36,572	
County Employee	123	1,581	1,993	1,775	1,484	361	1,668	1,485	0	0	0	0	10,470	
City Employee	372	793	911	818	766	102	915	877	0	0	0	0	5,554	
All Free	241,727	1,320	267	62,226	94	247,212	5,377	6,429	0	0	0	0	564,652	
Cooling Zone	1,671	53	9	15	33	1,212	27	43	0	0	0	0	3,063	
Turlock Transfer	0	150	98	105	131	1	167	119	0	0	0	0	771	
Escalon Transfer	2	13	21	2	8	2	6	12	0	0	0	0	66	
Token Transit	238	24,837	26,383	22,991	21,525	78	23,201	22,288	0	0	0	0	141,541	
Mobility Device	3,827	3,177	3,056	3,528	2,871	3,518	2,829	2,562	0	0	0	0	25,368	
Bike	9,086	6,588	6,297	6,824	5,196	7,658	5,530	5,006	0	0	0	0	52,185	
Ramp Deployed	4,504	4,284	4,383	4,438	3,599	3,921	3,614	3,428	0	0	0	0	32,171	
<b>VEHICLE REVENUE MILES</b>														
Revenue - MB	303,047	304,462	291,047	312,205	279,788	301,391	297,263	277,500					2,366,703	
Revenue - CB	29,907	29,952	28,773	31,157	27,323	29,545	29,287	27,642					233,586	
<b>VEHICLE DEADHEAD MILES</b>														
Deadhead - MB	12,858	10,690	10,402	11,839	10,943	11,620	11,129	10,506					89,986	
Deadhead - CB	2,450	2,452	2,345	2,662	2,206	2,526	2,457	2,324					19,422	
<b>TOTAL VEHICLE MILES</b>	<b>348,262</b>	<b>347,555</b>	<b>332,567</b>	<b>357,863</b>	<b>320,261</b>	<b>345,082</b>	<b>340,136</b>	<b>317,972</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,709,697</b>	
<b>VEHICLE REVENUE HOURS</b>														
Revenue - MB	20,405	20,437	19,589	20,882	18,641	20,155	19,850	18,538					158,497	
Revenue - CB	889	886	855	924	802	874	863	817					6,910	
<b>VEHICLE DEADHEAD HOURS</b>														
Deadhead - MB	659	595	578	627	576	613	596	562					4,806	
Deadhead - CB	108	113	111	118	98	111	108	103					869	
<b>TOTAL VEHICLE HOURS</b>	<b>22,061</b>	<b>22,031</b>	<b>21,132</b>	<b>22,551</b>	<b>20,118</b>	<b>21,754</b>	<b>21,417</b>	<b>20,020</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>171,082</b>	



## 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
<b>ON TIME PERFORMANCE</b>														
Motor Bus	86%	80%	78%	79%	80%	83%	80%	76%					80%	90%
Commuter Bus	64%	68%	62%	60%	63%	64%	66%	65%					64%	95%
<b>PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)</b>														
Major Events (S&S 40)	0	0	0	1	0	0	0	0					1	13
Collisions (Fixed Object)	5	7	3	7	2	5	5	8					42	155
Vehicular Collisions	2	3	1	4	2	0	0	4					16	78
Pedestrian Collisions	0	0	0	0	0	0	0	0					0	0
Fatalities	0	0	0	0	0	0	0	0					0	0
Transit Worker Fatalities	0	0	0	0	0	0	0	0					0	0
Injuries	0	1	0	0	0	0	0	0					1	71
Transit Worker Injuries	0	0	0	0	0	0	0	0					0	57
Assaults on Transit Workers	0	0	1	1	0	0	0	0					2	0
System Reliability (Miles Between Road Calls)	25,826	48,913	32,788	28,784	27,186	24,272	26,983	9,865					28,077	18,000
<b>SAFETY AND SECURITY</b>														
NTD Non-Major Collisions (S&S 50)	3	1	2	1	0	0	1	0					8	
NTD Major Event (S&S 40)	0	0	0	1	0	0	3	0					4	
Total Non-Preventable Collisions	6	2	5	4	3	2	7	4					33	
Total Preventable Collisions	2	7	3	6	2	3	5	3					31	
<b>REVENUE</b>														
Cash Fares	\$2,162	\$57,251	\$60,780	\$48,024	\$48,193	\$10,676	\$52,401	\$51,934					\$331,421	
Sales	\$15,878	\$25,239	\$66,692	\$29,857	\$27,224	\$15,223	\$23,680	\$29,185					\$232,978	
Token Transit Cash Deposit	\$2,979	\$24,256	\$26,504	\$23,743	\$23,774	\$4,198	\$23,201	\$25,145					\$153,800	
LCTOP	\$524,133	\$0	\$0	\$0	\$18	\$586,831	\$0	\$0					\$1,110,982	
<b>TOTAL Revenue</b>	<b>\$545,152</b>	<b>\$106,746</b>	<b>\$153,976</b>	<b>\$101,624</b>	<b>\$99,208</b>	<b>\$616,928</b>	<b>\$99,282</b>	<b>\$106,264</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,829,180</b>	
<b>KEY PERFORMANCE INDICATORS</b>														
Rides per Hour	13.16	12.97	14.15	14.43	12.76	13.00	12.72	13.03					13	
Rides per Mile	0.84	0.83	0.90	0.92	0.81	0.83	0.81	0.83					0.84	
Preventable Collisions per 100k Miles	0.60	2.09	0.94	1.75	0.65	0.91	1.53	0.98					1.18	< 0.50
Average Fare per Ride	\$1.95	\$0.39	\$0.53	\$0.32	\$0.40	\$2.26	\$0.38	\$0.42					\$ 0.83	
Complaints per 100k Miles	18.66	21.87	21.35	20.40	16.55	11.59	17.05	20.13					148	



