

STANISLAUS REGIONAL TRANSIT AUTHORITY

EQUITY AND ACCESSIBILITY ADVISORY COMMITTEE MEETING 1111 I STREET, SUITE 308 STANCOG POLICY BOARD ROOM THURSDAY, MARCH 19, 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 Equity and Accessibility Advisory Committee during the meeting:

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

Join Zoom Meeting:

<https://us06web.zoom.us/j/81347188438?pwd=aVh5TStGYTF0VGRqTWtkVk4xdmtTdz09>

Meeting ID: 813 4718 8438

Passcode: 664680

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

If you are participating via telephone only you will still need to register on Zoom using the link above. You can submit your comments via email to info@stanrta.org or by calling 209-477-7011 by 3:00 p.m. on March 18, 2026.

Written Comments will be shared with Committee 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 before the end of the meeting.

Committee Agendas and Minutes: Board agendas, minutes, and copies of items to be considered by the Stanislaus Regional Transit Authority (StanRTA) Equity and Accessibility Advisory Committee are available at least 72 hours before the meeting on the StanRTA's website www.stanrta.org and at the StanRTA office located at 912 11th Street, Suite 100, Modesto, CA during normal business hours.

Materials related to an item on this Agenda submitted to the Committee Members 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 the 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 SEAAC meetings are conducted in English. Anyone wishing to address the Committee 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. REMOTE PARTICIPATION DUE TO EMERGENCY CIRCUMSTANCES

- A. Motion to Approve Member Requests to Participate Remotely due to Emergency Circumstances pursuant to Government Code 54953(f)(2)(A)(ii)

4. PUBLIC COMMENTS

These matters may be presented only by interested persons in the audience. Discussion is limited to five minutes or at the discretion of the Chair.

5. CONSENT CALENDAR

- A. Motion to Approve the Minutes of November 13, 2025, meeting

6. DISCUSSION AND ACTION

- A. Motion to recommend that the Board of Directors approve by resolution the Equity Analysis of the Proposed Operations and Maintenance Facility Site
- B. Motion to recommend that the Board of Directors approve by resolution the Proposed Modifications to the Diminishing Balance Policy
- C. Motion to recommend that the Board of Directors approve by resolution the Proposed Modifications to the No Show and Late Cancellation Policy for Demand Response Services
- D. Short-Range Transit Plan Update

7. INFORMATION ITEMS

A. Key Performance Indicators

8. AGENCY REPORTS

B. CEO Report

9. COMMITTEE MEMBER REPORTS

10. ADJOURNMENT

Next Meeting: 1:00 pm. May 14, 2026
1111 I Street, Suite 308
Modesto, CA 95354

STANISLAUS REGIONAL TRANSIT AUTHORITY

CONSENT CALENDAR

STANISLAUS REGIONAL TRANSIT AUTHORITY

EQUITY AND ACCESSIBILITY ADVISORY COMMITTEE MEETING

Minutes of November 13, 2025
(Thursday) 1:00 p.m.

Important Notice Regarding COVID-19

COMMITTEE MEMBERS

PRESENT: Michael Wood, Mohamed Rashid, Nick Jensen, James Smith, John Luis, Angelica Gamboa, Jacinta Parker, Hannah Brady, Steven Evans

COMMITTEE MEMBERS ABSENT: Cesar Rubio, Vernon Snodderly

STAFF PRESENT: Valerie Fabela, Angela Swanson, Adam Barth

ALSO PRESENT: Monica Streeter (General Counsel); James Pratt (Information Technology); Ron McMurtry, Jessica Lee, Clifton Crabtree, Hector Medina

1. CALL TO ORDER

Vice Chair Jacinta Parker opened the meeting at 1:02 pm

2. ROLL CALL

A Quorum of the committee members was present.

3. REMOTE PARTICIPATION DUE TO EMERGENCY CIRCUMSTANCES

A. Motion to Approve Member Requests to Participate Remotely due to Emergency Circumstances pursuant to Government Code 54953(f)(2)(A)(ii)

No remote participants.

4. PUBLIC COMMENTS

These matters may be presented only by interested persons in the audience. Discussion is limited to five minutes or at the discretion of the Chair.

No public comment.

5. CONSENT CALENDAR

A. Motion to Approve the Minutes of September 11, 2025, meeting.

By Motion, (Committee Members Jim Smith and Mohamed Rashid), and a 9-0 vote, the Stanislaus Equity and Accessibility Advisory Committee Approved Item 5A.

6. DISCUSSION AND ACTION

A. Motion to recommend that the Board of Directors approve by resolution the 2025 Service Monitoring Report

Senior Transit Analyst Angela Swanson gave a presentation regarding the 2025 Service Monitoring Report.

By Motion, (Committee Members Jim Smith and Mohamed Rashid), and a 9-0 vote, the Stanislaus Equity and Accessibility Advisory Committee Approved Item 6A.

B. Motion to recommend that the Board of Directors approve by resolution the 2022-2025 Title VI Program Update

Senior Transit Analyst Angela Swanson gave a presentation regarding the 2022-2025 Title VI Program Update

By Motion, (Committee Members Steven Evans and Michael Wood), and a 9-0 vote, the Stanislaus Equity and Accessibility Advisory Committee Approved Item 6B.

C. Short-Range Transit Plan

A team from Kimley Horn gave a presentation regarding Short-Range Transit Plan.

7. AGENCY REPORTS

A. CEO Report

Adam Barth shared that StanRTA will continue the annual tradition of providing free rides to the Modesto Centre Plaza for the Thanksgiving dinner event.

December is a free ride on all modes to promote public transportation.

The Operations Maintenance Facility should be closing escrow soon.

B. Marketing Update

No marketing updates to report.

8. COMMITTEE MEMBER REPORTS

Michael Wood had questions regarding route 33.

Mohamed Rashid shared some of his concerns with the timing of the routes and the safety on the paratransit.

Jacinta Parker shared a reported lengthy 2-hour ride on paratransit.

9. ADJOURNMENT

Adjournment: Meeting adjourned at 2:14 PM

Next Regularly Scheduled Equity and Accessibility Advisory Committee February 12, 2026, at 1:00 pm.

STANISLAUS REGIONAL TRANSIT AUTHORITY

DISCUSSION & ACTION ITEMS

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

DATE: March 19, 2026
TO: StanRTA Equity and Accessibility Advisory Committee
FROM: Angela Swanson, Senior Transit Analyst
RE: Equity Analysis of Proposed Operations and Maintenance Facility Site

Agenda Item: [6A]

Background

Title VI of the Civil Rights Act of 1964 (42 U.S. Code 2000d) protects individuals from discrimination based on race, color, and national origin in programs and activities that receive federal financial assistance. As a recipient of federal funding, the Stanislaus Regional Transit Authority (StanRTA) is obligated to assess how the location of a proposed facility may affect the surrounding minority and low-income communities, ensuring that the site selection process is conducted in a non-discriminatory manner. In compliance with Title VI, StanRTA conducted a facility equity analysis to confirm that the planned new Operations and Maintenance Facility, located at 3807 Crows Landing Road, was chosen without any bias toward race, color, or national origin.

