

# STANISLAUS REGIONAL TRANSIT AUTHORITY

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**BOARD OF DIRECTORS MEETING  
1111 I STREET, SUITE 308  
STANCOG POLICY BOARD ROOM  
THURSDAY, JANUARY 22, 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 January 21, 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 Employees of the Month
- B. Recognition of Public Safety Award

### **6. CONSENT CALENDAR**

- A. Motion to Approve the Stanislaus Regional Transit Authority Meeting Minutes of December 4, 2025
- B. Motion to Reappoint Andrea Wilson to Serve as a Citizen Director on the Board of Directors

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

- A. Motion to Nominate and Elect the Board Chair and Vice-Chair for Calendar Year 2026
- B. Motion to Adopt Resolution 2026-223 Rescinding Resolution 2025-193 and Authorizing the CEO to Negotiate and Execute an Agreement with ZeroUp for

the Lease of a Hydrogen Fueling Station and Fuel Delivery for a not-to-exceed amount of \$4,926,306

- C. Motion to Adopt Resolution 2026-224 Authorizing the CEO to Negotiate and Execute an Agreement with Stantec Architecture, Inc. for Design Services for the Operations and Maintenance Facility on a Fixed Fee Basis
- D. Motion to Adopt Resolution 2026-225 Approving the 2026 Legislative Platform and Authorizing the CEO to Take All Necessary Actions to Support its Goals

**8. INFORMATION ITEMS**

- A. Key Performance Indicators
- B. Marketing Report

**9. CEO REPORT**

**10. DIRECTOR REPORTS**

**11. ADJOURN TO CLOSED SESSION**

- A. Public Employee Performance Evaluation pursuant to Government Code Section 54957  
Title: Chief Executive Officer
- B. Conference with Labor Negotiators pursuant to Government Code section 54957.6  
Agency Designated Representatives: Chris Ricci, Vice-Chair of the Board  
Unrepresented Employee: Chief Executive Officer

**12. RECONVENE FROM CLOSED SESSION**

- A. Report from Closed Session

**13. Discussion and Possible Action Regarding Chief Executive Officer Employment Contract**

**14. ADJOURNMENT**

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

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# PRESENTATION

5A. Recognition of Employees of the Month

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# PRESENTATION

5B. Recognition of Public Safety Award

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# **CONSENT CALENDAR**

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

**BOARD OF DIRECTORS MEETING**

Minutes of December 4, 2025  
(Thursday) 1:00 p.m.

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

**DIRECTORS ABSENT:** Channce Condit (Stanislaus County)

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

**ALSO PRESENT:** Monica Streeter (General Counsel); James Pratt (IT Services); Ron McMurtry, Gary Machado, Mohamed Rashid, Jean Foletta, Kassandra Barrientos, Lisa Jimenez

**1. CALL TO ORDER**

Chair Carr 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.*

No public comment.

**5. PRESENTATIONS**

A. Recognition of Employee of the Month

Item will be moved to January 2026 Board meeting.

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

Associate Planner Kassandra Barrientos with StanCOG gave a presentation regarding Transportation Development Act Unmet Transit Needs.

## 6. CONSENT CALENDAR

- A. Motion to Approve the Stanislaus Regional Transit Authority Meeting Minutes of October 29, 2025
- B. Motion to Adopt Resolution 2025-219 Approving Amendment 1 to the Rush Truck Center Agreement *and* Approving a Budget Adjustment of \$130,015 in the Fiscal Year 2025-2026 Capital Budget
- C. Motion to Adopt Resolution 2025-220 Approving an Extension to the Office Lease for 912 11th Street, Modesto
- D. Motion to Adopt Resolution 2025-221 Approving the Service Monitoring Report and Authorizing the CEO to Submit the Same to the Federal Transit Administration
- E. Motion to Adopt Resolution 2025-222 Approving the 2025 Title VI Program Update and Authorizing the CEO to Implement the Same

**\*By Motion, (Director Wright, Director Morrow), and a 5-0 vote, the Stanislaus Regional Transit Authority Board Approved 6A, 6C and 6D of the Consent Items**

**\*By Motion, (Director Morrow, Director Wright), and a 5-0 vote, the Stanislaus Regional Transit Authority Board Approved 6B of the Consent Items with the added language of, "Tariff refund and price adjustment. If any tariffs, duties or similar charges related to goods or services provide under this agreement are declared unlawful, invalid or are otherwise refunded to the CONSULTANT by any governmental authority, the CONSULTANT shall, within thirty days of receiving such refund, provide a corresponding credit or direct reimbursement to StanRTA, reducing the total contract price by the full amount of the refunded tariffs, duties or similar charges less an agreed upon administration fee of two percent. The CONSULTANT agrees to take all reasonable steps to secure such refunds. This provision shall be effective for a period of three years following the completion of performance under this agreement."**

**\*By Motion, (Director Morrow, Director Wright), and a 5-0 vote, the Stanislaus Regional Transit Authority Board Approved 6E of the Consent Items**

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

### **A. Fixed-Route On-Board Survey Report**

Senior Transit Analyst Angela Swanson gave a presentation regarding Fixed-Route On-Board Survey Report.

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

**\*Vice Chair Ricci arrives during this presentation**

### **B. Fiscal Year End 2024-2025 Financial Update**

Financial Analyst Nicole Hensley gave a presentation regarding Fiscal Year End 2024-2025 Financial Update.

## **8. INFORMATION ITEMS**

A. Investment Report

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

C. Key Performance Indicators

D. Marketing Report

## **9. CEO REPORT**

CEO Adam Barth shared that escrow closed on the new facility located at 3807 Crows Landing Road, Ceres, CA.

Adam shared the FY 2025 Annual Report

Adam Barth shared the following upcoming events:

1. December is a free ride on all modes to promote public transportation.
2. StanRTA will participate in the Modesto Celebration of Lights Parade this weekend and in the Riverbank Parade next weekend.
3. Short Range Transit Plan's next public meetings are on 12/10 and 12/11.

## **10. DIRECTOR REPORTS**

Director Morrow shared the call offs are improving. Director Morrow also asked for an update regarding the hydrogen contractor in which Adam Barth provided an update.

Chair Carr also shared information regarding hydrogen fuel that he had learned about at the recent CTA Conference in Long Beach, CA.

Director Withrow shared that he and Adam had a meeting with a Stanislaus State student who was doing a project on the routes and the disadvantages communities.

Director Wilson thanked the team for attending a recent MJC outreach event.

Chair Carr thanked the entire staff and contractors for all their hard work.

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

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

The Board adjourned to the Closed Session at 1:59 p.m.

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

### **A. Report from Closed Session**

The Board reconvened from closed session at 3:26 p.m. Director Ricci, Morrow, Wright, Wilson and Withrow were present for the duration of the closed session; Chair Carr was not present for closed session and there was no reportable action.

## **13. ADJOURNMENT**

Adjournment: Meeting adjourned at 3:26 pm

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

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** January 22, 2026  
**TO:** Board of Directors  
**FROM:** Adam Barth, Chief Executive Officer  
**RE:** Citizen Director Reappointment

**Agenda Item: [6B]**

**Background:**

The JPA Agreement and the authority Bylaws call for two citizen members to be appointed to the Authority Board. The Bylaw provision regarding this issue is provided below:

*“1.4. Two (2) Citizen Directors shall be appointed by the Authority Board of Directors representing Modesto and the County. Each Citizen Director shall have one vote. Applications for Citizen Director shall be solicited by the Authority Board of Directors for consideration.*

*Criteria for application as a Citizen Director shall include at least one of the following:*

*1.4.1. A current transit rider who is either a senior (someone more than 65 years of age) or a person with a disability.*

*1.4.2. A staff member of a social service agency that works with or represents seniors or persons with disabilities.*

*1.4.3. A senior official of an institution within Stanislaus County that is a major transit destination and whose employees or consumers make up a significant ridership group. Such an institution may include a college or university, a major health center, a local school district, or other similar institution.*

*The two Citizen Directors shall not be chosen to represent the same rider or institutional constituency. Citizen Directors shall serve two year terms. A Citizen Director shall serve no more than three consecutive terms.”*

**Discussion:**

Director Andrea Wilson was appointed by the board to fill one of the open positions. The term

began on February 22, 2024 and will end on February 21, 2026.

Director Wilson has expressed interest in continuing as a Citizen Director on the Authority Board of Directors. If reappointed by the board, Director Wilson would start the second of three possible consecutive two-year terms on February 22, 2026.

Alternatively, the board may direct a new recruitment to be completed to find other people willing to serve on the board. This recruitment would involve an outreach process to solicit applications for the position. The application form would be posted to the Authority website, provided to Authority Board Members for notification of interested individuals, and staff would directly contact key community representatives and institutions with potential sources of applicants.

**Fiscal Impact:**

There is no direct fiscal impact resulting from this appointment.

**Recommendation:**

It is recommended that the Board of Directors:

By Motion reappoint Andrea Wilson to serve as a Citizen Director on the Stanislaus Regional Transit Authority Board of Directors with the reappointment effective on February 22, 2026.

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# **DISCUSSION & ACTION ITEMS**

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** January 22, 2026  
**TO:** Board of Directors  
**FROM:** Adam Barth, Chief Executive Officer  
**RE:** Election of Officers

**Agenda Item: [7A]**

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**Background:**

Article V of the Bylaws of the Stanislaus Regional Transit Authority specifies that the Authority will elect a Chair and Vice Chair. These two positions are, according to the Bylaws, chosen from among the elected members of the Board of Directors. Citizen members, once appointed, may not hold either the Chair or Vice Chair positions.