## 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
<b>BUS STOP MAINTENANCE</b>														
Graffiti Removal	25	15	23	16	21	30	32	15					177	
Shelter Repair	38	4	1	1	3	4	3	6					60	
Shelter Removal	0	0	6	1	0	0	0	1					8	
Shelter Install	0	26	0	0	0	0	0	0					26	
Bench Repair	0	4	2	1	0	0	0	0					7	
Bench Removal	0	0	0	1	0	0	0	0					1	
Bench Install	0	26	0	12	6	0	0	0					44	
Stolen Lights	0	1	0	1	1	0	0	0					3	
Stolen Solar Panels	0	0	0	0	0	0	0	0					-	
Stolen Batteries	0	0	0	0	0	0	0	0					-	
Bus Stop Sign/Post Repair	13	25	24	20	19	3	10	12					126	
Bus Stop Sign/Post Replacement	0	0	21	0	5	3	7	0					36	
Bus Stop Infopost Repair	13	11	12	6	12	12	5	3					74	
Bus Stop Infopost Replacement	0	0	0	0	2	0	1	0					3	
<b>SERVICE ISSUES</b>														
Service related 20 < Late - Missed Trips	0	0	0	0	0	0	0	0					-	
Service related 20 > Late - Missed Trips	4	14	21	36	5	8	9	54					151	
Collision - Missed Trips	2	5	4	4	1	2	6	34					58	
Off Route - Missed Trips	1	4	4	1	2	1	3	4					20	
Mechanical Issue - Missed Trips	28	23	21	27	25	16	25	36					201	
No Bus - Missed Trips	1	1	18	3	6	4	2	24					59	
Negligence - Missed Trips	4	4	6	5	1	4	3	9					36	
Dispatcher Error - Missed Trips	4	5	3	15	2	3	3	1					36	
No Driver Available - Missed Trips	5	3	2	19	1	3	0	14					47	
Other - Missed Trips	9	8	9	8	3	4	46	4					91	
Passed Up Passengers	37	9	25	36	9	7	19	31					173	
Deficient Vehicle Condition	75	75	75	75	75	25	50	50					500	
Complaints	65	76	71	73	53	40	58	64					500	
Average Phone Queue Hold Times (mm:ss)	00:53	01:05	01:20	01:11	01:04	00:42	00:54	01:05					01:02	< 3:00
Average Hold time (mm:ss)	01:38	01:45	02:03	02:17	02:14	01:56	01:55	01:46					01:57	< 2:00
<b>DIGITAL ANALYTICS</b>														
Transit App Sessions	68,155	84,920	97,927	105,707	88,659	82,395	82,849	55,539					666,151	
MyStop App - Android Monthly Active Users	27,274	29,184	31,345	32,918	28,800	30,344	29,169	27,026					236,060	
MyStop App - iOS Monthly Active Users	9,068	12,185	13,540	14,884	11,672	11,407	12,314	12,184					97,254	
www.StanRTA.org Sessions	37,417	44,065	39,115	40,808	33,926	38,602	35,633	31,421					300,987	
<b>MAINTENANCE</b>														
<b>VEHICLE MILES</b>														
Total Miles - MB	323,181	320,297	314,607	317,601	298,651	312,325	313,727	298,889					2,499,278	
Total Miles - CB	24,350	26,607	23,619	30,263	27,106	28,219	29,121	24,062					213,347	
<b>TOTAL VEHICLE MILES</b>	<b>347,531</b>	<b>346,904</b>	<b>338,226</b>	<b>347,864</b>	<b>325,757</b>	<b>340,544</b>	<b>342,848</b>	<b>322,951</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,712,625</b>	



## 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
<b>SERVICE ISSUES</b>														
Annual Miles between Mechanical Failures - All Modes	25,826	48,913	32,788	28,784	27,186	24,272	26,983	9,865					28,077	18,000
Major Mechanical System Failures - MB	12	8	10	13	12	15	13	29					112	
Major Mechanical System Failures - CB	0	0	1	0	0	1	2	4					8	
Other Mechanical System Failures - MB	15	16	18	10	15	22	14	5					115	
Other Mechanical System Failures - CB	0	0	0	0	0	0	0	1					1	
Road Calls - MB	27	24	28	23	27	37	27	35					228	
Road Calls - CB	0	0	1	0	0	1	2	5					9	
Preventable Road Calls - MB	0	1	2	2	1	1	0	1					8	
Preventable Road Calls - CB	0	0	0	0	0	0	0	0					-	
Repeat Failure - MB	0	0	0	0	0	0	0	1					1	
Repeat Failure - CB	0	0	0	0	0	0	0	0					-	
Open Work Orders - MB	108	124	113	94	69	89	122	132					851	
Open Work Orders - CB	12	12	9	11	10	13	15	18					100	
Breakdowns per 100k Miles	7.77	6.92	8.57	6.61	8.29	11.16	8.46	12.08					69.86	
Breakdowns	27	24	29	23	27	38	29	39					236	
<b>PREVENTATIVE MAINTENANCE PERFORMANCE</b>														
Average hours PM "I" Service	0.83	0.90	1.06	1.14	1.23	1.24	1.24	1.2					1.11	
Average hours - "A" Service	1.35	1.33	1.60	1.72	2.24	2.10	1.93	2.03					1.79	
Average hours - "B" Service	2.33	2.76	2.11	3.21	2.88	3.38	2.33	2.38					2.67	
Percentage of non-billable hours	32%	23%	19%	18%	14%	23%	11%	16%					20%	
<b>MAINTENANCE COSTS PER MILE</b>														
Maintenance Cost per Mile - MB	\$0.71	\$0.84	\$1.08	\$1.24	\$1.10	\$1.31	\$1.11						\$ 1.06	
Maintenance Cost per Mile - CB	\$1.12	\$1.07	\$1.23	\$2.79	\$0.88	\$1.25	\$0.72						\$ 1.29	
<b>FUEL COSTS PER MILE</b>														
Diesel Cost per Mile - MB	\$0.71	\$0.74	\$0.64	\$0.65	\$0.62	\$0.55							\$ 0.65	
Electric Cost per Mile - MB	\$0.42	\$0.46	\$0.54	\$0.64	\$0.54	\$0.53	\$0.43	\$0.54					\$ 0.51	
CNG Cost per Mile - MB	\$0.81	\$0.72	\$0.69	\$0.75	\$0.70	\$0.90							\$ 0.76	
Diesel Cost per Mile - CB	\$0.62	\$0.58	\$0.54	\$0.54	\$0.53	\$0.52							\$ 0.56	
<b>PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)</b>														
On-Time PM "I"	85	75	59	71	87	72	54	24					527	
Early PM "I"	48	17	8	20	18	19	22	7					159	
Late PM "I"	32	50	69	80	44	63	72	72					482	
On-Time PM "A"	14	9	7	17	10	12	12	9					90	
Early PM "A"	1	0	0	1	1	0	0	1					4	
Late PM "A"	0	0	0	0	0	3	0	0					3	
End-of-month: Overdue Vehicle PMs	3	3	12	0	2	2	5	30					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
<b>KEY PERFORMANCE INDICATORS</b>														
Major Mechanical System Failures per 100k - MB	3.71	2.50	3.18	4.09	4.02	4.80	4.14	9.70					4.52	
Major Mechanical System Failures per 100k - CB	0.00	0.00	4.23	0.00	0.00	3.54	6.87	16.62					3.91	
Other Mechanical System Failures per 100k - MB	4.64	5.00	5.72	3.15	5.02	7.04	4.46	1.67					4.59	
Other Mechanical System Failures per 100k - CB	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.16					0.52	
<b>STANRTA STAFFING LEVELS</b>														
City of Modesto Maintenance Dept.	31	27	26	27	27	29	26	28					28	30
Transdev Fixed Route Drivers	173	172	165	169	168	168	163	159					167	177
Transdev Demand Response Drivers	59	59	62	62	69	70	68	64					64	78
Transdev Operations	58	58	56	58	59	59	59	59					58	60
StanRTA Admin Staff	17	17	17	17	17	17	17	17					17	18
<b>STANISLAUS COUNTY SHERIFFS DEPARTMENT</b>														
Felony Arrests	0	39	25	19	30	14	15	17					159	
Misdemeanor Arrests	9	66	42	52	30	19	28	14					260	
Citations	0	11	0	1	1	0	1	0					14	



