Senate Bill 125 Allocation Package

Stanislaus Council of Governments

December 31, 2023

Prepared for California State Transportation Agency

Contents

StanCOG Cover Letter and Resolution

StanCOG
Stanislaus Council of Governments

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December 18, 2023

Mr. Chad Edison, Chief Deputy Secretary, Rail and Transit
California State Transportation Agency
SB 125 Transit Program
400 Capital Mall, Suite 2340
Sacramento, CA 95814

RE: Stanislaus Council of Governments Senate Bill 125 Cover Letter

Dear Mr. Edison:

The Stanislaus Council of Governments (StanCOG) is pleased to submit the Senate Bill (SB) allocation packet for the Stanislaus Region. StanCOG worked with its transit/rail operators to bring forth three projects that are of regional significance as follows.

- Stanislaus Regional Transit Authority (StanRTA) – Next Generation Zero Emission Bus, Operations, and Maintenance Facility
- San Joaquin Regional Rail Commission (SJRRC) – Modesto and Ceres "Valley Rail" Stations
- StanisCruise Vanpool – Maintain and Expand Program

On December 13, 2023, the StanCOG Policy Board considered the proposed SB 125 Projects and Allocations and made a motion to adopt a resolution regarding this item. The resolution is included for reference following this letter.

I am the project lead for the SB 125 funds and available through email at jfoletta@stancog.org or 209-525-4891.

Sincerely,

Jean Foletta

Jean Foletta
Director of Mobility Programs

STANISLAUS COUNCIL OF GOVERNMENTS

RESOLUTION 23-08

APPROVING THE SENATE BILL 125 PROJECTS AND ALLOCATIONS

WHEREAS, the Stanislaus Council of Governments (StanCOG) is the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for the Stanislaus region, pursuant to State and Federal designation; and

WHEREAS, Senate Bill (SB) 125 provided $5.1 billion between Fiscal Year (FY) 2023/24 and FY 2026/27 to Regional Transportation Planning Agencies (RTPAs) on a formula basis, with flexibility to spend the funds on both capital and operating needs; and

WHEREAS, RTPAs such as StanCOG are responsible for fund allocation and distribution of funds based on local needs; and

WHEREAS, funds are available through the Transit and Intercity Rail Capital Program (TIRCP) and through a new Zero Emission Transit Capital Program (ZETCP) and these are one-time multi-year bridge funding for transit operators; and

WHEREAS, SB 125 funds for the Stanislaus Region are $64,356,526 with $643,565 of these funds set aside for program administration, leaving $63,712,961 for SB 125 fund allocation in the region; and

WHEREAS, completed allocation packages are due to CalSTA on December 31, 2023, and include an explanation of what funding and service actions are being taken within the region that utilize resources other than SB 125 funding, a demonstration that projects funded are benefiting disadvantaged populations, reduce emissions of greenhouse gases, and expand and improve transit services to increase ridership; and

WHEREAS, the Stanislaus Regional Transit Authority (StanRTA), the San Joaquin Regional Rail Commission (SJRRC), and StanCOG's StanisCruise program applied for SB 125 funding; and

WHEREAS, after reviewing each project and allocation request to ensure compliance with the final SB 125 guidelines, StanCOG staff recommends approving the projects and allocations identified in Attachment "A."

NOW, THEREFORE, BE IT RESOLVED that the StanCOG Policy Board approves the SB 125 projects and allocations identified in Attachment "A" and authorizes the Executive Director to take any and all necessary steps to submit the projects and allocations to CalSTA by December 31, 2023.

BE IT FURTHER RESOLVED that the Executive Director is authorized to make administrative changes, as needed, to ensure that this resolution is implemented in the most efficient and cost-effective manner possible.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Council of Governments, on the 13th day of December 2023. A motion was made and seconded to adopt the foregoing Resolution. Motion carried and the Resolution was adopted.

MEETING DATE: **December 13, 2023**

JAVIER LOPEZ CHAIR

ATTEST:

ROSA DE LEON PARK, EXECUTIVE DIRECTOR

ATTACHMENT "A"

SB 125 PROJECTS AND ALLOCATIONS

Agency	Project	Allocation
StanRTA	Next Generation Zero Emission Bus - Operations and Maintenance Facility	**$47,502,000**
SJRRC	Modesto and Ceres Valley Rail Stations	**$13,000,000**
StanCOG	StanisCruise Vanpool Expansion	**$3,210,959**
StanCOG	SB 125 Program Administration	**$643,565**
TOTAL SB 125 ALLOCATIONS		**$64,356,524**

Narrative Explanation

The Stanislaus Region transit providers are not amongst many of the State's transit providers that have a shortfall in operations funding. Due to this fact the majority of the SB 125 funds allocated to Stanislaus County will be used for capital investments that are critical in bringing the region's largest transit agency, StanRTA, in compliance with the California Air Resources Board (CARB) regulations of zero-emissions fleet purchases by 2026, bringing the San Joaquin Regional Rail Commission (SJRRC) "Valley Rail" project to Modesto and Ceres, and finally maintaining and expanding the new StanisCruise Vanpool Program which augments the other modes of commuter transportation in the area.

The table below identified each agency, their project and allocation.

Agency	Project	Allocation
StanRTA	Next Generation Zero Emission Bus - Operations and Maintenance Facility	$47,502,000
SJRRC	Modesto and Ceres Valley Rail Stations	$13,000,000
StanCOG	StanisCruise Vanpool Maintain and Expand Program	$3,210,959
StanCOG	SB 125 Program Administration	$643,565
TOTAL SB 125 ALLOCATIONS		$64,356,524

StanRTA is the largest transit provider in the region and represents the largest composition of riders in the area. StanRTA FY 2022/23 National Transit Database Data has annual ridership of its fixed and commuter routes at 2,295,054 and demand response at 139,588. Results of the quantification tables show a ridership increase of 45,907 and GHG reduction of 24,227. Stanislaus County as a whole is considered disadvantaged, thus the service to transit dependent and disadvantaged populations is considerable.

The SJRRC request is simply to cover unprecedented cost escalations in all industries and additional utility relocation which will help fund the Modesto and Ceres "Valley Rail" station by the end of 2026.

The StanisCruise Vanpool program began in January 2023 with 100 vans, it quickly double the amount of vans in September 2023 to 150 vans due to demand. Using annualized NTD UPT the StanisCruise vanpool program's represents 75% percent of the region's total ridership for Commuter Service.

Using annualized NTD data for Fiscal Year 2023 the environmental impact for the StanisCruise vanpool program in the reduction of over 13.5M commuter miles, a total of 250,000 trips eliminated, and over 10M CO2 emissions reduced (lbs).

Allocation Package Detailed Project Description

A. Stanislaus Regional Transit Authority (StanRTA)

A.1.1. StanRTA TIRCP Project

Stanislaus Regional Transit Authority (StanRTA) will be using the TIRCP funds for the design and construction of an operations and maintenance facility that aims to provide an efficient and modern transportation center in Stanislaus County. The proposed operations and maintenance facility will be designed to meet the growing demands of the regional public transportation system. This project will provide a modern and efficient facility to support the operations and maintenance of the bus fleet, ensuring that vehicles are in excellent condition and ready to provide reliable service to the community. The facility will feature state-of-the-art equipment and technology to support the maintenance and repair of buses, including multiple vehicle maintenance bays, parts storage, wash bays, and fueling stations. There will also be a secure parking lot for the bus fleet, staff parking, administrative offices, wellness center, conference rooms, and break rooms for staff.

Furthermore, upon the completion of the operations and maintenance facility, StanRTA will have the capability to plan and build its new generation Bus Rapid Transit (BRT) corridor featuring zero-emission buses. The BRT system is an effective and affordable solution to address the growing demand for public transit and traffic congestion in Stanislaus County. The BRT route will connect key points of interest and provide fast, reliable, and comfortable transportation for commuters. The BRT system is expected to provide numerous benefits, including reduced travel time and increased accessibility, improved air quality and reduced greenhouse gas emissions, and increased economic opportunities through improved mobility. This project will help to reduce transportation disparities and provide increased access to opportunities for disadvantaged communities and low-income communities that have historically been underserved by traditional transportation options in Stanislaus County.

A.1.2 Funding, Project Milestones, and Project Locations

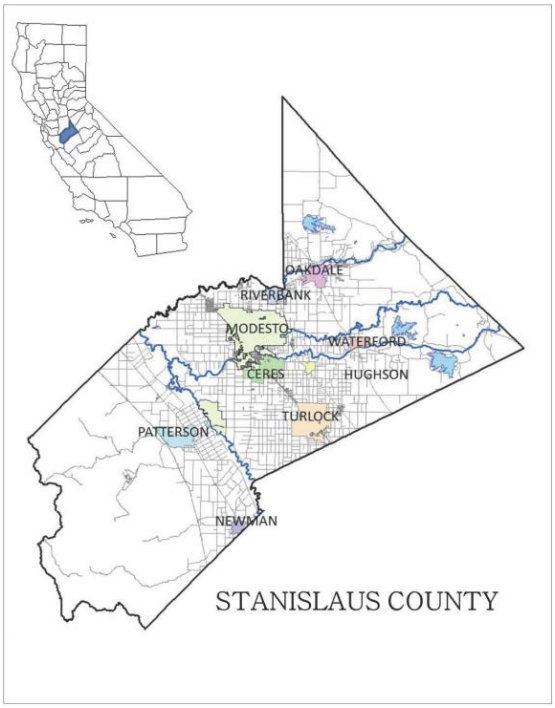
Below is the project funding sources and amount for each funding source.