**Discussion:**

The Bylaws provide for the election of a Chair and Vice Chair. Once elected, they assume their offices immediately. The Bylaws call for the term of both officers to be for one year beginning at the first regular meeting of each calendar year. Both officers may serve more than one term if reelected.

Additionally, the Board may create such offices and appoint individuals to such offices it considers either necessary or convenient to carry out the purposes of the Authority.

**Fiscal Impact:**

The election of Officers does not have a direct fiscal impact on the Authority

**Recommendation:**

It is recommended that the Board of Directors:

By Motion, elect a Chair and Vice Chair and that the elected Officers take their positions immediately for a term of one year.

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** January 22, 2026  
**TO:** Board of Directors  
**FROM:** Roland Fecteau, Transit Analyst  
**RE:** Lease of a Hydrogen Fueling Station

**Agenda Item: [7B]**

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**Background**

The California Air Resources Board (CARB) has established the Innovative Clean Transit (ICT) regulation, which mandates that all public transit agencies transition to a 100% zero-emission bus fleet by 2040. Starting in January 2026, public transit agencies must ensure that at least 25% of their bus purchases are zero-emission vehicles. This percentage will increase to 100% in 2029 and beyond. CARB's initiative is designed to promote groundbreaking innovation in the transportation sector, encourage the demand for lower-carbon fuels, and help meet both mid-term and long-term greenhouse gas (GHG) reduction targets. Additionally, the program aims to protect public health and address the environmental impacts of climate change. California must also continue to reduce nitrogen oxides (NOx) and other pollutants to meet federally mandated commitments.

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. Approved in March 2024, these New Flyers are expected to enter service in early 2026. To operate the hydrogen bus fleet, a hydrogen fueling station is essential. This station will be designed to support up to five hydrogen fuel cell buses. Additionally, the fueling station will have a compact mobile or portable modular design, allowing it to be relocated, a significant advantage for the crowded Bus Maintenance Facility yard.

**Discussion**

On November 13, 2025, StanRTA issued Request for Proposals (RFP) 2025-25 for the lease of a hydrogen bus fueling station. This solicitation followed the cancellation of RFP 2025-08, which could not be finalized due to unresolved contract negotiations with the initially selected proposer.

Both procurements sought a contractor to provide a mobile hydrogen fueling station capable of supporting three to five hydrogen fuel cell buses, along with weekly hydrogen fuel deliveries. The anticipated contract term is five (5) years, with two (2) optional one-year extensions, for a potential total term of seven (7) years.

RFP 2025-08 was cancelled because StanRTA and the selected proposer were unable to reach an agreement on critical commercial and contractual terms. Most notably, the proposer required StanRTA to pay for the full volume of hydrogen delivered and stored in the fueling trailer, rather than only for the hydrogen actually dispensed into buses. This commercial structure would have exposed StanRTA to significant financial inefficiency and operational risk, as unused hydrogen could have resulted in losses of up to approximately 30% per delivery due to boil-off, venting, or inability to fully utilize the fuel before replenishment.

Additionally, the parties were unable to align on key elements of the Scope of Work and StanRTA’s contractual requirements related to liability and risk allocation. Given these issues, StanRTA determined that proceeding under RFP 2025-08 would not be in the agency’s financial or operational best interest and formally cancelled the solicitation. RFP 2025-25 was subsequently issued to re-solicit the project under revised terms designed to ensure fiscal responsibility, risk mitigation, and alignment with StanRTA’s operational needs.

**Technical Proposal Evaluation**

On December 15, 2025, StanRTA received nine proposals from five vendors. Three vendors submitted multiple proposals with varying pricing strategies. The proposals were reviewed and evaluated by three StanRTA staff members (Table 1). The staff evaluated each proposal based on five factors: capability and experience, quality of staffing and support, equipment, proposed timeline and schedule, and cost proposal. The capability and experience portion included a comprehensive explanation of the firm’s ability to perform the scope of work. The quality of staffing and support included the firm’s understanding of the primary staffing needs and adequacy of the support team. The equipment portion discussed the fueling station components and site installation requirements. The timeline and schedule detailed the activities required to permit, install, and make the fuel station operational by April 30, 2026. Table 1 shows the cumulative scores for the various proposals from a total of 240 available points.

**Table 1. Technical Scoring Summary**

<b>Proposer</b>	<b>Technical Score (out of 240)</b>	<b>Rank</b>
ZeroUp Option 1	232	1
ZeroUp Option 2	229	2
H2B2 Option 3	184	3
WestAir Gases	184	3
H2B2 Option 2	182	5
Linde	167	6
H2B2 Option 1	165	7
Celly Option 1	125	8
Celly Option 2	114	9

**Cost Proposal Evaluation**

The cost proposal outlined the expenses related to leasing the fueling station and the weekly hydrogen deliveries. StanRTA awards a maximum of 20 points to the proposal with the lowest total cost, while the other proposals receive points based on the ratio of their total costs compared to the lowest total cost. The cumulative results of the reviewers' cost proposal scoring are summarized in Table 2.

**Table 2. Cost Proposal Ranking**

Vendors	Amount Proposed	Price Score	Rank
H2B2 Option 1	\$3,439,800	60	1
ZeroUp Option 2	\$4,478,460	45	2
Celly Option 1	\$5,079,060	42	3
ZeroUp Option 1	\$5,814,060	36	4
Linde	\$6,538,315	33	5
Celly Option 2	\$7,865,340	27	6
Westair Gases	\$8,282,400	24	7
H2B2 Option 2	\$8,689,798	24	8
H2B2 Option 3	\$8,995,980	24	9

After fully evaluating each proposal, the review panel concluded that the “ZeroUp, Option 2” proposal was the most advantageous for StanRTA. Although this bid was not the lowest in terms of cost, the combination of cost and technical scores led to a higher ranking shown in Table 3.

**Table 3. Combined Technical and Price Proposal Final Ranking**

Vendors	Price Score	Technical Score	Total Score (out of 300)	Overall Rank
ZeroUp Option 2	45	229	274	1
ZeroUp Option 1	36	232	268	2
H2B2 Option 1	60	165	225	3
H2B2 Option 3	24	184	208	4
Westair Gases	24	184	208	5
H2B2 Option 2	24	182	206	6
Linde	33	167	200	7
Celly Option 1	42	125	167	8
Celly Option 2	27	114	141	9

### **Fiscal Impact**

Proposing firms were required to fully load their pricing to account for all direct and indirect costs, overhead, expenses, including any applicable sales taxes, and profit. The hydrogen fuel dispenser trailer, buffer, tank, and maintenance costs were identified as fixed costs to ensure price stability over the contract term. Proposers had the option to factor in the escalation of fixed costs in any year of the contract. The proposed awardee did factor escalation into their bid.

The costs associated with hydrogen, including both the price per kilogram and delivery, were assumed to be variable and dependent on factors such as the quantity of hydrogen required per kilogram and related delivery expenses. StanRTA provided proposers with an estimated monthly usage of 2,100 kg for pricing the cost of the fuel.

ZeroUp’s combined technical score and cost proposal score result in the highest overall ranking of all proposers making them the best value and proposed awardee of this contract. Table 4 reflects ZeroUp’s pricing on its “Option 2” price proposal. Because hydrogen costs are not controlled in the option years, staff are recommending a 10% contingency to address price uncertainty.

**Table 4. ZeroUp, Option 2 Price Proposal**

<b>Description</b>	<b>Quantity</b>	<b>Cost to Lease</b>
H2 Fuel Dispenser Trailer (monthly)	1	\$ 16,790.00
Buffer Tank (per month)	1	\$ 0.00
Maintenance (monthly)	1	\$ 1,250.00
Hydrogen Price Per Kg* (per month)	2100	\$ 32,025.00
Hydrogen Delivery (per month)	6	\$ 3,250.00
Total Cost Per Month		\$ 53,315.00
Total Cost Per Year		\$ 639,780.00
Grand Total (7 years)		\$ 4,478,460.00
Contingency 10%		\$ 447,846.00
Final Cost		<b>\$ 4,926,306.00</b>

Funding for the hydrogen bus fueling station will come from various sources and were included in the current budget. The contract has a five-year term with two one-year extension options. ZeroUp submitted the second-lowest cost proposal, the highest technical score, and the overall top score for the lease and implementation of a Hydrogen Bus Fueling Station, which will be approximately \$4,478,460.

**Recommendation**

It is recommended that the Board of Directors:

Approve Resolution 2026-223 (i) rescinding Resolution 2025-193, and (ii) authorizing the CEO to negotiate an agreement with ZeroUp for the lease of a hydrogen fueling station and fuel delivery for five years, with two optional one-year extensions, at a cost not to exceed \$4,926,306, and authorize the Chief Executive Officer to execute all necessary documents.

