

# STANISLAUS REGIONAL TRANSIT AUTHORITY

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**BOARD OF DIRECTORS MEETING  
1111 I STREET, SUITE 308  
STANCOG POLICY BOARD ROOM  
THURSDAY, FEBRUARY 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 February 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 Employee of the Month
- B. Transit Employee Appreciation Day Proclamation

### **6. CONSENT CALENDAR**

- A. Motion to Approve the Stanislaus Regional Transit Authority Meeting Minutes of January 22, 2026
- B. Motion to Adopt Resolution 2026-226 Identifying Authorized Bank Signers

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

- A. Motion to Accept the Fiscal Year Ended June 30, 2025, Audited Financial Statements and Independent Auditor's Report
- B. Motion to Adopt Resolution 2026-227 Accepting the Fiscal Year 2025-2026 Mid-Year Financial Report and Approving a Rideshare Budget Adjustment
- C. Verbal Update on the Strategic Plan by InfraStrategies, LLC

- 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

**8. INFORMATION ITEMS**

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

**9. CEO REPORT**

**10. DIRECTOR REPORTS**

**11. ADJOURN TO CLOSED SESSION**

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

**12. RECONVENE FROM CLOSED SESSION**

- A. Report from Closed Session

**13. ADJOURNMENT**

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

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# PRESENTATION

5A. Recognition of Employee of the Month

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# PRESENTATION

5B. Transit Employee Appreciation Day Proclamation

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# **CONSENT CALENDAR**

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

**BOARD OF DIRECTORS MEETING**

Minutes of January 22, 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); Vito Chiesa (Stanislaus County Alternate)

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

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

**ALSO PRESENT:** Monica Streeter (General Counsel); James Pratt (IT Services); Ron McMurtry, Tom Wittig, Rith Vorng, Logan Park, Clifton Crabtree, Jessica Lee

**1. CALL TO ORDER**

Vice-Chair Ricci opened the meeting at 1:03 pm

**2. ROLL CALL**

A Quorum of the Directors was present.

**3. PLEDGE OF ALLEGIANCE**

**4. PUBLIC COMMENTS**

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

A member from the public expressed his concerns with the stop at Grayson and Shiloh and shared his recommendation of change.

Carolyn tried to make a public comment online, however, there were technology issues.

**5. PRESENTATIONS**

A. Recognition of Employee of the Month

Transdev employee Logan Park was recognized as the December employee of the month.

Transdev employee Rith Vorng was recognized as the January employee of the month.

B. Recognition of Public Safety Award

This item was removed from the agenda as the individual being recognized was not present.

**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

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

**7. DISCUSSION/ACTION ITEMS**

A. Motion to Nominate and Elect the Board Chair and Vice-Chair for Calendar Year 2026

**\*Chair - By Motion, (Director Wright, Director Wilson), and a 5-0 vote, the Stanislaus Regional Transit Authority Board Elected Chris Ricci as Chair of the Board for Calendar Year 2026.**

**\*Vice Chair - By Motion, (Director Wright, Director Wilson), and a 5-0 vote, the Stanislaus Regional Transit Authority Board elected Director Condit as the Vice-Chair of the Board for Calendar Year 2026.**

B. Motion to Adopt Resolution 2026-223 Rescinding Resolution 2025-193 and Authorization 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

Transit Analyst Roland Fecteau gave a presentation regarding the Hydrogen Fueling Station and Fueling Agreement

**\*By Motion, (Director Wright, Director Morrow), and a 5-0 vote, the Stanislaus Regional Transit Authority Board Approved 7B of the Discussion/Action Items**

- 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

This item was removed from the agenda.

- 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

CEO Adam Barth gave a presentation regarding the 2026 Legislative Platform

**\*By Motion, (Director Chiesa, Director Wilson), and a 5-0 vote, the Stanislaus Regional Transit Authority Board Approved 7D of the Discussion/Action Items**

**8. INFORMATION ITEMS**

- A. Key Performance Indicators
- B. Marketing Report

**9. CEO REPORT**

CEO Adam Barth shared the following announcements:

- 1. Additional funding could become available for StanRTA through the FTA due to the increase in vanpooling in the region.
- 2. Rosa Parks Day 2/4/26
- 3. Transit Valentines Day Cards are available by download and print at the Transit Center

**10. DIRECTOR REPORTS**

No 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

The Board adjourned to the Closed Session at 1:26 p.m.

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

- A. Report from Closed Session

The Board reconvened from closed session at 2:19 p.m. All directors were present for the duration of the closed session, there was no reportable action.

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

**\*By Motion, (Director Morrow, Director Wright), and a 5-0 vote, the Stanislaus Regional Transit Authority Board Approved Item 13 of the Discussion/Action Items with the following terms:**

- Grant a 2% COLA, retro to January 1, 2026
- Grant a 3% Merit adjustment bringing the annual salary of the CEO to \$247,066.05, retro to January 1, 2026.

## **14. ADJOURNMENT**

Adjournment: Meeting adjourned at 2:20 pm

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

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** February 26, 2026  
**TO:** Board of Directors  
**FROM:** Letti Ortiz, Director of Finance & Administration  
**RE:** Update and Addition to Authorized Bank Account Signers

**Agenda Item: [6B]**

**Background:**

On March 25, 2021, the Board of Directors adopted Resolution 2021-002 which authorized the Stanislaus Regional Transit Authority (StanRTA) to establish bank accounts with the Oak Valley Community Bank (OVCB) or any other financial institution capable of meeting StanRTA's banking and financial requirements.

**Discussion:**

On February 22, 2024, the Board of Directors approved adding the elected Chair of the Board, Mr. George Carr, as an authorized bank account signer on the OVCB accounts to ensure sufficient signatories to issue and sign checks on behalf of StanRTA.

The Chief Executive Officer is now requesting to add the newly elected Chair of the Board, Mr. Chris Ricci, as an authorized bank account signer. Chair Ricci will replace Mr. George Carr, who resigned from the board of directors on December 17, 2025.

It is recommended that the Chief Executive Officer, the Treasurer, and two elected members of the Board of Directors be designated as authorized signatories.

<b>Title</b>	<b>Name</b>
Chief Executive Officer	Adam Barth
Treasurer	Letti Ortiz
Board Member	Channcce Condit
Chair of the Board	Chris Ricci

Pursuant to the Authority's adopted Accounting Policies, checks up to \$50,000 may be authorized with the single signature of any one designated signatory. Checks exceeding \$50,000 require two signatures from designated signatories. No check payable to a signatory may be signed by that signatory.

**Fiscal Impact:**

There is no fiscal impact to the Stanislaus Regional Transit Authority associated with this agenda item.

**Recommendation:**

It is recommended that the Board of Directors adopt Resolution 2026-226 identifying authorized bank signatories.

**STANISLAUS REGIONAL TRANSIT AUTHORITY**  
**RESOLUTION 2026-226**  
**IDENTIFYING AUTHORIZED BANK SIGNERS**

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 StanRTA Board adopted Resolution 2021-002 establishing a banking relationship with Oak Valley Community Bank and identifying the individuals authorized to issue and sign checks on behalf of the Authority; and

WHEREAS, the StanRTA desires to update the authorized signers.

NOW, THEREFORE BE IT RESOLVED the Board of Directors of the Stanislaus Regional Transit Authority hereby authorize the following individuals to issue and sign checks on behalf of the Authority:

Chief Executive Officer	Adam Barth
Director of Finance & Administration/Treasurer	Leticia Ortiz
Director/Elected Official	Chanace Condit
Director/Chair of the Board	Chris Ricci

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

MEETING DATE: **February 26, 2026**

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CHRIS RICCI, CHAIR

ATTEST:

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ADAM BARTH, CHIEF EXECUTIVE OFFICER

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# **DISCUSSION & ACTION ITEMS**

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** February 26, 2026  
**TO:** Board of Directors  
**FROM:** Letti Ortiz, Director of Finance & Administration  
**RE:** Annual Audited Financial Reports Fiscal Year Ended June 30, 2025

**Agenda Item: [7A]**

**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 that is independent of StanRTA and includes StanRTA's basic financial statements and accompanying notes. StanRTA's Independent Auditors' Report for the fiscal year ended June 30, 2025 is based on the audit performed by Brown Armstrong Accountancy Corporation (BAAC).

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.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to StanRTA's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of StanRTA's internal control. Accordingly, BAAC expresses no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

As of June 30, 2025, StanRTA's net position was \$31,609,524, a 10.7% decrease from Fiscal Year 2023-2024 (FY 23/24) net position of \$35,399,045.

### **Discussion:**

Brown Armstrong Accountancy Corporation (BAAC) confirmed, to the best of their knowledge and belief, the following representations made to StanRTA during the audit:

### **Financial Highlights**

- Net position: Overall net position for Fiscal Year 2024/2025 (FY 24/25) is \$31,609,524 and was largely impacted by a decrease in net investment in capital assets of \$3,378,901.
- The value of StanRTA's capital assets (net of deletions, depreciation, and amortization) decreased by \$3,485,805 or 10.0%. This decrease was caused by depreciation, amortization, asset retirement costs, and adjustments totaling \$5,633,839 which exceeded investment of new assets of \$2,148,034. This decrease in depreciable asset value also significantly impacted the overall ending net position.
- Program revenues: Charges for services increased by 8.8% or \$157,465 compared to the prior fiscal year. This increase is primarily due to higher revenues from service-related activities. Other revenues for FY 24/25 decreased by 95.2% or \$478,155 compared to the prior fiscal year's other revenues. This decrease is mainly due to decrease in gains from asset sale proceeds in FY 24/25. Federal operating grants significantly decreased by \$7,007,618 compared to last fiscal year. This decrease is attributable to the absence of Coronavirus Aid, Relief, and Economic Security (CARES) Act grant funding in FY 24/25.
- Capital revenues contributed by State and local agencies totaled \$2,804,561. These sources were provided by grants to support specific capital purchases. Capital purchases vary significantly from year to year, depending on the needs and objectives of StanRTA. The funds received were enough to meet the capital needs of StanRTA for FY 24/25.
- Total revenues decreased by 20.5% from \$58,948,752 in FY 23/24 to \$46,885,474 in FY 24/25, largely due to decreased Federal and State grants in both Operating and Capital Revenues
- Total expenses, including depreciation and interest, for the fiscal year totaled \$50,674,995, representing an increase of \$691,013 or 1.4% compared to the prior fiscal year. This was impacted by the increase in Services and Supplies costs by 1.9% or \$759,466, which was mostly due to purchased transportation expenses, vehicle repairs and maintenance, parts, and fuel costs. Additionally, the increase in operations of 4.3% or \$150,039 compared to the prior fiscal year was primarily due to increased bus stop maintenance.
- Cash and investments at the end of the fiscal year were \$47,516,166. Of this amount, \$35,414,824 is available for operations.

### **Financial Condition**

In BAAC's opinion, StanRTA's financial condition remained stable, driven by planned program activity growth and continued capital investment. The StanRTA also continues to receive steady funding from Federal, State, and local funding sources.

This fiscal year, StanRTA invested \$2.1 million in new capital asset acquisitions and construction in progress (CIP), including buildings, vehicles, equipment, and software. This continuous investment demonstrates that StanRTA's access to capital funding through Federal, State, and local sources remains stable. StanRTA's investment strategy is based on the need for expansion, innovation, technology upgrades, and maintenance of its existing services. Capital asset investment in FY 24/25 is forecasted to remain stable from investment in new rolling stock.

The overall financial outlook for StanRTA's programs and services remains stable, with a continued commitment to investment in capital assets, technologies, and services coupled with fiscally responsible management that protects the investments of StanRTA, its member jurisdictions, and its investors while providing the highest quality public transportation services to the communities it serves.

### Opinion

In BAAC's opinion, the basic financial statements present fairly, in all material respects, the respective financial position of the StanRTA as of June 30, 2025, and the changes in financial position, and cash flows thereof for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

### Notes to Basic Financial Statements

BAAC had ten notes on StanRTA's financial statements, and they were as follows:

- Note 1 – General summary of the creation of Stanislaus Regional Transit Authority,
- Note 2 – A summary of significant accounting policies of StanRTA which conform with Generally Accepted Accounting Principles (GAAP).
- Note 3 – Summary of Federal, State, and Local grants
- Note 4 – StanRTA's Cash and Investments and its cash bank balance as of June 30, 2025, of \$47,516,166.
- Note 5 – Summary of changes in Capital Assets.
- Note 6 – Summary of StanRTA's lease liabilities.
- Note 7 – Schedule of Farebox Recovery Ratio.
- Note 8 – Schedule of changes in Compensated Absences.
- Note 9 – StanRTA's Deferred Compensation Plan.
- Note 10– Statement noting StanRTA had no subsequent events with material effect on the financial statements or note disclosures that took place after June 30, 2025.

### Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, BAAC has also issued a report on its consideration of StanRTA's internal control over financial reporting and on tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of the report is solely to describe the scope of testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of StanRTA's internal control over financial reporting or on compliance. The report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering StanRTA's internal control and compliance. During this review, BAAC found no *material weaknesses* and issued no findings.

### Fiscal Impact:

Brown Armstrong charged \$53,800 for auditing and compiling the Annual Report. Funding for the audit was included in the 2025-2026 Final Budget.

**Recommendation:**

It is recommended that the Board of Directors:

By Motion, Accept the Fiscal Year Ended June 30, 2025, Audited Financial Statements and Independent Auditor's Report

Attachments:

1. Financial Statements and Independent Auditor's Report
2. Letter from Brown Armstrong Accountancy Corporation

**STANISLAUS REGIONAL TRANSIT AUTHORITY**  
**FINANCIAL STATEMENTS**  
**WITH**  
**INDEPENDENT AUDITOR'S REPORT**  
**FOR THE FISCAL YEAR ENDED**  
**JUNE 30, 2025**

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
FOR THE FISCAL YEAR ENDED JUNE 30, 2025**

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**INDEPENDENT AUDITOR'S REPORT**

To the Board of Directors  
Stanislaus Regional Transit Authority  
Modesto, California

**Report on the Audit of the Financial Statements*****Opinion***

We have audited the accompanying financial statements of the Stanislaus Regional Transit Authority (StanRTA), as of and for the fiscal year ended June 30, 2025, and the related notes to basic financial statements, which collectively comprise StanRTA's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of StanRTA as of June 30, 2025, and the changes in financial position, and cash flows thereof for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

***Basis for Opinions***

We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of StanRTA, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

***Responsibilities of Management for the Financial Statements***

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about StanRTA's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance

and therefore is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of StanRTA's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about StanRTA's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board (GASB) who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### ***Other Reporting Required by Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated February 19, 2026, on our consideration of StanRTA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the

effectiveness of StanRTA's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering StanRTA's internal control over financial reporting and compliance.

BROWN ARMSTRONG  
ACCOUNTANCY CORPORATION

*Brown Armstrong  
Accountancy Corporation*

Stockton, California  
February 19, 2026

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
JUNE 30, 2025**

Management's discussion and analysis of the Stanislaus Regional Transit Authority's (StanRTA) financial performance for the fiscal year ended June 30, 2025, provides a financial summary of StanRTA's current fiscal year results in comparison to the prior fiscal year. It should be read in conjunction with the accompanying financial statements and notes to the basic financial statements.

The Management's Discussion and Analysis (MD&A) section of StanRTA's annual financial report provides condensed comparative data and briefly discusses the financial activities during the fiscal year ended June 30, 2025. It is a separate but integral part of the financial statements and notes that follow. The purpose of this MD&A is to promote an understanding of StanRTA's financial statements.

The financial information of StanRTA as of and for the fiscal year ended June 30, 2024, was derived from the audited financial statements for the fiscal year ended June 30, 2024. The auditor expressed an unqualified opinion on those audited financial statements in their report dated January 20, 2025.

The financial statements of StanRTA supply information using accounting methods similar to those used by private sector companies. These statements offer short and long-term information about its activities.

The *Statement of Net Position* includes all StanRTA's assets and liabilities, and provides the basis for evaluating the capital structure, liquidity, and overall financial integrity of StanRTA.

The *Statement of Revenues, Expenses, and Changes in Net Position* displays the revenues, expenses, and changes in net position for StanRTA and measures the success of operations over the past fiscal year. It can be used to determine creditworthiness and whether revenue sources matched, exceeded, or failed to meet expenses.

The final financial statement is the *Statement of Cash Flows*. The statement reports cash receipts, cash payments, and net changes in cash resulting from operating, investing, and financing activities. It accounts for the cash and cash equivalents balance available at the beginning of the fiscal year and at fiscal year end. It displays cash received, cash expended, and the net change in the amount of cash and cash equivalents.

## **FINANCIAL HIGHLIGHTS**

- Net position: Overall net position for fiscal year (FY) 24/25 is \$31,609,524 and was largely impacted by a decrease in net investment in capital assets of \$3,378,901. Changes are explained in detail in this analysis.
- The value of StanRTA's capital assets and leased assets (net of depreciation and amortization) decreased by \$3,485,805, or 10.0%, during FY 24/25. StanRTA invested \$2,148,034 in new capital asset activity, including \$1,263,770 in construction in progress, \$783,558 in vehicles and equipment, and \$100,706 in subscription-based software right-to-use assets. These additions were more than offset by depreciation and amortization expense of \$5,633,839 and retirements/disposals recorded during the year.
- Program revenues: Charges for services increased by 8.8% or \$157,465 compared to the prior fiscal year. This 8.8% increase is primarily due to higher revenues from service-related activities. Other revenues for FY 24/25 decreased by 95.2% or \$478,155 compared to the prior fiscal year's other revenues. This 95.2% decrease is mainly due to decrease in gains from asset sale proceeds in FY 24/25. Federal operating grants significantly decreased by \$7,007,618 compared to last fiscal year. This decrease is attributable to the absence of Coronavirus Aid, Relief, and Economic Security (CARES) Act grant funding in FY 24/25.

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
JUNE 30, 2025**

- Capital revenues contributed by State and local agencies totaled \$2,804,561. These sources were provided by grants to support specific capital purchases. Capital purchases vary significantly from year to year, depending on the needs and objectives of StanRTA. The funds received were enough to meet the capital needs of StanRTA for FY 24/25.
- Total revenues decreased by 20.5% from \$58,948,752 in FY 23/24 to \$46,885,474 in FY 24/25. The decrease was primarily driven by a \$7,007,618 decline in Federal operating assistance (attributable to the absence of CARES Act grant funding in FY 24/25) and a \$9,498,001 decline in capital assistance, partially offset by a \$4,763,031 increase in State and local operating assistance.
- Total expenses, including depreciation and interest, for the fiscal year totaled \$50,674,995, representing an increase of \$691,013 or 1.4% compared to the prior fiscal year. The increase was primarily driven by higher Services and Supplies costs (up \$759,466, or 1.9%) and higher depreciation and amortization (up \$312,567, or 5.9%), partially offset by lower General and Administration expenses (down \$439,887, or 26.7%).
- Cash and investments at the end of the fiscal year were \$47,516,166, consisting of cash of \$35,414,821 and investments of \$12,101,345. These balances support StanRTA's ongoing operating and capital activities; a portion of these resources is associated with grant and program funding and may be subject to eligibility requirements and the timing of related expenditures.

Additional information pertaining to the specific impact of these statements and the treatment of StanRTA's financial statements are detailed in the "notes to basic financial statements."

**FINANCIAL ANALYSIS OF STANISLAUS REGIONAL TRANSIT AUTHORITY**

One of the most important questions asked is, "Is StanRTA better off or worse off as a result of the fiscal year's activities?" The Statement of Net Position and the Statement of Revenues, Expenses, and Changes in Net Position provide information about StanRTA's activities to help answer that question. Over time, increases or decreases in StanRTA's net position are one indicator of whether its financial health is improving or weakening. StanRTA accounts for all transactions in an enterprise fund, which uses the full accrual basis of accounting. The activity shown in Table A-1 represents all activity through that fund.

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
JUNE 30, 2025**

**ASSETS, LIABILITIES, AND NET POSITION**

A summary of StanRTA's Statement of Net Position is presented in Table A-1.

**Table A-1  
Condensed Statements of Net Position**

	<u>June 30, 2025</u>	<u>June 30, 2024</u>	<u>Dollar Change</u>	<u>Percentage Change</u>
<b>Assets</b>				
Capital Assets, Net	\$ 31,538,547	\$ 35,024,352	\$ (3,485,805)	-10.0%
All Other Assets	<u>61,268,529</u>	<u>64,350,273</u>	<u>(3,081,744)</u>	-4.8%
<b>Total Assets</b>	<b><u>\$ 92,807,076</u></b>	<b><u>\$ 99,374,625</u></b>	<b><u>\$ (6,567,549)</u></b>	-6.6%
<b>Liabilities</b>				
Current Liabilities	\$ 61,055,122	\$ 63,685,230	\$ (2,630,108)	-4.1%
Noncurrent Liabilities	<u>142,430</u>	<u>290,350</u>	<u>(147,920)</u>	-50.9%
<b>Total Liabilities</b>	<b><u>61,197,552</u></b>	<b><u>63,975,580</u></b>	<b><u>(2,778,028)</u></b>	-4.3%
<b>Net Position</b>				
Net Investment in Capital Assets	31,174,705	34,553,606	(3,378,901)	-9.8%
Restricted	<u>434,819</u>	<u>845,439</u>	<u>(410,620)</u>	-48.6%
<b>Total Net Position</b>	<b><u>31,609,524</u></b>	<b><u>35,399,045</u></b>	<b><u>(3,789,521)</u></b>	-10.7%
<b>Total Liabilities and Net Position</b>	<b><u>\$ 92,807,076</u></b>	<b><u>\$ 99,374,625</u></b>	<b><u>\$ (6,567,549)</u></b>	-6.6%

Table A-1 shows StanRTA's total net position decreased from \$35,399,045 in FY 23/24 to \$31,609,524 in FY 24/25 or 10.7% because of the current fiscal year's activities, as explained further in this report.

- All other assets decreased by \$3,081,744 or 4.8%. The decrease is primarily due to a reduction in accounts receivable resulting from the timing of collections.
- Construction in progress increased by \$1,263,770 as StanRTA initiated and advanced capital projects during FY 24/25. Excluding construction in progress, depreciable capital assets and right-to-use leased and subscription assets (net of accumulated depreciation/amortization) decreased by \$4,749,575, primarily because depreciation and amortization exceeded additions placed in service and certain assets were retired or disposed. Overall, total capital and leased assets, net decreased by \$3,485,805 (10.0%) compared to the prior fiscal year.

	<u>FY 2025</u>	<u>FY 2024</u>
Capital Assets, CIP	\$ 1,263,770	\$ -
Capital Assets, Net	29,927,048	34,568,237
Right-to-Use Leased Assets, Net	<u>347,729</u>	<u>456,115</u>
<b>Total Capital and Leased Assets, Net</b>	<b><u>\$ 31,538,547</u></b>	<b><u>\$ 35,024,352</u></b>

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
JUNE 30, 2025**

- The ending balance of capital assets under construction in progress (CIP) was \$1,263,770 in FY 24/25 compared to \$0 in FY 23/24. These assets comprise thirty (30) bus shelters, five (5) Ford 2025 Glaval 26' buses, and (1) one open loop payment system.
- The ending balance of capital assets, net, was \$29,927,048 in FY 24/25 compared to \$34,568,237 in FY 23/24. A total of \$783,558 was invested in vehicles and equipment, including engine replacements for nine (9) buses and the acquisition of ninety (90) perforated benches, offset by accumulated depreciation, amortization, and retirements.
- The ending balance of right-to-use leased assets was \$347,729 in FY 24/25 compared to \$456,115 in FY 23/24. During the year, a software lease addition of \$100,706 was recorded, partially offset by the retirement of an office lease totaling \$9,534. Right-to-use leased assets were further reduced by accumulated amortization totaling \$209,092, related to (2) office leases, located at 912 11<sup>th</sup> Street, First Floor, Modesto, CA 95354 and 34243 Chrisman Road, Tracy, CA 95304, and two (2) software leases, Remix Software, Inc. (Remix) and Ecolane USA, Inc. (Ecolane) Evolution.
- Total liabilities decreased by \$2,778,028 (4.3%) from FY 23/24 to FY 24/25, primarily due to lower current liabilities at year-end, including decreases in unearned revenues and accounts payable.
- Net position – net investment in capital assets was \$31,174,705. This was a result of the net activity in capital asset and liability accounts, including additions and retirements of capital assets as well as accumulated depreciation and amortization expense charges and increases or decreases in capital-related debt, as explained earlier in this discussion.