Funding Source	**Amount**
Transportation Development Act (TDA) - Local	$16,100,000
SB125 Funds - State	$47,502,000
TIRCP Cycle 7 and/or FTA – State/Federal	$27,398,000
TOTAL	**$91,000,000**

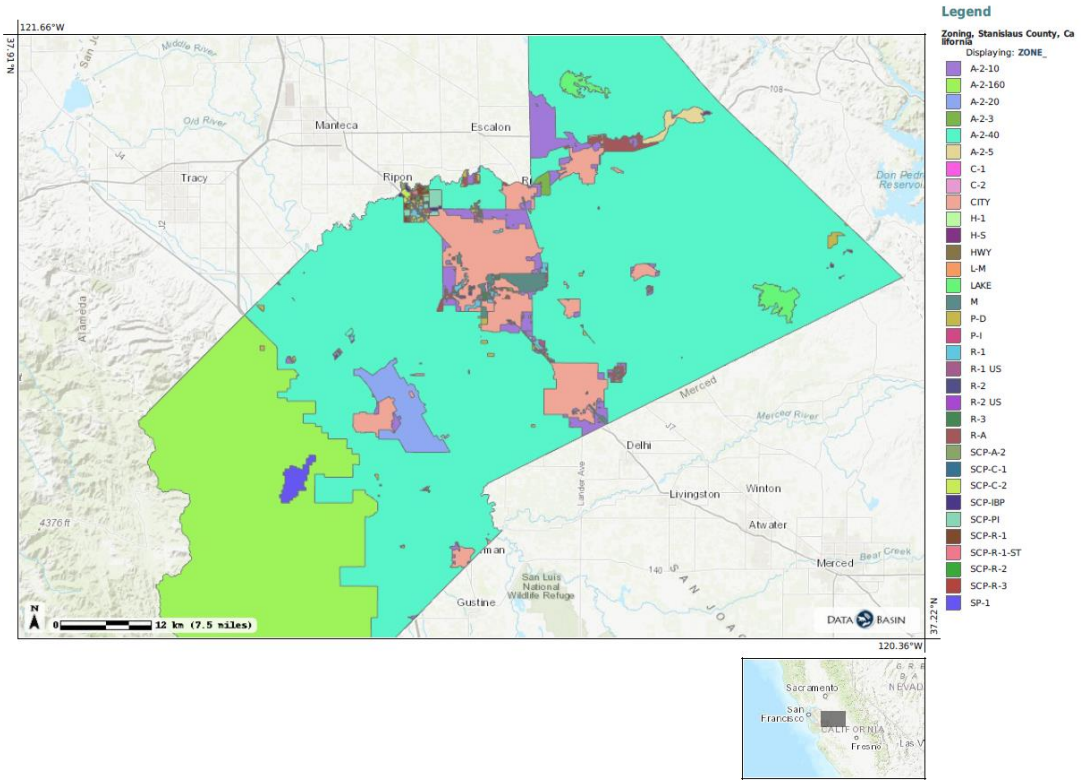
The tables below demonstrate the project schedule, including the project's current status, and the completion dates of all major delivery milestones.

Description	Timeline	Milestones
Land Acquisition	(1/1/2024 – 9/30/2024)	Site Selection, Negotiation and Acquisition, Legal Processes and Title Transfer
Design and Engineering	(10/1/2024 – 10/30/2025)	Conceptual Design, Preliminary Design, Environmental Impact Assessment
Permitting and Approvals	(10/1/2024 – 10/30/2025)	Environmental Permits, Planning Approvals, Building Permits
Procurement	(11/1/2025 – 12/31/2025)	Issue Request for Bids, Evaluation, Award Contract
Construction	(1/30/2026 – 12/31/2027)	Mobilization, Site Preparation, Building Construction, Finishing, Landscaping
Equipment Procurement	(5/30/2027 – 12/31/2027)	Issue Request for Bids, Evaluation, Award Contract, Installation
Commissioning	(1/1/2028 – 1/30/2028)	Systems Testing, Safety Inspections, Commissioning of Facilities & Systems
Training	(2/1/2028 – 2/29/2028)	Training of Operations & Maintenance Staff, Emergency Response Drills
Operations	(3/1/2028)	Begin Facility Operations

Project Location: StanRTA is set to collaborate with a real estate firm starting January 2024, and as of now, specific project sites have not been determined. However, KML files for the selected sites will be provided once the site selection process is completed. Although details about the project site are currently unavailable, it is confirmed that the project will be within Stanislaus County.



Information regarding housing density is not readily available, as the selection of a designated site for the new facility is pending. However, once StanRTA awards the contract to a real estate firm, they will be able to obtain the most recent and accurate housing density information for Stanislaus County. While the specific site for the facility has not been determined yet, the map below illustrates some of the zoning codes applicable to Stanislaus County.



Once StanRTA starts working with the real estate firm in January 2024, they will assist in providing comprehensive information such as existing employment centers, employment density, the variety of employment types, and planned future employment land uses around the new facility. Below is a general list of major employers in Stanislaus County developed by the Employment Development Department (EDD).

Employer Name	Location	Industry
Amazon Fulfillment Ctr	Patterson	Mail Order Fulfillment Service
Bartles & Jaymes Co	Modesto	Wineries (mfrs)
Behavioral Health & Recovery	Modesto	Mental Health Services
Bronco Wine Co	Ceres	Wineries (mfrs)
Conagra Brands Inc	Oakdale	Food Products (whls)
Del Monte Foods Inc	Modesto	Food Products & Manufacturers
Doctors Medical Ctr of Modesto	Modesto	Hospitals
Duarte Nursery Inc	Hughson	Nurserymen
E & J Gallo Winery	Modesto	Wineries (mfrs)
Emanuel Medical Ctr	Turlock	Hospitals
Foster Farms	Turlock	Poultry Processing Plants (mfrs)

Frito-Lay Inc	Modesto	Potato Chips (whls)
Health Services Agency	Modesto	Clinics
Macdonald Group At PMZ Real	Modesto	Real Estate
Memorial Medical Ctr	Modesto	Hospitals
Modesto Bee	Modesto	Newspapers (publishers/Mfrs)
Modesto Irrigation District	Modesto	Water Supply & Irrigation Systems
Oak Valley Hospital District	Oakdale	Health Care Management
Patterson City Office	Modesto	City Government-Executive Offices
Stanislaus County Welfare Dept	Modesto	Government Offices-County
Storer Coachways	Modesto	Buses-Charter & Rental
Sysco Central Ca-Whls Rstrnt	Modesto	Food Products (whls)
Temsa	Turlock	Nonclassified Establishments
Turlock Irrigation District	Turlock	Utility Contractors
Walmart	Modesto	Department Stores

According to the Stanislaus County Workforce Development, the industries below have the largest employment in Stanislaus County.

- Health Care and Social Assistance
- Government
- Retail Trade
- Manufacturing
- Accommodation and Food Services
- Agriculture, Forestry, Fishing and Hunting
- Construction
- Transportation and Warehousing
- Administrative and Support and Waste Management and Remediation Services
- Other Services (except Public Administration)

In rural parts of Stanislaus County, where land use patterns are more dispersed, commuting by a mode other than motor vehicle can be challenging; however, the county features a growing network of bicycle and pedestrian facilities to encourage increased participation in active transportation options and StanRTA is providing more streamlined and integrated transit service connecting Stanislaus County communities.

The 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) commits significant investment to the bicycle and pedestrian network for Stanislaus County. Availability of viable alternative and active transportation options, including bicycle and pedestrian options, is integral to achieving a successful regional transportation network in Stanislaus County. The 2022 RTP/SCS includes nearly $650 million for active transportation projects that will create new and safe connections for walking and biking trips.

The construction of a new bus operations and maintenance facility can incorporate various features aimed at reducing greenhouse gas emissions and promoting sustainability. Here are several benefits:

- Energy-Efficient Design: Implementing energy-efficient technologies and practices in the facility, such as energy-efficient HVAC systems, lighting, and appliances, can reduce overall energy consumption and greenhouse gas emissions.
- Alternative Fueling: Utilizing alternative fuels, such as compressed natural gas (CNG), battery electric, or hydrogen, for the buses can significantly lower carbon emissions compared to traditional fossil fuels.
- Transit-Oriented Development (TOD): Integrating the facility into a transit-oriented development strategy involves planning and designing the surrounding area to encourage mixed land use, higher-density housing, and proximity to employment centers. This can reduce the need for private vehicle travel, leading to lower greenhouse gas emissions.
- Active Transportation Infrastructure: Incorporating infrastructure for active transportation modes, such as walking and cycling, can encourage sustainable and low-emission commuting options for both facility employees and the community.
- Sustainable Materials: The new facility will be constructed with sustainable materials and energy-efficient systems, reducing energy consumption and environmental impact, and aligning with local and regional sustainability goals.
- Transit Signal Priorities (TSP): Implementing signal priority systems along the transit corridor can enhance the efficiency of public transit, reducing travel times and subsequently lowering emissions from transit vehicles.

  Please see Attachment #1 Quantification Methodologies Calculator Tools and Attachment #2 Co-Benefit Modeling Tool.

A.1.3 Ridership and GGR

The construction of a new operations and maintenance facility contributes to ridership benefits by greenhouse gas reduction, improving service reliability, service expansion, and enhancing frequency and connectivity.

- Ridership Increase: The new bus operations and maintenance facility is designed to optimize service reliability and frequency, thereby fostering a ridership increase by providing commuters with a more efficient and accessible public transportation option.
- Greenhouse Gas Reduction: Through the implementation of sustainable practices and the potential adoption of eco-friendly technologies, the construction of the facility contributes to significant greenhouse gas reduction, aligning with environmental conservation goals.
- Increased Service Reliability: A new operations and maintenance facility allows for more efficient maintenance and servicing of buses, contributing to increased reliability of transit services. Reliable services attract more riders as passengers can depend on timely and consistent bus arrivals and departures.
- Service Expansion: With the new operations and maintenance facility, StanRTA can expand the bus fleet. This expansion can increase accessibility and convenience for riders.
- Enhanced Frequency and Connectivity: The project can lead to improved bus frequency and connectivity such as the development of the Bus Rapid Transit, allowing for better

coordination of schedules and smoother transfers between different bus routes. This makes transit a more attractive and competitive option for customers.

Upon completion of the operations and maintenance facility, the construction and implementation of a modernized and new-generation BRT system by StanRTA are expected to yield several ridership benefits, including:

- Reduced Travel Time: The BRT system is designed to provide faster and more efficient transportation, minimizing the time commuters spend in transit and making the overall travel experience more time effective.
- Increased Accessibility: The BRT route will connect key points of interest, enhancing accessibility for commuters and facilitating convenient access to various locations within Stanislaus County.
- Service Reliability: The BRT system will be designed with efficient scheduling and reliable service in mind. Passengers can rely on the BRT buses to adhere to schedules, reducing uncertainties associated with waiting times and service interruptions.