Discussion

The StanRTA Equity and Accessibility Advisory Committee (SEAAC) serves as StanRTA's official community advisory group, tasked with reviewing operational and policy decisions for compliance with Title VI regulations, among other responsibilities. The SEAAC has been invited to examine the equity analysis of the site intended for the future Operations and Maintenance Facility using the lens of civil rights. The SEAAC is requested to review the report (Attachment 1) and, upon that review, make a recommendation to the Board of Directors.

Recommendation

It is recommended that the StanRTA Equity and Accessibility Advisory Committee:

Recommend that the Board of Directors, by resolution, approve the Equity Analysis of the Proposed Operations and Maintenance Facility Site and Project.

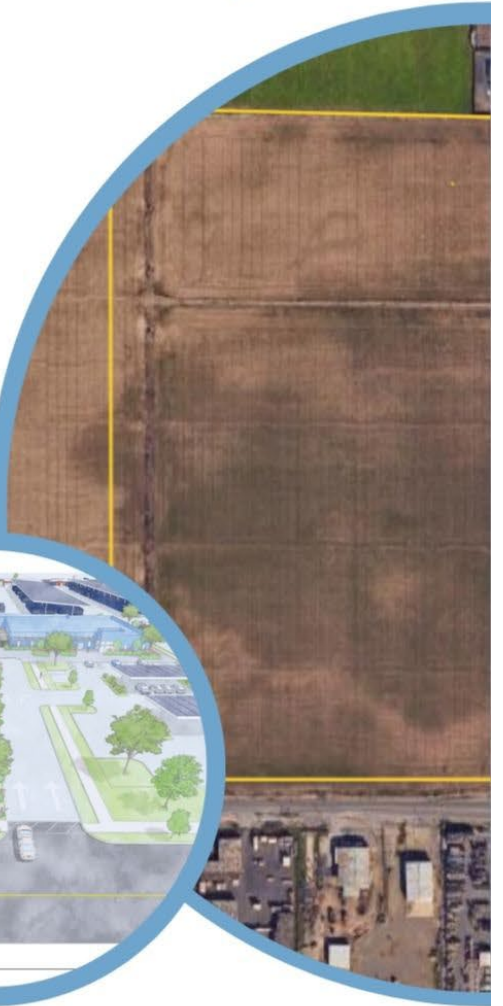
Attachments:

Title VI Equity Analysis: Operations and Maintenance Facility



SITE EQUITY ANALYSIS

Operations &
Maintenance Facility



**Stanislaus Regional
Transit Authority**
March 2026

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Executive Summary

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

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

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



1. StanRTA Background

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

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

StanRTA operates 23 fixed routes and 4 commuter services. The fixed routes include a mix of frequent services (operating every 15-20 minutes), local services (with 30-minute intervals within a community), and intercity services (running every 60 minutes between communities). The commuter services connect residents to major transit destinations outside the area, including BART, ACE Rail, and San Joaquin RTD. The current service area is illustrated in Figure 1.

Figure 1. StanRTA Service Area Map



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



2. Project Context

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

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

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



3. Title VI Compliance

Under Title VI of the Civil Rights Act of 1964, no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. As a recipient of federal funds, StanRTA is required to conduct a Fixed Facility Equity Analysis, highlighted in both the federal Title VI guidance¹ and under Title 49 of the Code of Federal Regulation², that is intended to ensure that the location is selected without regard to race, color, or national origin. This analysis must also “give attention to other facilities with similar impacts in the area to determine if any cumulative adverse impacts might result.”

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

StanRTA operates its service without regard to race, color, or national origin and is committed to ensuring that no person is excluded from participation in or denied the benefits of its transit services based on race, color, or national origin, as outlined by the provisions in Federal Transit Administration (FTA) circular 4702.1.B. StanRTA adheres to both the General Title VI requirements (Chapter III) and the Requirements of Fixed-Route Transit Providers (Chapter IV). Further, Title 49 CFR Section 21.5(b)(3) states,

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

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

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



4. Site Selection Process

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

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

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

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

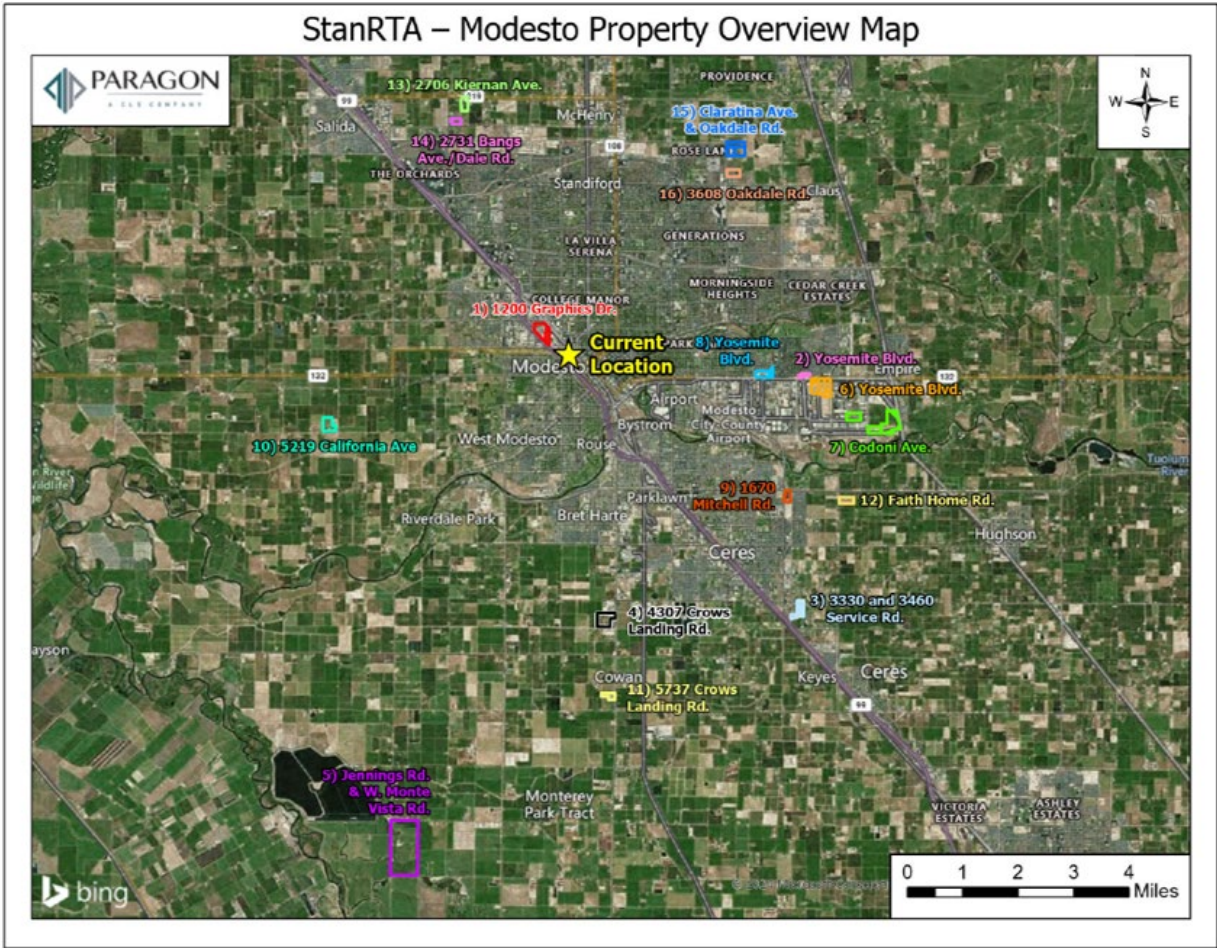
StanRTA’s facility master plan began with a space programming exercise. Through the programming effort, which addressed the agency’s current space needs and future growth anticipated through 2050, the site requirements were further refined. The updated specifications included:



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

Several sites meeting the minimum criteria were identified and evaluated as potential candidates for the new facility (Figure 1). These sites were distributed throughout the target area and either met or could meet the established minimum criteria. A total of sixteen sites¹ were identified and considered between February and December 2024, with all but one falling out of consideration.

Figure 2. Sites Considered for New Facility



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

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



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

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

Table 1. List of Potential Sites for the OMF

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

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



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

Figure 3. 3807 Crows Landing Road



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

StanRTA, as a recipient of federal funding through the Federal Transit Administration (FTA), is subject to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; commonly referred to as the Uniform Act. The Uniform Act provides relief from acquisition requirements to local agencies that can demonstrate that their project qualifies as an “acquisition of land for a hardship or protective purposes².”

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

² Code of Federal Regulations. 23 CFR part 771.118(d)(3)(ii)



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

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

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



5. Benefits and Burdens Analysis

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

Table 2. Benefits and Burdens of 3807 Crows Landing Road

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



6. Alternative Equity Analysis and Cumulative Impacts

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

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

Table 3. Demographic Factors for the Site and County

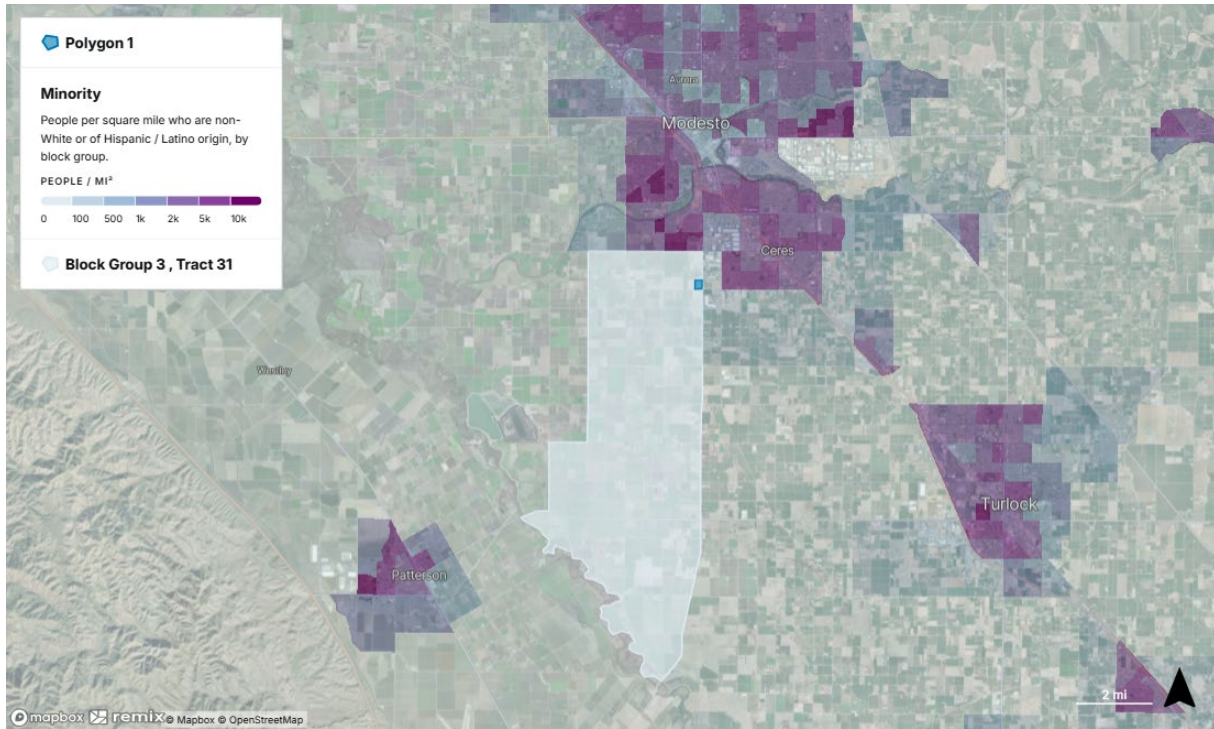
Demographic Factor	3807 Crows Landing Rd Block Group 3 Census Tract 31		Stanislaus County	
	Number	Percent	Number	Percent
Total Population	1,866	100%	552,878	100%
Minority Population	1,205	64.6%	296,276	53.6%
Non-Minority Population	661	35.4%	256,602	46.4%
Limited English Proficient Populations*	354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

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

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



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



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



7. Conclusion

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



Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

DATE: March 19, 2026
TO: Equity and Accessibility Advisory Committee
FROM: Angela Swanson, Senior Transit Analyst
RE: Proposed Policy for Demand Response User Diminishing Balance Accounts

Agenda Item: [6B]

Background:

The Stanislaus Regional Transit Authority (StanRTA) operates a demand response service that includes the federally mandated complementary paratransit service for individuals with disabilities and dial-a-ride programs available to the general public. Offered as a door-to-door service, meaning that the bus comes to the passenger's location and provides service from their doorway onto the vehicle and to their destination's doorway, demand response trips are prescheduled rides generally booked at least the day before travel. Scheduling and trip management are managed with Ecolane CAD/AVL software. This software also includes a fare module that allows passengers to deposit funds into an account and draw down that balance each time they board the bus. The fare module allows passengers to travel without a ticket or exact change for the \$2.50 one-way fare.