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
RESOLUTION 2026-223**

**RESOLUTION RESCINDING RESOLUTION 2025-193 AND AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO NEGOTIATE AN AGREEMENT WITH ZEROUP FOR THE LEASE OF A HYDROGEN FUELING STATION AND FUEL DELIVERY AT A COST NOT TO EXCEED \$4,926,306 AND AUTHORIZE THE CEO TO EXECUTE ALL NECESSARY DOCUMENTS**

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 California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation requires that all public transit agencies transition to a fully zero-emission bus (ZEB) fleet by 2040; and

WHEREAS, starting January 1, 2026, 25 percent of annual new bus purchases are required to be zero emission and this increases to 100 percent in 2029; and

WHEREAS, CARB also requires all transit agencies adopt ZEB Rollout plans and the Authority ZEB Rollout Plan was adopted at the April 2023 board meeting; and

WHEREAS, ZEB are powered by either electrically charged batteries or hydrogen-fueled batteries; and

WHEREAS, the Authority has purchased three New Flyer Excelsior Hydrogen 40-foot heavy-duty buses which are expected to go into service in early 2026; and

WHEREAS, ZEBs require additional infrastructure, such as charging stations and/or hydrogen fueling stations, to operate the fleet; and

WHEREAS, the lease of a hydrogen bus fueling station is essential to operate the fuel cell bus fleet; and

WHEREAS, the Authority issued Request for Proposals (RFP) 2025-08 for the Lease of a Hydrogen Bus Fueling Station and received seven proposals from six vendors with one vendor submitting a single technical proposal and two cost proposals; and

WHEREAS, the Authority Board adopted Resolution 2025-193 awarding a contract to the selected proposer under RFP 2025-08; and

WHEREAS, the Authority determined proceeding under RFP 2025-08 would not be in the agency’s best financial or operational interests and formally cancelled the solicitation; and

WHEREAS, RFP 2025-25 was subsequently issued to re-solicit the project under revised terms designed to ensure fiscal responsibility, risk mitigation, and alignment with the Authority’s operational needs; and

WHEREAS, the Authority received nine proposals from five vendors with three vendors submitting multiple proposals with varying price strategies; and

WHEREAS, the proposals were reviewed and evaluated by three Authority staff members based on capability and experience, quality of staffing and support, equipment, proposed timeline and schedule, and cost proposal; and

WHEREAS, the combined technical score and cost proposal score of 274 for ZeroUp Option 2 resulted in the highest overall ranking of all proposals making them the best value; and

WHEREAS, the proposed contract has a five-year term with two one-year extension options.

NOW, THEREFORE, BE IT RESOLVED, the Authority Board of Directors hereby rescinds Resolution 2025-193 which awarded a contract to the selected proposer under RFP 2025-08.

BE IT FURTHER RESOLVED, the Authority Board of Director authorizes the Chief Executive Officer to negotiate a five-year agreement, with two one-year extension options, with ZeroUp for a hydrogen bus fueling station and delivery of hydrogen fuel for a not to exceed amount for the initial 5-year term and the 2 options years of \$4,926,306.

BE IT FURTHER RESOLVED, the Chief Executive Officer is authorized to execute the ZeroUp agreement and all necessary documents and to make administrative changes, as needed, to ensure the agreement 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 22nd day of January 2026. A motion was made and seconded to adopt the foregoing Resolution. The Motion was carried, and the Resolution was adopted.

MEETING DATE: **January 22, 2026**

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CHRIS RICCI, VICE CHAIR

ATTEST:

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ADAM BARTH, CHIEF EXECUTIVE OFFICER

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** January 22, 2026  
**TO:** Board of Directors  
**FROM:** Angela Swanson, Senior Transit Analyst  
**RE:** Approve Agreement with Stantec for Design Services on the Proposed Administration, Operations, and Maintenance Complex

**Agenda Item: [7C]**

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**Background**

The Stanislaus Regional Transit Authority (StanRTA) has been operating out of leased administrative and operational spaces since 2021, but it is quickly outgrowing 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. Additionally, the operations staff is divided between the BMF and the Modesto Transit Center (MTC), while agency personnel are in leased office space just two blocks from the MTC, which is also facing space constraints.

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 planning for the component spaces, referred to as the Operations and Maintenance Facility (OMF) project. The master plan was completed in July 2025, and escrow for the site closed last December. Federal environmental clearance under the National Environmental Policy Act (NEPA) has been obtained for the site. Project approvals and environmental clearance under the California Environmental Quality Act (CEQA) are currently pending. Project approvals and CEQA clearance will be considered by the City of Ceres.

**Discussion**

On October 28, 2025, StanRTA issued a Request for Qualifications (RFQ) to select an architectural and engineering team to provide design, engineering, and construction support services for StanRTA's new OMF. The Consultant will be responsible for all aspects of facility planning, architectural and engineering design, permitting coordination, construction documents preparation, bid phase support, and construction phase assistance. The design team hired will be tasked with delivering:

- Administrative, operations, and maintenance building(s).
- Bus storage and fleet parking areas.
- Maintenance bays and fueling/wash facilities.

- Battery electric bus charging and hydrogen fueling infrastructure (as applicable).
- Utility, stormwater, and site improvements.
- Landscaping and security improvements.
- Offsite development of a portion Service Road.
- Environmental mitigation and permitting support.
- Commissioning services.

StanRTA anticipates a total project duration of approximately 48 months, inclusive of design, bid and award, and construction phases.

Selection Process

At the optional pre-proposal conference, strong interest in the project was evident, with six firms participating. A detailed addendum was issued in response to the many questions and requests for information. Despite this interaction, on December 2, 2025, a single proposal was received from Stantec Architecture, Inc. Follow-up with identified bidders found a variety of reasons for their failure to submit a proposal. Some cited the RFP’s timing near the holidays as an issue, while other firms stated that competing RFQs were prioritized over this opportunity.

A review panel was convened to evaluate and score the Stantec proposal using the rubric in Table 1, below.

**Table 1. Scoring Rubric**

<b>Category</b>	<b>Value</b>	<b>Reviewer 1</b>	<b>Reviewer 2</b>	<b>Reviewer 3</b>
Executive Summary	25	25	24	24
Project Team Statement	35	35	34	34
Work Plan	30	30	30	26
References	10	10	10	10
<b>Total Points</b>	<b>100</b>	<b>100</b>	<b>98</b>	<b>94</b>

The panelists' scores are also captured in Table 1. Stantec received an impressive average score of 97 out of a possible 100 points. The panel recommended proceeding with the award of this contract, even though only one proposal was received, due to the strong merit of the proposing firm.

Stantec Architecture, Inc.

Founded in 1954, Stantec is a global design practice focused on designing innovative facilities for transit and public agencies, many of which are designed for zero-emissions vehicles and associated operations. Stantec has built a major practice that has delivered over 600 operations & maintenance facilities across North America for transit agencies, utility districts, and public works departments.

In California, Stantec has worked with many transit operators including Gold Coast Transit, Napa Valley Transit, Foothill Transit, VVTA, Glendale Beeline, Pasadena Transit, San Luis Obispo RTA, Fresno FAX, GTrans, City of Commerce Transit, Santa Cruz Metro, Santa Barbara MTD, Santa Monica Big Blue Bus, and many others such as LA Metro, OCTA, SF Muni, and SamTrans. For most of these transit clients, Stantec provided services to master plan and design new facilities from the ground up, incorporating hydrogen fuel-cell and electric vehicle charging infrastructure

into the design. In summary, the Stantec team has delivered similar professional services to numerous California transit agencies over the past 10+ years.

Stantec will provide project management, architecture, interiors, industrial equipment, structural, mechanical, plumbing, fire protection, electrical, lighting, technology (telecom, wireless, AV, and security), fueling (diesel & hydrogen), electric vehicle charging, commissioning, sustainability, code analysis, accessibility, acoustics, and ZEB modeling services on this project. Civil engineering, survey, environmental services, landscape architecture, geotechnical engineering, cost estimating, and outreach will be provided by the subconsultant, Kimley-Horn. The Stantec and Kimley-Horn team has a proven track record at StanRTA, having developed the facilities master plan for StanRTA's Operations and Maintenance Facility.

#### **Brooks Act**

This procurement is governed by the Brooks Act, a federal law enacted in October 1972. This law outlines the process for selecting architects and engineers (A/Es) for design projects that receive federal funding. According to the Brooks Act, the fee for A/E contracts is negotiated after the qualifications-based selection process is completed. Once the Board approves the selection of Stantec, final fee negotiations will begin.

#### **Fiscal Impact**

The cost of the project, including this action, is funded through the Transportation Development Act (TDA) and SB 125 (Chapter 54, Statutes of 2023). SB 125 provided one-time, population-based formula funding to transit agencies throughout California to support transit operations or capital improvements. The cost of this capital project is programmed into the capital budget.

#### **Recommendation**

It is recommended that the Board of Directors:

Adopt Resolution 2026-224 Authorizing the Chief Executive Officer to negotiate and execute an agreement with Stantec Architecture, Inc. to provide design services for the administrative, operations, and maintenance complex, on a firm, fixed fee basis, and to take all necessary actions to effectuate the agreement.

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
RESOLUTION 2026-224  
AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO NEGOTIATE AND EXECUTE  
A FIXED FEE AGREEMENT WITH STANTEC ARCHITECTURE, INC. FOR DESIGN  
SERIVCES FOR THE ADMINISTRATIVE, OPERATIONS, AND MAINTENANCE  
FACILITY**

WHEREAS, the Stanislaus Regional Transit Authority (“StanRTA”) 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 has been operating out of leased administrative and operational spaces since 2021 and has quickly outgrown these facilities; and

WHEREAS, in 2024, the Authority began searching for a site to accommodate the administration, operations, maintenance facility, and the bus fleet; and

WHEREAS, in December 2025, the Authority acquired a piece of real property large enough to accommodate the proposed and necessary uses of the Authority; and

WHEREAS, on October 28, 2025, the Authority issued a Request for Qualifications to select an architectural and engineering team to provide design, engineering, and construction services for the Authority’s new operations and maintenance facility; and

WHEREAS, at an optional pre-proposal conference, strong interest in the project was evident, with six firms participating; and

WHEREAS, a detailed addendum was issued in response to the many questions and requests for information; and

WHEREAS, despite the demonstrated interest, on December 2, 2025, a single proposal was received from Stantec Architecture, Inc. (Stantec); and

WHEREAS, a review panel was convened to evaluate and score the Stantec proposal; and

WHEREAS, Stantec received an average score of 97 out of a possible 100 points and the panel recommends proceeding with the award of this contract due to the strong merit of the proposing firm.