**REVENUES, EXPENSES, AND CHANGES IN NET POSITION**

While the Statement of Net Position shows the change in the financial position of net position, the Statement of Revenues, Expenses, and Changes in Net Position provides answers as to the nature and source of these changes.

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
JUNE 30, 2025**

**Table A-2  
Condensed Statements of Revenues, Expenses, and Changes in Net Position**

	<u>June 30, 2025</u>	<u>June 30, 2024</u>	<u>Dollar Change</u>	<u>Percentage Change</u>
<b>Revenues</b>				
Program Revenues:				
Charges for Services (Fares and Proceeds)	\$ 1,942,976	\$ 1,785,511	\$ 157,465	8.8%
Federal Grants - Operating Assistance	8,667,484	15,675,102	(7,007,618)	-44.7%
State and Local Grants - Operating Assistance	33,446,427	28,683,396	4,763,031	16.6%
Other Revenues	24,026	502,181	(478,155)	-95.2%
Capital Assistance:				
State and Local Grants	2,804,561	12,302,562	(9,498,001)	-77.2%
<b>Total Revenues</b>	<u>46,885,474</u>	<u>58,948,752</u>	<u>(12,063,278)</u>	-20.5%
<b>Expenses</b>				
Program Expenses:				
Operations	3,678,805	3,528,766	150,039	4.3%
General and Administration	1,209,936	1,649,823	(439,887)	-26.7%
Services and Supplies	40,152,415	39,392,949	759,466	1.9%
Depreciation and Amortization	5,633,839	5,321,272	312,567	5.9%
Loss on Disposal of Assets	-	91,172	(91,172)	-100.0%
<b>Total Expenses</b>	<u>50,674,995</u>	<u>49,983,982</u>	<u>691,013</u>	1.4%
<b>Change in Net Position</b>	(3,789,521)	8,964,770	(12,754,291)	142.3%
<b>Net Position - Beginning of Year</b>	<u>35,399,045</u>	<u>26,434,275</u>	<u>8,964,770</u>	33.9%
<b>Net Position - End of Year</b>	<u>\$ 31,609,524</u>	<u>\$ 35,399,045</u>	<u>\$ (3,789,521)</u>	-10.7%

As shown in Table A-2, charges for services increased by \$157,465 or 8.8% in FY 24/25. This increase is primarily due to higher revenues from service-related activities.

Program revenues to support operations received from Federal grants decreased by \$7,007,618 or 44.7% compared to the prior fiscal year. This decrease is attributable to the absence of CARES Act grant funding in the current year.

Other program revenues for FY 24/25 totaled \$24,026, representing a decrease of \$478,155 compared to the prior fiscal year. This is mostly due to lower gains from asset sale proceeds in FY 24/25.

Capital revenues contributed by State and local agencies totaled \$2,804,561, a decrease of \$9,498,001. Capital revenues from these sources were provided by grants to support specific capital purchases. Capital purchases vary greatly from year to year, depending on the needs and objectives of StanRTA. The funds received were enough to meet the capital needs of StanRTA for FY 24/25, which are detailed in this report's discussion of "net position."

Total revenues decreased by \$12,063,278 or 20.5% from \$58,948,752 in FY 23/24 to \$46,885,474 in FY 24/25, largely due to lower capital-related activity, as fewer assets were purchased in FY 24/25 compared to FY 23/24.

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
JUNE 30, 2025**

Program expenses show an increase in services and supplies of \$759,466 or 1.9% due to purchased transportation expenses, vehicle repairs and maintenance, parts, and fuel costs. The general and administration expenses decreased by \$439,887 or 26.7%. Depreciation and amortization expense increased by \$312,567 to \$5,633,839 in FY 24/25, reflecting the timing and mix of depreciable and right-to-use assets in service during the year.

**FINANCIAL CONDITION**

Overall, StanRTA's financial condition remained stable, driven by planned program activity growth and continued capital investment. The StanRTA also continues to receive steady funding from Federal, State, and local sources. As presented in Table A-1, StanRTA's ending net position was \$31,609,524 as of June 30, 2025, compared to \$35,399,045 as of June 30, 2024.

Some specific activities that have led to StanRTA's financial condition as of June 30, 2025, include:

- This fiscal year, StanRTA invested \$2.1 million in new capital asset acquisitions and construction in progress (CIP), including buildings, vehicles, equipment, and software. This continuous investment demonstrates that StanRTA's access to capital funding through Federal, State, and local sources remains stable. StanRTA's investment strategy is based on the need for expansion, innovation, technology upgrades, and maintenance of its existing services. Capital asset investment in FY 24/25 is forecasted to remain stable from investment in new rolling stock.

The overall financial outlook for StanRTA's programs and services remains stable, with a continued commitment to investment in capital assets, technologies, and services coupled with fiscally responsible management that protects the investments of StanRTA, its member jurisdictions, and its investors while providing the highest quality public transportation services to the communities it serves.

**REQUESTS FOR INFORMATION**

This financial report was created to provide citizens, taxpayers, as well as StanRTA's customers and creditors with a general overview of StanRTA's finances. It is designed to demonstrate agency accountability for appropriate use of public funds that StanRTA receives. Any questions or requests for additional information can be addressed to the Director of Finance and Administration of Stanislaus Regional Transit Authority, 912 11<sup>th</sup> Street, Suite 100, Modesto, CA 95354.

## **BASIC FINANCIAL STATEMENTS**

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
STATEMENT OF NET POSITION  
JUNE 30, 2025**

**ASSETS**

**Current Assets**

Cash	\$ 35,414,821
Investments	12,101,345
Receivables	
System	520,471
Other	13,025,431
Prepaid expenses	191,706
Security deposits	14,755

**Total Current Assets** 61,268,529

**Noncurrent Assets**

Capital assets, CIP	1,263,770
Depreciable capital assets, net	29,927,048
Right-to-use leased and subscription assets, net	347,729

**Total Noncurrent Assets** 31,538,547

**TOTAL ASSETS** 92,807,076

**LIABILITIES**

**Current Liabilities**

Accounts payable	5,576,283
Accrued payroll	731,091
Unearned revenue	54,526,336
Lease and subscription liability	221,412

**Total Current Liabilities** 61,055,122

**Noncurrent Liabilities**

Lease and subscription liability	142,430
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**Total Noncurrent Liabilities** 142,430

**TOTAL LIABILITIES** 61,197,552

**NET POSITION**

Net investment in capital assets	31,174,705
Restricted	434,819

**TOTAL NET POSITION** \$ 31,609,524

The accompanying notes are an integral part of these basic financial statements.

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION  
FOR THE FISCAL YEAR ENDED JUNE 30, 2025**

**OPERATING REVENUES:**

Fares	\$ 1,630,748
Special transit fares	240,000
CNG electric proceeds	<u>72,228</u>
 Total operating revenues	 <u>1,942,976</u>

**OPERATING EXPENSES:**

Operations	3,678,805
General and administration	1,209,936
Services and supplies	40,152,415
Depreciation and amortization	<u>5,633,839</u>
 Total operating expenses	 <u>50,674,995</u>

**OPERATING LOSS** (48,732,019)

**NONOPERATING REVENUES (EXPENSES):**

Operating assistance	
Federal Transit Administration - Section 5307, operating	7,321,957
Federal Transit Administration - Section 5311	700,662
Federal Transit Administration - Section 5339	644,865
Local Transportation Fund	21,757,313
Local Transportation Fund, regional	1,247,143
Measure L	770,971
State Transit Assistance	7,750,788
State - LCTOP	1,418,651
CalTrans CMAQ	92,848
SGR	<u>408,713</u>

Total operating assistance 42,113,911

Capital assistance	
Local Transportation Fund, capital	2,219,576
State - Other capital	25,000
State of Good Repair	<u>559,985</u>

Total capital assistance 2,804,561

The accompanying notes are an integral part of these basic financial statements.

**STANISLAUS REGIONAL TRANSIT AUTHORITY**  
**STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION (Continued)**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2025**

Gain on disposal of assets	18,593
Interest income	503
Miscellaneous	3,497
Insurance proceeds	<u>1,433</u>
 Total nonoperating revenues (expenses), net	 <u>44,942,498</u>
 <b>Change in net position</b>	 <u><b>(3,789,521)</b></u>
 <b>NET POSITION:</b>	
Net position, beginning of year	<u>35,399,045</u>
 Net position, end of year	 <u><u>\$ 31,609,524</u></u>

The accompanying notes are an integral part of these basic financial statements.

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
STATEMENT OF CASH FLOWS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2025**

<b>CASH FLOWS FROM OPERATING ACTIVITIES:</b>	
Cash received from fares and operations	\$ 1,942,976
Cash payments to operations	(3,678,805)
Cash payments to employees	(1,292,776)
Cash payments to services and supplies	<u>(42,272,328)</u>
<b>Net Cash Used by Operating Activities</b>	<u>(45,300,933)</u>
<b>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:</b>	
Operating grants received	45,465,149
Other noncapital financing	<u>4,930</u>
<b>Net Cash Provided by Noncapital Financing Activities</b>	<u>45,470,079</u>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:</b>	
Capital grants received	2,804,561
Purchase of capital assets	(2,047,328)
Gain on disposal of capital assets	18,593
Decrease in lease liabilities - principal portion	(207,610)
Payment of lease liabilities - interest portion	<u>(19,247)</u>
<b>Net Cash Provided by Capital and Related Financing Activities</b>	<u>548,969</u>
<b>CASH FLOWS FROM INVESTING ACTIVITIES:</b>	
Purchase of fixed-income securities	(12,101,345)
Interest received	<u>19,750</u>
<b>Net Cash Used by Investing Activities</b>	<u>(12,081,595)</u>
<b>Net Decrease in Cash</b>	(11,363,480)
<b>CASH:</b>	
Beginning of year	<u>46,778,301</u>
End of year	<u><u>\$ 35,414,821</u></u>

The accompanying notes are an integral part of these basic financial statements.

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
STATEMENT OF CASH FLOWS (Continued)  
FOR THE FISCAL YEAR ENDED JUNE 30, 2025**

**RECONCILIATION OF OPERATING LOSS TO NET  
CASH USED BY OPERATING ACTIVITIES**

Operating loss	<u>\$ (48,732,019)</u>
Adjustments to reconcile operating loss to net cash used by operating activities	
Depreciation and amortization expense	5,633,839
Changes in assets:	
(Increase) in other receivables	(5,000)
(Increase) in prepaid expenses	(121,313)
(Decrease) in accounts payable and accrued liabilities	(2,119,913)
Increase in payroll	<u>43,473</u>
 Total adjustments	 <u>3,431,086</u>
 <b>Net Cash Used by Operating Activities</b>	 <b><u><u>\$ (45,300,933)</u></u></b>

**SCHEDULE OF NON-CASH INVESTING, CAPITAL, AND FINANCING ACTIVITIES**

Gain on disposal of assets	\$ 18,593
Acquisition of right-to-use leased assets	<u>100,706</u>
 <b>Total Non-cash Investing, Capital, and Financing Activities</b>	 <b><u><u>\$ 119,299</u></u></b>

The accompanying notes are an integral part of these basic financial statements.

**STANISLAUS REGIONAL TRANSIT AUTHORITY**  
**NOTES TO BASIC FINANCIAL STATEMENTS**  
**JUNE 30, 2025**

**NOTE 1 – GENERAL**

The Stanislaus Regional Transit Authority (StanRTA) was created January 26, 2021, when the Modesto City Council and Stanislaus County Board of Supervisors both unanimously approved the formation of the new agency to improve transit efficiencies and operations in the Stanislaus region. StanRTA is governed by a Board of Directors composed of representatives of the City of Modesto, County of Stanislaus, City of Riverbank, California State University – Stanislaus, and Howard Prep. StanRTA will merge the City of Modesto MAX and the Stanislaus County StaRT transit systems into one seamless system to better serve transit users.

StanRTA's reporting entity includes all activities of StanRTA.

**NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

The following is a summary of significant accounting policies of StanRTA, which conform with accounting principles generally accepted in the United States of America applicable to governments.

A. Financial Reporting Entity

StanRTA meets the criteria as a stand-alone government, and accordingly, is accounted for and reported as though it were a primary government.

B. Basis of Accounting

StanRTA's proprietary fund financial statements are reported using the economic resources measurement focus and accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded when the related liability is incurred, regardless of the timing of related cash flows. Grants for operating assistance and capital acquisitions are included in revenue in the period in which the grant was earned. Federal capital grant funds claimed on a reimbursement basis have receivables for grant funds recorded as the related obligations are incurred. Capital grant funds advanced but not yet earned are treated as unearned revenues. Operating assistance grants are included in nonoperating revenues in the year in which the grant is applicable, and the related expenses are incurred. Revenue earned under capital grants are recorded as capital contributions.

C. Cash and Cash Equivalents

Cash and cash equivalents include amounts deposited in savings and checking accounts. For the purpose of the Statement of Cash Flows, cash and cash equivalents are defined as short-term deposits with original maturities of three months or less from the date of acquisition.

D. Investments

The fair value of investments in government bonds was \$12,101,345 as of June 30, 2025.

**NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

E. Fair Value Measurements

Investments are reported at fair value, which is the amount at which financial instruments could be exchanged in a current transaction between willing parties. All fair values are determined by external consultants. Investments are measured at fair value on a recurring basis. Recurring fair value measurements are those that Governmental Accounting Standards Board (GASB) Statements require or permit in the Statement of Net Position at the end of each reporting period. Fair value measurements are categorized based on the valuation inputs used to measure an asset's fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

F. Receivable

StanRTA's receivable is entirely relating to grant funding. Management has determined the receivable to be fully collectable. Accordingly, no allowance for doubtful accounts has been made.

G. Prepaid Expenses

Prepaid expenses include costs for certain payments to vendors that reflect costs applicable to future accounting periods. The costs of prepaid items are recorded as expenses when consumed rather than when purchased.

H. Capital Assets

Capital assets are stated at historical cost or estimated historical cost. Gifts or contributions of capital assets are recorded at fair value when received. Depreciation/amortization is recorded on a straight-line basis over the useful lives of the depreciable/amortizable assets. StanRTA capitalized all assets with a cost in excess of \$5,000 and a useful life of more than one year. The estimated useful lives for capital assets are as follows:

Buildings and improvements	5 to 40 years
Operations equipment	3 to 12 years
Furniture and office equipment	3 to 10 years

Right-to-use leased assets are recognized at the lease commencement date and represent StanRTA's right-to-use an underlying asset for the lease term. Right-to-use leased assets are measured at the initial value of the lease liability plus any payments made to the lessor before commencement of the lease term, less any lease incentives received from the lessor at or before the commencement of the lease term, plus any initial direct costs necessary to place the lease asset into service. Right-to-use leased assets are amortized over the shorter of the lease term or useful life of the underlying asset using the straight-line method. The amortization period varies from 3 to 5 years.

I. Accounts Payable

Accounts payable reported on the financial statements of StanRTA are amounts that are due and payable at fiscal year-end and thereby accrued as an expense and liability.

J. Right-to-Use Leased Assets – Lessee

StanRTA is a lessee for noncancelable building leases. StanRTA recognized lease liabilities and intangible right-to-use leased assets in the government-wide financial statements. StanRTA recognizes lease liabilities with an initial individual value of \$5,000 or more.

Right-to-use leased assets are recorded at the amount of the initial measurement of the lease liabilities and modified by any lease payment made to the lessor at or before the commencement of the lease term, less any lease incentives received from the lessor at or before the commencement of the lease term along with any initial direct costs that are ancillary charges necessary to place the lease assets into services.

## **NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

### **J. Right-to-Use Leased Assets – Lessee** (Continued)

Right-to-use leased assets are amortized using the straight-line method over the shorter of the lease term or the useful life on the underlying asset, unless the lease contains a purchase option that StanRTA has determined is reasonably certain of being exercised.

Key estimates and judgements related to leases include how StanRTA determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease terms, and (3) lease payments.

StanRTA uses the interest rate charged by the lessor as the discount rate. When the interest rate charged by the lessor is not provided, StanRTA generally uses its estimated incremental borrowing rate as the discount rate for leases. The lease term includes the noncancelable period of the lease.

Leased assets are reported with other capital assets and lease liabilities are reported as current liabilities and noncurrent liabilities on the Statement of Net Position.

### **K. Use of Estimates**

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, liabilities, revenues, and expenses, and disclosure of contingent assets and liabilities. Actual results could differ from those estimates.

### **L. Operating and Nonoperating Revenue**

StanRTA distinguishes operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from directly providing services in connection with StanRTA's principal operation of bus transit services. These revenues are primarily passenger fares. Nonoperating revenues consist of Federal, State, and local operating grants; fuel tax credits; and investment income.

### **M. Operating Expenses**

Operating expenses include the cost of sales and services, administrative expenses, and depreciation or amortization on capital assets. Expenses not meeting this definition are reported as nonoperating expenses.

### **N. Capital Contributions**

Capital contributions consist of grants that are legally restricted for capital expenses by Federal, State, or local law that established those charges.

### **O. Software Subscriptions**

Right-to-use Subscription-Based Information Technology Arrangements (SBITAs) are recorded at the amount of the initial measurement of the subscriptions liabilities and are modified by any subscription payment made at or before the commencement of the subscription term. Right-to-use SBITAs are amortized using the straight-line method over the shorter of the subscription term or the useful life of underlying asset.

## NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

### P. Long-Term Obligations

Lease liabilities represent StanRTA's obligation to make lease payments arising from the lease and SBITA. Lease liabilities are recognized at the lease commencement date based on the present value of future lease payments expected to be made during the lease term. The present value of lease payments are discounted based on a borrowing rate determined by StanRTA.

### Q. Net Position

The proprietary fund financial statements utilize a net position presentation. Net position is categorized as net investment in capital asset, restricted, and unrestricted.

- Net Investment in Capital Assets groups all capital assets into one component of net position. Accumulated depreciation/amortization and the outstanding balances of debt that are attributable to the acquisition, construction, or improvement of these assets reduce the balance in this category.
- Restricted Net Position represents net position with external restrictions imposed by creditors, grantors, contributors, or laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation.
- Unrestricted Net Position represents net position of the StanRTA that is not restricted for any project or purpose.

### R. New Accounting Pronouncements

**GASB Statement No. 101** – *Compensated Absences*. The objective of this statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. This statement requires that liabilities for compensated absences be recognized for (1) leave that has not been used and (2) leave that has been used but not yet paid in cash or settled through non-cash means. The requirements of this statement are effective for reporting periods beginning after December 15, 2023, and all reporting periods thereafter. StanRTA implemented GASB Statement No. 101 during the 2025 fiscal year.

**GASB Statement No. 102** – *Certain Risk Disclosures*. This statement will be effective for reporting periods beginning after June 15, 2024, and all reporting periods thereafter. StanRTA implemented GASB Statement No. 102 during the 2025 fiscal year.

### S. Future Accounting Pronouncements

**GASB Statement No. 103** – *Financial Reporting Model Improvements*. This statement will be effective for reporting periods beginning after June 15, 2025, and all reporting periods thereafter. StanRTA has not fully judged the impact of implementation of GASB Statement No. 103 on the financial statements.

**GASB Statement No. 104** – *Disclosure of Certain Capital Assets*. This statement will be effective for reporting periods beginning after June 15, 2025, and all reporting periods thereafter. StanRTA has not fully judged the impact of implementation of GASB Statement No. 104 on the financial statements.

**GASB Statement No. 105** – *Subsequent Events*. This statement will be effective for reporting periods beginning after June 15, 2026, and all reporting periods thereafter. StanRTA has not fully judged the impact of implementation of GASB Statement No. 105 on the financial statements.

**NOTE 3 – FEDERAL, STATE, AND LOCAL GRANTS**

Federal Assistance

Under the provisions of the Federal Transit Administration (FTA), funds are available to StanRTA for operating assistance, security, and various capital costs.

Transportation Development Act

StanRTA is subject to the provisions pursuant to Section 6634 of the California Code of Regulations and Sections 99268.4 and 99313.3 of the Public Utilities Code (PUC). StanRTA receives allocations of local transportation funds pursuant to the Transportation Development Act of 1971. These funds are generated within the County of Stanislaus (the County) and are distributed based on annual claims filed by StanRTA.

A. Section 6634

Pursuant to Section 6634, a transit claimant is precluded from receiving monies from the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA) in an amount which exceeds the claimant's costs less the sum of fares received, local support required to meet the fare ratio, Federal operating assistance, and the amount received during the fiscal year from a city or county to which the operator has provided service beyond its boundaries.

The computation of unearned revenue as of June 30, 2025, is as follows:

	<u>June 30, 2025</u>
Operating Assistance:	
LTF operating grant funds	\$ 11,444,998
LTF regional grant funds	167,114
STA grant funds	5,093,794
Low Carbon Transit Operations Program (LCTOP)	221,266
Capital Assistance:	
LTF capital grant funds	35,502,898
LTF regional capital grant funds	583,907
State of Good Repair (SGR) capital grant funds	1,471,755
Measure L and Other	<u>40,604</u>
Total	<u>\$ 54,526,336</u>

**NOTE 3 – FEDERAL, STATE, AND LOCAL GRANTS** (Continued)

Transportation Development Act (Continued)

A. Section 6634 (Continued)

Changes in unearned revenue by funding source for the fiscal year ended June 30, 2025, are summarized as follows:

	<b>Operating Assistance</b>			
	LTF Operating Grant Funds	LTF Regional	STA Grant Funds	LCTOP
Excess funds at July 1, 2024	\$ 15,860,207	\$ 493,534	\$ 6,358,439	\$ 271,797
Prior period adjustments	-	-	-	-
Adjusted total at July 1, 2024	15,860,207	493,534	6,358,439	271,797
Allocation received	16,889,867	920,604	6,719,504	1,368,166
Interest earned	452,237	118	2,027	355
Funds available	33,202,311	1,414,256	13,079,970	1,640,318
Eligible costs	(21,757,313)	(1,247,142)	(7,986,176)	(1,419,052)
Unearned funds at June 30, 2025	<u>\$ 11,444,998</u>	<u>\$ 167,114</u>	<u>\$ 5,093,794</u>	<u>\$ 221,266</u>

	<b>Capital Assistance</b>				
	LTF Capital Grant Funds	LTF Regional	SGR	Other	Total
Excess funds at July 1, 2024	\$ 30,890,426	\$ 583,907	\$ 619,535	\$ 43,175	\$ 55,121,020
Prior period adjustments	-	-	-	-	-
Adjusted total at July 1, 2024	30,890,426	583,907	619,535	43,175	55,121,020
Allocation received	6,356,433	-	1,820,444	729	34,075,747
Interest earned	475,615	-	474	-	930,826
Funds available	37,722,474	583,907	2,440,453	43,904	90,127,593
Eligible costs	(2,219,576)	-	(968,698)	(3,300)	(35,601,257)
Unearned funds at June 30, 2025	<u>\$ 35,502,898</u>	<u>\$ 583,907</u>	<u>\$ 1,471,755</u>	<u>\$ 40,604</u>	<u>\$ 54,526,336</u>

B. Sections 99268.4 and 99405

Section 99268.4 indicates that, in the case of an operator that is providing services using vehicles for the exclusive use of elderly and handicapped persons, the operator shall be eligible for the Local Transportation Funds commencing with claims for the 1980-81 fiscal year if it maintains, for the fiscal year, a ratio of fare revenue to operating costs at least equal to 10-percent for the elderly and handicapped service or a ratio of fare revenue to combined operating costs at least equal to 18-percent.

Section 99405(c) indicates that the 50-percent limitation shall not apply to the allocation to a city, county, or transit district for services under contract pursuant to subdivision (c) or (d) of Section 99400. The city, county, or transit district shall be subject to Sections 99268.3, 99268.4, 99268.5, or 99268.9, as the case may be, and shall be deemed an operator for purposes of those sections, or shall be subject to regional, countywide, or county subarea purposes of those sections, or shall be subject to regional, countywide, or county subarea performance criteria, local match requirements, or fare recovery ratios adopted by resolution of the transportation planning agency or the county transportation commission for those services.

#### **NOTE 4 – CASH AND INVESTMENTS**

Cash and investments are classified in the accompanying financial statements as follows:

Cash	\$ 35,414,821
Investments	<u>12,101,345</u>
Total	<u>\$ 47,516,166</u>

StanRTA is authorized under California Government Code to make direct investments in local agency bonds, notes, or warrants within the State; U.S. Treasury instruments; registered State warrants or treasury notes; securities of the U.S. Government, or its agencies; bankers acceptances; commercial paper; certificates of deposit placed with commercial banks and/or savings and loan companies; repurchase or reverse repurchase agreements; medium term corporate notes; shares of beneficial interest issued by diversified management companies; certificates of participation; obligations with first priority security; and collateralized mortgage obligations as specified in Section 53600. StanRTA does not have a formal policy for investments that is more restrictive than the noted Government Code.

