



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
BOARD OF DIRECTORS AGENDA
REGULAR MEETING
SEPTEMBER 26, 2025 – 9:00 AM
HYBRID MEETING**

Members of the public may attend in-person or participate remotely via Zoom.

**METRO Admin Offices
110 Vernon Street
Santa Cruz, CA**

**Zoom [Link](#)
Dial In: 1-669-900-6833
Meeting ID: 823 2842 5369**

The Board of Directors agenda packet can be found online at www.SCMTD.com and is available for inspection at Santa Cruz METRO's Administrative Office at 110 Vernon Street, Santa Cruz, CA.

Public comment may be submitted via email to boardinquiries@scmttd.com. Please indicate in your email the agenda item to which your comment applies. Comments submitted before the meeting will be provided to the Directors before or during the meeting. Comments submitted after the meeting is called to order will be included in the Board's correspondence that is posted online at the Board meeting packet link. Oral public comments will also be accepted during the meeting through Zoom. Each public comment is limited to three minutes or less. Board and Committee Chairs have the discretion to manage the public comment process in a manner that achieves the purpose of public communication and ensures the orderly conduct of the meeting.

The Board may take action on each item on the agenda. The action may consist of the recommended action, a related action or no action. Staff recommendations are subject to action and/or change by the Board of Directors.

BOARD ROSTER

Director Rebecca Downing
Director Jimmy Dutra
Director Shebreh Kalantari-Johnson
Director Manu Koenig
Director Fabian Leonor
Director Donna Lind
Vacant
Director Monica Martinez
Director Scott Newsome
Director Melinda Orbach
Director Vanessa Quiroz-Carter*
Ex-Officio Director Alta Northcutt
Ex-Officio Director Edward Reiskin

County of Santa Cruz
City of Watsonville
City of Santa Cruz
County of Santa Cruz
County of Santa Cruz
City of Scotts Valley
County of Santa Cruz
County of Santa Cruz
City of Santa Cruz
City of Capitola
City of Watsonville
Cabrillo College
UC Santa Cruz

*231 Oakes Road, Santa Cruz

Corey Aldridge
Julie Sherman

METRO CEO/General Manager
METRO General Counsel

SECTION I: OPEN SESSION

NOTE: THE BOARD CHAIR MAY TAKE ITEMS OUT OF ORDER

1 CALL TO ORDER

2 SAFETY DEBRIEF

Gregory Strecker, Safety, Security and Risk Management Director

3 ROLL CALL

In accordance with Assembly Bill 2449, Board members may participate remotely due to “just cause” or “emergency” circumstances. If applicable, following an announcement, the Board will take action on approving Board members’ emergency teleconference participation.

4 ANNOUNCEMENTS

4.1 Today’s meeting is being broadcast by Community Television of Santa Cruz County.

4.2 Language Line Services is providing Spanish interpretation services, which will be available during “Oral Communications” and for any other agenda item for which these services are needed.

5 BOARD OF DIRECTORS COMMENTS

6 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

This time is set aside for Directors and members of the general public to address any item not on the agenda which is within the subject matter jurisdiction of the Board. No action or discussion shall be taken on any item presented except that any Director may respond to statements made or questions asked or may ask questions for clarification. All matters of an administrative nature will be referred to staff. Each public comment is limited to three minutes or less. Board and Committee Chairs have the discretion to manage the public comment process in a manner that achieves the purpose of public communication and ensures the orderly conduct of the meeting. When addressing the Board, the individual may, but is not required to, provide his/her name and address in an audible tone for the record.

6.1 Email dated 9/5/25 from Brian Peoples

6.2 Email dated 9/7/25 from Peter Cook

6.3 Email dated 9/19/25 from George Barlos with METRO response

7 LABOR ORGANIZATION COMMUNICATIONS

8 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS

CONSENT AGENDA

All items appearing on the Consent Agenda are recommended actions which are considered to be routine and will be acted upon as one motion. All items removed will be considered later in the agenda. The Board Chair will allow public input prior to the approval of the Consent Agenda items.

- 9.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK AND ACH JOURNAL DETAIL FOR THE MONTH OF AUGUST 2025**
Chuck Farmer, Chief Financial Officer
- 9.2 ACCEPT AND FILE MINUTES OF:**
A. AUGUST 20, 2025 METRO ADVISORY COMMITTEE MEETING
B. AUGUST 22, 2025 BOARD OF DIRECTORS MEETING
Corey Aldridge, CEO/General Manager
- 9.3 ACCEPT AND FILE: THE FISCAL YEAR END MONTHLY BUDGET STATUS REPORTS FOR JUNE 30, 2025 AND ADOPTION OF THE PRELIMINARY SCHEDULE OF RESERVE ACCOUNT BALANCES**
Chuck Farmer, Chief Financial Officer
- 9.4 ACCEPT AND FILE: THE YEAR-TO-DATE KEY PERFORMANCE INDICATORS (KPI) REPORT FOR QUARTER FOUR AS OF JUNE 30, 2025**
Chuck Farmer, Chief Financial Officer
- 9.5 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS**
Gregory Strecker, Safety, Security and Risk Management Director
- 9.6 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO/GENERAL MANAGER TO EXECUTE A 3RD CONTRACT AMENDMENT EXTENDING THE CONTRACT FOR TWO (2) YEARS WITH CATTO'S GRAPHICS, INC. FOR FULL BUS WRAP SERVICES, INCREASING THE CONTRACT TOTAL BY \$380,001**
Michael Bois, Communications and Marketing Manager
- 9.7 APPROVE: REVISED CLASS SPECIFICATIONS AND WAGE SCALES FOR HR ANALYST JOB SERIES WITHIN HUMAN RESOURCES DEPARTMENT**
Dawn Crummié, Chief Human Resources Officer
- 9.8 APPROVE: CONSIDERATION OF AWARD OF CONTRACT TO RELIABLE MONITORING SERVICES D/B/A RMS LIFE SAFETY AND RMS CONSTRUCTION FOR MAINTENANCE FACILITY UPGRADE FOR HYDROGEN FUEL CELL ELECTRIC BUSES NOT TO EXCEED \$238,629**
Freddy Rocha, Maintenance Deputy Director
- 9.9 APPROVE: CONSIDERATION OF AWARD OF CONTRACT TO KRAEMER ENGINEERING INC FOR BUS OVERFLOW PARKING PROJECT AT 809 W. BEACH STREET, WATSONVILLE, CA NOT TO EXCEED \$540,855**
Freddy Rocha, Maintenance Deputy Director
- 9.10 APPROVE: CONSIDERATION OF AWARD OF CONTRACT TO FLYERS ENERGY, LLC FOR OFF-SITE FUELING SERVICES NOT TO EXCEED \$2,578,331**
Freddy Rocha, Maintenance Deputy Director
- 9.11 APPROVE: CONSIDER AUTHORIZING THE CEO/GENERAL MANAGER TO EXECUTE THE 1ST AMENDMENT TO THE CONTRACT WITH CFM ADVOCATES FOR FEDERAL LEGISLATIVE REPRESENTATIVE SERVICES TO EXTEND THE CONTRACT TERM BY AN ADDITIONAL TWO YEARS AND TO INCREASE THE CONTRACT TOTAL BY \$159,434**
Corey Aldridge, CEO/General Manager

REGULAR AGENDA

- 10 RETIREE RESOLUTION OF APPRECIATION FOR:
CINDI FARRELL, BUS OPERATOR**
Vice Chair Koenig
- 11 HYDROGEN VEHICLE AND HYDROGEN FUELER UPDATE**
Margo Ross, Chief Operations Officer
- 12 FACILITIES MASTER PLAN UPDATE**
John Urgo, Chief Planning and Innovation Officer
- 13 CEO ORAL REPORT**
Corey Aldridge, CEO/General Manager
- 14 ANNOUNCEMENT OF NEXT MEETING: FRIDAY, OCTOBER 24, 2025, AT 9:00
AM AT THE COUNTY GOVERNMENT CENTER, COMMUNITY ROOM, 701
OCEAN STREET, SANTA CRUZ, CA**
Vice Chair Koenig
- 15 ADJOURNMENT**
Vice Chair Koenig

TITLE 6 - INTERPRETATION SERVICES/TÍTULO 6 - SERVICIOS DE TRADUCCIÓN

Spanish language interpretation and Spanish language copies of the agenda packet are available on an as-needed basis. Please make advance arrangements with the Sr. Executive Assistant at 831-426-6080. Interpretación en español y traducciones en español del paquete de la agenda están disponibles sobre una base como-necesaria. Por favor, hacer arreglos por adelantado con Coordinador de Servicios Administrativos al número 831-426-6080.

ACCESSIBILITY FOR INDIVIDUALS WITH DISABILITIES

This document has been created with accessibility in mind. With the exception of certain 3rd party and other attachments, it passes the Adobe Acrobat XI Accessibility Full Check. If you have any questions about the accessibility of this document, please email your inquiry to accessibility@scmtd.com. Upon request, Santa Cruz METRO will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least two days before the meeting. Requests should be emailed to boardinquiries@scmtd.com or submitted by phone to the Sr. Executive Assistant at 831-426-6080. Requests made by mail (sent to the Sr. Executive Assistant, Santa Cruz METRO, 110 Vernon Street, Santa Cruz, CA 95060) must be received at least two days before the meeting. Requests will be granted whenever possible and resolved in favor of accessibility.

PUBLIC COMMENT

If you wish to address the Board, please follow the directions at the top of the agenda. If you have anything that you wish to distribute to the Board and included for the official record, please include it in your email. Comments that require a response may be deferred for staff reply.

Pursuant to Section 54954.2(a)(1) of the Government Code of the State of California, this agenda was posted at least 72 hours in advance of the scheduled meeting at a public place freely accessible to the public 24 hours a day. The agenda packet and materials related to an item on this agenda submitted after distribution of the agenda packet are available for public inspection in the Santa Cruz METRO Administrative Office (110 Vernon Street, Santa Cruz) during normal business hours. Such documents are also available on the Santa Cruz METRO website at www.scmtd.com subject to staff's ability to post the documents before the meeting.

- THIS PAGE INTENTIONALLY LEFT BLANK -

COMMUNICATIONS TO THE BOARD OF DIRECTORS

From: [REDACTED]
To: [Eduardo Montesino](#)
Cc: [Justin Cummings](#); [Felipe Hernandez](#); citycouncil@watsonville.gov; [Manu Koenig](#); [Fred Keeley](#); [Andy Schiffrin](#); sclark@scottsvally.gov; [Monica Martinez](#); rebeccad@transparentseas.com; [Vanessa Quiroz](#); gjensen@ci.capitola.ca.us; Fabian@communitylifeservices.org; [Matt Machado](#); [Sarah Christensen](#); [Regional Transportation Commission](#); [Corey Aldridge](#); boardinquiries@citycouncil@ci.capitola.ca.us
Subject: Stop Santa Cruz from Taking Watsonville's Measure D Funds
Date: Friday, September 5, 2025 10:20:24 PM
Attachments: [image.png](#)

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

!!! Be cautious for phishing and do not click suspicious links from senders you do not know !!!

Mr. Montesino,

Your comments at the recent Santa Cruz County Regional Transportation Commission (RTC) meeting were absolutely correct — Watsonville is **not receiving its fair share** of Measure D funding for Active Transportation projects.

Months ago, you and Supervisor Bruce McPherson requested that RTC allocate sufficient funding to Watsonville. Unfortunately, RTC's latest proposal to **issue new bonds against future Measure D revenues** threatens to take away even more of Watsonville's allocation. Under this plan, funds originally **intended for Watsonville** would be diverted to Santa Cruz for the costly Segments 8–11 Coastal Trail project — once again treating Watsonville like a second-class citizen.

Watsonville's leaders must stand firm and **stop Santa Cruz from siphoning Measure D dollars** that were meant for Watsonville community. If RTC moves forward with this bond proposal, Watsonville's future funding would be consumed by **Santa Cruz's trail project and bond interest payments** — leaving little to nothing for Watsonville Active Transportation needs.

Santa Cruz politicians are using **scare tactics**, claiming that Watsonville must support this funding transfer or risk losing California Transportation Commission (CTC) grant money. This is simply **not true**. The so-called "Ultimate Trail" is **financially unfeasible**, and RTC staff already know they will need to move forward with the **Optional Interim Trail** instead — which delivers the same connectivity **at a far lower cost**. Importantly, the CTC has already confirmed that the Optional Interim Trail **remains eligible** for the grant funds since it was fully analyzed in the Environmental Impact Report and meets the same functionality goals.

Additionally, don't be misled by **fearmongering about federal railbanking delays**. Based on Surface Transportation Board (STB) data, adverse decisions on railbanking requests typically range from **4 to 17 months**, with an **average of just 6.5 months**. Given that Progressive Rail requested abandonment in 2018 and Roaring Camp operates only a tourist train between Felton and Santa Cruz, there is **no legal basis** for stopping railbanking implementation.

Now is the time for Watsonville's leadership to act decisively. Please protect the funding that rightfully belongs to Watsonville community and resist efforts to divert Measure D

COMMUNICATIONS TO THE BOARD OF DIRECTORS

dollars away from Watsonville's Active Transportation priorities.

Thank you for standing up for Watsonville.

Best regards,

Brian Peoples



COMMUNICATIONS TO THE BOARD OF DIRECTORS

From: Peter Cook <peter@lighthouse Realty.net>

Sent: Sunday, September 7, 2025 12:34 PM

To: 'Eduardo Montesino' <eduardo.montesino@watsonville.gov>

Cc: citycouncil@cityofwatsonville.org; 'Justin Cummings' <justin.cummings@santacruzcountyca.gov>; 'Felipe Hernandez' <felipe.hernandez@santacruzcountyca.gov>; citycouncil@watsonville.gov; 'Manu Koenig' <manu.koenig@santacruzcountyca.gov>; 'Fred Keeley' <fkeeley@santacruzca.gov>; 'Andy Schiffrin' <andy.schiffrin@santacruzcountyca.gov>; sclark@scottsvally.gov; 'Monica Martinez' <monica.martinez@santacruzcountyca.gov>; rebeccad@transparentseas.com; 'Vanessa Quiroz' <vanessa.quiroz@watsonville.gov>; gjensen@ci.capitola.ca.us; Fabian@communitylifeservices.org; 'Matt Machado' <matt.machado@santacruzcountyca.gov>; 'Sarah Christensen'

<schristensen@scrrtc.org>; 'Regional Transportation Commission' <info@scrrtc.org>; Corey Aldridge <caldridge@scmetro.org>; boardinquiries <boardinquiries@scmttd.com>; citycouncil@ci.capitola.ca.us

Subject: Stop Santa Cruz from Taking Watsonville's Measure D Funds

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

!!! Be cautious for phishing and do not click suspicious links from senders you do not know !!!

Dear Eduardo Montesino,

I would like to emphasize how great the trail has been for the Westside of Santa Cruz and how completely unfair it is that yet again Santa Cruz gets priority and Watsonville gets short shrift. The Westside is reaping all the benefits of Watsonville taxpayer's funds.

My family regularly uses the Westside trail to bike downtown, to the Boardwalk, New Leaf and Safeway. My son uses it every school day riding to and from school. We are very much looking forward to the now under construction North Coast trail for recreational bike rides, which ironically won't be used for transportation at all, except for by a handful of Davenport residents.

With all the talk about social equity at the RTC I cannot figure out how this is allowed that the RTC is spending all it's trail funds on a trail for the wealthy Westsiders and Watsonville appears to be getting nothing! During rush hour people could e-bike from Watsonville to Santa Cruz in less time than driving gridlocked Highway 1. Endless train studies are wasting millions of dollars that could be spent on infrastructure for Watsonville. Please let's be practical with our tax dollars and get some south county residents moving on bikes and e-bikes instead of in cars.

Watsonville residents deserve the same active transportation opportunities afforded to my family on the Westside.

COMMUNICATIONS TO THE BOARD OF DIRECTORS

Thank you.



COMMUNICATIONS TO THE BOARD OF DIRECTORS

From: [Brandon Freeman](#)
To: [REDACTED]
Cc: [Donna Bauer](#)
Subject: RE: complaint to METRO board
Date: Monday, September 22, 2025 9:58:57 AM

Dear Mr. Barlos,

Thank you for taking the time to share your experience with us via your email to the Board of Directors. We sincerely apologize for the distressing situation you encountered on September 19th involving Bus 19 (Bus #11028). Your safety and the safety of all road users is our top priority, and we take reports of dangerous driving very seriously.

We are deeply concerned about the actions of the driver, and I assure you that we are investigating the matter thoroughly. We will take appropriate remedial action to address this behavior and ensure that all drivers adhere to the highest safety standards. Please know that we will follow up on this incident, and any necessary disciplinary measures will be taken in accordance with our policies.

Thank you again for bringing this to our attention. We appreciate your patience and commitment to safety, and we share in your disappointment that we have not met those standards.

Once again, we apologize for this unfortunate incident, and we are grateful for your vigilance. Please do not hesitate to contact me directly should you require any additional assistance.

Sincerely,

Brandon Freeman
Assistant Operations Manager - Fixed Route
Santa Cruz METRO

COMMUNICATIONS TO THE BOARD OF DIRECTORS

From: [REDACTED]
To: [boardinquiries](mailto:boardinquiries@scmtd.com)
Subject: Re: COMPLAINT: Bus 11208 - DANGEROUS DRIVING - Sept 19th - Bay Street
Date: Friday, September 19, 2025 2:32:01 PM

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

!!! Be cautious for phishing and do not click suspicious links from senders you do not know !!!

Correction:

Bus # 11028 (not 11208) ~ the bus number as seen on the offending bus in the attached photo.

Get [Outlook for iOS](#)

From: George Barlos
Sent: Friday, September 19, 2025 12:54:32 PM
To: boardinquiries@scmtd.com <boardinquiries@scmtd.com>
Subject: COMPLAINT: Bus 11208 - DANGEROUS DRIVING - Sept 19th - Bay Street

Hello Board Members,

Today I was very concerned and disturbed by the dangerous and aggressive driving of 'Bus 19' [Bus #11028 CA Lic. Plate 1511970] today, September 19th, at about Noon.

I was driving normally on Bay Street headed home when I was about to pass a double long city bus pulled over to the curb. As I began to pass the bus it actually pulled out from the curb while I was already passing such that I would have had to hit it to continue in my lane.

Instead, I safely pulled over to the opposing lane to avoid the collision and completed the pass.

I was disturbed by the bad driving of the bus driver but made no attempt to communicate or sound my horn.

Instead the bus driver began aggressively honking at me!! Outrageous!

Omg.. what a terrible driver.

I did everything correctly, including filing this report.

COMMUNICATIONS TO THE BOARD OF DIRECTORS

PLEASE DISCIPLINE YOUR DRIVER, or FIRE HIM... for the sake and safety of others!

Please see the attached photo taken of the bad driver bus just after the incident. (BTW - the bus driver CONTINUED to honk his horn at me as he saw me take the photo!)

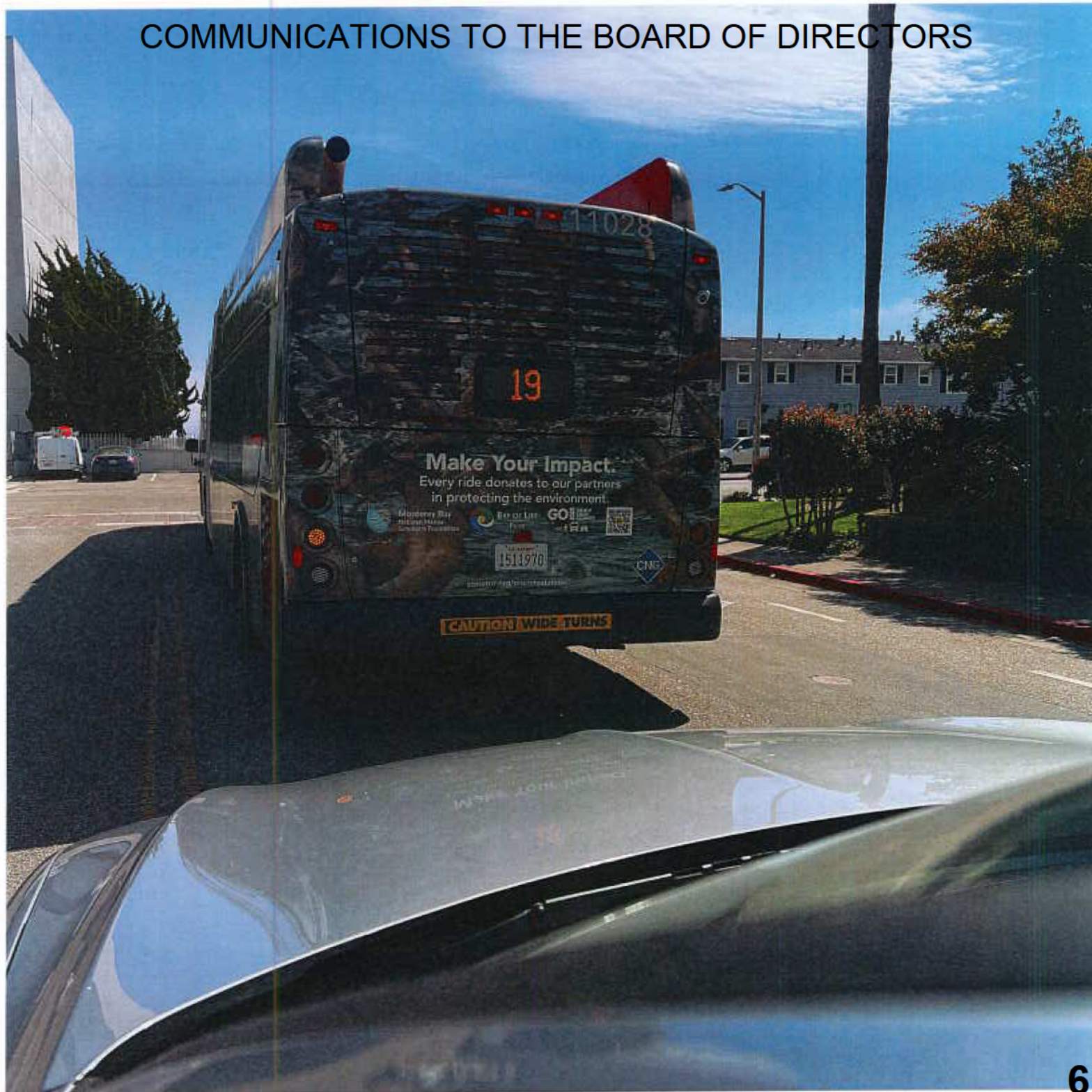
(Please acknowledge receipt of this COMPLAINT, and inform me of disciplinary measures taken.)

Sincerely,
George Barlos
241 Main Street
Santa Cruz, CA 95060



Get [Outlook for iOS](#)

COMMUNICATIONS TO THE BOARD OF DIRECTORS





DATE: September 26, 2025

TO: Board of Directors

FROM: Chuck Farmer, Chief Financial Officer

**SUBJECT: ACCEPT AND FILE PRELIMINARY APPROVED CHECK AND ACH
JOURNAL DETAIL FOR THE MONTH OF AUGUST 2025**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the preliminary approved Check and ACH Journal Detail for the Month of August 2025

II. SUMMARY

- This staff report provides the Board of Directors (Board) with a preliminary approved Check and ACH Journal Detail for the Month of August 2025.
- The Finance Department is submitting the Check and ACH Journal for Board acceptance and filing.

III. DISCUSSION/BACKGROUND

This preliminary approved Check and ACH Journal Detail provides the Board with a listing of the vendors and amounts paid out on a Monthly cash flow basis (Operating and Capital expenses).

All invoices submitted for the Month of August 2025 have been processed, the checks or ACH have been issued and signed by the Deputy Finance Director.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns to METRO's Financial Stability, Stewardship & Accountability strategic plan.

V. FINANCIAL CONSIDERATIONS/IMPACT

The Check and ACH Journal represents the invoices paid in August 2025 for Board review, agency disclosure and transparency.

VI. CHANGES FROM COMMITTEE

N/A.

VII. ALTERNATIVES CONSIDERED

None.

VIII. ATTACHMENTS

Attachment A: Check and ACH Journal Detail for the Month of August 2025

Prepared by: Holly Alcorn, Accounting Specialist

IX. APPROVALS

Chuck Farmer, Chief Financial Officer



Corey Aldridge, CEO/General Manager



- THIS PAGE INTENTIONALLY LEFT BLANK -

Attachment A

AUGUST 2025 CHECK PAYMENTS



Check Number	Payment Date	Payee	Line Item Description	Sum of Payment Amount
95154	8/1/2025	72 HOUR LLC	TRANSMISSION REPAIR ON VEH PC 1710; WO 336911	\$ 10,642.07
95155	8/1/2025	AAA BUSINESS SUPPLIES DBA: AAA	Top Tab File Folders, 1/3-Cut Tabs: Assorted, Legal Size, 0.75" I	\$ 102.56
95156	8/1/2025	ACCO-WILSON, INC	INV 20714398 / WO# 226042 / MMF / S/C 6/24/25	\$ 360.00
95157	8/1/2025	ALWAYS UNDER PRESSURE	BIOSTAX 1800, 2 PART MIX (8OZ VIAL)	\$ 1,948.47
95158	8/1/2025	AMAZON CAPITAL SERVICES, INC.	Replacement For KULKA 582G by Technical Precision 2 Pack	\$ 538.41
95159	8/1/2025	ANIMAL DAMAGE MANAGEMENT INC	INV 405455 / SKUNK REMOVAL 7/1/25 / QTY 1	\$ 1,985.00
95160	8/1/2025	CARLON'S FIRE EXTINGUISHER	INV 251751 / WO# 226255 / H2M	\$ 95.00
95161	8/1/2025	CASTRONOVO, RUSSELL	INV 11509 / WO# 226059 / OPS WINDOW CLEANING	\$ 2,080.00
95162	8/1/2025	CITY OF WATSONVILLE UTILITIES	INV 291300 / ACCT 600421 / WTC	\$ 2,217.42
95163	8/1/2025	CLAREMONT EAP	Employee Assistance Program Services	\$ 986.58
95164	8/1/2025	CLEAN ENERGY	INV CEW12798498 / S/C 7/13 TANKS REPAIR / SBF	\$ 48,727.08
95165	8/1/2025	CLEVER DEVICES LTD.	DESTINATION SIGN (INTERIOR)	\$ 1,428.96
95166	8/1/2025	COAST PAPER & SUPPLY INC.	FAC36C - PLASTIC TRASH BAGS (CLR) 30" x 36" 1.0MIL	\$ 1,947.66
95167	8/1/2025	COMMUNITY PRINTERS, INC.	ONE BOX OF 500 BUSINESS CARDS FOR DEREK TOUPS	\$ 184.78
95168	8/1/2025	COMMUNITY TELEVISION OF	Regular Board meeting coverage on June 27, 2025	\$ 427.00
95169	8/1/2025	CTSJPA (CALTIP)	June 2025	\$ 13,112.92
95170	8/1/2025	CUMMINS,INC	SENSOR,CRANK POSITION(8.9)	\$ 59,684.34
95171	8/1/2025	DEPARTMENT OF JUSTICE	06/25 Fingerprints Cust #142316	\$ 64.00
95172	8/1/2025	EAST BAY TIRE CO.	Tires and Tubes	\$ 8,251.43
95173	8/1/2025	EMPLOYNET INC	CSR Week Ending 7/20/25	\$ 2,447.52
95174	8/1/2025	ENVIRONMENTAL LOGISTICS INC	INV 129313 / QRTY PUMP OUT 7/9 / WO# 226090 MMF	\$ 8,181.45
95175	8/1/2025	FLEET MAINTENANCE CONSULTING I	INSPECTION SERVICES FOR 53 HYDROGEN BUSES	\$ 38,133.33
95176	8/1/2025	GILLIG LLC	SENSOR,COOLANT LEVEL	\$ 8,076.54
95177	8/1/2025	GRAINGER	INV 9577851349 / WAX RINGS, GRAFFITI REMOVER / MMF	\$ 419.03
95178	8/1/2025	HUNT & SONS, INC.	MOTOR OIL(15W-40CNG)	\$ 13,734.99
95179	8/1/2025	KELLEY'S SERVICE INC.	BATTERY/ 850CCA	\$ 215.81
95180	8/1/2025	KJRB, INC.	Towing & recovery of District revenue vehicles as directed	\$ 3,019.50
95181	8/1/2025	LAW OFFICES OF MARIE F. SANG	CL#20000168	\$ 1,480.80
95182	8/1/2025	LINDE GAS & EQUIPMENT, INC.	Parts, materials, supplies and miscellaneous gasses as directed	\$ 290.50
95183	8/1/2025	PACIFIC GAS & ELECTRIC - Remit-To:	NOTIFICATION 130928698 / CONTRACT 50124290 V1 / CUST	\$ 27,382.83
95184	8/1/2025	PORTOLA SYSTEMS, INC.	Blanket Order for Portola Systems IT Services	\$ 720.00
95185	8/1/2025	RICOH USA, INC CA	07/14-08/13/2025 BASE PARACRUZ CUTS#4218837	\$ 77.38
95186	8/4/2025	Ali Reza Gharahgozloo or Jessica Hsu d	Security Deposit Refund	\$ 2,700.00
95187	8/8/2025	ABC BUS INC	CHAMBER,BRK.REAR(1782)	\$ 3,597.34
95188	8/8/2025	ADARIDE.COM LLC	07/2025 ELIGIBILITY SERVICES	\$ 9,177.00
95189	8/8/2025	AMAZON CAPITAL SERVICES, INC.	KEYTAGS,BLANK SLOTTER	\$ 1,076.25
95190	8/8/2025	AT&T	INV 23863295 / ACCT 9391060726 / PT TO PT2	\$ 548.05
95191	8/8/2025	ATHENS INSURANCE SERVICE INC	August 2025 Monthly Fee	\$ 4,465.00
95192	8/8/2025	A TOOL SHED, INC.	INV 1754601-5 / CORE DRILL MACHINE AND CORE DRILL BI	\$ 325.95
95193	8/8/2025	AVAAP USA LLC	07/2025 SC METRO LIFELINE AMS AMS SOW001	\$ 11,007.50
95194	8/8/2025	B & H FOTO & ELECTRONICS CORP	COMPUTER SUPPLIES - PARACRUZ	\$ 350.22
95195	8/8/2025	CALIFORNIA DEPARTMENT OF TAX	04-06/2025 SELF ASSESSED TAX	\$ 6,332.00
95196	8/8/2025	CATTO'S GRAPHICS, INC.	40th Anniversary Vest	\$ 914.56
95197	8/8/2025	CELTIS VENTURES, INC.	Task Order No. 1008Miscellaneous Campaigns Services Render	\$ 19,416.26
95198	8/8/2025	CINTAS CORPORATION NO.2	INV 5284899904 / FIRST AID KIT RESTOCK / MMF	\$ 28.24
95199	8/8/2025	CLEAN ENERGY	INV CEW12801270 / S/C 7/30 REPLACE VALVE / SBF	\$ 3,488.53
95200	8/8/2025	CLEVER DEVICES LTD.	Hardware Warranty & Software maint year 3	\$ 54,187.00
95201	8/8/2025	COUNTY SPECIALTY GASES LLC	OXYGEN COMPRESSED GAS	\$ 4,611.40
95202	8/8/2025	CRYSTAL SPRINGS WATER CO.	INV 634115 / MONTHLY SERVICE CHARGE / CEC	\$ 240.80
95203	8/8/2025	CUMMINS,INC	TUBE,OIL DIPSTICK(1219/1220/1900s)	\$ 19,226.30
95204	8/8/2025	D & G SANITATION	INV 315327 / PORTA POTTY, SERVICE, HAND WASH / WTC I	\$ 3,212.68
95205	8/8/2025	DUNN-EDWARDS CORPORATION	INV 2212A08218 / WO# 225047 / PRC PAINT	\$ 223.69
95206	8/8/2025	EDWARD PARRAS	INV 129074 / STAINLESS STEEL PCS / PARTS INV	\$ 64.61
95207	8/8/2025	EMPLOYNET INC	CSR Week Ending 7/27/25	\$ 4,059.06
95208	8/8/2025	FASTENAL COMPANY INC	Revenue Vehicle Parts	\$ 1,317.00
95209	8/8/2025	FLYERS ENERGY, LLC	Off-site Fueling Services NON REV VEH 7/16-7/30	\$ 15,503.23
95210	8/8/2025	GILLIG LLC	BRACKET,FAIRING FRONT	\$ 5,021.47
95211	8/8/2025	GREENWASTE RECOVERY, INC.	INV 8334128 / ACCT 040712 / SVT	\$ 1,047.13
95212	8/8/2025	HARTFORD LIFE AND ACCIDENT INS	JULY Life and Accidental Death and Dismemberment Insurance	\$ 19,561.95
95213	8/8/2025	J.J.R ENTERPRISES,INC.	Blanket Order for Caltronics Parts/Toner/etc as required	\$ 784.66
95214	8/8/2025	KIMBALL MIDWEST	Parts & Supplies Non Inventory	\$ 526.85
95215	8/8/2025	LUMINATOR TECH GROUP GLOBAL,	PARTS AND LABOR TO REPAIR CAMERA (RR-HDCTD100R) :	\$ 439.00
95216	8/8/2025	MANSFIELD OIL CO OF GAINSVILLE	REVENUE FUEL DELIVERY 07/24/2025 ACCT#20781	\$ 22,055.57
95217	8/8/2025	MID VALLEY SUPPLY INC.	CUP,PAPER SOLO 3.5OZ	\$ 370.22
95218	8/8/2025	MISSION UNIFORM	Uniforms, Linen & Laundry Services	\$ 770.80