## 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
<b>OPERATING DAYS</b>														
Weekday	23	21	22	23	20	23	22	20	21	22	22	21	260	
Saturday	4	5	4	4	5	4	5	4	5	4	5	4	53	
Sunday	4	5	4	4	5	4	4	4	5	4	4	5	52	
<b>TOTAL OPERATING DAYS</b>	<b>31</b>	<b>31</b>	<b>30</b>	<b>31</b>	<b>30</b>	<b>31</b>	<b>31</b>	<b>28</b>	<b>31</b>	<b>30</b>	<b>31</b>	<b>30</b>	<b>365</b>	
<b>RIDERSHIP BY SERVICE</b>														
ADA	15,133	14,981	14,640	16,223	13,462	14,860	14,478	13,667	0	0	0	0	117,444	
ADA Eligibility	181	115	214	194	107	150	136	123	0	0	0	0	1,220	
MediVan	74	85	77	80	34	55	73	60	0	0	0	0	538	
Oakdale DAR	1	15	12	10	1	0	0	0	0	0	0	0	39	
Patterson DAR	8	147	170	219	145	177	132	126	0	0	0	0	1,124	
Riverbank DAR	0	1	0	2	2	2	1	1	0	0	0	0	9	
<b>TOTAL RIDERSHIP</b>	<b>15,397</b>	<b>15,344</b>	<b>15,113</b>	<b>16,728</b>	<b>13,751</b>	<b>15,244</b>	<b>14,820</b>	<b>13,977</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120,374</b>	
<b>VEHICLE REVENUE &amp; DEADHEAD MILES</b>														
Revenue	106,093	105,808	106,423	117,179	100,677	105,965	105,183	99,330					846,658	
Deadhead	27,287	25,442	26,851	27,425	25,957	28,398	31,097	30,289					222,745	
<b>TOTAL VEHICLE MILES</b>	<b>133,380</b>	<b>131,250</b>	<b>133,274</b>	<b>144,604</b>	<b>126,633</b>	<b>134,364</b>	<b>136,280</b>	<b>129,619</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,069,403</b>	
<b>VEHICLE REVENUE &amp; DEADHEAD HOURS</b>														
Revenue	6,838	6,826	7,034	7,656	6,712	7,202	6,986	6,363					55,615	
Deadhead	2,367	2,317	2,453	2,313	2,430	2,693	2,732	2,555					19,859	
<b>TOTAL VEHICLE HOURS</b>	<b>9,204</b>	<b>9,143</b>	<b>9,486</b>	<b>9,968</b>	<b>9,141</b>	<b>9,896</b>	<b>9,717</b>	<b>8,918</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75,474</b>	
<b>ON TIME PERFORMANCE</b>														
	90%	87%	92%	90%	94%	96%	95%	90%					92%	95%
<b>SAFETY AND SECURITY</b>														
NTD Non-Major Collisions (S&S 50)	0	0	1	0	0	0	0	0					1	
NTD Major Event (S&S 40)	0	0	0	0	0	0	0	0					0	
Total Non-Preventable Collisions	0	2	4	1	2	0	1	4					14	
Total Preventable Collisions	2	1	0	0	0	1	0	1					5	
<b>REVENUE</b>														
Cash Fares	\$756	\$4,746	\$4,762	\$4,249	\$3,199	\$1,171	\$4,382	\$4,267					\$27,531	
Ticket Sales	\$25,078	\$24,748	\$26,155	\$26,513	\$16,150	\$200	\$26,528	\$27,345					\$172,715	
Ecolane Sales	\$2,134	\$7,964	\$7,832	\$5,866	\$5,279	\$1,568	\$7,888	\$7,658					\$46,189	
<b>TOTAL Revenue</b>	<b>\$27,967</b>	<b>\$37,458</b>	<b>\$38,749</b>	<b>\$36,627</b>	<b>\$24,628</b>	<b>\$2,939</b>	<b>\$38,798</b>	<b>\$39,270</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$246,435</b>	