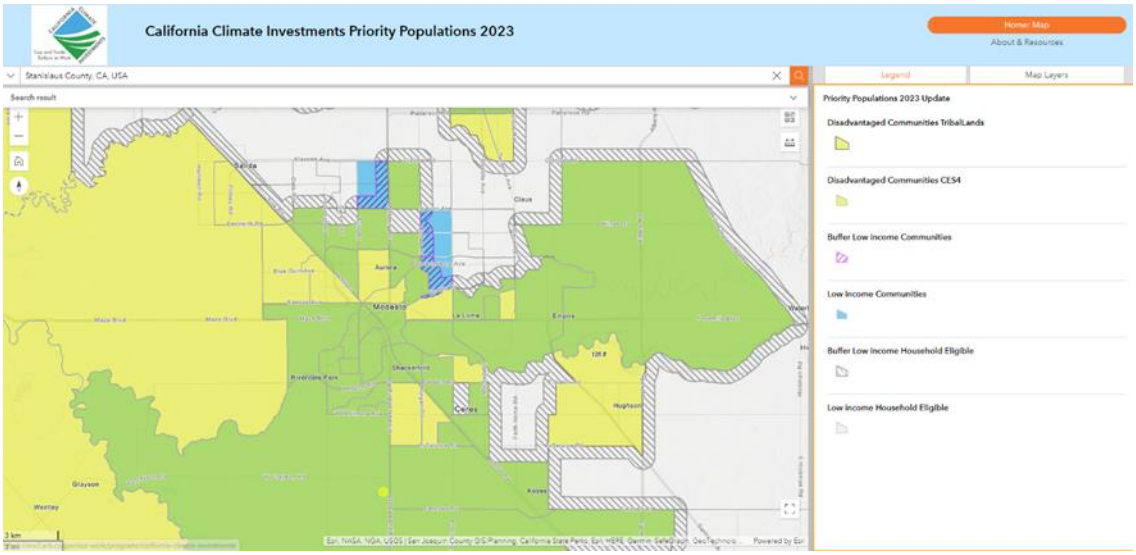
A.1.4 Benefits to Disadvantaged Communities

The construction of a new operations and maintenance facility can provide direct, meaningful, and assured benefits to disadvantaged communities, low-income communities, or low-income households in Stanislaus County, aligning with the objectives outlined in SB 535 and AB 1550. Here are several benefits:

- Job Creation: The construction phase of the facility can create job opportunities, including construction jobs and positions related to facility operations.
- Affordable Housing: Collaborations with local authorities and developers can explore the integration of affordable housing initiatives in proximity to the new facility. This aligns with the principles of Transit-Oriented Development (TOD), creating affordable housing options and reducing transportation costs for low-income households.
- Environmental Justice: Implementing sustainable and eco-friendly features in the facility can contribute to environmental justice by reducing pollution and improving air quality in the surrounding neighborhoods. Low-income communities often bear a disproportionate burden of environmental hazards, and addressing these issues can directly benefit their health and well-being.
- Reduced Transportation Costs: The project can potentially reduce transportation costs for low-income households, as public transit is generally more cost-effective than private vehicle ownership. This financial relief contributes to the economic well-being of disadvantaged communities.
- Access to Opportunities: Improving transit connectivity can provide residents in low-income areas with better access to economic opportunities, including job centers and educational institutions. This increased access can lead to improved socio-economic outcomes for community members.
- Faster Travel Times: Upon the completion of the new operations and maintenance facility, StanRTA will be able to design and implement a BRT system that will reduce travel times and uncertainties associated with waiting times and service interruptions.

- Reduced Greenhouse Gas Emissions: Implementing a modernized and new-generation BRT system can help reduce air pollution in disadvantaged community by reducing the number of emissions from vehicles, leading to cleaner air and improved health outcomes for residents.
- Reduced Traffic Congestion: The BRT system can help with traffic congestion in the disadvantaged community, low-income communities, and low-income households in Stanislaus County.

Below is a map of the disadvantaged communities, low-income communities, and priority populations in Stanislaus County.



The construction of a new bus operations and maintenance facility can incorporate various features aimed at reducing greenhouse gas emissions and promoting sustainability. Here are several benefits:

- Energy-Efficient Design: Implementing energy-efficient technologies and practices in the facility, such as energy-efficient HVAC systems, lighting, and appliances, can reduce overall energy consumption and greenhouse gas emissions.
- Alternative Fueling: Utilizing alternative fuels, such as compressed natural gas (CNG), battery electric, or hydrogen, for the buses can significantly lower carbon emissions compared to traditional fossil fuels.
- Transit-Oriented Development (TOD): Integrating the facility into a transit-oriented development strategy involves planning and designing the surrounding area to encourage mixed land use, higher-density housing, and proximity to employment centers. This can reduce the need for private vehicle travel, leading to lower greenhouse gas emissions.
- Active Transportation Infrastructure: Incorporating infrastructure for active transportation modes, such as walking and cycling, can encourage sustainable and low-emission commuting options for both facility employees and the community.
- Sustainable Materials: The new facility will be constructed with sustainable materials and energy-efficient systems, reducing energy consumption and environmental impact, and aligning with local and regional sustainability goals.

- Transit Signal Priorities (TSP): Implementing signal priority systems along the transit corridor can enhance the efficiency of public transit, reducing travel times and subsequently lowering emissions from transit vehicles.

Please see Attachment #1 Quantification Methodologies Calculator Tools and Attachment #2 Co-Benefit Modeling Tool.

The construction of a new operations and maintenance facility contributes to ridership benefits by greenhouse gas reduction, improving service reliability, service expansion, and enhancing frequency and connectivity.

- Ridership Increase: The new bus operations and maintenance facility is designed to optimize service reliability and frequency, thereby fostering a ridership increase by providing commuters with a more efficient and accessible public transportation option.
- Greenhouse Gas Reduction: Through the implementation of sustainable practices and the potential adoption of eco-friendly technologies, the construction of the facility contributes to significant greenhouse gas reduction, aligning with environmental conservation goals.
- Increased Service Reliability: A new operations and maintenance facility allows for more efficient maintenance and servicing of buses, contributing to increased reliability of transit services. Reliable services attract more riders as passengers can depend on timely and consistent bus arrivals and departures.
- Service Expansion: With the new operations and maintenance facility, StanRTA can expand the bus fleet. This expansion can increase accessibility and convenience for riders.
- Enhanced Frequency and Connectivity: The project can lead to improved bus frequency and connectivity such as the development of the Bus Rapid Transit, allowing for better coordination of schedules and smoother transfers between different bus routes. This makes transit a more attractive and competitive option for customers.

Upon completion of the operations and maintenance facility, the construction and implementation of a modernized and new-generation BRT system by StanRTA are expected to yield several ridership benefits, including:

- Reduced Travel Time: The BRT system is designed to provide faster and more efficient transportation, minimizing the time commuters spend in transit and making the overall travel experience more time effective.
- Increased Accessibility: The BRT route will connect key points of interest, enhancing accessibility for commuters and facilitating convenient access to various locations within Stanislaus County.
- Service Reliability: The BRT system will be designed with efficient scheduling and reliable service in mind. Passengers can rely on the BRT buses to adhere to schedules, reducing uncertainties associated with waiting times and service interruptions.

The construction of a new operations and maintenance facility can provide direct, meaningful, and assured benefits to disadvantaged communities, low-income communities, or low-income households in Stanislaus County, aligning with the objectives outlined in SB 535 and AB 1550. Here are several benefits:

- Job Creation: The construction phase of the facility can create job opportunities, including construction jobs and positions related to facility operations.

- Affordable Housing: Collaborations with local authorities and developers can explore the integration of affordable housing initiatives in proximity to the new facility. This aligns with the principles of Transit-Oriented Development (TOD), creating affordable housing options and reducing transportation costs for low-income households.
- Environmental Justice: Implementing sustainable and eco-friendly features in the facility can contribute to environmental justice by reducing pollution and improving air quality in the surrounding neighborhoods. Low-income communities often bear a disproportionate burden of environmental hazards, and addressing these issues can directly benefit their health and well-being.
- Reduced Transportation Costs: The project can potentially reduce transportation costs for low-income households, as public transit is generally more cost-effective than private vehicle ownership. This financial relief contributes to the economic well-being of disadvantaged communities.
- Access to Opportunities: Improving transit connectivity can provide residents in low-income areas with better access to economic opportunities, including job centers and educational institutions. This increased access can lead to improved socio-economic outcomes for community members.
- Faster Travel Times: Upon the completion of the new operations and maintenance facility, StanRTA will be able to design and implement a BRT system that will reduce travel times and uncertainties associated with waiting times and service interruptions.
- Reduced Greenhouse Gas Emissions: Implementing a modernized and new-generation BRT system can help reduce air pollution in disadvantaged community by reducing the number of emissions from vehicles, leading to cleaner air and improved health outcomes for residents.
- Reduced Traffic Congestion: The BRT system can help with traffic congestion in the disadvantaged community, low-income communities, and low-income households in Stanislaus County.