Attachment A

95219	8/8/2025	MODEL 1 COMMERCIAL VEHICLES IN HARNESS, BACKUP SENSORS HAWK2019	\$	148.35
95220	8/8/2025	MOHAWK MFG. & SUPPLY CO. VALVE, LEVELING(LF)	\$	762.55
95221	8/8/2025	MONTEVALLE OF SCOTTS VALLEY IN Lodging (8/2/25 - 8/9/25)	\$	480.00
95222	8/8/2025	OXFORD GLOBAL RESOURCES LLC W/E 07/11/2025 40.0HRS	\$	6,400.00
95223	8/8/2025	PACIFIC GAS & ELECTRIC - Remit-To: ACCT 4265538340-6 / MMF	\$	51,106.25
95224	8/8/2025	QOVO SOLUTIONS, INC. August 2025	\$	1,800.00
95225	8/8/2025	QUEST DIAGNOSTIC INC. 7/28/25 Prof & Tech Quest Invoices for Client Number 15047645	\$	558.00
95226	8/8/2025	RANDY WEST Para-027 Vehicle Condition Sheets, quantity 20,000	\$	2,696.56
95227	8/8/2025	RICOH USA, INC CA Machine Usage 05/01/2025-07/31/2025 CUST#4218837	\$	170.51
95228	8/8/2025	RIVERSIDE LIGHTING, INC. INV 33120 / WO# 226079 / SVT LIGHTS	\$	621.79
95229	8/8/2025	ROMAINE ELECTRIC CORP ALTERNATOR(EMP)	\$	3,821.50
95230	8/8/2025	SANTA CRUZ MUNICIPAL UTILITIES ACCT 027-02080-021 / OPS	\$	9,546.84
95231	8/8/2025	SCMTD PETTY CASH - PARACRUZ OFFICE SUPPLIES	\$	293.33
95232	8/8/2025	SELF INSURED SERVICES COMPANY 7/2025 RETIREE & COBRA DENTAL	\$	51,853.80
95233	8/8/2025	SHAPE INCORPORATED INV 51003B39171 / ANNUAL SEWER PUMP INSPECTIONS CC	\$	1,800.00
95234	8/8/2025	SLINGSHOT CONNECTIONS LLC CSR Week Ending 7/20/25	\$	3,528.00
95235	8/8/2025	TOM LOPES DISTRIBUTING, INC GEAR LUBRICANT(80W-90)	\$	4,701.79
95236	8/8/2025	VERIZON WIRELESS 07/02-08/01/2025 SAFETY, SECURITY & RISK ACCT # 342484	\$	60.04
95237	8/8/2025	WORKFORCEQA, LLC Prof & Tech Workforce -06/2025 -DOT/Drug Test	\$	72.00
95238	8/12/2025	ASHLEY DONDLINGER SUPPORT ORDER - PP16-2025	\$	160.00
95239	8/12/2025	DEPARTMENT OF TREASURY INTERN CASE#XX-XXXX956 XXX-XX-1075	\$	770.93
95240	8/12/2025	FRANCHISE TAX BOARD TAXES	\$	238.41
95241	8/12/2025	HARTFORD LIFE AND ACCIDENT INS AD&D - VOLUNTARY LIFE	\$	2,463.98
95242	8/12/2025	SEIU LOCAL 521 1ST AUGUST 2025	\$	4,464.67
95243	8/12/2025	SMART-TRANSPORTATION DIVISION 1ST AUGUST 2025	\$	17,773.21
95244	8/12/2025	STATE OF CALIFORNIA - EDD H.J CASE#XX-XX17-XXXXXX360	\$	149.38
95245	8/13/2025	AMAZON CAPITAL SERVICES, INC. SUPPLIES	\$	1,204.82
95246	8/13/2025	AT&T X2217 OCEAN TO LOMA PRIETA L/P 06/19/2025-07/18/2025	\$	1,837.59
95247	8/13/2025	BFS GROUP LLC INV 63-0847663 / WO# 226217 / MMF	\$	849.07
95248	8/13/2025	EAST BAY TIRE CO. tire sensor install and relearn	\$	24,510.69
95249	8/13/2025	FLYERS ENERGY, LLC Off-site Fueling Services	\$	9,989.35
95250	8/13/2025	KELLEY'S SERVICE INC. Fleet repair & inventory parts as needed	\$	7,016.96
95251	8/13/2025	NORTH BAY FORD LINC-MERCURY Parts, materials and supplies as directed	\$	7,933.23
95252	8/13/2025	SANTA CRUZ AUTO PARTS, INC. Parts, supplies, materials, and related services as directed	\$	1,479.67
95253	8/13/2025	THE AFTERMARKET PARTS CO LLC GASKET, MUFFLER(1219-1782)	\$	18,000.02
95254	8/14/2025	COUNTY OF SANTA CRUZ Santa Cruz Metropolitan Transit District Fleet Storage Facility	\$	50.00
95255	8/15/2025	72 HOUR LLC multi-point vehicle inspection	\$	2,071.70
95256	8/15/2025	ABC BUS INC CHAMBER.BRK.(REAR C/S)(511-1491)	\$	1,729.12
95257	8/15/2025	ACCO-WILSON, INC INV 20717486 / WO# 226343 / VER	\$	1,875.00
95258	8/15/2025	ACUITY SPECIALTY PRODUCTS, INC zep o shine	\$	685.65
95259	8/15/2025	AT&T INV 23896018 / ACCT 9391051148 / INTERNET FOR DISTRICT	\$	1,441.58
95260	8/15/2025	B & H FOTO & ELECTRONICS CORP Battery backup for servers/network - JKS/ParaCruz	\$	5,760.15
95261	8/15/2025	BRYAN SHEPARDSON DBA: THE GEN INV 435 / ANNUAL GENERATOR PM COMPLETED 5/7/25 / WC	\$	1,747.82
95262	8/15/2025	CALIFORNIA NEWSPAPERS PARTNER Purchasing Legal Notices	\$	260.80
95263	8/15/2025	CATTO'S GRAPHICS, INC. Metro Route Stickers - Fall 2.0	\$	38,557.99
95264	8/15/2025	CFM STRATEGIC COMMUNICATIONS Federal legislative services for July 2025	\$	6,643.00
95265	8/15/2025	CITY OF SANTA CRUZ-FINANCE DEP SEPT 25 RENT	\$	2,031.76
95266	8/15/2025	CITY OF SANTA CRUZ FINANCE RRF INV 12599 / ACCT 2269 / JULY DUMP	\$	83.34
95267	8/15/2025	CITY OF SCOTTS VALLEY ACCT 100-0001626-001 / SVT SEWER	\$	356.12
95268	8/15/2025	CLAREMONT EAP Employee Assistance Program Services	\$	989.01
95269	8/15/2025	CLEAN ENERGY Purchase and Delivery of Liquefied Natural Gas	\$	35,194.19
95270	8/15/2025	COAST PAPER & SUPPLY INC. GREEN TORNADO 1 GAL.(PROPRIETARY)	\$	404.32
95271	8/15/2025	COUNTY SPECIALTY GASES LLC CART, CYLINDER	\$	327.88
95272	8/15/2025	CROSSLINE SUPPLY, LLC COIL, IGNITION(8.9)	\$	23,047.50
95273	8/15/2025	EMPLOYNET INC CSR Week Ending 8/3/25	\$	3,897.75
95274	8/15/2025	FREEDOM ASSOCIATES, LLC SEPT 25 RENT	\$	15,000.00
95275	8/15/2025	FRONTIER COMMUNICATIONS - 6145 06/13 - 07/12/2025 SKYLINE TO OCEAN ACCT#209-091-6033-	\$	204.36
95276	8/15/2025	GARDA CL WEST, INC. 08/2025 SERVICES ACCT#189686	\$	12,798.71
95277	8/15/2025	HANSON BRIDGETT LLP Retainer for July 2025	\$	39,540.34
95278	8/15/2025	HPT MOTORS, LLC DBA: SANTA CRUZ VALVE SUB-ASSY, TIRE	\$	2,727.58
95279	8/15/2025	JOHNSON CONTROLS INC INV 41531513 / WO# 226308 / QUARTERLY PM OPS	\$	989.36
95280	8/15/2025	K&D LANDSCAPING INC INV 17711 / MONTHLY LANDSCAPING ALL LOCATIONS	\$	10,444.94
95281	8/15/2025	KAADY CHEMICAL CORPORATION ODOR CONTROL 30 GALLON BARREL	\$	1,464.07
95282	8/15/2025	KIMBALL MIDWEST parts	\$	859.87
95283	8/15/2025	MARK THOMAS & COMPANY, INC INV 56442 / SERVICE THRU 7/27/25 / JKS GATES - 19-0013	\$	12,428.75
95284	8/15/2025	MAXIMUM OIL SERVICE LLC INV 68210 / HAZARDOUS WASTE DISPOSAL / USED OIL MM	\$	273.00
95285	8/15/2025	MGP XI REIT, LLC SEPT 25 RENT	\$	2,570.48
95286	8/15/2025	MICHAEL E BAILEY 07/2025 CONTINUED BUDGET DEVELOPMENT	\$	2,466.67
95287	8/15/2025	MILLER MAXFIELD INC County Fair Flyer, bus car cards, digital graphics; project manage	\$	11,475.31
95288	8/15/2025	QUADIENT FINANCE USA INC Admin postage meter for July 2025	\$	800.00
95289	8/15/2025	RICOH USA, INC CA OPS Copier 08/01/2025 TO 08/31/2025	\$	127.73
95290	8/15/2025	SANTA CRUZ METRO TRANSIT W/C 07/25 W/C REPLENISH	\$	79,268.96
95291	8/15/2025	SANTA CRUZ MUNICIPAL UTILITIES ACCT 027-01970-005 / VER IRRIGATION	\$	395.56
95292	8/15/2025	SELF INSURED SERVICES COMPANY 7/2025 DENTAL	\$	51,714.40

Attachment A

95293	8/15/2025	SOQUEL III ASSOCIATES	SEPT 25 RENT	\$	17,750.91
95294	8/15/2025	WATSONVILLE POLICE DEPARTMENT	2025 Bus Rodeo Permit	\$	252.00
95295	8/15/2025	WORKFORCEQA, LLC	Prof & Tech Workforce -07/2025 -DOT/Drug Test	\$	80.00
95296	8/19/2025	Cesar Alvarez-Castillo (1161)	REIMBURSEMENT	\$	490.29
95297	8/19/2025	Christian Mark (1639)	REIMBURSEMENT	\$	250.00
95298	8/19/2025	Clint Nabor (860)	REIMBURSEMENT	\$	150.00
95299	8/19/2025	Daniel Zaragoza (764)	REIMBURSEMENT	\$	269.44
95300	8/19/2025	Dawn Crummie (1150)	REIMBURSEMENT	\$	556.39
95301	8/19/2025	Derek Toups (1517)	REIMBURSEMENT	\$	1,984.59
95302	8/19/2025	Eduardo Ramirez Garcia (1744)	REIMBURSEMENT	\$	250.00
95303	8/19/2025	Elpidio Huerta-Madrigal (1662)	REIMBURSEMENT	\$	250.00
95304	8/19/2025	James Seilenbinder (1268)	REIMBURSEMENT	\$	250.00
95305	8/19/2025	James Seilenbinder (1268)	REIMBURSEMENT	\$	500.00
95306	8/19/2025	Jason LoGiudice (647)	REIMBURSEMENT	\$	250.00
95307	8/19/2025	Jose Raygoza-Ramirez (1032)	REIMBURSEMENT	\$	250.00
95308	8/19/2025	Juan Castillo (1054)	REIMBURSEMENT	\$	2,701.43
95309	8/19/2025	Luis Calderon (1412)	REIMBURSEMENT	\$	500.00
95310	8/19/2025	Luis Rocha (726)	REIMBURSEMENT	\$	246.92
95311	8/19/2025	Luis Rocha (726)	REIMBURSEMENT	\$	500.00
95312	8/19/2025	Lyle Toline (914)	REIMBURSEMENT	\$	150.00
95313	8/19/2025	Ryan MacDonell (776)	REIMBURSEMENT	\$	163.18
95314	8/19/2025	Sergio Segoviano (1340)	REIMBURSEMENT	\$	150.00
95315	8/19/2025	Shae Lehtinen (1756)	REIMBURSEMENT	\$	52.29
95316	8/19/2025	Suzie Mistry (1400)	REIMBURSEMENT	\$	94.80
95317	8/19/2025	TERENCE MORAN	REIMBURSEMENT	\$	112.00
95318	8/19/2025	Terry Johnson (1266)	REIMBURSEMENT	\$	150.00
95319	8/19/2025	Todd Fitzpatrick (1687)	REIMBURSEMENT	\$	330.70
95320	8/19/2025	Walt Mancuso (1625)	REIMBURSEMENT	\$	250.00
95321	8/19/2025	Wayne Sakae (1229)	REIMBURSEMENT	\$	58.00
95322	8/19/2025	Zahid Cisneros-Hernandez (1663)	REIMBURSEMENT	\$	500.00
95323	8/22/2025	ASHLEY DONDLINGER	SUPPORT ORDER - PP17-2025	\$	160.00
95324	8/22/2025	DEPARTMENT OF TREASURY INTERN	CASE#83-4074956 XXX-XX-1075	\$	770.93
95325	8/22/2025	FRANCHISE TAX BOARD	ID: 1ME375520221	\$	127.84
95326	8/22/2025	HARTFORD LIFE AND ACCIDENT INS	AD&D - VOLUNTARY LIFE	\$	2,458.46
95327	8/22/2025	SEIU LOCAL 521	2ND AUGUST 2025	\$	4,454.48
95328	8/22/2025	SMART-TRANSPORTATION DIVISION	2ND AUGUST 2025	\$	17,248.50
95329	8/22/2025	STATE OF CALIFORNIA - EDD	H, J CASE#34-XX17-XXXXXX360	\$	149.38
95330	8/22/2025	AMAZON CAPITAL SERVICES, INC.	PanaVise 730-09 Slimline Post-Converts 9-Inch Rise(730-09	\$	219.33
95331	8/22/2025	ANDREW J. O'KEEFE II	For media services. August 2025	\$	4,000.00
95332	8/22/2025	BFS GROUP LLC	INV 63-0851014 / WO# 226312 / SVT	\$	290.17
95333	8/22/2025	BROWN ARMSTRONG ACCOUNTANCY	WIP 2025 AUDIT CLIENT#74043.001	\$	2,000.00
95334	8/22/2025	CITY OF SANTA CRUZ/PARKING	Sep25 Permits x12	\$	910.00
95335	8/22/2025	CLEAN ENERGY	Purchase and Delivery of Liquefied Natural Gas	\$	7,047.04
95336	8/22/2025	COMCAST BUSINESS	ACCT 8155-10-034-1198392 / CEC INTERNET	\$	172.32
95337	8/22/2025	CUMMINS,INC	KIT, OIL PAN CREDIT	\$	11,684.10
95338	8/22/2025	DEPARTMENT OF JUSTICE	07/2025 Fingerprints Cust #142316	\$	64.00
95339	8/22/2025	DG INVEST INTERM HOLDINGS2,INC	CAMERAS AT WTC	\$	1,195.50
95340	8/22/2025	EAST BAY TIRE CO.	Tires & Labor	\$	4,337.18
95341	8/22/2025	EDPO DBA: DASSEL'S PETROLEUM	Tank Rental Fee	\$	109.50
95342	8/22/2025	EMPLOYNET INC	CSR Week Ending 8/10/25	\$	2,824.80
95343	8/22/2025	EUNA SOLUTIONS INC	02/03/2025-02/02/2026 BONFIRE STRATEGIC SOURCING PLA	\$	12,500.00
95344	8/22/2025	FIRST ALARM SECURITY & PATROL	Client Requested Bonus for July 2025	\$	87,220.89
95345	8/22/2025	FLYERS ENERGY, LLC	Off-site Fueling Services	\$	14,313.12
95346	8/22/2025	GILLIG LLC	CORD,PASS SIGNAL, YELL	\$	8,930.12
95347	8/22/2025	GRAINGER	Materials and supplies as needed for fleet repairs	\$	2,657.53
95348	8/22/2025	HANSON BRIDGETT LLP	General Counsel and Legal Services	\$	9,234.60
95349	8/22/2025	J.J.R ENTERPRISES,INC.	HP LASER JET TONER EQUIP#139746 ACCT#SC165	\$	4,228.24
95350	8/22/2025	JASON HAMILTON	For windshield chips & repairs	\$	289.25
95351	8/22/2025	JOBBER'S EQUIPMENT WAREHOUSE	METER,LUBE DISPENSER(ELECTRONIC)(255350)	\$	700.08
95352	8/22/2025	KELLEY'S SERVICE INC.	Fleet repair & inventory parts as needed	\$	2,408.52
95353	8/22/2025	KJRB, INC.	Towing & recovery of District revenue vehicles as directed	\$	2,574.00
95354	8/22/2025	LANGUAGE LINE SERVICES INC	ON-SITE INTERPRETATION	\$	552.00
95355	8/22/2025	LAW OFFICES OF MARIE F. SANG	CL#22000654	\$	1,101.05
95356	8/22/2025	LLOYD'S TIRE SERVICE, INC.	Lloyd's Tire & Auto Care - Wheel alignments for ParaCruz and no	\$	569.23
95357	8/22/2025	LUMINATOR TECH GROUP GLOBAL,	CAMERA,EXTERIOR 100	\$	768.28
95358	8/22/2025	MANSFIELD OIL CO OF GAINSVILLE	Diesel Fuel via OMNIA Partners COOP	\$	19,656.57
95359	8/22/2025	MDSOLUTIONS, INC.	2" SQUARED POST 10' GALVANIZED 14 GAUGE FULL LENG	\$	5,120.50
95360	8/22/2025	PLUG POWER HYDROGEN HOLDINGS	Provision of a Mobile Hydrogen Fuel Solution and Hydrogen Fuel	\$	421,121.17
95361	8/22/2025	RICHARD SOLORIO	BATHROOM PARTITIONS AND MISC INSTALLATION HARDW	\$	2,600.00
95362	8/26/2025	DGDG 4 LLC DBA: CAPITOL CHEVROL	PROTECTION PLAN - SHADOWMARK THEFT DETERENT	\$	36,818.47
95363	8/26/2025	DGDG 4 LLC DBA: CAPITOL CHEVROL	MISC FEES - EV REGISTRATION, VEHICLE LIC, TITLE FEE, T	\$	36,818.47
95364	8/26/2025	9280-0366 QUEBEC INC DBA: TRANSI	Guide Monthly fee, August 2025	\$	5,162.50
95365	8/26/2025	AAA BUSINESS SUPPLIES DBA: AAA \	Office Chair OMF TY68B8	\$	985.28
95366	8/26/2025	ABC BUS INC	CHAMBER,BRK.FRT.C/S(1782)	\$	1,440.03

Attachment A

95367	8/26/2025	ALWAYS UNDER PRESSURE	INV 104109 / WO# 225615 / FIELD	\$	722.01
95368	8/26/2025	AMAZON CAPITAL SERVICES, INC.	need supplies	\$	1,037.81
95369	8/26/2025	AT&T	x2217 OCEAN TO LOMA PRIETA/LP 07/19/2025-08/18/2025	\$	9,020.07
95370	8/26/2025	CATTO'S GRAPHICS, INC.	Hydrogen Bus Wraps Lighthouse and Natural Bridges	\$	18,993.92
95371	8/26/2025	CELTIS VENTURES, INC.	Task Order No. 1001One Ride at a Time Campaign. Services Re	\$	18,436.26
95372	8/26/2025	CITY OF WATSONVILLE UTILITIES	INV 308153 / ACCT 606139 / WTC	\$	2,219.51
95373	8/26/2025	COMMUNITY PRINTERS, INC.	Take Our Survey! 2 Different, 11x17 English/Spanish, 200 ea	\$	861.57
95374	8/26/2025	COMPLETE COACH WORKS INC	OMRON 5V DC RELAY	\$	100.05
95375	8/26/2025	CUMMINS,INC	SENSOR,OXYGEN (L9N) (4384382)	\$	612.62
95376	8/26/2025	FIRST ALARM	INV 894287 - 05/28-09/30/2025 MOBILE HYDROGEN STATION	\$	458.80
95377	8/26/2025	FRONTIER COMMUNICATIONS - 3025	ACCT 209-025-0541-061302-5 / SKYLINE TO RIVER	\$	53.97
95378	8/26/2025	MISSION UNIFORM	Uniforms, Linen & Laundry Services	\$	3,060.73
95379	8/26/2025	MODEL 1 COMMERCIAL VEHICLES INC	BLOCK INBOARD BARRIER	\$	124.60
95380	8/26/2025	NIDAL HALABI & NADA ALGHARIB	8" X 3/4" TITLE PLATE FOR HR ANALYST II - GREY BACKGR	\$	264.50
95381	8/26/2025	PACIFIC GAS & ELECTRIC - Remit-To:	07/09-08/11/2025 ACCT#8175294351-4 PARACRUZ	\$	28,714.03
95382	8/26/2025	PIED PIPER EXTERMINATORS, INC.	INV 1133929 / MONTHLY PEST CONTROL / CEC	\$	1,159.50
95383	8/26/2025	QUADIENT FINANCE USA INC	CS Postage Reload - July25	\$	500.00
95384	8/26/2025	QUADIENT LEASING USA, INC.	Leasing of Admin postage meter (08/28/25 to 11/27/25)	\$	729.63
95385	8/26/2025	RICOH USA, INC CA	08/14-09/13/2025 BASE PARACRUZ ACCT#4218837	\$	77.38
95386	8/26/2025	SANTA CRUZ MUNICIPAL UTILITIES	ACCT 027-02080-021 / OPS	\$	11,911.96
95387	8/26/2025	SPX TECHNOLOGIES,INC.	S/A PCB, CONTROL-TRIM 2 (W/OBAT_SOCKET)(D21126-000	\$	3,693.45
95388	8/26/2025	THE AFTERMARKET PARTS CO LLC	EXTENSION,FITTING 56MM	\$	19,782.70
95389	8/29/2025	ABACHERLI, ARLETTE	Retiree Reimbursement - September 25	\$	99.40
95390	8/29/2025	ADAMS, ELLEN	Retiree Reimbursement - September 25	\$	29.23
95391	8/29/2025	ANN, DORICE	Retiree Reimbursement - September 25	\$	24.38
95392	8/29/2025	ARCHIBEQUE, ELEANOR	Retiree Reimbursement - September 25	\$	20.42
95393	8/29/2025	BAN, MARK	Retiree Reimbursement - September 25	\$	48.76
95394	8/29/2025	BARRY, BARTHOLOMEW	Retiree Reimbursement - September 25	\$	22.11
95395	8/29/2025	BLAIR, GARY	Retiree Reimbursement - September 25	\$	22.11
95396	8/29/2025	BLIGHT, KAREN	Retiree Reimbursement - September 25	\$	29.23
95397	8/29/2025	BRONDSTATTER, WALLACE	Retiree Reimbursement - September 25	\$	58.47
95398	8/29/2025	BROWN, ERNEST	Retiree Reimbursement - September 25	\$	58.47
95399	8/29/2025	BYTHEWAY, MARY	Retiree Reimbursement - September 25	\$	22.11
95400	8/29/2025	CLARKE, PATRICIA	Retiree Reimbursement - September 25	\$	29.23
95401	8/29/2025	CONTRERAS-NAVARRO, FRANCISCO	Retiree Reimbursement - September 25	\$	29.23
95402	8/29/2025	CRAMBLETT, LAWRENCE	Retiree Reimbursement - September 25	\$	29.23
95403	8/29/2025	CRAWFORD, TERRI	Retiree Reimbursement - September 25	\$	29.23
95404	8/29/2025	CUMMINS, MAJOR	Retiree Reimbursement - September 25	\$	58.47
95405	8/29/2025	DEVIVO, WILLIAM	Retiree Reimbursement - September 25	\$	47.43
95406	8/29/2025	DORFMAN, IRIS	Retiree Reimbursement - September 25	\$	29.23
95407	8/29/2025	DRAKE, JUDITH	Retiree Reimbursement - September 25	\$	22.11
95408	8/29/2025	ELIA, LARRY	Retiree Reimbursement - September 25	\$	22.11
95409	8/29/2025	ESCARCEGA, MIGUEL	Retiree Reimbursement - September 25	\$	58.47
95410	8/29/2025	FALLAU, NICHOLAS	Retiree Reimbursement - September 25	\$	17.15
95411	8/29/2025	FLAGG, PAULA	Retiree Reimbursement - September 25	\$	17.15
95412	8/29/2025	GALLOWAY, SCOTT	Retiree Reimbursement - September 25	\$	22.11
95413	8/29/2025	GARBEZ, MANNY	Retiree Reimbursement - September 25	\$	22.11
95414	8/29/2025	GOSE, JOHN	Retiree Reimbursement - September 25	\$	22.11
95415	8/29/2025	GRANADOS-BOYCE, MARIA	Retiree Reimbursement - September 25	\$	48.76
95416	8/29/2025	GROSJEAN, DOUGLAS	Retiree Reimbursement - September 25	\$	44.22
95417	8/29/2025	HAMM, CAROLYN	Retiree Reimbursement - September 25	\$	22.11
95418	8/29/2025	HERNANDEZ, MARGARITO	Retiree Reimbursement - September 25	\$	22.11
95419	8/29/2025	HERSHEY, ANDREA	Retiree Reimbursement - September 25	\$	47.43
95420	8/29/2025	HICKLIN, LUCILLE	Retiree Reimbursement - September 25	\$	29.23
95421	8/29/2025	HOLCOMB, MICHAEL	Retiree Reimbursement - September 25	\$	58.47
95422	8/29/2025	HYMAN, JOE	Retiree Reimbursement - September 25	\$	58.47
95423	8/29/2025	JACINTO, FRANK	Retiree Reimbursement - September 25	\$	48.76
95424	8/29/2025	KALE, RICKEY	Retiree Reimbursement - September 25	\$	58.47
95425	8/29/2025	LEGORRETA, PETE	Retiree Reimbursement - September 25	\$	40.83
95426	8/29/2025	LOGIUDICE, FRED	Retiree Reimbursement - September 25	\$	29.23
95427	8/29/2025	LORENZANO, JAMES	Retiree Reimbursement - September 25	\$	103.04
95428	8/29/2025	LUNA, SUZANNE	Retiree Reimbursement - September 25	\$	44.83
95429	8/29/2025	MC CALMONT, DIANE	Retiree Reimbursement - September 25	\$	29.23
95430	8/29/2025	MCDONALD, JANIE	Retiree Reimbursement - September 25	\$	27.31
95431	8/29/2025	MCDONALD, KEVIN	Retiree Reimbursement - September 25	\$	22.11
95432	8/29/2025	MESECK, MARGARITA	Retiree Reimbursement - September 25	\$	22.11
95433	8/29/2025	MEYER, DIANE	Retiree Reimbursement - September 25	\$	29.23
95434	8/29/2025	MILLER, FOREST	Retiree Reimbursement - September 25	\$	22.11
95435	8/29/2025	MILLER, MARY	Retiree Reimbursement - September 25	\$	33.60
95436	8/29/2025	MITCHELL, LISA	Retiree Reimbursement - September 25	\$	16.84
95437	8/29/2025	MORGAN, JEANETTE	Retiree Reimbursement - September 25	\$	29.23
95438	8/29/2025	MULLIS, MICHAEL	Retiree Reimbursement - September 25	\$	91.18
95439	8/29/2025	MUNGIOLO, LARRY	Retiree Reimbursement - September 25	\$	29.23
95440	8/29/2025	NABOR, GLEN	Retiree Reimbursement - September 25	\$	29.23

Attachment A

95441	8/29/2025	O'HAGIN, JUSTINA	Retiree Reimbursement - September 25	\$	29.23
95442	8/29/2025	OJEDA, ROBERTO	Retiree Reimbursement - September 25	\$	58.47
95443	8/29/2025	OWENS, ROLAND	Retiree Reimbursement - September 25	\$	99.40
95444	8/29/2025	PARHAM, WALLACE	Retiree Reimbursement - September 25	\$	58.47
95445	8/29/2025	PETERS, TERRIE	Retiree Reimbursement - September 25	\$	29.23
95446	8/29/2025	PHILLIPS, TYRONE	Retiree Reimbursement - September 25	\$	2.74
95447	8/29/2025	PRINCE, PETER	Retiree Reimbursement - September 25	\$	48.76
95448	8/29/2025	REED, KATHY	Retiree Reimbursement - September 25	\$	22.41
95449	8/29/2025	REGAN, MICHAEL	Retiree Reimbursement - September 25	\$	48.76
95450	8/29/2025	ROWE, RUBY	Retiree Reimbursement - September 25	\$	73.80
95451	8/29/2025	RUIZ, ESTEVAN	Retiree Reimbursement - September 25	\$	48.76
95452	8/29/2025	SALGUEIRO, MICHAEL	Retiree Reimbursement - September 25	\$	48.76
95453	8/29/2025	SANDOVAL, ANGEL	Retiree Reimbursement - September 25	\$	29.23
95454	8/29/2025	SERRATO, JUAN	Retiree Reimbursement - September 25	\$	48.76
95455	8/29/2025	SLATER, ROBYN	Retiree Reimbursement - September 25	\$	87.21
95456	8/29/2025	SWART, RANDY	Retiree Reimbursement - September 25	\$	44.22
95457	8/29/2025	THOMAS, RUSSELL	Retiree Reimbursement - September 25	\$	58.47
95458	8/29/2025	TOVAR, SERENA	Retiree Reimbursement - September 25	\$	29.23
95459	8/29/2025	WADSWORTH, RITA	Retiree Reimbursement - September 25	\$	22.11
95460	8/29/2025	WHITNEY, LUCERE	Retiree Reimbursement - September 25	\$	58.47
95461	8/29/2025	WU, PETER	Retiree Reimbursement - September 25	\$	24.38
95462	8/29/2025	WYANT, JUDI	Retiree Reimbursement - September 25	\$	29.23
95463	8/29/2025	YANCY, TERRY	Retiree Reimbursement - September 25	\$	29.23
95464	8/28/2025	Amy Lona (1057)	REIMBURSEMENT	\$	68.00
95465	8/28/2025	Christopher Perez (1090)	REIMBURSEMENT	\$	500.00
95466	8/28/2025	Elpidio Huerta-Madrigal (1662)	REIMBURSEMENT	\$	500.00
95467	8/28/2025	Freddy Rocha (721)	REIMBURSEMENT	\$	22.00
95468	8/28/2025	Freddy Rocha (721)	REIMBURSEMENT	\$	32.00
95469	8/28/2025	HISKES FAMILY TRUST	REIMBURSEMENT	\$	116.00
95470	8/27/2025	Holly Alcorn (956)	REIMBURSEMENT	\$	2,036.25
95471	8/28/2025	Juan Castillo (1054)	REIMBURSEMENT	\$	58.00
95472	8/28/2025	Juan Ibanez (1600)	REIMBURSEMENT	\$	250.94
95473	8/28/2025	Luis Calderon (1412)	REIMBURSEMENT	\$	150.00
95474	8/28/2025	Lynn Hersey (565)	REIMBURSEMENT	\$	100.00
95475	8/28/2025	Manuel Madrigal (1134)	REIMBURSEMENT	\$	250.00
95476	8/28/2025	Margo Ross (1238)	REIMBURSEMENT	\$	71.00
95477	8/28/2025	Raymundo Marquez (611)	REIMBURSEMENT	\$	250.00
95478	8/28/2025	Suzie Mistry (1400)	REIMBURSEMENT	\$	65.93
95479	8/28/2025	Suzie Mistry (1400)	REIMBURSEMENT	\$	56.94
95480	8/29/2025	ACTION TOWING & ROAD SVC CORP	mobile mechanic	\$	3,405.50
95481	8/29/2025	AMAZON CAPITAL SERVICES, INC.	BIC SC3M361BK Soft Feel Retractable Ballpoint Pen Black 1mn	\$	1,702.24
95482	8/29/2025	BALCO HOLDINGS INC	INV 22039269 / VER / NO INSPECTION	\$	732.48
95483	8/29/2025	CENTER FOR TRANSPORTATION AND	Technical Consulting related to the deployment of Zero-Emission	\$	15,015.50
95484	8/29/2025	CITY OF SANTA CRUZ-FINANCE DEPT	INV 050425 / ACCT 000007 / KITE HILL	\$	157.17
95485	8/29/2025	PACIFIC GAS & ELECTRIC - Remit-To:	ACCT 1011505081-6 / OPS	\$	24,851.02
95486	8/29/2025	RJMS CORPORATION DBA: TOTAL INI	QUARTERLY PREVENTATIVE MAINTENANCE (PM) OF FORK	\$	594.28
95487	8/29/2025	SANTA CRUZ DODGE DBA: SANTA CRUZ	GLASS, DRIVER	\$	263.40
95488	8/29/2025	SANTA CRUZ ELECTRONICS, INC.	Plug for hard drive camera system	\$	32.80
95489	8/29/2025	SCOTTS VALLEY WATER DISTRICT	ACCT 005533-000 / SVT	\$	1,027.41
95490	8/29/2025	SHAW YODER ANTWHI	Legislative representation for August 2025	\$	5,700.00
95491	8/29/2025	SLINGSHOT CONNECTIONS LLC	CSR Week Ending 8/10/25	\$	3,814.65
95492	8/29/2025	SMARTSHEET INC.	08/16/2025-02/16/2026 SUBSCRIPTION ACCT#4720 PLAN ID#	\$	808.93
95493	8/29/2025	SNAP-ON INDUSTRIAL, A DIVISION	6IN ELEC CALIPER BRAKE ROTORS	\$	226.79
95494	8/29/2025	THE HOSE SHOP, INC	INV 467640 / WO# 226194 / SBF	\$	1,810.33
95495	8/29/2025	THE JANEK CORPORATION	PARTS AND LABOR TO REPAIR BOARD (D22597-0001) S/N:0	\$	1,833.38
95498	8/29/2025	VERIZON WIRELESS	06-02-25 - 07-01-2025 OPS TABLETS	\$	7,037.13
95499	8/29/2025	VISION COMMUNICATIONS	RADIO INSTALL FOR CORROLA VEH 7225 WO 314855	\$	22,424.04
95500	8/29/2025	WINNER CHEVROLET INC	DOCUMENT FEE	\$	63,856.45
				GRAND TOTAL	\$ 2,145,327.40

Attachment A

AUGUST 2025 ACH PAYMENTS



Payment Type	Payment Date	Payee	Line Item Description	Sum of Payment Amount
EFT	8/6/2025	NEW FLYER OF AMERICA INC	Forty-four (44) 40ft Hydrogen BusesProject: 23-0001	\$ 1,188,961.26
	8/7/2025	NEW FLYER OF AMERICA INC	Forty-four (44) 40ft Hydrogen BusesProject: 23-0001	\$ 1,188,961.26
	8/11/2025	UNITED PARCEL SERVICE	P/U 07/14 & 7/17 ACCT#W896X0	\$ 238.62
			P/U 07/15 ACCT#W896X0	\$ 238.62
		PROOFPOINT, INC.	07/31/2025-07/30/2026 Proofpoint email security service - Y	\$ 37,880.00
	8/15/2025	NEW FLYER OF AMERICA INC	Forty-four (44) 40ft Hydrogen BusesProject: 23-0001	\$ 1,188,961.26
	8/19/2025	UNITED PARCEL SERVICE	P/U 07/28 & 8/1 ACCT#W896X0	\$ 185.58
			P/U 07/30 & 7/31 ACCT#W896X0	\$ 185.58
	8/20/2025	MESSER LLC	Hydrogen Fuel Storage, Compression, and Dispensing Facil	\$ 1,408,911.46
	8/29/2025	AGUIRRE, CIRO	Retiree Reimbursement - September 25	\$ 17.15
		AITKEN, ANGELA	Retiree Reimbursement - September 25	\$ 117.02
		ALLEN, ROBERT	Retiree Reimbursement - September 25	\$ 22.11
		ANDRADE, GERALD	Retiree Reimbursement - September 25	\$ 48.76
		ARCHIBEQUE, JUANITA	Retiree Reimbursement - September 25	\$ 58.47
		AVILES, PATRICIA	Retiree Reimbursement - September 25	\$ 29.23
		BASS, BETTY	Retiree Reimbursement - September 25	\$ 29.23
		BOYD, MICHAEL	Retiree Reimbursement - September 25	\$ 58.47
		BREGANTE, BATTISTA	Retiree Reimbursement - September 25	\$ 22.11
		BRONDSTATTER, CHERYL	Retiree Reimbursement - September 25	\$ 29.23
		BROWN, KENNETH	Retiree Reimbursement - September 25	\$ 58.47
		BURKET, JANET	Retiree Reimbursement - September 25	\$ 29.23
		CANALES, DONNA	Retiree Reimbursement - September 25	\$ 34.31
		CAPELLA, KATHLEEN	Retiree Reimbursement - September 25	\$ 48.76
		CASANEGA, RICHARD	Retiree Reimbursement - September 25	\$ 22.11
		CAVATAIO, PASQUALE	Retiree Reimbursement - September 25	\$ 44.22
		CENTER, DOUGLAS	Retiree Reimbursement - September 25	\$ 22.11
		CHANDLEY, PAUL	Retiree Reimbursement - September 25	\$ 99.40
		CLAYTON, MICHAEL	Retiree Reimbursement - September 25	\$ 22.11
		COTTER, ROBERT	Retiree Reimbursement - September 25	\$ 58.47
		CRUISE, RICHARD	Retiree Reimbursement - September 25	\$ 29.23
		CUMMINGS, PATRICIA	Retiree Reimbursement - September 25	\$ 48.76
		DEAN, RONALD	Retiree Reimbursement - September 25	\$ 29.23
		DIAZ, OLIVIA	Retiree Reimbursement - September 25	\$ 80.92
		DOBBS, LILLIAN	Retiree Reimbursement - September 25	\$ 22.11
		EMERSON, WILLIAM	Retiree Reimbursement - September 25	\$ 58.47
		FENN, MARILYN	Retiree Reimbursement - September 25	\$ 29.23
		FLORES, JUAN	Retiree Reimbursement - September 25	\$ 80.92
		FLOREZ, ROSIE	Retiree Reimbursement - September 25	\$ 22.11
		FORRESTER, WALBURGA	Retiree Reimbursement - September 25	\$ 29.23
		FRANCIS, RUFUS	Retiree Reimbursement - September 25	\$ 34.31
		GABRIEL, RICHARD	Retiree Reimbursement - September 25	\$ 29.23
		GABRIELE, BERNARD	Retiree Reimbursement - September 25	\$ 16.84
		GABRIELE, CATHLEEN	Retiree Reimbursement - September 25	\$ 16.84
		GALE, TERRY	Retiree Reimbursement - September 25	\$ 58.47
		GARCIA, DANIEL	Retiree Reimbursement - September 25	\$ 29.23
		GARCIA, SAMUEL	Retiree Reimbursement - September 25	\$ 29.23
		GROBMAN, BRUCE	Retiree Reimbursement - September 25	\$ 22.11
		HERNANDEZ, JUAN	Retiree Reimbursement - September 25	\$ 48.76
		HILL, ANDREW	Retiree Reimbursement - September 25	\$ 29.23
		HILTNER, THOMAS	Retiree Reimbursement - September 25	\$ 103.04
		JUSSEL, PETE	Retiree Reimbursement - September 25	\$ 22.11
		KAMEDA, TERRY	Retiree Reimbursement - September 25	\$ 29.23
		KELLY, ELOISE	Retiree Reimbursement - September 25	\$ 22.11
		KONNO, DAVID	Retiree Reimbursement - September 25	\$ 40.83
		LAWSON, LOIS	Retiree Reimbursement - September 25	\$ 29.23
		LEFFLER, JEAN	Retiree Reimbursement - September 25	\$ 29.23
		LONGNECKER, LLOYD	Retiree Reimbursement - September 25	\$ 58.47
		LUCIER, MARILYN	Retiree Reimbursement - September 25	\$ 22.11
		LYNCH, GLENN	Retiree Reimbursement - September 25	\$ 58.47
		MACHADO, MARGARET	Retiree Reimbursement - September 25	\$ 22.11