## 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
<b>SERVICE</b>														
Total Trips	15,397	15,344	15,113	16,728	13,751	15,244	14,820	13,977					15,047	
Rides per Hour	2.25	2.25	2.15	2.19	2.05	2.12	2.12	2.20					2.16	> 2.5
Rides per Mile	0.15	0.15	0.14	0.14	0.14	0.14	0.14	0.14					0.14	
Preventable Collisions per 100k Miles	1.89	0.95	0.00	0.00	0.00	0.94	0.00	1.01					0.60	< 0.50
Average Fare per Ride	\$1.82	\$2.44	\$2.56	\$2.19	\$1.79	\$0.19	\$2.62	\$2.81					\$2.05	
Complaints per 1,000 Trips	1.00	1.57	1.64	1.28	0.79	0.87	0.65	1.36					1.145	< 4
Complaints per 100k Miles	12.00	16.76	17.26	12.45	7.90	8.19	6.60	13.89					95.04	
Average Phone Queue Hold Times (mm:ss)	01:54	01:23	01:42	01:25	01:14	00:47	01:05	01:13					01:20	< 3:00
Average Hold time (mm:ss)	01:05	02:04	02:15	02:21	02:39	02:06	01:49	01:52					02:01	< 2:00
Excessively Late Pickups	69	124	66	40	8	5	8	73					393	
Excessively Late Pickups %	0.45%	0.81%	0.44%	0.24%	0.06%	0.03%	0.05%	0.52%					0.32%	< .10%
Excessively Late Drop Offs	38	54	45	35	16	12	18	32					250	
Excessively Late Drop Offs %	0.25%	0.35%	0.30%	0.21%	0.12%	0.08%	0.12%	0.23%					0.21%	< .10%
Excessively Early Pickups	44	57	48	37	33	66	48	28					361	
Excessively Early Pickups %	0.29%	0.37%	0.32%	0.22%	0.24%	0.43%	0.32%	0.20%					0.30%	< .10%
Excessively Early Drop Offs	61	57	48	37	40	68	73	43					427	
Excessively Early Drop Offs %	0.40%	0.37%	0.32%	0.22%	0.29%	0.45%	0.49%	0.31%					0.36%	< .10%
No Shows - Invalid	80	81	87	95	91	79	93	89					695	
No Shows - Valid	287	241	242	226	224	240	239	215					1,914	
No Shows - Valid %	1.86%	1.57%	1.60%	1.35%	1.63%	1.57%	1.61%	1.54%					1.59%	
Cancel at Door - Invalid	3	5	1	2	4	1	1	2					19	
Cancel at Door - Valid	19	13	11	11	2	14	7	8					85	
Cancel at Door - Valid %	0.12%	0.08%	0.07%	0.07%	0.01%	0.09%	0.05%	0.06%					0.07%	
Late Cancel - Invalid	1	7	2	10	6	1	3	5					35	
Late Cancel - Valid	143	209	160	185	151	188	154	137					1,327	
Late Cancel - Valid %	0.93%	1.36%	1.06%	1.11%	1.10%	1.23%	1.04%	0.98%					1.10%	
Trip Denials ADA	2	0	0	0	0	0	0	0					2	
Trip Denials DR	0	0	0	0	0	0	0	0					-	
Trip Denials Medivan	0	0	0	0	0	0	0	0					-	
Missed Trips	113	107	130	135	128	87	117	113					930	
<b>SERVICE ISSUES</b>														
Deficient Vehicle Condition	75	75	75	75	75	25	50	50					500	
Complaints	16	22	23	18	10	11	9	18					127	
Breakdowns	14	5	7	12	4	4	2	15					63	



## 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
<b>MAINTENANCE</b>														
<b>VEHICLE MILES</b>														
Total Miles - DR	136,559	134,962	135,123	148,292	128,664	137,718	138,225	131,765					1,091,308	
<b>TOTAL VEHICLE MILES</b>	<b>136,559</b>	<b>134,962</b>	<b>135,123</b>	<b>148,292</b>	<b>128,664</b>	<b>137,718</b>	<b>138,225</b>	<b>131,765</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,091,308</b>	
<b>KEY PERFORMANCE INDICATORS</b>														
Major Mechanical System Failures - DR	5	1	2	3	3	2	1	8					25	
Other Mechanical System Failures - DR	9	4	5	9	1	2	1	7					38	
Major Mechanical System Failures per 100k - DR	3.75	0.76	1.50	2.07	2.37	1.49	0.73	6.17					2.36	
Other Mechanical System Failures per 100k - DR	6.75	3.05	3.75	6.22	0.79	1.49	0.73	5.40					3.52	
Road Calls - DR	13	5	7	12	4	4	2	15					62	
Preventable Road Calls - DR	2	0	0	2	0	0	0	0					4	
Road Calls per 100k Miles - DR	9.52	3.70	5.18	8.09	3.11	2.90	1.45	11.38					45.34	
Repeat Failure - DR	0	0	0	0	0	0	0	0					-	
Open Work Orders - DR	25	25	25	29	25	31	40	51					251	
<b>MAINTENANCE COSTS PER MILE</b>														
Maintenance Cost per Mile - DR	\$0.50	\$0.76	\$0.52	\$0.50	\$0.74	\$0.69	\$0.77						\$ 0.64	
<b>FUEL COSTS PER MILE</b>														
Gasoline Cost per Mile - DR	\$0.48	\$0.62	\$0.57	\$0.56	\$0.54	\$0.48	\$0.44						\$ 0.53	
<b>PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)</b>														
On-Time PM "A"	12	17	15	25	12	14	17	5					117	
Early PM "A"	4	0	0	0	0	2	2	1					9	
Late PM "A"	0	0	0	2	1	2	1	5					11	



## Stanislaus Regional Transit Authority Month to Month - Fixed Route

		Feb-25	Feb-26	Annual Target
<b>OPERATING DAYS</b>				
	<b>Weekday</b>	20	20	
	<b>Saturday</b>	4	4	
	<b>Sunday</b>	4	4	
	<b>TOTAL OPERATING DAYS</b>	<b>28</b>	<b>28</b>	
<b>RIDERSHIP BY ROUTE</b>				<b>Ridership Difference</b>
	10	6,908	6,724	-3%
	21	16,823	14,867	-12%
	22	26,589	25,510	-4%
	23	14,425	13,277	-8%
	24	2,700	2,989	11%
	25	24,254	24,539	1%
	26	7,313	7,572	4%
	29	6,920	5,807	-16%
	29T	10,978	9,361	-15%
	30	15,165	14,508	-4%
	31	15,216	15,455	2%
	32	14,418	14,024	-3%
	33	12,369	10,809	-13%
	37	14,496	13,814	-5%
	38	12,438	12,019	-3%
	40	5,634	4,896	-13%
	42	16,323	15,570	-5%
	45	3,445	3,633	5%
	47	9,815	8,875	-10%
	48	6,123	5,816	-5%
	50	6,676	5,760	-14%
	60	9,726	9,564	-2%
	61	1,867	1,840	-1%
	70 - ACE Commuter	1,078	1,033	-4%
	80 - Stockton Commuter	922	922	0%
	90 - Modesto BART Commuter	2,073	2,884	39%
	100 - Turlock/Patterson BART Commuter	138	186	35%
	<b>TOTAL RIDERSHIP</b>	<b>264,832</b>	<b>252,254</b>	<b>-5%</b>



## Stanislaus Regional Transit Authority Month to Month - Fixed Route

	Feb-25	Feb-26	Annual Target
<b>RIDERSHIP BY FARE TYPE</b>			
Regular 1 Day Pass	84,777	81,032	
Senior & Disabled 1 Day Pass	17,975	19,395	
Regular 7 Day Pass	1,524	1,136	
Senior & Disabled Pass 7 Day Pass	751	593	
Regular 31 Day Pass	10,169	9,025	
Senior & Disabled 31 Day Pass	14,017	13,064	
BART 1 Day Pass	194	232	
BART 31 Day Pass	106	109	
MJC Free	26,660	29,120	
Youth Free	69,712	65,244	
Veterans & Active Military	4,582	4,427	
County Employee	1,652	1,485	
City Employee	791	877	
All Free	0	6,429	
Cooling Zone	0	43	
Turlock Transfer	100	119	
Escalon Transfer	27	12	
Token Transit	20,707	22,288	
Mobility Device	4,029	2,562	
Bike	5,324	5,006	
Ramp Deployed	3,967	3,428	
<b>VEHICLE REVENUE MILES</b>			
Revenue - MB	279,263	277,500	
Revenue - CB	27,512	27,642	
<b>VEHICLE DEADHEAD MILES</b>			
Deadhead - MB	12,155	10,506	
Deadhead - CB	2,234	2,324	
<b>TOTAL VEHICLE MILES</b>	<b>321,164</b>	<b>317,972</b>	
<b>VEHICLE REVENUE HOURS</b>			
Revenue - MB	18,786	18,538	
Revenue - CB	816	817	
<b>VEHICLE DEADHEAD HOURS</b>			
Deadhead - MB	618	562	
Deadhead - CB	99	103	
<b>TOTAL VEHICLE HOURS</b>	<b>20,319</b>	<b>20,020</b>	