Discussion:

The diminishing balance feature has been in place for approximately one year following a successful pilot phase. While the program has performed effectively, it would benefit from formalized policy guidance to standardize and govern its use. The proposed policy establishes clear parameters in the following areas:

- Diminishing balance (drawdown) accounts are capped at \$250
- Once deposited, funds cannot be refunded
- Fares in the drawdown account have no expiration date
- Use of the drawdown account to pay a fare may not result in a negative account balance
- Failure to repay overdrafts on drawdown accounts can result in a cash/ticket only

limitation until the debt is paid

How Diminishing Balance Accounts Work

Diminishing Balance accounts have been established for 723 of the 2,603 unique passengers that used the demand response service in FY 2025. Not only has this become a popular option with individual passengers, but it is also gaining traction with social service agencies such as MOVE Stanislaus, which subsidize travel for their qualifying clientele. The agency sends a check with a manifest identifying the clients that will receive the funds and the amount to be credited to each account. The account is credited and automatically available during the bus trip. The bus operator enters the fare on their tablet when the passenger boards. A statement is sent to the agency each month detailing each client's usage. That statement informs the agency of the account's remaining balance, enabling the agency to customize replenishment levels for each client. The result is that passengers can use StanRTA's demand response service, secure in the knowledge that they have funds to cover their transportation, and the grantor has better control over fund expenditure than if tickets were purchased and distributed each month.

The proposed Diminishing Balance Account Policy will establish clear expectations for StanRTA and its operations team, as well as for our passengers who benefit from a prepaid fare option. Current practice allows these accounts to reach a negative balance of up to \$10. Unfortunately, the software system, in its current iteration, cannot prevent accepting charges that push accounts over \$10 in the red. Since 2023, negative balances up to \$5 were incurred by 331 passengers. Another 96 passengers have balances between \$5 - \$25. While severe abuse of this system is rare, there are five accounts with more than \$25 unpaid.

Table 1. Summary of Overdrawn Accounts

Negative Account Balance	# of Accounts
\$0.00 - \$5.00	331
Up to \$10.00	70
Up to \$25.00	26
Up to \$50.00	3
Over \$50.00	2

Depositing funds into the Diminishing Balance Account

As shown in Table 1, most account users are very responsible. However, the lack of accountability and procedural inconsistencies led to the recommendations made in the proposed policy. Those recommendations are summarized as follows:

1. Set a \$250 Cap on Accounts. The most frequent users of demand response services ride round-trip 20-25 times each month. The fare is \$2.50 per ride. This cap meets the needs of most individuals. Because StanRTA policy precludes fare

refunds (both fixed-route and demand-response), it is not recommended to exceed this cap.

2. Allow passenger fund balance to be transferred to either a) the sponsoring agency, or b) a qualifying family member for balances exceeding \$25. These balance transfers would occur if a passenger either dies, leaves the service area, or becomes unable to continue using demand response services.
3. Prohibit use of the drawdown account when such action would result in a negative balance. Passengers boarding the bus with insufficient balance to cover their fare will be required to pay in cash or use a ticket.
4. Options for Passengers Lacking Fare. As with fixed-route bus services, the operator has discretion to allow a passenger to board after paying a partial fare, grant a courtesy free trip, or deny the ride altogether. All such decisions by the bus operator are made in consultation with dispatch.
5. Passengers with Substantial Overdrafts will have 30 days to make repayment arrangements or lose the right to use a diminishing balance account.

Communicating the New Policy and Policy Effective Date

Staff recommend that these policy changes go into effect on July 1, 2026. The period between Board of Director approval and July 1 will be used to update StanRTA brochures, the website and the ADA Passenger Guide and promote that information to passengers. Passengers who have already established diminishing balance accounts will receive formal notification of the revised policy.

Fiscal Impact:

This policy creates no fiscal impact but may, by eliminating negative account balances, increase fare revenue.

Recommendation:

It is recommended that the StanRTA Equity and Accessibility Advisory Committee:

Recommend that the Board of Directors, by resolution, approve the Diminishing Balance Account policy.

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

DATE: March 19, 2026
TO: Equity and Accessibility Advisory Committee
FROM: Angela Swanson, Senior Transit Analyst
RE: Update of the No Show and Late Cancellation Policies

Agenda Item: [6C]

Background:

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

Paratransit trips are scheduled in advance and operated within a federally required one-hour negotiated pickup window. StanRTA is obligated to accommodate all qualified trip requests within its service area, and trip denials are prohibited under federal regulations administered by the Federal Transit Administration (FTA). To balance regulatory compliance, service reliability, and system capacity, federal guidelines authorize transit agencies to establish consequences for repeated missed trips ("No Shows") and late cancellations. A failure to take a scheduled trip or to cancel less than one hour before the pickup window, commonly referred to as a "Late Cancel," is classified as a "No Show" for purposes of this policy. StanRTA adopted a formal No Show Policy in April 2022 to promote rider accountability, preserve service availability, and support the efficient use of public resources. Transit policies, including the No Show policy, are periodically evaluated and, as needed, amended to improve the quality of services provided to our community.

Discussion:

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

Passengers using demand-response services must reserve specific pickup and drop-off times at least one day in advance of their planned travel by calling reservations or scheduling a ride with StanRTA’s “Book the S” app. This allows schedulers to plan trips efficiently during operating hours, maximizing service for all passengers. Passengers receive reminder calls the night before their scheduled trips and again on the day of travel. Passengers can cancel their trips without penalty up to one hour before their pickup window by calling customer service. When a passenger develops a pattern of frequent, short-notice cancellations, it places additional strain on ADA paratransit services, particularly during high-demand service hours.

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

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

Table 1 No Show Trends

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

*July – December 2025

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

No Show Policy Offenders

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

¹ Source: Ecolane. System Productivity Report

engaged in their community. Studying the data, the rate of No Shows does not correlate with the frequency the passenger uses the transit system.

Table 2 Comparison of the Highest No Shows with Ridership

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

Scope of the Problem

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

Intervention Process Prior to Issuing Suspensions

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

Options Proposed for Revising the No Show Penalty

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

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

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

Additional Recommendations to the No Show Policy

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

- *Medical Services.* Introduce clarification in the policy addressing the suspension of service for individuals using ADA paratransit for medical services. Currently, StanRTA allows individuals under suspension to use the service for life-saving treatments, such as dialysis, chemotherapy, or radiation therapy. However, some individuals continue to incur No Shows without any consequences under this policy. Under the ADA, StanRTA has the right to withhold service during a suspension for individuals receiving life-saving treatments. Passengers are notified of their suspension dates at least two weeks in advance, providing them with time to make alternative travel arrangements.
- *Restrict Access to the Book the S app.* Limit access to the "Book the S" application for individuals who accumulate multiple suspensions. Some passengers misuse the app by creating multiple bookings for the same destination and then neglecting to cancel them.
- *Rewards for Good Behavior.* Passengers who complete 24 trips without a No Show within a rolling 90-day period will be awarded a free one-way trip, with a limit of two free trips per month.

Communicating the New Policy and Policy Effective Date

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

Fiscal Impact:

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

Recommendation:

It is recommended that the StanRTA Equity and Accessibility Advisory Committee:

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

Attachments

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

**Attachment 1
Options for Calculating No Shows**

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

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

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

Option 2 – Make No Show Policy Consequences Stricter

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

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

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

10 or Under Trips/Month	No Show or late-cancel 40% or more of trips can result in suspension. Example: 9 trips, 4 No Shows 40% = 3.6 (round to 4) Rider qualifies for suspension.
11 or More Trips/Month	No Show or late-cancel 25% or more of trips can result in suspension. Example: 24 trips, 7 No Shows 25% = 6 Rider qualifies for suspension.