#### **Interest Rate Risk**

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. StanRTA does not have a formal policy related to its investments interest rate risk.

Information about the sensitivity of the fair value of StanRTA's investments is provided in the following table that shows the distribution of StanRTA's investment as of June 30, 2025.

<u>Investment Type</u>	<u>Total</u>	<u>Remaining Maturity (in Months) 12 Months or Less</u>
Fixed Income - Government Bonds	<u>\$ 12,101,345</u>	<u>\$ 12,101,345</u>
Total	<u>\$ 12,101,345</u>	<u>\$ 12,101,345</u>

#### **Credit Risk**

Credit risk is the risk that the issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Holdings held by the trustee are insured by the trust agreement. StanRTA's investments are in government bonds, which are typically diversified and carry lower credit risk compared to individual securities. These funds are not separately rated but are managed to maintain a high credit quality. StanRTA does not have a formal policy related to its investments credit risk.

#### **Custodial Credit Risk – Deposits**

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, StanRTA will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. StanRTA does not have a policy for custodial credit risk for deposits. The California Government Code does not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, other than the following provision for deposits. The California Government Code requires that a financial institution secure deposit made by State or local government units by pledging securities in an undivided collateral pool held by a depository regulated under State law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110 percent of the total amount deposited by the public agencies. California law also allows financial institutions to secure deposits by pledging first trust deed mortgage notes having a value of 150 percent of the secured public deposits.

**NOTE 4 – CASH AND INVESTMENTS** (Continued)

Fair Value Hierarchy

StanRTA categorizes its fair value measurements within the fair value hierarchy established by accounting principles generally accepted in the United States of America.

Various inputs are used in determining the value of StanRTA's investments and other financial instruments. The inputs or methodology used for valuing securities are not necessarily an indication of the risk associated with investing in those securities. These inputs are summarized in the three broad levels:

- Level 1: Investment reflected prices quoted in active markets;
- Level 2: Investments reflected prices that are similar observable asset either directly or indirectly, including quoted prices for similar securities, interest rates, prepayment speeds, credit risk, etc.; and
- Level 3: Investments reflected based on significant unobservable inputs (including StanRTA's own assumptions in determining the fair value of investments).

StanRTA has the following recurring fair value measurements as of June 30, 2025:

June 30, 2025	Fair Value	Fair Value Measurements at Reporting Date Using:		
		Quoted Prices in Active Markets for Identical Assets/Liabilities (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Fixed Income - Government Bonds	\$ 12,101,345	\$ 12,101,345	\$ -	\$ -
Total	\$ 12,101,345	\$ 12,101,345	\$ -	\$ -

## NOTE 5 – CAPITAL ASSETS

A summary of changes in capital assets for the fiscal year ended June 30, 2025, is as follows:

	Balance June 30, 2024	Additions	Retirements	Reclassifications/ Adjustments	Balance June 30, 2025
Capital Assets, Not Being Depreciated/Amortized:					
Construction in progress (includes buses not yet placed in service)	\$ -	\$ 1,263,770	\$ -	\$ -	\$ 1,263,770
Total Capital Assets Not Being Depreciated/Amortized	-	1,263,770	-	-	1,263,770
Capital Assets, Being Depreciated/Amortized:					
Buildings	1,597,053	91,459	-	-	1,688,512
Vehicles	56,743,709	692,099	(295,520)	211,489	57,351,777
Equipment	1,772,325	-	-	(211,489)	1,560,836
Software	227,623	-	-	-	227,623
Computer Equipment Hardware	1,233,027	-	-	-	1,233,027
Total Capital Assets, Being Depreciated/Amortized	61,573,737	783,558	(295,520)	-	62,061,775
Less Accumulated Depreciation/Amortization	(27,005,500)	(5,424,747)	295,520	-	(32,134,727)
Total Capital Assets, Being Depreciated/Amortized, Net	34,568,237	(4,641,189)	-	-	29,927,048
Right-of-Use Assets, Amortizable:					
Buildings	491,578	-	(9,534)	-	482,044
Software	506,416	100,706	-	-	607,122
Total Right-of-Use Assets, Being Amortized	997,994	100,706	(9,534)	-	1,089,166
Less Accumulated Amortization for:					
Buildings	(284,583)	(105,214)	9,534	-	(380,263)
Software	(257,296)	(103,878)	-	-	(361,174)
Total Accumulated Amortization	(541,879)	(209,092)	9,534	-	(741,437)
Total Capital Assets, Net	\$ 35,024,352	\$ (4,749,575)	\$ -	\$ -	\$ 31,538,547

Depreciation expense and amortization expense were \$5,424,747 and \$209,092, respectively, for the fiscal year ended June 30, 2025.

## NOTE 6 – LEASES

### *Lessee Activities – Properties*

On July 1, 2021, StanRTA entered into a 60-month lease as Lessee for the use of property located at 912 11<sup>th</sup> Street, Modesto, California. An initial liability was recorded in the amount of \$438,911 on July 1, 2021. As of June 30, 2025, the value of the lease liability is \$101,796. StanRTA is required to make monthly fixed payments of \$7,975 for the first two years with a 3% increase each year thereafter. StanRTA is utilizing an estimated incremental borrowing rate of 5.0%.

On March 24, 2023, StanRTA entered into a 39-month lease as Lessee for the use of additional premises, Suite 201-2 and 201-3, located at 912 11<sup>th</sup> Street, Modesto, California. An initial liability was recorded in the amount of \$43,133 on March 24, 2023. As of June 30, 2025, the value of the lease liability is \$14,394. StanRTA is required to make monthly fixed payments of \$1,150 for the first year with a 3% increase each year thereafter. StanRTA is utilizing an estimated incremental borrowing rate of 5.0%.

On March 6, 2023, StanRTA entered into a 24-month lease as lessee with automatic renewal for successive periods of one year for the use of property located at 34243 Chrisman Road, Tracy, California. An initial liability was recorded in the amount of \$9,534 on March 6, 2023. As of June 30, 2025, the value of the lease liability is \$0.

**NOTE 6 – LEASES** (Continued)

*Lessee Activities – Properties* (Continued)

As of June 30, 2025, the future principal and interest payments related to all property leases are as follows:

Fiscal Year Ending June 30,	Principal	Interest
2026	\$ 116,190	\$ 3,172
Total	<u>\$ 116,190</u>	<u>\$ 3,172</u>

*Lessee Activities – SBITAs*

On October 1, 2019, the Stanislaus County StaRT entered into a 60-month lease as Lessee with Remix Software, Inc., for use of software. The lease was carried over and renewed for an additional 36 months with StanRTA on November 1, 2021, after the formation of StanRTA. An initial liability was recorded in the amount of \$74,833 on November 1, 2021. The lease was renewed for an additional 36 months on November 1, 2024. As of June 30, 2025, the value of the lease liability is \$73,492. StanRTA is required to make fixed annual payments per the payment schedule.

On December 10, 2019, the City of Modesto entered into a 60-month lease as Lessee with Ecolane USA, Inc., for use of software. The lease was carried over and renewed for an additional 60 months with StanRTA on March 23, 2023, after the formation of StanRTA. An initial liability was recorded in the amount of \$431,583 on March 23, 2023. As of June 30, 2025, the value of the lease liability is \$174,160. StanRTA is required to make fixed annual payments per the payment schedule.

As of June 30, 2025, the future principal and interest payments related to SBITA leases are as follows:

Fiscal Year Ending June 30,	Principal	Interest
2026	\$ 105,222	\$ 4,767
2027	112,008	2,212
2028	30,422	182
Total	<u>\$ 247,652</u>	<u>\$ 7,161</u>

**NOTE 7 – SCHEDULE OF FAREBOX RECOVERY RATIO**

StanRTA is subject to the provisions of PUC Section 99270.1 and Section 6633.2 of Title 21, Chapter 3, Subchapter 2 of the California Code of Regulations requiring the calculation and adherence of fare revenue and local support ratios for Transportation Development Act (TDA) transit funding. Accordingly, StanRTA must maintain a farebox recovery ratio equaling to or exceeding 15% for both the Paratransit System and the Fixed Route System for the fiscal year ended June 30, 2025. The farebox recovery ratio is determined by comparing the TDA revenues to expenses as defined by the TDA. After allocation of indirect costs to each type of service and taking into consideration certain cost exemption provisions of the TDA, StanRTA's farebox recovery ratios for the fiscal year ended June 30, 2025, were 26.45% for the Paratransit System and 29.68% for the Fixed Route System, as calculated below, which indicates that StanRTA met its farebox recovery ratio targets for the fiscal year ended June 30, 2025.

**NOTE 7 – SCHEDULE OF FAREBOX RECOVERY RATIO (Continued)**

	<u>Paratransit</u>	<u>Fixed Route</u>	<u>Combined</u>
<b>Transit Operating Revenues:</b>			
Paratransit Fares	\$ 353,694	\$ -	\$ 353,694
Fixed Route Fares	-	1,277,054	1,277,054
LCTOP Free Fares	-	1,418,651	1,418,651
Special Fares	4,000	236,000	240,000
Advertising	-	1,850	1,850
Auxiliary	7,100	66,527	73,627
Interest	-	465	465
Measure L	102,250	668,721	770,971
FTA	1,810,598	6,180,372	7,990,970
<b>Total Transit Operating Revenues</b>	<u>\$ 2,277,642</u>	<u>\$ 9,849,640</u>	<u>\$ 12,127,282</u>
<b>Transit Operating Expenses:</b>			
Paratransit Operating	\$ 8,610,585	\$ -	\$ 8,610,585
Fixed Route Operating	-	33,183,776	33,183,776
<b>Total Operating Expenses</b>	<u>\$ 8,610,585</u>	<u>\$ 33,183,776</u>	<u>\$ 41,794,361</u>
<b>Farebox Recovery Ratio - June 30, 2025</b>	<u>26.45%</u>	<u>29.68%</u>	<u>29.02%</u>

**NOTE 8 – COMPENSATED ABSENCES**

In accordance with GASB Statement No. 101, *Compensated Absences*, StanRTA recognizes a liability for compensated absences when (1) the leave is attributable to services already rendered, (2) the leave accumulates and carries forward, and (3) the leave is more likely than not to be used for time off or otherwise paid or settled. Accumulated unpaid sick time, vacation pay, and management leave are measured using current pay rates, and were accrued at June 30, 2025, in the amount of \$602,205. Compensated absences at the beginning of the year were \$591,315, with \$10,890 accrued by employees during the year. StanRTA reports the entire balance within current liabilities, as it expects employees to use it annually. Vacation is capped at 650 hours and is paid out at 100% upon retirement or termination. There is no cap on sick time. Upon termination, the first 600 hours are paid out at 25% and any excess hours are applied to employee's retirement, years of service hours. If an employee retires, the first 600 hours are paid out at 75% and the same rule applies for excess hours. If an employee is terminated within one year of employment, sick time is not eligible for pay out.

A schedule of changes in compensated absences for the fiscal year ended June 30, 2025, is as follows:

	<u>June 30, 2024</u>	<u>Beginning Salary Adjustment</u>	<u>Additions</u>	<u>Deletions</u>	<u>June 30, 2025</u>	<u>Due Within One Year</u>
Compensated Absences, Net	\$ 591,315	\$ 11,828	\$ 323,307	\$ (324,245)	\$ 602,205	\$ 602,205

**NOTE 9 – DEFERRED COMPENSATION PLAN**

StanRTA offers its employees a 457(b) deferred compensation plan which is a tax-deferred retirement savings account that allows employees to defer a portion of their salary for later payment. All employees may contribute to a 457(b) deferred compensation plan, but only full-time exempt employees receive an employer contribution. This plan is administered by Nationwide and examined by the insurance commissioner of California. The employer contribution to 457(b) for fiscal year ending June 30, 2025, was \$46,746.

**NOTE 10 – SUBSEQUENT EVENTS**

In compliance with accounting standards, management has evaluated events that have occurred after fiscal year-end to determine if these events are required to be disclosed in the basic financial statements. Events were considered through February 19, 2026, which is the date the financial statements were available to be issued. There were no subsequent events with a material effect on the financial statements or note disclosures that took place after June 30, 2025.

## **OTHER REPORTS**

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL  
REPORTING AND ON COMPLIANCE WITH THE TRANSPORTATION DEVELOPMENT  
ACT AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS  
PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To the Board of Directors  
Stanislaus Regional Transit Authority  
Modesto, California

We have audited, 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 financial statements of the Stanislaus Regional Transit Authority (StanRTA) as of and for the fiscal year ended June 30, 2025, and related notes to basic financial statements, which collectively comprise StanRTA's basic financial statements, and have issued our report thereon dated February 19, 2026.

**Report on Internal Control Over Financial Reporting**

In planning and performing our audit of the basic financial statements, we considered StanRTA's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of StanRTA's internal control. Accordingly, we do not express an opinion on the effectiveness of StanRTA's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of StanRTA's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

**Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether StanRTA's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our procedures included the applicable audit procedures contained in §6667 of

Title 21 of California Code of Regulations and tests of compliance with the applicable provisions of the Transportation Development Act. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* or the Transportation Development Act.

**Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of StanRTA's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering StanRTA's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

BROWN ARMSTRONG  
ACCOUNTANCY CORPORATION

Handwritten signature in blue ink that reads "Brown Armstrong Accountancy Corporation".

Stockton, California  
February 19, 2026

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## INDEPENDENT AUDITOR'S REPORT ON STATE COMPLIANCE

To the Board of Directors  
Stanislaus Regional Transit Authority  
Modesto, California

### Report on Compliance with Transportation Development Act Requirements Opinion

We have audited the Stanislaus Regional Transit Authority's (StanRTA) compliance with California Transportation Development Act (TDA) requirements that funds allocated to and received by StanRTA were expended in conformance with applicable statutes, rules, and regulations of the TDA as required by Sections 6666 and 6667 of Title 21, Division 3, Chapter 2, Article 5.5 of the California Code of Regulations during the fiscal year ended June 30, 2025.

In our opinion, StanRTA complied, in all material respects, with the compliance requirements referred to above that are applicable to StanRTA for the fiscal year ended June 30, 2025.

### Basis for Opinion

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the applicable statutes, rules, and regulations of the TDA. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of StanRTA and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion. Our audit does not provide a legal determination of StanRTA's compliance with the compliance requirements referred to above.

### Responsibility of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to StanRTA's operations and programs.

### Auditor's Responsibility for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on StanRTA's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS; *Government Auditing Standards*; and the applicable statutes, rules, and regulations of the TDA will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve

collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about StanRTA's compliance with the requirements of StanRTA's TDA program as a whole.

In performing an audit in accordance with GAAS; *Government Auditing Standards*; and the applicable statutes, rules, and regulations of the TDA, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding StanRTA's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of StanRTA's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the applicable statutes, rules, and regulations of the TDA, but not for the purpose of expressing an opinion on the effectiveness of StanRTA's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

### **Report on Internal Control over Compliance**

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the applicable statutes, rules, and regulations of the TDA. Accordingly, this report is not suitable for any other purpose.

BROWN ARMSTRONG  
ACCOUNTANCY CORPORATION

*Brown Armstrong  
Accountancy Corporation*

Stockton, California  
February 19, 2026

**STANISLAUS REGIONAL TRANSIT AUTHORITY**  
**INDEPENDENT ACCOUNTANT'S REPORT**  
**ON APPLYING AGREED-UPON PROCEDURES**  
**FEDERAL TRANSIT ADMINISTRATION**  
**NATIONAL TRANSIT DATABASE REPORT**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2025**

**INDEPENDENT ACCOUNTANT'S REPORT  
ON APPLYING AGREED-UPON PROCEDURES**

To the Board of Directors and  
Letti Ortiz, Director of Grants and Administration  
Stanislaus Regional Transit Authority  
Modesto, California

The Federal Transit Administration (FTA) has established the following standards with regard to the data reported to it in the Federal Funding Allocation Statistics Form (FFA-10) of Stanislaus Regional Transit Authority's (StanRTA) annual National Transit Database (NTD) report:

1. A system is in place and maintained for recording data in accordance with NTD definitions. The correct data are being measured and no systematic errors exist.
2. A system is in place to record data on a continuing basis, and the data gathering is an ongoing effort.
3. Source documents are available to support the reported data and are maintained for FTA review and audit for a minimum of three years following FTA's receipt of the NTD report. The data are fully documented and securely stored.
4. A system of internal controls is in place to ensure the data collection process is accurate and that the recording system and reported comments are not altered. Documents are reviewed and signed by a supervisor, as required.
5. The data collection methods are those suggested by FTA or otherwise meet FTA requirements.
6. The deadhead miles, computed as the difference between the reported total actual vehicle miles data and the reported total actual Vehicle Revenue Miles (VRM) data, appear to be accurate.
7. Data are consistent with prior reporting periods and other facts known about the StanRTA's operations.

We have performed the procedures enumerated below to the data contained in StanRTA's FFA-10 for the fiscal year ended June 30, 2025. Such procedures, which were specified by the FTA in the Declarations Section of the 2025 *NTD Policy Manual* and were agreed to by StanRTA, were applied to assist you in evaluating whether StanRTA complied with the standards described in the first paragraph of this report and that the information included in StanRTA's FFA-10 for the fiscal year ended June 30, 2025, is presented in conformity with the requirements of the Uniform System of Accounts (USOA) and Records and Reporting System; Final Rule, as specified in 49 Code of Federal Regulations (CFR) Part 630, Federal Register, dated January 15, 1993; and as presented in the 2025 *NTD Policy Manual*. StanRTA management is responsible for compliance with the standards described above.

StanRTA has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

#### Procedures:

The procedures listed below, which are referenced in order to correspond to the *2025 NTD Policy Manual* procedures, were performed separately to each of the information systems used to develop the reported actual vehicle revenue miles (VRM), passenger miles traveled (PMT), and operating expenses (OE) of StanRTA for the fiscal year ended June 30, 2025, for each of the following modes:

- Purchased Transportation (PT):
  - Motor Bus Purchased Transportation (MB PT)
  - Commuter Bus Purchased Transportation (CB PT)
  - Demand Response Purchased Transportation (DR PT)

The procedures performed and associated findings are as follows:

- A. Obtain and read a copy of written system procedures for reporting and maintaining data in accordance with NTD requirements and definitions set forth in 49 CFR Part 630, Federal Register, dated January 15, 1993, and as presented in the *2025 NTD Policy Manual*. If there are no procedures available, discuss the procedures with the personnel assigned responsibility for supervising the NTD data preparation and maintenance.

Result: We obtained and read a copy of the written system procedures for reporting and maintaining data in accordance with the NTD requirements and definitions set forth in 49 CFR Part 630, Federal Register, dated January 15, 1993, and as presented in the *2025 NTD Policy Manual*, with StanRTA personnel assigned responsibility for supervising the preparation and maintenance of NTD data. No exceptions were noted as a result of applying this procedure.

- B. Discuss the procedures (written or informal) with the personnel assigned responsibility for supervising the preparation and maintenance of NTD data to determine:

- The extent to which the transit agency followed the procedures on a continuous basis, and
- Whether these transit personnel believe such procedures result in accumulation and reporting of data consistent with NTD definitions and requirements set forth in 49 CFR Part 630, Federal Register, dated January 15, 1993, and as presented in the *2025 NTD Policy Manual*.

Result: We discussed with StanRTA personnel the procedures noted in (A) above to gain an understanding of the extent to which StanRTA follows the procedures on an ongoing basis and that such procedures support the process for the accumulation and reporting of data consistent with the *2025 NTD Policy Manual* requirements and definitions as set forth in the USOA and Records and Reporting System; Final Rule, as specified in 49 CFR Part 630, Federal Register, dated January 15, 1993; and as presented in the *2025 NTD Policy Manual*. No exceptions were noted as a result of applying this procedure.

- C. Ask these same personnel about the retention policy that the transit agency follows as to source documents supporting NTD data reported on the FFA-10.

Result: We verified that StanRTA's retention policy regarding source documents supporting the FFA-10 data reported is a minimum of seven years, which exceeds the FTA's minimum requirement of three years. No exceptions were noted as a result of applying this procedure.

- D. Based on a description of the transit agency's procedures from items (A) and (B) above, identify all the source documents that the transit agency must retain for a minimum of three years. For each type of source document, select three months out of the year and determine whether the document exists for each of these periods.

Result: We identified the following source documents (18 types of source documents – ten are prepared annually, eight are prepared monthly) that StanRTA must retain for a minimum of three years.

<b>Form</b>	<b>No.</b>	<b>Source Documented</b>	<b>Frequency</b>
B-30 Contractual Relationship	1	Transaction Detail Report	Annually
F-10 Sources of Funds	2	Transaction Detail Report	Annually
F-20 Uses of Capital	3	Transaction Detail Report	Annually
F-30/F-40 Operating Expenses	4	Transaction Detail Report	Annually
F-60 Financial Statement	5	Statement of Net Position	Annually
A-10 Stations & Maintenance Facilities	6	Lease Agreements	Annually
A-15 TAM Facilities Inventory	7	Lease Agreements	Annually
A-30 Revenue Vehicle Inventory	8	Maintenance Invoices - Fuel	Monthly
	9	CNG Fuel Invoices	Monthly
	10	Electricity Invoices	Monthly
	11	TransTrack Fleet Report	Monthly
A-35 Service Vehicle Inventory	12	TransTrack Fleet Report	Annually
A-90 TAM PMT	13	PMT Reports	Annually
S-10 Service Non-Rail	14	Ecolane Summary	Monthly
	15	Genfare LLC Report	Monthly
	16	Contractor Invoices - Transdev	Monthly
R-20 Maintenance Performance	17	Maintenance Reports	Monthly
FFA-10	18	Transaction Detail Report	Annually

For each of the eight types of monthly source documents, we randomly selected three months (September 2024, February 2025, and April 2025) related to the fiscal year ended June 30, 2025, and noted that the source document existed for each of these months. For each of the ten types of annual source documents, we selected the year ended June 30, 2025, and determined that the source documents exist. No exceptions were noted as a result of applying this procedure.

- E. Discuss the system of internal controls. Inquire whether separate individuals (independent of the individuals preparing source documents and posting data summaries) review the source documents and data summaries for completeness, accuracy, and reasonableness and how often these individuals perform such reviews.

Result: Per inquiry with StanRTA personnel, individuals preparing source documents were independent of individuals posting data summaries; reviewing the source documents; and summarizing data for completeness, accuracy, and reasonableness. Invoices were reviewed and approved by the procurement officer, project managers, or directors before entry into the system and approved by the finance director for payments. Reports were reviewed by the director, analysts, and planners as prepared. Reviews of source documents and data summaries are performed on a monthly and annual basis. No exceptions were noted as a result of applying this procedure.

- F. Select a random sample of the source documents and determine whether supervisors' signatures are present as required by the system of internal controls. If supervisors' signatures are not required, inquire how personnel document supervisors' reviews.

Result: Per inquiries with clients, no signatures are required on reports as part of the report review process currently. However, the Chief Executive Officer (CEO) reviewed all documentation before submitting to the NTD. We haphazardly selected and reviewed three monthly source documents. We noted supervisors' signatures on the source documents. No exceptions were noted as a result of applying this procedure.

- G. Obtain the worksheets used to prepare the final data that the transit agency transcribes onto the Federal Funding Allocation Statistics Form. Compare the periodic data included on the worksheets to the periodic summaries prepared by the transit agency. Test the arithmetical accuracy of the summaries.

Result: We obtained StanRTA's year-end service allocation worksheets for each mode of service that are used to prepare the final data that is transcribed onto the FFA-10. We compared the periodic data, vehicle revenue miles (VRM), vehicle revenue hours (VRH), passenger miles traveled (PMT), unlinked passenger trips (UPT), operating expenses (OE), and service allocation percentage included in the worksheets to the periodic summaries source documents - Transit Agency Service Form (S-10) and Operating Expenses Form (F-30) prepared by StanRTA. We tested the mathematical accuracy of the summaries. No exceptions were noted as a result of applying this procedure.

- H. Discuss the procedure for accumulating and recording PMT data in accordance with NTD requirements with transit agency staff. Inquire whether the procedure is one of the methods specifically approved in the *2025 NTD Policy Manual*.

Result: We discussed the procedure for accumulating and recording PMT data in accordance with NTD requirements with transit agency staff. StanRTA is Automatic Passenger Counter (APC) certified for Motor Bus Purchased Transportation (MB PT) and Commuter Bus Purchased Transportation (CB PT) services. In order to receive this certification, the APCs need to be vetted against actual boarding and alighting on the bus. This is done by video monitoring or on the bus surveys. No exceptions were noted as a result of applying this procedure.