A.2 StanRTA ZETCP Project

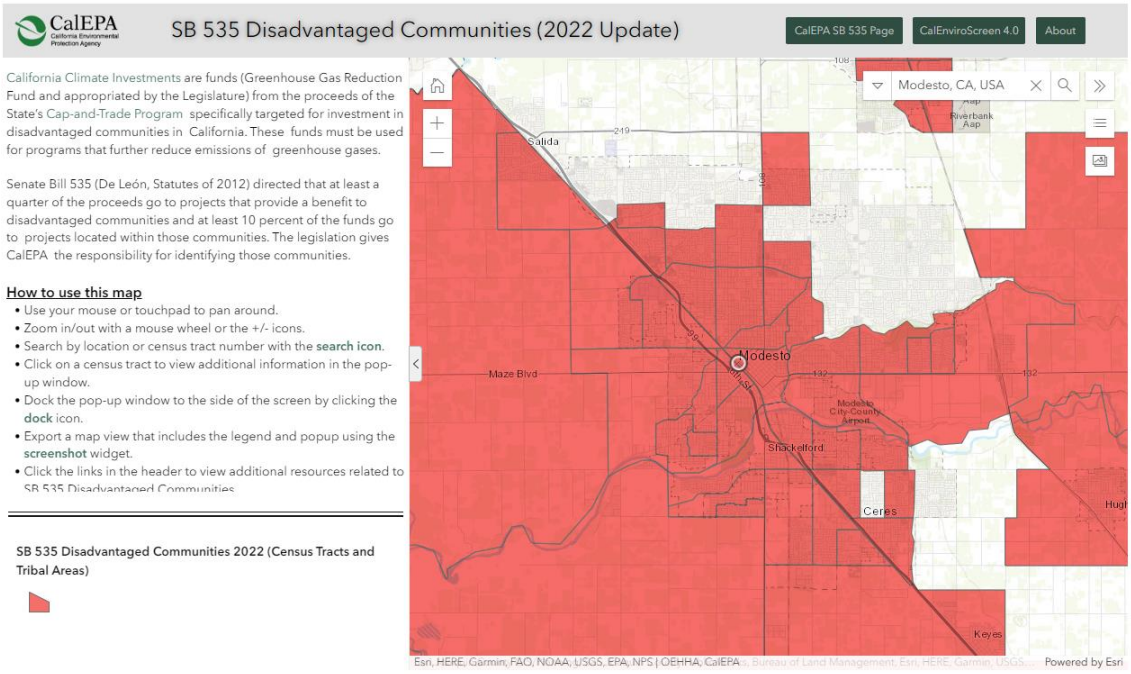
As the StanRTA TIRCP and ZETCP requests are for the same project much of the information is the same only information that is unique to the ZETCP request is provided below.

Since Stanislaus County is located in an area that is considered disadvantaged, the construction of the operations and maintenance facility will contribute to a minimum of 25% of available funds om the GGRF. In addition, the anticipated BRT system for these populations includes improved access to employment, education, and healthcare facilities, reduced air pollution and traffic congestion, and enhanced mobility options. By reducing travel time and increasing the overall comfort of the passenger experience, a BRT route can help to encourage more people to use public transportation.

Additional minimum of 5% to projects benefiting low-income households or located in low-income communities statewide: The construction of the operations and maintenance facility in Stanislaus County also aligns with this requirement, as the county is recognized as a low-income community. Additionally, upon the completion of the operations and maintenance facility, the implementation of the BRT system has the potential to create new economic opportunities, such as job creation in the transit and related industries and can provide a more affordable and reliable transportation option for residents who may not have access to personal vehicles.

Additional minimum of 5% to projects benefiting low-income households outside, but within 1/2 mile of, disadvantaged communities: Since Stanislaus County falls within the definition of a low-income community outside of, but within 1/2 mile of, a disadvantaged community, the construction of the operations and maintenance facility will contribute to this aspect of the program as well. The BRT system will also contribute to this criteria as the BRT route will be designed to connect people to major employment centers that can help increase ridership by providing a convenient and affordable option for commuters. Both projects have the potential to help reduce some of the environmental and health impacts experienced by environmental justice populations in Stanislaus County and improve their quality of life.

In accordance with the California Environmental Protection Agency (CalEPA) SB535 Disadvantaged Communities map, it is notable that a substantial portion of Modesto, CA falls within designated disadvantaged communities. The entire StanRTA transit system serves disadvantaged communities by providing frequent transit routes in these areas, which connect with the overall network of routes. This project will persist in its commitment to serving disadvantaged communities by reducing transportation disparities and providing increased access to opportunities for communities that have historically been underserved by traditional transportation options.



The entire project will address AB 1550 benefits. Once StanRTA collaborates with the real estate firm and a site is chosen, they will confirm whether the facility is located in a disadvantaged community, or a low-income community as defined by SB 535 and AB 1550. If the facility is located in Modesto, CA, it will most likely be in a disadvantaged community. The construction of the facility will benefit from job creation, environmental improvements, and community development. Our transportation system provides services to majority low-income households and disadvantaged communities.

A.2.1 StanRTA SB 125 Funding Request Spreadsheet

RTPA	Implementing Agenc-y/-ies	Project	Fund Source	FY23-24	FY24-25	FY25-26	FY26-27	FY23-24	FY24-25	FY25-26	FY26-27	
StanCOG	StanRTA	Next Generation Zero Emission Bus - Operations and Maintenance Facility	TIRCP	$ 39,351,674								$ 39,351,674
StanCOG	StanRTA	Next Generation Zero Emission Bus - Operations and Maintenance Facility	ZETCP (GGRF)	$ 1,630,110	$ 1,704,159	$ 1,704,159	$ 1,704,159					$ 6,742,587
StanCOG	StanRTA	Next Generation Zero Emission Bus - Operations and Maintenance Facility	ZETCP (PTA)	$ 1,407,739								$ 1,407,739
												$ -
Grand Total				**$ 42,389,523**	**$ 1,704,159**	**$ 1,704,159**	**$ 1,704,159**	$ -	$ -	$ -	$ -	**$ 47,502,000**

A.2.2 StanRTA Transit Operator Data

Below please find StanRTA's FY 2022/23 NTD Data for Fixed/Commuter Routes and Demand Response.

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

	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	ANNUAL
OPERATING DAYS													
Weekday	20	23	22	21	22	22	22	20	23	20	23	22	260
Saturday	5	4	4	5	4	4	4	4	4	5	4	4	51
Sunday	5	4	4	5	4	5	5	4	4	5	4	4	53
TOTAL OPERATING DAYS	**30**	**31**	**30**	**31**	**30**	**31**	**31**	**28**	**31**	**30**	**31**	**30**	**364**
RIDERSHIP BY ROUTE													
10	1,188	5,405	4,792	5,834	4,691	3,010	4,113	7,982	5,237	4,186	4,549	4,447	**55,414**
15	616	5,262	3,312	4,938	3,312	3,125	3,182	5,923	3,705	1,451	1,551	1,525	**37,902**
21	11,573	15,505	16,833	17,072	14,999	11,050	14,705	15,335	16,782	16,425	16,574	13,731	**180,585**
22	17,052	19,110	16,845	21,619	19,138	15,080	17,630	19,109	19,078	16,969	20,639	21,196	**227,465**
23	14,069	14,303	11,695	14,771	13,150	11,015	13,522	17,494	16,046	14,425	15,030	16,458	**171,992**
24	1,283	1,788	1,881	1,775	1,464	1,015	1,679	1,539	1,586	1,099	1,325	1,619	**18,053**
25	18,642	21,947	22,169	25,135	21,461	18,075	19,945	20,024	22,478	22,267	22,331	18,628	**253,102**
26	5,193	7,288	6,506	6,812	5,959	4,525	5,162	5,752	6,310	6,460	6,136	5,429	**71,532**
28	1,141	2,647	3,040	3,034	2,677	1,525	3,103	2,549	852	9	0	0	**20,677**
29	10,766	11,303	11,149	11,774	11,415	10,150	10,744	11,038	8,023	7,993	8,317	8,427	**121,099**
30	7,937	9,199	9,667	10,407	10,389	9,255	9,283	9,525	9,538	9,815	10,688	10,376	**116,099**
31	7,611	11,281	11,692	12,015	10,894	9,530	10,623	10,744	13,482	11,822	12,026	11,038	**132,728**
32	9,593	12,266	12,342	12,670	12,065	9,525	10,551	10,482	10,093	10,945	11,732	10,308	**132,592**
33	3,966	5,554	6,344	6,776	5,409	5,150	5,637	5,816	7,285	6,852	7,007	6,844	**72,630**
36	5,253	7,306	6,871	7,900	6,875	6,425	6,606	6,632	1,725	0	0	0	**55,593**
37	11,302	13,592	13,482	14,533	13,547	11,525	12,618	12,644	11,023	10,151	10,522	10,325	**145,264**
38	8,923	8,402	8,507	8,791	9,109	8,795	9,627	11,185	9,958	9,708	10,421	11,214	**114,620**
40	364	3,160	2,139	2,050	1,372	1,125	1,427	2,469	2,736	3,022	2,917	3,591	**26,372**
41	2,645	2,462	2,332	2,642	2,539	2,575	2,319	2,782	560	0	0	0	**20,856**
43	9,055	11,040	10,970	11,268	10,454	9,525	10,008	9,954	10,246	11,602	11,641	11,358	**127,921**
44	549	967	1,272	252	1,747	1,125	1,475	1,367	672	0	0	0	**9,426**
45E	264	1,631	680	738	463	425	534	864	0	0	0	0	**5,619**
45W	134	841	808	864	667	625	907	1,359	0	0	0	0	**6,205**
46									1,603	1,368	1,435	1,430	**5,836**
47									4,032	5,062	5,063	5,433	**19,590**
48									3,201	3,920	4,053	3,758	**14,932**
50									2,153	2,942	3,084	3,089	**11,269**
60	1,151	8,808	5,656	6,919	4,792	4,225	4,904	8,386	6,502	5,957	6,314	7,395	**71,009**
61	218	1,570	1,255	1,305	1,174	1,115	1,161	1,843	1,066	572	870	832	**12,981**
ACE Commuter	851	876	717	808	568	505	995	767	816	789	749	778	**9,219**
Modesto BART Commuter	1,397	1,448	1,500	1,654	1,464	1,150	1,420	1,428	1,733	1,588	1,588	1,671	**18,021**
Stockton Commuter	605	591	424	427	347	325	505	335	373	439	466	454	**5,291**
Turlock/Patterson BART Commuter	170	304	243	307	263	245	259	204	183	130	214	189	**2,711**
ROUTE RIDERSHIP	**163,678**	**205,957**	**197,181**	**215,189**	**192,491**	**161,830**	**185,444**	**205,612**	**199,079**	**189,918**	**197,242**	**191,533**	**2,296,064**
Special Event Ridership	298												**298**
TOTAL RIDERSHIP	**163,976**	**205,957**	**197,181**	**215,189**	**192,491**	**161,830**	**185,444**	**205,612**	**199,079**	**189,918**	**197,242**	**191,533**	**2,296,362**
VEHICLE MILES													
Revenue	261,176	269,995	255,971	260,764	252,708	260,361	269,420	245,488	306,979	293,595	312,209	313,818	**3,304,494**
Deadhead	4,594	9,569	11,699	12,093	11,816	12,283	11,905	10,810	15,248	14,589	13,851	14,390	**142,848**
TOTAL VEHICLE MILES	**265,770**	**279,564**	**267,670**	**272,857**	**264,524**	**272,644**	**281,325**	**256,298**	**324,227**	**308,185**	**326,060**	**328,208**	**3,447,332**
VEHICLE HOURS													
Revenue	17,500	17,779	17,603	18,038	17,190	17,307	16,820	16,224	19,406	18,475	17,979	18,077	**212,427**
Deadhead	592	826	1,027	1,042	1,030	1,073	1,061	959	808	707	715	746	**10,586**
TOTAL VEHICLE HOURS	**18,121**	**18,605**	**18,630**	**19,080**	**18,220**	**18,380**	**17,881**	**17,183**	**20,213**	**19,182**	**18,694**	**18,823**	**223,013**
SAFETY AND SECURITY													
NTD Non-Major Collisions (S&S 50)	0	1	0	0	1	2	2	1	3	0	1	0	**11**
NTD Major Event (S&S 40)	0	0	0	1	1	3	1	2	0	0	0	1	**9**
Total Non-Preventable Collisions	3	6	2	2	1	4	2	1	4	1	3	7	**36**
Total Preventable Collisions	2	8	4	3	4	4	2	7	7	12	10	8	**71**
REVENUE													
Cash Fares	$ -	$ 49,508.50	$ 52,394.08	$ 47,562.15	$ 52,329.29	$ 11,266.63	$ 51,507.65	$ 45,934.32	$ 27,667.05	$ 54,602.44	$ 43,443.76	$ 51,758.30	**$ 487,974.17**
Sales	$ 125,456.15	$ 19,335.40	$ 14,233.30	$ 24,821.00	$ 16,750.00	$ 14,821.00	$ 75,945.00	$ 14,015.00	$ 18,237.00	$ 54,211.00	$ 24,655.00	$ 16,660.00	**$ 419,139.85**
Token Transit Cash Deposit	$ 2,617.20	$ 11,529.00	$ 11,732.90	$ 13,919.30	$ 13,647.50	$ 2,631.70	$ 14,771.00	$ 14,490.69	$ 11,781.00	$ 16,720.00	$ 14,320.36	$ 14,143.00	**$ 142,303.65**
TOTAL Revenue	**$128,073.35**	**$80,372.90**	**$78,360.28**	**$86,302.45**	**$82,726.79**	**$28,719.33**	**$142,223.65**	**$74,439.92**	**$57,685.05**	**$125,533.44**	**$82,419.12**	**$82,561.30**	**$1,049,417.68**
KEY PERFORMANCE INDICATORS													
Rides per Hour	8.78	11.58	11.20	11.93	11.20	9.35	11.03	12.67	10.26	10.28	10.97	10.60	**130**
Rides per Mile	0.59	0.76	0.77	0.83	0.76	0.62	0.69	0.84	0.64	0.65	0.63	0.61	**8**
Preventable Collisions per 100k Miles	0.77	2.96	1.56	1.15	1.58	1.54	0.74	2.85	2.27	4.09	3.20	2.55	**25**
Average Fare per Ride	$0.83	$0.39	$0.40	$0.40	$0.43	$0.18	$0.77	$0.36	$0.29	$0.66	$0.42	$0.43	**$ 0.46**
Complaints per 100k Miles	17.31	30.05	28.02	20.52	20.41	18.34	17.42	23.02	28.68	54.19	26.99	17.67	**303**
Breakdowns per 100k Miles	3.46	8.15	8.20	5.75	4.75	3.07	8.54	19.55	21.68	17.03	21.14	0.00	**121**
SERVICE ISSUES													
Passed Up Passengers	22	30	30	18	20	21	19	16	13	34	18	35	**276**
Deficient Vehicle Condition	2	0	0	7	2	0	0	0	0	0	0	0	**11**
Complaints	46	84	75	56	54	50	49	59	93	167	88	58	**879**
Breakdowns	9	22	21	15	12	8	23	48	67	50	66		**341**
DIGITAL ANALYTICS													
Transit App Sessions	9,106	11,756	15,293	17,205	19,814	25,612	24,555	28,424	40,455	40,391	37,962	38,383	**308,956**
MyStop App Sessions	2,002	2,472	2,744	2,797	2,782	3,112	2,995	3,401	6,519	6,404	7,871	4,845	**47,934**
www.StanRTA.org Sessions	24,238	26,434	22,992	22,816	21,122	22,386	23,158	25,222	46,756	34,110	31,560	34,612	**335,406**