NOW THEREFORE BE IT RESOLVED, the Authority Board of Directors authorizes the Chief Executive Officer to negotiate and execute a fixed fee basis agreement with Stantec Architecture, Inc. for design services for the operations and maintenance facility.

BE IT FURTHER RESOLVED that the Chief Executive Officer is authorized to take all necessary actions to effectuate the Stantec agreement.

BE IT FURTHER RESOLVED, the Chief Executive Officer is authorized to make administrative changes, as needed, to ensure the provisions of this resolution are implemented in the most effective manner possible.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Regional Transit Authority, on the 22nd day of January 2026. A motion was made and seconded to adopt the foregoing Resolution. The Motion was carried, and the Resolution was adopted.

MEETING DATE: **January 22, 2026**

ATTEST:

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CHRIS RICCI, VICE CHAIR

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ADAM BARTH, CHIEF EXECUTIVE OFFICER

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** January 22, 2026  
**TO:** Board of Directors  
**FROM:** Adam Barth, Chief Executive Officer  
**RE:** 2026 State and Federal Legislative Program

**Agenda Item: [7D]**

### **Background**

The Stanislaus Regional Transit Authority (StanRTA) is primarily funded through federal, state, and local sources, some of which are variable depending upon annual budgeting and legislative actions taken by those governmental entities. It is therefore prudent for StanRTA to actively monitor the state and federal legislative process and to engage in supporting those legislative efforts that support StanRTA's mission and vision. By establishing a legislative platform, the Board of Directors establishes its legislative priorities and provides the staff with the authority to act quickly on time-sensitive matters that arise throughout the year.

### **Discussion**

The StanRTA 2026 Legislative Program is intended to guide advocacy efforts at the state and federal levels throughout 2026. The program is intended to be broad enough to cover the wide variety of issues that may be taken up locally, in Sacramento and Washington, D.C., yet also flexible enough to allow the StanRTA to respond to unanticipated developments. Approval of the program will provide the agency and transportation partners with an approved statement of StanRTA's priorities for this year. In addition to the Legislative Program, staff will provide legislative updates as appropriate to the Board regarding bills of interest.

### **Key Program Provisions**

In this second year of executing a formal legislative program, staff recommends conducting outreach efforts in conjunction with our professional associations, the California Transit Association (CTA), California Coordinated Transit Association (CalACT), and our national transit association, the American Public Transportation Association (APTA). The proposed Legislative Program in Attachment A establishes the StanRTA's five objectives in advocacy. These objectives align with the principles adopted by our trade associations. They are:

1. Engage in cooperative support among partner organizations.
2. Support transit related legislation.
3. Encourage preservation and augmentation of transit funding.
4. Support reductions in burdensome legal and/or regulatory requirements.
5. Raise StanRTA's profile and role in legislative issues.

### Effecting Positive Change

StanRTA staff serve on the legislative committees with CTA and CalACT. This allows StanRTA to maintain an active pulse on notable legislative initiatives that can benefit or detract from our mission to provide quality public transit services. Through this level of activism, StanRTA ensures that our region's interests are represented effectively and actively. In addition to participating on committees, StanRTA CEO participates in legislative days in Sacramento and Washington, D.C. Members of the Board of Directors can also support StanRTA's legislative program by participating in legislative conferences and events. The conferences provide an excellent opportunity to gain expertise on the challenges facing the transportation industry and to engage and educate our regional representatives on StanRTA's needs and accomplishments.

### Federal Outlook

The federal outlook for transit funding in Fiscal Year (FY) 2026 reflects cautious optimism but clear tensions between executive proposals, authorizing legislation, and congressional appropriations:

- White House FY 2026 Budget Request: Proposed a total of \$21.2 billion for public transit, up 1.5% from FY 2025, but still about \$1 billion below levels authorized by the Infrastructure Investment and Jobs Act (IIJA).
- Senate THUD Appropriations Bill moved forward to fully fund IIJA-backed commitments: \$21.1 billion total for public transit (a 1% increase over FY 2025)

In combination, the federal outlook for 2026 shows modest overall growth in transit funding, with the executive and legislative branches generally aligned around \$21 billion.

As the IIJA approaches its September 30, 2026 expiration, stakeholders and lawmakers are racing to negotiate its successor but major hurdles loom. A central challenge is maintaining stable, inflation-adjusted funding. Advocates emphasize growing the baseline from IIJA levels while indexing it to inflation to preserve project viability and safety outcomes. Congress must also address the structural imbalance in the Highway Trust Fund's mass transit account, where outlays have consistently outpaced revenues. Another issue is the formula vs. discretionary funding balance. Transit agencies seek more formula-based grants and flexibility, along with streamlined delivery and regulatory relief, while federal policymakers aim to reserve competitive pots for top national priorities.

### California Outlook

Governor Newsom's proposed FY 2026–27 California budget reflects an improvement in revenues, reducing the projected deficit from \$18 billion to \$2.9 billion and proposing a \$348.9

billion balanced budget with \$23 billion in reserves. Despite the improved outlook, the budget is largely silent on new public transit funding. There are several key points to consider:

- **Cap-and-Invest (GGRF):** Weak market conditions reduce funding below statutory targets. Proposed funding is \$283 million for TIRCP and \$141 million for LCTOP, well below the intended \$400 million and \$200 million levels. Discretionary GGRF funds are largely redirected to CalFire, crowding out other uses for transit. This will affect the amount of LCTOP funding available to use for StanRTA free fare periods.
- **SB 125 Transit Program:** While past commitments through FY 2025–26 are fulfilled, the budget omits the scheduled \$230 million GGRF appropriation for FY 2026–27, leaving the state’s remaining \$690 million commitment to zero-emission transit unaddressed. This could affect the allocation StanRTA has been awarded for the new Operations and Maintenance Facility.
- **State Transit Assistance and Local Transportation Fund:** Revenues remain a critical but uncertain component of transit funding in the proposed FY 2026–27 budget. Both programs are driven by sales tax receipts, making them highly sensitive to broader economic conditions. While final estimates for FY 2026–27 are still pending, early indicators suggest ongoing volatility posing risks for StanRTA.

Overall, improved state finances do not translate into expanded transit investments, with transit programs facing reduced or uncertain funding in FY 2026–27.

#### Agency Advocacy Efforts

This legislative program provides the CEO with the policy framework needed to inform StanRTA’s advocacy efforts. These efforts will focus on engagement with our elected representatives to Sacramento and Washington, D.C. in meetings in their local offices, with correspondence and support letters, and during association lobbying days in both capitals. The CEO will regularly communicate these activities to the board through formal and informal means. When legislative activities are of particular interest, the CEO will provide a formal report on advocacy efforts and legislation staff is actively monitoring. Where feasible, members of the board can also take an active role in supporting StanRTA’s legislative platform.

An adopted legislative program will enhance StanRTA’s ability to contribute to transit’s collective efforts to protect and enhance funding sources in an unsettled environment. The program also enables StanRTA to articulate its priorities with regional transportation partners like StanCOG, enhancing the strength of our mutual messaging to elected representatives.

#### Fiscal Impact

Adoption of the legislative program creates no new costs to the current budget.

#### Recommendation

It is recommended that the Board of Directors:

Adopt Resolution 2026-225 Approving the 2026 legislative platform and authorizing the CEO to

take all necessary actions to support its goals.

Attachment:  
Legislative Platform

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
RESOLUTION 2026-225  
APPROVING THE 2026 STATE AND FEDERAL LEGISLATIVE PROGRAM**

WHEREAS, the Stanislaus Regional Transit Authority (“StanRTA”) 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, to promote the interests of StanRTA, the Board of Directors finds it desirable to adopt a Legislative Program; and

WHEREAS, the purpose of the Legislative Program is to guide the Board and staff’s strategy and actions as it relates to various levels of government whose actions affect StanRTA.

NOW THEREFORE BE IT RESOLVED that the 2026 Legislative Program of the Stanislaus Regional Transit Authority, included as Attachment 1, is hereby approved.

BE IT FURTHER RESOLVED that the Chief Executive Officer shall operate within these guidelines in interactions with other levels of government to promote StanRTA’s interests, employing strategies including participation in advocacy activities and taking positions on state and federal legislation.

BE IT FURTHER RESOLVED that should issues arise that are not covered by this 2026 Legislative Program, that the Chief Executive Officer shall confer with the Board to seek direction on a course of action.

BE IT FURTHER RESOLVED, the Chief Executive Officer is authorized to make administrative changes, as needed, to ensure the provisions of this resolution are implemented in the most effective manner possible.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Regional Transit Authority, on the 22nd day of January 2026. A motion was made and seconded to adopt the foregoing Resolution. The Motion was carried, and the Resolution was adopted.

MEETING DATE: **January 22, 2026**

ATTEST:

---

CHRIS RICCI, VICE CHAIR

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ADAM BARTH, CHIEF EXECUTIVE OFFICER

ATTACHMENT 1

**StanRTA 2026 Legislative Platform**

**1. Engage in cooperative support among partner organizations.**

- a. Support the Legislative Programs of the California Transit Association (CTA) and California Association of Coordinated Transportation (CalACT).
- b. Support CTA's efforts to support legislation and administrative strategies to implement new federal transportation authorization legislation in a way that ensures the best possible outcome for transit operators in California.
- c. Support other partner agency legislative efforts where common interests exist.
- d. Ensure that state legislative efforts are consistent with and coordinated with the StanRTA legislative program.
- e. Enhance public awareness of the essential nature of public transit and build support for increased transit funding.