## Stanislaus Regional Transit Authority Month to Month - Fixed Route

	Feb-25	Feb-26	Annual Target
<b>ON TIME PERFORMANCE</b>			
Motor Bus	79%	76%	90%
Commuter Bus	70%	65%	95%
<b>PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)</b>			
Major Events (S&S 40)		0	13
Collisions (Fixed Object)		8	155
Vehicular Collisions		4	78
Pedestrian Collisions		0	0
Fatalities		0	0
Transit Worker Fatalities		0	0
Injuries		0	71
Transit Worker Injuries		0	57
Assaults on Transit Workers		0	0
System Reliability (Miles Between Road Calls)		9,865	18,000
<b>SAFETY AND SECURITY</b>			
NTD Non-Major Collisions (S&S 50)	1	0	
NTD Major Event (S&S 40)	0	0	
Total Non-Preventable Collisions	4	4	
Total Preventable Collisions	10	3	
<b>REVENUE</b>			
Cash Fares	\$55,614	\$51,934	
Sales	\$22,627	\$29,185	
Token Transit Cash Deposit	\$21,439	\$25,145	
LCTOP	\$0	\$0	
<b>TOTAL Revenue</b>	<b>\$99,680</b>	<b>\$106,264</b>	
<b>KEY PERFORMANCE INDICATORS</b>			
Rides per Hour	13.51	13.03	
Rides per Mile	0.86	0.83	
Preventable Collisions per 100k Miles	3.26	0.98	< 0.50
Average Fare per Ride	\$0.38	\$0.42	
Complaints per 100k Miles	19.62	20.13	



## Stanislaus Regional Transit Authority Month to Month - Fixed Route

	Feb-25	Feb-26	Annual Target
<b>BUS STOP MAINTENANCE</b>			
Graffiti Removal		15	
Shelter Repair		6	
Shelter Removal		1	
Shelter Install		0	
Bench Repair		0	
Bench Removal		0	
Bench Install		0	
Stolen Lights		0	
Stolen Solar Panels		0	
Stolen Batteries		0	
Bus Stop Sign/Post Repair		12	
Bus Stop Sign/Post Replacement		0	
Bus Stop Infopost Repair		3	
Bus Stop Infopost Replacement		0	
<b>SERVICE ISSUES</b>			
Service related 20 < Late - Missed Trips	1	0	
Service related 20 > Late - Missed Trips	49	54	
Collision - Missed Trips	12	34	
Off Route - Missed Trips	2	4	
Mechanical Issue - Missed Trips	27	36	
No Bus - Missed Trips	28	24	
Negligence - Missed Trips	9	9	
Dispatcher Error - Missed Trips	11	1	
No Driver Available - Missed Trips	6	14	
Other - Missed Trips	11	4	
Passed Up Passengers	54	31	
Deficient Vehicle Condition	180	50	
Complaints	63	64	
Average Phone Queue Hold Times (mm:ss)	01:16	01:05	< 3:00
Average Hold time (mm:ss)	01:53	01:46	< 2:00
<b>DIGITAL ANALYTICS</b>			
Transit App Sessions	71,494	55,539	
MyStop App - Android Monthly Active Users	28,709	27,026	
MyStop App - iOS Monthly Active Users	10,779	12,184	
www.StanRTA.org Sessions	35,756	31,421	
<b>MAINTENANCE</b>			
<b>VEHICLE MILES</b>			
Total Miles - MB	301,501	298,889	
Total Miles - CB	25,669	24,062	
<b>TOTAL VEHICLE MILES</b>	<b>327,170</b>	<b>322,951</b>	



## Stanislaus Regional Transit Authority Month to Month - Fixed Route

	Feb-25	Feb-26	Annual Target
<b>SERVICE ISSUES</b>			
Annual Miles between Mechanical Failures - All Modes	26,175	9,865	18,000
Major Mechanical System Failures - MB	16	29	
Major Mechanical System Failures - CB	0	4	
Other Mechanical System Failures - MB	21	5	
Other Mechanical System Failures - CB	0	1	
Road Calls - MB	37	35	
Road Calls - CB	0	5	
Preventable Road Calls - MB	1	1	
Preventable Road Calls - CB	0	0	
Repeat Failure - MB	0	1	
Repeat Failure - CB	0	0	
Open Work Orders - MB	166	132	
Open Work Orders - CB	16	18	
Breakdowns per 100k Miles	11.31	12.08	
Breakdowns	37	39	
<b>PREVENTATIVE MAINTENANCE PERFORMANCE</b>			
Average hours PM "I" Service	1.15	1.2	
Average hours - "A" Service	1.33	2.03	
Average hours - "B" Service	2.82	2.38	
Percentage of non-billable hours	14%	16%	
<b>MAINTENANCE COSTS PER MILE</b>			
Maintenance Cost per Mile - MB	\$0.57		
Maintenance Cost per Mile - CB	\$0.96		
<b>FUEL COSTS PER MILE</b>			
Diesel Cost per Mile - MB	\$0.65		
Electric Cost per Mile - MB	\$0.57		
CNG Cost per Mile - MB	\$0.47		
Diesel Cost per Mile - CB	\$0.54		
<b>PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)</b>			
On-Time PM "I"	70	24	
Early PM "I"	2	7	
Late PM "I"	65	72	
On-Time PM "A"		9	
Early PM "A"		1	
Late PM "A"		0	
End-of-month: Overdue Vehicle PMs		30	