Attachment A

EFT	45898	MALPHRUS, BRENDA	Retiree Reimbursement - September 25	\$	24.38
		MARTIN, DAWN	Retiree Reimbursement - September 25	\$	58.47
		MARTINEZ, MANUEL	Retiree Reimbursement - September 25	\$	116.03
		MARTINEZ, MARK	Retiree Reimbursement - September 25	\$	48.76
		MCFADDEN, IAN	Retiree Reimbursement - September 25	\$	29.23
		MCHALE, BRIAN	Retiree Reimbursement - September 25	\$	58.47
		MELLON, JOHN	Retiree Reimbursement - September 25	\$	22.11
		MOREAU, DAVID	Retiree Reimbursement - September 25	\$	99.40
		MORR, BONNIE	Retiree Reimbursement - September 25	\$	48.76
		MUNGUIA, GUSTAVO	Retiree Reimbursement - September 25	\$	44.22
		NAUKKARINEN, JUKKA	Retiree Reimbursement - September 25	\$	29.23
		NELSON, EDWARD	Retiree Reimbursement - September 25	\$	22.11
		NELSON, RICHARD	Retiree Reimbursement - September 25	\$	58.47
		NIETO, MANUEL	Retiree Reimbursement - September 25	\$	44.22
		NORTH, JEFFREY	Retiree Reimbursement - September 25	\$	99.40
		NORTHON, M	Retiree Reimbursement - September 25	\$	142.23
		O'DONNELL, SHAWN	Retiree Reimbursement - September 25	\$	58.47
		OROZCO, RICHARD	Retiree Reimbursement - September 25	\$	116.03
		PAULSON, STEVEN	Retiree Reimbursement - September 25	\$	91.46
		PEREZ, ANTONIO	Retiree Reimbursement - September 25	\$	44.22
		PHILLIPS, THOMAS	Retiree Reimbursement - September 25	\$	22.11
		PICARELLA, FRANCIS	Retiree Reimbursement - September 25	\$	22.11
		POLANCO, JOSE	Retiree Reimbursement - September 25	\$	58.47
		PRECIADO, MARY LOU	Retiree Reimbursement - September 25	\$	22.11
		PRICE, HARRY	Retiree Reimbursement - September 25	\$	58.47
		PRINCE, DEBRA	Retiree Reimbursement - September 25	\$	29.23
		PRUDDEN, RICHARD	Retiree Reimbursement - September 25	\$	58.47
		PYE, GINA	Retiree Reimbursement - September 25	\$	58.47
		RAMIREZ, MANUEL	Retiree Reimbursement - September 25	\$	17.15
		RHODES, BRUCE	Retiree Reimbursement - September 25	\$	29.23
		ROCHA, SHERRI	Retiree Reimbursement - September 25	\$	24.38
		ROSS, ELISABETH	Retiree Reimbursement - September 25	\$	29.23
		ROSS, EMERY	Retiree Reimbursement - September 25	\$	29.23
		ROY, ARLEN	Retiree Reimbursement - September 25	\$	29.23
		RYLANDER, REED	Retiree Reimbursement - September 25	\$	44.22
		SANCHEZ, ASCENCION	Retiree Reimbursement - September 25	\$	103.04
		SCARGILL, RAYMOND	Retiree Reimbursement - September 25	\$	48.76
		SCHRAEDER, PAUL	Retiree Reimbursement - September 25	\$	44.22
		SCILLA, JOSEPH	Retiree Reimbursement - September 25	\$	29.23
		SILVA, EDUARDO	Retiree Reimbursement - September 25	\$	22.11
		STARKEY, THOMAS	Retiree Reimbursement - September 25	\$	24.38
		STICKEL, THOMAS	Retiree Reimbursement - September 25	\$	44.22
		TERESI, CHARMIEL	Retiree Reimbursement - September 25	\$	29.23
		TOLENTINO, SALVADOR	Retiree Reimbursement - September 25	\$	44.83
		TRENT, VICKI	Retiree Reimbursement - September 25	\$	24.38
		TUTTLE-CALLIS, CHERI	Retiree Reimbursement - September 25	\$	103.04
		VALDEZ, JOSE	Retiree Reimbursement - September 25	\$	48.76
		VAN DE VEER, JOHN	Retiree Reimbursement - September 25	\$	91.18
		VEST, SHELLY	Retiree Reimbursement - September 25	\$	29.23
		VONWAL, YVETTE	Retiree Reimbursement - September 25	\$	29.23
		WALTER, KEVIN	Retiree Reimbursement - September 25	\$	44.22
		WHITE, LESLIE	Retiree Reimbursement - September 25	\$	29.23
		WILLIS, GREGORY	Retiree Reimbursement - September 25	\$	117.02
		WILSON, BONNIE	Retiree Reimbursement - September 25	\$	58.47
		WOODBIDGE, ELIZABETH	Retiree Reimbursement - September 25	\$	99.40
		YEO, BILL	Retiree Reimbursement - September 25	\$	80.92
		VANDERZANDE, ED	Retiree Reimbursement - September 25	\$	58.47
Manual	8/27/2025	OLD REPUBLIC TITLE COMPANY DEPOSIT FOR 809 WEST BEACH ST WATSONVILLE CA		\$	100,000.00
Grand Total				\$	5,119,143.16

- THIS PAGE INTENTIONALLY LEFT BLANK -

MINUTES*

MAC MEETING OF AUGUST 20, 2025



The METRO Advisory Committee (MAC) met on Wednesday, August 20, 2025. The meeting was held as a hybrid meeting. *Minutes are "summary" minutes, not verbatim minutes.

1. **CALLED TO ORDER** at 6:10 PM by Chair Elsea.
2. **ROLL CALL** - The following MAC Members were **present**, representing a quorum:

Veronica Elsea, Chair
Joseph Martinez, Vice Chair
James Cruse
Jessica de Wit

Michael Pisano
Becky Taylor
James Von Hendy

3. **COMMUNICATIONS TO THE METRO ADVISORY COMMITTEE**

Chair Elsea acknowledged the written communication in the packet. Mr. Martinez shared his recent experience with riding METRO. Ms. Taylor shared a picture on her phone of the Pacific Station North to everyone.

Hearing nothing further, Chair Elsea moved to the next agenda item.

4. **RECEIVE AND FILE MINUTES FROM THE METRO ADVISORY COMMITTEE MEETING OF APRIL 16, 2025**

MOTION: ACCEPT AND FILE THE MINUTES FROM THE METRO ADVISORY COMMITTEE MEETING OF APRIL 16, 2025 AS PRESENTED

MOTION: PISANO

SECOND: TAYLOR

MOTION PASSED WITH 6 AYES: Elsea, Martinez, de Wit, Pisano, Taylor, Von Hendy. Cruse was absent.

5. **COMMUNICATIONS FROM THE METRO ADVISORY COMMITTEE**

Chair Elsea mentioned that she provided an oral semi-annual update to the Board of Directors (Board) at the Board meeting on June 27, 2025. Chair Elsea acknowledged the MAC members and thanked them for their participation in the MAC meetings. She mentioned the items MAC has been working on and reminded the Board that MAC's purpose is to provide advisory support.

Hearing nothing further, Chair Elsea moved to the next agenda item.

6. **FY26 AND FY27 FINAL BUDGET UPDATE**

Chuck Farmer, CFO, spoke to the presentation and reviewed the FY26 and FY27 final budget. CFO Farmer focused on the changes that were made to the operating budget. He reviewed the budget summary and walkdown, budget drivers, budget funding sources, transfers, and full-time equivalents (FTE). He also reviewed the operating budget risks and reserves and concluded with the capital budget projects. Discussion followed on hydrogen fuel costs, sales tax measure, buses, and budget drivers. Staff answered all questions and concerns.

Hearing nothing further, Chair Elsea moved to the next agenda item.

7. SANTA CRUZ COUNTY FAIR – SEPTEMBER 10 – 14, 2025

Margo Ross, COO, reported that METRO will be participating in the Santa Cruz County Fair September 10 – 14, 2025. METRO will be offering free fares on Route 79F (daily) and Route 79 (weekends only). Riders who take METRO to the fair will receive a discount on fair tickets. Riders obtain this by requesting a voucher from the Bus Operator upon arrival to the fairgrounds. COO Ross mentioned that METRO will have a booth and vehicle on display.

Hearing nothing further, Chair Elsea moved to the next agenda item.

8. UPDATE ON THE STATUS OF THE NEW METRO WEBSITE AND APPS

Margo Ross, COO, provided an update on the new METRO website and apps. COO Ross reported that METRO is currently in the internal testing phase and is hoping to launch the website in the Fall 2025. METRO wants to make sure that the website is working smoothly before the public launch. COO Ross reported that the transit app, Transit Royale, is now live. Transit Royale enables riders with real-time information, automatic detour detection, and more, allowing for a better rider experience. Staff answered all questions and concerns.

Hearing nothing further, Chair Elsea moved to the next agenda item.

9. UPDATE ON THE MOBILITY TRAINING COORDINATOR

Margo Ross, COO, provided an update on the Mobility Training Coordinator. COO Ross reported that the job was posted online and METRO is waiting for more applicants before starting interviews. METRO is hoping to fill the position within the next couple of months.

Hearing nothing further, Chair Elsea moved to the next agenda item.

10. SERVICE PLANNING UPDATE

There are no updates at this time. Margo Ross, COO, provided an update on Operations.

Hearing nothing further, Chair Elsea moved to the next agenda item.

11. COMMUNICATIONS TO THE METRO CEO/GENERAL MANAGER

None.

12. COMMUNICATIONS TO THE METRO BOARD OF DIRECTORS

None.

13. ITEMS FOR NEXT MEETING AGENDA

- Service Planning Updates
- Quarterly Ridership Report
- Update on Reimagine METRO
- Update on Transit Centers (Watsonville Transit Center, Pacific Station North, & River Front Transit Center)
- Update on Mobility Training Coordinator
- Recap of Santa Cruz County Fair
- Update on Website & Apps

- Update on Operations
- Elect New Chair & Vice Chair
- Choose 2026 Dates for MAC Meetings

A motion was made for Chair Elsea to talk with CEO/General Manager Corey Aldridge regarding the frequency of the MAC meetings.

MOTION: CHAIR ELSEA WILL MEET WITH THE CEO/GENERAL MANAGER AND ASK ABOUT THE FREQUENCY OF THE MAC MEETINGS AND SPECIAL MEETINGS

MOTION: DE WIT

SECOND: MARTINEZ

MOTION PASSED WITH 6 AYES: Elsea, Martinez, de Wit, Pisano, Taylor, Von Hendy. Cruse was absent.

14. DISTRIBUTION OF VOUCHERS

Vouchers distributed by Elizabeth Rocha, Administrative Specialist.

15. ANNOUNCEMENT OF NEXT MEETING

Chair Elsea announced the next MAC meeting will be held on Wednesday, October 15, 2025 at 6:00 PM at the METRO Admin Office, 110 Vernon Street, Santa Cruz.

16. ADJOURNMENT

Chair Elsea adjourned the meeting at 7:35 PM.

Respectfully submitted,

Elizabeth Rocha
Administrative Specialist

- THIS PAGE INTENTIONALLY LEFT BLANK -



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
BOARD OF DIRECTORS MEETING MINUTES*
WATSONVILLE COUNCIL CHAMBERS, 275 MAIN STREET, WATSONVILLE, CA
AUGUST 22, 2025 – 9:00 AM**

A regular meeting of the Board of Directors of the Santa Cruz Metropolitan Transit District (METRO) convened on Friday, August 22, 2025, as a hybrid meeting.

The Board Meeting agenda packet can be found online at www.SCMTD.com. *Minutes are “summary” minutes, not verbatim minutes. Audio recordings of Board meeting open sessions are available to the public upon request.

This document was created with accessibility in mind. With the exception of certain third party and other attachments, it passes the Adobe Acrobat XI Accessibility Full Check. If you have any questions about the accessibility of this document, please email your inquiry to accessibility@scmtd.com.

1 CALLED TO ORDER at 9:03 AM by Board Chair Downing.

2 SAFETY DEBRIEF

Gregory Strecker, Safety, Security & Risk Management Director, provided a debriefing on safety, emphasizing the evacuation routes in response to an emergency.

3 ROLL CALL

The following Directors were **present**, representing a quorum:

Director Rebecca Downing
Director Jimmy Dutra
Director Shebreh Kalantari-Johnson
Director Manu Koenig
Director Fabian Leonor
Director Donna Lind
Director Martinez
Director Scott Newsome
Director Melinda Orbach AR 9:14
Director Quiroz-Carter* AR 9:07
Vacant
Ex-Officio Director Alta Northcutt
Ex-Officio Director Edward Reiskin

County of Santa Cruz
City of Watsonville
City of Santa Cruz
County of Santa Cruz
County of Santa Cruz
City of Scotts Valley
County of Santa Cruz
City of Santa Cruz
City of Capitola
City of Watsonville
County of Santa Cruz
Cabrillo College
UC Santa Cruz

*Attended via teleconference at 231 Oakes Road, Santa Cruz, CA

Corey Aldridge
Julie Sherman

CEO/General Manager
General Counsel

4 ANNOUNCEMENTS

- 4.1 Today's meeting was broadcast by Community Television of Santa Cruz County.
- 4.2 Language Line Services was unable to provide Spanish interpretation services for today's meeting.

5 BOARD OF DIRECTORS COMMENTS

Director Dutra welcomed everyone to Watsonville and provided an update on the Vision Zero Action Plan for Freedom Boulevard. He also encouraged everyone to look at the City of Watsonville's remodeled lobby.

Director Martinez announced that the County Board of Supervisors has appointed Elizabeth Madrigal to METRO's Board of Directors.

Director Leonor thanked Daniel Zaragoza, Operations Deputy Director, and his team for a tour of the ParaCruz facility and providing an overview of the day-to-day operations there and how it is helping our community.

Director Lind thanked METRO staff who participated in the Family Fun Day held on July 19, 2025 in Scotts Valley. This was a collaborative event with countywide parks and recreation agencies.

Board Chair Downing thanked the City of Watsonville for welcoming us today and reminded all that a Week Without Driving is happening September 30 – October 5, 2025. A countywide event will be held at the Capitola Mall on September 30th from 11 AM to 3 PM to promote a week off from driving.

Director Quiroz-Carter mentioned she has started commuting by bus to and from work and expressed that it has been a pleasant experience.

Hearing nothing further, Board Chair Downing moved to the next agenda item.

6 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Mr. Rabbit, member of the public, expressed concern with the noise level of METRO's temporary hydrogen fueling station and the impacts to his neighborhood.

Hearing nothing further, Board Chair Downing moved to the next agenda item.

7 LABOR ORGANIZATION COMMUNICATIONS

Having none, Board Chair Downing moved to the next agenda item.

8 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS

Having none, Board Chair Downing moved to the next agenda item.

CONSENT AGENDA

All items appearing on the Consent Agenda are recommended actions which are considered to be routine and will be acted upon as one motion. All items removed will be considered later in the agenda. The Board Chair will allow public input prior to the approval of the Consent Agenda items.

9.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK AND ACH JOURNAL
DETAIL FOR THE MONTHS OF JUNE AND JULY 2025

Chuck Farmer, Chief Financial Officer

9.2 ACCEPT AND FILE:

A. MINUTES OF JUNE 27, 2025 BOARD OF DIRECTORS MEETING

Corey Aldridge, CEO/General Manager

- 9.3 ACCEPT AND FILE: THE METRO PARACRUZ OPERATIONS STATUS REPORT FOR APRIL, MAY AND JUNE 2025
Rina Solorio Gomez, Assistant Operations Manager, Paratransit
- 9.4 ACCEPT AND FILE: FISCAL YEAR 2025 FOURTH QUARTER GRANTS MANAGEMENT REPORT
Derek Touns, Planning and Innovation Deputy Director
- 9.5 APPROVE: CONSIDERATION OF DECLARING VEHICLES AND/OR EQUIPMENT AS EXCESS FOR PURPOSES OF DISPOSAL OR AUCTION
Chuck Farmer, Chief Financial Officer
- 9.6 APPROVE: METRO ADVISORY COMMITTEE (MAC) VACANCIES
Corey Aldridge, CEO/General Manager
- 9.7 APPROVE: FY26 RENEWAL OF PROPERTY INSURANCE COVERAGE AND EMPLOYMENT PRACTICES LIABILITY COVERAGE
Chuck Farmer, Chief Financial Officer
- 9.8 APPROVE: REVISED CLASS SPECIFICATIONS AND WAGE SCALES FOR POSITIONS WITHIN THE PARTS DEPARTMENT
Dawn Crummié, Chief Human Resources Officer
- 9.9 APPROVAL OF A 2% WAGE INCREASE FOR PARACRUZ STAFF DUE TO REALIGNMENT OF JOB DUTIES
Dawn Crummié, Chief Human Resources Officer
- 9.10 APPROVE: CONSIDER A RESOLUTION DESIGNATING THE CEO/GENERAL MANAGER AS THE AUTHORIZED AGENT TO SUBMIT A PROJECT CLAIM AND EXECUTE AN AGREEMENT TO RECEIVE FISCAL YEAR 2025-2026 CALIFORNIA STATE OF GOOD REPAIR (SGR) FUNDS
Derek Touns, Planning and Innovation Deputy Director
- 9.11 APPROVE: CONSIDER A RESOLUTION DESIGNATING THE CEO/GENERAL MANAGER AS THE AUTHORIZED AGENT TO EXECUTE ALL REQUIRED DOCUMENTS TO CLAIM FUNDS AWARDED THROUGH THE FY2025-2026 CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM
Derek Touns, Planning and Innovation Deputy Director
- 9.12 APPROVE: CONSIDERATION OF ADOPTION OF SANTA CRUZ METROPOLITAN TRANSIT DISTRICT'S (METRO) AMENDED CONFLICT OF INTEREST CODE AND APPROVAL OF THE RESOLUTION CONFIRMING THIS ACTION
Julie Sherman, General Counsel

There were no public comments.

Hearing nothing further, Board Chair Downing called for a roll call vote.

ACTION: MOTION TO APPROVE THE CONSENT AGENDA AS PRESENTED

MOTION: DIRECTOR KALANTARI-JOHNSON

SECOND: DIRECTOR DUTRA

MOTION PASSED WITH 9 AYES (Directors Downing, Dutra, Kalantari-Johnson, Leonor, Lind, Martinez, Newsome, Orbach, and Quiroz-Carter). Director Koenig was absent.

REGULAR AGENDA

**10 PRESENTATION OF EMPLOYEE LONGEVITY AWARD FOR:
(10 YEARS) CAYLA HILL, GRANTS ANALYST**

Board Chair Downing thanked Ms. Hill for the reports she generates and congratulated her on her years of service with METRO.

There were no public comments.

Hearing nothing further, Board Chair Downing moved to the next item.

**11 ORAL UPDATE ON CALIFORNIA TRANSPORTATION COMMISSION AWARD
OF FUNDS FOR INFRASTRUCTURE PROJECTS**

Sarah Christensen, Executive Director, Santa Cruz County Regional Transportation Commission (SCCRTC), provided an update on the award of \$128.7 million for various transportation infrastructure projects that will improve mobility, safety, and sustainability across Santa Cruz County. This investment will directly benefit the community by reducing congestion, creating safe travel options for people walking and biking, and improving the quality and reliability of METRO's service within the County. She thanked METRO's team for their close collaboration, the state legislative delegation for championing our projects, and the California Transportation Commission for recognizing our region's commitment to sustainable, multi-modal transportation. Shannon Munz, SCCRTC's Communication Specialist, presented the giant check to the Board.

Board Chair Downing thanked Ms. Christensen for her update.

There were no public comments.

Hearing nothing further, Board Chair Downing moved to the next item.

12 CEO ORAL REPORT

Corey Aldridge, CEO/General Manager, began his report by stating that the SCCRTC award is exciting for METRO to receive. These improvements will allow for the rapid corridors project to proceed and have an impact on METRO's ability to have robust stops and should speed up its routes and make them more accessible.

He continued with following updates:

- I have been appointed to the American Public Transportation Association (APTA) Board of Directors to serve a three-year term as one of the transit system directors on the 25-member board. This appointment will be formally ratified during the upcoming APTA TRANSform Conference next month.
- All on-duty Bus Operators have successfully completed training on METRO's new hydrogen buses, ensuring readiness for service deployment. A New Flyer trainer, along with METRO's Safety Department, have conducted first responder training with local agencies.

- METRO's Fall Service starting September 11, 2025 introduces several new routes, improved connections, and schedule adjustments designed to enhance rider experience and operational efficiency.
- METRO is pleased to welcome Jorge Ovando Zalapa who joined the agency on August 18th as Director of Information Technology. He has more than 18 years of experience leading technology teams in healthcare, government, and education. He's passionate about using technology to enhance accessibility, streamline operations, and improve the rider experience. His leadership style emphasizes transparency, teamwork, and continuous improvement — values that align closely with METRO's commitment to service excellence.
- METRO received good news regarding its pension plan. The pension plan's return for the fiscal year ending 6/30/2025 is estimated to be 11.6%. That is 4.8% higher than the goal of 6.8%. Although rates will not adjust until 7/1/2026, we are expecting to reduce most or all of the outstanding unfunded portion of our pension next year.
- August 2 & 3 – Strawberry Festival was held in Downtown Watsonville. METRO provided increased service/free fares from the South County Building to the Watsonville Transit Center. METRO worked with the City of Watsonville to promote METRO's service and the festival, and it was quite successful.
- August 19 – 55 Employees attended the Blood Pressure Clinic held at Operations and ParaCruz.
- August 27 – Employee Health Fair
- August 29 – Mid Town Block Party – METRO will have a One-Ride-At-a-Time bus present as well as a booth.
- September 9 – 14 – Santa Cruz County Fair. METRO will provide free fares and all riders who take METRO to the Fair will receive a coupon off the fair admission. METRO will also have a booth in the first responder's area.
- September 18 – RSVP Deadline for the Bus Roadeo & Picnic. Ms. Bauer shared the volunteer link with the Board Members to serve as a judge or announcer. Any time Board Members can contribute is greatly appreciated!
- September 24–25 – Employee Flu Clinic
- September 29 – October 5 – Week Without Driving.
- Since the June 27 Board meeting, we've welcomed seven new team members: Contracts & Purchasing Deputy Director, Financial Analyst, Marketing Specialist, Customer Service Representative, Paratransit Clerk III, IT Director, and Vehicle Service Worker I. In addition, two internal promotions have been made: one employee advanced to HR Analyst II and another promoted to Lead Mechanic.

Board Chair Downing congratulated CEO Aldridge on his appointment to APTA's Board of Directors and requested further details on the upcoming service changes.

CEO Aldridge provided the following:

- Route 35X – Santa Cruz/Boulder Creek Express - New express service operating from 7 AM to 7 PM, replacing most Route 35 trips during that timeframe.

- Route 34 – Scotts Valley Drive/Emeline - New route replacing Route 4 to Emeline and Route 35 on Scotts Valley Drive before 6 PM. Select trips will serve Vine Hill Elementary and Scotts Valley High Schools, addressing a service request from the Scotts Valley Unified School District.
- Route 16 – UCSC via Main Gate - School-term-only service resumes with distinct schedules for Monday/Wednesday/Friday and Tuesday/Thursday.
- Highway 17 Express - Direct trips between Santa Cruz and San Jose will increase from 10 to 16. Trips serving Scotts Valley will be reduced from 17 to 13; however, four trips per day in each direction will operate exclusively between Scotts Valley and San Jose, also serving Scotts Valley Drive.
- Route 55 –Will now serve Aptos Village via Soquel Drive, replacing service along Highway 1.

Board Chair Downing thanked him for his detailed report.

There were no public comments.

Hearing nothing further, Board Chair Downing moved to the next agenda item.

13 APPROVE: CONSIDERATION OF A RESOLUTION AUTHORIZING THE CEO/GENERAL MANAGER TO ACQUIRE REAL PROPERTY LOCATED AT 809 WEST BEACH STREET IN WATSONVILLE FOR THE PURPOSE OF STORING METRO BUSES AND APPROVING A CATEGORICAL EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Chuck Farmer, Chief Financial Officer, spoke to this item and reminded the Board that METRO is currently leasing this property to store METRO buses and emphasized the need to acquire a permanent location for parking and storing its buses with its fleet expansion. With the current lease due to expire, METRO has been in discussions with the property owners to sell the property to METRO.

There were no public comments.

Hearing nothing further, Board Chair Downing called for a roll call vote.

ACTION: MOTION TO AUTHORIZE THE CEO/GENERAL MANAGER TO ACQUIRE REAL PROPERTY LOCATED AT 809 WEST BEACH STREET IN WATSONVILLE FOR THE PURPOSE OF STORING METRO BUSES AND APPROVING A CATEGORICAL EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

MOTION: DIRECTOR DUTRA

SECOND: DIRECTOR QUIROZ-CARTER

MOTION PASSED WITH 9 AYES (Directors Downing, Dutra, Kalantari-Johnson, Leonor, Lind, Martinez, Newsome, Orbach, and Quiroz-Carter). Director Koenig was absent.

RECESSED TO CLOSED SESSION AT 9:41 AM

There were no public comments regarding the closed session.

14 CONFERENCE WITH REAL PROPERTY NEGOTIATORS (GOVERNMENT CODE SECTION 54956.8)

Property: 809 West Beach Street, Watsonville, CA

Agency Negotiator: Chuck Farmer, Chief Financial Officer

Under Negotiation: Price and terms of payment

RECONVENED TO OPEN SESSION AT 10:01 AM

15 REPORT OF CLOSED SESSION

Julie Sherman, General Counsel, reported that the Board provided direction to its real estate negotiator with no other reportable action.

16 ANNOUNCEMENT OF NEXT MEETING

Board Chair Downing announced the next regular Board meeting will be held on Friday, September 26, 2025 at 9:00 AM at the METRO Admin Office, 110 Vernon Street, Santa Cruz, CA

17 ADJOURNMENT

Board Chair Downing adjourned the meeting at 10:02.

Respectfully Submitted,

Donna Bauer
Sr. Executive Assistant

- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: September 26, 2025

TO: Board of Directors

FROM: Chuck Farmer, Chief Financial Officer

**SUBJECT: ACCEPT AND FILE THE FISCAL YEAR END MONTHLY BUDGET
STATUS REPORTS FOR JUNE 30, 2025 AND ADOPTION OF THE
PRELIMINARY SCHEDULE OF RESERVE ACCOUNT BALANCES**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the Year to Date Monthly Financial Report as of June 30, 2025 and Adoption of the preliminary schedule of reserve account balances

II. SUMMARY OF ISSUES

An analysis of Santa Cruz Metropolitan Transit District's (METRO) financial status is prepared monthly in order to inform the Board of Directors regarding METRO's actual revenues and expenses in relation to the adopted operating and capital budgets for the fiscal year.

This staff report is the web-accessible companion document to the attached Power Point presentation titled "Year to Date Financial Report as of June 30, 2025."

The attached pre-close, pre-audit monthly FY25 Operating Revenue and Expense reports (Attachment B), and FY25 Capital Budget spending report (Attachment C) represent the status of the FY25 Operating and Capital Budgets, as of June 30, 2025, the end of the fiscal year. The numbers presented in these reports are preliminary, and could change if there are any accounting adjustments, as per the final audit due later this calendar year.

The Preliminary Schedule of Reserve Account Balances (Attachment D) is based on the pre-audit monthly operating revenue and expense reports (Attachment B), as well as the monthly capital budget report (Attachment C). In FY25, revenues exceeded expenses resulting in a favorable operating surplus of \$6,468K, some of which was budgeted and anticipated and will be transferred to the Bus Replacement Fund (\$2,721K), UAL & OPEB Fund (\$2,000K). The preliminary reserve schedule reflects the following additional transfers of the remaining operating surplus:

- \$251K from the Fuel Tax credit to be transferred to the Operation & Capital Reserve Fund
- \$988K to be transferred to the Operating Sustainability Reserve Balance
- \$508K to be transferred to the COVID Recovery Fund

The balances provided in the Schedule of Reserve Account Balances are preliminary pending completion of the financial audit later this calendar year. If the Schedule of Reserve Account Balances changes significantly following the final audit, it will be brought back to the Board.

The final audited financial statements will be presented to the Board at the conclusion of the audit.

Staff recommends that the Board of Directors accept and file the attached year-end budget status reports as of fiscal year end June 30, 2025, and adopt the preliminary schedule of reserve account balances.

This report is required per the Board Bylaws Article 16.01(e) and Public Utility Code (PUC) § 98145, to be presented to the Board within 90 days from the end of each fiscal year.

III. DISCUSSION/BACKGROUND

An analysis of METRO's budget status is prepared monthly in order to inform the Board of Directors regarding METRO's actual revenues and expenses in relation to the adopted operating and capital budgets for the fiscal year. The attached revenue and expense reports represent the preliminary status (unaudited) of METRO's FY25 fiscal year-end budget as of June 30, 2025. The fiscal year has elapsed 100%.

A. Operating Revenue and Expenses

Below are the written explanations of the various charts and graphs in the attached Year to Date Monthly Financial Report as of June 30, 2025 (Attachment A).

Slide 1

(Cover) Year to Date Monthly Financial Report as of June 30, 2025, Pre-Close / Pre-Audit

Slide 2

June 2025 Key Financial Highlights

- Service
 - Fixed Route (including Hwy 17) Cost per Revenue Service Hour is \$320 vs Budget of \$404
 - Hwy 17 represents 9.8% the total Revenue Service Hours
 - 156 canceled trips, due to Mechanical (57), No Vehicle (93), and All others (6)
 - ParaCruz Cost per Trip is \$102 vs Budget of \$94
 - Non-Student/Hwy 17 Passengers is 166,351 vs Budget of 121,812
 - Kids Ride Free is 16,452

- Financials
 - Total Operating Surplus/(Deficit) is favorable by \$0.3M, driven by higher operating revenue of \$0.2M, labor saving of \$0.3M and lower non personnel cost of \$0.2M; Partially offset by increased OT of \$0.1M and higher fringe of \$0.2M
 - Non-Operating Revenues/Expenses are favorable by \$1.0M. Primarily due to higher-than-expected Sales Tax revenue.
- Capital
 - Capital spending of \$7.0M, primarily for the Hydrogen Buses, Hydrogen (temporary and permanent) fueling stations.
- Personnel
 - 406 Active Personnel vs 443 Funded Personnel – *adopted in the September 2024 budget*
 - 46 Vacancies at the end of June – 42 positions are on hold or have had recruitment suspended at this time
 - Active recruitment underway for Provisional Marketing Specialist, Information Technology and ITS Director
 - Completed Recruitment of Contracts & Purchasing Deputy Director

Slide 3

(Cover) June 2025, MTD Pre-close/Pre-audit Financials

Slide 4

June FY25 Monthly Operating Surplus/(Deficit) Actual vs. Budget

- Actuals are \$285K favorable to budget – excludes UAL/Bond Payment and Retiree Obligation costs
 - Passenger Fares – favorable by \$189K
 - Labor, Regular – favorable by \$263K, due to funded/vacant positions
 - Fringe Benefits – unfavorable by \$219K due to year end accrual payout expenses
 - Labor, OT – unfavorable by \$131K, due to increased overtime, primarily for Bus Operators, Transit Supervisors, Fleet Mechanics
 - Non-Personnel – favorable by \$183K due to reclass of professional and technical fees that were capital costs and were booked to expense in error

Slide 5

June 30, 2025, Monthly Operating Revenue and Expenses

- Operating Revenue, net favorable by \$189K
 - Passenger Fares - unfavorable by \$75K
 - Special Transit Fares – favorable by \$264K
- Operating Expense, net favorable by \$96K – Favorable wages driven by funded/vacant positions and lower non-personnel cost and offset by higher fringe benefits and overtime labor.
 - Labor Regular – favorable by \$263K
 - Fringe Benefits – unfavorable by \$219K, excludes UAL and Retiree Obligation related costs
 - Labor OT – unfavorable by \$131K
 - Non-Personnel – favorable by \$183K, excludes Bond payment related costs
- Operating Deficit is lower than budget by \$285K
 - Farebox/Contract Recovery – 15.7% vs 12.3% budget
- Non-Operating Revenue/(Expense), net favorable by \$947K
 - Sales Tax/including Measure D – favorable by \$928K
 - Federal/State Grants – favorable by \$59K
 - Retiree Obligations – favorable by \$11K
 - Pension UAL/Bond Payment costs – unfavorable by \$3K
 - All Other Revenues – unfavorable by \$48K
- Operating Surplus before Transfers is higher by \$1,232K
- Bus Replacement Fund – higher by \$88K due to increased Measure D sales tax revenues
 - Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax and STA-SGR; FY25 budgeted transfer is \$3.2M
- Operating Surplus after Transfers is higher by \$1,144K

Slide 6

(Cover) June 2025 Full Year Pre-close/Pre-audit Financials

Slide 7

June YTD FY25 Operating Surplus/(Deficit) Actual vs. Budget

- Actuals are \$4,225K favorable to budget – excludes UAL/Bond Payment and Retiree Obligation costs

- Passenger Fares – favorable by \$422K
- Labor, Regular – favorable by \$2,961K, due to funded/vacant positions
- Fringe Benefits – favorable by \$2,197K due to medical insurance savings from funded/vacant positions
- Labor, OT – unfavorable by \$2,123K, due to increased overtime, primarily for Bus Operators, Transit Supervisors, Fleet Mechanics
- Non-Personnel – favorable by \$769K, primarily due to lower spending on fuel and lubricants, professional and technical fees, reduced employee training costs, and legal services; partially offset by higher temporary help and revenue vehicle parts

Slide 8

June 30, 2025 Full Year Operating Revenue and Expenses

- Operating Revenues, net favorable by \$422K
 - Passenger Fares – actual is \$2,823K while budget is \$2,703K; variance to budget is favorable by \$119K; Primarily due Fixed Route and Highway 17 services.
 - Special Transit Fares – actual is \$6,543K while budget is \$6,241K; variance to budget is favorable by \$303K; This is primarily due to higher than anticipated contract revenue from City and County of Santa Cruz Public Agencies
- Operating Expenses, net favorable by \$3,803K; excludes UAL/Pension Bond and Retiree Obligation related costs
 - Labor - Regular – actual is \$25,326K while budget is \$28,287K; variance to budget is favorable by \$2,961K primarily due to funded/vacant positions
 - Fringe Benefits – actual is \$21,450K while budget is \$23,647K; variance to budget is favorable by \$2,197K primarily due to savings in medical insurance, retirement, holiday, sick leave, and annual leave savings from funded/vacant positions.
 - Labor - OT – actual is \$3,019K while budget is \$896K; variance to budget is unfavorable by \$2,123K, primarily for Bus Operators, Transit Supervisors, Fleet Mechanics
 - Non-Personnel – net favorable by \$769K
 - Services – actual is \$7,101K while budget is \$7,114K; variance to budget is favorable by \$13K due to lower professional and technical fees (\$640K) and legal services (\$92K); partially offset by higher costs for administrative and bank fees (\$103K), temporary staffing (\$512K) and revenue vehicle repairs (\$175K)

- Materials & Supplies – actual is \$5,749K while budget is \$6,187K; variance to budget is favorable by \$438K primarily due to lower than anticipated spending on Fuels & Lubricants (\$1,322K); partially offset by higher costs for Revenue Vehicle Parts (\$751K)
- Other Expenses – actual is \$3,153K while budget is \$3,471K; variance to budget is favorable by \$318K, driven by reductions in staff training (\$503K) and advertising expenses (\$80K); partially offset by increased settlement cost (\$119K)
- Operating Deficit actual is \$56,433K while budget is \$60,658K; variance to budget is lower by \$4,225K
- Farebox/Contract Recovery – 14.2% vs 12.9% budget
- Non-Operating Revenue/(Expense), net unfavorable by \$651K
 - Sales Tax/including Measure D – actual is \$32,304K while budget is \$31,808K; variance to budget is favorable by \$496K due to higher than anticipated sales receipts
 - Federal/State Grants – net unfavorable by \$2,157K
 - TDA – LTF actual is \$8,701K, no variance to budget. TDA – LTF is derived from a ¼ cent of the general sales tax collected statewide.
 - General Operating Assistance LCTOP – favorable by \$218K due to higher youth ridership than budgeted; the funding supports the Youth Cruz Free Program and is reported in the Operation Revenues section in the financials
 - Federal Operating Assistance
 - FTA Sec 5307 UAFP Operating Assistance – actual is \$6,140K while budget is \$6,030K; variance to budget is favorable by \$110K due to higher reimbursable operating costs and full drawdown of available federal formula funds.
 - FTA Sec 5307 STIC Operating Assistance – actual is \$5,715K while budget is \$5,613K; variance to budget is favorable by \$102K from higher eligible costs than budgeted.
 - TDA - STA – Operating Assistance – actual is \$5,657K while budget is \$6,014K; variance to budget is unfavorable by \$357K primarily due lower receipts of diesel fuel tax received at the state level. STA is derived from the statewide sales tax on diesel fuel.
 - Fuel Tax Credit – actual is \$251K while budget is \$146K; variance to budget is favorable by \$106K; from additional

mid-year reimbursement. Payment is part of the Inflation Reduction Act of 2022

- Transit and Intercity Rail Capital Program (TIRCP) – actual is \$9,134K, while budget is \$11,300K; variance to budget is unfavorable by \$2,165K primarily due to delayed training for hydrogen buses and lower drawdowns for service expansion. TIRCP is a new State grant with goals to reduce greenhouse gas emissions, along with the expansion and improvement of transit service to increase ridership, just to name a few.
- Pension UAL/Bond Interest – actual is \$4,827K while budget is \$4,843K; variance to budget is favorable by \$17K; savings due to paying UAL obligation in full rather than monthly.
- Retiree Obligations – actual is \$4,289K while budget is \$4,524K; variance to budget is favorable by \$235K; Primarily due to slightly lower than expected cost for retiree medical and benefits.
- Other Revenue – actual is \$3,254K while budget is \$2,496K; variance to budget is favorable by \$758K primarily due to higher interest income on funds held in the treasury (\$568K) and a rebate from PG&E (\$170K); Operating/Non-Operating Revenue and Expense Variances, by line item, are provided in more detail (amounts and percentages) in Attachment B
- Transfers
 - Transfer to Capital – Bus Replacement Fund (Measure D and STA-SGR) – actual \$2,721K vs. budget \$2,351K; favorable by \$370K due to higher than anticipated Measure D sales tax to support bus fleet replacement
 - Transfer Excess to Operating and Capital Reserve Fund – no funds were transferred, while budget was \$4,000K; due to reduced available grant drawdowns
 - Transfer to Operating & Capital Reserve Fund, Fuel Tax Credit – actual \$251K vs. budget \$146K; favorable by \$106K, driven by renewal of the Fuel Tax Credit under the Inflation Reduction Act of 2022.
 - Transfer to Operating Sustainability Reserve Fund – actual \$988K vs. budget \$1,245K; lower by \$256K; consistent with Board reserve policy targets
 - Transfer to UAL & OPEB – actual \$2,000K no variance to budget, consistent with the Board's annual allocation commitment to fund retiree healthcare and pension liabilities
 - Transfer to/from COVID Recovery Fund – actual is \$508K transferred to the fund vs. budgeted \$6,847K withdrawal from the

fund; favorable by \$7,355K, as there were surplus funds available in FY25

- Operating Balance is zero.