Stanislaus Regional Transit Authority
Monthly Summary Report - Demand Response

	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	ANNUAL
OPERATING DAYS													
Weekday	21	23	22	21	22	22	22	20	23	20	23	22	**261**
Saturday	5	4	4	5	4	4	4	4	4	5	4	4	**51**
Sunday	5	4	4	5	4	5	5	4	4	5	4	4	**53**
TOTAL OPERATING DAYS	**31**	**31**	**30**	**31**	**30**	**31**	**31**	**28**	**31**	**30**	**31**	**30**	**365**
RIDERSHIP BY SERVICE													
ADA	8,496	10,498	10,150	10,427	9,532	9,510	10,381	10,178	11,930	11,517	12,285	12,189	**127,043**
ADA Eligibility	3	148	161	165	131	160	178	184	225	176	153	130	**1,814**
Eastside Shuttle	64	78	87	66	54	85	113	76	42	2	0	0	**667**
MediVan	49	51	40	60	14	44	22	47	74	50	54	28	**533**
Newman DAR	9	29	45	39	28	36	17	36	11	0	0	0	**250**
Oakdale DAR	41	95	87	100	76	35	68	65	163	134	168	34	**1,066**
Patterson DAR	55	243	257	267	237	139	136	262	328	181	284	50	**2,439**
Riverbank DAR	1	4	2	9	19	14	18	17	18	27	15	14	**158**
Seniors	223	300	316	373	266	277	176	2	12	0	2	0	**1,947**
Turlock Shuttle	73	197	154	129	135	151	149	145	76	0	0	0	**1,209**
Vet/Disabled DAR	0	0	0	0	0	0	0	0	0	0	0	0	-
Waterford Shuttle	67	179	188	158	128	136	111	70	119	0	0	0	**1,156**
Youth	8	215	371	249	169	103	122	69	0	0	0	0	**1,306**
TOTAL RIDERSHIP	**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**
VEHICLE MILES													
Revenue	61,245	80,083	74,915	76,868	71,181	72,023	76,955	76,342	84,384	77,814	79,110	81,485	**912,402**
Deadhead	16,609	17,890	16,566	16,086	16,204	17,514	19,523	17,877	20,209	18,391	19,662	18,523	**215,053**
TOTAL VEHICLE MILES	**77,854**	**97,973**	**91,481**	**92,952**	**87,385**	**89,536**	**96,478**	**94,219**	**104,593**	**96,205**	**98,772**	**100,008**	**1,127,456**
VEHICLE HOURS													
Revenue	4,445	5,206	5,099	5,017	4,818	4,956	5,362	5,143	5,743	5,392	5,674	5,637	**62,492**
Deadhead	2,095	1,752	1,575	1,426	1,539	1,807	2,216	1,804	1,932	1,829	1,939	1,810	**21,724**
TOTAL VEHICLE HOURS	**6,540**	**6,958**	**6,674**	**6,443**	**6,357**	**6,764**	**7,578**	**6,947**	**7,675**	**7,221**	**7,613**	**7,447**	**84,216**
ON TIME PERFORMANCE	97%	92%	89%	83%	89%	91%	94%	93%	92%	94%	94%	94%	**92%**
SAFETY AND SECURITY													
NTD Non-Major Collisions (S&S 50)	0	0	1	2	0	0	0	0	0	0	0	0	**3**
NTD Major Event (S&S 40)	0	0	0	0	0	0	1	0	0	1	1	0	**3**
Total Non-Preventable Collisions	2	1	0	1	0	0	1	1	0	0	0	0	**6**
Total Preventable Collisions	1	3	1	1	1	0	1	1	0	2	2	0	**13**
REVENUE													
Cash Fares	$ 2,509.48	$ 6,678.78	$ 4,369.50	$ 5,672.72	$ 6,427.48	$ 7,812.70	$ 5,881.68	$ 6,750.84	$ 3,303.56	$ 6,644.56	$ 6,550.50	$ 8,228.34	$ 70,830.14
Sales	$ 21,350.00	$ 24,282.50	$ 24,695.00	$ 27,082.50	$ 27,740.00	$ 27,745.00	$ 29,047.50	$ 27,077.50	$ 27,492.50	$ 26,637.50	$ 29,887.50	$ 27,378.50	$ 320,416.00
TOTAL Revenue	**$23,859.48**	**$30,961.28**	**$29,064.50**	**$32,755.22**	**$34,167.48**	**$35,557.70**	**$34,929.18**	**$33,828.34**	**$30,796.06**	**$33,282.06**	**$36,438.00**	**$35,606.84**	**$391,246.14**
Rides per Hour	2.04	2.31	2.33	2.40	2.24	2.16	2.14	2.17	2.26	2.24	2.28	2.21	**27**
Preventable Collisions per 100k Miles	1.63	3.75	1.33	1.30	1.40	0.00	1.30	1.31	0.00	2.57	2.53	0.00	**17**
Average Fare per Ride	$2.63	$2.57	$2.45	$2.72	$3.17	$3.33	$3.04	$3.03	$2.37	$2.75	$2.82	$2.86	**$2.81**
Complaints per 100k Miles	7.71	14.29	5.47	16.14	3.43	8.93	11.40	6.37	10.52	5.20	13.16	11.00	**114**
Breakdowns per 100k Miles	6.53	7.49	4.00	5.20	7.02	5.55	1.30	9.17	5.93	7.71	8.85	0.00	**69**
SERVICE ISSUES													
Deficient Vehicle Condition	0	0	0	0	2	0	0	0	0	0	0	0	**2**
Complaints	6	14	5	15	3	8	11	6	11	5	13	11	**108**
Breakdowns	4	6	3	4	5	4	1	7	5	6	7		**52**

StanRTA ICT Clean Transit Bus Rollout Plan and Transit Asset Management Plan available upon request.