The impact of the various No Show policy options is depicted in the table below. Using a sample period of September – November 2025, staff analyzed the number of passengers that would be subject to possible suspension under the policy options. The results show that Option 1, the policy most closely resembling current practices, leads to more suspension infractions, while Option 3, which is based on the number of trips taken and the percentage of trips missed, results in the fewest suspensions.

Table 1. Comparison of Suspensions Issued by Option

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

Based on the comparison of options in Table 3, the staff recommends Option 2.

Attachment 2 Current No Show Policy (Adopted April 2022)

Passenger No-Shows and Passenger Responsibilities

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

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

Last Minute Cancellations

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

No Show/Late Cancellation will not be assessed when:

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

Suspension for Missed Trips

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

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

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

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

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

Appeals Process

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

Initial Appeal

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

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

DATE: March 19, 2026
TO: StanRTA Equity and Accessibility Advisory Committee
FROM: Angela Swanson, Senior Transit Analyst
RE: Short-Range Transit Plan and Bus Rapid Transit Analysis and Route Development Project Update

Agenda Item: [6D]

Background

A Short-Range Transit Plan (SRTP) is a document required by the Federal Transit Administration (FTA) that outlines a transit agency's services and operations over five years. The FTA further requires local agencies to periodically update their SRTPs. The Stanislaus Regional Transit Authority (StanRTA) prepared its initial SRTP in 2022. StanRTA engaged Kimley-Horn and Associates to assist in developing the next SRTP, a process that will run through the end of 2026. The SRTP process includes engaging the community to understand mobility needs and gather feedback, allowing StanRTA to set priorities and strategies aligned with revenue forecasts, and to include information such as service plans, budgets, and operational data. Ultimately, StanRTA will use the strategies outlined in the SRTP to guide the development of goals, objectives, and policies for future transit services in Stanislaus County. The project will conclude with the adoption of service recommendations and the creation of an implementation plan.

Discussion

Since the last presentation to the Equity and Accessibility Advisory Committee (SEAAC), Kimley-Horn has completed the Existing Conditions Report. This report details the StanRTA fixed-route bus network, the communities it serves, and the environment in which it operates. Additionally, a proposed overhaul of the fixed-route network has been developed. Public outreach and discussion of the proposed changes begins with a presentation at the March 26th Board of Directors meeting and continue through April 2026. The final network proposal will come to the SEAAC for comment prior to final board approval later in the summer.

Recommendation

This is an information-only item.

STANISLAUS REGIONAL TRANSIT AUTHORITY

Information Items

Ride the



STANISLAUS REGIONAL TRANSIT AUTHORITY

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

Agenda Item: [7A]

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.

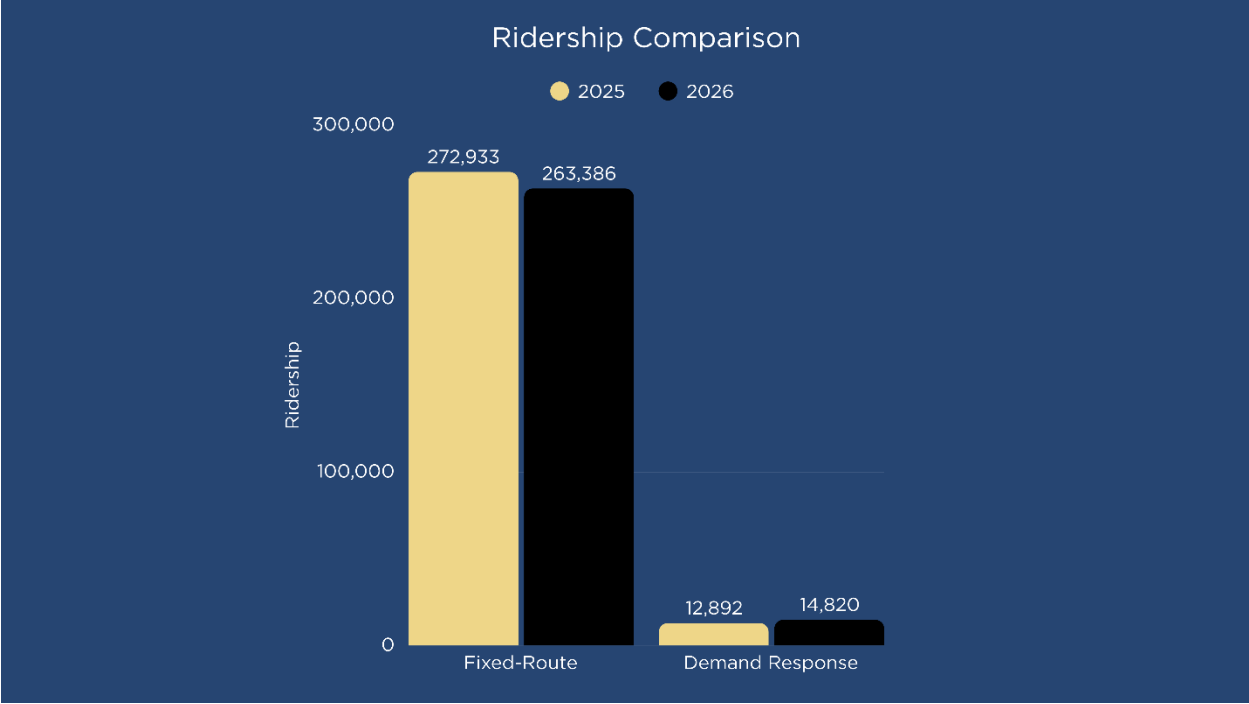
Discussion

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.

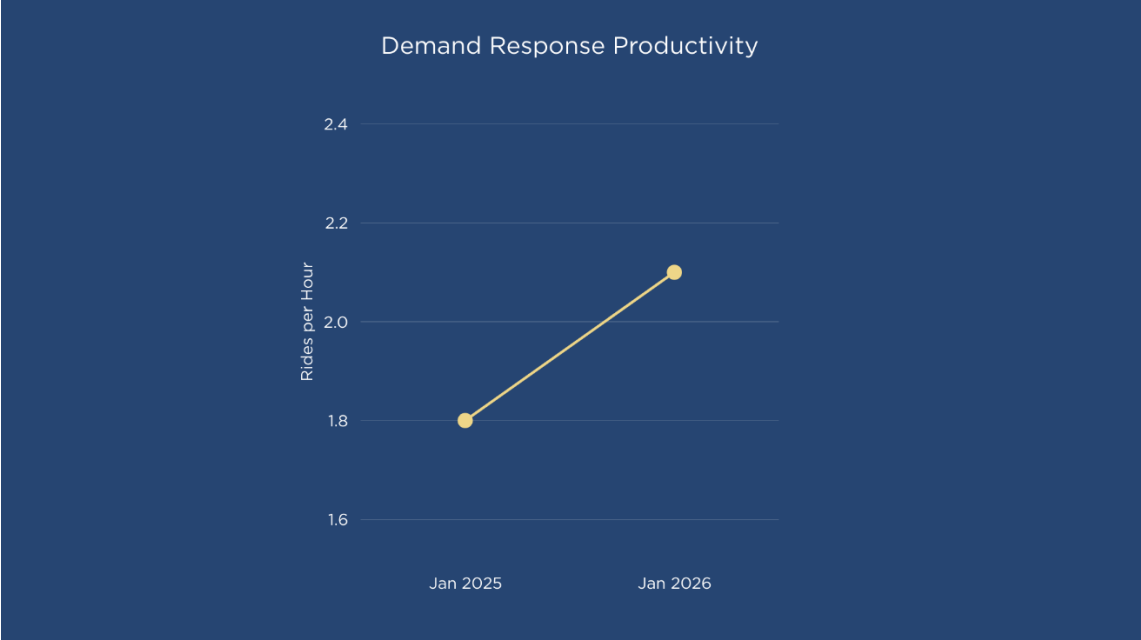
This shift indicates stable regional commute demand and reduced discretionary local travel. Demand Response growth continues to place additional pressure on scheduling efficiency and fleet utilization.