Slide 9

(Cover) June 2025 Capital Spending Full Year Pre-Close/Pre-Audit

Slide 10 thru 12

June 30, 2025, Capital Budget Spending

- Total Capital Projects spending year to date is \$31.5M, or 27.0%, of \$116.7M revised budget approved by the Board in December 2024. Details of Capital spending greater than \$100K, by project are provided in Attachment C.
 - Construction Related Projects spending is \$5,024K for the following projects:
 - Hydrogen fueling station
 - Temporary fueling station
 - Watsonville station redevelopment
 - Watsonville parking lot
 - IT Projects spending is \$570K for the following projects:
 - Enterprise Resource Planning (ERP) System
 - Website design
 - Facilities Repair & Improvements spending is \$786K for the following projects:
 - Bus Shelters, benches and trash cans
 - JKS-Facility-ZEB Yard charging infrastructure
 - Maintenance facility upgrades
 - Revenue Vehicle Replacement & Campaigns spending is \$24,945K for the following projects:
 - 53 Hydrogen Fuel cell buses, of which 20 were accepted/paid for in FY25
 - 13 OCTA Buses
 - Additional Bus Components

- Miscellaneous spending is \$131K for the following projects:
 - Server Project
 - Security Upgrade - Cameras/Servers
 - ParaCruz Mindshare Dispatch Console
 - JKS Lighting control software upgrade
 - Office Furniture – 3 workstations for Finance

Non-Cash/Non-Operating Expenses

Non-cash accounting entries will be included as part of the annual Audited Financial Statements, although they are not presented in these financial reports. Non-operating expenses are non-cash accounting entries that Santa Cruz METRO is required to record.

- Incurred but not Reported (IBNR) Worker's Compensation Losses – In accordance with Governmental Accounting Standards Board (GASB) Statement #10, the annual accounting entry for the workers' compensation IBNR was an increase of \$520,431. GASB Statement #10 requires Santa Cruz METRO to accrue liability on its financial statements for the ultimate cost of claims and expenses associated with all reported and estimated unreported worker's compensation claims.
- "Other post-employment benefits" (OPEB) Cost – GASB 75 – (replaced GASB 45). The net effect of the annual accounting entry was \$850,167. Briefly, benefits include subsidized medical, dental, vision and life insurance coverage for eligible retirees.
- Net Pension Liability – GASB 68 - Santa Cruz METRO implemented GASB 68 in FY15 and is now required to recognize a pension liability on the financial statements. The effect of the annual accounting entry will be determined later this year.
- Annual Depreciation of grant and district funded capital assets will be included as part of the annual Audited Financial Statements; effective with the FY18 financial close, grant funded depreciation is now combined with district funded depreciation to comply with GASB Statement No. 33.

B. Schedule of Reserve Account Balances

Reporting of Fund Balances (defined as the excess of assets over liabilities) is guided by complying with Governmental Accounting Standards Board (GASB) Statement No. 54, Fund Balance Reporting and Governmental Fund Type Definitions. GASB 54 defines five separate components of Fund balance, each of which identifies the extent to which METRO is bound to honor constraints on the specific purposes for which amounts can be spent:

- **Nonspendable** fund balance (not in spendable form such as inventories, prepaids, long-term receivables, or non-financial assets held for resale).

- **Restricted** fund balance (extremely enforceable limitations on use such as debt covenants, grantors, contributors, or laws and regulations of other governments).
- **Committed** fund balance (constrained to specific purposes by a formal action of the Board, such as an ordinance, resolution, or policy).
- **Assigned** fund balance (limited to the Board's intent to be used for a specific purpose but not Restricted or Committed).
- **Unassigned** fund balance (residual net resources, either positive or negative, in excess of the other four fund balance components). Unassigned amounts are available for any purpose with Board approval.

All of METRO's Reserve Funds, with the exception of the Bus Replacement Fund which is funded from Measure D Sales Tax and STA-SGR Grants, are funded with surplus or "carryover" of unrestricted operating funds.

Adequate Reserve Funds are built over time. The goal of maintaining adequate reserves is to ensure that there are appropriate levels of working capital in the Reserve Funds for unanticipated situations such as a sudden increase in expenses, significant one-time unbudgeted expenses, unanticipated loss in funding, economic downturns, or uninsured losses, and to ensure continuity of service.

Reserve Funds may also be used for one-time, nonrecurring expenses that will build long-term capacity, such as payment of grant funded expenses prior to being reimbursed by the awarding grant entity, matching dollars for grants, capital and operating expenditures that might not otherwise have a grant funding source or qualify for grant funding.

Balances in the various Reserve categories are aligned with METRO Reserve Fund policy (revised and adopted by the Board on Nov 15, 2019).

Slide 13

The Preliminary Schedule of Reserve Account Balances (Attachment D) is based on the pre-audit monthly operating revenue and expense reports (Attachment B), as well as the monthly capital budget report (Attachment C). In FY25 revenues exceeded expenses resulting in a favorable operating surplus of \$6,468K, some of which was budgeted and anticipated and will be transferred to the Bus Replacement Fund (\$2,721K), UAL & OPEB Fund (\$2,000K). The preliminary reserve schedule reflects the following additional transfers of the remaining operating surplus:

- \$251K from the Fuel Tax credit to be transferred to the Operation & Capital Reserve Fund
- \$988K to be transferred to the Operating Sustainability Reserve Balance
- \$508K to be transferred to the COVID Recovery Fund

An overview of the Reserves Funds as of 06/30/2025 is provided below:

- Workers' Compensation Reserve Fund:

- Classified as a committed fund balance; GASB#10 requires METRO to accrue a liability on its financial statements for the ultimate costs of claims and expenses associated with all reported and unreported workers' compensation claims.
- Target minimum amount is based on a bi-annual study of potential liability areas and risk. The long-term portion of the worker's compensation liability as of 06/30/2025 is \$3.3M (estimate) as per Actuarial Review of the Self-Insured Workers' Compensation Program report dated May 29, 2025.
- Workers' Compensation Reserve Fund current balance is \$2.6M and will be adjusted to \$3.3M post-audit
- Should not be used for recurring expenses
- Liability Insurance Reserve Fund
 - Classified as a committed fund balance and required by GASB#10
 - Target minimum amount will be calculated annually based on the 5-year rolling average of outstanding claims at fiscal year-end. The minimum balance in the reserve account is equal to the Self – Insured Retention (SIR) of \$250K each for the liability and physical damage claims program (CalTIP) and the employment practices liability (EPL) program plus the 5-year rolling average of outstanding claims at year end (\$776K), at the end of FY24; FY25 balance will be updated post audit.
 - Liability Insurance Reserve Fund target balance is \$1.0M and is fully funded
 - Should not be used for recurring expenses
- Operations Sustainability Reserve Fund
 - Classified as a committed fund balance
 - Sometimes referred to as the “rainy day fund”
 - Operations Sustainability Reserve Fund balance is \$20.7M (after the proposed transfer of \$1.0M of operating surplus funds), in accordance with the Board adopted commitment to fully fund the reserve fund within three years of the adopted revisions to the Reserves Policy in November 2019.
 - Estimated target balance will be adjusted annually through the budget process, FY26 required amount is \$20.7M
 - Should not be used for recurring expenses
- Cash Flow Reserve Fund
 - Classified as a committed fund balance
 - The Cash Flow Reserve Fund balance is \$3.0M and is fully funded.

- Target minimum amount will be set annually through the budget process, and is calculated based on a review of all current reimbursable grants, a revenue flow analysis, and invoice payments
- Should not be used for recurring expenses
- Operating and Capital Reserve Fund
 - Classified as an unassigned fund balance
 - Funded by carryover, alternative fuel tax credits, excess sales tax revenue, and other fungible revenues
 - Operating and Capital Reserve Fund estimated balance is \$13.7M and has no target minimum. The estimated balance includes FY26 Capital Budget commitments.
 - This fund would be a source for various Capital purchases and for use as local match for State and Federal grants
 - Should avoid using for recurring expenses
- UAL & OPEB Fund – New and not currently included in the Reserve Fund Policy
 - Classified as a committed fund balance
 - Used to pay down the CalPERS Unfunded Accrued Liability
 - UAL & OPEB Fund balance is \$10M and has no target minimum
 - Minimum annual allocation of \$2M, as per Board adopted commitment (with the adoption of the FY20 Budget on June 28, 2019) to initiate transfers of dedicated amounts to address the large and growing UAL and OPEB liabilities. Transfers were delayed by one fiscal year due to the anticipated impact of the labor negotiations and resulting budget overages, as well as the COVID pandemic in 2020.
- Bus Replacement Fund – New and not currently included in the Reserve Fund Policy
 - Classified as an assigned fund balance
 - Consistent with FY18 Capital Budget funding strategy adopted by the Board that results in a minimum \$3M annual commitment funded by:
 - Measure D 2016 Net Sales Tax – transfer from Operating budget
 - STA-SB1 – transfer from Operating budget
 - STA-SGR – direct transfer to the Bus Replacement Fund
 - Provides funding and stability for the required local match for obsolete fixed-route buses, Paratransit vehicles, and to maintain assets in a state of good repair
 - Bus Replacement Fund estimated available balance is \$9.0M

- This balance includes the committed funds in the FY26 Capital budget commitments and budget transfers to the fund.
- Unspent Measure D and STA-SGR funds will 'accumulate' in the Bus Replacement Fund until they are allocated to specific projects and spent on new replacement buses and vans
- Should not be used for recurring expenses
- COVID Recovery Fund – New and not currently included in the Reserve Fund Policy
 - Classified as an unassigned fund balance
 - METRO will reinvest the funds into future Operating budgets to sustain services to the greatest extent possible during the economic recovery, or until funds are exhausted, as per Board adopted policy statement regarding carryover to future Operating Budgets as needed (adopted on June 26, 2020).
 - Source of funds is carryover primarily comprised of METRO's 1979 Local Sales Tax. Excludes impact from additional COVID related reimbursements.
 - COVID Recovery Fund balance is \$28.6M (after the proposed transfer of \$0.5M of operating surplus funds), estimated balance includes Grant Receivables.
 - No target minimum amount designated

Slide 14

(Cover) Questions?

Staff recommends that the Board accept and adopt the:

- Year to Date Monthly Financial Report as of June 30, 2025 Presentation (Attachment A)
- FY25 Operating Revenue and Expenses Year to Date as of 06/30/25 (Attachment B)
- FY25 Capital Budget Report for the month ending 06/30/25 (Attachment C)
- FY25 Preliminary Schedule of Reserve Account Balances (Attachment D)

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report pertains to METRO's Financial Stability, Stewardship & Accountability.

V. FINANCIAL CONSIDERATIONS/IMPACT

Favorable budget variances in Operating Revenues and Expenses contributed to higher than anticipated funds available for transfer.

VI. CHANGES FROM COMMITTEE

None

VII. ALTERNATIVES CONSIDERED

The Board could choose to not accept this report although that is not recommended. This report is required per the Board Bylaws Article 16.01(e) and Public Utility Code (PUC) § 98145, to be presented to the Board within 90 days from the end of each fiscal year.

VIII. ATTACHMENTS

- Attachment A:** Year to Date Monthly Financial Report as of June 30, 2025
- Attachment B:** FY25 Operating Revenue and Expenses, for the month and year ending 06/30/25
- Attachment C:** FY25 Capital Budget, for the month and year ending 06/30/25
- Attachment D:** FY25 Preliminary Schedule of Reserve Account Balances

Prepared By: Vyoma Sadhu, Financial Analyst

IX. APPROVALS:

Approved as to fiscal impact:

Chuck Farmer, Chief Financial Officer

A blue ink signature of Chuck Farmer, consisting of stylized, overlapping loops and a long horizontal stroke, positioned above a solid black horizontal line.

Corey Aldrige, CEO/General Manager

A black ink signature of Corey Aldrige, featuring a cursive 'C' followed by a series of loops and a long horizontal stroke, positioned above a solid black horizontal line.

- THIS PAGE INTENTIONALLY LEFT BLANK -



Year to Date Monthly Financial Report as of June 30, 2025 Pre-Close/Pre-Audit

Board of Directors

September 26, 2025

Chuck Farmer, Chief Financial Officer

June 2025 Key Financial Highlights

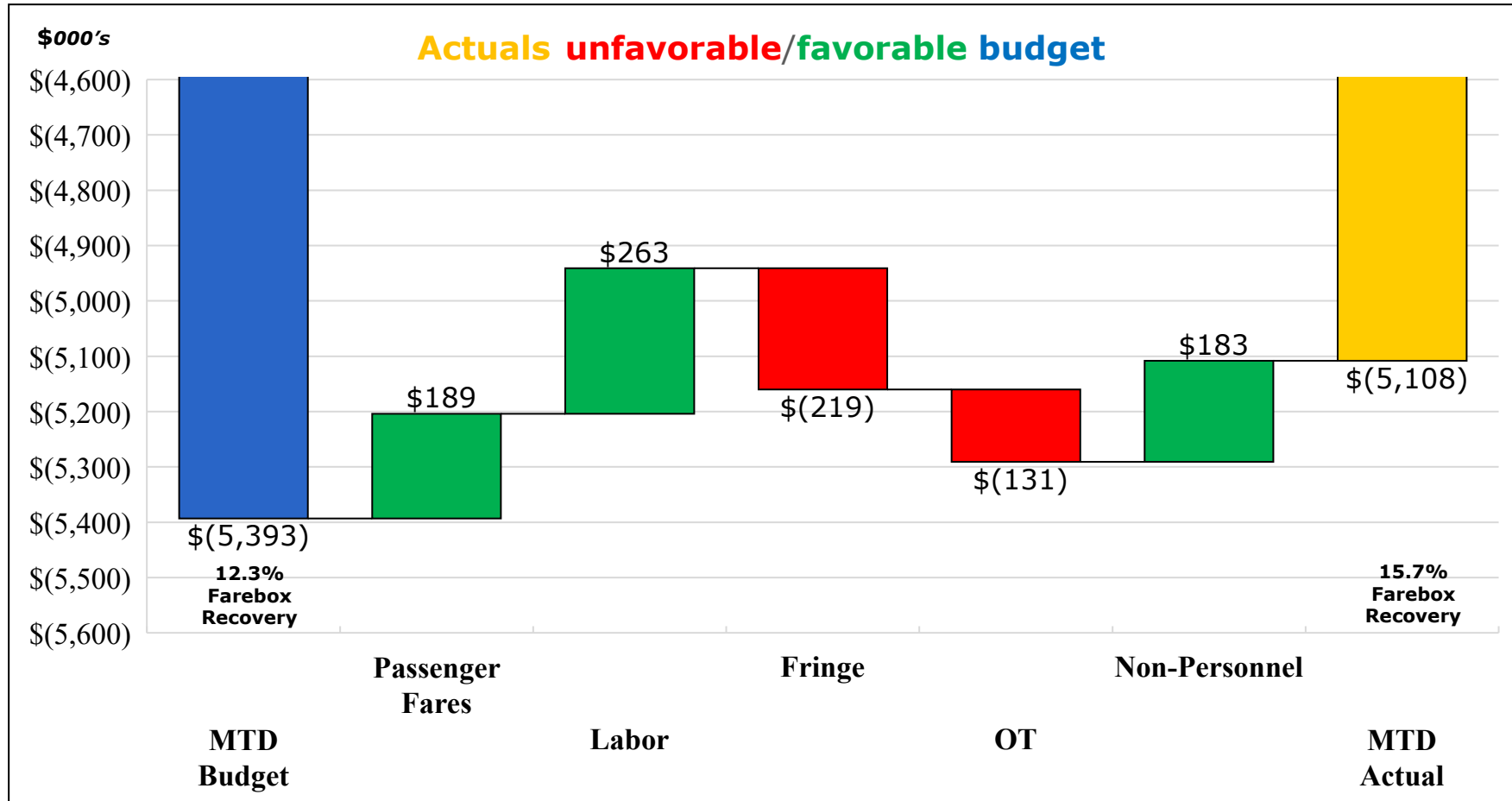
Service	<ul style="list-style-type: none"> Fixed Route (including Hwy 17) Cost per Revenue Service Hour is \$320 vs Budget of \$404 <ul style="list-style-type: none"> Hwy 17 represents 9.8% the total Revenue Service Hours 156 canceled trips, primarily due to no vehicles (93), mechanical issues (57), All Other (6) ParaCruz Cost per Trip is \$102 vs Budget of \$94 Non-Student/Hwy 17 Passengers is 166,351 vs Budget of 121,812 Kids Ride Free is 16,452
Financials	<ul style="list-style-type: none"> Total Operating Surplus/(Deficit) is favorable by \$0.3M, driven by higher operating revenue of \$0.2M, labor saving of \$0.3M and lower non personnel cost of \$0.2M; Partially offset by increased OT of \$0.1M and higher fringe of \$0.2M Non-Operating Revenues/Expenses are favorable by \$1.0M. Primarily due to higher-than-expected Sales Tax revenue
Capital	<ul style="list-style-type: none"> Capital spending of \$7.0M, primarily for the Hydrogen Buses, Hydrogen (temporary and permanent) fueling stations.
Personnel	<ul style="list-style-type: none"> 406 Active Personnel vs 443* Funded Personnel <ul style="list-style-type: none"> 46 Vacancies at the end of June – 42 positions are on hold or have had recruitment suspended at this time Active recruitment underway for Provisional Marketing Specialist, Information Technology and ITS Director Completed Recruitment of Contracts & Purchasing Deputy Director

June 2025, MTD Pre-Close / Pre-audit Financials

June FY25 Monthly Operating Surplus/(Deficit)

Actual* vs. Budget

**Overall \$0.3M
favorable**



* Pre-close financials, subject to adjustments post close; may not foot due to rounding

9.3A.4

June 30, 2025

Attachment A

Monthly Operating Revenue and Expenses

<i>\$ 000's</i>	Actual*	Budget	Fav / (Unfav)
Operating Revenue			
Passenger Fares	\$ 215	\$ 290	(\$ 75)
Special Transit Fares	734	470	264
Total Operating Revenue	\$ 948	\$ 760	\$ 189
Operating Expense			
Labor - Regular	\$ 2,037	\$ 2,300	\$ 263
Fringe	2,517	2,299	(219)
Labor - OT	205	74	(131)
Non-Personnel	1,296	1,479	183
Total OpEx	\$ 6,056	\$ 6,152	\$ 96
Operating Surplus/(Deficit)	(\$ 5,108)	(\$ 5,393)	\$ 285
<i>Farebox/Contract Recovery</i>	<i>15.7%</i>	<i>12.3%</i>	<i>3.3%</i>
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 2,566	\$ 1,638	\$ 928
Federal/State/Local Grants	9,004	8,945	59
Retiree Obligations	(380)	(391)	11
Pension Bond Payment/UAL	(2,973)	(2,970)	(3)
All Other	211	259	(48)
Total Non-Operating Revenue/(Expense)	\$ 8,428	\$ 7,481	\$ 947
Operating Surplus/(Deficit) before Transfers	\$ 3,321	\$ 2,089	\$ 1,232
Transfers and Other			
Transfers to Bus Replacement Fund	(\$ 209)	(\$ 121)	(\$ 88)
Operating Surplus/(Deficit) after Transfers	\$ 3,111	\$ 1,968	\$ 1,144

- Total Operating Surplus/(Deficit) is favorable \$0.3M driven by labor savings of \$0.3M and lower non personnel cost of \$0.2M; partially offset by increased labor overtime by \$0.1M and higher fringe by \$0.2M
- Non-Operating Revenues/Expenses are favorable by \$1.0M, with higher sales tax revenue.

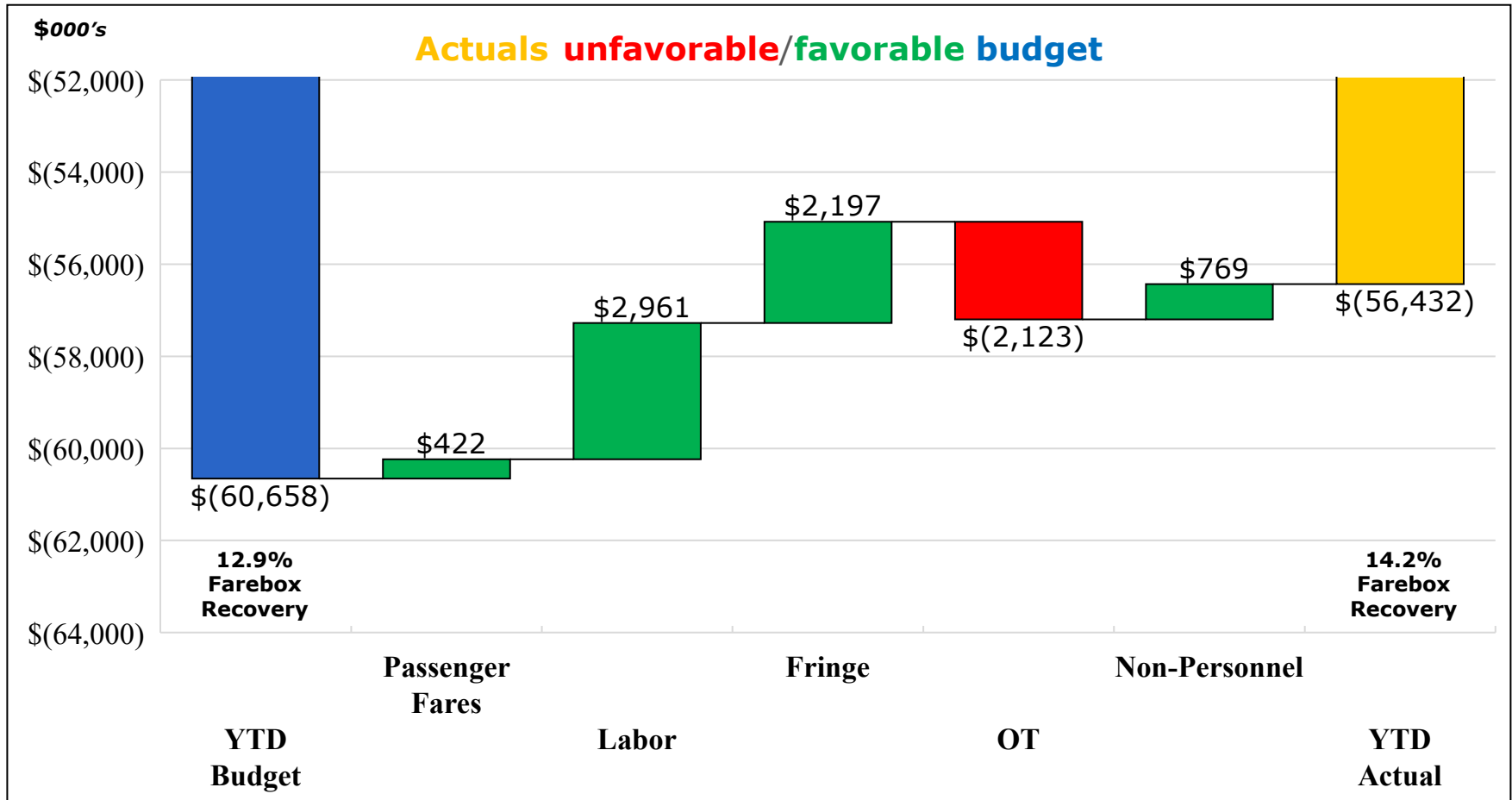
* Pre-close financials, subject to adjustments post close

9.3A.5

**June 2025,
YTD Pre-Close / Pre-audit
Financials**

June YTD FY25 Operating Surplus/(Deficit) Actual* vs. Budget

**Overall \$4.2M
favorable**



* Pre-close financials, subject to adjustments post close; may not foot due to rounding

9.3A.7

June 30, 2025

Attachment A

YTD Operating Revenue and Expenses

<i>\$ 000's</i>	Actual*	Budget	Fav / (Unfav)
Operating Revenue			
Passenger Fares	\$ 2,823	\$ 2,703	\$ 119
Special Transit Fares	6,543	6,241	303
Total Operating Revenue	\$ 9,366	\$ 8,944	\$ 422
Operating Expense			
Labor - Regular	\$ 25,326	\$ 28,287	\$ 2,961
Fringe	21,450	23,647	2,197
Labor - OT	3,019	896	(2,123)
Non-Personnel	16,003	16,772	769
Total OpEx	\$ 65,799	\$ 69,602	\$ 3,803
Operating Surplus/(Deficit)	(\$ 56,433)	(\$ 60,658)	\$ 4,225
<i>Farebox/Contract Recovery</i>	<i>14.2%</i>	<i>12.9%</i>	<i>1.4%</i>
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 32,304	\$ 31,808	\$ 496
Federal/State/Local Grants	36,458	38,615	(2,157)
Retiree Obligations	(4,289)	(4,524)	235
Pension Bond Payment/UAL	(4,826)	(4,843)	17
All Other	3,254	2,496	758
Total Non-Operating Revenue/(Expense)	\$ 62,901	\$ 63,552	(\$ 651)
Operating Surplus/(Deficit) before Transfers	\$ 6,468	\$ 2,894	\$ 3,574
Transfers and Other			
Transfers to Bus Replacement Fund	(\$ 2,721)	(\$ 2,351)	(\$ 370)
Transfers to Capital, UAL/OPEB Funds, and Reserves	(3,239)	(7,390)	4,151
Transfers (to) / from COVID Reserve Fund	(508)	6,847	(7,355)
Operating Surplus/(Deficit) after Transfers	-	-	-

- Operating Deficit favorable by \$4.2M primarily driven by labor saving of \$3.0M, fringe of \$2.2M and non personnel of \$0.8M; Partially offset by increased labor overtime of \$2.1M
- Non-Operating Revenues unfavorable by \$0.7M, mainly due to lower drawdowns of the TIRCP grant by \$2.2M, outweighing favorable variance of \$0.5M due to higher sales-tax revenue and interest income of \$0.6M
- Bus Replacement Fund exceeded budget by \$0.5M
- All Other Transfers: \$2.0M UAL, \$1.0M Operations Sustainability Reserve, \$0.3M Operating and Capital Reserve, \$0.5M to COVID Reserve Fund

* Pre-close financials, subject to adjustments post close; may not foot due to rounding

9.3A.8

June 2025 Capital Spending Full Year Pre-Close/Pre-Audit

June 30, 2025 Capital Budget Spend

\$000's	Month to Date	Year to Date	Portfolio Total *	
	Actuals	Actuals	Budget	% Spend
Construction	\$ 4,078	\$ 5,024	\$ 41,000	12.3%
IT Projects	17	570	2,004	28.5%
Facilities Upgrades and Improvements	40	786	2,655	29.6%
Revenue Vehicle Replacements and Campaigns	3,308	24,945	69,803	35.7%
Revenue Vehicle Fleet Electrification	-	-	-	0.0%
Non-Revenue Vehicle Purchases and Replacements	73	73	140	51.8%
Fleet & Maintenance Equipment	-	-	755	0.0%
Office Equipment	-	-	-	0.0%
Miscellaneous Projects	(480)	131	343	38.3%
Total	\$ 7,035	\$ 31,529	\$ 116,699	27.0%

Full Year spending of \$31,529K is lower than budget of \$116,699K primarily due to delayed delivery of Hydrogen buses

Projects with spending in FY25:

- ✓ Construction Projects: Hydrogen Fueling Station, Watsonville Station Redevelopment
- ✓ IT Projects: Workday ERP System
- ✓ Facilities Upgrades: JKS Facility-ZEB Yard Charging Infrastructure, Bus Shelters Benches and trash cans
- ✓ Revenue Vehicles: Hydrogen Fuel Cell Buses and OCTA buses
- ✓ Misc.: Mindshare Dispatch Console for ParaCruz, Security Upgrade

*** FY25 budget assumed all 53 Hydrogen buses would be delivered*

** Pre-close financials, subject to adjustments post close*

9.3A.10

Pre-Audit June 30, 2024 Capital Budget

Spend – Project Details

\$000's		FY25	FY25	
Project Category:		Actuals	Budget	% Spend
Construction				
ParaCruz Facility	\$	-	\$ 2,024	0.0%
Pacific Station Redevelopment		8	519	1.6%
Hydrogen Fueling Station		1,869	12,318	15.2%
Temporary Fueling Station		2,603	4,500	57.9%
Rapid Bus Enhancements		34	9,757	0.3%
Watsonville Parking Lot		123	1,500	8.2%
Watsonville Station Redevelopment		386	10,382	3.7%
Sub Total	\$	5,024	\$ 41,000	12.3%
IT Projects				
ERP System	\$	464	\$ 1,422	32.6%
Website Design		106	74	143.2%
Integrated Ticketing & Schedule Optimization		-	507	0.0%
Sub Total	\$	570	\$ 2,004	28.5%

* Pre-close/Pre-audit financials, subject to adjustments post close

** Revised budget approved in December 2024

9.3A.11

Pre-Audit June 30, 2024 Capital Budget

Spend – Project Details

\$000's		FY25	FY25	
	Project Category:	Actuals	Budget	% Spend
Facilities Upgrades and Improvements				
	JKS Facility-ZEB Yard Charging Infrastructure	\$ 121	-	0.0%
	Maintenance Facility Upgrades	125	1,500	8.4%
	Simulator & Training Aid Equipment	-	555	0.0%
	Replace Pressure Washer System	-	200	0.0%
	Bus Shelters, Benches, Trash Cans	512	581	88.0%
	Admin Building Renovations	-	20	0.0%
	JKS Facility - Upper Security Gates	28	553	5.0%
	Sub Total	\$ 786	\$ 3,410	23.0%
Revenue Vehicle Replacements and Campaigns				
	Hydrogen Fuel Cell Buses (53)	\$ 24,150	\$ 68,898	35.1%
	OCTA Buses (13)	478	190	251.6%
	Additional Bus Components	317	715	44.3%
	Sub Total	\$ 24,945	\$ 69,803	0.0%
Non-Revenue Vehicle Purchases and Replacements				
	Fleet Trucks/Cars	\$ 73	\$ 140	51.8%
	Sub Total	\$ 73	\$ 140	51.8%
Other Miscellaneous				
	Other Miscellaneous	\$ 131	\$ 343	38.3%
	Sub Total	\$ 131	\$ 343	38.3%
	Grand Total	\$ 31,529	\$ 116,699	27.0%

* Pre-close/Pre-audit financials, subject to adjustments post close

** Revised budget approved in December 2024

9.3A.12

FY25 Operating Reserves as of 6/30/2025:

(estimate as of 9/5/2025)

\$2.6M



**Workers'
Compensation
Reserve Fund***

Fully Funded

\$1.0M



**Liability
Insurance
Reserve Fund***

Fully Funded

\$20.7M



**Operations
Sustainability
Reserve Fund***

Fully Funded

\$3.0M



**Cash Flow
Reserve Fund***

Fully Funded

No minimum Balances for these Funds



**Bus
Replacement
Fund****

\$9.0M



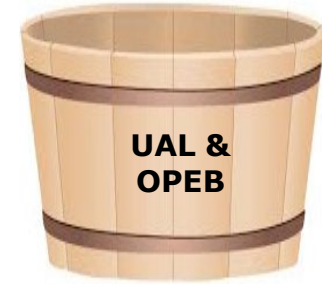
**Operating &
Capital
Reserve Fund****

\$13.7M***



**COVID
Recovery
Fund**

\$28.6M***



**UAL &
OPEB**

\$10.0M

Fully Funded

* Balances in the various Reserve categories are aligned with Metro Reserve Fund policy (revised and adopted by the Board on Nov 15, 2019). Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax and STA-SGR

** Balances committed for Projects in the FY26 Capital Portfolio

*** Estimated Balance includes Grant Receivables.

Questions?