## Stanislaus Regional Transit Authority Month to Month - Fixed Route

	Feb-25	Feb-26	Annual Target
<b>KEY PERFORMANCE INDICATORS</b>			
Major Mechanical System Failures per 100k - MB	5.31	9.70	
Major Mechanical System Failures per 100k - CB	0.00	16.62	
Other Mechanical System Failures per 100k - MB	6.97	1.67	
Other Mechanical System Failures per 100k - CB	0.00	4.16	
<b>STANRTA STAFFING LEVELS</b>			
City of Modesto Maintenance Dept.		28	30
Transdev Fixed Route Drivers		159	177
Transdev Demand Response Drivers		64	78
Transdev Operations		59	60
StanRTA Admin Staff		17	18
<b>STANISLAUS COUNTY SHERIFFS DEPARTMENT</b>			
Felony Arrests		17	
Misdemeanor Arrests		14	
Citations		0	



## Stanislaus Regional Transit Authority Month to Month - Demand Response

	Feb-25	Feb-26	Annual Target
<b>OPERATING DAYS</b>			
<b>Weekday</b>	20	20	
<b>Saturday</b>	4	4	
<b>Sunday</b>	4	4	
<b>TOTAL OPERATING DAYS</b>	<b>28</b>	<b>28</b>	
<b>RIDERSHIP BY SERVICE</b>			
			<b>Ridership Difference</b>
ADA	11,507	13,667	19%
ADA Eligibility	105	123	17%
MediVan	47	60	28%
Oakdale DAR	47	0	-100%
Patterson DAR	180	126	-30%
Riverbank DAR	0	1	0%
<b>TOTAL RIDERSHIP</b>	<b>11,886</b>	<b>13,977</b>	<b>18%</b>
<b>VEHICLE REVENUE &amp; DEADHEAD MILES</b>			
Revenue	92,293	99,330	
Deadhead	25,521	30,289	
<b>TOTAL VEHICLE MILES</b>	<b>117,813</b>	<b>129,619</b>	
<b>VEHICLE REVENUE &amp; DEADHEAD HOURS</b>			
Revenue	6,584	6,363	
Deadhead	2,754	2,555	
<b>TOTAL VEHICLE HOURS</b>	<b>9,338</b>	<b>8,918</b>	
<b>ON TIME PERFORMANCE</b>			
	<b>94%</b>	<b>90%</b>	<b>95%</b>
<b>SAFETY AND SECURITY</b>			
NTD Non-Major Collisions (S&S 50)	0	0	
NTD Major Event (S&S 40)	1	0	



## Stanislaus Regional Transit Authority Month to Month - Demand Response

	Feb-25	Feb-26	Annual Target
Total Non-Preventable Collisions	3	4	
Total Preventable Collisions	1	1	
<b>REVENUE</b>			
Cash Fares	\$5,411	\$4,267	
Ticket Sales	\$25,420	\$27,345	
Ecolane Sales	\$6,055	\$7,658	
<b>TOTAL Revenue</b>	<b>\$36,886</b>	<b>\$39,270</b>	



## Stanislaus Regional Transit Authority Month to Month - Demand Response

	Feb-25	Feb-26	Annual Target
<b>SERVICE</b>			
Total Trips	11,886	13,977	
Rides per Hour	1.81	2.20	> 2.5
Rides per Mile	0.13	0.14	
Preventable Collisions per 100k Miles	1.08	1.01	< 0.50
Average Fare per Ride	\$3.10	\$2.81	
Complaints per 1,000 Trips		1.36	< 4
Complaints per 100k Miles	9.34	13.89	
Average Phone Queue Hold Times (mm:ss)	01:16	01:13	< 3:00
Average Hold time (mm:ss)	01:53	01:52	< 2:00
<b>Excessively Late Pickups</b>	41	73	
Excessively Late Pickups %	0.34%	0.52%	< .10%
<b>Excessively Late Drop Offs</b>	20	32	
Excessively Late Drop Offs %	0.17%	0.23%	< .10%
<b>Excessively Early Pickups</b>	33	28	
Excessively Early Pickups %	0.28%	0.20%	< .10%
<b>Excessively Early Drop Offs</b>	60	43	
Excessively Early Drop Offs %	0.50%	0.31%	< .10%
No Shows - Invalid		89	
<b>No Shows - Valid</b>	242	215	
No Shows - Valid %	2.04%	1.54%	
Cancel at Door - Invalid		2	
<b>Cancel at Door - Valid</b>		8	
Cancel at Door - Valid %	0.00%	0.06%	
Late Cancel - Invalid		5	
<b>Late Cancel - Valid</b>	150	137	
Late Cancel - Valid %	1.26%	0.98%	
Trip Denials ADA	0	0	
Trip Denials DR	0	0	
Trip Denials Medivan	0	0	
Missed Trips	123	113	



## Stanislaus Regional Transit Authority Month to Month - Demand Response

	Feb-25	Feb-26	Annual Target
<b>SERVICE ISSUES</b>			
Deficient Vehicle Condition	120	50	
Complaints	11	18	
Breakdowns	6	15	



## Stanislaus Regional Transit Authority Month to Month - Demand Response

	Feb-25	Feb-26	Annual Target
<b>MAINTENANCE</b>			
<b>VEHICLE MILES</b>			
Total Miles - DR	121,318	131,765	
<b>TOTAL VEHICLE MILES</b>	<b>121,318</b>	<b>131,765</b>	
<b>KEY PERFORMANCE INDICATORS</b>			
Major Mechanical System Failures - DR	1	8	
Other Mechanical System Failures - DR	5	7	
Major Mechanical System Failures per 100k - DR	0.85	6.17	
Other Mechanical System Failures per 100k - DR	4.24	5.40	
Road Calls - DR	6	15	
Preventable Road Calls - DR	0	0	
Road Calls per 100k Miles - DR	4.95	11.38	
Repeat Failure - DR	0	0	
Open Work Orders - DR	70	51	
<b>MAINTENANCE COSTS PER MILE</b>			
Maintenance Cost per Mile - DR	\$0.25		
<b>FUEL COSTS PER MILE</b>			
Gasoline Cost per Mile - DR	\$0.59		
<b>PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)</b>			
On-Time PM "A"		5	
Early PM "A"		1	
Late PM "A"		5	



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**DATE:** March 26, 2026  
**TO:** Board of Directors  
**FROM:** April Henderson-Potter, Head of Marketing and Engagement  
**RE:** Marketing Update

**Agenda Item: [8B]**

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The following activities were undertaken during February and March 2026.

**United Partners of Patterson Meeting – March 5, 2026**

StanRTA attended the monthly meeting of the United Partners of Patterson to network and outreach to agencies and businesses in Patterson that serve StanRTA passengers. The meeting facilitated approximately 30 various businesses and agencies.

**Art in Transit Committee Meeting – March 5, 2026**

StanRTA held this meeting to receive input from the Art in Transit Committee on bus stop improvement locations that will enhance the look and feel of bus shelters along Dale Road, promoting a vibrant, artistic upgrade that will improve the quality of StanRTA bus shelters and encourage ridership.