**2. Support transit-related legislation.**

- a. Support legislation and policies that enable transit-supportive development.
- b. Update the Transportation Development Act (TDA).
- c. Support legislation augmenting programs to fund public transit operations to increase service for the communities served.
- d. Support legislation augmenting programs to fund public transit buses and support zero emission buses, and energy storage.
- e. Support legislation that increases safety for transit employees and customers by increasing penalties against those that commit crimes against an operator of a transit vehicle, against the transit riding public, or against property of transit agencies.

**3. Encourage preservation and augmentation of transit funding.**

- a. Obtain new sources of funding for transit operations and capital projects.
- b. Oppose any transfer or expenditure of Transportation Development Act (TDA) and other transit funds to state and local agencies for purposes other than those specified in the Act.

- c. Seek funding for a new StanRTA bus operations, maintenance and administration facilities; new bus purchases; zero-emission bus (ZEB) infrastructure and energy storage; transit stations; security improvements to property and buses; bus stop shelters; innovative fare payment systems; Intelligent Transportation Systems (ITS); and Bus Rapid Transit (BRT).
- d. Support legislation and administrative strategies in a way that ensures prompt distribution of Caltrans/FTA funds to rural operators to yield the best possible outcome for transit.
- e. Support and advocate protecting and maximizing transit's share of Cap & Invest revenues, including additional ongoing, dedicated revenue for transit.
- f. Ensure the passage of legislation and regulations does not create new unfunded mandates on transit agencies.

**4. Support reductions in burdensome legal and/or regulatory requirements.**

- a. Support exemptions for small operators from financially burdensome new legal or regulatory requirements or minimize their impact on small operators.
- b. Oppose efforts to mandate benefits or other specific working conditions that would increase StanRTA's costs and that would be more appropriately addressed through the local collective bargaining process.
- c. Support efforts to streamline state-administered federal grant programs to allow funds to be delivered to transit agencies more promptly and/or administered directly by transit operators who already receive and manage federal transit grants.
- d. Support efforts to pursue extensions and expansions of statutory and categorical exemptions under the California Environmental Quality Act (CEQA) for transit projects and transit-oriented developments.

**5. Raise StanRTA's profile and role in legislative issues.**

- a. Continue to bring legislators and others to StanRTA for a facilities tour and presentation.
- b. Develop and maintain positive working relationships with elected state representatives. Reach out to elected legislative officials during the legislative session, including those that may be assigned committees with oversight over transportation-related matters.

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# Information Items



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

Agenda Item: [8A]

	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	23	20	21	22	22	21	261	
Saturday	4	5	4	4	5	4	4	4	5	4	5	4	52	
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	0	0	0	0	0	0	89,299	
ADA Eligibility	181	115	214	194	107	150	0	0	0	0	0	0	961	
MediVan	74	85	77	80	34	55	0	0	0	0	0	0	405	
Oakdale DAR	1	15	12	10	1	0	0	0	0	0	0	0	39	
Patterson DAR	8	147	170	219	145	177	0	0	0	0	0	0	866	
Riverbank DAR	0	1	0	2	2	2	0	0	0	0	0	0	7	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91,577</b>	
<b>VEHICLE REVENUE &amp; DEADHEAD MILES</b>														
Revenue	106,093	105,808	106,423	117,179	100,677	105,965							642,145	
Deadhead	27,287	25,442	26,851	27,425	25,957	28,398							161,360	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>803,504</b>	
<b>VEHICLE REVENUE &amp; DEADHEAD HOURS</b>														
Revenue	6,838	6,826	7,034	7,656	6,712	7,202							42,266	
Deadhead	2,367	2,317	2,453	2,313	2,430	2,693							14,572	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56,839</b>	
<b>ON TIME PERFORMANCE</b>														
	90%	87%	92%	90%	94%	96%							91%	95%
<b>SAFETY AND SECURITY</b>														
NTD Non-Major Collisions (S&S 50)	0	0	1	0	0	0							1	
NTD Major Event (S&S 40)	0	0	0	0	0	0							0	
Total Non-Preventable Collisions	0	2	4	1	2	0							9	
Total Preventable Collisions	2	1	0	0	0	1							4	
<b>REVENUE</b>														
Cash Fares	\$756	\$4,746	\$4,762	\$4,249	\$3,199	\$1,171							\$18,881	
Ticket Sales	\$25,078	\$24,748	\$26,155	\$26,513	\$16,150	\$200							\$118,843	
Ecolane Sales	\$2,134	\$7,964	\$7,832	\$5,866	\$5,279	\$1,568							\$30,643	
<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>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$168,367</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							15,263	
Rides per Hour	2.25	2.25	2.15	2.19	2.05	2.12							2.17	> 2.5
Rides per Mile	0.15	0.15	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							0.63	< 0.50
Average Fare per Ride	\$1.82	\$2.44	\$2.56	\$2.19	\$1.79	\$0.19							\$1.83	
Complaints per 1,000 Trips	1.00	1.57	1.64	1.28	0.79	0.87							1.191	< 4
Complaints per 100k Miles	12.00	16.76	17.26	12.45	7.90	8.19							74.55	
Average Phone Queue Hold Times (mm:ss)	01:54	01:23	01:42	01:25	01:14	00:47							01:24	< 3:00
Average Hold time (mm:ss)	01:05	02:04	02:15	02:21	02:39	02:06							02:05	< 2:00
<b>Excessively Late Pickups</b>	69	124	66	40	8	5							312	
Excessively Late Pickups %	0.45%	0.81%	0.44%	0.24%	0.06%	0.03%							0.34%	< .10%
<b>Excessively Late Drop Offs</b>	38	54	45	35	16	12							200	
Excessively Late Drop Offs %	0.25%	0.35%	0.30%	0.21%	0.12%	0.08%							0.22%	< .10%
<b>Excessively Early Pickups</b>	44	57	48	37	33	66							285	
Excessively Early Pickups %	0.29%	0.37%	0.32%	0.22%	0.24%	0.43%							0.31%	< .10%
<b>Excessively Early Drop Offs</b>	61	57	48	37	40	68							311	
Excessively Early Drop Offs %	0.40%	0.37%	0.32%	0.22%	0.29%	0.45%							0.34%	< .10%
No Shows - Invalid	80	81	87	95	91	79							513	
<b>No Shows - Valid</b>	287	241	242	226	224	240							1,460	
No Shows - Valid %	1.86%	1.57%	1.60%	1.35%	1.63%	1.57%							1.60%	
Cancel at Door - Invalid	3	5	1	2	4	1							16	
<b>Cancel at Door - Valid</b>	19	13	11	11	2	14							70	
Cancel at Door - Valid %	0.12%	0.08%	0.07%	0.07%	0.01%	0.09%							0.08%	
Late Cancel - Invalid	1	7	2	10	6	1							27	
<b>Late Cancel - Valid</b>	143	209	160	185	151	188							1,036	
Late Cancel - Valid %	0.93%	1.36%	1.06%	1.11%	1.10%	1.23%							1.13%	
Trip Denials ADA	2	0	0	0	0	0							2	
Trip Denials DR	0	0	0	0	0	0							-	
Trip Denials Medivan	0	0	0	0	0	0							-	
Missed Trips	113	107	130	135	128	87							700	
<b>SERVICE ISSUES</b>														
Deficient Vehicle Condition	75	75	75	75	75	25							400	
Complaints	16	22	23	18	10	11							100	
Breakdowns	14	5	7	12	4								42	



## 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								683,600	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>683,600</b>	
<b>KEY PERFORMANCE INDICATORS</b>														
Major Mechanical System Failures - DR	5	1	2	3	3									14
Other Mechanical System Failures - DR	9	4	5	9	1									28
Major Mechanical System Failures per 100k - DR	3.75	0.76	1.50	2.07	2.37	0.00								1.74
Other Mechanical System Failures per 100k - DR	6.75	3.05	3.75	6.22	0.79	0.00								3.43
Road Calls - DR	13	5	7	12	4									41
Preventable Road Calls - DR	2	0	0	2	0									4
Road Calls per 100k Miles - DR	9.52	3.70	5.18	8.09	3.11	#DIV/0!								#DIV/0!
Repeat Failure - DR	0	0	0	0	0									-
Open Work Orders - DR	25	25	25	29	25									129
<b>MAINTENANCE COSTS PER MILE</b>														
Maintenance Cost per Mile - DR	\$ 0.50	\$ 0.76	\$ 0.52	\$ 0.50										\$ 0.57
<b>FUEL COSTS PER MILE</b>														
Gasoline Cost per Mile - DR	\$ 0.48	\$ 0.62	\$ 0.57	\$ 0.56										\$ 0.56
<b>PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)</b>														
On-Time PM "A"	12	17	15	25	12									81
Early PM "A"	4	0	0	0	0									4
Late PM "A"	0	0	0	2	1									3