- I. Discuss with transit agency staff the transit agency's eligibility to conduct statistical sampling for PMT data every third year. Determine whether the transit agency meets NTD criteria that allow transit agencies to conduct statistical samples for accumulating PMT data every third year rather than annually. Specifically:

- According to the most recent census, the public transit agency serves an urbanized area (UZA) with a population less than 500,000.
- The public transit agency directly operates fewer than 100 revenue vehicles in all modes in annual maximum revenue service (VOMS) (in any size UZA).
- Service purchased from a seller is included in the transit agency's NTD report.
- For transit agencies that meet one of the above criteria, review the NTD documentation for the most recent mandatory sampling year and determine that statistical sampling was conducted and meets the 95 percent confidence and  $\pm 10$  percent precision requirements.
- Determine how the transit agency estimated annual PMT for the current report year.

Result: We discussed with StanRTA personnel the eligibility criteria to conduct statistical sampling. StanRTA is Automatic Passenger Counter (APC) certified for Motor Bus Purchased Transportation (MB PT) and Commuter Bus Purchased Transportation (CB PT) services. StanRTA calculated the PMT with APC for both mode types using Avail's Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL). No exceptions were noted as a result of applying this procedure.

- J. Obtain a description of the sampling procedure for estimation of PMT data used by the transit agency. Obtain a copy of the transit agency's working papers or methodology used to select the actual sample of runs for recording PMT data. If the transit agency used average trip length, determine that the universe of runs was the sampling frame. Determine that the methodology used to select specific runs from the universe resulted in a random selection of runs. If the transit agency missed a selected sample run, determine that a replacement sample run was random. Determine that the transit agency followed the stated sampling procedures.

Result: See H and I above. StanRTA calculated the PMT with APC for both mode types using Avail's Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL). No exceptions were noted as a result of applying this procedure.

- K. Select a random sample of the source documents for accumulating PMT data and determine that the data are complete (all required data are recorded) and that the computations are accurate. Select a random sample of the accumulation periods and recompute the accumulations for each of the selected periods. List the accumulations periods that were tested. Test the arithmetical accuracy of the summary. Alternatively, if the agency uses APCs for PMT reporting, confirm that the agency has FTA's approval to report APC data for the current year. Obtain the report that provides PMT totals for the year from the APC system. Compare the data in this report to the NTD report.

Result: StanRTA provided PMT to NTD annually. We reviewed the PMT data and determined that the data are complete. In addition, we confirmed that StanRTA has FTA's approval to report APC data for the current year. No exceptions were noted as a result of applying this procedure.

- L. Discuss the procedures for systematic exclusion of charter, school bus, and other ineligible vehicle miles from the calculation of actual VRM with transit agency staff and determine that they follow the stated procedures. Select a random sample of the source documents used to record charter and school bus mileage and test the arithmetical accuracy of the computations.

Result: This procedure is not applicable. Based on discussions with StanRTA personnel, StanRTA does not provide a charter or school bus service.

- M. For actual VRM data, document the collection and recording methodology and determine that deadhead miles are systematically excluded from the computation. This is accomplished as follows:

- 1) If actual VRMs are calculated from schedules, document the procedures used to subtract missed trips. Select a random sample of the days that service is operated, and re-compute the daily total of missed trips and missed VRMs. Test the arithmetical accuracy of the summary.
- 2) If actual VRMs are calculated from hubodometers, document the procedures used to calculate and subtract deadhead mileage. Select a random sample of the hubodometer readings and determine that the stated procedures for hubodometer deadhead mileage adjustments are applied as prescribed. Test the arithmetical accuracy of the summary of intermediate accumulations.
- 3) If actual VRMs are calculated from vehicle logs, select random samples of the vehicle logs and determine that the deadhead mileage has been correctly computed in accordance with FTA definitions.

Result:

- 1) This procedure is not applicable. Per review of the supporting documents, StanRTA does not calculate actual VRMs from schedules.
- 2) This procedure is not applicable. Per review of the supporting documents, StanRTA does not calculate actual VRMs from hubodometers.

3) For VRMs calculated from vehicle logs, we selected the months of September 2024, February 2025, and April 2025 for testing. Per review of the supporting documents, the deadhead mileage has been correctly computed in accordance with FTA definitions. No exceptions were noted as a result of applying this procedure.

N. For rail modes, review the recording and accumulation sheets for actual VRMs and determine that locomotive miles are not included in the computation.

Result: This procedure is not applicable. Based on discussions with StanRTA personnel, StanRTA does not provide rail service.

O. If fixed guideway (FG) or High Intensity Busway (HIB) directional route miles (DRM) are reported, interview the person responsible for maintaining and reporting NTD data whether the operations meet FTA definition of FG or HIB in that the service is:

- Rail, trolleybus (TB), ferryboat (FB), or aerial tramway (TR); or
- Bus (MB, CB, or RB) service operating over exclusive or controlled access rights-of-way (ROW); and
  - Access is restricted;
  - Legitimate need for restricted access is demonstrated by peak period level of service D or worse on a parallel adjacent highway;
- Restricted access is enforced for freeways; priority lanes used by other high occupancy vehicles (HOV) (i.e., vanpools (VP), carpools) must demonstrate safe operation.

Result: This procedure is not applicable. Based on discussions with StanRTA personnel, StanRTA does not operate FG or HIB service.

P. Discuss the measurement of FG and HIB DRM with the person reporting NTD data and determine that he or she computed mileage in accordance with FTA definitions of FG/HIB and DRM. Inquire of any service changes during the year that resulted in an increase or decrease in DRMs. If a service change resulted in a change in overall DRMs, recompute the average monthly DRMs, and reconcile the total to the FG/HIB DRM reported on the FFA-10.

Result: This procedure is not applicable. Based on discussions with StanRTA personnel, StanRTA does not operate FG or HIB service.

Q. Inquire if any temporary interruptions in transit service occurred during the report year. If these interruptions were due to maintenance or rehabilitation improvements to an FG segment(s), the following apply:

- Report DRMs for the segment(s) for the entire report year if the interruption is less than 12 months in duration. Report the months of operation on the FG/HIB segments form as 12. The transit agency should document the interruption.
- If the improvements cause a service interruption on the FG/HIB DRMs lasting more than 12 months, the transit agency should contact its NTD validation analyst to discuss. FTA will make a determination on how to report the DRMs.

Result: This procedure is not applicable. Based on discussions with StanRTA personnel, StanRTA does not operate FG service.

R. Measure FG/HIB DRM from maps or by retracing route.

Result: This procedure is not applicable. Based on discussions with StanRTA personnel, StanRTA does not operate FG or HIB service.

- S. Discuss whether other public transit agencies operate service over the same FG/HIB as the transit agency. If yes, determine that the transit agency coordinated with the other transit agency (or agencies) such that the DRMs for the segment of FG/HIB are reported only once to the NTD on the FFA-10. Each transit agency should report the actual VRM, PMT, and OE for the service operated over the same FG/HIB.

Result: This procedure is not applicable. Based on discussions with StanRTA personnel, StanRTA does not operate FG or HIB service.

- T. Review the FG/HIB segments form. Discuss the Agency Revenue Service Start Date for any segments added in the 2025 report year with the persons reporting NTD data. This is the commencement date of revenue service for each FG/HIB segment. Determine that the date reported is the date that the agency began revenue service. This may be later than the Original Date of Revenue Service if the transit agency is not the original operator. If a segment was added for the 2025 report year, the Agency Revenue Service Date must occur within the transit agency's 2025 fiscal year. Segments are grouped by like characteristics. Note that for apportionment purposes, under the State of Good Repair (§5337) and Bus and Bus Facilities (§5339) programs, the 7-year age requirement for FG/HIB segments is based on the report year when the segment is first reported by any NTD transit agency. This pertains to segments reported for the first time in the current report year. Even if a transit agency can document an Agency Revenue Service Start Date prior to the current NTD report year, FTA will only consider segments continuously reported to the NTD.

Result: This procedure is not applicable. Based on discussions with StanRTA personnel, StanRTA does not operate FG or HIB service.

- U. Compare OE with audited financial data after reconciling items are removed.

Result: We compared total operating expenses per Form F-30 to the audited financial statements after removing the reconciling items. No exceptions were noted as a result of applying this procedure.

- V. If the transit agency purchases transportation services, interview the personnel reporting the NTD data on the amount of PT-generated fare revenues. The PT fare revenues should equal the amount reported on the Contractual Relationship form.

Result: We discussed with StanRTA personnel responsible for reporting NTD data related to the amount of PT-generated fare revenues. We compared the PT-generated fare revenues amount reported on the Contractual Relationship Form (Form B-30) to the amount reported in the NTD data. No exceptions were noted as a result of applying this procedure.

- W. If the transit agency's report contains data for purchased transportation (PT) services and the procedures in this auditor's review were not applied to the PT services, obtain a copy of the statement to the report. Note as an exception if the PT services were not included in the auditor's review, and the transit agency also does not have a separate Independent Auditor's Statement for the PT data.

Result: This procedure is not applicable as assurances for the data for PT services are included in StanRTA's FFA-10 data.

- X. If the transit agency purchases transportation (PT) services, obtain a copy of the PT contract and determine that the contract specifies the public transportation services to be provided; the monetary consideration obligated by the transit agency or governmental unit contracting for the service; the period covered by the contract (and that this period overlaps the entire, or a portion of, the period covered by the transit agency's NTD report); and is signed by representatives of both parties to the contract. Interview the person responsible for retention of the executed contract and determine that copies of the contracts are retained for three years.

Result: StanRTA purchased services from Transdev. We have obtained and reviewed copies of StanRTA contracts and amendments. The contracts include the specific services to be provided and monetary consideration, and cover the entire period of the NTD report, and are signed by both parties. All contracts are retained for the duration of the agreement and will be retained for seven years. No exceptions were noted as a result of applying this procedure.

- Y. If the transit agency provides service in more than one UZA, or between an UZA and a non-UZA, inquire of the procedures for allocation of statistics between UZAs and non-UZAs. Obtain and review the FG segment worksheets, route maps, and urbanized area boundaries used for allocating the statistics, and determine that the stated procedures are followed and that the computations are correct.

Result: We discussed with StanRTA personnel the procedures for allocation of statistics between UZAs and non-UZAs and noted that StanRTA’s allocation is based on VRM by jurisdiction. The following table lists StanRTA’s estimated service allocation percentages for the fiscal year ended June 30, 2025:

<b>Mode of Service</b>	<b>Description</b>	<b>UZA</b>	<b>Service Area</b>	<b>Percentage of Service</b>	<b>Dates of Service</b>
MB PT	Motor Bus	58006	Modesto	80.66%	July 1, 2024 - June 30, 2025
		89083	Turlock	2.87%	
		6	Cal-non UZA	16.47%	
DR PT	Demand Response	58006	Modesto	99.96%	July 1, 2024 - June 30, 2025
		6	Cal-non UZA	0.04%	
CB PT	Commuter Bus	85087	Stockton	31.12%	July 1, 2024 - June 30, 2025
		58006	Modesto	19.80%	
		50533	Livermore	38.43%	
		54145	Manteca	5.40%	
		89083	Turlock	1.79%	
		6	Cal-non UZA	3.46%	

Based on vehicle revenue miles driven by jurisdiction.

We obtained StanRTA’s service allocation worksheet, reviewed route maps and UZA boundaries from StanRTA’s website, and determined that stated procedures were followed. We also recalculated the percentage of service allocation for each service area. No exceptions were noted as a result of applying this procedure.

- Z. Compare the data reported on the FFA-10 to the data from the prior report year and calculate the percentage change from the prior year to the current year. For actual VRM, PMT, or OE data that have increased or decreased by more than 10 percent, or FG DRM data that have increased or decreased, interview transit agency management regarding the specifics of operations that led to the increases or decreases in the data relative to the prior reporting period.

Result: We obtained the data reported on the FFA-10 for the fiscal year ended June 30, 2025. Please see comparable data from the prior year below.

Mode	Data	Fiscal Year		Change	% Change	Note
		2025	2024			
MB PT						
	VRM	3,561,460	3,523,767	37,693	1%	
	VRH	239,414	222,659	16,755	8%	
	PMT	12,848,541	12,514,893	333,648	3%	
	UPT	3,330,140	2,930,986	399,154	14%	a
	OE	\$ 32,782,167	\$ 31,035,695	\$ 1,746,472	6%	
DR PT						
	VRM	1,200,536	1,078,725	121,811	11%	b
	VRH	84,358	72,997	11,361	16%	c
	PMT	1,514,234	1,506,425	7,809	1%	
	UPT	153,674	152,262	1,412	1%	
	OE	\$ 8,619,929	\$ 8,652,694	\$ (32,765)	0%	
CB PT						
	VRM	351,219	346,908	4,311	1%	
	VRH	10,416	9,820	596	6%	
	PMT	1,245,206	1,126,886	118,320	10%	d
	UPT	54,498	48,589	5,909	12%	e
	OE	\$ 2,024,438	\$ 2,080,038	\$ (55,600)	-3%	

- a. StanRTA collected ridership data using the GFI Farebox system during fiscal year 2024. Beginning in fiscal year 2025, StanRTA was authorized to use the APC system for ridership data collection.
- b. Vehicle Revenue Miles (VRM) increased by 11 percent (121,811 miles) compared to the prior period. The increase coincided with a net increase of eight vehicles in operation (VOMS) and higher ride volume during the period.
- c. Vehicle Revenue Hours (VRH) increased by approximately 16 percent (11,361 hours) compared to the prior period. During the period, StanRTA expanded paratransit services, including the addition of 16 cutaway vehicles and the retirement of eight vehicles, resulting in a net increase of eight vehicles in operation (VOMS). The period also included an increase of 4,000 rides that required more hours.
- d. During fiscal year 2024-25, StanRTA implemented additional commuter bus trips, which coincided with an increase in Passenger Miles Traveled (PMT).
- e. StanRTA collected ridership data using the GFI Farebox system during fiscal year 2024. Beginning in fiscal year 2025, StanRTA was authorized to use the APC system for ridership data collection.

AA. The auditor should document the specific procedures followed, documents reviewed, and tests performed in the workpapers. The workpapers should be available for FTA review for a minimum of three years following the NTD report year. The auditor may perform additional procedures, which are agreed to by the auditor and the transit agency, if desired. The auditor should clearly identify the additional procedures performed in a separate attachment to the statement as procedures that were agreed to by the transit agency and the auditor but not by FTA.

Result: We documented the procedures performed and the results of those procedures in our workpapers. The workpapers are available for FTA review for a minimum of three years following the NTD report year. No additional procedures were performed.

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We were engaged by StanRTA to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to, and did not, conduct an examination or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on the procedures and findings included in this report. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of StanRTA and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely for the information and use of StanRTA management and the FTA and is not intended to be, and should not be, used by anyone other than these specified parties.

BROWN ARMSTRONG  
ACCOUNTANCY CORPORATION

*Brown Armstrong  
Accountancy Corporation*

Stockton, California  
February 19, 2026

To the Honorable Board of Directors  
Stanislaus Regional Transit Authority  
Modesto, California

We have audited the financial statements of the business-type activities of Stanislaus Regional Transit Authority (StanRTA) for the year ended June 30, 2025. Professional standards require that we provide you with information about our responsibilities under auditing standards generally accepted in the United States of America, *Government Auditing Standards*, and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated August 4, 2025. Professional standards also require that we communicate to you the following information related to our audit.

### **Significant Audit Matters**

#### *Qualitative Aspects of Accounting Practices*

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by StanRTA are described in Note 1 to the financial statements. StanRTA adopted Governmental Accounting Standards Board (GASB) Statement No. 101 – *Compensated Absences*, and GASB Statement No. 102 – *Certain Risk Disclosures* during the year ended June 30, 2025. We noted no transactions entered into by StanRTA during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting StanRTA's financial statements are:

- Management's estimates of the discount rate for the purpose of calculating the right-to-use assets and the related liabilities for leases and subscription-based information technology arrangements (SBITAs) are based on StanRTA's borrowing rate.
- Estimated Useful Lives of Capital Assets, Right-To-Use Lease Assets, and Right-To-Use Subscription Assets – Management estimates the lives of capital assets and intangible assets for purposes of calculation annual depreciation/amortization expense to be reported in the StanRTA's Statement of Revenues, Expenses, and Changes in Net Position.
- *Compensated Absences* – Management estimates are based on employee leave balances and historical usage rate in accordance with GASB Statement No. 101.

We evaluated the key factors and assumptions used to develop the estimates in determining that they are reasonable in relation to the financial statements taken as a whole.

The financial statement disclosures are neutral, consistent, and clear.

#### *Difficulties Encountered in Performing the Audit*

We encountered no significant difficulties in dealing with management in performing and completing our audit.

*Corrected and Uncorrected Misstatements*

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to each opinion unit’s financial statements taken as a whole.

*Disagreements with Management*

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor’s report. We are pleased to report that no such disagreements arose during the course of our audit.

*Management Representations*

We have requested certain representations from management that are included in the management representation letter dated February 19, 2026.

*Management Consultations with Other Independent Accountants*

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a “second opinion” on certain situations. If a consultation involves application of an accounting principle to StanRTA’s financial statements or a determination of the type of auditor’s opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

*Other Audit Findings or Issues*

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as StanRTA’s auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

**Other Matters**

We applied certain limited procedures to Management’s Discussion and Analysis, which is required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management’s responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

**Restriction on Use**

This information is intended solely for the information and use of the Board of Directors and management of StanRTA and is not intended to be, and should not be, used by anyone other than these specified parties.

BROWN ARMSTRONG  
ACCOUNTANCY CORPORATION  
*Brown Armstrong*  
*Accountancy Corporation*

Stockton, California  
February 19, 2026

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** February 26, 2026  
**TO:** Board of Directors  
**FROM:** Letti Ortiz, Director of Finance & Administration  
**RE:** Fiscal Year 2025-2026 Mid-Year Fiscal Update

**Agenda Item: [7B]**

**Background:**

On March 27, 2025, the Stanislaus Regional Transit Authority's (StanRTA) Board of Directors approved the Fiscal Year 2025-2026 (FY 25/26) budget totaling \$49,324,556. The budget is comprised of the Operations, Transit Center, Amtrak Station, and Rideshare Budgets.

**Discussion:**

The second quarter (Q2) of FY 25/26 ended on December 31, 2025. StanRTA Operations expenses ended the quarter at 73.0% of the Q2 budget. The Operations Budget, which includes Fixed Route, Demand Response, and Commuter Route expenses, ended the quarter at 73.1% of budget. The Transit Center budget ended the Q2 at 72.6%, the Amtrak Station budget at 74.7%, and the Rideshare budget at 52.4%.

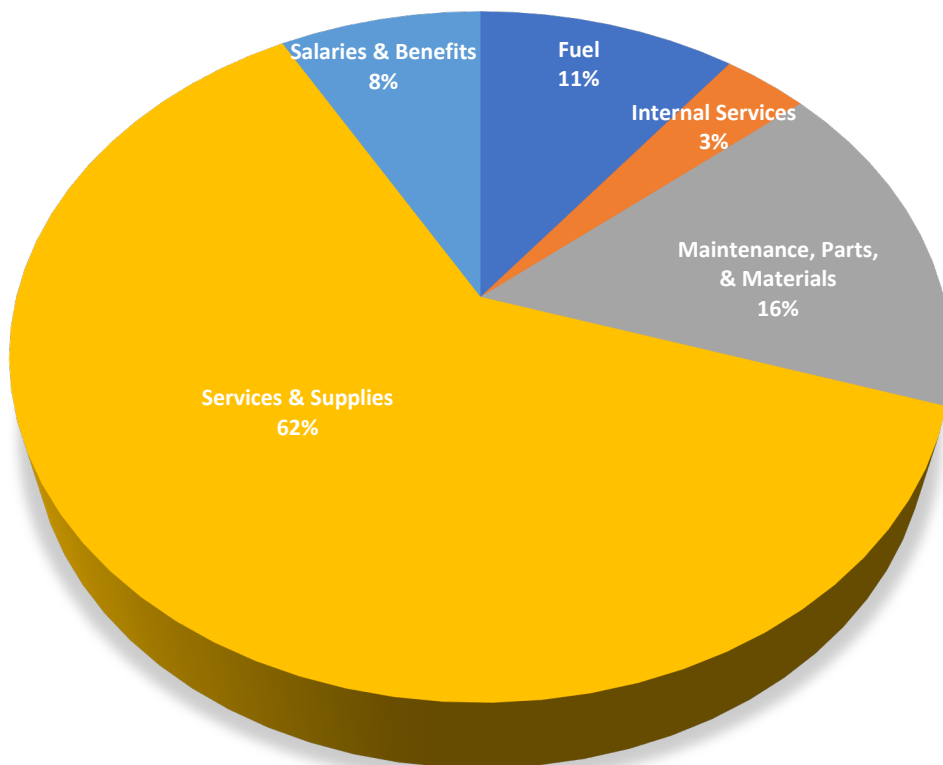
**Operations Budget**

Total expenses in the Operations budget are 33.3% or \$15,712,622 of the \$47,201,675 annual budget. Revenues are at 25.3% due to timing of federal, state, and local fund disbursements and reimbursements. Although StanRTA remains well within budget, some accounts require explanation:

- Parts, Materials, Other Supplies – Vehicle (Account 6002): This account is lower than expected due to delays in billing. The current figure includes July through October fleet maintenance and parts from the City of Modesto. November and December invoices have now been received.
- Fuel & Lubricants – Vehicle (Account 6003): This account is lower than expected due to delays in billing.
- Maintenance and Repairs – Vehicle (Account 6504): Similar to Account 6002, this account is lower than expected due to delays in billing.
- Purchased Transportation Expense (Account 6710): This expense is lower than expected due to delays in billing. The current figure represents July through October operating

invoices from Transdev Services. November and December invoices have now been received.

- Professional Services (Account 6720): This account reflects a credit due to the recovery of funds from fraudulent payments.
- Legal Services (Account 6725): Expenses in this account are 159.7% of its budget due to ongoing cases related to bus riders and citizens. Budget can be transferred from Legal-Internal Services (Account 7001), which is currently well under budget.
- Professional Services Internal Services (Account 7014): This account is over budget due to security guard services at the Bus Maintenance Facility. StanRTA provides six (6) hours of morning security coverage to help prevent safety incidents.



Transit Center

Total revenues and expenses for the Transit Center are \$493,394, representing 30.7% of the adopted budget.

Expenses in account 6720, Professional Services, are 26.7% which includes Stanislaus County Sheriff security invoices through November.

Amtrak Station

Total revenues and expenses for the Amtrak Station are \$85,040, or 33.5% of the adopted budget.

Rideshare

The total revenues and expenses for the Rideshare Program are \$250,345, which represents 94.8% of the adopted budget. Revenues received to date are 18.1%, primarily due to the timing of federal reimbursement payments.

StanRTA is recommending an adjustment to the FY 2025–2026 Mid-Year Financial Report to increase estimated revenues and appropriations by \$160,000, resulting in a revised FY 25/26 Rideshare Budget of \$424,203. The increase between the Adopted Budget and the Revised FY 25/26 Budget is primarily attributed to free ride expenses incurred during Rideshare Week due to the lack of Low Carbon Transit Operations Program (LCTOP) funding available.

**Fiscal Impact:**

The 2025-2026 Mid-Year Financial Report recommends a Revised FY 25/26 Rideshare Budget of \$424,203, an increase of \$160,000 over the Adopted Budget. Estimated revenue identified in report balances the budget with the use of \$160,000 in available FTA funds.

**Recommendation:**

It is recommended that the Board of Directors:

Adopt Resolution 2026-227 accepts the Fiscal Year 2025-2026 Mid-Year Financial Report, approves the budget adjustment, and authorizes the Chief Executive Officer, or his designee, to make the necessary technical budgets adjustments required to implement the Revised 2025-2026 Rideshare Budget.

Attachment:

1. 2025-2026 Mid-Year Budgets

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
RESOLUTION 2026-227  
RESOLUTION ACCEPTING THE FISCAL YEAR 2025-2026 MID-YEAR FINANCIAL  
REPORT AND APPROVING A RIDESHARE BUDGET ADJUSTMENT**

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

WHEREAS, the approved Authority Fiscal Year 2025-2026 Budget is comprised of the Operations, Transit Center, Amtrak Station, and Rideshare Budgets; and

WHEREAS, a Fiscal Year 2025-2026 Mid-Year financial report was presented to the Authority Board of Directors providing budgeted versus actual numbers for the second quarter ending on December 31, 2025; and

WHEREAS, there is a need to increase the adopted Rideshare Budget by \$160,000 as the Low Carbon Transit Operations Program funding used to cover free ride expenses incurred during Rideshare Week was lower than expected; and

WHEREAS, the budget adjustment will result in a revised FY 2025-2026 Rideshare budget of \$424,203; and

WHEREAS, the budget increase will be covered by a transfer from available FTA funds.