A.2.3 Revenue Collection Method and Cost

Total cost of revenue collection and total revenue collected for the most recent fiscal year
Cost: $65,149.63
Total revenue: $1,549,241

Cost of revenue collection by payment instrument and total revenue collected by those same payment instruments, for the most recent fiscal year.

Token

Cost: $16,763.95
Revenue: $148,230.12

Ecolane
Cost: Unable to determine
Revenue: $1,256

Pass Sales
Cost: $5,726.86 (does not include staff time)
Revenue: $764,609

Farebox
Cost: Unable to determine
Revenue: $635,145.99

There are no planned capital costs associated with fare collection at this time.

Existing service plan and planned service changes through the end of 2023-24, and schedule data in General Transit Feed Specification (GTFS) format.

Please see the website below for all GTFS Information & Datasets.

https://stanrta.org/431/GTFS-Information-Datasets

A.2.4 Service Plan

A brief summary of the existing service plan and changes to the levels of service planned by operator.

StanRTA operates 23 fixed routes, three commuter services, complementary ADA paratransit, and regional dial-a-ride service for the general public in three portions of the service area. The fixed route service operates daily at 20, 30, or 60-minute frequencies. The last major service change was in October 2023.

The next major service changes are anticipated in 2024. These changes will add new and expanded service to the fixed-route system. While route alternatives have not been developed, the service change elements will include:

- Routes 21 and 27. These new routes were proposed for July 2023, but held back for reconfiguration and introduction in August 2024. New alternatives that avoid adding to the congestion along the Paradise corridor are being explored with the community.
- Route 25. Increase service to every half-hour on Saturdays (from hourly). This route also needs to be redesigned to reduce its length. This will require creating a new route or reconfiguring another existing route to provide lost coverage.
- Route 33. Extend to connect the east and west Modesto Junior College campuses, thereby also providing a more northerly connection across Hwy 99 for residents living on either side.
- Route 34. Introduce service along north/south axis through Modesto.

- Route 48. Double service from hourly to every 30 minutes. A major extension of this route is under consideration, providing additional service through Salida. Any change would require the addition of at least one vehicle to the route, increasing VOMS and revenue hours.
- Medivan. A second medivan route, operating on weekdays to Sacramento, is under consideration for launch in late FY 2024-25.

After a thorough planning process and community engagement, StanRTA expects to launch these service changes in two phases during FY 2024-25. The first phase is planned for August 2024.

Additionally, StanRTA has begun work on the first Bus Rapid Transit (BRT) line. The Paradise McHenry Line will link the most heavily traveled corridors together, connecting riders from residential neighborhoods to employment and retail centers and with major medical facilities. The estimated launch for the BRT is FY 2028-29.

Phase I	August 2024
Phase II	May 2025

A.2.5 Safety and Security

American Guard Services - $529,719.09
Transit Center Door Access Controls Project - $72,262.51

StanRTA sees great potential to improve public transit service through collaboration and other options, some of which are easily actionable while others are longer range. These opportunities include:

- Consolidate public transit in Stanislaus County under a single regional entity to include Turlock Transit.
- Collaboration with MOVE Stanislaus and StanCOG to better integrate alternative and volunteer-based transit programs with StanRTA's demand response services.
- Transition all ADA paratransit service to StanRTA.
- Develop more effective inter-county service options with transit entities in Merced and San Joaquin counties.

B. San Joaquin Regional Rail Commission (SJRRC)

B.1 Modesto and Ceres Valley Rail Summary

San Joaquin Regional Rail Commission (SJRRC) requests $13 million of SB 125 funding from StanCOG for the Modesto and Ceres "Valley Rail" stations. The $13 million in funding is needed to help account for unprecedented cost escalation in all industries and additional utility relocation and will help fund these two priority stations which are critical towards initiating the Valley Rail expansion of ACE service to Stanislaus County. Modesto Station and Ceres Station are subcomponents of the TIRCP Cycle 3, "Valley Rail" Program which received a $500 million award in 2018. Providing SB 125 funding for Modesto and Ceres stations will help ensure that ACE rail service between Ceres, Modesto, and San Jose will be initiated by the end of 2026. Valley Rail will provide transformative passenger rail service between the San Joaquin

Valley, Sacramento, and the Bay Area. By the end of 2028, Modesto Transit Center/Station is forecast to serve 306,000 ACE passengers annually (ons & offs) and Ceres Station is expected to serve 132,200 ACE passengers annually (ons and offs).

B.2 Project Background

The Modesto and Ceres "Valley Rail" Stations are key components of the (ACE) extension to Ceres that is an initial phase of the "Valley Rail" Program to extend ACE from Lathrop to Merced. Modesto Station and Ceres Station are subcomponents of the TIRCP Cycle 3, Valley Rail application that received a $500 million award in 2018. The Valley Rail Program is being implemented jointly by San Joaquin Regional Rail Commission (SJRRC) and San Joaquin Joint Powers Authority (SJJPA). The Modesto Station is located at, and is an expansion of, the Modesto Transit Center. The Ceres Station is located adjacent to Whitmore Park in downtown Ceres at 2nd Street and El Camino Avenue. Figures 1 and 2 shows the locations of Modesto Station and Ceres Stations along the UP Corridor.

The Modesto Station includes construction of two side platforms in the UP right-of-way with a pedestrian overcrossing of the UP tracks that connects the two platforms (see Figure 3). The Project also includes trackwork between MP 106.90 to MP 1113.69 on the Fresno Subdivision which connects to the Lathrop to Ceres Double Track Project. The Modesto Station, cleared in the Lathrop to Ceres EIR (2018), is located in downtown Modesto at the Modesto Transit Center which will provide passengers with opportunities to connect to local and regional bus service and utilize parking in the vicinity of the Modesto Transit Center. Figure 4 is a rendering of Modesto Station facing southeast focusing on the pedestrian overcrossing structure.

Figure 1: Modesto Station Project Location

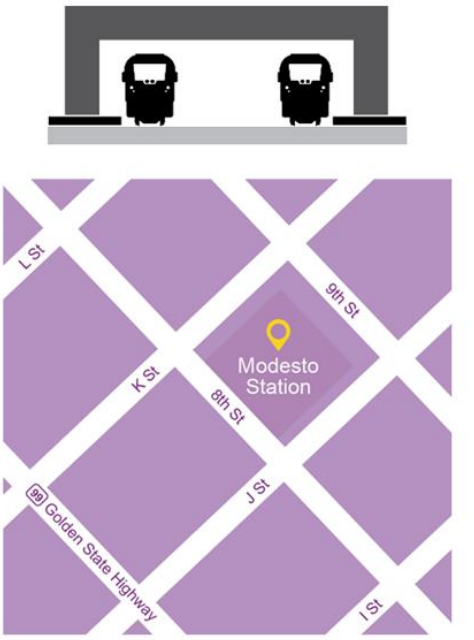


Figure 2: Ceres Station Project Location

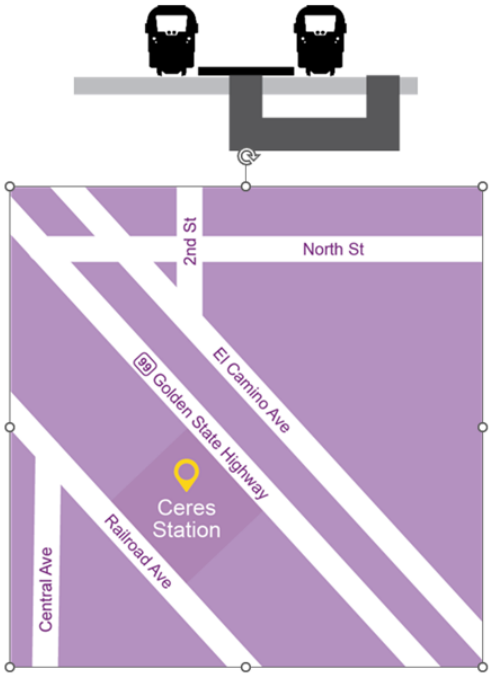


Figure 3: Modesto Station Project Footprint

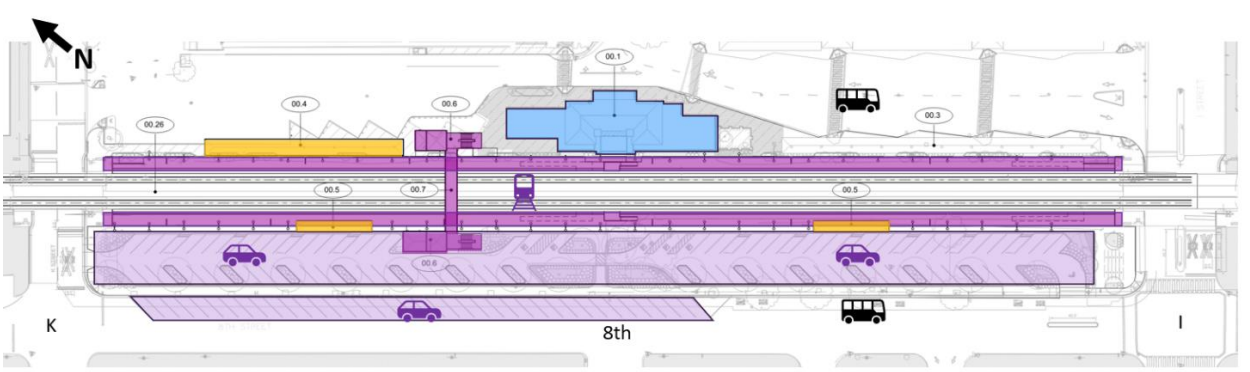
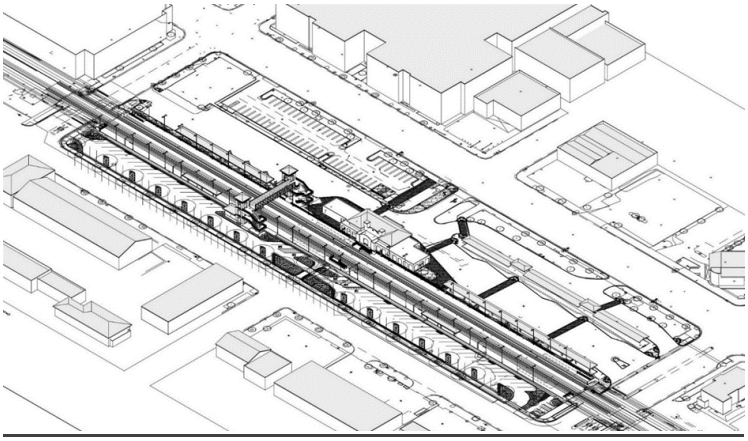


Figure 4: Modesto Station Rendering



The Ceres Station includes construction of a center load platform in the UP right-of-way with a pedestrian undercrossing connection to the platform and new parking along El Camino Avenue (see Figure 5). The Project also includes trackwork between MP114.8 to MP 122.5 on the Fresno Subdivision which connects to the Ceres to Turlock Double Track Project. The Ceres Station was cleared in the Lathrop to Ceres EIR (2018), will provide passengers with opportunities to connect to local bus service. Figure 6 is a rendering of Ceres Station facing northwest and focusing on the access to the station from downtown Ceres.