**West Community Collaborative Meeting – March 11, 2026**

StanRTA attended this meeting to network and outreach with partner agencies, businesses, and community members within the West Modesto area. This meeting provides an opportunity to answer questions, receive feedback, and to disseminate public transit information to a key target demographic of StanRTA passengers.

**Go Green Week – March 15 – 21, 2026**

StanRTA celebrated Go Green Week by providing free rides on all StanRTA services to promote sustainability and encourage residents to use public transit or alternative modes of transportation.

**National Transit Employee Appreciation Day – March 18, 2026**

StanRTA celebrated Transit Employees at this annual event by creating downloadable thank-you notes for passengers to write messages to their favorite Drivers or other employees, hanging a banner at the Modesto Transit Center, and, with a formal proclamation, declaring March 18th National Transit Employee Appreciation Day by the Board of Directors.

**Modesto Transit Center Pop-Up – March 24, 2026**

StanRTA tabled a pop-up event at the Modesto Transit Center, offering resources, information, and giveaway items to an estimated 50 passengers.

## Social Media

The following tables reflect activity for February 1, 2026 – February 28, 2026

Facebook Metrics	
Metrics	Total
Audience Growth Rate%	5.61%
- Transportation Industry Audience Growth Rate%	2.96%
Post Engagement %	9.94%
- Transportation Industry Post Engagement %	1.66%
Posting Frequency (# Per Day)	1.43
- Transportation Industry Posting Frequency (# Per Day)	0.38
Post Impressions/Views	322 K
Reach	229 K
Total Followers	4,126

Instagram Metrics	
Metrics	Total
Audience Growth Rate%	(0)%
- Transportation Industry Audience Growth Rate%	19.5%
Post Engagement %	6.27%
- Transportation Industry Post Engagement %	1.49%
Posting Frequency (# Per Day)	1.07
- Transportation Industry Posting Frequency (# Per Day)	0.72
Post Impressions/Views	9 K
Reach	5.5 K
Total Followers	1,294

TikTok Metrics	
Metrics	Total
Audience Growth Rate%	20.09%
- Transportation Industry Audience Growth Rate%	(1.56)%
Post Engagement %	2.86%
- Transportation Industry Post Engagement %	0.7%
Posting Frequency (# Per Day)	0.94
- Transportation Industry Posting Frequency (# Per Day)	0.18
Post Impressions/Views	6.5 K
Reach	5.6 K
Total Followers	269

X Metrics	
Metrics	Total
Audience Growth Rate%	(0)%
- Transportation Industry Audience Growth Rate%	0.18%
Post Engagement %	4.55%
- Transportation Industry Post Engagement %	1.07%
Post Impressions/Views	421
Total Followers	474

Based on industry benchmarks for smaller transportation agencies, StanRTA's engagement is higher on each platform than its competitors' and offers a higher posting frequency overall.

## **Promotional Campaigns**

### **WeAreStanRTA**

StanRTA launched the “WeAreStanRTA” campaign to highlight that the community, as well as Operators, Security personnel, and all other staff, are all part of what makes up StanRTA. The personalized stories, interviews, and photos help convey that everyone plays valuable roles and has a stake in the system.

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

- Social media posts
- Video interviews
- Website newsflash
- Pop-up events

### **Go Green Week**

StanRTA celebrated Go Green Week by providing free rides on all StanRTA services to promote sustainability and encourage residents to use public transit or alternative modes of transportation.

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

- Social media posts
- Website newsflash
- Video content and invitations
- Transit Center Display Poster
- Car Cards
- Press Release

### **Upcoming Events**

- Telecare 60<sup>th</sup> Anniversary Event – March 25, 2026 – 3800 Cornucopia Way, Modesto, CA – 1:00pm – 4:00pm - : StanRTA will attend this celebratory event to reflect on Telecare’s history and look at the future to provide services to their consumers, many of whom are StanRTA passengers.
- Stanislaus County Office of Education’s Building Bridges Family Resource Fair – April 2, 2026 – 1350 Stonum Road, Modesto, CA – 8:00am – 12:15pm : StanRTA will table this event and provide public transit information and giveaway items to community members.
- World Transit Day – April 17, 2026: StanRTA will join with other transit agencies across the world to celebrate the first-ever World Transit Day.
- Earth Day in the Park – April 18, 2026 - Graceada Park, Modesto, CA – 10:00 am – 2:00 pm: StanRTA will sponsor and provide an informational booth at this annual community event at Graceada Park.
- Earth Day – April 22, 2026 – To promote sustainability and clean air stewardship, StanRTA will provide free rides on all services throughout the system to celebrate Earth Day.
- DRAIL Spotlight and 40<sup>th</sup> Anniversary Celebration – April 23, 2026 – Stanislaus Veteran Center 3500 Coffee Road, Modesto, CA - 9:00 am – 2:00 pm: StanRTA will table this event and provide information to community members and other agencies on transit services.

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# CEO Reports

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# Directors Reports

# STANISLAUS REGIONAL TRANSIT AUTHORITY

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**BOARD OF DIRECTORS MEETING  
1111 I STREET, SUITE 308  
STANCOG POLICY BOARD ROOM  
THURSDAY, MARCH 26, 2026  
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/tZltdOuppiljH9UJ1bF6MbJVOpVS0B6Q4LXx#/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](mailto:info@stanrta.org) or by calling 209-477-7011 by 3:00 pm on March 25, 2026.

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](http://www.stanrta.org) and at the Authority office located at 912 11<sup>th</sup> Street, Modesto, CA during normal business hours. The documents are also available on the StanRTA website at [www.stanrta.org](http://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 reuniones 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 Drivers/Employees of the Month

### **6. CONSENT CALENDAR**

A. Motion to Approve the Stanislaus Regional Transit Authority Meeting Minutes of February 26, 2026

B. Motion to Adopt Resolution 2026-229 Approving the Amended No Show/Late Cancellation and Suspension Policy and Adopt Option 2

### **7. DISCUSSION/ACTION ITEMS**

A. Motion to Adopt Resolution 2026-230 Approving the Equity Analysis of the Proposed Operations Maintenance Facility Site and Project

B. Motion to Approve Establishment of an Accounting and Audit Committee and Appoint Three Board Members to the Committee

C. Motion to Adopt Resolution 2026-231 Approving the Operating and Capital Budgets for Fiscal Year 2026-2027 *and* Motion to Adopt Resolution 2026-232 Approving the Transportation Development Act Claim for Fiscal Year 2026-2027

in the amount of \$28,399,392 and a Regional Transit Claim in the Amount of \$1,421,767