## 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	0	0	0	0	0	0	41,617	
21	16,931	17,274	18,466	19,235	16,004	17,795	0	0	0	0	0	0	105,705	
22	32,856	29,868	27,644	31,630	24,564	28,503	0	0	0	0	0	0	175,065	
23	18,864	16,262	14,990	16,449	13,889	15,193	0	0	0	0	0	0	95,647	
24	2,168	2,873	3,330	3,465	2,609	2,594	0	0	0	0	0	0	17,039	
25	24,423	24,956	28,334	29,785	24,318	25,559	0	0	0	0	0	0	157,375	
26	7,036	7,717	7,716	8,750	6,728	8,329	0	0	0	0	0	0	46,276	
29	7,742	7,906	7,883	8,312	6,244	7,194	0	0	0	0	0	0	45,281	
29T	11,897	11,850	12,172	12,906	10,059	11,413	0	0	0	0	0	0	70,297	
30	14,592	13,855	16,859	17,672	13,298	13,670	0	0	0	0	0	0	89,946	
31	13,711	15,007	16,580	18,826	14,335	14,184	0	0	0	0	0	0	92,643	
32	12,298	13,705	15,291	17,176	13,194	14,190	0	0	0	0	0	0	85,854	
33	9,200	10,885	13,475	14,751	10,459	9,029	0	0	0	0	0	0	67,799	
37	14,468	14,910	15,081	16,421	12,992	13,877	0	0	0	0	0	0	87,749	
38	17,372	13,188	12,179	13,725	11,982	16,224	0	0	0	0	0	0	84,670	
40	6,512	6,184	6,725	6,822	5,532	5,469	0	0	0	0	0	0	37,244	
42	18,154	17,117	18,465	19,692	14,635	17,476	0	0	0	0	0	0	105,539	
45	4,910	4,771	4,761	4,791	3,722	3,978	0	0	0	0	0	0	26,933	
47	10,314	9,865	9,918	11,281	8,812	10,816	0	0	0	0	0	0	61,006	
48	5,983	7,039	7,609	8,079	6,339	7,050	0	0	0	0	0	0	42,099	
50	6,840	6,953	6,752	7,158	5,907	7,437	0	0	0	0	0	0	41,047	
60	10,520	11,270	10,573	11,596	9,696	9,994	0	0	0	0	0	0	63,649	
61	1,865	2,198	2,348	2,397	2,057	1,978	0	0	0	0	0	0	12,843	
70 - ACE Commuter	1,245	1,012	1,108	1,083	870	889	0	0	0	0	0	0	6,207	
80 - Stockton Commuter	921	884	1,022	1,240	920	949	0	0	0	0	0	0	5,936	
90 - Modesto BART Commuter	2,979	2,532	2,004	2,718	2,439	2,813	0	0	0	0	0	0	15,485	
100 - Turlock/Patterson BART Commuter	247	199	279	252	202	272	0	0	0	0	0	0	1,451	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,682,402</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,682,402</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	0	0	0	0	0	0	350,210	
Senior & Disabled 1 Day Pass	0	22,387	21,002	17,019	19,216	0	0	0	0	0	0	0	79,624	
Regular 7 Day Pass	0	1,360	1,336	875	1,542	0	0	0	0	0	0	0	5,113	
Senior & Disabled Pass 7 Day Pass	0	559	664	741	1,080	0	0	0	0	0	0	0	3,044	
Regular 31 Day Pass	0	11,156	11,262	8,655	8,049	0	0	0	0	0	0	0	39,122	
Senior & Disabled 31 Day Pass	0	16,215	16,902	12,249	13,256	0	0	0	0	0	0	0	58,622	
BART 1 Day Pass	0	287	252	286	241	0	0	0	0	0	0	0	1,066	
BART 31 Day Pass	0	168	187	119	143	0	0	0	0	0	0	0	617	
MJC Free	505	21,958	36,638	30,519	28,127	1,417	0	0	0	0	0	0	119,164	
Youth Free	10,234	66,917	78,115	69,795	62,094	12,959	0	0	0	0	0	0	300,114	
Veterans & Active Military	114	5,895	7,014	6,480	6,111	115	0	0	0	0	0	0	25,729	
County Employee	123	1,581	1,993	1,775	1,484	361	0	0	0	0	0	0	7,317	
City Employee	372	793	911	818	766	102	0	0	0	0	0	0	3,762	
All Free	241,727	1,320	267	62,226	94	247,212	0	0	0	0	0	0	552,846	
Cooling Zone	1,671	53	9	15	33	1,212	0	0	0	0	0	0	2,993	
Turlock Transfer	0	150	98	105	131	1	0	0	0	0	0	0	485	
Escalon Transfer	2	13	21	2	8	2	0	0	0	0	0	0	48	
Token Transit	238	24,837	26,383	22,991	21,525	78	0	0	0	0	0	0	96,052	
Mobility Device	3,827	3,177	3,056	3,528	2,871	3,518	0	0	0	0	0	0	19,977	
Bike	9,086	6,588	6,297	6,824	5,196	7,658	0	0	0	0	0	0	41,649	
Ramp Deployed	4,504	4,284	4,383	4,438	3,599	3,921	0	0	0	0	0	0	25,129	
<b>VEHICLE REVENUE MILES</b>														
Revenue - MB	303,047	304,462	291,047	312,205	279,788	301,391							1,791,940	
Revenue - CB	29,907	29,952	28,773	31,157	27,323	29,545							176,657	
<b>VEHICLE DEADHEAD MILES</b>														
Deadhead - MB	12,858	10,690	10,402	11,839	10,943	11,620							68,352	
Deadhead - CB	2,450	2,452	2,345	2,662	2,206	2,526							14,641	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,051,590</b>	
<b>VEHICLE REVENUE HOURS</b>														
Revenue - MB	20,405	20,437	19,589	20,882	18,641	20,155							120,109	
Revenue - CB	889	886	855	924	802	874							5,230	
<b>VEHICLE DEADHEAD HOURS</b>														
Deadhead - MB	659	595	578	627	576	613							3,648	
Deadhead - CB	108	113	111	118	98	111							658	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>129,645</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%							81%	90%
Commuter Bus	64%	68%	62%	60%	63%	64%							64%	95%
<b>PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)</b>														
Major Events (S&S 40)	0	0	0	1	0								1	13
Collisions (Fixed Object)	5	7	3	7	2								24	155
Vehicular Collisions	2	3	1	4	2								12	78
Pedestrian Collisions	0	0	0	0	0								0	0
Fatalities	0	0	0	0	0								0	0
Transit Worker Fatalities	0	0	0	0	0								0	0
Injuries	0	1	0	0	0								1	71
Transit Worker Injuries	0	0	0	0	0								0	57
Assaults on Transit Workers	0	0	1	1	0								2	0
System Reliability (Miles Between Road Calls)	25,826	48,913	32,788	28,784	27,186								32,699	18,000
<b>SAFETY AND SECURITY</b>														
NTD Non-Major Collisions (S&S 50)	3	1	2	1	0	0							7	
NTD Major Event (S&S 40)	0	0	0	1	0	0							1	
Total Non-Preventable Collisions	6	2	5	4	3	2							22	
Total Preventable Collisions	2	7	3	6	2	3							23	
<b>REVENUE</b>														
Cash Fares	\$2,162	\$57,251	\$60,780	\$48,024	\$48,193	\$10,676							\$227,085	
Sales	\$15,878	\$25,239	\$66,692	\$29,857	\$27,224	\$15,223							\$180,113	
Token Transit Cash Deposit	\$2,979	\$24,256	\$26,504	\$23,743	\$23,774	\$4,198							\$105,454	
LCTOP	\$524,133	\$0	\$0	\$0	\$18	\$586,831							\$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>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,623,634</b>	
<b>KEY PERFORMANCE INDICATORS</b>														
Rides per Hour	13.16	12.97	14.15	14.43	12.76	13.00							13	
Rides per Mile	0.84	0.83	0.90	0.92	0.81	0.83							0.85	
Preventable Collisions per 100k Miles	0.60	2.09	0.94	1.75	0.65	0.91							1.16	< 0.50
Average Fare per Ride	\$1.95	\$0.39	\$0.53	\$0.32	\$0.40	\$2.26							\$ 0.97	
Complaints per 100k Miles	18.66	21.87	21.35	20.40	16.55	11.59							110	