Figure 5: Ceres Station Project Footprint

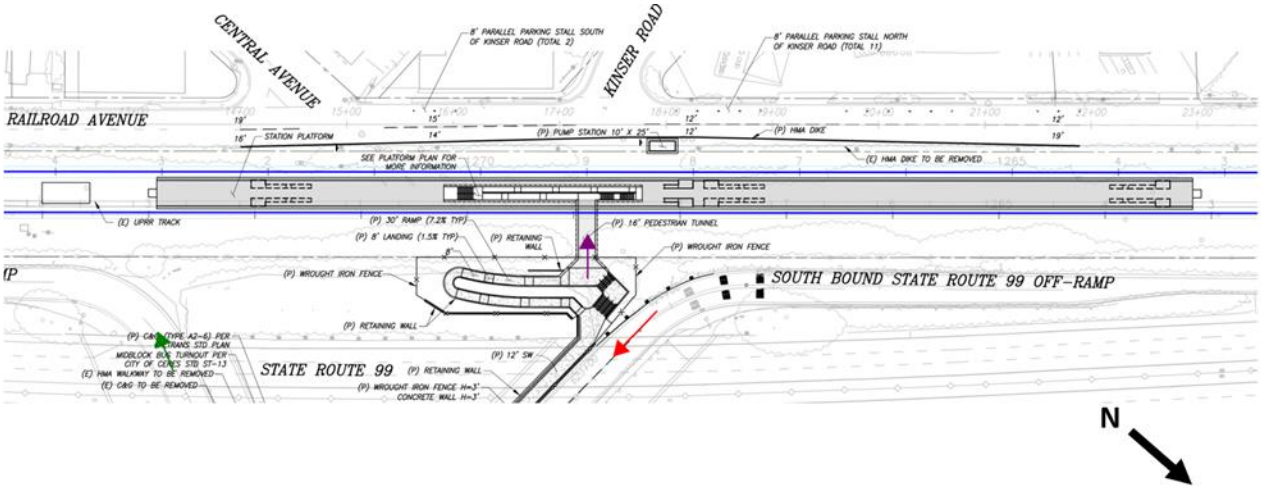
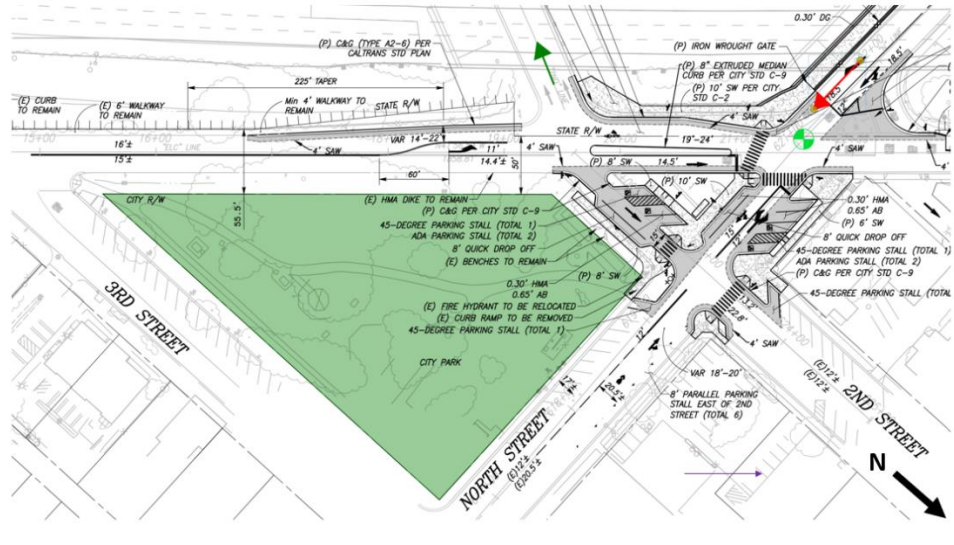


Figure 6: Ceres Station Rendering



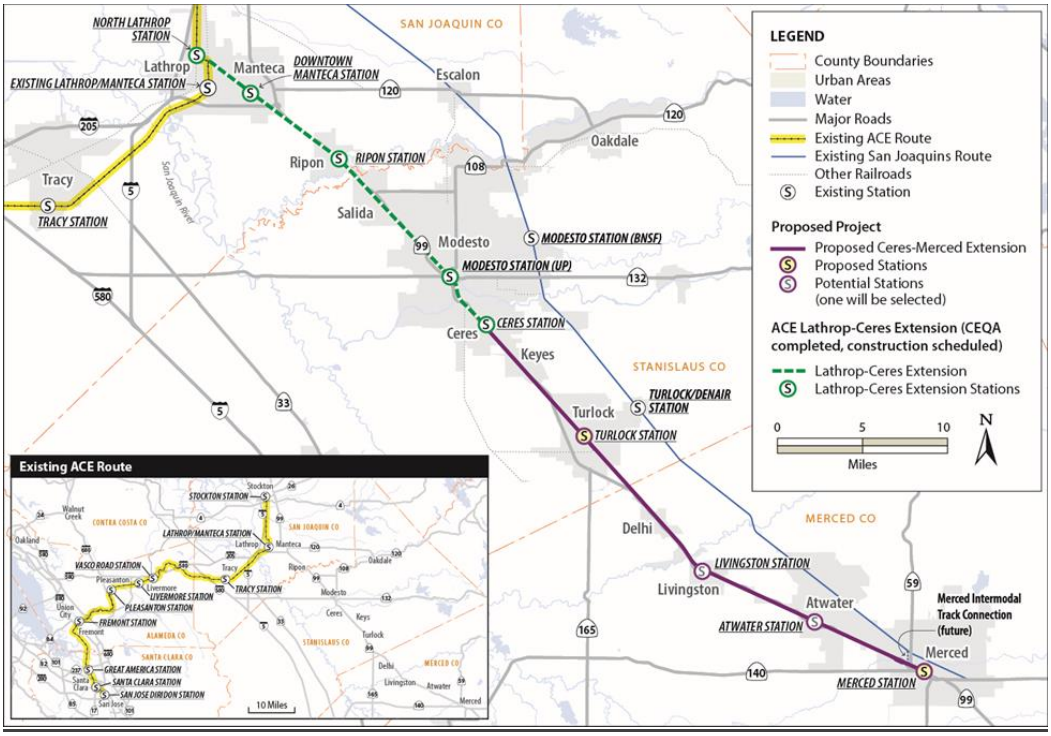
The extension of ACE service from Lathrop to Ceres, allows for interim service to Modesto and Ceres before completion of ACE's full extension to Merced (see Figure 7).

SJRRC plans to initially operate 3 ACE round trips along the Union Pacific Railroad (UPRR) Fresno Subdivision to / from Ceres, all during the commute periods (3 northbound / westbound in the morning and 3 southbound / eastbound in the evening):

1 round trip between Ceres and San Jose (starting by the end of 2026)

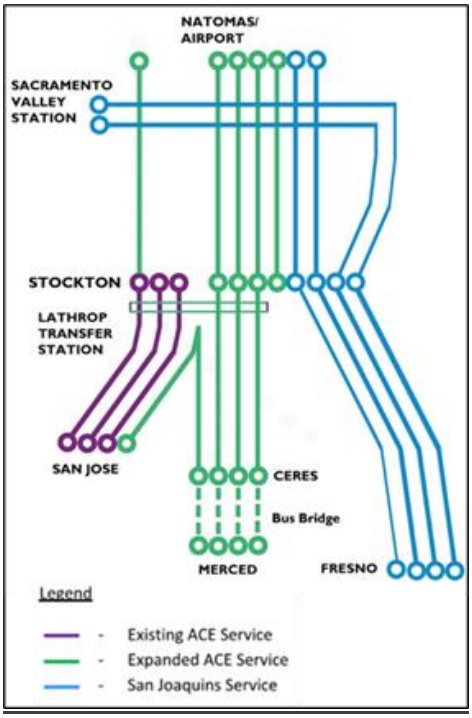
2 round trips between Ceres and Natomas via Stockton and the UPRR Sacramento Subdivision (starting by the end of 2027) – At North Lathrop, these trains would connect with Natomas / Stockton–San Jose trains to allow ACE passengers along the Merced extension to make easy connections for commute trips to / from the San Francisco Bay Area.

Figure 7. ACE Lathrop to Ceres Extension (2026)



Service beyond Ceres (to Merced) is expected to be initially provided by connecting buses for each train. The three Ceres round trips (one round trip to/from San Jose and two round trips to/from Natomas) will be extended to Turlock with the Ceres to Turlock Extension. By 2030-2033 when California High Speed Rail (CHSR) Early Operating Segment (EOS) service is scheduled to begin, an additional round trip would be introduced between Turlock and Natomas, bringing service on the Turlock extension to four round trips total (see Figure 8). Two additional intercity ACE round trips are being planned between Merced and Union City (BART) that will also serve Turlock Station.