**8. INFORMATION ITEMS**

A. Key Performance Indicators

B. Marketing Report

**9. CEO REPORT**

**10. DIRECTOR REPORTS**

**11. ADJOURNMENT**

**Next Regularly Scheduled Stanislaus Regional Transit Authority Meeting:**  
**Thursday, April 23, 2026, at 1:00 p.m.**

# JURISDICCIÓN REGIONAL DE TRANSPORTE PÚBLICO DE STANISLAUS

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**REUNIÓN DEL DIRECTORIO  
CALLE 'I' N°1111, SUITE 308  
(Sala del Directorio del StanCOG)  
JUEVES, 26 de MARZO, 2026, a la 1:00 PM**

Aparte de la participación en-directo desde la localidad indicada arriba, las siguientes opciones están disponibles para que los miembros del público escuchen, observen y participen en esta reunión y ofrezcan sus comentarios a los miembros del Directorio durante la reunión:

1. Se le recomienda de sobremanera que participe de la reunión incorporándose desde su computador o tableta.

Favor de inscribirse con antelación para la junta del Comité este enlace de Zoom:

<https://us06web.zoom.us/meeting/register/tZltdOuppjIjH9UJ1bF6MbJVOpVS0B6Q4LXx#/registration>

2. Si desea hacer algún comentario sobre un punto específico de la agenda, espere a que el presidente le reconozca y será él quien le llame a intervenir durante la junta.

Ahora, aunque usted participe sólo a través de su teléfono, todavía necesitará inscribirse en Zoom usando el enlace indicado arriba. También usted puede someter sus comentarios por correo electrónico a [info@stanrta.org](mailto:info@stanrta.org) o telefoneando al 209-477-7011 antes de las 3:00 pm del 25 de marzo del 2026.

Esos comentarios por escrito serán compartidos con los Miembros del Comité e incluidos en el acta de la reunión. Se hará todo lo posible para leer los comentarios recibidos durante la reunión para el archivo, pero habrá comentarios que no se leerán debido a limitaciones de tiempo. Comentarios sometidos después de haberse cubierto el tema en particular en la agenda —pero recibidos antes que termine la junta— pasarán a ser parte del archivo.

Agendas y Actas de los Comités: Las agendas de la reunión, las actas y las copias de los puntos a ser considerados por el Directorio de la Jurisdicción Regional de Transporte Público de Stanislaus (StanRTA) están disponibles al menos 72 horas antes de la reunión en el sitio virtual de StanRTA ([www.stanrta.org](http://www.stanrta.org)) y en las oficinas de StanRTA ubicadas en la Calle 11 N°912, Modesto, CA durante horas de oficina.

Todo material relacionado a algún punto incluido en la agenda pero que ha sido sometido al Directorio después que dicha agenda ha sido distribuida está abierto a la inspección pública en la dirección listada arriba durante horas normales de oficina. También —y dependiendo si se alcanza a hacerse previo a la junta— estos documentos se pueden encontrar en el sitio virtual en el sitio virtual del StanCOG.

Posibles Adaptaciones: En cumplimiento al Acta Estadounidenses Incapacitados de 1990 (42 U.S.C. § 12132) y el Acta Ralph M. Brown (Código Gubernamental de California § 54954.2), de así solicitarse, esta agenda debe estar disponible en formatos alternativos apropiados a minusválidos. Aquellos que deseen modificaciones o arreglos especiales para poder asistir a la reunión deben telefonar a Valerie Fabela al (209) 477-7011 durante horas normales de oficina con por lo menos 72 horas de anticipación a la junta para dar tiempo a la Jurisdicción Regional de Transporte Público de Stanislaus de hacer ajustes necesarios —dentro de lo posible— para facilitar dicha asistencia.

Advertencia a Personas que No Hablan Inglés: Las reuniones del SEAAC de la Jurisdicción Regional de Transporte Público de Stanislaus se efectúan en inglés. Todo aquel que desee dirigirse al Directorio en otro idioma debe tener un intérprete o puede telefonar a Valerie Fabela al (209) 477-7011 durante horas normales de oficina con por lo menos 72 horas de anticipación a la junta para que la Jurisdicción Regional de Transporte Público de Stanislaus le ponga uno a su disposición.

## AGENDA

### 1. APERTURA

### 2. JURAMENTO A LA BANDERA

### 3. LISTA DE ASISTENCIA

### 4. COMENTARIO PÚBLICO

*El público puede dirigirse al Directorio sobre cualquier tema de la agenda. Los comentarios se limitarán a tres minutos a menos que el Presidente del Directorio establezca un límite de tiempo diferente. El Directorio no puede tomar decisiones sobre asuntos que no están en la agenda a menos que la acción esté autorizada por la Sección 54954.2 del Código Gubernamental.*

### 5. PRESENTACIONES

A. Distinción a Empleados del Mes

### 6. MEDIDAS SOMETIDAS A APROBACIÓN

A. Moción para Aprobar el Acta de la Reunión de la Jurisdicción Regional de Transporte Público de Stanislaus del 26 de febrero, 2026

B. Moción para Adoptar la Resolución 2026-229, que Aprueba una Enmienda a las Reglas de Consecuencia por No Apersonarse o Cancelación Tardía de Servicio, y con la Cual se Adopta la 2a Opción.

### 7. TEMAS A DELIBERAR / ACCIÓN

A. Moción para Adoptar la Resolución 2026-230, que Aprueba el Análisis de Equidad de Impacto Respecto del Predio Proyectado para la Construcción de las Dependencias de Operación y Mantenimiento.

B. Moción para aprobar el establecimiento de un Comité de Contabilidad y Auditoría — y para Designar a Tres Miembros del Directorio para Integrar dicho Comité.

C. Moción que Adopta tanto la Resolución 2026-231, que Aprueba los Presupuestos Críticos y Operativos para el Año Fiscal 2026-2027; como la Resolución 2026-232, que Aprueba Reclamaciones de Fondos —bajo la Ley de Desarrollo del Transporte (TDA) para el Año Fiscal 2026-2027— por un monto de \$28,399,392; y una segunda —de fondos bajo Tránsito Regional— por un monto de \$1,421,767.

### 8. PUNTOS INFORMATIVOS

A. Indicadores Clave de Rendimiento

B. Informe de Mercadotecnia

### 9. INFORME DEL DIRECTOR EJECUTIVO

### 10. INFORME DE LOS MIEMBROS DEL DIRECTORIO

### 11. CLAUSURA

**Próxima Reunión Programada de la Jurisdicción de Transporte Público de Stanislaus:**  
**Jueves, 23 de Abril, 2026** a las 1:00 pm