FY25

Operating Revenue & Expenses

	Month-to-Date as of Jun 30, 2025				Year-to-Date as of Jun 30, 2025				Year Over Year as of Jun 30, 2024		
	Actual	Budget	Variance \$	Variance %	Actual	Budget	Variance \$	Variance %	Actual	Variance \$	Variance %
Operating Revenue											
Passenger Fares	\$ 214,828	\$ 289,838	(75,010)	(25.9%)	\$ 2,822,624	\$ 2,703,351	119,273	4.4%	\$ 2,747,541	75,083	2.7%
Special Transit Fares	733,503	469,955	263,548	56.1%	6,543,349	6,240,623	302,726	4.9%	6,449,618	93,730	1.5%
Total Operating Revenue	\$ 948,330	\$ 759,793	\$ 188,537	24.8%	\$ 9,365,972	\$ 8,943,974	\$ 421,998	4.7%	\$ 9,197,159	\$ 168,813	1.8%
Operating Expense											
Labor - Regular	2,037,209	2,300,273	(263,064)	(11.4%)	25,326,457	28,287,148	(2,960,691)	(10.5%)	20,906,318	\$ 4,420,138	21.1%
Labor - OT	205,140	74,187	130,953	176.5%	3,018,808	895,506	2,123,302	237.1%	3,433,123	(414,315)	(12.1%)
Fringe (excludes UAL costs)	2,517,353	2,298,755	218,598	9.5%	21,450,383	23,647,392	(2,197,009)	(9.3%)	18,495,322	2,955,062	16.0%
Non-Personnel (excludes Bond costs)	1,296,257	1,479,235	(182,978)	(12.4%)	16,003,276	16,771,903	(768,627)	(4.6%)	14,393,828	1,609,448	11.2%
Total OpEx	\$ 6,055,960	\$ 6,152,450	\$ (96,490)	(1.6%)	\$ 65,798,923	\$ 69,601,949	\$ (3,803,026)	(5.5%)	\$ 57,228,591	\$ 8,570,333	15.0%
Operating Surplus/(Deficit)	\$ (5,107,630)	\$ (5,392,657)	\$ 285,027	(5.3%)	\$ (56,432,951)	\$ (60,657,975)	\$ 4,225,024	(7.0%)	\$ (48,031,432)	\$ (8,401,519)	17.5%
<i>Farebox/Contract Recovery</i>	<i>15.7%</i>	<i>12.3%</i>	<i>3.3%</i>		<i>14.2%</i>	<i>12.9%</i>	<i>1.4%</i>		<i>16.1%</i>	<i>(1.8%)</i>	
Non-Operating Revenue/(Expense)											
Sales Tax/including Measure D	2,566,265	1,637,794	928,471	56.7%	32,303,692	31,808,185	495,507	1.6%	32,492,848	\$ (189,156)	(0.6%)
Federal/State Grants	9,003,901	8,945,204	58,697	0.7%	36,458,254	38,614,865	(2,156,611)	(5.6%)	19,019,769	17,438,485	91.7%
COVID Relief Grants	-	-	-	0.0%	-	-	-	0.0%	11,144,914	(11,144,914)	100.0%
Pension UAL/Bond Interest Payment	(2,973,072)	(2,970,266)	(2,806)	0.1%	(4,826,076)	(4,843,039)	16,963	(0.4%)	(4,172,665)	(653,411)	15.7%
Retiree Obligations	(380,168)	(390,690)	10,522	(2.7%)	(4,288,786)	(4,524,245)	235,459	(5.2%)	(3,729,517)	(559,269)	15.0%
All Other	211,395	259,334	(47,939)	(18.5%)	3,253,703	2,495,888	757,815	30.4%	3,053,328	200,375	6.6%
Total Non-Operating Revenue/(Expense)	\$ 8,428,321	\$ 7,481,376	\$ 946,945	12.7%	\$ 62,900,787	\$ 63,551,654	\$ (650,867)	(1.0%)	\$ 57,808,677	\$ 5,092,110	8.8%
Operating Surplus/(Deficit) before Transfers	\$ 3,320,691	\$ 2,088,719	\$ 1,231,972	59.0%	\$ 6,467,835	\$ 2,893,679	\$ 3,574,156	123.5%	\$ 9,777,245	\$ (3,309,409)	(33.8%)
Transfers and Other											
Transfers to Bus Replacement Fund	\$ (209,376)	\$ (121,039)	\$ (88,337)	73.0%	\$ (2,720,631)	\$ (2,350,723)	\$ (369,908)	15.7%	\$ (2,796,003)	\$ 75,372	(2.7%)
Transfers to Capital, UAL/OPEB Funds, and Reserves Replenishment	(3,239,492)	(7,390,248)	4,150,756	(56.2%)	(3,239,492)	(7,390,248)	4,150,756	(56.2%)	(9,365,844)	6,126,352	(65.4%)
Total Transfers and Other	\$ (3,448,868)	\$ (7,511,287)	\$ 4,062,419	(54.1%)	\$ (5,960,123)	\$ (9,740,971)	\$ 3,780,848	(38.8%)	\$ (12,161,847)	\$ 6,201,724	(51.0%)
Operating Surplus/(Deficit) after Transfers	\$ (128,177)	\$ (5,422,568)			\$ 507,713	\$ (6,847,292)			\$ (2,384,602)		
Transfers (to) / from COVID Reserve Fund	\$ -	\$ -			\$ (507,713)	\$ 6,847,292			\$ 2,384,602		
Operating Balance	\$ (128,177)	\$ (5,422,568)			\$ -	\$ -			\$ -		



FY25

Operating Revenue & Expenses

	Month-to-Date as of Jun 30, 2025				Year-to-Date as of Jun 30, 2025				Year Over Year as of Jun 30, 2024		
	Actual	Budget	Variance \$	Variance %	Actual	Budget	Variance \$	Variance %	Actual	Variance \$	Variance %
Operating Revenue											
Passenger Fares											
Fixed Route Passenger Fares	\$ 115,766	\$ 181,729	\$ (65,963)	(36.3%)	\$ 1,505,390	\$ 1,465,852	\$ 39,538	2.7%	\$ 1,484,811	\$ 20,579	100.0%
Paratransit Fares	19,801	18,407	1,394	7.6%	208,958	220,205	(11,247)	(5.1%)	247,209	(38,251)	100.0%
Highway 17 Fares	79,261	89,702	(10,441)	(11.6%)	1,108,275	1,017,294	90,981	8.9%	1,015,520	92,755	100.0%
Total Passenger Fares	\$ 214,828	\$ 289,838	\$ (75,010)	(25.9%)	\$ 2,822,624	\$ 2,703,351	\$ 119,273	4.4%	\$ 2,747,541	\$ 75,083	100.0%
Special Transit Fares - Contract											
Contract Public Agencies UCSC	\$ 411,293	\$ 414,435	\$ (3,142)	(0.8%)	\$ 4,887,632	\$ 4,973,187	\$ (85,555)	(1.7%)	\$ 4,882,151	\$ 5,481	100.0%
Contract Public Agencies Cabrillo	262,408	-	262,408	100.0%	686,578	606,957	79,621	13.1%	823,126	(136,549)	100.0%
Contract Public Agencies	7,896	7,638	258	3.4%	351,052	85,000	266,052	313.0%	157,016	194,036	100.0%
Contract Other Sources	114	129	(15)	(11.6%)	2,814	2,456	358	14.6%	1,430	1,384	100.0%
Total Special Transit Fares - Contract	\$ 681,711	\$ 422,202	\$ 259,509	61.5%	\$ 5,928,076	\$ 5,667,600	\$ 260,476	4.6%	\$ 5,863,724	\$ 64,353	100.0%
Highway 17 Payment											
Highway 17 Contract Public Agencies	\$ 51,792	\$ 47,753	4,039	8.5%	\$ 615,272	\$ 573,023	42,249	7.4%	\$ 585,895	\$ 29,378	100.0%
Total Highway 17 Payment	\$ 51,792	\$ 47,753	\$ 4,039	8.5%	\$ 615,272	\$ 573,023	\$ 42,249	7.4%	\$ 585,895	\$ 29,378	100.0%
Total Operating Revenue	\$ 948,330	\$ 759,793	\$ 188,537	24.8%	\$ 9,365,972	\$ 8,943,974	\$ 421,998	4.7%	\$ 9,197,159	\$ 168,813	100.0%
Non-Operating Revenue											
Sales Tax											
1979 Gross Sales Tax (1/2 cent)	\$ 2,193,393	\$ 1,418,003	\$ 775,390	54.7%	\$ 27,621,113	\$ 27,539,554	\$ 81,559	0.3%	\$ 27,777,941	\$ (156,829)	100.0%
2016 Net Sales Tax (Measure D)	372,872	219,791	153,081	69.6%	4,682,579	4,268,631	413,948	9.7%	4,714,907	(32,328)	100.0%
Total Sales Tax	\$ 2,566,265	\$ 1,637,794	\$ 928,471	56.7%	\$ 32,303,692	\$ 31,808,185	\$ 495,507	1.6%	\$ 32,492,848	\$ (189,156)	100.0%
Federal/State/Local Grants											
FTA Sec 5307 UAFF Operating Assistance	\$ 1,760,407	\$ 1,507,558	\$ 252,849	16.8%	\$ 6,139,862	\$ 6,030,232	\$ 109,630	1.8%	\$ -	\$ 6,139,862	100.0%
FTA Sec 5311 Rural Operating Assistance	-	274,943	(274,943)	100.0%	-	274,943	(274,943)	100.0%	263,285	(263,285)	100.0%
FTA Sec 5307 STIC Operating Assistance	1,638,686	1,403,319	235,367	16.8%	5,715,327	5,613,279	102,048	1.8%	-	5,715,327	100.0%
Medicare Subsidy	23	34	(11)	(33.2%)	304	400	(96)	(24.1%)	372	(68)	(18.3%)
Other Federal Financial Assistance	(23)	145,548	(145,571)	(100.0%)	281,165	145,548	135,617	93.2%	355,326	(74,161)	(20.9%)
General Operating Assistance STA	1,924,053	1,503,623	420,430	28.0%	5,657,547	6,014,492	(356,945)	(5.9%)	5,588,858	68,689	1.2%
General Operating Assistance LCTOP	752,574	534,914	217,660	40.7%	752,574	534,914	217,660	40.7%	697,156	55,418	7.9%
General Operating Assistance TIRCP	744,010	1,400,000	(655,990)	(46.9%)	9,134,462	11,300,000	(2,165,538)	(19.2%)	3,068,324	6,066,137	197.7%
Other State Financial Assistance	-	-	-	0.0%	-	-	-	0.0%	115,154	(115,154)	100.0%
General Operating Assistance TDA	2,175,264	2,175,265	(1)	(0.0%)	8,701,057	8,701,057	-	0.0%	8,912,046	(210,989)	(2.4%)
Other Local Financial Assistance	8,906	-	8,906	100.0%	75,957	-	75,957	100.0%	19,249	56,708	294.6%
Total Federal/State/Local Grants	\$ 9,003,901	\$ 8,945,204	\$ 58,697	0.7%	\$ 36,458,254	\$ 38,614,865	\$ (2,156,611)	(5.6%)	\$ 19,019,769	\$ 17,438,485	91.7%
COVID Relief Grants											
FTA Sec 5307 ARPA	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%	\$ 10,419,882	\$ (10,419,882)	100.0%
FTA Sec 5311 - ARPA	-	-	-	0.0%	-	-	-	0.0%	200,100	(200,100)	100.0%
FTA Sec 5311 CRRSAA	-	-	-	0.0%	-	-	-	0.0%	524,932	(524,932)	100.0%
Total COVID Relief Grants	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%	\$ 11,144,914	\$ (11,144,914)	100.0%

Attachment B

	Month-to-Date as of Jun 30, 2025				Year-to-Date as of Jun 30, 2025				Year Over Year as of Jun 30, 2024		
	Actual	Budget	Variance \$	Variance %	Actual	Budget	Variance \$	Variance %	Actual	Variance \$	Variance %
All Other Revenue											
Commissions	\$ -	\$ -	\$ -	0.0%	\$ 984	\$ -	\$ 984	100.0%	\$ 695	\$ 289	41.5%
Advertising Income	11,805	5,712	6,093	106.7%	112,845	120,624	(7,779)	(6.4%)	145,096	(32,251)	(22.2%)
Rent Santa Cruz Pacific Station	-	-	-	0.0%	-	-	-	0.0%	28,250	(28,250)	100.0%
Rent Watsonville Transit Center	2,055	3,475	(1,420)	(40.9%)	40,373	41,259	(886)	(2.1%)	43,740	(3,367)	(7.7%)
Rent Scotts Valley Transit Center	2,546	2,547	(1)	(0.0%)	29,886	29,961	(75)	(0.3%)	-	29,886	100.0%
Lease Revenue	-	-	-	0.0%	-	-	-	0.0%	55,957	(55,957)	100.0%
Interest Income	180,306	239,560	(59,254)	(24.7%)	2,648,298	2,174,044	474,254	21.8%	2,537,008	111,290	4.4%
Interest Revenue Leases	-	-	-	0.0%	-	-	-	0.0%	6,346	(6,346)	100.0%
Interest Income Other	10,654	-	10,654	100.0%	93,318	-	93,318	100.0%	106,741	(13,423)	(12.6%)
LCFS Credits	-	-	-	0.0%	23,419	-	23,419	100.0%	10,724	12,695	118.4%
CNG Sales	5,322	2,950	2,372	80.4%	60,905	71,000	(10,095)	(14.2%)	70,739	(9,834)	(13.9%)
Repair to District Property	-	-	-	0.0%	660	-	660	100.0%	-	660	100.0%
Gain Loss Disposal Assets	-	-	-	0.0%	9,348	-	9,348	100.0%	(48,685)	58,033	(119.2%)
Other NonTransportation Revenues	(1,294)	5,090	(6,384)	(125.4%)	233,667	59,000	174,667	296.0%	96,717	136,949	141.6%
Total All Other Revenue	\$ 211,395	\$ 259,334	\$ (47,939)	(18.5%)	\$ 3,253,703	2,495,888	\$ 757,815	30.4%	\$ 3,053,328	\$ 200,375	6.6%
Total Non-Operating Revenue	\$ 11,781,560	\$ 10,842,332	\$ 939,228	8.7%	\$ 72,015,649	72,918,938	\$ (903,289)	(1.2%)	\$ 65,710,859	\$ 6,304,790	9.6%
Transfers and Other											
Transfers to Bus Replacement Fund	\$ (209,376)	\$ (121,039)	\$ (88,337)	73.0%	\$ (2,720,631)	\$ (2,350,723)	\$ (369,908)	15.7%	\$ (2,796,003)	\$ 75,372	(2.7%)
Transfers to Capital, UAL/OPEB Funds, and Reserves Replenishment	(3,239,492)	(7,390,248)	4,150,756	(56.2%)	(3,239,492)	(7,390,248)	4,150,756	(56.2%)	(9,365,844)	6,126,352	(65.4%)
Total Transfers and Other	\$ (3,448,868)	\$ (7,511,287)	\$ 4,062,419	(54.1%)	\$ (5,960,123)	\$ (9,740,971)	\$ 3,780,848	(38.8%)	\$ (12,161,847)	\$ 6,201,724	(51.0%)
Total Expenses	\$ 9,409,199	\$ 9,513,406	\$ (104,207)	(1.1%)	\$ 74,913,786	78,969,233	\$ (4,055,447)	(5.1%)	\$ 65,130,773	\$ 9,783,012	15.0%
Operating Surplus/(Deficit)	\$ (128,177)	\$ (5,422,568)			\$ 507,713	\$ (6,847,292)			\$ (2,384,602)		
Transfers (to) / from COVID Reserve Fund					\$ (507,713)	\$ 6,847,292			\$ 2,384,602		
Operating Balance	\$ (128,177)	\$ (5,422,568)			\$ -	\$ -			\$ -		



FY25

Operating Revenue & Expenses

	Month-to-Date as of Jun 30, 2025				Year-to-Date as of June 30, 2025				Year-to-Date as of June 30, 2024		
	Actual	Budget	Variance \$	Variance %	Actual	Budget	Variance \$	Variance %	Actual	Variance \$	Variance %
Operating Expense											
Labor - Regular											
Operators Salaries and Wages	\$ 1,148,844	\$ 1,270,774	\$ (121,930)	(9.6%)	\$ 14,525,001	\$ 16,261,500	\$ (1,736,499)	(10.7%)	\$ 11,360,830	\$ 3,164,171	27.9%
Other Salaries and Wages	888,365	1,029,499	(141,134)	(13.7%)	10,801,456	12,025,648	(1,224,192)	(10.2%)	9,545,488	1,255,967	13.2%
Total Labor - Regular	\$ 2,037,209	\$ 2,300,273	\$ (263,064)	(11.4%)	\$ 25,326,457	\$ 28,287,148	\$ (2,960,691)	(10.5%)	\$ 20,906,318	\$ 4,420,138	21.1%
Labor - Overtime											
Overtime Operators	\$ 97,385	\$ 64,998	\$ 32,387	49.8%	\$ 1,557,671	\$ 788,222	\$ 769,449	97.6%	\$ 2,175,001	\$ (617,331)	(28.4%)
Overtime Other	107,755	9,189	98,566	1072.7%	1,461,137	107,284	1,353,853	1261.9%	1,258,122	203,016	16.1%
Total Labor - Overtime	\$ 205,140	\$ 74,187	\$ 130,953	176.5%	\$ 3,018,808	\$ 895,506	\$ 2,123,302	237.1%	\$ 3,433,123	\$ (414,315)	(12.1%)
Fringe (excludes UAL, Department 9005 costs)											
Medicare and Social Security	\$ 47,847	\$ 45,189	\$ 2,658	5.9%	\$ 484,206	\$ 507,627	\$ (23,421)	(4.6%)	\$ 422,304	\$ 61,903	14.7%
Retirement Normal Contribution	253,192	330,544	(77,352)	(23.4%)	3,138,940	3,655,231	(516,291)	(14.1%)	2,623,444	515,495	19.6%
Retirement 457 Contribution	4,069	2,775	1,294	46.6%	40,946	43,400	(2,454)	(5.7%)	17,346	23,600	136.1%
Medical Insurance	819,474	943,967	(124,493)	(13.2%)	9,297,677	10,630,638	(1,332,961)	(12.5%)	7,425,809	1,871,869	25.2%
Dental Insurance	36,439	45,519	(9,080)	(19.9%)	436,695	525,527	(88,832)	(16.9%)	391,123	45,571	11.7%
Vision Insurance	8,820	10,409	(1,589)	(15.3%)	107,685	117,720	(10,035)	(8.5%)	90,585	17,100	18.9%
Life Insurance	2,037	5,143	(3,106)	(60.4%)	47,848	58,434	(10,586)	(18.1%)	50,903	(3,054)	(6.0%)
State Disability Insurance (SDI)	34,015	36,094	(2,079)	(5.8%)	383,835	395,619	(11,784)	(3.0%)	301,550	82,286	27.3%
Long Term Disability Insurance	15,559	19,324	(3,765)	(19.5%)	176,363	218,862	(42,499)	(19.4%)	149,297	27,066	18.1%
State Unemployment Insurance (SUI)	229	1,267	(1,038)	(82.0%)	54,421	50,176	4,245	8.5%	50,801	3,620	7.1%
Workers Compensation Insurance	169,010	129,660	39,350	30.3%	1,594,350	1,412,830	181,520	12.8%	1,841,883	(247,533)	(13.4%)
Holiday Pay	33,231	124,446	(91,215)	(73.3%)	694,567	1,037,317	(342,750)	(33.0%)	539,246	155,321	28.8%
Floating Holiday	98,145	95,298	2,847	3.0%	169,634	170,305	(671)	(0.4%)	145,230	24,403	16.8%
Sick Leave Pay	250,854	216,982	33,872	15.6%	1,101,017	1,593,987	(492,970)	(30.9%)	998,356	102,661	10.3%
Annual Leave	552,421	230,938	321,483	139.2%	2,651,334	2,754,177	(102,843)	(3.7%)	2,434,384	216,951	8.9%
Accrual Payout	136,265	-	136,265	100.0%	453,645	-	453,645	100.0%	424,481	29,164	6.9%
Other Paid Absences	11,603	27,607	(16,004)	(58.0%)	157,160	243,143	(85,983)	(35.4%)	229,050	(71,890)	(31.4%)
Uniform and Work Clothing Allowances	2,997	-	2,997	100.0%	12,569	-	12,569	100.0%	-	12,569	100.0%
Physical Exam Renewals	3,404	1,418	1,986	140.1%	23,369	26,250	(2,881)	(11.0%)	15,209	8,160	53.7%
Driver's License Renewal	496	562	(66)	(11.7%)	7,533	7,049	484	6.9%	13,299	(5,766)	(43.4%)
Payroll Miscellaneous Expense	-	-	-	0.0%	2,744	-	2,744	100.0%	-	2,744	100.0%
Other Fringe Benefits	37,246	31,613	5,633	17.8%	413,843	199,100	214,743	107.9%	331,023	82,820	25.0%
Total Fringe	\$ 2,517,353	\$ 2,298,755	\$ 218,598	9.5%	\$ 21,450,383	\$ 23,647,392	\$ (2,197,009)	(9.3%)	\$ 18,495,322	\$ 2,955,062	16.0%
Total Personnel	\$ 4,759,703	\$ 4,673,215	\$ 86,488	1.9%	\$ 49,795,648	\$ 52,830,046	\$ (3,034,398)	(5.7%)	\$ 42,834,763	\$ 6,960,885	16.3%
Services											
Accounting and Audit Fees	\$ 1,000	\$ 20,819	\$ (19,819)	(95.2%)	\$ 39,694	\$ 58,437	\$ (18,743)	(32.1%)	\$ 106,117	\$ (66,423)	(62.6%)
Administrative and Bank Fees	27,341	22,782	4,559	20.0%	558,185	455,632	102,553	22.5%	429,058	129,127	30.1%
Classified and Legal Advertising	94	3,171	(3,077)	(97.0%)	16,868	24,280	(7,412)	(30.5%)	26,340	(9,472)	(36.0%)
Custodial Services	-	499	(499)	100.0%	10,050	7,000	3,050	43.6%	4,510	5,540	122.8%
Haz Waste Disposal	7,077	23,497	(16,420)	(69.9%)	82,577	89,000	(6,423)	(7.2%)	74,678	7,899	10.6%
Legal Services	81,124	42,617	38,507	90.4%	521,738	613,430	(91,692)	(14.9%)	657,730	(135,992)	(20.7%)
Legislative Services	12,343	13,009	(666)	(5.1%)	142,691	142,638	53	0.0%	131,584	11,107	8.4%
Outside Repair Buildings and Improvements	12,905	17,956	(5,051)	(28.1%)	99,301	100,000	(700)	(0.7%)	83,754	15,546	18.6%
Outside Repair Equipment	84,661	97,326	(12,665)	(13.0%)	910,644	948,552	(37,908)	(4.0%)	929,014	(18,371)	(2.0%)
Outside Repair Other Vehicles	-	4,545	(4,545)	100.0%	34,248	40,000	(5,752)	(14.4%)	25,851	8,396	32.5%
Outside Repair Revenue Vehicles	179,554	57,027	122,527	214.9%	1,067,993	892,790	175,203	19.6%	449,446	618,547	137.6%
Pre Employment Exams	64	1,308	(1,244)	(95.1%)	25,181	11,810	13,371	113.2%	42,384	(17,203)	(40.6%)
Professional and Technical Fees	(57,549)	245,457	(303,006)	(123.4%)	1,311,348	1,951,135	(639,787)	(32.8%)	1,633,980	(322,632)	(19.7%)
Security Services	87,502	88,012	(510)	(0.6%)	1,056,869	1,130,000	(73,131)	(6.5%)	836,276	220,593	26.4%
Software as a Service	12,500	-	12,500	100.0%	660,986	574,652	86,334	15.0%	-	660,986	100.0%
Temporary Help	39,111	-	39,111	100.0%	511,791	-	511,791	100.0%	477,753	34,038	7.1%
Uniforms and Laundry	8,458	8,374	84	1.0%	50,889	74,842	(23,953)	(32.0%)	63,385	(12,496)	(19.7%)
Total Services	\$ 496,186	\$ 646,399	\$ (150,213)	(23.2%)	\$ 7,101,051	\$ 7,114,198	\$ (13,147)	(0.2%)	\$ 5,971,860	\$ 1,129,191	18.9%

	Month-to-Date as of Jun 30, 2025				Year-to-Date as of June 30, 2025				Year-to-Date as of June 30, 2024		
	Actual	Budget	Variance \$	Variance %	Actual	Budget	Variance \$	Variance %	Actual	Variance \$	Variance %
Materials & Supplies											
Cleaning Supplies	\$ 4,330	\$ 5,622	\$ (1,292)	(23.0%)	\$ 63,240	\$ 72,500	\$ (9,260)	(12.8%)	\$ 64,504	\$ (1,263)	(2.0%)
Computer Supplies	\$ 6,430	2,115	4,315	204.0%	43,031	33,593	9,438	28.1%	-	43,031	100.0%
Employee Tool Replacement	-	195	(195)	100.0%	1,014	3,000	(1,986)	(66.2%)	840	174	20.7%
Freight Out	413	300	113	37.5%	3,774	5,000	(1,226)	(24.5%)	4,613	(839)	(18.2%)
Fuels and Lubricants Non Revenue Vehicles	10,938	7,463	3,475	46.6%	80,329	73,960	6,369	8.6%	70,343	9,986	14.2%
Fuels and Lubricants Revenue Vehicles	186,095	277,231	(91,136)	(32.9%)	2,377,519	3,699,770	(1,322,251)	(35.7%)	2,027,928	349,591	17.2%
Inventory Adjustment (Annual)	-	-	-	0.0%	-	-	-	0.0%	(131,328)	131,328	100.0%
Office Supplies	5,854	4,054	1,800	44.4%	99,392	53,111	46,281	87.1%	169,458	(70,067)	(41.3%)
Parts & Supplies Non Inventory	3,500	2,869	631	22.0%	40,757	40,250	507	1.3%	23,305	17,452	74.9%
Photo Supply and Processing	-	500	(500)	100.0%	-	500	(500)	100.0%	1,248	(1,248)	100.0%
Postage And Mailing	500	685	(185)	(27.0%)	8,617	18,600	(9,983)	(53.7%)	8,160	457	5.6%
Printing	21,945	56,436	(34,491)	(61.1%)	156,081	277,444	(121,363)	(43.7%)	220,893	(64,813)	(29.3%)
Promotional Items	13,937	274	13,663	4986.6%	115,619	50,000	65,619	131.2%	77,423	38,196	49.3%
Repair and Maint Supplies	21,265	12,387	8,878	71.7%	112,288	122,400	(10,112)	(8.3%)	111,963	326	0.3%
Revenue Vehicle Parts	174,524	87,862	86,662	98.6%	2,092,623	1,341,870	750,753	55.9%	1,542,175	550,448	35.7%
Safety Supplies	5,214	5,118	96	1.9%	41,189	36,150	5,039	13.9%	28,789	12,400	43.1%
Small Tools Under \$1000	14,999	5,004	9,995	199.7%	45,539	29,300	16,239	55.4%	43,131	2,408	5.6%
Tenant Repairs	-	697	(697)	100.0%	-	1,000	(1,000)	100.0%	-	-	0.0%
Tires and Tubes Revenue Vehicles	(124,160)	22,498	(146,658)	(651.9%)	-	325,446	(325,446)	100.0%	-	-	0.0%
Tires and Tubes Non Revenue Vehicles	188,407	2,904	185,503	6387.8%	467,931	2,904	465,027	16013.3%	281,005	186,926	66.5%
Total Materials & Supplies	\$ 534,192	\$ 494,214	\$ 39,978	8.1%	\$ 5,748,942	\$ 6,186,798	\$ (437,856)	(7.1%)	\$ 4,544,450	\$ 1,204,492	26.5%
Utilities											
Propulsion Power	\$ 6,427	\$ 14,347	\$ (7,920)	(55.2%)	\$ 176,818	\$ 185,000	\$ (8,182)	(4.4%)	\$ 109,045	\$ 67,774	62.2%
Gas and Electric	37,244	32,382	4,862	15.0%	403,673	446,000	(42,327)	(9.5%)	363,174	40,499	11.2%
Water Sewer and Garbage	14,326	15,857	(1,531)	(9.7%)	172,022	196,300	(24,278)	(12.4%)	156,796	15,226	9.7%
Telecommunications	19,247	12,423	6,824	54.9%	216,693	223,730	(7,037)	(3.1%)	218,371	(1,677)	(0.8%)
Total Utilities	\$ 77,244	\$ 75,009	\$ 2,235	3.0%	\$ 969,206	\$ 1,051,030	\$ (81,824)	(7.8%)	\$ 847,385	\$ 121,821	14.4%
Casualty & Liability											
Insurance Premiums for Property	\$ 12,502	\$ 7,184	\$ 5,318	74.0%	\$ 160,714	\$ 93,833	\$ 66,881	71.3%	\$ 123,119	\$ 37,595	30.5%
Insurance Premiums for Physical Damage and Liability	92,142	41,476	50,666	122.2%	644,272	551,986	92,286	16.7%	732,528	(88,256)	(12.0%)
Insurance Premiums Other	6,793	7,276	(483)	(6.6%)	83,819	102,250	(18,431)	(18.0%)	70,665	13,154	18.6%
Settlement Costs	13,338	41,167	(27,829)	(67.6%)	285,109	166,206	118,903	71.5%	1,280,858	(995,749)	(77.7%)
Repairs To District Property	-	-	-	0.0%	-	-	-	0.0%	(3,593)	3,593	100.0%
Total Casualty & Liability	\$ 124,774	\$ 97,103	\$ 27,671	28.5%	\$ 1,173,914	\$ 914,275	\$ 259,639	28.4%	\$ 2,203,577	\$ (1,029,663)	(46.7%)
Taxes											
Fuel Taxes	\$ 224	\$ 1,606	\$ (1,382)	(86.1%)	\$ 17,413	\$ 18,900	\$ (1,487)	(7.9%)	\$ 13,131	\$ 4,282	32.6%
Licenses and Permits	900	4,183	(3,283)	(78.5%)	42,658	32,600	10,058	30.9%	27,735	14,923	53.8%
Other Taxes	417	105	312	297.6%	16,697	15,700	997	6.4%	13,860	2,838	20.5%
Total Taxes	\$ 1,541	\$ 5,894	\$ (4,353)	(73.8%)	\$ 76,769	\$ 67,200	\$ 9,569	14.2%	\$ 54,726	\$ 22,043	40.3%
Miscellaneous											
Dues and Subscriptions	\$ 6,357	\$ 8,406	\$ (2,049)	(24.4%)	\$ 176,392	\$ 108,129	\$ 68,263	63.1%	\$ 110,614	\$ 65,778	59.5%
Advertising District Promotions	4,773	7,527	(2,754)	(36.6%)	43,884	124,000	(80,116)	(64.6%)	139,849	(95,965)	(68.6%)
Employee Incentive Programs	2,719	13,378	(10,659)	(79.7%)	42,652	45,538	(2,886)	(6.3%)	39,932	2,721	6.8%
Employee Training	3,222	64,384	(61,162)	(95.0%)	117,860	620,612	(502,752)	(81.0%)	132,550	(14,690)	(11.1%)
Board of Directors Travel	-	831	(831)	100.0%	-	3,324	(3,324)	100.0%	-	-	0.0%
Employee Travel	5,054	18,177	(13,123)	(72.2%)	89,272	104,634	(15,362)	(14.7%)	67,391	21,881	32.5%
Local Meeting Expense	337	3,557	(3,220)	(90.5%)	6,418	17,584	(11,166)	(63.5%)	10,455	(4,037)	(38.6%)
Board Of Directors' Fees	960	889	71	8.0%	4,955	8,850	(3,895)	(44.0%)	5,725	(770)	(13.4%)
Bad Debt Expense	-	-	-	0.0%	498	-	498	100.0%	214	284	132.4%
Bankcard Chargebacks	-	-	-	0.0%	-	-	-	0.0%	50	(50)	100.0%
Customer Reimbursement	92	-	92	100.0%	1,122	-	1,122	100.0%	-	1,122	100.0%
Cash Over and Short	(1)	-	(1)	100.0%	13	-	13	100.0%	(98)	110	(113.1%)
Shipping and Handling	-	-	-	0.0%	100	-	100	100.0%	-	100	100.0%
Other Misc Expense	1,845	-	1,845	100.0%	1,845	-	1,845	100.0%	42,164	(40,319)	(95.6%)
Total Miscellaneous	\$ 25,357	\$ 117,149	\$ (91,792)	(78.4%)	\$ 485,009	\$ 1,032,671	\$ (547,662)	(53.0%)	\$ 548,845	\$ (63,836)	(11.6%)
Interest Expenses											
Interest Expense Capital Lease	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%	\$ 892	\$ (892)	100.0%
Interest Expense Leases	-	-	-	0.0%	-	-	-	0.0%	11,463	(11,463)	100.0%
Interest Expense SBITAs	-	-	-	0.0%	-	-	-	0.0%	130,737	(130,737)	100.0%
Total Interest Expense - Leases	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%	\$ 143,092	\$ (143,092)	100.0%
Leases & Rentals											
Facility Lease and Rent	\$ 36,886	\$ 41,715	\$ (4,829)	-11.6%	\$ 431,279	\$ 390,781	\$ 40,498	10.4%	\$ 70,257	\$ 361,022	513.9%
Equipment Rental	77	1,752	(1,675)	-95.6%	17,106	14,950	2,156	14.4%	9,636	7,470	77.5%
Total Leases & Rentals	\$ 36,964	\$ 43,467	\$ (6,503)	-15.0%	\$ 448,385	\$ 405,731	\$ 42,654	10.5%	\$ 79,893	\$ 368,492	461.2%
Non-Personnel (excludes Bond costs)	\$ 1,296,257	\$ 1,479,235	\$ (182,978)	-12.4%	\$ 16,003,276	\$ 16,771,903	\$ (768,627)	-4.6%	\$ 14,393,828	\$ 1,609,448	11.2%
Total Operating Expense	\$ 6,055,960	\$ 6,152,450	\$ (96,490)	(1.6%)	\$ 65,798,923	\$ 69,601,949	\$ (3,803,026)	(5.5%)	\$ 57,228,591	\$ 8,570,333	15.0%

Attachment B

	Month-to-Date as of Jun 30, 2025				Year-to-Date as of June 30, 2025				Year-to-Date as of June 30, 2024		
	Actual	Budget	Variance \$	Variance %	Actual	Budget	Variance \$	Variance %	Actual	Variance \$	Variance %
Non-Operating Expense											
Pension UAL/Bond Payment											
Retirement UAL Contribution	\$ 53,691	\$ 55,468	\$ (1,777)	(3.2%)	\$ 644,290	\$ 665,836	\$ (21,546)	(3.2%)	\$ -	\$ 644,290	100.0%
Retiree Obligations	380,168	390,690	(10,522)	(2.7%)	4,288,786	4,524,245	(235,459)	(5.2%)	3,729,517	559,269	15.0%
Interest Expense POB	114,381	114,381	-	0.0%	1,376,786	1,376,786	0	0.0%	1,426,832	(50,046)	(3.5%)
Principal - POB	2,805,000	2,800,417	4,583	0.2%	2,805,000	2,800,417	4,583	0.2%	2,745,833	59,167	2.2%
Total Pension UAL/Bond Payment	\$ 3,353,239	\$ 3,360,956	\$ (7,717)	(0.2%)	\$ 9,114,863	\$ 9,367,284	\$ (252,421)	(2.7%)	\$ 7,902,183	\$ 1,212,680	15.3%
Total Non-Operating Expense	\$ 3,353,239	\$ 3,360,956	\$ (7,717)	(0.2%)	\$ 9,114,863	\$ 9,367,284	\$ (252,421)	(2.7%)	\$ 7,902,183	\$ 1,212,680	15.3%
Total Expenses	\$ 9,409,199	\$ 9,513,406	\$ (104,207)	(1.1%)	\$ 74,913,786	\$ 78,969,233	\$ (4,055,447)	(5.1%)	\$ 65,130,773	\$ 9,783,012	15.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY25 CAPITAL ASSETS SPENDING
BUDGET VERSION AS OF DECEMBER 20, 2024
SPENDING AS OF JUNE 30, 2025

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT																				
FY25 CAPITAL ASSETS SPENDING																				
BUDGET VERSION AS OF DECEMBER 20, 2024																				
SPENDING AS OF JUNE 30, 2025																				
					RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED								
													BUS REPLACEMENT FUND							
													\$3M PER YEAR (MEASURE D + SB1 STA&SGR)							
														RESTRICTED	RESTRICTED	UNRESTRICTED				
		PROJECT/ACTIVITY			FEDERAL FUNDS	TIRCP	CalTrans Clean CA Transit Program	REAP 2.0	LCTOP	LPP	VW GRANT	CEC EnergllZE/ Federal Tax Rebate	STA-SB1 (XFR FROM OPER BUDGET)	STA-SGR (SB 1)	MEASURE D (XFR FROM OPER BUDGET)	OPERATING & CAPITAL RESERVE FUND	FY25 SPENDING TO DATE	FY25 BUDGET EFF 12/20/2024	REMAINING BUDGET	
26	24-0018	Mindshare dispatch console - Paracruz			-	-	-	-	-	-	-	-	-	-	-	46,524.86	46,524.86	50,000.00	3,475.14	
27	24-0020	JKS lighting control software upgrade			-	-	-	-	-	-	-	-	-	-	-	9,897.27	9,897.27	10,000.00	102.73	
		Subtotal			-	-	-	-	-	-	-	-	-	-	-	131,243.72	131,243.72	342,989.87	211,746.15	
TOTAL CAPITAL PROJECTS					5,337,209.34	7,709,096.62	508,000.00	386,378.00	-	-	9,599,997.04	3,045,979.56	-	2,819,867.31	799,161.98	1,323,059.04	31,528,749.72	116,498,779.55	85,042,541.66	
CAPITAL PROGRAM FUNDING																				
Federal Sources of Funds:																				
		Federal Grants (FTA)			5,337,209.34												5,337,209.34	22,892,897.00	17,555,687.66	
		Federal Tax Rebate			800,000.00												800,000.00	-	(800,000.00)	
																	-	-	-	
State /Other Sources of Funds:																				
		CalTrans Clean CA Transit Program					508,000.00										508,000.00	508,000.00	-	
		REAP 2.0						386,378.00									386,378.00	1,882,000.00	1,495,622.00	
		Low Carbon Transit Operations Program (LCTOP)							-								-	-	-	
		Local Partnership Program (LPP)								-							-	918,000.00	918,000.00	
		State Transit Assistance (STA)-Prior Years											-				-	-	-	
		Transfers from Operating Budget (STA-SB1)															-	-	-	
		STA-SGR (SB1)												2,819,867.31			2,819,867.31	3,450,014.00	630,146.69	
		Transfers from Operating Budget (Measure D)													799,161.98		799,161.98	5,328,396.04	4,529,234.06	
		TIRCP				7,709,096.62											7,709,096.62	38,334,000.00	30,624,903.38	
		VW GRANT									9,599,997.04						9,599,997.04	24,960,000.00	15,360,002.96	
		CEC EnergllZE										2,245,979.56					2,245,979.56	2,800,000.00	554,020.44	
Local Sources of Funds:																				
																	-	-	-	
		Operating and Capital Reserve Fund														1,323,059.04	1,323,059.04	15,425,472.76	14,102,413.72	
TOTAL CAPITAL FUNDING BY FUNDING SOURCE					6,137,209.34	7,709,096.62	508,000.00	386,378.00	-	-	9,599,997.04	2,245,979.56	-	2,819,867.31	799,161.98	1,323,059.04	31,528,748.89	116,498,779.80	84,970,030.91	
		Restricted Funds			6,137,209.34	7,709,096.62	508,000.00	386,378.00	-	-	9,599,997.04	2,245,979.56	-	2,819,867.31	799,161.98		30,205,689.85	101,073,307.04	70,867,617.19	
		Unrestricted Funds											-			1,323,059.04	1,323,059.04	15,425,472.76	14,102,413.72	
TOTAL CAPITAL FUNDING					6,137,209.34	7,709,096.62	508,000.00	386,378.00	-	-	9,599,997.04	2,245,979.56	-	2,819,867.31	799,161.98	1,323,059.04	31,528,748.89	116,498,779.80	84,970,030.91	
*		NOTE: The amounts listed here represent the amounts committed against awarded grants and projects, and therefore will not equal the \$3M allocated to the Bus Replacement Fund in any given year.																		