Figure 8: Valley Rail Service



B.3 Project Cost

SJRRC has been refining the cost estimates continuously as the project design progresses. Since the previous estimate was provided to StanCOG, SJRRC received updated cost estimate for utility relocations for both projects which increased the project cost by $22 million for the utility work alone. Adding the subsequent cost escalation increases and Contruction Support Services for this amount of work, yielded an overall shortfall of just under $43 million for both Projects. The Modesto Station is estimated to cost $130.4 million (YOE). SJRRC has secured $110.9 million for the Modesto Station, is requesting that StanCOG use $8 million in SB 125 funding, and is working with state to secure more funding to fully fund this station. The cost of the Ceres Station is estimated at $106 million (YOE). SJRRC has secured $82.5 million for the Ceres Station, is requesting that StanCOG use $5 million in SB 125 funding, and is working with state to secure more funding to fully fund this station. SJRRC is requesting a total of $13 million in SB 125 funding from StanCOG for the Modesto and Ceres stations needed to account for unprecedented cost escalation in all industries and additional utility relocation.

Table 1: Total Project Costs for Modesto Station **Table 2: Total Project Costs for Ceres Station**

Modesto Station

Phase	Amount	Fund Source
PS&E	$ 4,500,000	SB132
	$ 1,099,000	TIRCP
Right of Way	$ 8,410,000	SB132
	$ 5,688,000	TBD
Construction	$ 38,938,943	SB132
	$ 57,962,000	TIRCP
	$ 13,757,373	TBD
Total	**$ 130,355,316**	

Ceres Station

Phase	Amount	Fund Source
PA&ED	$ 6,082	TIRCP
PS&E	$ 8,333,933	SB132
Right of Way	$ 10,655,140	SB132
	$ 7,368,000	TBD
Construction	$ 27,991,000	TIRCP
	$ 35,632,784	SB132
	$ 16,133,708	TBD
Total	**$ 106,120,646**	

SB 125 Funding Request Spreadsheet

RTPA	Implementing Agenc-y/-	Project	Fund Source	FY23-24	FY24-25	FY25-26	FY26-27	FY23-24	FY24-25	FY25-26	FY26-27	
StanCOG	SJRRC	Ceres Station	TIRCP		$ 5,000,000							$ 5,000,000
StanCOG	SJRRC	Modesto Station	TIRCP		$ 8,000,000							$ 8,000,000
												$ -
Grand Total				$ -	$ 13,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,000,000

B.4 Project Benefits

The Valley Rail Program will improve intercity and commuter rail services in the San Joaquin Valley, an area with a concentration of priority populations that are grappling with severe economic, health, and environmental burdens (see Figure 6). The Valley Rail Program will reduce GHG emissions, improve public health, reduce traffic-related injuries and deaths by encouraging mode shifts to public transportation, and advance equity for priority populations in the San Joaquin Valley by providing access to jobs and educational opportunities. The Valley Rail Program will increase intercity and commuter rail ridership, resulting in a mode shift and reducing VMT along I-5 and SR 99.

C. StanCOG – StanisCruise Vanpool – Maintain and Expand

C.1 Project Scope

Stance's StanisCruise Vanpool program is applying for SB 125 allocation of TIRCP funds to support the expansion of the agency's vanpool program over 3-years Fiscal Years 2023/24-2025/26. The StanisCruise vanpool program operated by Commute with Enterprise began in January 2023 with a cap of 100 vans per month. In September 2023, the vanpool program increased its operating cap by 50% to 150 vans per month based on requests from the public and local agencies.

The StanisCruise vanpool program is a unique mode of transportation for workers that have jobs during untraditional business hours that are not conducive to transit operations. These jobs are usually manufacturing or other blue-collar work for residents in the Stanislaus Region for which many must

commute over 70-miles one way to the Bay Area to make an income to support their families. The expectation is that this program will continue to grow in the coming years.

In October 2023, StanCOG submitted its first National Transit Database (NTD) report to the Federal Transit Administration (FTA). This submission includes ridership information, vehicle revenue miles and hours, and number of vans in service for the month. NTD uses this data to apportion Section 5307/5339 funds in the United States. This is new funding for the Stanislaus Region which would otherwise not be received. Section 5307/5339 funds take approximately two years to be allocated to a region after the initial submission to FTA. StanisCruise is requesting SB 125 allocation of TIRCP funds to maintain and expand the vanpool program over the next three-years until Section 5307/5339 funds can subsidize the vanpool program.

The StanisCruise Vanpool Program is an augmentation to the existing commuter service offered through StanRTA which presently offers limited service from Modesto, Turlock, and Patterson to the Dublin/Pleasanton BART Station, Lathrop/Manteca Altamont Commuter Express Station, and the Manteca and Stockton Transit Centers. Although this is a great service for many it does not provide the flexibility that the StanisCruise Vanpool offers which is such that riders are generally picked-up from a central location and are provided service directly to their work site. Additionally, vanpool riders have the flexibility to modify trips if needed due to work hours/days.

Fiscal Year 2022/23 Ridership

The StanisCruise Vanpool program began operations in January 2023, the first 6-months of NTD data is contained below.

S-10 Transit Agency Service

Maximum Service Vehicles

Vehicle operated in maximum service*	62
Vehicles available for maximum service	62

	Average Weekday Schedule	Average Saturday Schedule	Average Sunday Schedule	Annual Total
Periods of Service				
Time Service Begins	6:00 AM	6:00 AM	6:00 AM	
Time Service Ends	7:00 PM	7:00 PM	7:00 PM	
Service Supplied				
Vehicles in Operation	44	24	27	N/A
Total Actual Vehicle Miles	4,258	2,880	3,508	716,703
Total Actual Vehicle Revenue Miles (VRM)	4,258	2,880	3,508	716,703
Deadhead Miles	0	0	0	
Total Actual Vehicle Hours	88	60	74	14,815
Total Actual Vehicle Revenue Hours (VRH)	88	60	74	14,815
Deadhead Hours	0	0	0	
Service Consumed				
Unlinked Passenger Trips (UPT)	321	197	221	52,346
Passenger Miles Traveled (PMT)	22,175	14,295	16,638	3,672,666

	Total Weekday Schedule	Total Saturday Schedule	Total Sunday Schedule	Annual Total
Services Operated (Days)				
Days Operated	130	25	26	181
Days Not Operated (Strikes)	0	0	0	0
Days Not Operated (Officially Declared Emergencies)	0	0	0	0

Using annualized NTD UPT the StanisCruise vanpool program's represents 75% percent of the region's total ridership for Commuter Service.

Using annualized NTD data for Fiscal Year 2023 the environmental impact for the StanisCruise vanpool program in the reduction of over 13.5M commuter miles, a total of 250,000 trips eliminated, and over 10M CO2 emissions reduced (lbs).

C.2 Funds Requested by Source and Budget Year

Below is the StanisCruise Vanpool Funding Overview which demonstrates the mix of funds to be used to augment the SB 125 Allocation of TIRCP funding. StanCOG is proposing to use a mix of Congestion Mitigation and Air Quality (CMAQ) funding to augment the request for TIRCP funds until Federal Transit Administration (FTA) 5307/5339 funds become available.

STANISCRUISE VANPOOL PROGRAM FUNDING OVERVIEW	FY 23/24	FY 24/25	FY 25/26	Total
TIRCP- OPS	3,210,959			3,210,959
CMAQ Carryover FY22/23	473,993			473,993
CMAQ 6089 (096)	761,000	761,000		1,522,000
CMAQ Estimate		1,011,000	1,011,000	2,022,000
FTA 5307			1,000,000	1,000,000

SB 125 Funding Request

RTPA	Implementing Agency/-ies	Project	Fund Source	FY23-24	FY24-25	FY25-26	FY26-27	FY23-24	FY24-25	FY25-26	FY26-27	
StanCOG	StanCOG	StanisCruise Vanpool Expansion	TIRCP	$3,210,959								$ 3,210,959
Grand Total				$ 3,210,959	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,210,959

C.3 Funded Activities

The SB 125 allocation of TIRCP funds represents the continued support of an estimated 150 van cap in FY 23/24 and an increase in the number of vans to 200 in FY 24/25 and FY 250 vans in FY 25/26.

Given the statistics above it is easy to see that the StanisCruise Vanpool program represents a wonderful augmentation to the commuter services in the Stanislaus Region. As the entire region is considered a disadvantaged community the benefits to these riders are substantial.

D. Master Fund Request Template

Below is the master fund request template for the three project submittals and StanCOG's Program Administration.

SB125 Fund Request Template

The following template is designed to capture SB 125 request information for TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP) & ZERO EMISSION TRANSIT CAPITAL PROGRAM for each Regional Transportation Planning Agency (RTPA). Each row represents a "project-fund-source-fund-

				Capital				Operating				Total
RTPA	**Implementing Agency/-ies**	**Project**	**Fund Source**	**FY23-24**	**FY24-25**	**FY25-26**	**FY26-27**	**FY23-24**	**FY24-25**	**FY25-26**	**FY26-27**	
StanCOG	SJRRC	Ceres Station	TIRCP		$ 5,000,000							**$ 5,000,000**
StanCOG	SJRRC	Modesto Station	TIRCP		$ 8,000,000							**$ 8,000,000**
StanCOG	Stanislaus Regional Transit Aut	Next Generation Zero E	TIRCP	$ 39,351,674								**$ 39,351,674**
StanCOG	Stanislaus Regional Transit Aut	Next Generation Zero E	ZETCP (36F)	$ 6,742,587								**$ 6,742,587**
StanCOG	Stanislaus Regional Transit Aut	Next Generation Zero E	ZETCP (PTA)	$ 1,407,739								**$ 1,407,739**
												$ -
StanCOG	StanCOG	StanisCruise Vanpool E	TIRCP					$ 3,210,959				**$ 3,210,959**
StanCOG	StanCOG	Program Admin	TIRCP	$ 643,565								
												$ -
Grand Total				**$ 48,145,565**	**$ 13,000,000**	$ -	$ -	**$ 3,210,959**	$ -	$ -	$ -	**$ 64,356,524**