NOW, THEREFORE, BE IT RESOLVED, the Authority Board of Directors hereby accepts the Fiscal Year 2025-2026 Mid-Year Financial Report and approves a budget adjustment adding \$160,000 in FTA funds to the Rideshare Budget bringing the revised Fiscal Year 2025-2026 Rideshare Budget to \$424,203.

BE IT FURTHER RESOLVED, the Chief Executive Officer, or his designee, is authorized to make the necessary technical budget adjustments required to implement the revised FY 2025-2026 Rideshare Budget.

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

MEETING DATE: **February 26, 2026**

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CHRIS RICCI, CHAIR

ATTEST:

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ADAM BARTH, CHIEF EXECUTIVE OFFICER

# OPERATIONS

## FISCAL YEAR 2025-2026 2ND QTR BUDGET

December 31, 2025

	2nd QTR Actual	2nd QTR Budget	2nd QTR Variance	Y-T-D Actual	2025-2026 Budget	Variance
<b>REVENUES</b>						
4101 Measure L	287,409.21	385,000	74.7%	287,409.21	770,000	37.3%
4201 STA	1,737,954.27	2,937,046	59.2%	1,737,954.27	5,874,091	29.6%
4203 STA - Prior Year	289,691.30	145,400	199.2%	290,004.86	290,800	99.7%
4211 LTF	1,288,966.91	11,081,894	11.6%	1,288,966.91	22,163,788	5.8%
4212 LTF - Prior Year	3,354,783.08	3,132,808	107.1%	3,387,061.90	6,265,616	54.1%
4230 LCTOP	1,110,976.50	674,704	164.7%	1,110,976.50	1,349,408	82.3%
4235 SGR	214,607.12	225,000	95.4%	214,607.12	450,000	47.7%
4301 FTA - 5307	2,575,168.00	3,730,154	69.0%	2,575,168.00	7,460,308	34.5%
4302 FTA - 5311	0.00	350,000	0.0%	0.00	700,000	0.0%
4401 Farebox	488,874.38	750,000	65.2%	870,562.71	1,500,000	58.0%
4404 Modesto Junior College	0.00	120,000	0.0%	120,000.00	240,000	50.0%
4503 CNG/Electric Proceeds	30,092.71	50,000	60.2%	47,309.05	100,000	47.3%
4504 Scrap Recycling	0.00	0	0.0%	26.80	0	0.0%
4505 Rental Income	1,400.00	700	200.0%	1,400.00	1,400	100.0%
4506 Vending Commission	273.29	0	0.0%	637.17	0	0.0%
4510 Interest Earned	0.00	17,632	0.0%	0.00	35,264	0.0%
4570 Miscellaneous Revenue	0.00	500	0.0%	0.00	1,000	0.0%
4590 Gain on Asset Sale	0.00	0	0.0%	2,250.00	0	0.0%
<b>TOTAL REVENUE</b>	<b>11,380,196.77</b>	<b>23,600,838</b>	<b>48.2%</b>	<b>11,934,334.50</b>	<b>47,201,675</b>	<b>25.3%</b>
<b>EXPENSES</b>						
5001 Salaries & Wages	364,997.62	1,001,965	36.4%	737,305.53	2,003,929	36.8%
5005 Overtime/Comp Time Paid	0.00	1,000	0.0%	0.00	2,000	0.0%
5100 Vacation Pay	36,489.66	0	0.0%	78,072.21	0	0.0%
5101 Sick Pay	14,956.26	0	0.0%	23,182.51	0	0.0%
5102 Holiday Regular	35,065.10	0	0.0%	45,750.30	0	0.0%
5104 Holiday Compensated Time Off	2,733.92	0	0.0%	4,500.91	0	0.0%
5105 Management Leave	20,965.25	0	0.0%	30,411.90	0	0.0%
5106 Vacation/Termination Cash Out	0.00	34,613	0.0%	0.00	69,225	0.0%
5108 Other Paid Absences	0.00	0	0.0%	574.02	0	0.0%
5200 Group Health Insurance	94,607.33	200,074	47.3%	181,831.04	400,148	45.4%
5201 Dental Health Insurance	4,557.57	10,193	44.7%	8,871.62	20,385	43.5%
5202 Vision Health Insurance	1,797.01	4,033	44.6%	3,496.04	8,066	43.3%
5203 Unemployment Insurance	2,175.25	3,360	64.7%	2,175.25	6,719	32.4%
5204 Life Insurance	298.06	2,343	12.7%	584.26	4,686	12.5%
5205 Medical Waive Credit	3,902.73	7,805	50.0%	7,742.55	15,610	49.6%
5300 Auto Allowance	2,430.06	4,855	50.1%	4,855.43	9,709	50.0%
5301 Education Incentive Pay	3,421.09	7,292	46.9%	6,885.09	14,584	47.2%
5302 Professional Development	0.00	1,310	0.0%	0.00	2,619	0.0%
5303 Other Employee Expense	0.00	1,953	0.0%	381.00	3,906	9.8%
5304 Employee Assistance Program	137.82	300	46.0%	269.95	599	45.1%
5307 Phone Stipend	158.61	378	42.0%	322.48	756	42.7%
5700 Short & Long Term Disability	3,619.37	8,442	42.9%	7,080.93	16,883	41.9%
5701 Retirement	56,317.05	130,631	43.1%	114,110.61	261,261	43.7%
5702 Deferred Comp	9,527.55	22,176	43.0%	20,118.58	44,351	45.4%
5703 Workers Compensation Insurance	9,013.35	10,404	86.6%	17,188.33	20,808	82.6%
5704 Payroll Tax Expense	31,759.99	77,609	40.9%	65,203.90	155,218	42.0%
<b>Salary &amp; Benefits</b>	<b>698,930.65</b>	<b>1,530,731</b>	<b>45.7%</b>	<b>1,360,914.44</b>	<b>3,061,462</b>	<b>44.5%</b>
6002 Parts, Materials, Other Supplies - Vehicle	390,128.59	700,000	55.7%	513,031.01	1,400,000	36.6%
6003 Fuel & Lubricants - Vehicle	887,528.51	1,987,581	44.7%	1,223,365.41	3,975,161	30.8%
6004 Electrical Utility - Vehicle	6,477.67	33,000	19.6%	13,831.12	66,000	21.0%
6005 Parts, Materials, Other Supplies	1,118.01	500	223.6%	1,156.11	1,000	115.6%
6110 Office Supplies	25.53	500	5.1%	30.76	1,000	3.1%
6111 Postage	0.00	500	0.0%	0.00	1,000	0.0%
6112 Publications & Legal Notices	0.00	250	0.0%	0.00	500	0.0%

## OPERATIONS

### FISCAL YEAR 2025-2026 2ND QTR BUDGET

December 31, 2025

	2nd QTR Actual	2nd QTR Budget	2nd QTR Variance	Y-T-D Actual	2025-2026 Budget	Variance
6115 Promotional Items	0.00	500	0.0%	0.00	1,000	0.0%
6190 Miscellaneous Expense	0.00	500	0.0%	0.00	1,000	0.0%
6401 Office Equipment < \$5,000	0.00	500	0.0%	0.00	1,000	0.0%
6402 Computer & IT Equipment - Non-Asset	68.57	500	13.7%	68.57	1,000	6.9%
6403 Small Tools & Instruments < \$5,000	0.00	250	0.0%	0.00	500	0.0%
6501 Maintenance and Repairs - Equipment	0.00	500	0.0%	0.00	1,000	0.0%
6502 Maintenance and Repairs - Structures & Grounds	143,744.92	226,000	63.6%	214,607.12	452,000	47.5%
6504 Maintenance and Repairs - Vehicle	981,742.78	2,163,000	45.4%	1,190,987.79	4,326,000	27.5%
6550 Rents & Leases - Equipment	0.00	500	0.0%	0.00	1,000	0.0%
6551 Rents & Leases - Structures & Grounds	960.00	1,500	64.0%	1,680.00	3,000	56.0%
6603 Annual License for Software - Non Asset	10,995.00	72,845	15.1%	18,505.96	145,689	12.7%
6701 Printing & Binding Services	12,045.65	50,000	24.1%	35,432.37	100,000	35.4%
6703 Bank Charges	5,472.57	10,000	54.7%	10,704.67	20,000	53.5%
6704 Insurance - Other Than WC	0.00	900	0.0%	1,408.88	1,800	78.3%
6705 Contingencies	0.00	250,000	0.0%	0.00	500,000	0.0%
6710 Purchased Transportation Expense	5,072,138.55	15,510,178	32.7%	10,149,938.75	31,020,355	32.7%
6720 Professional Services	(45,989.88)	82,850	-55.5%	(45,989.88)	165,700	-27.8%
6722 Marketing & Promotions	33,967.99	30,000	113.2%	35,174.77	60,000	58.6%
6724 Business Expense - Fares	0.00	500	0.0%	0.00	1,000	0.0%
6725 Legal Services	9,939.43	3,200	310.6%	10,219.43	6,400	159.7%
6730 Communications	31,359.76	71,000	44.2%	46,416.02	142,000	32.7%
6800 Conferences & Training	340.00	1,000	34.0%	340.00	2,000	17.0%
6803 Food & Beverage	(531.26)	1,000	-53.1%	207.97	2,000	10.4%
6900 Licenses & Fees	938.11	3,000	31.3%	993.19	6,000	16.6%
6901 CDTPA Taxes & Fees	0.00	1,000	0.0%	0.00	2,000	0.0%
6990 Interest Expense	4,052.97	0	0.0%	4,527.97	0	0.0%
<b>Services &amp; Supplies</b>	<b>7,546,523.47</b>	<b>21,203,553</b>	<b>35.6%</b>	<b>13,426,637.99</b>	<b>42,407,105</b>	<b>31.7%</b>
7001 Legal	22,891.98	71,167	32.2%	26,083.61	142,334	18.3%
7003 IT Services	20,442.63	48,507	42.1%	44,141.69	97,014	45.5%
7006 Auditing & Accounting	9,453.62	28,717	32.9%	9,453.62	57,434	16.5%
7007 Office Expenses	2,109.34	5,336	39.5%	4,203.09	10,672	39.4%
7008 Office & Parking Rent/Lease	3,492.36	72,140	4.8%	10,501.92	144,279	7.3%
7009 Utilities Internal Svcs	1,592.62	3,347	47.6%	3,682.91	6,694	55.0%
7010 Board of Directors	2,569.48	6,373	40.3%	4,155.70	12,745	32.6%
7011 Bank Charges	1,147.18	2,285	50.2%	1,507.53	4,570	33.0%
7012 Consulting Services Internal Svcs	0.00	728	0.0%	0.00	1,455	0.0%
7013 Marketing & Promotions Internal Svcs	51,497.06	98,561	52.2%	69,028.94	197,121	35.0%
7014 Professional Services Internal Svcs	21,645.30	10,319	209.8%	29,103.37	20,637	141.0%
7015 Communications Internal Svcs	5,136.45	13,801	37.2%	8,992.96	27,602	32.6%
7016 Software Internal Services	107,784.36	273,265	39.4%	394,420.43	546,529	72.2%
7017 IT & Computer Equip Internal Svcs	349.79	9,435	3.7%	3,249.83	18,869	17.2%
7018 Office Equipment Internal Svcs	36.96	2,425	1.5%	36.96	4,850	0.8%
7019 Promotional Items Internal Svcs	17,148.81	24,502	70.0%	21,786.11	49,003	44.5%
7020 Memberships Internal Svcs	10,088.35	28,613	35.3%	53,105.49	57,226	92.8%
7021 Subscriptions Internal Svcs	(961.26)	650	-147.9%	6,420.64	1,300	493.9%
7022 Postage Internal Svcs	736.56	1,523	48.4%	1,190.90	3,046	39.1%
7023 Books & Periodicals Internal Svcs	78.54	134	58.6%	130.90	268	48.8%
7024 Maint & Repairs - Equip Internal Svcs	834.79	3,219	25.9%	1,198.16	6,438	18.6%
7025 Maint & Repairs - Structures Internal Svcs	5,044.52	9,701	52.0%	7,566.78	19,402	39.0%
7026 Printing & Binding Internal Svcs	261.94	1,455	18.0%	361.56	2,910	12.4%
7027 Insurance - Other than WC Internal Svcs	0.00	74,299	0.0%	197,289.17	148,598	132.8%
7028 Conferences & Training Internal Svcs	11,921.68	74,737	16.0%	27,457.17	149,474	18.4%
7029 Employee Svc Awards & Appr Internal Svcs	0.00	1,319	0.0%	0.00	2,638	0.0%
<b>Internal Services</b>	<b>295,303.06</b>	<b>866,554</b>	<b>34.1%</b>	<b>925,069.44</b>	<b>1,733,108</b>	<b>53.4%</b>
<b>TOTAL EXPENSES</b>	<b>8,540,757.18</b>	<b>23,600,838</b>	<b>36.2%</b>	<b>15,712,621.87</b>	<b>47,201,675</b>	<b>33.3%</b>

**TRANSIT CENTER**  
**FISCAL YEAR 2025-2026 2ND QTR BUDGET**  
**December 31, 2025**

	2nd QTR Actual	2nd QTR Budget	2nd QTR Variance	Y-T-D Actual	2025-2026 Budget	Variance
<b>REVENUES</b>						
4214 LTF Regional Funds	493,394.38	802,505	61.5%	493,394.38	1,605,010	30.7%
<b>TOTAL REVENUE</b>	<b>493,394.38</b>	<b>802,505</b>	<b>61.5%</b>	<b>493,394.38</b>	<b>1,605,010</b>	<b>30.7%</b>
<b>EXPENSES</b>						
5001 Salaries & Wages	16,462.09	44,205	37.2%	32,859.07	88,410	37.2%
5100 Vacation Pay	1,687.20	0	0.0%	3,629.05	0	0.0%
5101 Sick Pay	726.18	0	0.0%	1,300.12	0	0.0%
5102 Holiday Regular	1,628.66	0	0.0%	2,066.67	0	0.0%
5104 Holiday Compensated Time Off	136.59	0	0.0%	234.74	0	0.0%
5105 Management Leave	771.93	0	0.0%	1,160.46	0	0.0%
5106 Vacation/Termination Cash Out	0.00	1,561	0.0%	0.00	3,121	0.0%
5200 Group Health Insurance	4,995.78	10,347	48.3%	9,044.15	20,694	43.7%
5201 Dental Health Insurance	207.84	466	44.6%	395.81	931	42.5%
5202 Vision Health Insurance	81.80	184	44.5%	155.68	368	42.3%
5203 Unemployment Insurance	95.71	145	66.2%	95.71	289	33.1%
5204 Life Insurance	12.98	164	7.9%	25.50	327	7.8%
5205 Medical Waive Credit	94.32	189	50.0%	233.56	377	62.0%
5300 Auto Allowance	135.10	270	50.1%	269.91	539	50.1%
5301 Education Incentive Pay	129.26	264	49.0%	258.40	528	48.9%
5302 Professional Development	0.00	31	0.0%	0.00	61	0.0%
5303 Other Employee Expense	0.00	36	0.0%	0.00	71	0.0%
5304 Employee Assistance Program	5.90	13	47.2%	11.32	25	45.3%
5700 Short & Long Term Disability	154.78	357	43.4%	301.95	714	42.3%
5701 Retirement	2,367.51	5,772	41.0%	4,821.91	11,543	41.8%
5702 Deferred Comp	413.78	997	41.5%	910.59	1,994	45.7%
5703 Workers Compensation Insurance	405.76	600	67.6%	770.78	1,200	64.2%
5704 Payroll Tax Expense	1,362.06	3,424	39.8%	2,844.38	6,848	41.5%
<b>Salary &amp; Benefits</b>	<b>31,875.23</b>	<b>69,020</b>	<b>46.2%</b>	<b>61,389.76</b>	<b>138,040</b>	<b>44.5%</b>
6005 Parts, Materials, Other Supplies	197.66	14,000	1.4%	8,550.92	28,000	30.5%
6110 Office Supplies	0.00	500	0.0%	0.12	1,000	0.0%
6190 Miscellaneous Expense	0.00	50	0.0%	0.00	100	0.0%
6402 Computer & IT Equipment - Non-Asset	0.00	17,000	0.0%	228.10	34,000	0.7%
6403 Small Tools & Instruments - Non-Asset	0.00	500	0.0%	0.00	1,000	0.0%
6501 Maintenance and Repairs - Equipment	0.00	1,500	0.0%	150.00	3,000	5.0%
6502 Maintenance and Repairs - Structures & Grounds	116,731.30	232,650	50.2%	163,189.43	465,300	35.1%
6551 Rents & Leases - Structures & Grounds	0.00	1	0.0%	0.00	1	0.0%
6602 Subscriptions	0.00	163	0.0%	0.00	325	0.0%
6701 Printing & Binding Services	495.21	1,000	49.5%	545.29	2,000	27.3%
6704 Insurance - Other Than WC	1,911.65	3,636	52.6%	3,174.39	7,272	43.7%
6720 Professional Services	122,034.20	405,509	30.1%	216,763.37	811,018	26.7%
6722 Marketing & Promotions	1,561.44	0	0.0%	1,561.44	0	0.0%
6730 Communications	327.00	675	48.4%	654.00	1,350	48.4%
6731 Utilities	12,443.86	33,250	37.4%	26,680.80	66,500	40.1%
6803 Food & Beverage	(12.42)	0	0.0%	1.01	0	0.0%
6902 Taxes & Assessments	0.00	10,000	0.0%	0.00	20,000	0.0%
<b>Services &amp; Supplies</b>	<b>255,689.90</b>	<b>720,433</b>	<b>35.5%</b>	<b>421,498.87</b>	<b>1,440,866</b>	<b>29.3%</b>
7001 Legal	530.95	1,664	31.9%	605.63	3,327	18.2%
7003 IT Services	478.37	1,134	42.2%	1,032.93	2,268	45.5%
7006 Auditing & Accounting	221.21	671	33.0%	221.21	1,342	16.5%
7007 Office Expenses	49.35	125	39.6%	88.84	249	35.7%
7008 Office & Parking Rent/Lease	81.72	1,687	4.8%	224.64	3,373	6.7%
7009 Utilities Internal Srvc	37.27	78	47.8%	86.19	156	55.3%

**TRANSIT CENTER**  
**FISCAL YEAR 2025-2026 2ND QTR BUDGET**  
**December 31, 2025**

	2nd QTR Actual	2nd QTR Budget	2nd QTR Variance	Y-T-D Actual	2025-2026 Budget	Variance
7010 Board of Directors	60.13	149	40.4%	94.90	298	31.8%
7011 Bank Charges	0.00	12	0.0%	1.14	23	5.0%
7012 Consulting Services Internal Svcs	0.00	17	0.0%	0.00	34	0.0%
7013 Marketing & Promotions Internal Svcs	338.23	1,127	30.0%	711.74	2,253	31.6%
7014 Professional Services Internal Svcs	71.11	143	49.7%	79.85	286	27.9%
7015 Communications Internal Svcs	115.10	263	43.8%	198.32	525	37.8%
7016 Software Internal Services	326.08	1,336	24.4%	1,242.34	2,672	46.5%
7017 IT & Computer Equip Internal Svcs	8.19	221	3.7%	73.77	441	16.7%
7018 Office Equipment Internal Svcs	0.87	57	1.5%	0.87	113	0.8%
7019 Promotional Items Internal Svcs	267.87	399	67.2%	353.23	797	44.3%
7020 Memberships Internal Svcs	195.10	648	30.1%	1,429.90	1,295	110.4%
7021 Subscriptions Internal Svcs	(22.48)	0	0.0%	16.41	0	0.0%
7022 Postage Internal Svcs	16.13	36	45.4%	26.76	71	37.7%
7023 Books & Periodicals Internal Svcs	1.83	3	61.0%	3.05	6	50.8%
7024 Maint & Repairs - Equip Internal Svcs	16.90	71	24.0%	24.43	141	17.3%
7025 Maint & Repairs - Structures Internal Svcs	118.04	227	52.0%	177.06	454	39.0%
7026 Printing & Binding Internal Svcs	6.13	34	18.0%	6.13	68	9.0%
7027 Insurance - Other than WC Internal Svcs	0.00	1,315	0.0%	3,316.54	2,629	126.2%
7028 Conferences & Training Internal Svcs	273.56	1,611	17.0%	489.87	3,221	15.2%
7029 Employee Svc Awards & Appr Internal Svcs	0.00	31	0.0%	0.00	62	0.0%
<b>Internal Services</b>	<b>3,191.66</b>	<b>13,052</b>	<b>24.5%</b>	<b>10,505.75</b>	<b>26,104</b>	<b>40.2%</b>
<b>TOTAL EXPENSES</b>	<b>290,756.79</b>	<b>802,505</b>	<b>36.2%</b>	<b>493,394.38</b>	<b>1,605,010</b>	<b>30.7%</b>

**AMTRAK STATION**  
**FISCAL YEAR 2025-2026 2ND QTR BUDGET**  
**December 31, 2025**

	2nd QTR Actual	2nd QTR Budget	2nd QTR Variance	Y-T-D Actual	2025-2026 Budget	Variance
<b>REVENUES</b>						
4214 LTF Regional Funds	82,000.56	125,314	65.4%	82,000.56	250,627	32.7%
4216 LTF Regional Funds - Prior Year	1,250.45	1,520	82.3%	3,039.65	3,040	100.0%
<b>TOTAL REVENUE</b>	<b>83,251.01</b>	<b>126,834</b>	<b>65.6%</b>	<b>85,040.21</b>	<b>253,667</b>	<b>33.5%</b>
<b>EXPENSES</b>						
5001 Salaries & Wages	9,159.48	24,260	37.8%	18,389.89	48,519	37.9%
5100 Vacation Pay	946.62	0	0.0%	2,050.61	0	0.0%
5101 Sick Pay	398.96	0	0.0%	727.33	0	0.0%
5102 Holiday Regular	905.40	0	0.0%	1,151.15	0	0.0%
5104 Holiday Compensated Time Off	81.05	0	0.0%	139.95	0	0.0%
5105 Management Leave	424.56	0	0.0%	648.65	0	0.0%
5106 Vacation/Termination Cash Out	0.00	868	0.0%	0.00	1,735	0.0%
5200 Group Health Insurance	2,768.07	5,514	50.2%	5,114.36	11,028	46.4%
5201 Dental Health Insurance	112.20	245	45.8%	216.91	490	44.3%
5202 Vision Health Insurance	44.23	97	45.6%	85.41	194	44.0%
5203 Unemployment Insurance	52.79	78	68.1%	52.79	155	34.1%
5204 Life Insurance	6.85	0	0.0%	13.62	0	0.0%
5205 Medical Waive Credit	40.30	81	50.1%	103.29	161	64.2%
5300 Auto Allowance	80.88	162	49.9%	161.65	324	49.9%
5301 Education Incentive Pay	76.07	156	48.9%	152.11	311	48.9%
5302 Professional Development	0.00	4	0.0%	0.00	8	0.0%
5303 Other Employee Expense	0.00	5	0.0%	0.00	9	0.0%
5304 Employee Assistance Program	3.06	7	43.7%	6.01	14	42.9%
5700 Short & Long Term Disability	84.51	193	43.8%	166.03	386	43.0%
5701 Retirement	1,283.05	3,139	40.9%	2,660.10	6,278	42.4%
5702 Deferred Comp	232.38	560	41.5%	515.69	1,120	46.0%
5703 Workers Compensation Insurance	225.20	325	69.3%	430.66	650	66.3%
5704 Payroll Tax Expense	740.64	1,881	39.4%	1,572.77	3,762	41.8%
<b>Salary &amp; Benefits</b>	<b>17,666.30</b>	<b>37,572</b>	<b>47.0%</b>	<b>34,358.98</b>	<b>75,144</b>	<b>45.7%</b>
6005 Parts, Materials, Other Supplies	0.00	2,000	0.0%	0.00	4,000	0.0%
6110 Office Supplies	0.00	50	0.0%	0.02	100	0.0%
6190 Miscellaneous Expense	0.00	25	0.0%	0.00	50	0.0%
6502 Maintenance and Repairs - Structures & Grounds	23,636.32	70,057	33.7%	38,743.31	140,114	27.7%
6701 Printing & Binding Services	0.00	50	0.0%	0.00	100	0.0%
6704 Insurance - Other Than WC	1,607.50	2,186	73.6%	1,929.00	4,371	44.1%
6731 Utilities	3,895.28	13,250	29.4%	8,564.13	26,500	32.3%
6803 Food & Beverage	(1.59)	0	0.0%	0.68	0	0.0%
<b>Services &amp; Supplies</b>	<b>29,137.51</b>	<b>87,618</b>	<b>33.3%</b>	<b>49,237.14</b>	<b>175,235</b>	<b>28.1%</b>
7001 Legal	67.69	210	32.3%	77.23	419	18.4%
7003 IT Services	61.10	143	42.9%	131.94	285	46.3%
7006 Auditing & Accounting	28.26	85	33.4%	28.26	169	16.7%
7007 Office Expenses	6.31	16	40.7%	11.36	31	36.6%
7008 Office & Parking Rent/Lease	10.44	213	4.9%	31.68	425	7.5%
7009 Utilities Internal Svcs	4.76	10	47.6%	11.00	20	55.0%
7010 Board of Directors	7.61	19	40.1%	12.35	38	32.5%
7011 Bank Charges	0.00	2	0.0%	0.14	3	4.7%
7012 Consulting Services Internal Svcs	0.00	2	0.0%	0.00	4	0.0%
7013 Marketing & Promotions Internal Svcs	43.11	142	30.4%	90.32	284	31.8%
7014 Professional Services Internal Svcs	9.08	18	50.4%	10.20	36	28.3%
7015 Communications Internal Svcs	14.68	33	44.5%	26.04	66	39.5%
7016 Software Internal Services	41.66	168	24.8%	134.50	336	40.0%
7017 IT & Computer Equip Internal Svcs	1.04	28	3.7%	9.39	56	16.8%
7018 Office Equipment Internal Svcs	0.11	7	1.6%	0.11	14	0.8%