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY25 SCHEDULE OF RESERVE ACCOUNT BALANCES-PRE-CLOSE PRE-AUDIT
AS OF 09/05/2025

	A	C	D	E	F	G	H	I	J	K	L	N	O	P	S	U	V	W	X	Y
1	Fund Title		Explanation and Use:		Post Audit Balance at 6/30/24		ESTIMATED Additions/ (Withdrawals) in FY25		ESTIMATED Balance at 6/30/25 *		Board Adopted Minimum or Target Level		% Funded		ESTIMATED Capital Budget Commitments (FY26 Anticipated Spending - 06/27/2025)		ESTIMATED Balance at 6/30/25 (After FY26 Anticipated Spending Capital Commitments and Replenishments from Grants in FY26)	Suggested Guidelines:		Board Adopted Recommendation:
2																				
3	Operating and Capital Reserve Fund (formerly - Operating / Capital Reserves)		Liquid and unrestricted assets that an organization can use to support its operations in the event of an unanticipated loss of revenue or increase in expenses. Includes Alternative Fuel Tax Rebates transferred from the Operating Budget and any excess revenues above actual expenses		\$ 14,805,424		\$ (1,071,895)		\$ 13,733,529		N/A		N/A		\$ 10,541,428		\$ 3,192,101	Any use of Operating and Capital Reserves above CEO executive authority will be brought to the BOD for consideration. To be used as the local match for capital grants.		There is no Board Adopted Minimum Balance established; this fund shall not be used to support recurring operating expenditures.
4																				
5	Operations Sustainability Reserve Fund (formerly - Operating Reserves)		Funds set aside to protect the organization's essential services and funding requirements during periods of economic downturn or natural disasters. Target = three month's operating expenses (Payroll and Accounts Payable).		\$ 19,742,308		\$ 988,327		\$ 20,730,635		\$ 20,730,635		100%		\$ -		\$ 20,730,635	GFOA recommends, at a minimum, that general-purpose governments, regardless of size, maintain unrestricted fund balance in their general fund of no less than two months of regular general fund operating revenues or regular general fund operating expenditures.		Fund Operations Sustainability Reserve Fund to target level that equals three (3) months of the average operating expenses for the most current fiscal year's budget, to be adjusted annually through the budget process (adopted Revised Reserves Policy on Nov. 15 2019; Target Minimum Balance to be met within three (3) years of the Adoption of the Revised Reserves Policy)
6																				
7	Cash Flow Reserve Fund (formerly - Cash Flow Reserves)		Funds set aside to "cash flow" capital and/or operating expenses incurred before receiving reimbursements from various funding sources (Annual FTA 5307 (& STIC), STA, etc).		\$ 3,000,000		\$ -		\$ 3,000,000		\$ 3,000,000		100%		\$ -		\$ 3,000,000	Staff will manage flexibility of Cash Flow Reserve Fund, according to project levels and capital needs as they fluctuate from year to year.		Fund Cash Flow Reserve Fund to minimum or target levels; set annually through the budget process.
9																				
11	COVID Recovery Fund (estimated balances, not currently included in the Reserves Policy)		The current FY20 Operating budget is expecting to have a carryover at the end of the fiscal year due to reimbursement of FTA qualifying operating expenses related to the CARES act and FEMA reimbursements in FY20		\$ 28,089,963		\$ 507,713		\$ 28,597,676		N/A		N/A		\$ -		\$ 28,597,676	METRO will reinvest the funds into the FY22 Operating budget and beyond, to sustain services to the greatest extend possible during the economic recovery, or until these funds are exhausted		-
12																				
13	Bus Replacement Fund (estimated balances, not currently included in the Reserves Policy)		In FY18, a new capital budget funding strategy was adopted by the Board that results in \$3M per year being dedicated to the annual capital budget. This new strategy created the "Bus Replacement Fund" and establishes consistent annual transfers of STA funds and Measure D funds to the capital budget that are needed to provide funding and stability for the required local match for obsolete fixed-route buses and Paratransit vehicles.		\$ 9,140,234		\$ (128,829)		\$ 9,011,405		N/A		N/A		\$ 5,565,654		\$ 3,445,751	Annual unspent Measure D, STA, and SGR funds will 'accumulate' in the Bus Replacement Fund until they are allocated to specific projects and spent on new replacement buses and vans and improvements.		\$3M per year being dedicated to the annual capital budget
14																				
15	UAL & OPEB Fund (estimated balances, not currently included in the Reserves Policy)		Used to Pay down the CalPERS Unfunded Accrued Liability		\$ 8,000,000		\$ 2,000,000		\$ 10,000,000		N/A		N/A		\$ -		\$ 10,000,000	N/A		\$2M per year being dedicated to the fund
16																				
17																				
18	Workers Compensation Reserve Fund (formerly - Workers Compensation Reserves)		Funds set aside to finance the (discounted) long term portion of workers' compensation liability, as of the end of the fiscal year.		\$ 2,634,307		\$ -		\$ 2,634,307		\$ 2,634,307		100%		\$ -		\$ 2,634,307	GASB #10 requires Santa Cruz METRO to accrue a liability on its financial statements for the ultimate cost of claims and expenses associated with all reported and unreported workers' compensation claims.		Fund Workers' Comp Reserves to minimum or target levels; a bi-annual study of potential liability areas and risk shall be the basis for determining minimum reserves.
19																				
20	Liability Insurance Reserve Fund (formerly - Liability Insurance Reserves)		Funds set aside to pay the cost of outstanding liability and physical damage claims + proposed employment practices liability claims. (Self Insured Retention - SIR - \$250K each program)		\$ 1,020,177		\$ -		\$ 1,020,177		\$ 1,020,177		100%		\$ -		\$ 1,020,177	GASB #10 requires Santa Cruz METRO to accrue a liability on its financial statements for the ultimate cost of claims and expenses associated with all reported and unreported liability and physical damage claims.		Fund Liability Insurance Reserves to minimum or target levels; calculated annually based on the 5-year rolling average of outstanding claims at fiscal year end + \$250K each SIR.
21																				
22					\$ 86,432,413		\$ 2,295,316		\$ 88,727,729						\$ 16,107,082		\$ 72,620,647			
23									A *						B		D = A - B + C			
24					* Estimated Balance (A) includes Grants Receivable															
25																				

- THIS PAGE INTENTIONALLY LEFT BLANK -

*Santa Cruz Metropolitan
Transit District*



DATE: September 26, 2025

TO: Board of Directors

FROM: Chuck Farmer, Chief Financial Officer

SUBJECT: ACCEPT AND FILE THE YEAR-TO-DATE KEY PERFORMANCE INDICATORS (KPI) REPORT FOR QUARTER FOUR AS OF JUNE 30, 2025

I. RECOMMENDED ACTION

That the Board of Directors accept and file the Year-to-Date Quarterly KPI Report as of June 30, 2025

II. SUMMARY

- Santa Cruz Metropolitan Transit District (METRO) has established five categories of common Key Performance Indicators (KPIs) which are prepared quarterly in order to inform the Board of Directors regarding METRO's financial and operational performance.
- This staff report is the web-accessible companion document to the attached PowerPoint presentation titled "Key Performance Indicators (KPI) Report for 4th Quarter through June 30, 2025"
- Staff recommends that the Board of Directors accept and file the attached report.

III. DISCUSSION/BACKGROUND

METRO has established five categories of common Key Performance Indicators (KPIs) to ensure that the organization is constantly monitoring and improving its performance. The KPIs are a set of quantifiable measures that METRO can utilize to gauge its performance and determine if it is meeting its strategic and operational goals.

Additionally, these metrics allow METRO to make data-driven decisions and work towards achieving its objectives by leveraging verified and carefully analyzed data, ultimately providing improved service to the community.

Financial Performance KPIs evaluate how efficiently agencies use resources to meet transit demand within their budget constraints. Financial Performance measures are the most widely used measures for transit agencies, due in part to National Transit Database (NTD) reporting requirements, which require transit agencies to annually report data on measures such as Farebox/Contract Recovery Ratio and Cost per Revenue Service Hour.

Productivity KPIs provide valuable insights regarding type of ridership (Fixed Route, Commuter, Student), locations (UCSC, Intercity, Highway 17, Local, Rural), route productivity (riders per hour by route), as well as seasonal fluctuations in ridership and routes.

Risk Management & Safety KPIs track Safety Performance based on events that have already occurred. Safety performance is commonly tracked at transit agencies for NTD reporting and OSHA requirements. Traffic accidents are broken down into different categories such as location (loading zones, intersections, etc.), moving objects (bicycles, vehicles, etc.), or stationary objects. Passenger Incidents, such as passenger falls, show where the incident occurred in order to better determine future safety mitigation strategies (boarding the bus, on board the bus, or descending the bus).

Reliability KPIs assess the quality of the agency's vehicles and help fleet maintenance staff to run the department as efficiently as possible. The mean distance between chargeable road calls is a transit industry standard that measures the mechanical reliability of an agency's fleet by tracking the mean distance between bus breakdowns or failures. It is an important measure of the success of the agency's maintenance department and the investment in newer buses, which are less prone to maintenance issues.

Dependability KPIs evaluate the quality of a passenger's day-to-day experiences using transit, such as service reliability. In addition, they allow agencies to pinpoint the key reasons behind cancelled trips (lack of drivers, road calls, traffic accidents, or traffic congestion) and embark on corrective actions.

Below are the written explanations of the various charts and graphs in the attached Key Performance Indicators (KPI) Report for 4th Quarter through June 30, 2025.

Slide 1

(Cover) Key Performance Indicators (KPI) Report for 4th Quarter through June 30, 2025

Slide 2

Overview of Today's Presentation

- Financial Performance
 - System Farebox/Contract Recovery Ratio
 - Fixed Route & Commuter Cost / Revenue Service Hours
 - ParaCruz Cost / Trip
- Productivity
 - Total Ridership and Total Ridership / Hour
 - USCS, Cabrillo, Highway 17, & Local Ridership
 - Passengers /Revenue Service Hours by Route

- Risk Management & Safety
 - Traffic Accidents
 - Passenger Incidents
- Reliability
 - Mean Miles between Chargeable Road Calls for Fixed Route, Highway 17, & ParaCruz
- Dependability
 - Cancelled Trips by Cause & Region
 - Pass-Ups for Fixed Route, UCSC by Quarter, and Year to Date Pass-Ups by Route

Slide 3

(Cover) Financial Performance KPI's

Slide 4

System Farebox/Contract Recovery Ratio

- Q4 FY25 Farebox/Contract Recovery is 13.7%, a year-over-year slight decline of 0.9% when compared to Q4 FY24. Fares Revenue decreased by 4% year-over-year primarily due to fixed route fares. While Operating Expenses increased by 11%, driven by higher salaries and wages from added FTEs, and growth in fringe benefits. The revenue decline combined with these cost increases contributed to the declining Farebox/Contract Recovery Ratio in Q4 FY25
- The Farebox/Contract Recovery Target of 17.2% is based on the average actuals from FY22, FY23 and FY24

Slide 5

Fixed Route & Commuter Cost per Revenue Service Hour (RSH)

- Q4 FY25 Cost per RSH is lower by \$48, over prior year Q4 FY24 due to an increase in service hours of 8,699 or 19.9%, along with an increase in costs of 2.3%
- The Fixed Route/Commuter cost per RSH average of \$276 is based on the average actuals from FY22, FY23, and FY24

Slide 6

ParaCruz Cost per Trip

- Q4 FY25 Cost per Trip increased \$2 from the prior year due to increase in trips of 539 or 3.1%, and ParaCruz Costs increased by 5.5% when compared to the same period of FY24.
- The ParaCruz Cost per Trip average of \$79 is based on the average actuals from FY22, FY23, and FY24

9/23/25 - NOTE HIGHLIGHTED ADJUSTMENT

Board of Directors
September 26, 2025
Page 4 of 11

Slide 7

(Cover) Productivity KPI's - Slides 8-13 are preliminary data; subject to revision

Slide 8

Total Ridership and Total Ridership per Hour (RPH)

- A 54.6% increase in ridership in local, non-student ridership service over Q4 of FY24
- A 34.2% increase in Student ridership, includes UCSC, Cabrillo and K-12 ridership over Q4 of FY24
- A 67.5% increase in Highway 17 ridership over Q4 of FY24
- UCSC ridership increased 39.8% over Q4 of FY24
- Cabrillo ridership increased 18.3% over Q4 of FY24
- Youth ridership increased 5.1% over Q4 of FY24
- The Quarterly Ridership/RPH Target calculation is equal to 50% of the YOY quarterly service increase multiplied by the quarterly ridership from the previous year

Slide 9

UCSC Ridership

- Q4 Ridership increased 222,993, or 39.8% when compared to Q4 FY24. In Q4 FY24, UCSC ridership was reduced due to a month-long labor strike combined with student protests.
- The Quarterly Ridership Target calculation is equal to 50% of the YOY quarterly service increase multiplied by the quarterly ridership from the previous year

Slide 10

Cabrillo College Ridership

- Q4 Ridership increased 8,203, or 18.3% compared to Q4 FY24. In FY25, Cabrillo College voted to renew their student ridership contract with Santa Cruz METRO.
- The Quarterly Ridership Target calculation is equal to 50% of the YOY quarterly service increase multiplied by the quarterly ridership from the previous year

Slide 11

Highway 17 Ridership

- Q4 Ridership increased 23,929, or 67.5% compared to Q4 FY24. In Q4 FY25, ridership increased to 19,802, 18,522, and 21,079 in April, May and June, respectively.
- The Quarterly Ridership Target calculation is equal to 50% of the YOY quarterly service increase multiplied by the quarterly ridership from the previous year

Slide 12

Local Ridership

- Q4 Ridership increased 401,471, or 40.5% over prior year Q4. Metro operated 10.4% more service on all local routes. Service increases on Route 1 and 2 combined create 10-minute headways on the overlapping portions of their routes.
- Student ridership is comprised of UCSC, Cabrillo and K-12, which increased 39.8 %, 18.3%, and 5.1% respectively.
- The Quarterly Ridership Target calculation is equal to 50% of the YOY quarterly service increase multiplied by the quarterly ridership from the previous year

Slide 13

YTD FY25 Passengers/Service Hours by Route

- Total Passengers/Service Hours were 24.3
- Combined UCSC Passengers/Service Hours were 51.9
- Combined Intercity Passengers/Service Hours were 16.8
- Combined Rural Passengers/Service Hours were 12.0
- Combined Local Passengers/Service Hours were 11.2
- Combined Highway 17 Passengers/Service Hours were 10.8

Slide 14

(Cover) Risk Management & Safety KPI's

Slide 15

Fixed Route - Traffic Accidents

- The numbers shown above are the Accident rate for each listed quarter based upon Total number of incidents in each category per 100,000 miles; which is the industry standard for reporting accidents. This number helps us to better compare previous quarters with each other especially when miles and passenger increases have occurred in the transit system such as Reimagine METRO
- Other Collisions which are mainly fixed object type collisions have gone down significantly compared to last quarter and last years Q4. This data is all accidents/incidents combined whether they are chargeable (the fault of the operator) or not
- Metro average of 3.59 is based on 3-year average of Total incidents per 100,000 miles (FY22, FY23, FY24); All Quarterly categories with events are shown. Overall we are averaging below the total incident average of 3.59 in Q4
- The YTD total is incident rate per 100,000 miles for **all** incidents (Collisions between/at intersections, fixed object and rear end collisions, along with collisions between District vehicles)

Slide 16

ParaCruz - Traffic Accidents

- Other Collisions and Collisions between District Vehicles has declined when compared to the same period last year
- ParaCruz Accidents with other vehicles between intersection have decreased since Q3 FY25 and is virtually flat to the same period last year.
- Metro average of 4.63 is based on 3-year average of Total incidents per 100,000 miles (FY22, FY23, FY24); All Quarterly categories with events are shown
- The YTD total is incident rate per 100,000 miles for **all** incidents (Collisions between/at intersections, fixed object and rear end collisions, along with collisions between District vehicles)

Slide 17

Fixed Route - Passenger Incidents

- The numbers shown above are the incident rate for each listed quarter based upon Total number of passenger incidents in each category per 100,000 miles which is the industry standard for reporting accidents. This number helps us to better compare previous quarters with each other, especially when miles and passenger increases have occurred in the transit system such as Reimagine METRO
- Most boarding/on board incidents occur when the passengers are not paying attention to their surroundings.
- All categories have seen a decrease from prior quarter, as well as year over year
- YTD Ridership numbers are 3,275,802, 3,841,429, and 4,655,001 respectively for FY23, FY24, and FY25
- Metro Average of 4.63 is based on 3-year average total incident rate per 100,000 miles (FY22, FY23, FY24)

Slide 18

ParaCruz - Passenger Incidents

- Overall passenger incidents have gone slightly down since FY23 and are up from FY24
- Most boarding/on board incidents occur when the passengers are not paying attention to their surroundings.
- YTD PC trips are 76,715, 72,752, and 65,925 respectively for FY23, FY24, and FY25
- Metro Average of 1.81 is based on 3-year average per 100,000 miles (FY22, FY23, FY24)

Slide 19

(Cover) Reliability KPI's

Slide 20

Mean Miles between Chargeable Road calls – Fixed Route (Local)

- Q4 FY25 average mileage between calls decreased by 4,202, while total miles increased by 181,443, and road calls increased by 35 when compared to the same time period in FY24, resulting in a lower mileage between calls.
- Chargeable road calls in Q4 FY25 were 28 in April, 32 in May, and 25 in June
- The current target of 15,507 is based off a 3-year average (FY21, FY22, FY23)

Slide 21

Mean Miles between Chargeable Road calls – Highway 17

- Q4 FY25 average mileage between calls decreased by 9,279 in correlation with total miles increasing by 19,512 and road calls increasing by 9 when compared to the same time period in FY24
- Chargeable road calls in Q4 FY25 were 6 in April, 3 in May, and 7 in June
- The current target of 18,363 is based off a 3-year average from (FY21, FY22, FY23)

Slide 22

Mean Miles between Chargeable Road calls – ParaCruz

- Q4 FY25 average mileage between calls decreased by 111,338 while road calls increased by 3. Average mileage is derived by total miles divided by road calls and only 1 road call in Q4 FY24, resulting in a high variance compared to current Q4
- Chargeable road calls in Q4 FY25 were 2 in April, and 1 each in May and June
- The current target of 33,727 is based off a 3-year average from (FY21, FY22, FY23)

Slide 23

(Cover) Dependability KPI's

Slide 24

Cancelled Trips by Cause & Region

- There were 198 cancelled trips in Q4 FY25 – 9 in April, 33 in May and 156 in June primarily due to mechanical and no vehicle issues
- Seven regions were impacted – Cabrillo & Cross County, Capitola/Cabrillo & South County, Local Santa Cruz, Local Watsonville, Scotts Valley & SLV, Soquel & South County, and UCSC & Westside
- Full year average of 275 is based on the average of FY22, FY23, FY24

Slide 25

Pass-Ups by Quarter/Reason – Fixed Route

- In Q4 FY25, total pass-ups were 152, which is 230 (60.2%) lower when compared to Q4 FY24

- There were decreases across all months - April by 71 pass-ups (55.5%), May by 146 (76.4%), and June by 13 (20.6%) when compared to the same time period as FY24
- 43.2% of Year-to-Date total pass-ups are caused by full bus capacity, followed by 36.4% Other/Misc, which covers a wide range of issues (such as Surfboards, No Shoes, Smoking/Vaping, and Hygiene to name a few), and 13.1% due to Intoxicated/Belligerent/Biohazard, all other categories are 1.9% or less

Slide 26

Pass-Ups by Quarter/Reason – UCSC

- In Q4 FY25, total pass-ups were 124, which is 74 (148.0%) higher when compared to Q4 FY24
- There were increases in April by 57 pass-ups (154.1%), and May by 18 (300%), whereas there was decline in June by 1 (14.3%) when compared to the same time period as FY24
- 86.2% of Year-to-Date total pass-ups are caused by full bus capacity, followed by 9.7% caused by Other/Misc., all other categories are 1.8% or less

Slide 27

YTD FY25 Pass-Ups by Route

- YTD Pass-ups total 1,978
- UCSC Routes comprised 1068 (54.0%), of which 86.2% were due to full bus capacity
- Highway 17 Routes comprised 508 (25.7%), of which 62.8% were due to full bus capacity
- Intercity Routes comprised 228 (11.5%), of which 43.4% were due to Other/Misc.
- Rural Routes comprised 137 (6.9%), of which 46.7% were due full bus capacity
- Local Routes comprised 37 (1.9%), 64.9% were due to Other/Misc.

Slide 28

(Cover) Questions?

Slide 29 thru Slide 31

KPI Metric Descriptions & Importance

Financial Performance

The Farebox/Contract Recovery Ratio represents the passenger fares (Fixed Route and Commuter) coverage of Metro's agency costs; this provides insight to the amount of non-passenger revenue (subsidy) needed to cover costs. Additionally, it allows the agency to compare cost-effectiveness within its own service.

Fixed Route and Commuter Cost per Revenue Service Hour (RSH) along with the ParaCruz Cost per Trip depict the cost per hour of service/trip. By effectively tracking and minimizing costs, this measurement ensures efficient delivery of transit services.

Data presented is by Quarter, for the current and past two fiscal years.

Productivity

Total Ridership and Ridership per hour are measures of productivity. The metrics depict seasonal fluctuations in ridership related to holidays, school terms, and other changes.

Student ridership, historically a large portion of METRO's total ridership, shows changes in student enrollment and seasonal trends can be seen year over year.

Highway 17 demonstrates METRO's commuter ridership, connecting Santa Cruz to San Jose.

Local Ridership excludes student and commuter routes and reflects all other routes within the county.

Passengers per Revenue Service Hour (RSH) depicts the productivity of each route. This ratio brings the true productivity of each route to scale and can stimulate discussions about frequency of service in urban and semi-urban areas of the county versus geographic coverage.

Data presented is by Quarter, for the current and past two fiscal years.

Risk Management & Safety

Traffic Accidents are broken down into different categories: Collisions between intersections, at the intersection, with fixed objects, with other district vehicles

Passenger Incidents, such as passenger falls, happen with METRO passengers either while boarding a bus, on board a bus, or alighting (descending) a bus.

Data presented is by Quarter, for the current quarter, previous quarter, and the current quarter for the last fiscal year.

The metric is calculated using the accident rate based on a formula that shows how many incidents of each category occur per 100,000 revenue miles driven. This helps to compare safety performance for each quarter even as overall revenue miles change.

The YTD total is all incidents (Collisions between/at intersections, fixed object and rear end collisions, along with collisions between District vehicles)

Reliability

Any mechanical failure that impedes the vehicle from starting or completing a scheduled revenue trip because actual movement is limited, or there are safety concerns are used to calculate the Mean Miles Between Chargeable Road Call.

The metric is calculated using the number of miles for the month divided by the number of chargeable road calls for each service type (Fixed Route, Commuter, and ParaCruz).

Data presented is by Quarter, for the current and past two fiscal years.

Dependability

Cancelled Trips are presented by Region and Cause for the current quarter and total for three years.

Pass-Ups occur when a bus operator must leave behind a passenger for a variety of reasons: No Fare, Exceeds Capacity Load (Full Bus), Intoxicated/Belligerent/Biohazard, No Mask, and All Other.

Pass-Ups data are presented by Quarter, for the current and past two fiscal years for both Fixed Route and UCSC along with a YTD presentation of Routes with 10 or more Pass-Ups.

Slide 31

Historical Metrics for the past five years and the current year-to-date

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report pertains to METRO's Financial Stability, Stewardship & Accountability and assist in management's effort for continuous improvement of the performance of the agency.

V. FINANCIAL CONSIDERATIONS/IMPACT

None

VI. ALTERNATIVES CONSIDERED

There are no alternatives to consider, as this is an accept and file KPI Report as of June 30, 2025

VII. ATTACHMENTS

Attachment A: KPI Presentation as of June 30, 2025

Prepared by: Vyoma Sadhu, Financial Analyst

VIII. APPROVALS

Approved as to fiscal impact:
Chuck Farmer, Chief Financial Officer

A blue ink signature of Chuck Farmer, written in a cursive style, positioned above a horizontal line.

Corey Aldridge, CEO/General Manager

A black ink signature of Corey Aldridge, written in a cursive style, positioned above a horizontal line.

- THIS PAGE INTENTIONALLY LEFT BLANK -



KEY PERFORMANCE INDICATORS (KPI) REPORT

FOR 4th Quarter through June 30, 2025

Board of Directors

September 26, 2025

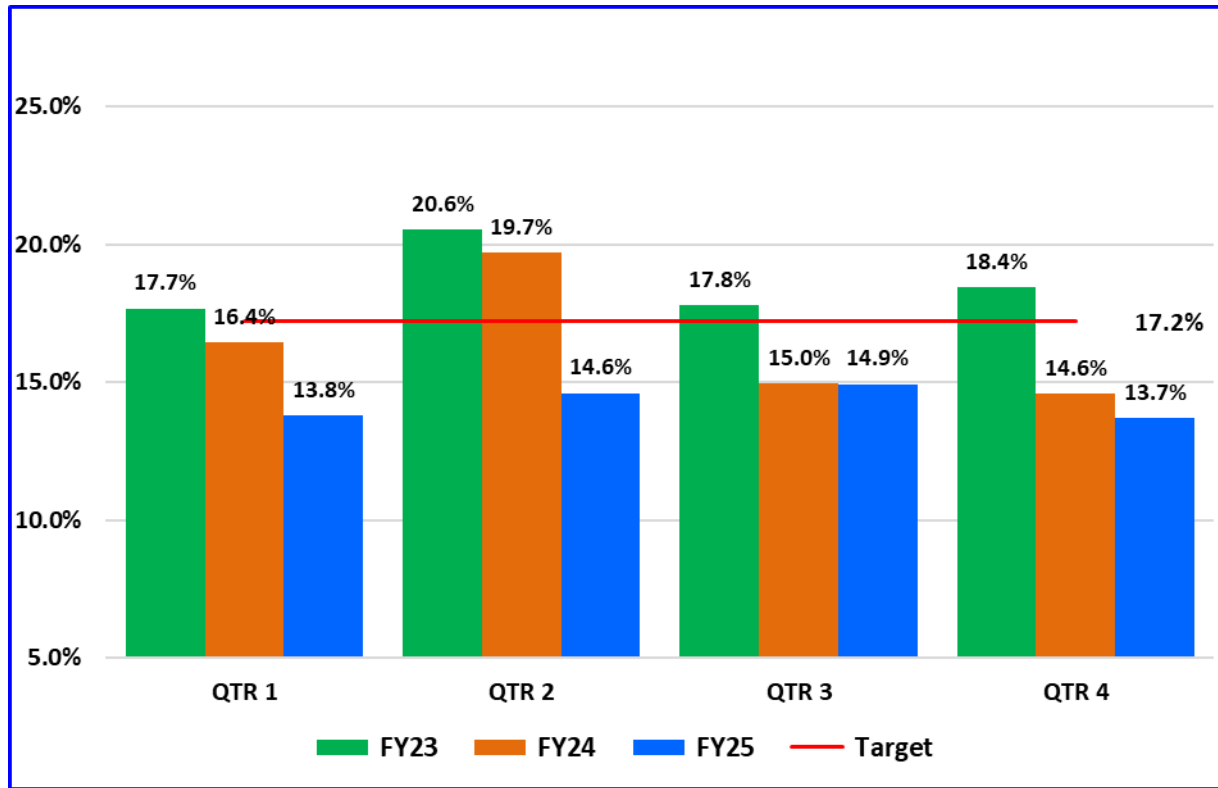
Chuck Farmer, Chief Financial Officer

Overview of Today's Presentation:

KPI Category	Criteria / Metric
Financial Performance	<ul style="list-style-type: none"> ✓ System Farebox/Contract Recovery Ratio ✓ Fixed Route & Commuter Cost / RSH ✓ ParaCruz Cost / Trip
Productivity	<ul style="list-style-type: none"> ✓ Total Ridership and Total Ridership / Hour ✓ UCSC, Cabrillo, Highway 17, & Local Ridership ✓ Passengers / RSH by Route
Risk Management & Safety	<ul style="list-style-type: none"> ✓ Traffic Accidents ✓ Passenger Incidents
Reliability	<ul style="list-style-type: none"> ✓ Miles between Chargeable Road Calls for Fixed Route, Highway 17, & ParaCruz
Dependability	<ul style="list-style-type: none"> ✓ Cancelled Trips by Cause & Region ✓ Pass-Ups for Fixed Route, UCSC, & Routes

Financial Performance KPI's

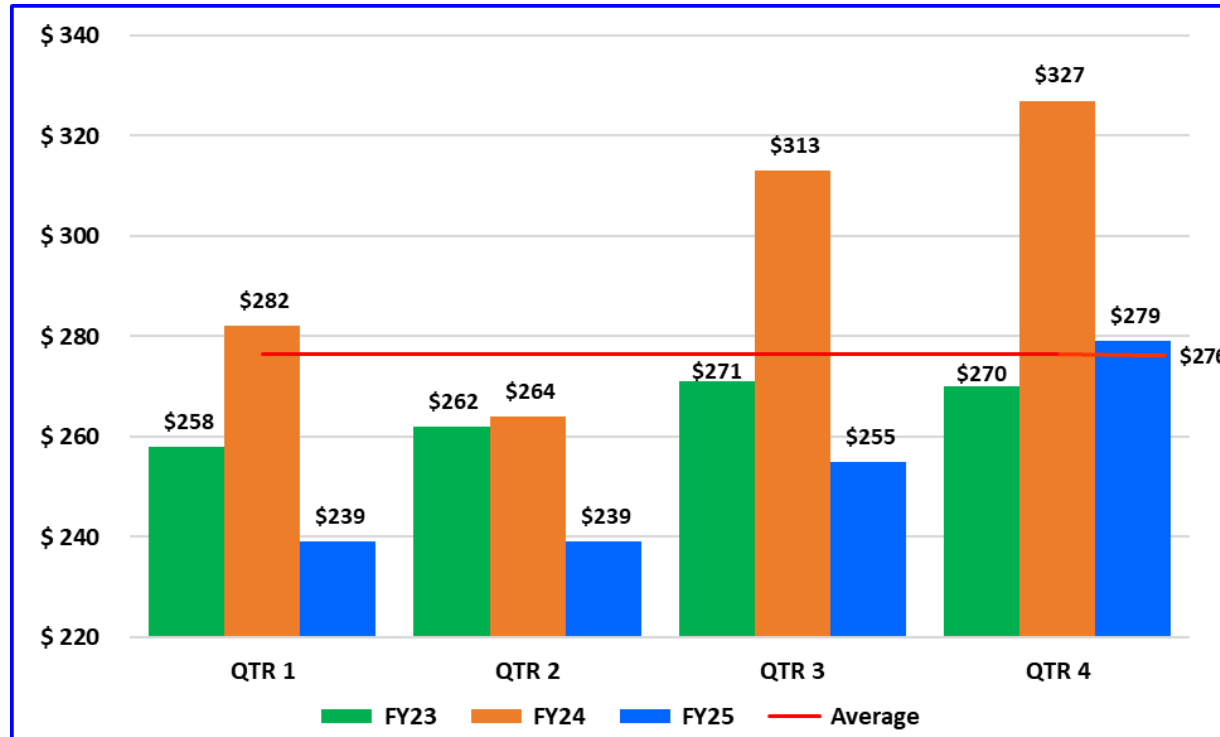
System Farebox/Contract Recovery:



- Q4 FY25 Farebox/Contract Recovery is 13.7%, a year-over-year slight decline of 0.9% when compared to Q4 FY24. Fares Revenue decreased by 4% year-over-year primarily due to fixed route fares. While Operating Expenses increased by 11% driven by higher salaries and wages from added FTEs, and growth in fringe benefits. The revenue decline combined with these cost increases contributed to the declining Farebox/Contract Recovery Ratio in Q4 FY25

The Farebox/Contract Recovery Target of 17.2% is based on the average actuals from FY22, FY23 and FY24

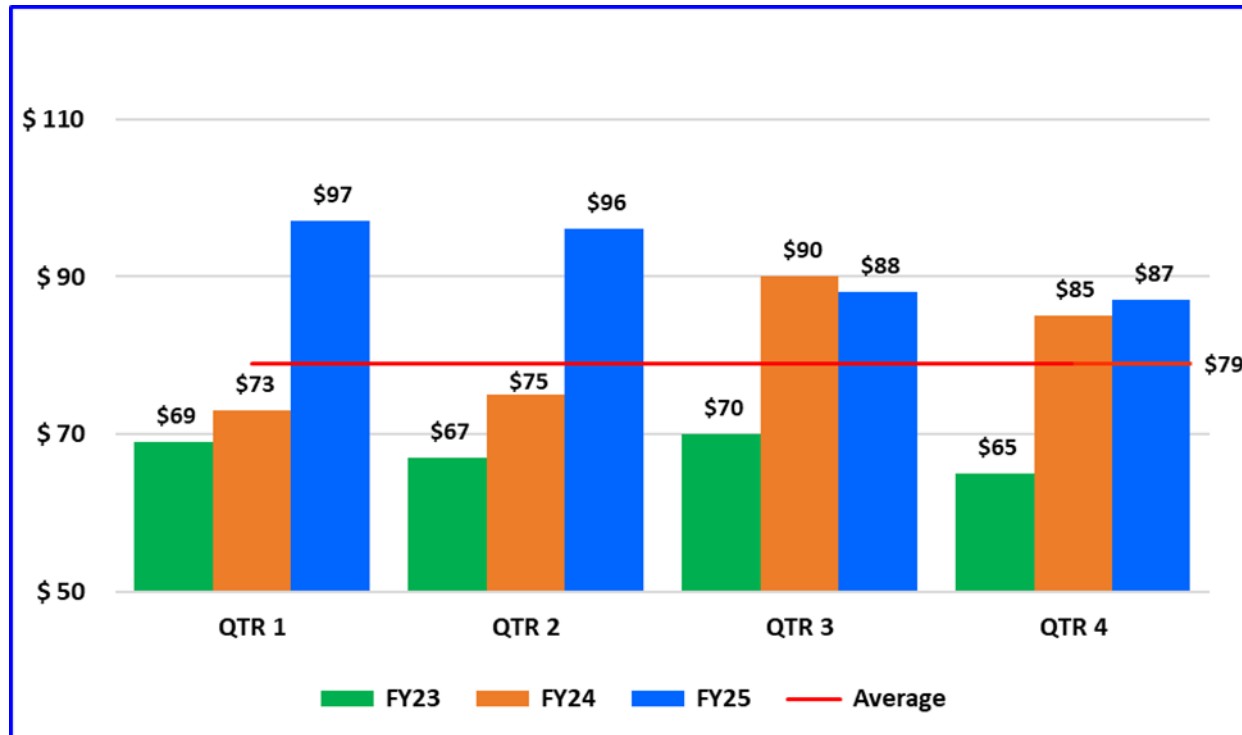
Fixed Route/Commuter Cost per RSH



- Q4 FY25 Cost per RSH is lower by \$48, over prior year Q4 FY24 due to an increase in service hours of 8,699 or 19.9%, along with an increase in costs of 2.3%

The Fixed Route/Commuter cost per RSH average of \$276 is based on the average actuals from FY22, FY23, and FY24

ParaCruz Cost per Trip



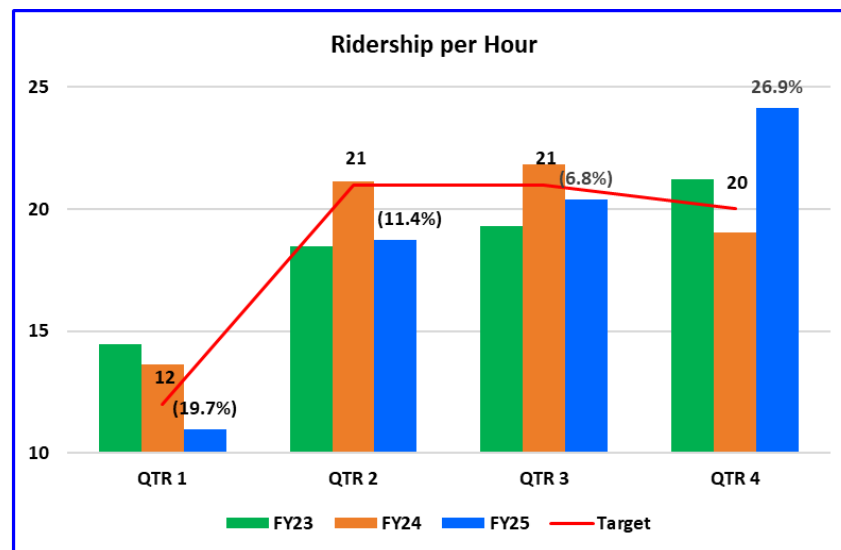
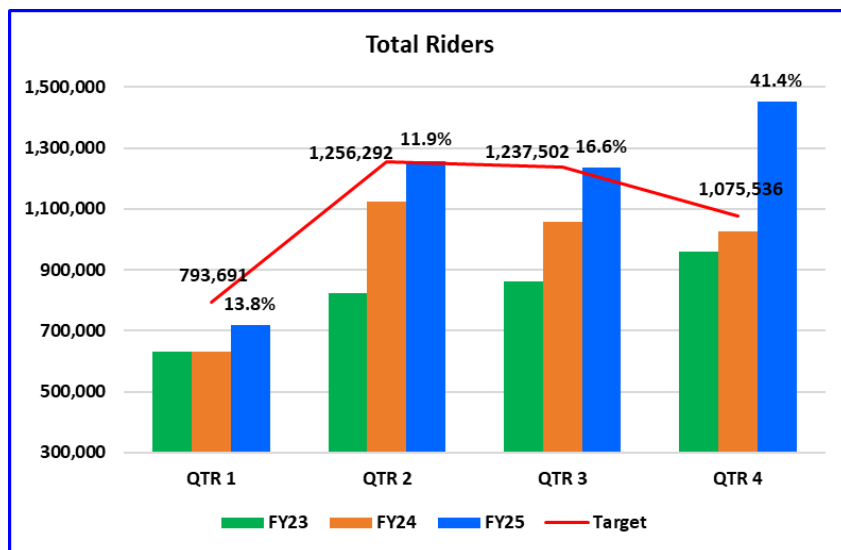
- Q4 FY25 Cost per Trip increased \$2 from the prior year due to increase in trips of 539 or 3.1%, and ParaCruz Costs increased by 5.5% when compared to the same period of FY24.