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.

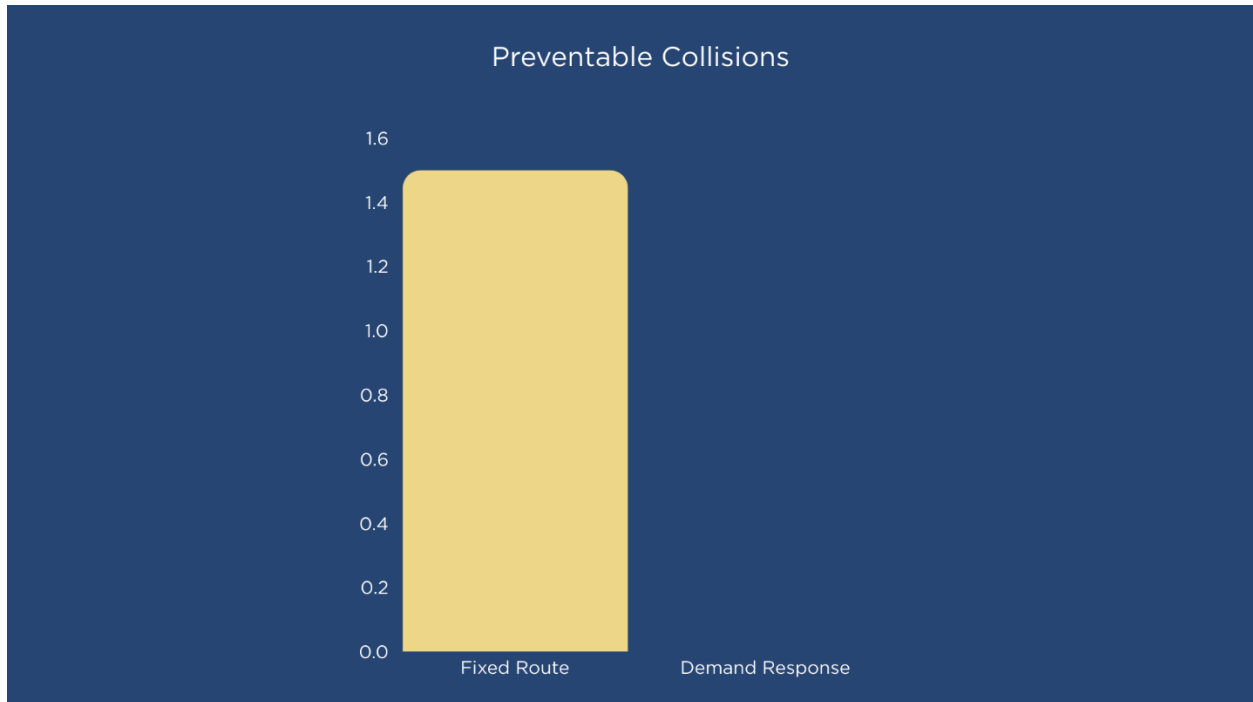


Safety

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

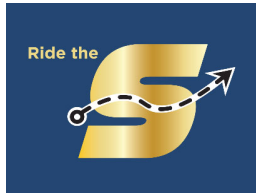
Reliability and productivity challenges directly affect operating cost efficiency and passenger satisfaction. Reduced Demand Response productivity increases cost per trip, while Fixed Route on-time performance impacts ridership retention and regional connectivity.

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
OPERATING DAYS														
Weekday	22	21	22	23	19	22	21	20	22	22	21	22	257	
Saturday	4	5	4	4	5	4	5	4	4	4	5	4	52	
Sunday	4	5	4	4	5	4	4	4	5	4	5	4	52	
TOTAL OPERATING DAYS	30	31	30	31	29	30	30	28	31	30	31	30	361	
RIDERSHIP BY ROUTE														
10	6,134	6,331	7,796	8,500	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	
ROUTE RIDERSHIP	280,182	276,611	289,360	314,712	248,174	273,363	263,386	0	0	0	0	0	1,945,788	
TOTAL RIDERSHIP	280,182	276,611	289,360	314,712	248,174	273,363	263,386	0	0	0	0	0	1,945,788	



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

	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	ANNUAL	ANNUAL TARGET
RIDERSHIP BY FARE TYPE														
Regular 1 Day Pass	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	
VEHICLE REVENUE MILES														
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	
VEHICLE DEADHEAD MILES														
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	
TOTAL VEHICLE MILES	348,262	347,555	332,567	357,863	320,261	345,082	340,136	0	0	0	0	0	2,391,726	
VEHICLE REVENUE HOURS														
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	
VEHICLE DEADHEAD HOURS														
Deadhead - MB	659	595	578	627	576	613	596						4,244	
Deadhead - CB	108	113	111	118	98	111	108						766	
TOTAL VEHICLE HOURS	22,061	22,031	21,132	22,551	20,118	21,754	21,417	0	0	0	0	0	151,062	



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

	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	ANNUAL	ANNUAL TARGET
ON TIME PERFORMANCE														
Motor Bus	86%	80%	78%	79%	80%	83%	80%						81%	90%
Commuter Bus	64%	68%	62%	60%	63%	64%	66%						64%	95%
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)														
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
SAFETY AND SECURITY														
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	
REVENUE														
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	
TOTAL Revenue	\$545,152	\$106,746	\$153,976	\$101,624	\$99,208	\$616,928	\$99,282	\$0	\$0	\$0	\$0	\$0	\$1,722,916	
KEY PERFORMANCE INDICATORS														
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
BUS STOP MAINTENANCE														
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	
SERVICE ISSUES														
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
DIGITAL ANALYTICS														
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	
MAINTENANCE														
VEHICLE MILES														
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	
TOTAL VEHICLE MILES	347,531	346,904	338,226	347,864	325,757	340,544	342,848	0	0	0	0	0	2,389,674	