**AMTRAK STATION**  
**FISCAL YEAR 2025-2026 2ND QTR BUDGET**  
 December 31, 2025

	2nd QTR Actual	2nd QTR Budget	2nd QTR Variance	Y-T-D Actual	2025-2026 Budget	Variance
7019 Promotional Items Internal Svcs	34.23	50	68.5%	45.13	100	45.1%
7020 Memberships Internal Svcs	24.03	82	29.5%	146.23	163	89.7%
7021 Subscriptions Internal Svcs	(2.88)	0	0.0%	1.79	0	0.0%
7022 Postage Internal Svcs	2.06	5	45.8%	3.42	9	38.0%
7023 Books & Periodicals Internal Svcs	0.24	1	48.0%	0.40	1	40.0%
7024 Maint & Repairs - Equip Internal Svcs	2.16	9	24.0%	3.12	18	17.3%
7025 Maint & Repairs - Structures Internal Svcs	15.08	29	52.9%	22.62	57	39.7%
7026 Printing & Binding Internal Svcs	0.78	5	17.3%	0.78	9	8.7%
7027 Insurance - Other than WC Internal Svcs	0.00	166	0.0%	585.27	331	176.8%
7028 Conferences & Training Internal Svcs	33.99	203	16.7%	60.81	406	15.0%
7029 Employee Svc Awards & Appr Internal Svcs	0.00	4	0.0%	0.00	8	0.0%
<b>Internal Services</b>	<b>405.54</b>	<b>1,644</b>	<b>24.7%</b>	<b>1,444.09</b>	<b>3,288</b>	<b>43.9%</b>
<b>TOTAL EXPENSES</b>	<b>47,209.35</b>	<b>126,834</b>	<b>37.2%</b>	<b>85,040.21</b>	<b>253,667</b>	<b>33.5%</b>

**RIDESHARE**  
**FISCAL YEAR 2025-2026 2ND QTR BUDGET**  
**December 31, 2025**

	2nd QTR Actual	2nd QTR Budget	2nd QTR Variance	Y-T-D Actual	2025-2026 Budget	Variance
<b>REVENUES</b>						
4211 LTF	22,049.39	20,144	109.5%	22,049.39	40,287	54.7%
4212 LTF - Prior Year	2,318.62	3,991	58.1%	4,253.92	7,981	53.3%
4301 FTA - 5307	21,635.00	107,968	20.0%	21,635.00	215,935	10.0%
<b>TOTAL REVENUE</b>	<b>46,003.01</b>	<b>132,102</b>	<b>34.8%</b>	<b>47,938.31</b>	<b>264,203</b>	<b>18.1%</b>
<b>EXPENSES</b>						
5001 Salaries & Wages	18,671.87	50,585	36.9%	34,565.28	101,169	34.2%
5100 Vacation Pay	660.72	0	0.0%	1,381.72	0	0.0%
5101 Sick Pay	507.66	0	0.0%	2,016.56	0	0.0%
5102 Holiday Regular	540.47	0	0.0%	685.88	0	0.0%
5104 Holiday Compensated Time Off	51.01	0	0.0%	90.28	0	0.0%
5105 Management Leave	264.96	0	0.0%	402.33	0	0.0%
5106 Vacation/Termination Cash Out	0.00	514	0.0%	0.00	1,027	0.0%
5200 Group Health Insurance	1,984.26	4,698	42.2%	3,836.61	9,396	40.8%
5201 Dental Health Insurance	76.35	215	35.6%	148.31	429	34.6%
5202 Vision Health Insurance	30.11	73	41.5%	58.49	145	40.3%
5203 Unemployment Insurance	84.38	241	35.0%	84.38	482	17.5%
5204 Life Insurance	4.94	36	13.9%	9.52	71	13.4%
5205 Medical Waive Credit	12.65	26	48.7%	20.60	52	39.6%
5300 Auto Allowance	53.96	114	47.3%	107.82	228	47.3%
5301 Education Incentive Pay	58.40	117	50.1%	112.42	233	48.2%
5302 Professional Development	0.00	6	0.0%	0.00	12	0.0%
5303 Other Employee Expense	0.00	7	0.0%	0.00	14	0.0%
5304 Employee Assistance Program	12.45	24	51.9%	24.67	48	51.4%
5307 Phone Stipend	92.12	162	56.9%	183.72	324	56.7%
5700 Short & Long Term Disability	117.95	282	41.8%	231.08	564	41.0%
5701 Retirement	917.48	2,585	35.5%	1,883.07	5,170	36.4%
5702 Deferred Comp	164.76	478	34.5%	351.69	955	36.8%
5703 Workers Compensation Insurance	377.20	671	56.3%	708.79	1,341	52.9%
5704 Payroll Tax Expense	1,457.97	3,855	37.8%	2,838.65	7,709	36.8%
<b>Salary &amp; Benefits</b>	<b>26,141.67</b>	<b>64,685</b>	<b>40.4%</b>	<b>49,741.87</b>	<b>129,369</b>	<b>38.4%</b>
6110 Office Supplies	0.00	250	0.0%	56.39	500	11.3%
6111 Postage	0.00	150	0.0%	0.00	300	0.0%
6115 Promotional Items	1,531.54	20,000	7.7%	5,399.32	40,000	13.5%
6190 Miscellaneous Expense	0.00	100	0.0%	0.00	200	0.0%
6551 Rents & Leases - Structures & Grounds	0.00	1	0.0%	0.00	1	0.0%
6602 Subscriptions	3,312.00	0	0.0%	3,312.00	0	0.0%
6701 Printing & Binding Services	0.00	500	0.0%	65.33	1,000	6.5%
6720 Professional Services	0.00	500	0.0%	0.00	1,000	0.0%
6722 Marketing & Promotions	430.21	15,000	2.9%	656.75	30,000	2.2%
6723 Employee Rideshare Fares	180,593.00	22,500	802.6%	187,113.50	45,000	415.8%
6800 Conferences & Training	790.10	2,923	27.0%	1,516.70	5,845	25.9%
6803 Food & Beverage	(2.36)	2,500	-0.1%	0.03	5,000	0.0%
6900 Licenses & Fees	125.00	1,000	12.5%	660.00	2,000	33.0%
<b>Services &amp; Supplies</b>	<b>186,779.49</b>	<b>65,423</b>	<b>285.5%</b>	<b>198,780.02</b>	<b>130,846</b>	<b>151.9%</b>
7001 Legal	95.30	318	30.0%	109.45	636	17.2%
7003 IT Services	90.60	217	41.8%	195.65	433	45.2%
7006 Auditing & Accounting	41.91	119	35.4%	41.91	237	17.7%
7007 Office Expenses	9.35	24	39.0%	16.83	48	35.1%
7008 Office & Parking Rent/Lease	15.48	323	4.8%	41.76	645	6.5%
7009 Utilities Internal Srvcs	7.06	15	47.1%	16.33	30	54.4%
7010 Board of Directors	8.70	24	37.0%	13.90	47	29.6%
7011 Bank Charges	0.00	2	0.0%	0.00	4	0.0%

## RIDESHARE

### FISCAL YEAR 2025-2026 2ND QTR BUDGET December 31, 2025

	2nd QTR Actual	2nd QTR Budget	2nd QTR Variance	Y-T-D Actual	2025-2026 Budget	Variance
7012 Consulting Services Internal Svcs	0.00	4	0.0%	0.00	7	0.0%
7013 Marketing & Promotions Internal Svcs	60.64	171	35.5%	111.95	342	32.7%
7014 Professional Services Internal Svcs	13.46	28	48.9%	15.11	55	27.5%
7015 Communications Internal Svcs	20.79	49	42.9%	35.89	97	37.0%
7016 Software Internal Services	61.77	120	51.7%	241.78	239	101.2%
7017 IT & Computer Equip Internal Svcs	1.55	42	3.7%	13.41	84	16.0%
7018 Office Equipment Internal Svcs	0.16	11	1.5%	0.16	22	0.7%
7019 Promotional Items Internal Svcs	50.74	50	101.5%	66.91	100	66.9%
7020 Memberships Internal Svcs	2.41	11	23.0%	245.77	21	1170.3%
7021 Subscriptions Internal Svcs	(4.27)	0	0.0%	1.40	0	0.0%
7022 Postage Internal Svcs	3.06	7	43.7%	5.08	14	36.3%
7023 Books & Periodicals Internal Svcs	0.36	1	72.0%	0.60	1	60.0%
7024 Maint & Repairs - Equip Internal Svcs	3.20	14	23.7%	4.62	27	17.1%
7025 Maint & Repairs - Structures Internal Svcs	22.36	44	51.4%	33.54	87	38.6%
7026 Printing & Binding Internal Svcs	1.16	7	17.8%	1.16	13	8.9%
7027 Insurance - Other than WC Internal Svcs	0.00	252	0.0%	585.28	503	116.4%
7028 Conferences & Training Internal Svcs	15.10	142	10.6%	24.93	284	8.8%
7029 Employee Svc Awards & Appr Internal Svcs	0.00	6	0.0%	0.00	12	0.0%
<b>Internal Services</b>	<b>520.89</b>	<b>1,994</b>	<b>26.1%</b>	<b>1,823.42</b>	<b>3,988</b>	<b>45.7%</b>
<b>TOTAL EXPENSES</b>	<b>213,442.05</b>	<b>132,102</b>	<b>161.6%</b>	<b>250,345.31</b>	<b>264,203</b>	<b>94.8%</b>

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# VERBAL

7C. Verbal Update on the Strategic Plan by InfraStrategies, LLC

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** February 26, 2026  
**TO:** Board of Directors  
**FROM:** Angela Swanson, Senior Transit Analyst  
**RE:** Agreement with Stantec for Design Services on the Proposed Administration, Operations, and Maintenance Complex

**Agenda Item: [7D]**

### **Background**

The Stanislaus Regional Transit Authority (StanRTA) has been operating out of leased administrative and operational spaces since 2021, and 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. 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 design plans and support for, but not limited to, the following:

- 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).
- On-site diesel fuel storage, dispensing systems, compliance monitoring, and hazardous materials management.
- Utility, stormwater, and site improvements.
- Landscaping and security improvements.
- Offsite development of a portion of 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 process is regulated by the Brooks Act, a federal law enacted in October 1972. The Brooks Act outlines the process for selecting architects and engineers (A/Es) for design projects funded by the federal government. Under this law, A/E contract fees are negotiated after the qualifications-based selection process is complete.

StanRTA staff negotiated with Stantec for several weeks, ultimately agreeing on a final fee of \$11,658,141. This amount, as detailed in Table 2, includes a base fee and 10% contingency. This contingency is intended to cover unforeseen costs and any changes that may arise during a project as complex as the OMF.

**Table 2. Architectural Design Costs for OMF**

<b>Item</b>	<b>Cost</b>
Architectural Fee	\$10,598,310
Contingency 10%	\$ 1,059,831
Total Fee	\$11,658,141

### **Fiscal Impact**

The cost of the Operations and Maintenance Facility (OMF) project, including this action, is funded by Transportation Development Act (TDA) funds and SB 125 funds (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 OMF project fund has approximately \$47 million to support the design and construction activities. Additional funds and grant opportunities will be pursued to secure funding necessary to complete construction.

### **Recommendation**

It is recommended that the Board of Directors:

Adopt Resolution 2026228 Authorizing the Chief Executive Officer to execute an agreement with Stantec Architecture, Inc. to provide design services for the administrative, operations, and maintenance facilities project on a fixed fee basis, not to exceed \$11,658,141 and to take all necessary actions to effectuate the agreement.

**STANISLAUS REGIONAL TRANSIT AUTHORITY  
RESOLUTION 2026-228  
AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO EXECUTE A FIXED FEE  
AGREEMENT WITH STANTEC ARCHITECTURE, INC. FOR DESIGN SERVICES 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 execute a fixed fee agreement with Stantec Architecture, Inc. for design services for the operations and maintenance facility for a not-to-exceed amount of \$11,658,141.

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 26th day of February 2026. A motion was made and seconded to adopt the foregoing Resolution. The Motion was carried, and the Resolution was adopted.

MEETING DATE: **February 26, 2026**

ATTEST:

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CHRIS RICCI, CHAIR

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ADAM BARTH, CHIEF EXECUTIVE OFFICER

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# Information Items

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** February 26, 2026  
**TO:** Board of Directors  
**FROM:** Ramon Salinas, Transit Planner  
**RE:** January 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.

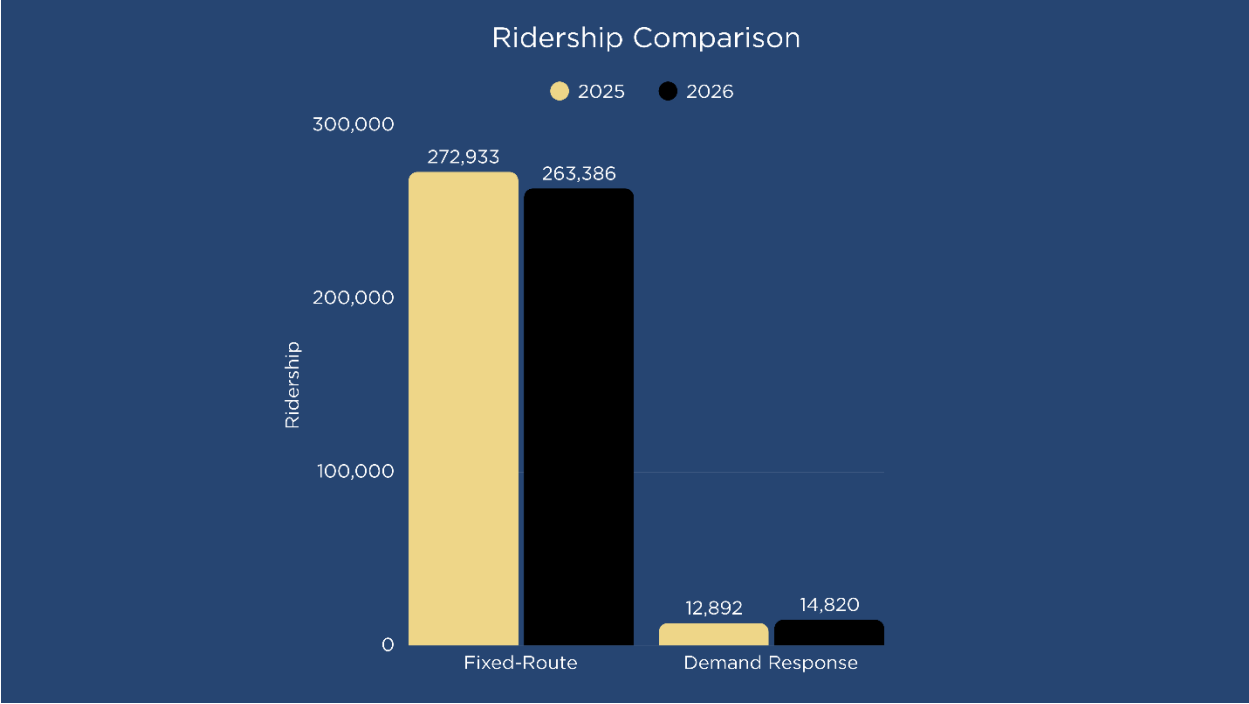
**Discussion**

*Ridership Trends*

Total Fixed Route ridership decreased approximately 3 percent compared to the same period last year, while Demand Response ridership increased approximately 15 percent.

Local routes experienced the largest declines, particularly Routes 22 and 23, 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 2.4 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.

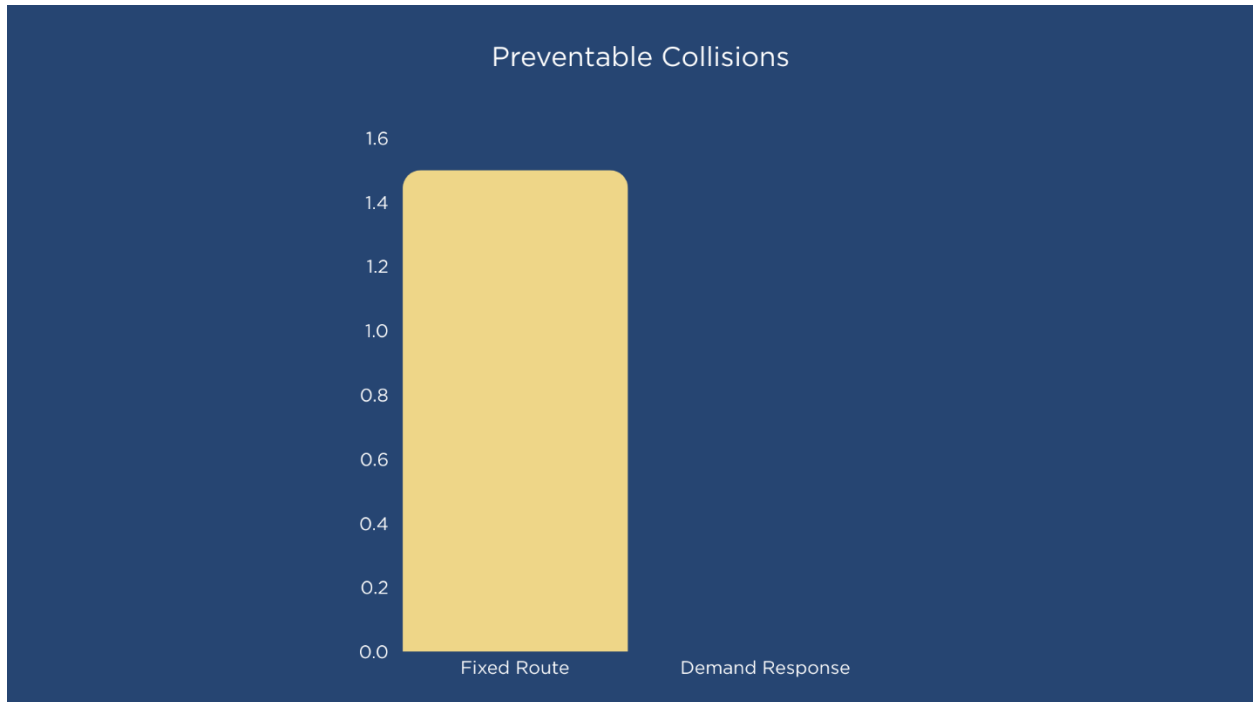


## Safety

Demand Response recorded zero preventable collisions during the reporting period.

Fixed Route preventable collisions exceeded the agency safety threshold of 0.50 per 100,000 miles, operating at approximately 1.53.

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



## Maintenance and Reliability

Fleet reliability exceeded minimum standards for miles between failures on Fixed Route service.