## 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							130	
Shelter Repair	38	4	1	1	3	4							51	
Shelter Removal	0	0	6	1	0	0							7	
Shelter Install	0	26	0	0	0	0							26	
Bench Repair	0	4	2	1	0	0							7	
Bench Removal	0	0	0	1	0	0							1	
Bench Install	0	26	0	12	6	0							44	
Stolen Lights	0	1	0	1	1	0							3	
Stolen Solar Panels	0	0	0	0	0	0							-	
Stolen Batteries	0	0	0	0	0	0							-	
Bus Stop Sign/Post Repair	13	25	24	20	19	3							104	
Bus Stop Sign/Post Replacement	0	0	21	0	5	3							29	
Bus Stop Infopost Repair	13	11	12	6	12	12							66	
Bus Stop Infopost Replacement	0	0	0	0	2	0							2	
<b>SERVICE ISSUES</b>														
Service related 20 < Late - Missed Trips	0	0	0	0	0	0							-	
Service related 20 > Late - Missed Trips	4	14	21	36	5	8							88	
Collision - Missed Trips	2	5	4	4	1	2							18	
Off Route - Missed Trips	1	4	4	1	2	1							13	
Mechanical Issue - Missed Trips	28	23	21	27	25	16							140	
No Bus - Missed Trips	1	1	18	3	6	4							33	
Negligence - Missed Trips	4	4	6	5	1	4							24	
Dispatcher Error - Missed Trips	4	5	3	15	2	3							32	
No Driver Available - Missed Trips	5	3	2	19	1	3							33	
Other - Missed Trips	9	8	9	8	3	4							41	
Passed Up Passengers	37	9	25	36	9	7							123	
Deficient Vehicle Condition	75	75	75	75	75	25							400	
Complaints	65	76	71	73	53	40							378	
Average Phone Queue Hold Times (mm:ss)	00:53	01:05	01:20	01:11	01:04	00:42							01:03	< 3:00
Average Hold time (mm:ss)	01:38	01:45	02:03	02:17	02:14	01:56							01:59	< 2:00
<b>DIGITAL ANALYTICS</b>														
Transit App Sessions	68,155	84,920	97,927	105,707	88,659	82,395							527,763	
MyStop App - Android Monthly Active Users	27,274	29,184	31,345	32,918	28,800	30,344							179,865	
MyStop App - iOS Monthly Active Users	9,068	12,185	13,540	14,884	11,672	11,407							72,756	
www.StanRTA.org Sessions	37,417	44,065	39,115	40,808	33,926	38,602							233,933	
<b>MAINTENANCE</b>														
<b>VEHICLE MILES</b>														
Total Miles - MB	323,181	320,297	314,607	317,601	298,651								1,574,337	
Total Miles - CB	24,350	26,607	23,619	30,263	27,106								131,945	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,706,282</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								32,699	18,000
Major Mechanical System Failures - MB	12	8	10	13	12								55	
Major Mechanical System Failures - CB	0	0	1	0	0								1	
Other Mechanical System Failures - MB	15	16	18	10	15								74	
Other Mechanical System Failures - CB	0	0	0	0	0								-	
Road Calls - MB	27	24	28	23	27								129	
Road Calls - CB	0	0	1	0	0								1	
Preventable Road Calls - MB	0	1	2	2	1								6	
Preventable Road Calls - CB	0	0	0	0	0								-	
Repeat Failure - MB	0	0	0	0	0								-	
Repeat Failure - CB	0	0	0	0	0								-	
Open Work Orders - MB	108	124	113	94	69								508	
Open Work Orders - CB	12	12	9	11	10								54	
Breakdowns per 100k Miles	7.77	6.92	8.57	6.61	8.29								38.16	
Breakdowns	27	24	29	23	27								130	
<b>PREVENTATIVE MAINTENANCE PERFORMANCE</b>														
Average hours PM "I" Service	0.83	0.90	1.06	1.14	1.23								1.03	
Average hours - "A" Service	1.35	1.33	1.60	1.72	2.24								1.65	
Average hours - "B" Service	2.33	2.76	2.11	3.21	2.88								2.66	
Percentage of non-billable hours	32%	23%	19%	18%	14%								21%	
<b>MAINTENANCE COSTS PER MILE</b>														
Maintenance Cost per Mile - MB	\$ 0.71	\$ 0.84	\$ 1.08	\$ 1.24									\$ 0.97	
Maintenance Cost per Mile - CB	\$ 1.12	\$ 1.07	\$ 1.23	\$ 2.79									\$ 1.55	
<b>FUEL COSTS PER MILE</b>														
Diesel Cost per Mile - MB	\$ 0.71	\$ 0.74	\$ 0.64	\$ 0.65									\$ 0.69	
Electric Cost per Mile - MB	\$ 0.42	\$ 0.46	\$ 0.54	\$ 0.64									\$ 0.52	
CNG Cost per Mile - MB	\$ 0.81	\$ 0.72	\$ 0.69										\$ 0.74	
Diesel Cost per Mile - CB	\$ 0.62	\$ 0.58	\$ 0.54	\$ 0.54									\$ 0.57	
<b>PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)</b>														
On-Time PM "I"	85	75	59	71	87								377	
Early PM "I"	48	17	8	20	18								111	
Late PM "I"	32	50	69	80	44								275	
On-Time PM "A"	14	9	7	17	10								57	
Early PM "A"	1	0	0	1	1								3	
Late PM "A"	0	0	0	0	0								-	
End-of-month: Overdue Vehicle PMs	3	3	12	0	2								20	



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

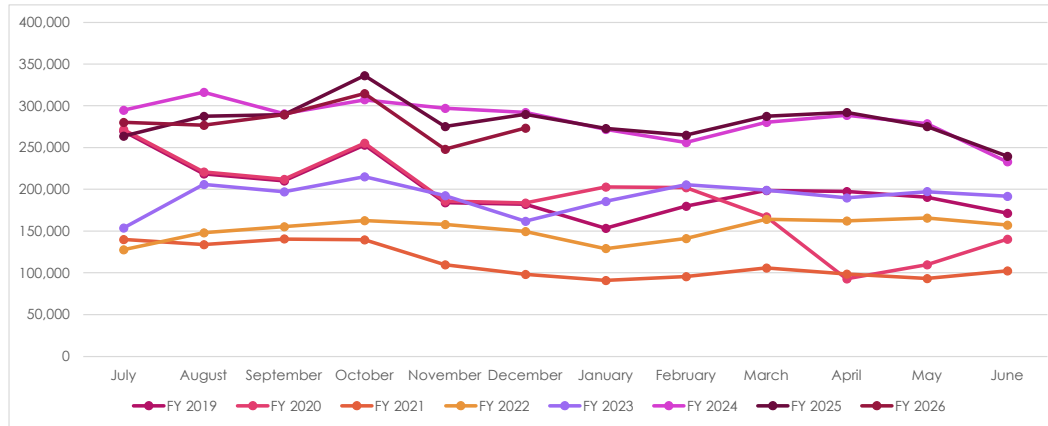
	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	ANNUAL	ANNUAL TARGET
<b>KEY PERFORMANCE INDICATORS</b>														
Major Mechanical System Failures per 100k - MB	3.71	2.50	3.18	4.09	4.02								3.50	
Major Mechanical System Failures per 100k - CB	0.00	0.00	4.23	0.00	0.00								0.85	
Other Mechanical System Failures per 100k - MB	4.64	5.00	5.72	3.15	5.02								4.71	
Other Mechanical System Failures per 100k - CB	0.00	0.00	0.00	0.00	0.00								0.00	
<b>STANRTA STAFFING LEVELS</b>														
City of Modesto Maintenance Dept.	31	27	26	27	27								28	30
Transdev Fixed Route Drivers	173	172	165	169	168								169	177
Transdev Demand Response Drivers	59	59	62	62	69								62	78
Transdev Operations	58	58	56	58	59								58	60
StanRTA Admin Staff	17	17	17	17	17								17	18
<b>STANISLAUS COUNTY SHERIFFS DEPARTMENT</b>														
Felony Arrests	0	39	25	19	30								113	
Misdemeanor Arrests	9	66	42	52	30								199	
Citations	0	11	0	1	1								13	

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

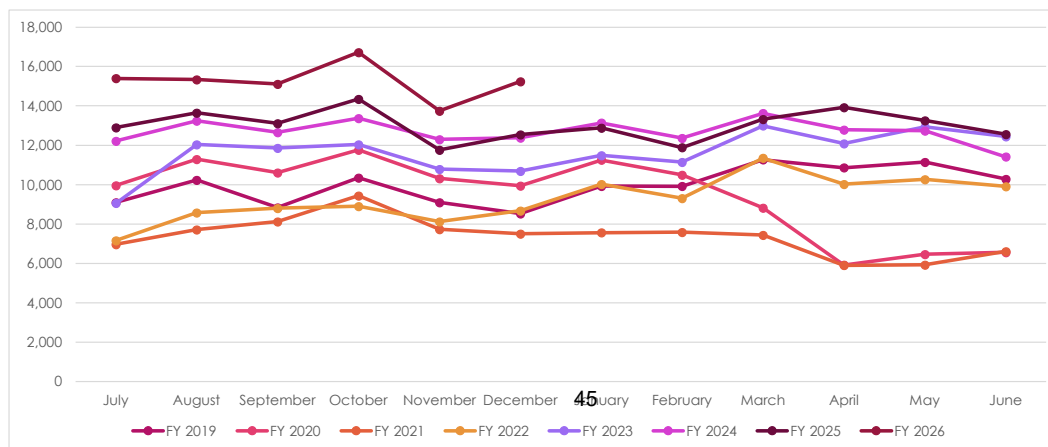
<b>Fixed and Commuter Routes</b>			
<b>Route</b>	<b>December 2024</b>	<b>December 2025</b>	<b>Ridership % Change</b>
10	6,634	6,488	-2%
21	19,198	17,795	-7%
22	31,991	28,503	-11%
23	17,722	15,193	-14%
24	2,885	2,594	-10%
25	27,176	25,559	-6%
26	7,745	8,329	8%
29	7,983	7,194	-10%
29T	11,923	11,413	-4%
30	13,993	13,670	-2%
31	14,088	14,184	1%
32	14,751	14,190	-4%
33	10,655	9,029	-15%
37	15,325	13,877	-9%
38	17,289	16,224	-6%
40	5,860	5,469	-7%
42	18,773	17,476	-7%
45	3,431	3,978	16%
47	10,329	10,816	5%
48	7,164	7,050	-2%
50	7,780	7,437	-4%
60	10,779	9,994	-7%
61	1,956	1,978	1%
70 - ACE	832	889	7%
80 - Stockton	830	949	14%
90 - Modesto BART	2,438	2,813	15%
100 - Turlock/Patterson BART	189	272	44%
<b>Total</b>	<b>289,719</b>	<b>273,363</b>	<b>-6%</b>

<b>Demand Response Service</b>			
<b>Ridership by Service</b>	<b>December 2024</b>	<b>December 2025</b>	<b>Ridership % Change</b>
ADA	12,184	14,860	22%
ADA Eligibility	100	150	50%
MediVan	51	55	8%
Oakdale DAR	39	0	-100%
Patterson DAR	163	177	9%
Riverbank DAR	2	2	0%
<b>Total</b>	<b>12,539</b>	<b>15,244</b>	<b>22%</b>