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
SERVICE ISSUES														
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	
PREVENTATIVE MAINTENANCE PERFORMANCE														
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%	
MAINTENANCE COSTS PER MILE														
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	
FUEL COSTS PER MILE														
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	
PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)														
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
KEY PERFORMANCE INDICATORS														
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	
STANRTA STAFFING LEVELS														
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
STANISLAUS COUNTY SHERIFFS DEPARTMENT														
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
OPERATING DAYS														
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	
TOTAL OPERATING DAYS	31	31	30	31	30	31	31	28	31	30	31	30	365	
RIDERSHIP BY SERVICE														
ADA	15,133	14,981	14,640	16,223	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	
TOTAL RIDERSHIP	15,397	15,344	15,113	16,728	13,751	15,244	14,820	0	0	0	0	0	106,397	
VEHICLE REVENUE & DEADHEAD MILES														
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	
TOTAL VEHICLE MILES	133,380	131,250	133,274	144,604	126,633	134,364	136,280	0	0	0	0	0	939,785	
VEHICLE REVENUE & DEADHEAD HOURS														
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	
TOTAL VEHICLE HOURS	9,204	9,143	9,486	9,968	9,141	9,896	9,717	0	0	0	0	0	66,556	
ON TIME PERFORMANCE														
	90%	87%	92%	90%	94%	96%	95%						92%	95%
SAFETY AND SECURITY														
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	
REVENUE														
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	
TOTAL Revenue	\$27,967	\$37,458	\$38,749	\$36,627	\$24,628	\$2,939	\$38,798	\$0	\$0	\$0	\$0	\$0	\$207,165	



Stanislaus Regional Transit Authority Monthly Summary Report - Demand Response

	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	ANNUAL	ANNUAL TARGET
SERVICE														
Total Trips	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	
SERVICE ISSUES														
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
MAINTENANCE														
VEHICLE MILES														
Total Miles - DR	136,559	134,962	135,123	148,292	128,664	137,718	138,225						959,543	
TOTAL VEHICLE MILES	136,559	134,962	135,123	148,292	128,664	137,718	138,225	0	0	0	0	0	959,543	
KEY PERFORMANCE INDICATORS														
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
MAINTENANCE COSTS PER MILE														
Maintenance Cost per Mile - DR	\$ 0.50	\$ 0.76	\$ 0.52	\$ 0.50	\$ 0.74									\$ 0.60
FUEL COSTS PER MILE														
Gasoline Cost per Mile - DR	\$ 0.48	\$ 0.62	\$ 0.57	\$ 0.56	\$ 0.54									\$ 0.55
PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)														
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
OPERATING DAYS			
Weekday	22	21	
Saturday	4	5	
Sunday	4	4	
TOTAL OPERATING DAYS	30	30	
RIDERSHIP BY ROUTE			
			Ridership Difference
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%
TOTAL RIDERSHIP	272,933	263,386	-3%



Stanislaus Regional Transit Authority Month to Month - Fixed Route

	Jan-25	Jan-26	Annual Target
RIDERSHIP BY FARE TYPE			
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	
VEHICLE REVENUE MILES			
Revenue - MB	302,419	297,263	
Revenue - CB	29,802	29,287	
VEHICLE DEADHEAD MILES			
Deadhead - MB	13,119	11,129	
Deadhead - CB	2,526	2,457	
TOTAL VEHICLE MILES	347,865	340,136	
VEHICLE REVENUE HOURS			
Revenue - MB	20,364	19,850	
Revenue - CB	886	863	
VEHICLE DEADHEAD HOURS			
Deadhead - MB	669	596	
Deadhead - CB	109	108	
TOTAL VEHICLE HOURS	22,029	21,417	



Stanislaus Regional Transit Authority Month to Month - Fixed Route

	Jan-25	Jan-26	Annual Target
ON TIME PERFORMANCE			
Motor Bus	81%	80%	90%
Commuter Bus	71%	66%	95%
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)			
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
SAFETY AND SECURITY			
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	
REVENUE			
Cash Fares	\$49,614	\$52,401	
Sales	\$30,137	\$23,680	
Token Transit Cash Deposit	\$20,539	\$23,201	
LCTOP	\$0	\$0	
TOTAL Revenue	\$100,290	\$99,282	
KEY PERFORMANCE INDICATORS			
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
BUS STOP MAINTENANCE			
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	
SERVICE ISSUES			
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
DIGITAL ANALYTICS			
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	
MAINTENANCE			
VEHICLE MILES			
Total Miles - MB	321,902	313,727	
Total Miles - CB	27,293	29,121	
TOTAL VEHICLE MILES	349,195	342,848	



Stanislaus Regional Transit Authority Month to Month - Fixed Route

	Jan-25	Jan-26	Annual Target
SERVICE ISSUES			
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	
PREVENTATIVE MAINTENANCE PERFORMANCE			
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%	
MAINTENANCE COSTS PER MILE			
Maintenance Cost per Mile - MB	\$0.49		
Maintenance Cost per Mile - CB	\$0.28		
FUEL COSTS PER MILE			
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		
PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)			
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
KEY PERFORMANCE INDICATORS			
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	
STANRTA STAFFING LEVELS			
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
STANISLAUS COUNTY SHERIFFS DEPARTMENT			
Felony Arrests			
Misdemeanor Arrests			
Citations			



Stanislaus Regional Transit Authority Month to Month - Demand Response

	Jan-25	Jan-26	Annual Target
OPERATING DAYS			
Weekday	23	22	
Saturday	4	5	
Sunday	4	4	
TOTAL OPERATING DAYS	31	31	
RIDERSHIP BY SERVICE			
			Ridership Difference
ADA	12,523	14,478	16% ■
ADA Eligibility	106	136	28% ■
MediVan	59	73	24% ■
Oakdale DAR	57	0	-100% ■
Patterson DAR	147	132	-10% ■
Riverbank DAR	0	1	0% ■
TOTAL RIDERSHIP	12,892	14,820	15% ■
VEHICLE REVENUE & DEADHEAD MILES			
Revenue	98,127	105,183	
Deadhead	28,908	31,097	
TOTAL VEHICLE MILES	127,036	136,280	
VEHICLE REVENUE & DEADHEAD HOURS			
Revenue	7,174	6,986	
Deadhead	3,282	2,732	
TOTAL VEHICLE HOURS	10,456	9,717	
ON TIME PERFORMANCE			
	96%	95%	95%
SAFETY AND SECURITY			
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	
REVENUE			
Cash Fares	\$4,180	\$4,382	
Ticket Sales	\$24,938	\$26,528	
Ecolane Sales	\$6,218	\$7,888	
TOTAL Revenue	\$35,336	\$38,798	