Demand Response road calls 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	0	0	0	0	0	48,296	
21	16,931	17,274	18,466	19,235	16,004	17,795	15,931	0	0	0	0	0	121,636	
22	32,856	29,868	27,644	31,630	24,564	28,503	27,345	0	0	0	0	0	202,410	
23	18,864	16,262	14,990	16,449	13,889	15,193	14,099	0	0	0	0	0	109,746	
24	2,168	2,873	3,330	3,465	2,609	2,594	2,854	0	0	0	0	0	19,893	
25	24,423	24,956	28,334	29,785	24,318	25,559	25,014	0	0	0	0	0	182,389	
26	7,036	7,717	7,716	8,750	6,728	8,329	7,531	0	0	0	0	0	53,807	
29	7,742	7,906	7,883	8,312	6,244	7,194	6,637	0	0	0	0	0	51,918	
29T	11,897	11,850	12,172	12,906	10,059	11,413	10,457	0	0	0	0	0	80,754	
30	14,592	13,855	16,859	17,672	13,298	13,670	15,225	0	0	0	0	0	105,171	
31	13,711	15,007	16,580	18,826	14,335	14,184	15,409	0	0	0	0	0	108,052	
32	12,298	13,705	15,291	17,176	13,194	14,190	13,899	0	0	0	0	0	99,753	
33	9,200	10,885	13,475	14,751	10,459	9,029	10,730	0	0	0	0	0	78,529	
37	14,468	14,910	15,081	16,421	12,992	13,877	13,799	0	0	0	0	0	101,548	
38	17,372	13,188	12,179	13,725	11,982	16,224	12,514	0	0	0	0	0	97,184	
40	6,512	6,184	6,725	6,822	5,532	5,469	5,420	0	0	0	0	0	42,664	
42	18,154	17,117	18,465	19,692	14,635	17,476	16,500	0	0	0	0	0	122,039	
45	4,910	4,771	4,761	4,791	3,722	3,978	3,648	0	0	0	0	0	30,581	
47	10,314	9,865	9,918	11,281	8,812	10,816	9,883	0	0	0	0	0	70,889	
48	5,983	7,039	7,609	8,079	6,339	7,050	6,349	0	0	0	0	0	48,448	
50	6,840	6,953	6,752	7,158	5,907	7,437	6,279	0	0	0	0	0	47,326	
60	10,520	11,270	10,573	11,596	9,696	9,994	10,342	0	0	0	0	0	73,991	
61	1,865	2,198	2,348	2,397	2,057	1,978	2,048	0	0	0	0	0	14,891	
70 - ACE Commuter	1,245	1,012	1,108	1,083	870	889	989	0	0	0	0	0	7,196	
80 - Stockton Commuter	921	884	1,022	1,240	920	949	941	0	0	0	0	0	6,877	
90 - Modesto BART Commuter	2,979	2,532	2,004	2,718	2,439	2,813	2,618	0	0	0	0	0	18,103	
100 - Turlock/Patterson BART Commuter	247	199	279	252	202	272	246	0	0	0	0	0	1,697	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,945,788</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,945,788</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	0	0	0	0	0	442,182	
Senior & Disabled 1 Day Pass	0	22,387	21,002	17,019	19,216	0	20,829	0	0	0	0	0	100,453	
Regular 7 Day Pass	0	1,360	1,336	875	1,542	0	963	0	0	0	0	0	6,076	
Senior & Disabled Pass 7 Day Pass	0	559	664	741	1,080	0	587	0	0	0	0	0	3,631	
Regular 31 Day Pass	0	11,156	11,262	8,655	8,049	0	8,103	0	0	0	0	0	47,225	
Senior & Disabled 31 Day Pass	0	16,215	16,902	12,249	13,256	0	14,169	0	0	0	0	0	72,791	
BART 1 Day Pass	0	287	252	286	241	0	255	0	0	0	0	0	1,321	
BART 31 Day Pass	0	168	187	119	143	0	121	0	0	0	0	0	738	
MJC Free	505	21,958	36,638	30,519	28,127	1,417	27,005	0	0	0	0	0	146,169	
Youth Free	10,234	66,917	78,115	69,795	62,094	12,959	59,375	0	0	0	0	0	359,489	
Veterans & Active Military	114	5,895	7,014	6,480	6,111	115	6,416	0	0	0	0	0	32,145	
County Employee	123	1,581	1,993	1,775	1,484	361	1,668	0	0	0	0	0	8,985	
City Employee	372	793	911	818	766	102	915	0	0	0	0	0	4,677	
All Free	241,727	1,320	267	62,226	94	247,212	5,377	0	0	0	0	0	558,223	
Cooling Zone	1,671	53	9	15	33	1,212	27	0	0	0	0	0	3,020	
Turlock Transfer	0	150	98	105	131	1	167	0	0	0	0	0	652	
Escalon Transfer	2	13	21	2	8	2	6	0	0	0	0	0	54	
Token Transit	238	24,837	26,383	22,991	21,525	78	23,201	0	0	0	0	0	119,253	
Mobility Device	3,827	3,177	3,056	3,528	2,871	3,518	2,829	0	0	0	0	0	22,806	
Bike	9,086	6,588	6,297	6,824	5,196	7,658	5,530	0	0	0	0	0	47,179	
Ramp Deployed	4,504	4,284	4,383	4,438	3,599	3,921	3,614	0	0	0	0	0	28,743	
<b>VEHICLE REVENUE MILES</b>														
Revenue - MB	303,047	304,462	291,047	312,205	279,788	301,391	297,263						2,089,203	
Revenue - CB	29,907	29,952	28,773	31,157	27,323	29,545	29,287						205,945	
<b>VEHICLE DEADHEAD MILES</b>														
Deadhead - MB	12,858	10,690	10,402	11,839	10,943	11,620	11,129						79,480	
Deadhead - CB	2,450	2,452	2,345	2,662	2,206	2,526	2,457						17,098	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,391,726</b>	
<b>VEHICLE REVENUE HOURS</b>														
Revenue - MB	20,405	20,437	19,589	20,882	18,641	20,155	19,850						139,959	
Revenue - CB	889	886	855	924	802	874	863						6,093	
<b>VEHICLE DEADHEAD HOURS</b>														
Deadhead - MB	659	595	578	627	576	613	596						4,244	
Deadhead - CB	108	113	111	118	98	111	108						766	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>151,062</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%						81%	90%
Commuter Bus	64%	68%	62%	60%	63%	64%	66%						64%	95%
<b>PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)</b>														
Major Events (S&S 40)	0	0	0	1	0	0	0						1	13
Collisions (Fixed Object)	5	7	3	7	2	5	5						34	155
Vehicular Collisions	2	3	1	4	2	0	0						12	78
Pedestrian Collisions	0	0	0	0	0	0	0						0	0
Fatalities	0	0	0	0	0	0	0						0	0
Transit Worker Fatalities	0	0	0	0	0	0	0						0	0
Injuries	0	1	0	0	0	0	0						1	71
Transit Worker Injuries	0	0	0	0	0	0	0						0	57
Assaults on Transit Workers	0	0	1	1	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						30,679	18,000
<b>SAFETY AND SECURITY</b>														
NTD Non-Major Collisions (S&S 50)	3	1	2	1	0	0	1						8	
NTD Major Event (S&S 40)	0	0	0	1	0	0	3						4	
Total Non-Preventable Collisions	6	2	5	4	3	2	7						29	
Total Preventable Collisions	2	7	3	6	2	3	5						28	
<b>REVENUE</b>														
Cash Fares	\$2,162	\$57,251	\$60,780	\$48,024	\$48,193	\$10,676	\$52,401						\$279,487	
Sales	\$15,878	\$25,239	\$66,692	\$29,857	\$27,224	\$15,223	\$23,680						\$203,793	
Token Transit Cash Deposit	\$2,979	\$24,256	\$26,504	\$23,743	\$23,774	\$4,198	\$23,201						\$128,655	
LCTOP	\$524,133	\$0	\$0	\$0	\$18	\$586,831	\$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>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,722,916</b>	
<b>KEY PERFORMANCE INDICATORS</b>														
Rides per Hour	13.16	12.97	14.15	14.43	12.76	13.00	12.72						13	
Rides per Mile	0.84	0.83	0.90	0.92	0.81	0.83	0.81						0.85	
Preventable Collisions per 100k Miles	0.60	2.09	0.94	1.75	0.65	0.91	1.53						1.21	< 0.50
Average Fare per Ride	\$1.95	\$0.39	\$0.53	\$0.32	\$0.40	\$2.26	\$0.38						\$ 0.89	
Complaints per 100k Miles	18.66	21.87	21.35	20.40	16.55	11.59	17.05						127	



## 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						162	
Shelter Repair	38	4	1	1	3	4	3						54	
Shelter Removal	0	0	6	1	0	0	0						7	
Shelter Install	0	26	0	0	0	0	0						26	
Bench Repair	0	4	2	1	0	0	0						7	
Bench Removal	0	0	0	1	0	0	0						1	
Bench Install	0	26	0	12	6	0	0						44	
Stolen Lights	0	1	0	1	1	0	0						3	
Stolen Solar Panels	0	0	0	0	0	0	0						-	
Stolen Batteries	0	0	0	0	0	0	0						-	
Bus Stop Sign/Post Repair	13	25	24	20	19	3	10						114	
Bus Stop Sign/Post Replacement	0	0	21	0	5	3	7						36	
Bus Stop Infopost Repair	13	11	12	6	12	12	5						71	
Bus Stop Infopost Replacement	0	0	0	0	2	0	1						3	
<b>SERVICE ISSUES</b>														
Service related 20 < Late - Missed Trips	0	0	0	0	0	0	0						-	
Service related 20 > Late - Missed Trips	4	14	21	36	5	8	9						97	
Collision - Missed Trips	2	5	4	4	1	2	6						24	
Off Route - Missed Trips	1	4	4	1	2	1	3						16	
Mechanical Issue - Missed Trips	28	23	21	27	25	16	25						165	
No Bus - Missed Trips	1	1	18	3	6	4	2						35	
Negligence - Missed Trips	4	4	6	5	1	4	3						27	
Dispatcher Error - Missed Trips	4	5	3	15	2	3	3						35	
No Driver Available - Missed Trips	5	3	2	19	1	3	0						33	
Other - Missed Trips	9	8	9	8	3	4	46						87	
Passed Up Passengers	37	9	25	36	9	7	19						142	
Deficient Vehicle Condition	75	75	75	75	75	25	50						450	
Complaints	65	76	71	73	53	40	58						436	
Average Phone Queue Hold Times (mm:ss)	00:53	01:05	01:20	01:11	01:04	00:42	00:54						01:01	< 3:00
Average Hold time (mm:ss)	01:38	01:45	02:03	02:17	02:14	01:56	01:55						01:58	< 2:00
<b>DIGITAL ANALYTICS</b>														
Transit App Sessions	68,155	84,920	97,927	105,707	88,659	82,395	82,849						610,612	
MyStop App - Android Monthly Active Users	27,274	29,184	31,345	32,918	28,800	30,344	29,169						209,034	
MyStop App - iOS Monthly Active Users	9,068	12,185	13,540	14,884	11,672	11,407	12,314						85,070	
www.StanRTA.org Sessions	37,417	44,065	39,115	40,808	33,926	38,602	35,633						269,566	
<b>MAINTENANCE</b>														
<b>VEHICLE MILES</b>														
Total Miles - MB	323,181	320,297	314,607	317,601	298,651	312,325	313,727						2,200,389	
Total Miles - CB	24,350	26,607	23,619	30,263	27,106	28,219	29,121						189,235	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,389,674</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						30,679	18,000
Major Mechanical System Failures - MB	12	8	10	13	12	15	13						83	
Major Mechanical System Failures - CB	0	0	1	0	0	1	2						4	
Other Mechanical System Failures - MB	15	16	18	10	15	22	14						110	
Other Mechanical System Failures - CB	0	0	0	0	0	0	0						-	
Road Calls - MB	27	24	28	23	27	37	27						193	
Road Calls - CB	0	0	1	0	0	1	2						4	
Preventable Road Calls - MB	0	1	2	2	1	1	0						7	
Preventable Road Calls - CB	0	0	0	0	0	0	0						-	
Repeat Failure - MB	0	0	0	0	0	0	0						-	
Repeat Failure - CB	0	0	0	0	0	0	0						-	
Open Work Orders - MB	108	124	113	94	69	89	122						719	
Open Work Orders - CB	12	12	9	11	10	13	15						82	
Breakdowns per 100k Miles	7.77	6.92	8.57	6.61	8.29	11.16	8.46						57.78	
Breakdowns	27	24	29	23	27	38	29						197	
<b>PREVENTATIVE MAINTENANCE PERFORMANCE</b>														
Average hours PM "I" Service	0.83	0.90	1.06	1.14	1.23	1.24	1.24						1.09	
Average hours - "A" Service	1.35	1.33	1.60	1.72	2.24	2.10	1.93						1.75	
Average hours - "B" Service	2.33	2.76	2.11	3.21	2.88	3.38	2.33						2.71	
Percentage of non-billable hours	32%	23%	19%	18%	14%	23%	11%						20%	
<b>MAINTENANCE COSTS PER MILE</b>														
Maintenance Cost per Mile - MB	\$ 0.71	\$ 0.84	\$ 1.08	\$ 1.24	\$ 1.10								\$ 0.99	
Maintenance Cost per Mile - CB	\$ 1.12	\$ 1.07	\$ 1.23	\$ 2.79	\$ 0.88								\$ 1.42	
<b>FUEL COSTS PER MILE</b>														
Diesel Cost per Mile - MB	\$ 0.71	\$ 0.74	\$ 0.64	\$ 0.65	\$ 0.62								\$ 0.67	
Electric Cost per Mile - MB	\$ 0.42	\$ 0.46	\$ 0.54	\$ 0.64	\$ 0.54	\$ 0.53							\$ 0.52	
CNG Cost per Mile - MB	\$ 0.81	\$ 0.72	\$ 0.69	\$ 0.75	\$ -	\$ 0.90							\$ 0.65	
Diesel Cost per Mile - CB	\$ 0.62	\$ 0.58	\$ 0.54	\$ 0.54	\$ 0.53								\$ 0.56	
<b>PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)</b>														
On-Time PM "I"	85	75	59	71	87	72	54						503	
Early PM "I"	48	17	8	20	18	19	22						152	
Late PM "I"	32	50	69	80	44	63	72						410	
On-Time PM "A"	14	9	7	17	10	12	12						81	
Early PM "A"	1	0	0	1	1	0	0						3	
Late PM "A"	0	0	0	0	0	3	0						3	
End-of-month: Overdue Vehicle PMs	3	3	12	0	2	2	5						27	



## 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						3.78	
Major Mechanical System Failures per 100k - CB	0.00	0.00	4.23	0.00	0.00	3.54	6.87						2.09	
Other Mechanical System Failures per 100k - MB	4.64	5.00	5.72	3.15	5.02	7.04	4.46						5.01	
Other Mechanical System Failures per 100k - CB	0.00	0.00	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	29	26						28	30
Transdev Fixed Route Drivers	173	172	165	169	168	168	163						168	177
Transdev Demand Response Drivers	59	59	62	62	69	70	68						64	78
Transdev Operations	58	58	56	58	59	59	59						58	60
StanRTA Admin Staff	17	17	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 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	0	0	0	0	0	103,777	
ADA Eligibility	181	115	214	194	107	150	136	0	0	0	0	0	1,097	
MediVan	74	85	77	80	34	55	73	0	0	0	0	0	478	
Oakdale DAR	1	15	12	10	1	0	0	0	0	0	0	0	39	
Patterson DAR	8	147	170	219	145	177	132	0	0	0	0	0	998	
Riverbank DAR	0	1	0	2	2	2	1	0	0	0	0	0	8	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106,397</b>	
<b>VEHICLE REVENUE &amp; DEADHEAD MILES</b>														
Revenue	106,093	105,808	106,423	117,179	100,677	105,965	105,183						747,328	
Deadhead	27,287	25,442	26,851	27,425	25,957	28,398	31,097						192,456	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>939,785</b>	
<b>VEHICLE REVENUE &amp; DEADHEAD HOURS</b>														
Revenue	6,838	6,826	7,034	7,656	6,712	7,202	6,986						49,252	
Deadhead	2,367	2,317	2,453	2,313	2,430	2,693	2,732						17,304	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66,556</b>	
<b>ON TIME PERFORMANCE</b>														
	90%	87%	92%	90%	94%	96%	95%						92%	95%
<b>SAFETY AND SECURITY</b>														
NTD Non-Major Collisions (S&S 50)	0	0	1	0	0	0	0						1	
NTD Major Event (S&S 40)	0	0	0	0	0	0	0						0	
Total Non-Preventable Collisions	0	2	4	1	2	0	0						9	
Total Preventable Collisions	2	1	0	0	0	1	0						4	
<b>REVENUE</b>														
Cash Fares	\$756	\$4,746	\$4,762	\$4,249	\$3,199	\$1,171	\$4,382						\$23,264	
Ticket Sales	\$25,078	\$24,748	\$26,155	\$26,513	\$16,150	\$200	\$26,528						\$145,370	
Ecolane Sales	\$2,134	\$7,964	\$7,832	\$5,866	\$5,279	\$1,568	\$7,888						\$38,531	
<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>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$207,165</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						15,200	
Rides per Hour	2.25	2.25	2.15	2.19	2.05	2.12	2.12						2.16	> 2.5
Rides per Mile	0.15	0.15	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						0.54	< 0.50
Average Fare per Ride	\$1.82	\$2.44	\$2.56	\$2.19	\$1.79	\$0.19	\$2.62						\$1.94	
Complaints per 1,000 Trips	1.00	1.57	1.64	1.28	0.79	0.87	0.65						1.115	< 4
Complaints per 100k Miles	12.00	16.76	17.26	12.45	7.90	8.19	6.60						81.15	
Average Phone Queue Hold Times (mm:ss)	01:54	01:23	01:42	01:25	01:14	00:47	01:05						01:21	< 3:00
Average Hold time (mm:ss)	01:05	02:04	02:15	02:21	02:39	02:06	01:49						02:03	< 2:00
Excessively Late Pickups	69	124	66	40	8	5	8						320	
Excessively Late Pickups %	0.45%	0.81%	0.44%	0.24%	0.06%	0.03%	0.05%						0.30%	< .10%
Excessively Late Drop Offs	38	54	45	35	16	12	18						218	
Excessively Late Drop Offs %	0.25%	0.35%	0.30%	0.21%	0.12%	0.08%	0.12%						0.20%	< .10%
Excessively Early Pickups	44	57	48	37	33	66	48						333	
Excessively Early Pickups %	0.29%	0.37%	0.32%	0.22%	0.24%	0.43%	0.32%						0.31%	< .10%
Excessively Early Drop Offs	61	57	48	37	40	68	73						384	
Excessively Early Drop Offs %	0.40%	0.37%	0.32%	0.22%	0.29%	0.45%	0.49%						0.36%	< .10%
No Shows - Invalid	80	81	87	95	91	79	93						606	
No Shows - Valid	287	241	242	226	224	240	239						1,699	
No Shows - Valid %	1.86%	1.57%	1.60%	1.35%	1.63%	1.57%	1.61%						1.60%	
Cancel at Door - Invalid	3	5	1	2	4	1	1						17	
Cancel at Door - Valid	19	13	11	11	2	14	7						77	
Cancel at Door - Valid %	0.12%	0.08%	0.07%	0.07%	0.01%	0.09%	0.05%						0.07%	
Late Cancel - Invalid	1	7	2	10	6	1	3						30	
Late Cancel - Valid	143	209	160	185	151	188	154						1,190	
Late Cancel - Valid %	0.93%	1.36%	1.06%	1.11%	1.10%	1.23%	1.04%						1.12%	
Trip Denials ADA	2	0	0	0	0	0	0						2	
Trip Denials DR	0	0	0	0	0	0	0						-	
Trip Denials Medivan	0	0	0	0	0	0	0						-	
Missed Trips	113	107	130	135	128	87	117						817	
<b>SERVICE ISSUES</b>														
Deficient Vehicle Condition	75	75	75	75	75	25	50						450	
Complaints	16	22	23	18	10	11	9						109	
Breakdowns	14	5	7	12	4	4	2						48	



## 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						959,543	
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>959,543</b>	
<b>KEY PERFORMANCE INDICATORS</b>														
Major Mechanical System Failures - DR	5	1	2	3	3	2	1							17
Other Mechanical System Failures - DR	9	4	5	9	1	2	1							31
Major Mechanical System Failures per 100k - DR	3.75	0.76	1.50	2.07	2.37	1.49	0.73							1.81
Other Mechanical System Failures per 100k - DR	6.75	3.05	3.75	6.22	0.79	1.49	0.73							3.25
Road Calls - DR	13	5	7	12	4	4	2							47
Preventable Road Calls - DR	2	0	0	2	0	0	0							4
Road Calls per 100k Miles - DR	9.52	3.70	5.18	8.09	3.11	2.90	1.45							33.96
Repeat Failure - DR	0	0	0	0	0	0	0							-
Open Work Orders - DR	25	25	25	29	25	31	40							200
<b>MAINTENANCE COSTS PER MILE</b>														
Maintenance Cost per Mile - DR	\$ 0.50	\$ 0.76	\$ 0.52	\$ 0.50	\$ 0.74									\$ 0.60
<b>FUEL COSTS PER MILE</b>														
Gasoline Cost per Mile - DR	\$ 0.48	\$ 0.62	\$ 0.57	\$ 0.56	\$ 0.54									\$ 0.55
<b>PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)</b>														
On-Time PM "A"	12	17	15	25	12	14	17							112
Early PM "A"	4	0	0	0	0	2	2							8
Late PM "A"	0	0	0	2	1	2	1							6



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

		Jan-25	Jan-26	Annual Target
<b>OPERATING DAYS</b>				
<b>Weekday</b>		22	21	
<b>Saturday</b>		4	5	
<b>Sunday</b>		4	4	
<b>TOTAL OPERATING DAYS</b>		<b>30</b>	<b>30</b>	
<b>RIDERSHIP BY ROUTE</b>				<b>Ridership Difference</b>
	10	6,595	6,679	1%
	21	17,059	15,931	-7%
	22	30,056	27,345	-9%
	23	15,813	14,099	-11%
	24	2,666	2,854	7%
	25	25,473	25,014	-2%
	26	7,638	7,531	-1%
	29	7,107	6,637	-7%
	29T	11,449	10,457	-9%
	30	15,356	15,225	-1%
	31	15,316	15,409	1%
	32	13,821	13,899	1%
	33	11,492	10,730	-7%
	37	14,700	13,799	-6%
	38	12,754	12,514	-2%
	40	5,919	5,420	-8%
	42	17,097	16,500	-3%
	45	3,600	3,648	1%
	47	9,997	9,883	-1%
	48	6,129	6,349	4%
	50	6,695	6,279	-6%
	60	9,991	10,342	4%
	61	1,943	2,048	5%
	70 - ACE Commuter	966	989	2%
	80 - Stockton Commuter	857	941	10%
	90 - Modesto BART Commuter	2,263	2,618	16%
	100 - Turlock/Patterson BART Commuter	181	246	36%
	<b>TOTAL RIDERSHIP</b>	<b>272,933</b>	<b>263,386</b>	<b>-3%</b>



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

	Jan-25	Jan-26	Annual Target
<b>RIDERSHIP BY FARE TYPE</b>			
Regular 1 Day Pass	91,286	91,972	
Senior & Disabled 1 Day Pass	18,987	20,829	
Regular 7 Day Pass	1,184	963	
Senior & Disabled Pass 7 Day Pass	798	587	
Regular 31 Day Pass	10,411	8,103	
Senior & Disabled 31 Day Pass	16,011	14,169	
BART 1 Day Pass	276	255	
BART 31 Day Pass	142	121	
MJC Free	25,281	27,005	
Youth Free	71,036	59,375	
Veterans & Active Military	5,339	6,416	
County Employee	1,642	1,668	
City Employee	843	915	
All Free	314	5,377	
Cooling Zone	0	27	
Turlock Transfer	135	167	
Escalon Transfer	23	6	
Token Transit	20,826	23,201	
Mobility Device	2,526	2,829	
Bike	5,524	5,530	
Ramp Deployed	2,310	3,614	
<b>VEHICLE REVENUE MILES</b>			
Revenue - MB	302,419	297,263	
Revenue - CB	29,802	29,287	
<b>VEHICLE DEADHEAD MILES</b>			
Deadhead - MB	13,119	11,129	
Deadhead - CB	2,526	2,457	
<b>TOTAL VEHICLE MILES</b>	<b>347,865</b>	<b>340,136</b>	
<b>VEHICLE REVENUE HOURS</b>			
Revenue - MB	20,364	19,850	
Revenue - CB	886	863	
<b>VEHICLE DEADHEAD HOURS</b>			
Deadhead - MB	669	596	
Deadhead - CB	109	108	
<b>TOTAL VEHICLE HOURS</b>	<b>22,029</b>	<b>21,417</b>	



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

	Jan-25	Jan-26	Annual Target
<b>ON TIME PERFORMANCE</b>			
Motor Bus	81%	80%	90%
Commuter Bus	71%	66%	95%
<b>PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)</b>			
Major Events (S&S 40)		0	13
Collisions (Fixed Object)		5	155
Vehicular Collisions		0	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)		26,983	18,000
<b>SAFETY AND SECURITY</b>			
NTD Non-Major Collisions (S&S 50)	0	1	
NTD Major Event (S&S 40)	1	3	
Total Non-Preventable Collisions	10	7	
Total Preventable Collisions	8	5	
<b>REVENUE</b>			
Cash Fares	\$49,614	\$52,401	
Sales	\$30,137	\$23,680	
Token Transit Cash Deposit	\$20,539	\$23,201	
LCTOP	\$0	\$0	
<b>TOTAL Revenue</b>	<b>\$100,290</b>	<b>\$99,282</b>	
<b>KEY PERFORMANCE INDICATORS</b>			
Rides per Hour	13.35	12.72	
Rides per Mile	0.85	0.81	
Preventable Collisions per 100k Miles	2.41	1.53	< 0.50
Average Fare per Ride	\$0.35	\$0.20	
Complaints per 100k Miles	16.96	17.05	



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

	Jan-25	Jan-26	Annual Target
<b>BUS STOP MAINTENANCE</b>			
Graffiti Removal		32	
Shelter Repair		3	
Shelter Removal		0	
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		10	
Bus Stop Sign/Post Replacement		7	
Bus Stop Infopost Repair		5	
Bus Stop Infopost Replacement		1	
<b>SERVICE ISSUES</b>			
Service related 20 < Late - Missed Trips	0	0	
Service related 20 > Late - Missed Trips	29	9	
Collision - Missed Trips	14	6	
Off Route - Missed Trips	3	3	
Mechanical Issue - Missed Trips	31	25	
No Bus - Missed Trips	3	2	
Negligence - Missed Trips	17	3	
Dispatcher Error - Missed Trips	8	3	
No Driver Available - Missed Trips	9	0	
Other - Missed Trips	6	46	
Passed Up Passengers	17	19	
Deficient Vehicle Condition	120	50	
Complaints	59	58	
Average Phone Queue Hold Times (mm:ss)	01:03	00:54	< 3:00
Average Hold time (mm:ss)	01:35	01:55	< 2:00
<b>DIGITAL ANALYTICS</b>			
Transit App Sessions	76,205	82,849	
MyStop App - Android Monthly Active Users	33,972	29,169	
MyStop App - iOS Monthly Active Users	10,941	12,314	
www.StanRTA.org Sessions	38,636	35,633	
<b>MAINTENANCE</b>			
<b>VEHICLE MILES</b>			
Total Miles - MB	321,902	313,727	
Total Miles - CB	27,293	29,121	
<b>TOTAL VEHICLE MILES</b>	<b>349,195</b>	<b>342,848</b>	



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

	Jan-25	Jan-26	Annual Target
<b>SERVICE ISSUES</b>			
Annual Miles between Mechanical Failures - All Modes	29,764	26,983	18,000
Major Mechanical System Failures - MB	16	13	
Major Mechanical System Failures - CB	1	2	
Other Mechanical System Failures - MB	8	14	
Other Mechanical System Failures - CB	0	0	
Road Calls - MB	24	27	
Road Calls - CB	1	2	
Preventable Road Calls - MB	1	0	
Preventable Road Calls - CB	0	0	
Repeat Failure - MB	0	0	
Repeat Failure - CB	0	0	
Open Work Orders - MB	159	122	
Open Work Orders - CB	18	15	
Breakdowns per 100k Miles	7.16	8.46	
Breakdowns	25	29	
<b>PREVENTATIVE MAINTENANCE PERFORMANCE</b>			
Average hours PM "I" Service	1.08	1.24	
Average hours - "A" Service	1.34	1.93	
Average hours - "B" Service	0	2.33	
Percentage of non-billable hours	16%	11%	
<b>MAINTENANCE COSTS PER MILE</b>			
Maintenance Cost per Mile - MB	\$0.49		
Maintenance Cost per Mile - CB	\$0.28		
<b>FUEL COSTS PER MILE</b>			
Diesel Cost per Mile - MB	\$0.61		
Electric Cost per Mile - MB	\$0.73		
CNG Cost per Mile - MB	\$0.59		
Diesel Cost per Mile - CB	\$0.57		
<b>PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)</b>			
On-Time PM "I"	152	54	
Early PM "I"	2	22	
Late PM "I"	17	72	
On-Time PM "A"		12	
Early PM "A"		0	
Late PM "A"		0	
End-of-month: Overdue Vehicle PMs		5	