The ParaCruz Cost per Trip average of \$79 is based on the average actuals from FY22, FY23, and FY24

9/23/25 - NOTE SLIDES 8-13 ARE PRELIMINARY DATA; SUBJECT TO REVISION

Productivity KPI's

Total Ridership / Ridership per Hour (RPH)

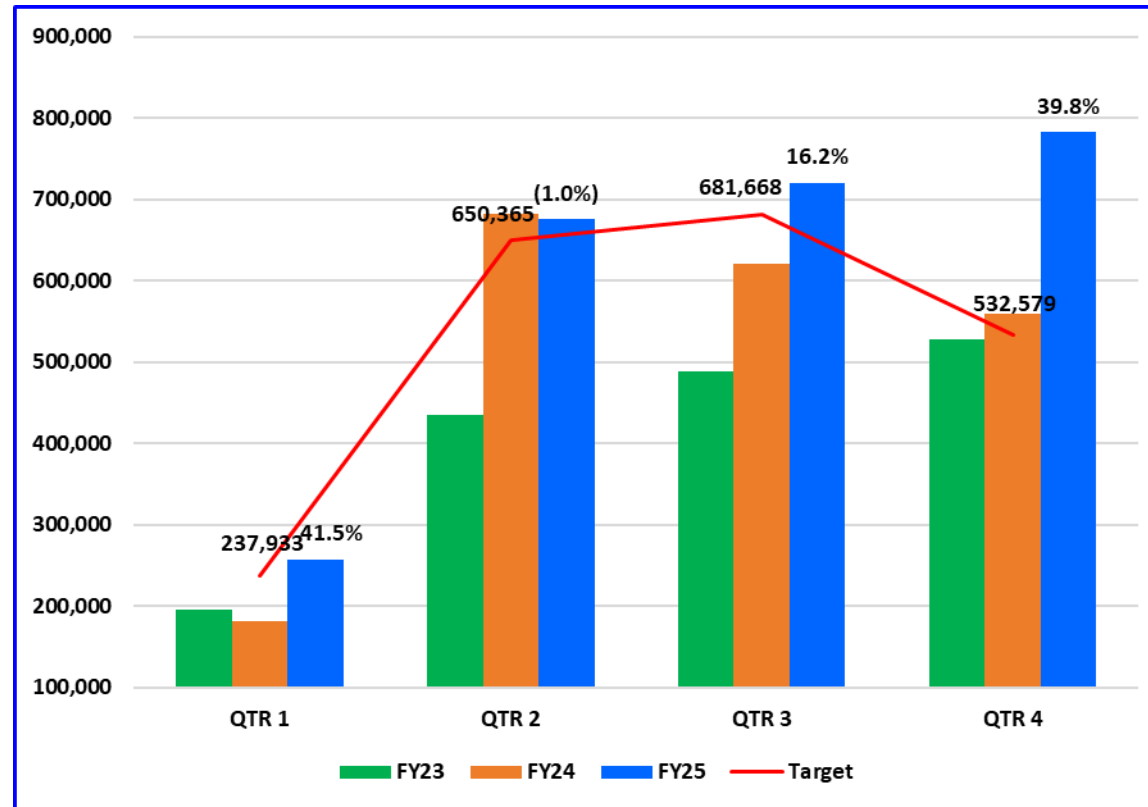


QTR 4				
Ridership	FY25	FY24	Variance	YoY Change
Local/Non-Student	470,161	304,081	166,080	54.6%
Student (UCSC, Cabrillo, K-12)	923,034	687,643	235,391	34.2%
Highway 17	59,403	35,474	23,929	67.5%

QTR 4				
Ridership	FY25	FY24	Variance	YoY Change
UCSC	782,963	559,970	222,993	39.8%
Cabrillo	53,010	44,807	8,203	18.3%
Youth	87,061	82,866	4,195	5.1%

The Quarterly Ridership/RPH Targets calculation is equal to 50% of the YOY quarterly service increase multiplied by the quarterly ridership from the previous year

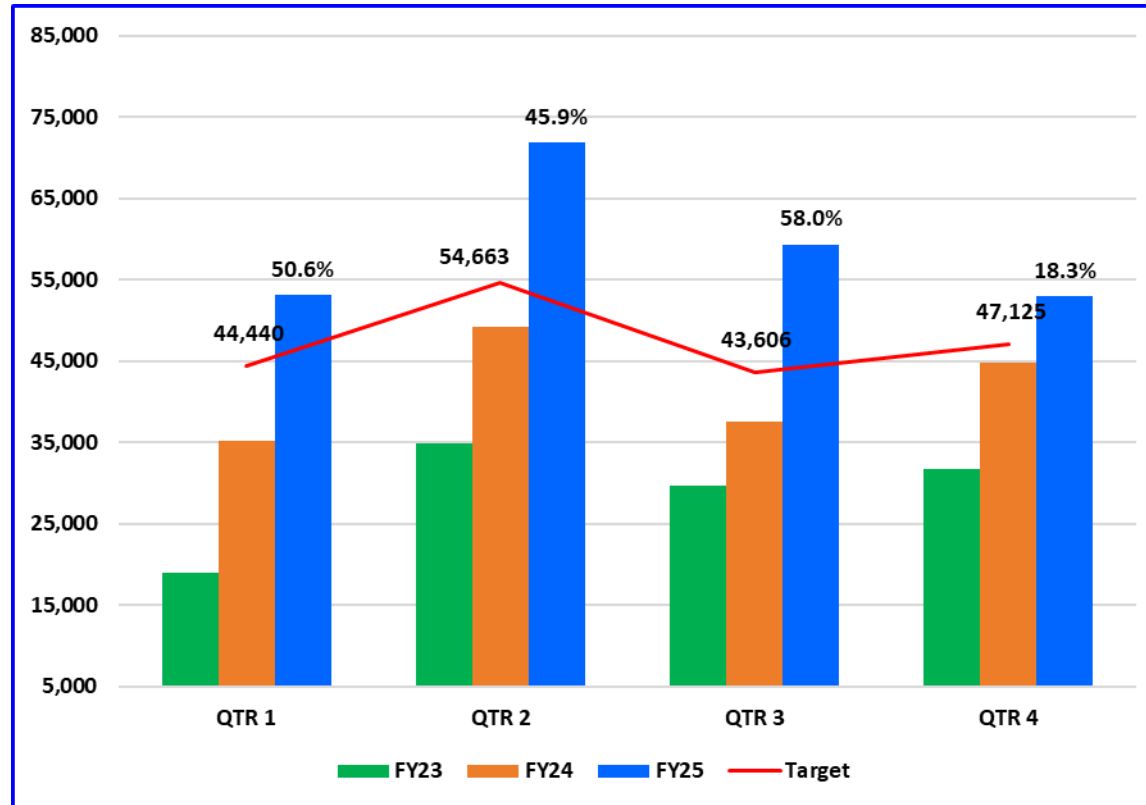
UCSC Ridership



- Q4 Ridership increased 222,993, or 39.8% when compared to Q4 FY24. In Q4 FY24, UCSC ridership was reduced due to a month-long labor strike combined with student protests.

The Quarterly Ridership Target calculation is equal to 50% of the YOY quarterly service increase multiplied by the quarterly ridership from the previous year

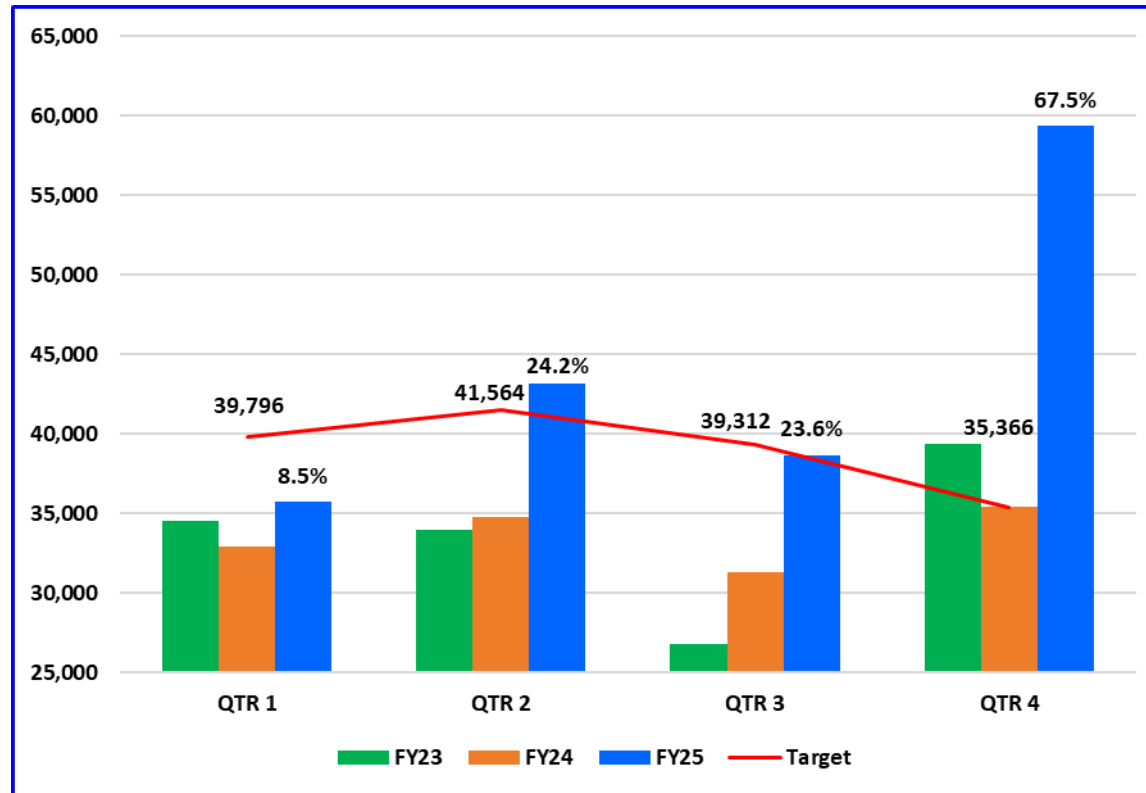
Cabrillo College Ridership



- Q4 Ridership increased 8,203, or 18.3% compared to Q4 FY24. In FY25, Cabrillo College voted to renew their student ridership contract with Santa Cruz METRO.

The Quarterly Ridership Target calculation is equal to 50% of the YOY quarterly service increase multiplied by the quarterly ridership from the previous year

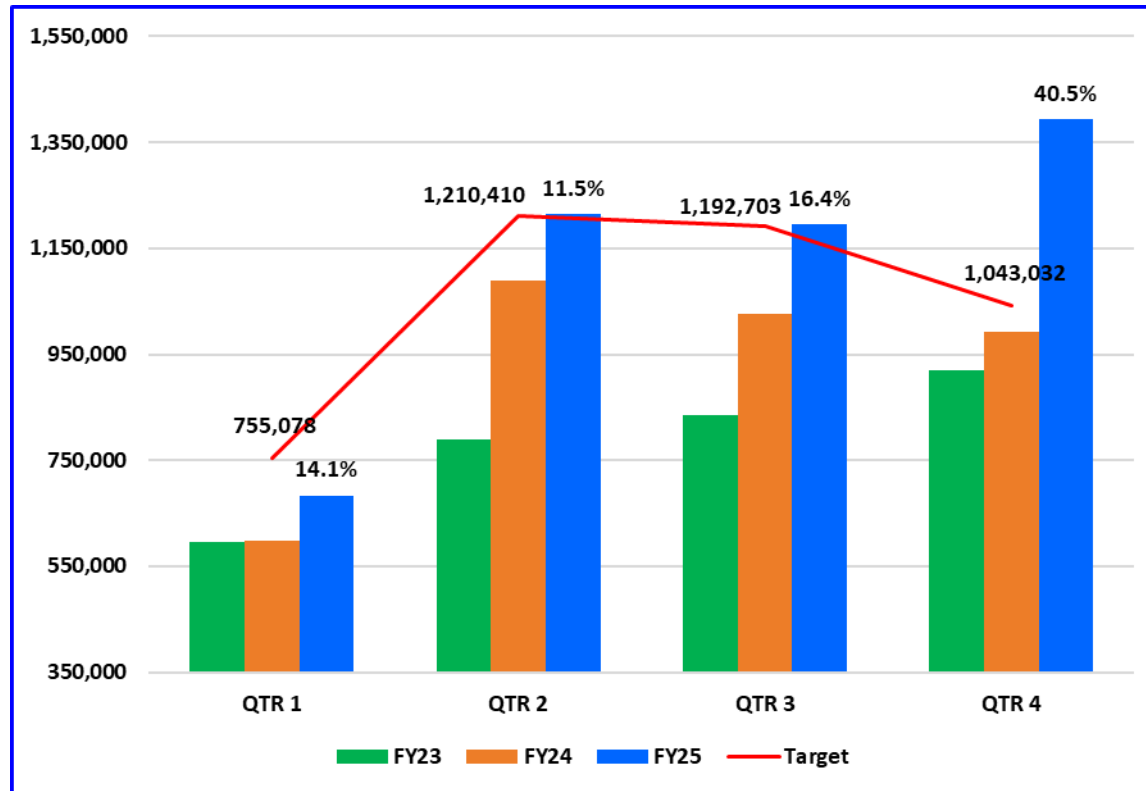
Highway 17 Ridership



- Q4 Ridership increased 23,929, or 67.5% compared to Q4 FY24. In Q4 FY25, ridership increased to 19,802, 18,522, and 21,079 in April, May and June, respectively.

The Quarterly Ridership Target calculation is equal to 50% of the YOY quarterly service increase multiplied by the quarterly ridership from the previous year

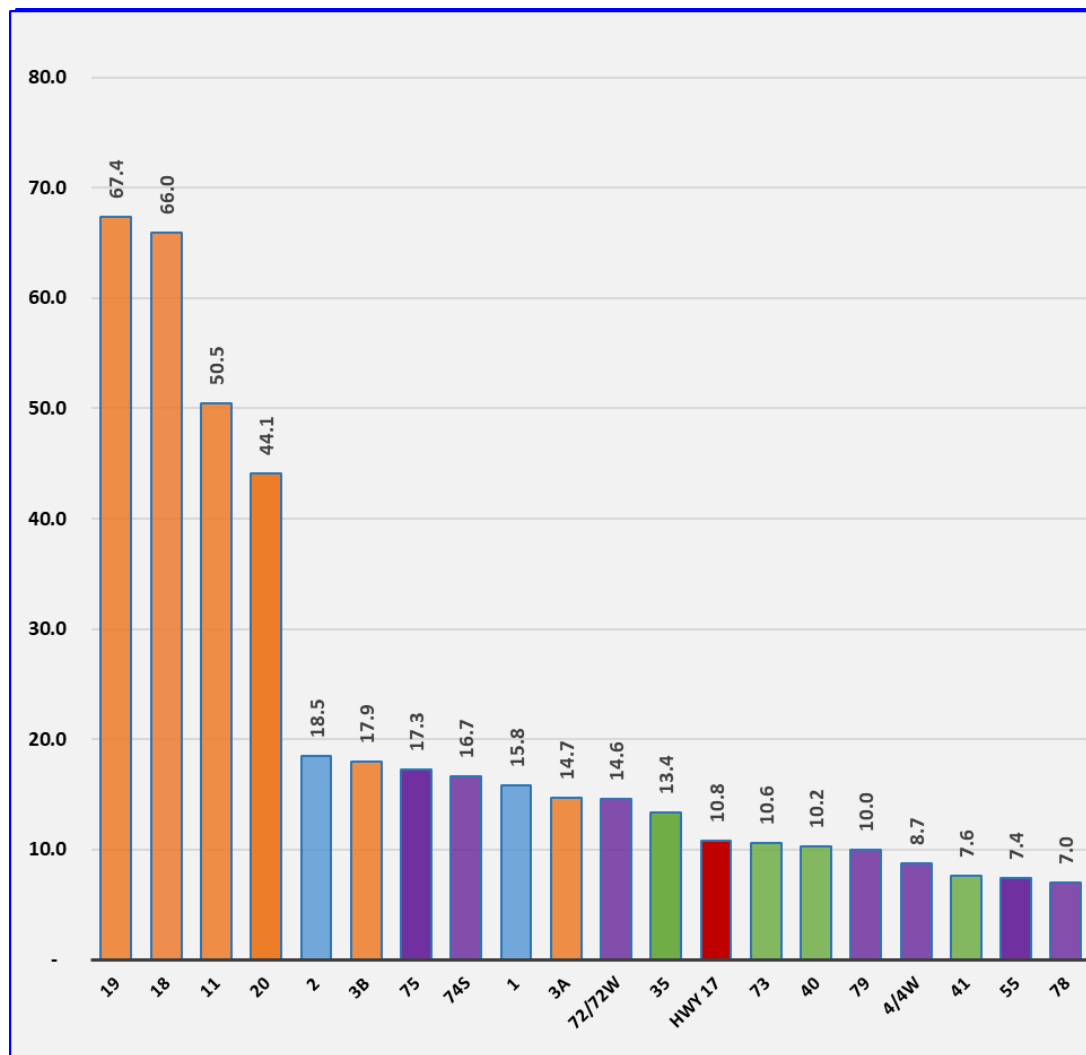
Attachment A Local Ridership



- Q4 Ridership increased 401,471, or 40.5% over prior year Q4. Metro operated 10.4% more service on all local routes. Service increases on Route 1 and 2 combined create 10-minute headways on the overlapping portions of their routes.
- Student ridership is comprised of:
 - UCSC – 39.8% increase
 - Cabrillo – 18.3% increase
 - K-12 – 5.1% increase

The Quarterly Ridership Target calculation is equal to 50% of the YOY quarterly service increase multiplied by the quarterly ridership from the previous year

YTD FY25 Passengers/Service Hours by Route

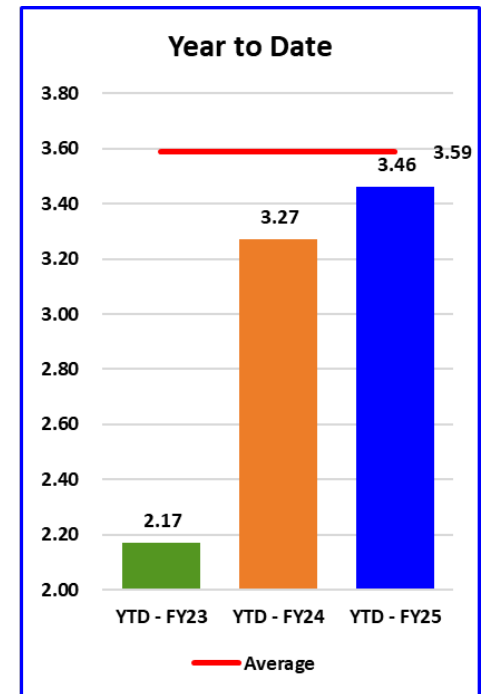
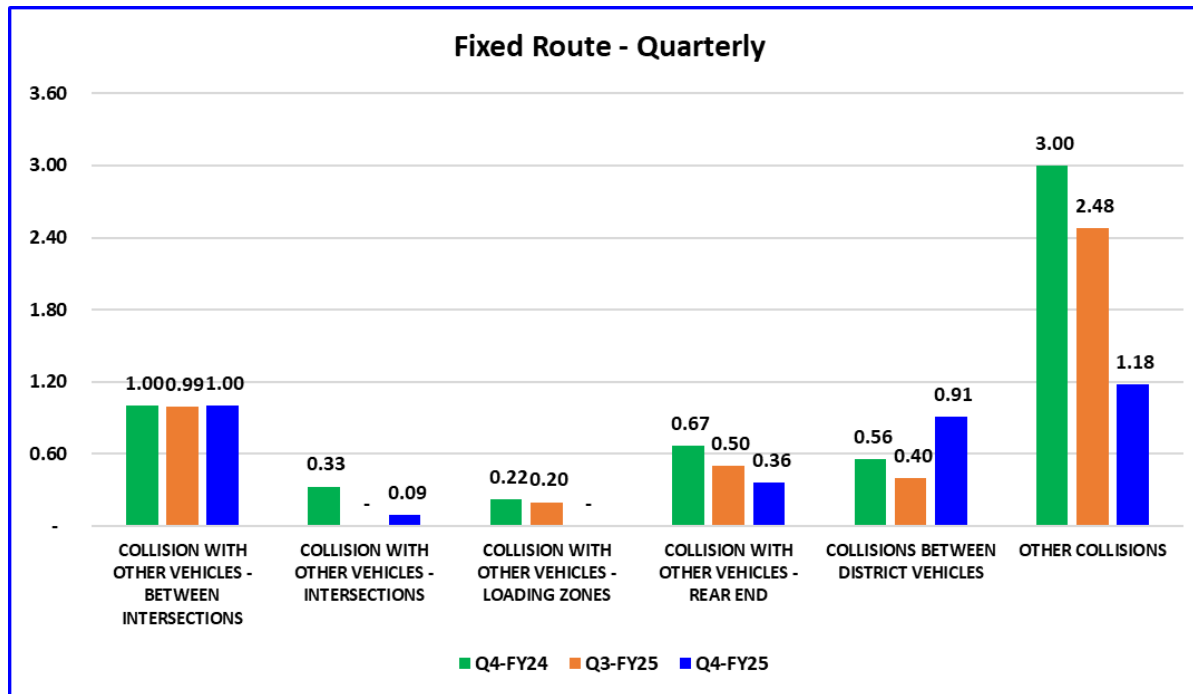


- Total Passengers/Service Hours were 24.3
- Combined UCSC Passengers/Service Hours were 51.9
- Combined Intercity Passengers/Service Hours were 16.8
- Combined Rural Passengers/Service Hours were 12.0
- Combined Local Passengers/Service Hours were 11.2
- Highway 17 Passengers/Service Hours were 10.8

Risk Management & Safety KPI's

Attachment A

Fixed Route - Traffic Accidents

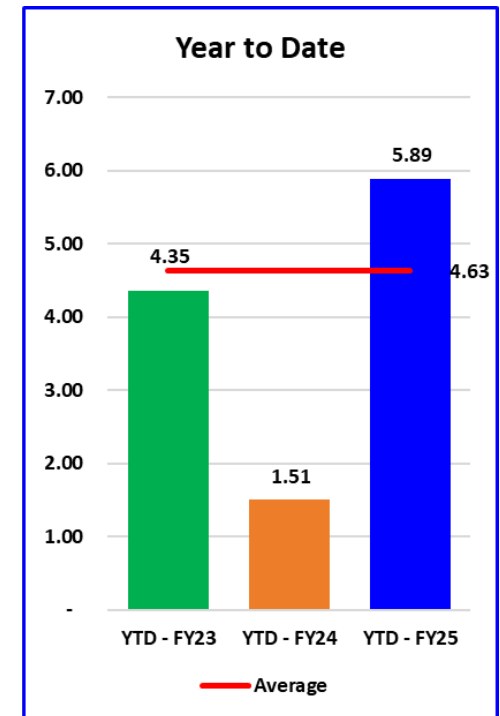
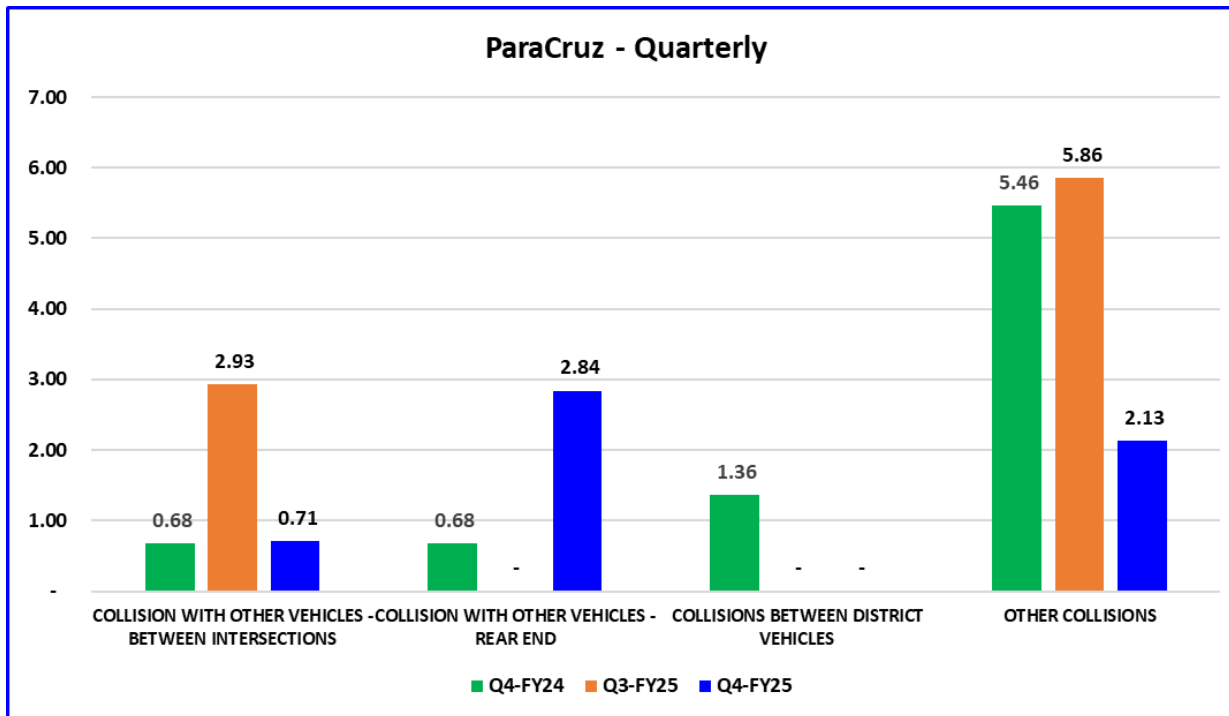


The YTD total is incident rate per 100,000 miles for all incidents (Collisions between/at intersections, fixed object and rear end collisions, along with collisions between District vehicles)

- The numbers shown above are the Accident rate for each listed quarter based upon Total number of incidents in each category per 100,000 miles; which is the industry standard for reporting accidents. This number helps us to better compare previous quarters with each other especially when miles and passenger increases have occurred in the transit system such as Reimagine METRO
- Other Collisions which are mainly fixed object type collisions have gone down significantly compared to last quarter and last years Q4. This data is all accidents/incidents combined whether they are chargeable (the fault of the operator) or not
- Metro average of 3.59 is based on 3-year average of Total incidents per 100,000 miles (FY22, FY23, FY24); All Quarterly categories with events are shown. Overall we are averaging below the total incident average of 3.59 in Q4

Attachment A

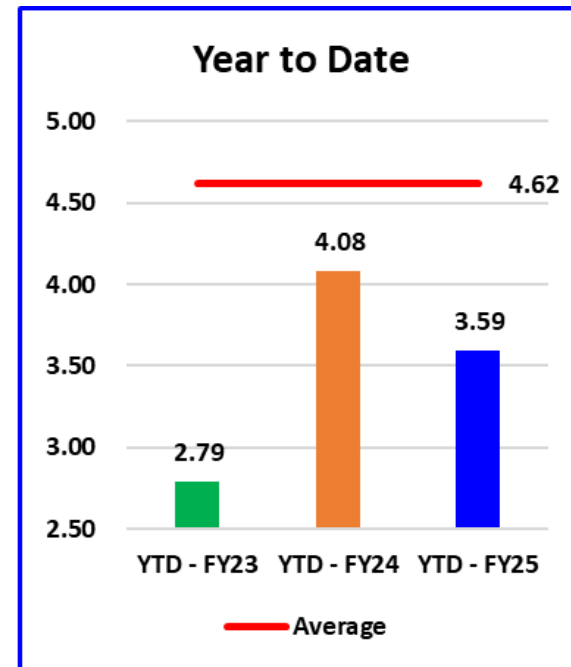
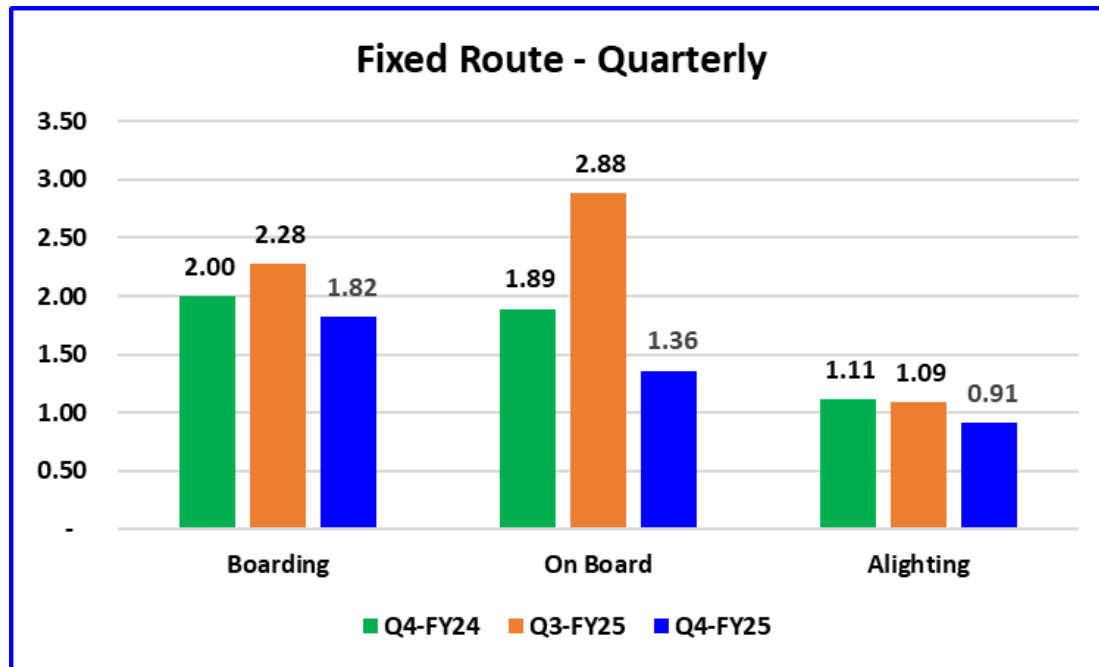
ParaCruz - Traffic Accidents



The YTD total is incident rate per 100,000 miles for all incidents (Collisions between/at intersections, fixed object and rear end collisions, along with collisions between District vehicles)

- Other Collisions and Collisions between District Vehicles has declined when compared to the same period last year
- ParaCruz Accidents with other vehicles between intersection have decreased since Q3 FY25 and is virtually flat to the same period last year.
- Metro average of 4.63 is based on 3-year average of Total incidents per 100,000 miles (FY22, FY23, FY24); All Quarterly categories with events are shown

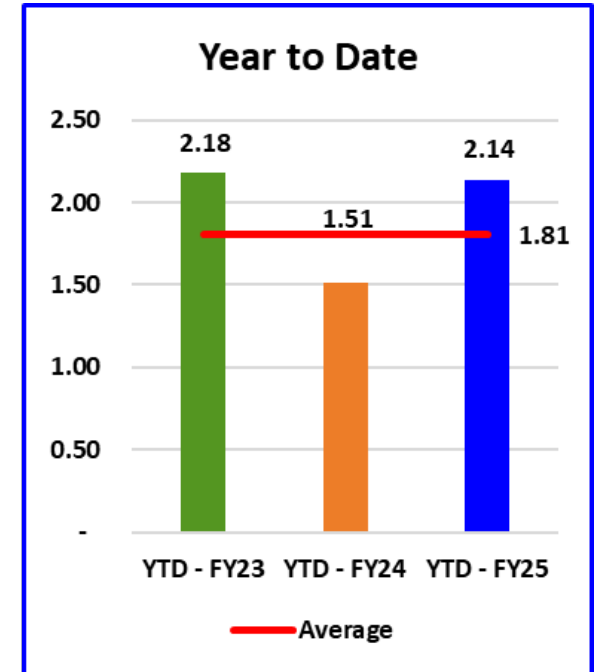
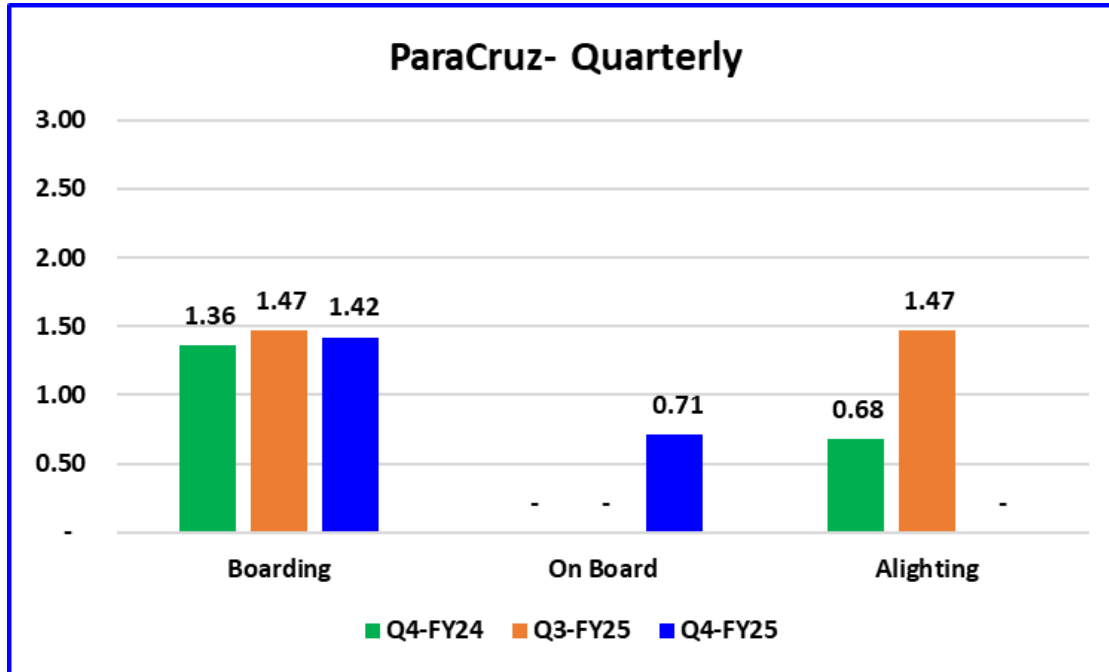
Fixed Route - Passenger Incidents