Stanislaus Regional Transit Authority Month to Month - Demand Response

	Jan-25	Jan-26	Annual Target
SERVICE			
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
Excessively Late Pickups	12	8	
Excessively Late Pickups %	0.09%	0.05%	< .10%
Excessively Late Drop Offs	15	18	
Excessively Late Drop Offs %	0.12%	0.12%	< .10%
Excessively Early Pickups	38	48	
Excessively Early Pickups %	0.29%	0.32%	< .10%
Excessively Early Drop Offs	71	73	
Excessively Early Drop Offs %	0.55%	0.49%	< .10%
No Shows - Invalid		93	
No Shows - Valid	318	239	
No Shows - Valid %	2.47%	1.61%	
Cancel at Door - Invalid		1	
Cancel at Door - Valid		7	
Cancel at Door - Valid %	0.00%	0.05%	
Late Cancel - Invalid		3	
Late Cancel - Valid	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

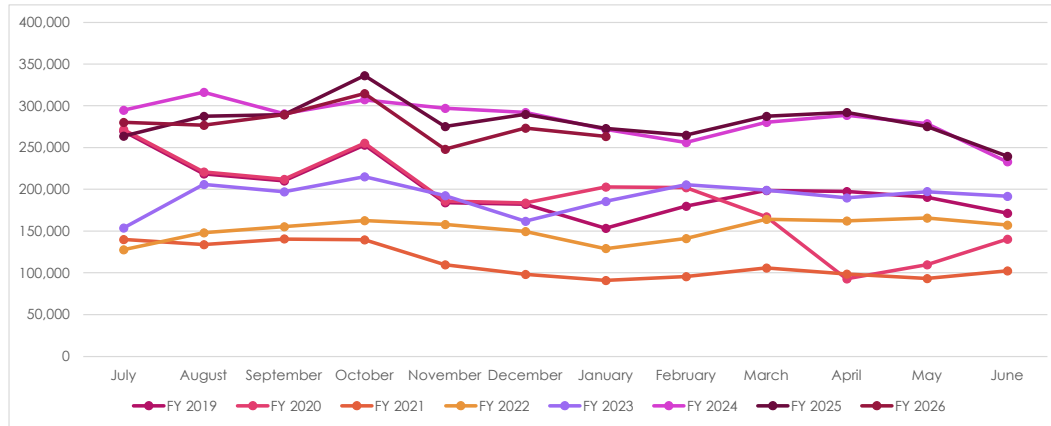
	Jan-25	Jan-26	Annual Target
SERVICE ISSUES			
Deficient Vehicle Condition	120	50	
Complaints	21	9	
Breakdowns	6	2	



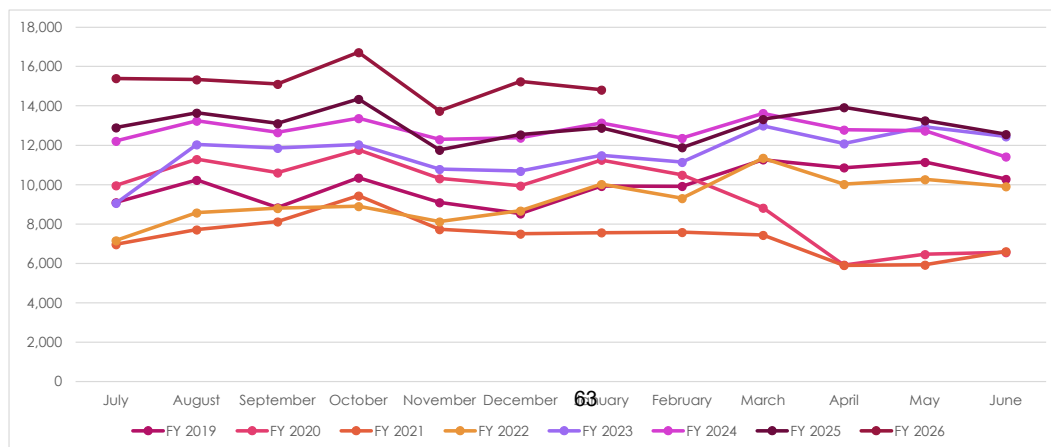
Stanislaus Regional Transit Authority Month to Month - Demand Response

	Jan-25	Jan-26	Annual Target
MAINTENANCE			
VEHICLE MILES			
Total Miles - DR	128,634	138,225	
TOTAL VEHICLE MILES	128,634	138,225	
KEY PERFORMANCE INDICATORS			
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	
MAINTENANCE COSTS PER MILE			
Maintenance Cost per Mile - DR	\$ 0.24		
FUEL COSTS PER MILE			
Gasoline Cost per Mile - DR	\$ 0.54		
PREVENTATIVE MAINTENANCE INSPECTIONS (PMI)			
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
FY 2019	269,699	218,332	209,941	253,082	183,895	181,997	153,446	179,855	198,638	197,375	190,575	171,278	2,408,113	200,676
FY 2020	271,714	220,782	212,036	255,433	185,868	183,635	202,711	202,180	167,035	93,047	109,876	140,202	2,244,519	187,043
FY 2021	139,982	133,883	140,682	139,438	109,854	98,345	90,954	95,471	105,995	98,520	93,158	102,363	1,348,645	112,387
FY 2022	127,798	148,098	155,426	162,426	158,095	149,667	129,078	141,224	164,168	162,388	165,715	157,211	1,821,294	151,775
FY 2023	153,876	205,957	197,181	215,189	192,491	161,830	185,444	205,612	199,079	189,918	197,242	191,533	2,295,352	191,279
FY 2024	294,554	316,195	290,385	307,163	297,109	291,911	271,733	256,071	280,271	288,403	278,696	232,884	3,405,375	283,781
FY 2025	263,744	287,373	289,442	336,085	275,035	289,719	272,933	264,832	287,589	292,117	275,305	239,750	3,373,924	281,160
FY 2026	280,182	276,611	289,360	314,712	248,174	273,363	263,386						1,945,788	277,970



	July	August	September	October	November	December	January	February	March	April	May	June	Total	Ave
FY 2019	9,096	10,231	8,838	10,356	9,097	8,530	9,931	9,920	11,269	10,862	11,143	10,279	119,552	9,963
FY 2020	9,960	11,292	10,615	11,770	10,320	9,944	11,252	10,503	8,817	5,928	6,463	6,561	113,425	9,452
FY 2021	6,974	7,714	8,131	9,442	7,737	7,503	7,563	7,594	7,438	5,911	5,928	6,608	88,543	7,379
FY 2022	7,165	8,586	8,800	8,911	8,126	8,670	10,029	9,310	11,353	10,021	10,265	9,914	111,150	9,263
FY 2023	9,059	12,037	11,858	12,042	10,789	10,690	11,491	11,151	12,998	12,087	12,941	12,445	139,588	11,632
FY 2024	12,222	13,247	12,654	13,370	12,304	12,385	13,138	12,360	13,628	12,790	12,745	11,419	152,262	12,689
FY 2025	12,900	13,644	13,121	14,348	11,766	12,539	12,892	11,886	13,319	13,929	13,253	12,567	156,164	13,014
FY 2026	15,397	15,344	15,113	16,728	13,751	15,244	14,820						106,397	15,200



STANISLAUS REGIONAL TRANSIT AUTHORITY

Agency Reports

STANISLAUS REGIONAL TRANSIT AUTHORITY

Committee Member Reports