	Fixed Route Ridership												Total	Ave
	July	August	September	October	November	December	January	February	March	April	May	June		
<b>FY 2019</b>	269,699	218,332	209,941	253,082	183,895	181,997	153,446	179,855	198,638	197,375	190,575	171,278	<b>2,408,113</b>	<b>200,676</b>
<b>FY 2020</b>	271,714	220,782	212,036	255,433	185,868	183,635	202,711	202,180	167,035	93,047	109,876	140,202	<b>2,244,519</b>	<b>187,043</b>
<b>FY 2021</b>	139,982	133,883	140,682	139,438	109,854	98,345	90,954	95,471	105,995	98,520	93,158	102,363	<b>1,348,645</b>	<b>112,387</b>
<b>FY 2022</b>	127,798	148,098	155,426	162,426	158,095	149,667	129,078	141,224	164,168	162,388	165,715	157,211	<b>1,821,294</b>	<b>151,775</b>
<b>FY 2023</b>	153,876	205,957	197,181	215,189	192,491	161,830	185,444	205,612	199,079	189,918	197,242	191,533	<b>2,295,352</b>	<b>191,279</b>
<b>FY 2024</b>	294,554	316,195	290,385	307,163	297,109	291,911	271,733	256,071	280,271	288,403	278,696	232,884	<b>3,405,375</b>	<b>283,781</b>
<b>FY 2025</b>	263,744	287,373	289,442	336,085	275,035	289,719	272,933	264,832	287,589	292,117	275,305	239,750	<b>3,373,924</b>	<b>281,160</b>
<b>FY 2026</b>	280,182	276,611	289,360	314,712	248,174	273,363							<b>1,682,402</b>	<b>280,400</b>



	Demand Response Ridership												Total	Ave
	July	August	September	October	November	December	January	February	March	April	May	June		
<b>FY 2019</b>	9,096	10,231	8,838	10,356	9,097	8,530	9,931	9,920	11,269	10,862	11,143	10,279	<b>119,552</b>	<b>9,963</b>
<b>FY 2020</b>	9,960	11,292	10,615	11,770	10,320	9,944	11,252	10,503	8,817	5,928	6,463	6,561	<b>113,425</b>	<b>9,452</b>
<b>FY 2021</b>	6,974	7,714	8,131	9,442	7,737	7,503	7,563	7,594	7,438	5,911	5,928	6,608	<b>88,543</b>	<b>7,379</b>
<b>FY 2022</b>	7,165	8,586	8,800	8,911	8,126	8,670	10,029	9,310	11,353	10,021	10,265	9,914	<b>111,150</b>	<b>9,263</b>
<b>FY 2023</b>	9,059	12,037	11,858	12,042	10,789	10,690	11,491	11,151	12,998	12,087	12,941	12,445	<b>139,588</b>	<b>11,632</b>
<b>FY 2024</b>	12,222	13,247	12,654	13,370	12,304	12,385	13,138	12,360	13,628	12,790	12,745	11,419	<b>152,262</b>	<b>12,689</b>
<b>FY 2025</b>	12,900	13,644	13,121	14,348	11,766	12,539	12,892	11,886	13,319	13,929	13,253	12,567	<b>156,164</b>	<b>13,014</b>
<b>FY 2026</b>	15,397	15,344	15,113	16,728	13,751	15,244							<b>91,577</b>	<b>15,263</b>





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**DATE:** January 22, 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 December 2025.

**Free Rides December – December 2025**

StanRTA provided free rides countywide throughout December on all fixed-route, paratransit, and commuter routes. In total, 288,607 rides were offered for the entire month. 273,363 on Fixed and Commuter routes and 15,244 on Demand Response routes.

**Celebration of Lights Parade – December 6, 2025**

StanRTA decorated and entered a fixed-route bus in the City of Modesto's Annual Celebration of Lights Parade in downtown. While driving the parade route, staff passed out candy canes to parade attendees.

**City of Ceres Christmas Festival – December 6, 2025**

StanRTA tabled the annual Ceres festival and received feedback and input on the current transit system to inform the Short-Range Transit Plan (SRTP), the five-year planning exercise that will help make the system more efficient in the future. Staff passed out giveaway items and engaged 120 attendees in a hands-on mapping scenario.

**Stanislaus Latino Chamber 5th Annual Christmas Carnival – December 6, 2025**

StanRTA tabled the annual carnival at the Modesto Gospel Mission and received feedback on the current transit system to inform the SRTP to help make the system more efficient in the future. Staff passed out 105 sets of warm gloves and hats and engaged attendees in a hands-on mapping scenario.

**Modesto Transit Center Open House – December 10, 2025**

StanRTA invited community members to the Modesto Transit Center and set up a table to gather feedback on the current transit system and to inform people about the Short-Range Transit Plan to help make the system more efficient in the future. Staff passed out giveaway items, answered passengers' questions, and engaged 24 attendees in a hands-on mapping scenario.

**Short Range Transit Plan Virtual Community Meeting – December 11, 2025**

StanRTA invited community members to attend this Zoom virtual meeting if they were unable to attend the Open-House in person, and received feedback on the current transit system to inform the Short-Range Transit Plan to help make the system more efficient in the future. Eleven individuals joined the virtual meeting.

**City of Waterford Christmas Festival – December 13, 2025**

StanRTA tabled the annual Waterford festival and received feedback and input on the current transit system to inform the Short-Range Transit Plan to help make the system more efficient in the future. Staff passed out giveaway items and engaged attendees in a hands-on mapping scenario with 60 individuals.

**Riverbank Christmas Craft Fair and Parade – December 13, 2025**

StanRTA decorated and entered a fixed-route bus in the City of Riverbank’s Annual Parade in downtown Riverbank. While driving the parade route, staff passed out candy canes to attendees.

**Social Media**

The following tables reflect activity for November 1, 2025 – December 31, 2025

Facebook Metrics	
Metrics	Total
Audience Growth Rate%	2.88%
- Transportation Industry Audience Growth Rate%	(2.48)%
Post Engagement %	6.66%
- Transportation Industry Post Engagement %	2.2%
Posting Frequency (# Per Day)	2.95
- Transportation Industry Posting Frequency (# Per Day)	0.4
Post Impressions/Views	179.2 K
Reach	109.9 K
Total Followers	3,895

Instagram Metrics	
Metrics	Total
Audience Growth Rate%	1.49%
- Transportation Industry Audience Growth Rate%	11.19%
Post Engagement %	4.02%
- Transportation Industry Post Engagement %	1.56%
Posting Frequency (# Per Day)	2.28
- Transportation Industry Posting Frequency (# Per Day)	0.63
Post Impressions/Views	45 K
Reach	6.8 K
Total Followers	1,298

TikTok Metrics	
Metrics	Total
Audience Growth Rate%	39.86%
- Transportation Industry Audience Growth Rate%	2.81%
Post Engagement %	1.95%
- Transportation Industry Post Engagement %	0.72%
Posting Frequency (# Per Day)	1.38
- Transportation Industry Posting Frequency (# Per Day)	0.25
Post Impressions/Views	13.5 K
Reach	12.1 K
Total Followers	193

X Metrics	
Metrics	Total
Audience Growth Rate%	2.13%
- Transportation Industry Audience Growth Rate%	(1.53)%
Post Engagement %	4.61%
- Transportation Industry Post Engagement %	1.03%
Post Impressions/Views	2.6 K
Total Followers	480

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

### **Promotional Campaigns**

#### **Free Rides December**

StanRTA provided free rides on all forms of transportation during December in coordination with Turlock Transit. This encouraged increased ridership and community engagement. The campaign launched on 11/16/2025.

- Social Media Posts
- Car Cards
- Transit Center Display Case Posters
- Track the S app alerts
- Mailchimp Press Release
- 10<sup>th</sup> Street Place Poster
- Website Newsflash

#### **Be Bright. Ride Safe.**

StanRTA launched a safety-themed campaign to promote safety in ridership for passengers and drivers alike. Due to the darker hours of the day, it can be difficult for drivers to see passengers waiting at stops, so this campaign encourages passengers to make themselves more visible while waiting by wearing bright clothing, flagging the bus down with a light, or using other reflective gear.

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

- Social media posts
- Website updates
- Safety Blitz flashlight giveaway

#### **Upcoming Events**

- Turlock Chamber of Commerce Meeting – January 20, 2026 – 5:00 pm – 7:00 pm: StanRTA will attend the monthly Chamber event and provide details to Turlock businesses and organizations on StanRTA services available in the region.
- Stanislaus Equity Partners Listening Session – January 28, 2026 – 5:30 pm – 7:00 pm: StanRTA will attend this event to receive feedback from the community and business leaders on potential transit needs.
- West Modesto Community Collaborative Partners’ Meeting – January 29, 2026 – 10:00 am – 11:00 am: StanRTA will attend this new monthly meeting and become a partner with the WMCC to find out how to better serve the West Modesto area and the newly created MAC.

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# CEO Reports

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# Directors Reports

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# Closed session

A. Public Employee Performance Evaluation pursuant to Government Code Section 54957

Title: Chief Executive Officer

B. Conference with Labor Negotiators pursuant to Government Code section 54957.6

Agency Designated Representatives: Chris Ricci, Vice-Chair of the Board

Unrepresented Employee: Chief Executive Officer

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# Reconvene from Closed session

12A. Report from Closed Session

13. Discussion and Possible Action Regarding Chief Executive Officer  
Employment Contract