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

	Jan-25	Jan-26	Annual Target
<b>KEY PERFORMANCE INDICATORS</b>			
Major Mechanical System Failures per 100k - MB	4.97	4.14	
Major Mechanical System Failures per 100k - CB	3.66	6.87	
Other Mechanical System Failures per 100k - MB	2.49	4.46	
Other Mechanical System Failures per 100k - CB	0.00	0.00	
<b>STANRTA STAFFING LEVELS</b>			
City of Modesto Maintenance Dept.		26	30
Transdev Fixed Route Drivers		163	177
Transdev Demand Response Drivers		68	78
Transdev Operations		59	60
StanRTA Admin Staff		17	18
<b>STANISLAUS COUNTY SHERIFFS DEPARTMENT</b>			
Felony Arrests			
Misdemeanor Arrests			
Citations			



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

	Jan-25	Jan-26	Annual Target
<b>OPERATING DAYS</b>			
<b>Weekday</b>	23	22	
<b>Saturday</b>	4	5	
<b>Sunday</b>	4	4	
<b>TOTAL OPERATING DAYS</b>	<b>31</b>	<b>31</b>	
<b>RIDERSHIP BY SERVICE</b>			
			<b>Ridership Difference</b>
ADA	12,523	14,478	16% <span style="color: green;">■</span>
ADA Eligibility	106	136	28% <span style="color: green;">■</span>
MediVan	59	73	24% <span style="color: green;">■</span>
Oakdale DAR	57	0	-100% <span style="color: red;">■</span>
Patterson DAR	147	132	-10% <span style="color: red;">■</span>
Riverbank DAR	0	1	0% <span style="color: red;">■</span>
<b>TOTAL RIDERSHIP</b>	<b>12,892</b>	<b>14,820</b>	<b>15%</b> <span style="color: green;">■</span>
<b>VEHICLE REVENUE &amp; DEADHEAD MILES</b>			
Revenue	98,127	105,183	
Deadhead	28,908	31,097	
<b>TOTAL VEHICLE MILES</b>	<b>127,036</b>	<b>136,280</b>	
<b>VEHICLE REVENUE &amp; DEADHEAD HOURS</b>			
Revenue	7,174	6,986	
Deadhead	3,282	2,732	
<b>TOTAL VEHICLE HOURS</b>	<b>10,456</b>	<b>9,717</b>	
<b>ON TIME PERFORMANCE</b>			
	<b>96%</b>	<b>95%</b>	<b>95%</b>
<b>SAFETY AND SECURITY</b>			
NTD Non-Major Collisions (S&S 50)	1	0	
NTD Major Event (S&S 40)	0	0	



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

	Jan-25	Jan-26	Annual Target
Total Non-Preventable Collisions	1	0	
Total Preventable Collisions	4	0	
<b>REVENUE</b>			
Cash Fares	\$4,180	\$4,382	
Ticket Sales	\$24,938	\$26,528	
Ecolane Sales	\$6,218	\$7,888	
<b>TOTAL Revenue</b>	<b>\$35,336</b>	<b>\$38,798</b>	



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

	Jan-25	Jan-26	Annual Target
<b>SERVICE</b>			
Total Trips	12,892	14,820	
Rides per Hour	1.80	2.12	> 2.5
Rides per Mile	0.13	0.14	
Preventable Collisions per 100k Miles	4.08	0.00	< 0.50
Average Fare per Ride	\$2.74	\$2.62	
Complaints per 1,000 Trips	0.87	0.65	< 4
Complaints per 100k Miles	16.53	6.60	
Average Phone Queue Hold Times (mm:ss)	01:14	01:05	< 3:00
Average Hold time (mm:ss)	01:45	01:49	< 2:00
<b>Excessively Late Pickups</b>	12	8	
Excessively Late Pickups %	0.09%	0.05%	< .10%
<b>Excessively Late Drop Offs</b>	15	18	
Excessively Late Drop Offs %	0.12%	0.12%	< .10%
<b>Excessively Early Pickups</b>	38	48	
Excessively Early Pickups %	0.29%	0.32%	< .10%
<b>Excessively Early Drop Offs</b>	71	73	
Excessively Early Drop Offs %	0.55%	0.49%	< .10%
No Shows - Invalid		93	
<b>No Shows - Valid</b>	318	239	
No Shows - Valid %	2.47%	1.61%	
Cancel at Door - Invalid		1	
<b>Cancel at Door - Valid</b>		7	
Cancel at Door - Valid %	0.00%	0.05%	
Late Cancel - Invalid		3	
<b>Late Cancel - Valid</b>	171	154	
Late Cancel - Valid %	1.33%	1.04%	
Trip Denials ADA	0	0	
Trip Denials DR	0	0	
Trip Denials Medivan	0	0	
Missed Trips	152	117	



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

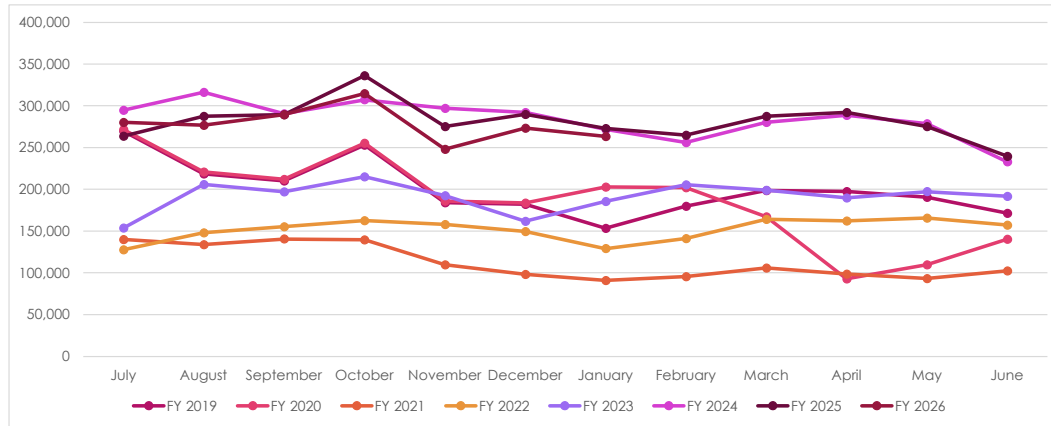
	Jan-25	Jan-26	Annual Target
<b>SERVICE ISSUES</b>			
Deficient Vehicle Condition	120	50	
Complaints	21	9	
Breakdowns	6	2	



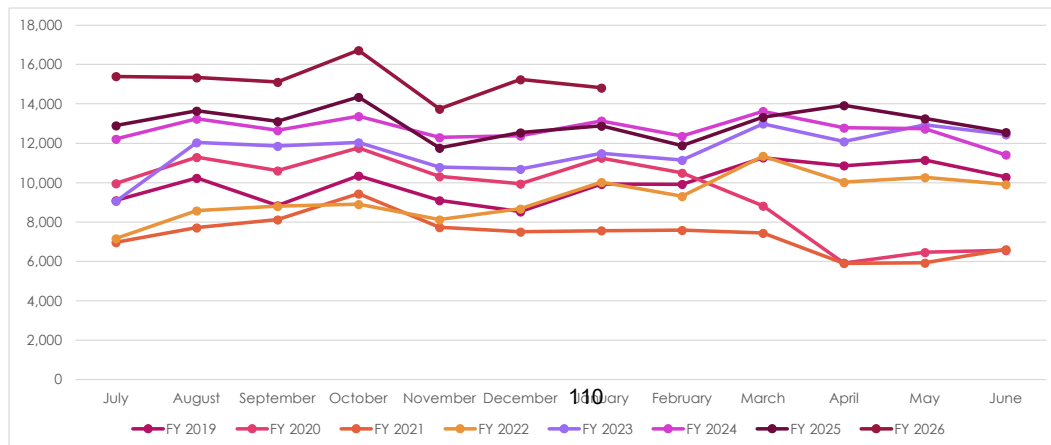
## Stanislaus Regional Transit Authority Month to Month - Demand Response

	Jan-25	Jan-26	Annual Target
<b>MAINTENANCE</b>			
<b>VEHICLE MILES</b>			
Total Miles - DR	128,634	138,225	
<b>TOTAL VEHICLE MILES</b>	<b>128,634</b>	<b>138,225</b>	
<b>KEY PERFORMANCE INDICATORS</b>			
Major Mechanical System Failures - DR	0	1	
Other Mechanical System Failures - DR	6	1	
Major Mechanical System Failures per 100k - DR	0.00	0.73	
Other Mechanical System Failures per 100k - DR	4.72	0.73	
Road Calls - DR	7	2	
Preventable Road Calls - DR	0	0	
Road Calls per 100k Miles - DR	5.44	1.45	
Repeat Failure - DR	0	0	
Open Work Orders - DR	65	40	
<b>MAINTENANCE COSTS PER MILE</b>			
Maintenance Cost per Mile - DR	\$ 0.24		
<b>FUEL COSTS PER MILE</b>			
Gasoline Cost per Mile - DR	\$ 0.54		
<b>PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)</b>			
On-Time PM "A"	17		
Early PM "A"	2		
Late PM "A"	1		

	July	August	September	October	November	December	January	February	March	April	May	June	Total	Ave
<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	263,386						<b>1,945,788</b>	<b>277,970</b>



	July	August	September	October	November	December	January	February	March	April	May	June	Total	Ave
<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	14,820						<b>106,397</b>	<b>15,200</b>



Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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

**Agenda Item: [8B]**

The following activities were undertaken during January and February 2026.

**Flashlight Giveaway and Pop-Up – January 14, 2026**

StanRTA tabled a safety blitz pop-up at the Modesto Transit Center and distributed free flashlights to passengers and drivers to give out to early morning and late-night riders. These are intended to ensure safety and visibility at bus stops when it is dark outside. Over 500 flashlights were given away.

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

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

**Rosa Parks and Transit Equity Day – February 4, 2026**

StanRTA celebrated Rosa Parks and Transit Equity Day by reserving the first seat of every bus with a laminated seat card highlighting Rosa Parks. Additionally, StanRTA also gave away a free pancake breakfast to passengers and operators to celebrate Rosa Parks’ handwritten pancake recipe, which was published by the United States Library of Congress in 2015.

**Turlock Transit Center Pop-Up – February 6, 2026**

StanRTA tabled a pop-up event at the Turlock Transit Center, offering resources, information, and giveaway items to an estimated 30 passengers.

**Valentine’s Day Card Giveaway – February 14, 2026**

StanRTA designed and distributed the 2<sup>nd</sup> Annual unique set of (8) Valentine’s Day cards to passengers from drivers and other staff to show appreciation and care for their ridership and support. These cards were also placed on the StanRTA website and social media channels as a downloadable file.

**Social Media**

The following tables reflect activity for January 1, 2026 – January 31, 2026

Facebook Metrics	
Metrics	Total

Audience Growth Rate%	0.36%
- Transportation Industry Audience Growth Rate%	0.59%
Post Engagement %	6.19%
- Transportation Industry Post Engagement %	1.74%
Posting Frequency (# Per Day)	1.48
- Transportation Industry Posting Frequency (# Per Day)	0.39
Post Impressions/Views	40.6 K
Reach	22 K
Total Followers	3,907

Instagram Metrics	
Metrics	Total
Audience Growth Rate%	(0.23)%
- Transportation Industry Audience Growth Rate%	(1.12)%
Post Engagement %	4.97%
- Transportation Industry Post Engagement %	1.32%
Posting Frequency (# Per Day)	1.03
- Transportation Industry Posting Frequency (# Per Day)	0.59
Post Impressions/Views	7.2 K
Reach	4 K
Total Followers	1,294

TikTok Metrics	
Metrics	Total
Audience Growth Rate%	14.29%
- Transportation Industry Audience Growth Rate%	(6.85)%
Post Engagement %	1.79%
- Transportation Industry Post Engagement %	1.69%
Posting Frequency (# Per Day)	0.94
- Transportation Industry Posting Frequency (# Per Day)	0.18
Post Impressions/Views	4.9 K
Reach	4.2 K
Total Followers	224

X Metrics	
Metrics	Total
Audience Growth Rate%	(1.04)%
- Transportation Industry Audience Growth Rate%	0.75%
Post Engagement %	3.76%
- Transportation Industry Post Engagement %	1.05%
Post Impressions/Views	763
Total Followers	474

Based on industry benchmarks for comparable small and mid-sized transit agencies, StanRTA's engagement levels are strong across all major platforms and reflect a higher overall posting frequency than peer agencies.

### Promotional Campaigns

### **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
- Pop-up events

### **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 to express that everyone shares valuable roles and 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

### **Make Room, Make A Difference**

StanRTA launched a campaign to communicate the importance of ensuring that the front-marked seats of buses are reserved for passengers with mobility devices and/or disabilities. Drivers frequently encounter passengers who do not move when the need arises, so helping passengers understand that when they make room, they can make a difference for other passengers.

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

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

### **Upcoming Events**

- Go Green Week – March 15 - 21, 2026: StanRTA will celebrate Go Green Week by providing free rides on each service all week long to promote sustainability and to encourage residents to use public transit or alternative modes of transportation.
- National Transit Employee Appreciation Day – March 18, 2026: StanRTA will celebrate Drivers, Customer Service, and all other Transit workers by providing a meal for employees at the Modesto Transit Center as well as fun and activities throughout the day.
- Building Bridges Family Resource Fair – April 2, 2026: 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 – 10:00 am – 2:00 pm: StanRTA will sponsor and provide an informational booth at this annual community event at Graceada Park and provide free rides for passengers who indicate they are headed to the event to their Driver.
- 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 – 9:00 am – 2:00 pm: StanRTA will table this event and provide information to community members and other agencies on transit services.

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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**DATE:** February 26, 2026  
**TO:** Board of Directors  
**FROM:** Letti Ortiz, Director of Finance & Administration  
**RE:** Investment Report

**Agenda Item: [8C]**

**Background:**

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

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

**Discussion:**

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

In the 2025 calendar year, the OVCB Reserve Account earned \$53,242.91 in interest and received \$302,041.95 in maturity payments from Cetera Investments, for a total of \$355,284.86. Cetera earned \$1,679.35 in interest and reported \$414,923.30 in market value gains, which was partially offset by the \$302,041.95 transferred to OVCB, resulting

in net gains of \$114,560.70. Total interest and revenue earned in the 2025 calendar year was \$469,845.56.

As of January 1, 2026, the OVCB Reserve Account balance was \$723,913.99. By January 31, 2026, the balance increased to \$781,761.34, reflecting a total increase of \$57,847.35. This increase consisted of \$1,512.98 in interest earnings and \$56,334.37 in maturity interest transferred from Cetera.

As of January 1, 2026, the Cetera account balance was \$12,230,133.89. By January 31, 2026, the balance decreased to \$12,202,408.23. This change is primarily due to the transfer of \$56,334.37 in maturity interest to the OVCB Reserve Account, offset by \$28,174.94 in unrealized revenue.

As of January 31, 2026, StanRTA holds \$12,984,169.57 in reserves, representing 86.6% of its \$15 million reserve target.

**Beginning Value as of November 1, 2025: \$12,209,468.40**

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

**Existing USTB:**

<b>USTB</b>	<b>MATURE DATE</b>	<b>MONTHLY UNREALIZED GAIN/LOSS</b>	<b>UNREALIZED GAIN/LOSS</b>	<b>ACTIVITY</b>
912797NL7	11/28/2025	\$5,536.02	\$58,591.26	Matured and Closed
912797NU7	12/26/2025	\$6,270.80	\$50,968.24	Open
912797PV3	03/19/2026	\$12,334.22	\$92,920.55	Open
912797QX8	06/11/2026	\$6,429.40	\$34,988.38	Open
912797RS8	09/03/2026	\$7,334.30	\$11,073.76	Open

Total Unrealized Revenue Earned November 2025: \$37,904.74

FDIC Fund Interest Earned: \$0.04

**Ending Value as of November 28, 2025: \$12,247,373.18**

**Beginning Value as of December 1, 2025: \$12,247,373.18**

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

**New USTB:**

USTB	ISSUE DATE	MATURE DATE	AMOUNT
912797SW8	12/01/2025	05/28/2026	\$2,000,093.22

**Existing USTB:**

USTB	MATURE DATE	MONTHLY UNREALIZED GAIN/LOSS	UNREALIZED GAIN/LOSS	ACTIVITY
912797NU7	12/26/2025	\$5,551.20	\$56,519.44	Matured and Closed
912797PV3	03/19/2026	\$15,190.13	\$108,110.68	Open
912797SW8	05/28/2026	\$5,003.64	\$5,003.64	Open
912797QX8	06/11/2026	\$7,362.70	\$42,351.08	Open
912797RS8	09/03/2026	\$8,016.08	\$19,089.84	Open

Total Unrealized Revenue Earned December 2025: \$41,123.75

FDIC Fund Interest Earned: \$271.50

Funds Transferred to OVCB Reserve Account: <\$58,634.54>

**Ending Value as of December 31, 2025: \$12,230,133.89**

**Beginning Value as of January 1, 2026: \$12,230,133.89**

**Activity as of January 1, 2026:**

**New USTB:**

USTB	ISSUE DATE	MATURE DATE	AMOUNT
912797TC1	01/02/2026	12/24/2026	\$1,999,665.74

**Existing USTB:**

USTB	MATURE DATE	MONTHLY UNREALIZED GAIN/LOSS	UNREALIZED GAIN/LOSS	ACTIVITY
912797PV3	03/19/2026	\$12,003.10	\$120,113.78	Open
912797SW8	05/28/2026	\$5,756.22	\$10,759.86	Open
912797QX8	06/11/2026	\$5,848.68	\$48,199.76	Open
912797RS8	09/03/2026	\$5,123.68	\$24,213.52	Open
912797TC1	12/24/2026	<\$556.74>	<\$556.74>	Open

Total Unrealized Revenue Earned January 2026: \$28,174.94

FDIC Fund Interest Earned: \$433.77

Funds Transferred to OVCB Reserve Account: <\$56,334.37>

**Ending Value as of January 31, 2026: \$12,202,408.23**

<b>Oak Valley Community Bank – Reserve Account</b>	
<b>Balance as of January 1, 2026:</b>	<b>\$ 723,913.99</b>
Total Interest Earned as of January 31, 2026:	\$ 1,512.98
Total Deposit as of January 31, 2026:	\$ 56,334.37
Total Withdrawals as of January 31, 2026:	\$ 0.00
<b>Balance as of January 31, 2026:</b>	<b>\$ 781,761.34</b>
<b>Cetera Investment Account</b>	
<b>Balance as of January 1, 2026:</b>	<b>\$12,230,133.89</b>
Total Unrealized Gain as of January 31, 2026:	\$ 28,174.94
Total Interest Earned as of January 31, 2026:	\$ 433.77
Total Transfers from OVCB as of January 31, 2026:	\$ 0.00
Total Transfers to OVCB as of January 31, 2026:	<\$ 56,334.37>
<b>Balance as of January 31, 2026:</b>	<b>\$ 12,202,408.23</b>
<b>TOTAL FUNDS RESERVED:</b>	<b><u>\$ 12,984,169.57</u></b>

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

**DATE:** February 26, 2026  
**TO:** Board of Directors  
**FROM:** Dero In, Grants & Procurement Specialist  
**RE:** Grants & Procurement Report

**Agenda Item: [8D]**

**Procurement Report**

**Out For Bids:**

<b>Project Title</b>	<b>Purpose</b>
Americans with Disabilities Act (ADA) Paratransit Eligibility Services	StanRTA is seeking a contractor to provide ADA Paratransit Eligibility services.

**In-Progress:**

Onboard Credit Card Payments	StanRTA is seeking a vendor to provide a modern, comprehensive payment platform that will transform the way riders access and pay for public transportation.
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## Grants Report

### In-Progress:

**Grantor:** Caltrans  
**Grant Name:** FY26 Low Carbon Transit Operations Program (LCTOP)  
**Purpose:** To provide funding for the Rideshare Program.  
**Performance End Date:** 9/24/2030  
**Grant Amount:** TBD - Pending Final Apportionment

### Pending Approval:

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

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

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

**Active Grants:**

**Grant #:** D10-133  
**Grantor:** Caltrans  
**Grant Name:** FY25 Low Carbon Transit Operations Program (LCTOP)  
**Purpose:** To offer free fares to the public throughout the year to encourage ridership and promote public transportation.  
**Performance End Date:** 6/30/2026  
**Grant Award:** \$1,349,408  
**Available Balance:** \$890,045.54

**Grant #:** 2022-M026-001  
**Grantor:** Caltrans  
**Grant Name:** FY23 SGR – StanRTA Vehicle Rehabilitation  
**Purpose:** To rehabilitate transit vehicles.  
**Performance End Date:** N/A  
**Grant Award:** \$2,447,490.01  
**Available Balance:** \$299,156.50

**Grant #:** 2024-M026-004  
**Grantor:** Caltrans  
**Grant Name:** FY24 SGR – Bus Stop Maintenance & Rehabilitation  
**Purpose:** To rehabilitate bus stops throughout the county.  
**Performance End Date:** N/A  
**Grant Award:** \$958,713.00  
**Available Balance:** \$172,568.15

**Grant #:** 2024-M026-004  
**Grantor:** Caltrans  
**Grant Name:** FY25 SGR – Bus Stop Maintenance & Rehabilitation  
**Purpose:** To rehabilitate bus stops throughout the county.  
**Performance End Date:** N/A  
**Grant Award:** \$945,548.00  
**Available Balance:** \$322,169.34

**Grant #:** 2024-M026-004  
**Grantor:** Caltrans  
**Grant Name:** FY26 SGR – Bus Stop Maintenance & Rehabilitation  
**Purpose:** To rehabilitate bus stops throughout the county.  
**Performance End Date:** N/A  
**Grant Award:** \$804,328.00  
**Available Balance:** \$628,507.11

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

**Grant #:** CA-2023-216  
**Grantor:** FTA  
**Grant Name:** FY23 CMAQ Rideshare Program  
**Purpose:** To provide funding for the Rideshare Program.  
**Performance End Date:** 9/30/2028  
**Grant Award:** \$300,000.00  
**Available Balance:** \$39,288.00

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

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

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

**Grant #:** CA-2025-128  
**Grantor:** FTA  
**Grant Name:** FY25 5307 Urbanized Area Formula Grant  
**Purpose:** To provide operating assistance and preventive maintenance.  
**Performance End Date:** 8/30/2029  
**Grant Amount:** \$8,462,630.00  
**Available Balance:** \$2,148,142.00

**Grant #:** CA-2025-179  
**Grantor:** FTA  
**Grant Name:** FY25 5307 Operating Assistance – Turlock UZA  
**Purpose:** To provide operating assistance funding for StanRTA's bus routes that travel to and from Turlock, CA.  
**Performance End Date:** 8/30/2031  
**Grant Amount:** \$571,198.00  
**Available Balance:** \$537,621.00

**Grant #:** CA-2025-123  
**Grantor:** FTA  
**Grant Name:** FY25 5307 CMAQ/5307 Bus Replacement  
**Purpose:** To purchase three (3) 40ft hydrogen fuel cell buses.  
**Performance End Date:** 8/30/2029  
**Grant Amount:** \$3,600,000.00  
**Available Balance:** \$3,600,000.00

**Grant #:** XXX  
**Grantor:** Caltrans  
**Grant Name:** FY25 5311 Rural Transit & Intercity Bus  
**Purpose:** To provides supplemental funding for transit services in non-urbanized areas.  
**Performance End Date:** 6/30/2026  
**Grant Amount:** \$715,718.00  
**Available Balance:** \$351,953.65

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# CEO Reports

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# Directors Reports

**STANISLAUS REGIONAL TRANSIT AUTHORITY**

# Closed session

11A. Conference with Legal Counsel: Potential Litigation

Pursuant to Paragraph (2) of subdivision (d) of Government Code Section 54956.9:  
One Case