Incidents per 100,000 miles

- The numbers shown above are the incident rate for each listed quarter based upon Total number of passenger incidents in each category per 100,000 miles which is the industry standard for reporting accidents. This number helps us to better compare previous quarters with each other, especially when miles and passenger increases have occurred in the transit system such as Reimagine METRO
- Most boarding/on board incidents occur when the passengers are not paying attention to their surroundings.
- All categories have seen a decrease from prior quarter, as well as year over year
- YTD Ridership numbers are 3,275,802, 3,841,429, and 4,655,001 respectively for FY23, FY24, and FY25
- Metro Average of 4.63 is based on 3-year average total incident rate per 100,000 miles (FY22, FY23, FY24)

ParaCruz - Passenger Incidents

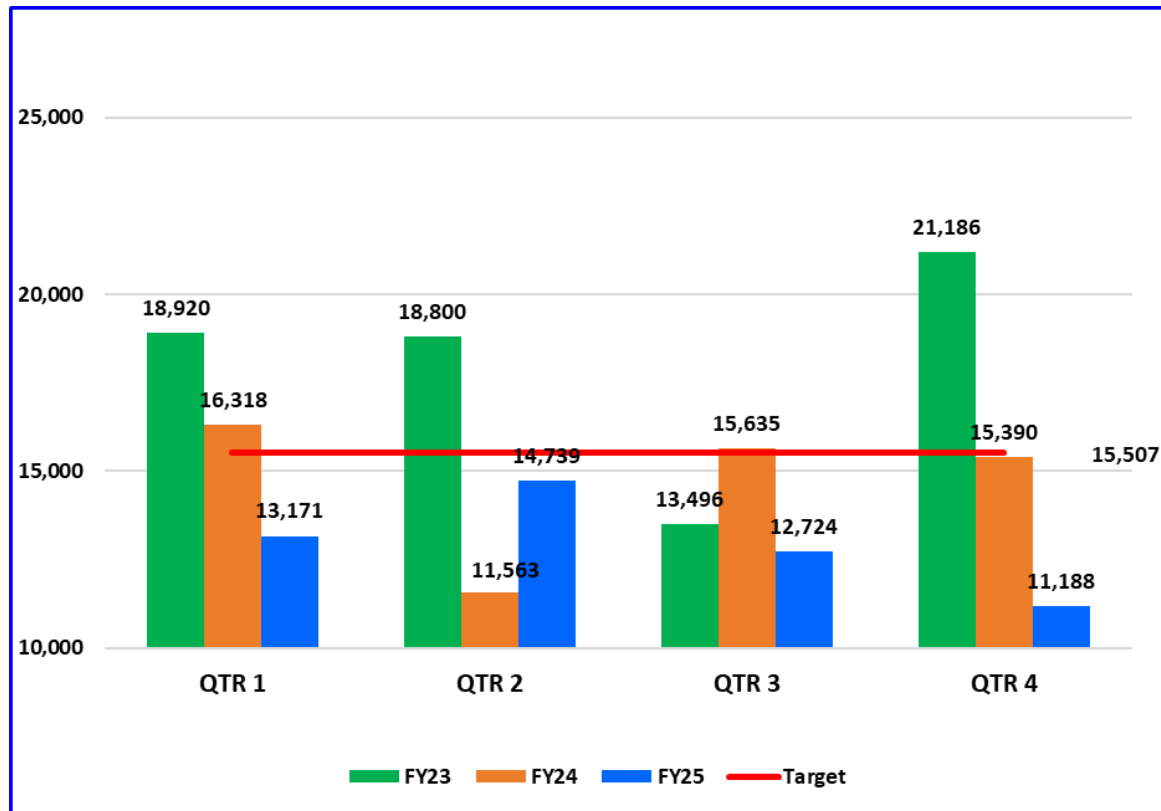


Incidents per 100,000 miles

- Overall passenger incidents have gone slightly down since FY23 and are up from FY24
- Most boarding/on board incidents occur when the passengers are not paying attention to their surroundings.
- YTD PC trips are 76,715, 72,752, and 65,925 respectively for FY23, FY24, and FY25
- Metro Average of 1.81 is based on 3-year average per 100,000 miles (FY22, FY23, FY24)

Reliability KPI's

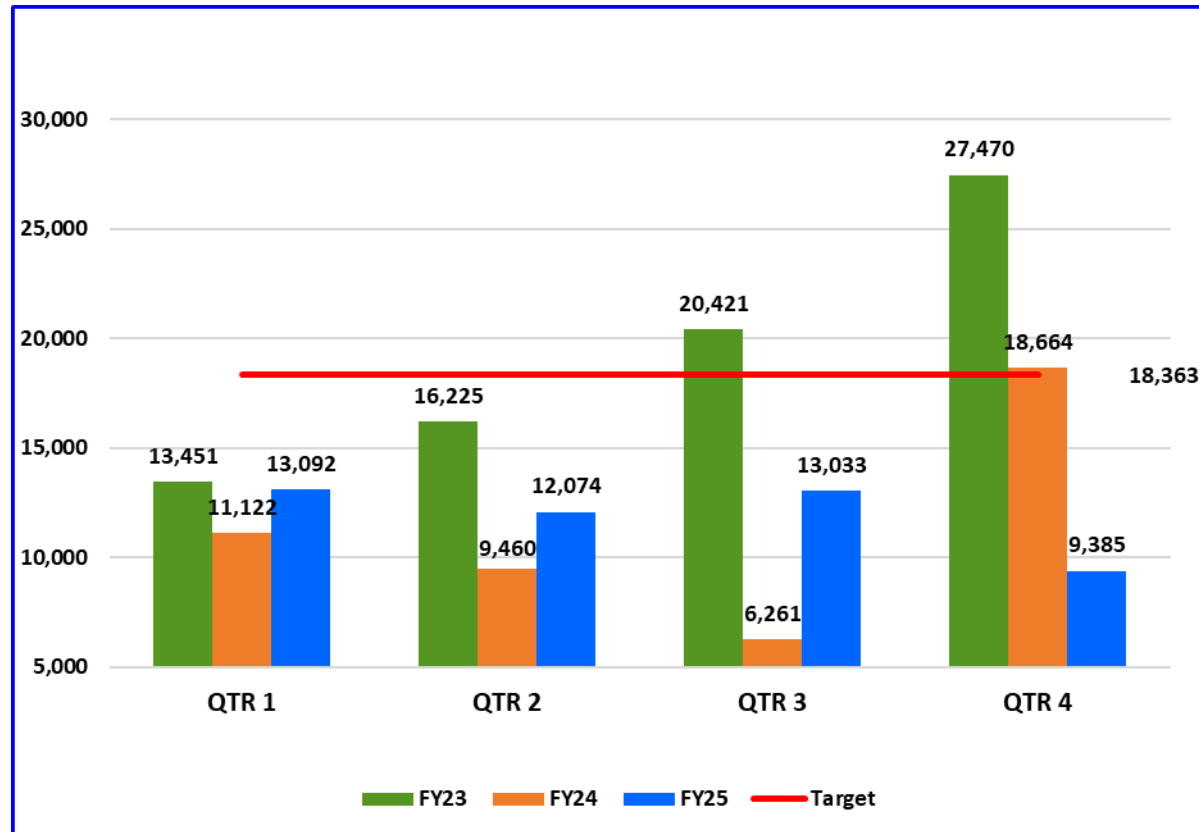
Mean Miles Between Chargeable Road Calls – Fixed Route (Local)



- Q4 FY25 average mileage between calls decreased by 4,202, while total miles increased by 181,443, and road calls increased by 35 when compared to the same time period in FY24, resulting in a lower mileage between calls.
- Chargeable road calls in Q4 FY25 were 28 in April, 32 in May, and 25 in June

The current target of 15,507 is based off a 3-year average (FY21, FY22, FY23)

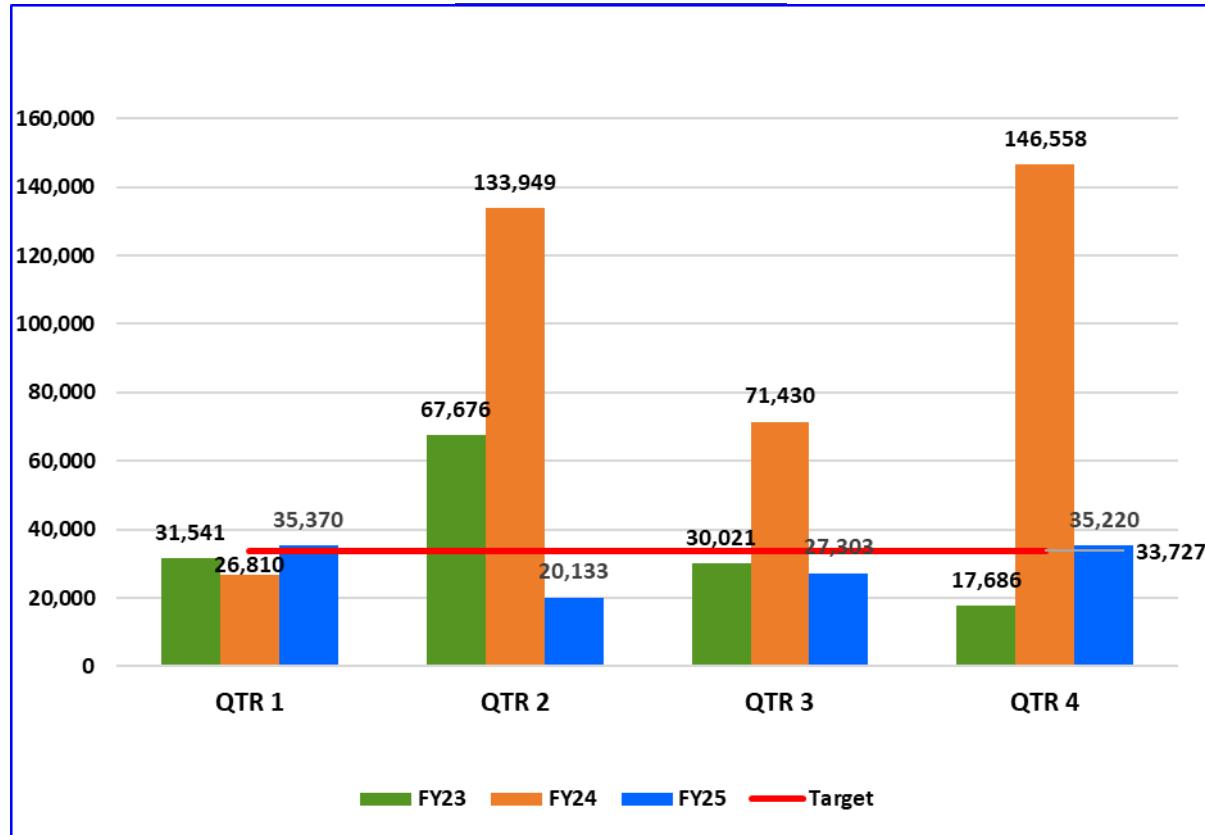
Mean Miles Between Chargeable Road Calls – Highway 17



- Q4 FY25 average mileage between calls decreased by 9,279 in correlation with total miles increasing by 19,512 and road calls increasing by 9 when compared to the same time period in FY24
- Chargeable road calls in Q4 FY25 were 6 in April, 3 in May, and 7 in June

The current target of 18,363 is based off a 3-year average (FY21, FY22, FY23)

Mean Miles Between Chargeable Road Calls – ParaCruz

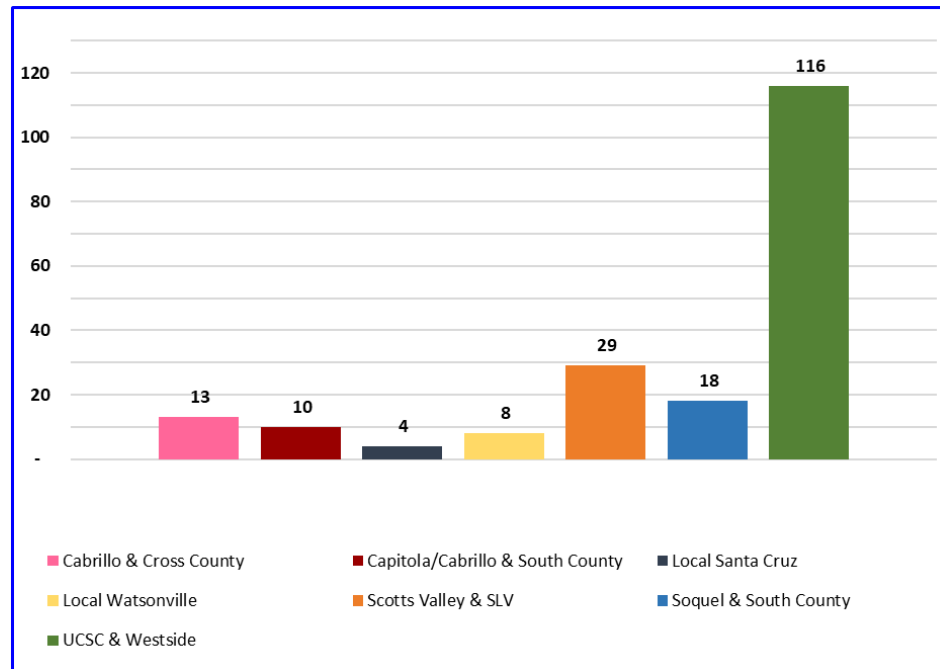
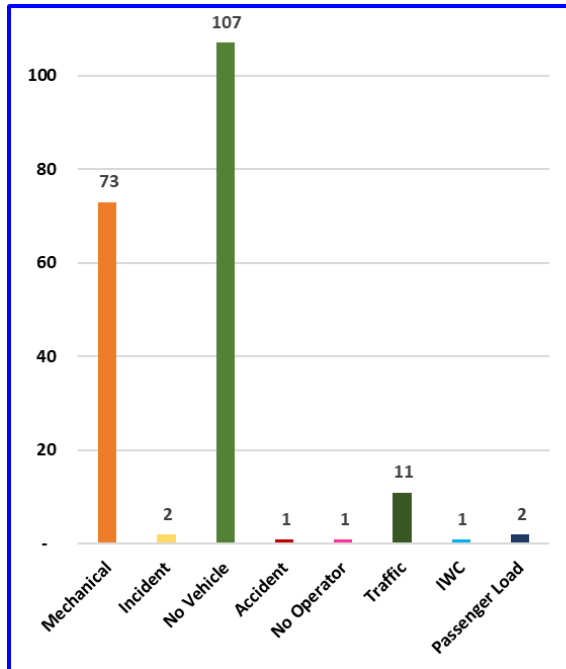


- Q4 FY25 average mileage between calls decreased by 111,338 while road calls increased by 3. Average mileage is derived by total miles divided by road calls and only 1 road call in Q4 FY24, resulted in a high variance compared to current Q4
- Chargeable road calls in Q4 FY25 were 2 in April, and 1 each in May and June

The current target of 33,727 is based off a 3-year average (FY21, FY22, FY23)

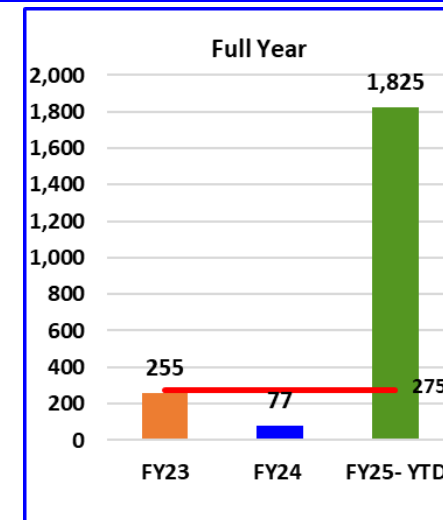
Dependability KPI's

Cancelled Trips by Cause & Region

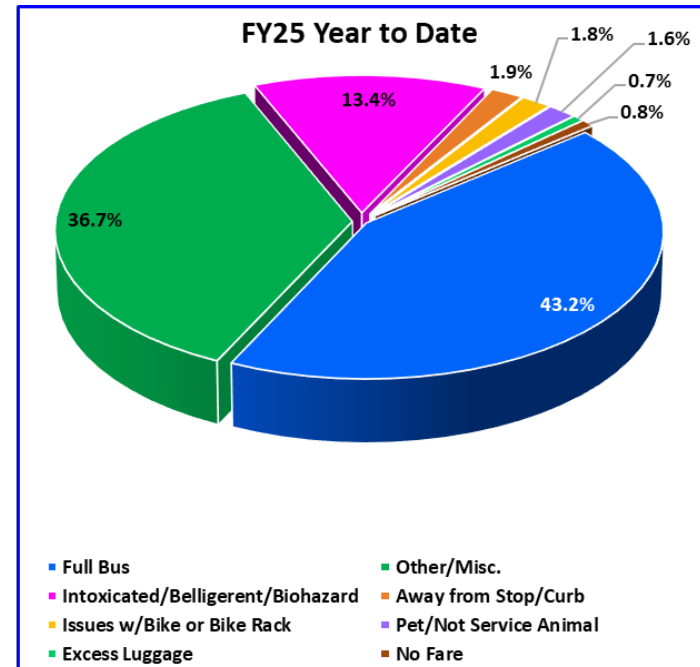
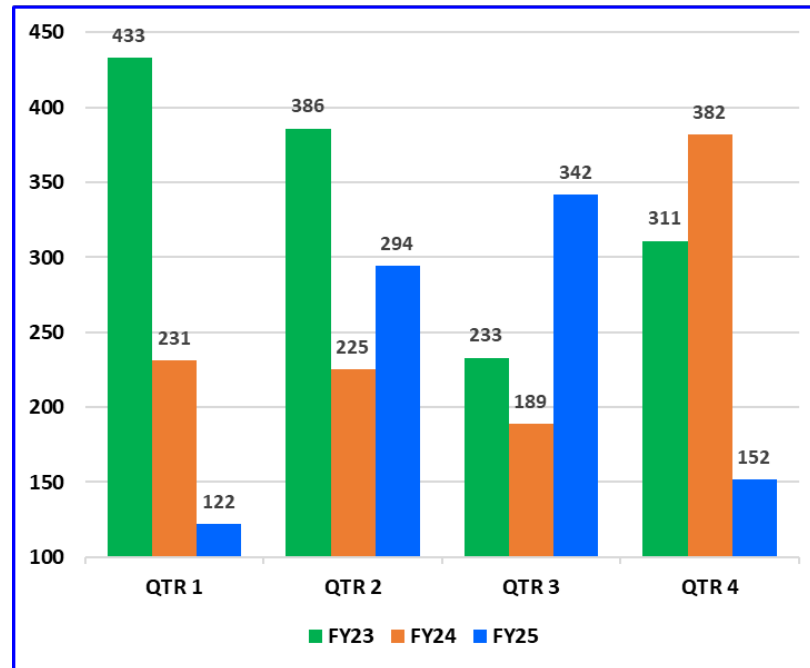


- There were 198 cancelled trips in Q4 FY25 – 9 in April, 33 in May and 156 in June primarily due to mechanical and no vehicle issues
- Seven regions were impacted – Cabrillo & Cross County, Capitola/Cabrillo & South County, Local Santa Cruz, Local Watsonville, Scotts Valley & SLV, Soquel & South County, and UCSC & Westside

Full year average of 275 is based 3-year average (FY22, FY23, FY24)

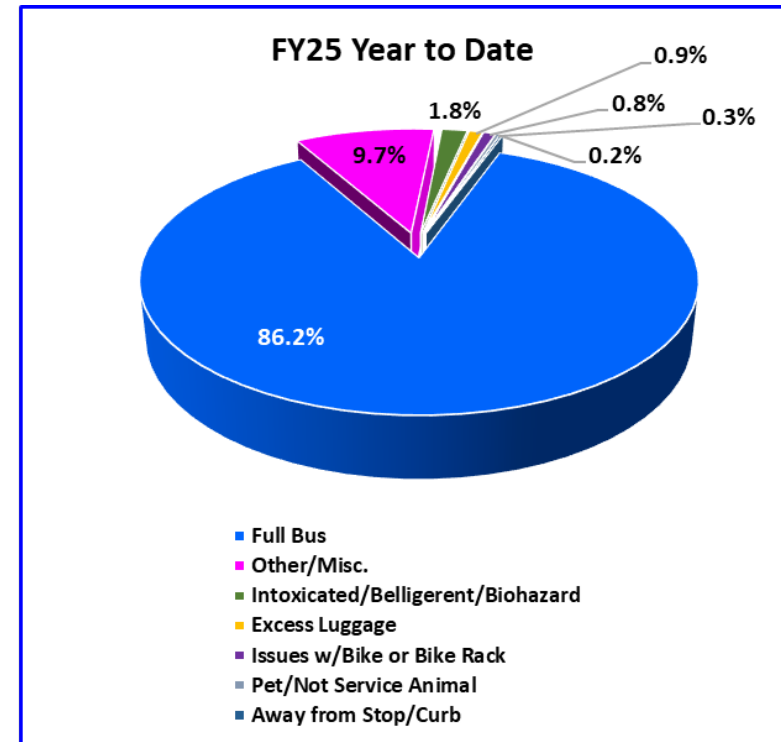
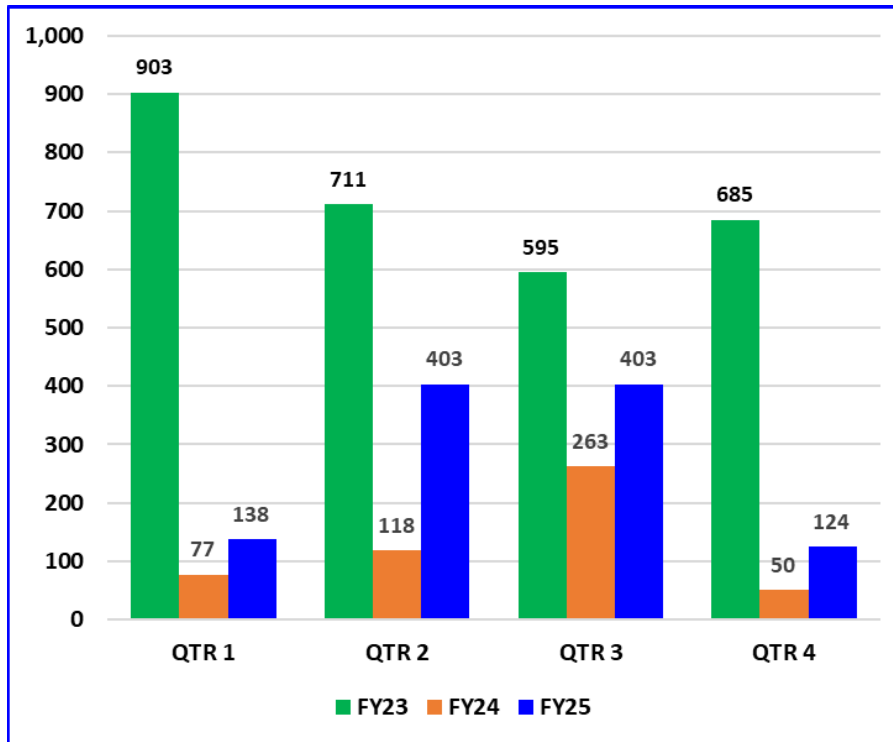


Pass-Ups by Quarter/Reason – Fixed Route



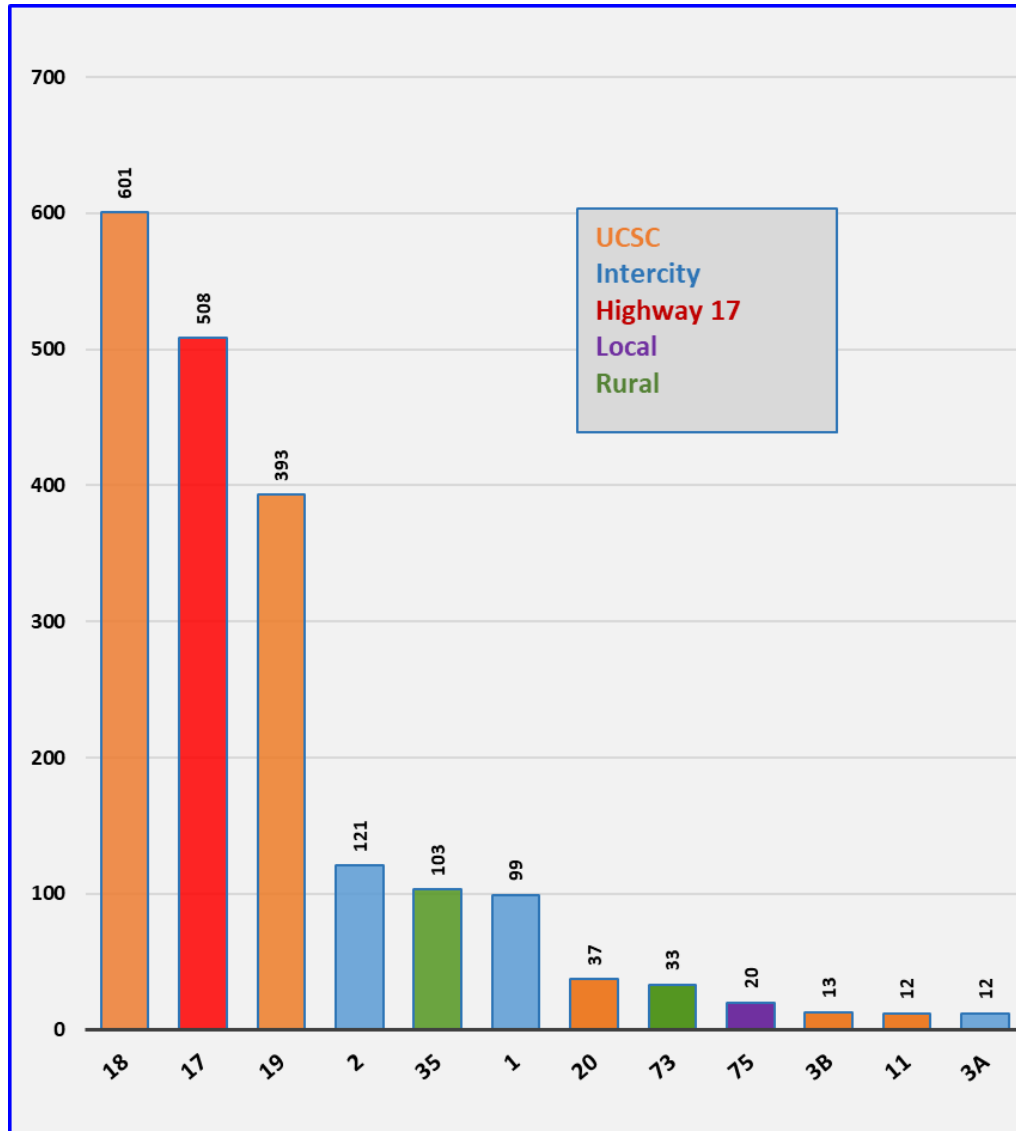
- In Q4 FY25, total pass-ups were 152, which is 230 (60.2%) lower when compared to Q4 FY24
- There were decreases across all months - April by 71 pass-ups (55.5%), May by 146 (76.4%), and June by 13 (20.6%) when compared to the same time period as FY24
- 43.2% of Year-to-Date total pass-ups are caused by full bus capacity, followed by 36.7% Other/Misc, which covers a wide range of issues (such as Surfboards, No Shoes, Smoking/Vaping, and Hygiene to name a few), and 13.4% due to Intoxicated/Belligerent/Biohazard, all other categories are 1.9% or less

Pass-Ups by Quarter/Reason - UCSC



- In Q4 FY25, total pass-ups were 124, which is 74 (148.0%) higher when compared to Q4 FY24
- There were increases in April by 57 pass-ups (154.1%), and May by 18 (300%), whereas there was decline in June by 1 (14.3%) when compared to the same time period as FY24
- 86.2% of Year-to-Date total pass-ups are caused by full bus capacity, followed by 9.7% caused by Other/Misc., all other categories are 1.8% or less

YTD FY25 Pass-Ups by Route*



- YTD Pass-ups total 1,978
- UCSC Routes comprised 1068 (54.0%), of which 86.2% were due to full bus capacity
- Highway 17 Routes comprised 508 (25.7%), of which 62.8% were due to full bus capacity
- Intercity Routes comprised 228 (11.5%), of which 43.4% were due to Other/Misc.
- Rural Routes comprised 137 (6.9%), of which 46.7% were due full bus capacity
- Local Routes comprised 37 (1.9%), 64.9% were due to Other/Misc.

*Only Routes with greater than 10 pass-ups are shown in the graph

Questions ?

KPI Metric Descriptions & Importance

Metric	Description & Importance
Financial Performance	<p>The Farebox/Contract Recovery Ratio represents the passenger fares (Fixed Route and Commuter) coverage of Metro's agency costs; this provides insight to the amount of non-passenger revenue (subsidy) needed to cover costs. Additionally, it allows the agency to compare cost-effectiveness within its own service.</p> <p>Fixed Route and Commuter Cost per Revenue Service Hour (RSH) along with the ParaCruz Cost per Trip depict the cost per hour of service/trip. By effectively tracking and minimizing costs, this measurement ensures efficient delivery of transit services.</p> <p>Data presented is by Quarter, for the current and past two fiscal years.</p>
Productivity	<p>Total Ridership and Ridership per hour are measures of productivity. The metrics depict seasonal fluctuations in ridership related to holidays, school terms, and other changes.</p> <p>Student ridership, historically a large portion of METRO's total ridership, shows changes in student enrollment and seasonal trends can be seen year over year.</p> <p>Highway 17 demonstrates METRO's commuter ridership, connecting Santa Cruz to San Jose.</p> <p>Local Ridership excludes student and commuter routes and reflects all other routes within the county.</p> <p>Passengers per Revenue Service Hour (RSH) depicts the productivity of each route. This ratio brings the true productivity of each route to scale and can stimulate discussions about frequency of service in urban and semi-urban areas of the of the county versus geographic coverage.</p> <p>Data presented is by Quarter, for the current and past two fiscal years.</p>

KPI Metric Descriptions & Importance, con't

Metric	Description & Importance
Risk Management & Safety	<p>Traffic Accidents are broken down into different categories: Collisions between intersections, at the intersection, with fixed objects, with other district vehicles</p> <p>Passenger Incidents, such as passenger falls, happen with METRO passengers either while boarding a bus, on board a bus, or alighting (descending) a bus.</p> <p>Data presented is by Quarter, for the current quarter, previous quarter, and the current quarter for the last fiscal year.</p> <p>The metric is calculated using the accident rate based on a formula that shows how many incidents of each category occur per 100,000 revenue miles driven. This helps to compare safety performance for each quarter even as overall revenue miles change.</p> <p>The YTD total is <u>all</u> incidents (Collisions between/at intersections, fixed object and rear end collisions, along with collisions between District vehicles)</p>
Reliability	<p>Any mechanical failure that impedes the vehicle from starting or completing a scheduled revenue trip because actual movement is limited, or there are safety concerns, are used to calculate the Mean Miles Between Chargeable Road Call.</p> <p>The metric is calculated using the number of miles for the month divided by the number of chargeable road calls for each service type (Fixed Route, Commuter, and ParaCruz).</p> <p>Data presented is by Quarter, for the current and past two fiscal years.</p>

KPI Metric Descriptions & Importance, con't

Metric	Description & Importance
Dependability	<p>Cancelled Trips are presented by Region and Cause for the current quarter only and YTD for the current year, and full year for the previous two fiscal years.</p> <p>Pass-Ups occur when a bus operator must leave behind a passenger for a variety of reasons: No Fare, Exceeds Capacity Load (Full Bus), Intoxicated/Belligerent/Biohazard, and All Other.</p> <p>Pass-Ups data are presented by Quarter, for the current and past two fiscal years for both Fixed Route and UCSC along with a YTD presentation of Routes with 10 or more Pass-Ups</p>

Attachment A

Historical Metrics

Metric	FY20	FY21	FY22	FY23	FY24	YTD FY25
Farebox Recovery	24.1%	11.2%	16.7%	18.6%	16.2%	14.3%
Fixed Route/Commuter Cost/RSH	211	298	267	265	297	252
ParaCruz Cost/Trip	72	181	88	68	81	92
Monthly Mean Miles Between Chargeable Road Calls - Fixed Route	13,216	13,695	15,401	17,602	14,494	12,822
Monthly Mean Miles Between Chargeable Road Calls - Highway 17	24,126	18,016	18,699	18,341	9,959	11,717
Monthly Mean Miles Between Chargeable Road Calls - ParaCruz	44,329	53,393	29,626	29,729	66,326	27,990
Annual Road Miles - Fixed Route	2,443,157	1,999,474	2,325,531	2,358,618	2,594,510	3,679,845
Annual Road Miles - Highway 17	562,616	324,281	373,984	403,492	468,091	632,742
Annual Road Miles - ParaCruz	623,119	373,748	503,650	505,399	530,608	559,805



DATE: September 26, 2025
TO: Board of Directors
FROM: Gregory Strecker, Safety, Security and Risk Management Director
SUBJECT: RECOMMENDED ACTION ON TORT CLAIMS

I. RECOMMENDED ACTION

That the Board of Directors Approve Staff Recommendations for Claims for the Month of September 2025, as reflected in Section VIII of this report

II. SUMMARY

This staff report provides the Board of Directors with recommendations on claims submitted to the Santa Cruz Metropolitan Transit District (METRO).

III. DISCUSSION/BACKGROUND

METRO's Risk Department received one claim for the month of September 2025 for money or damages. As a public entity, METRO must act "within 45 days after the claim has been presented" (Govt C §912.4(a)). See staff recommendations in paragraph VIII.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report pertains to METRO's Financial Stability, Stewardship and Accountability.

V. FINANCIAL CONSIDERATIONS/IMPACT

None

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

Within the 45-day period, the Board of Directors may take the following actions:

- Reject the claim entirely;
- Allow it in full;
- Allow it in part and reject the balance;
- Compromise it, if the liability or amount due is disputed (Govt C §912.4(a)); or
- Do nothing, and allow the claim to be denied by operation of law (Govt C §912.4 (c)).

VIII. DESCRIPTION OF CLAIM

Claimant	Claim #	Description	Recommended Action
Shawn A Fialho	25-006	Claimant alleges that METRO is liable for expenses related to property damage. Amount of claim: >\$10,000	Reject

Prepared by: Miguel Duarte, Safety and Training Program Specialist

IX. APPROVALS

Gregory Strecker, Safety, Security
and Risk Management Director



Corey Aldridge,
CEO/General Manager



- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: September 26, 2025

TO: Board of Directors

FROM: Michael Bois, Communications and Marketing Manager

SUBJECT: CONSIDERATION OF AUTHORIZING THE CEO/GENERAL MANAGER TO EXECUTE A 3RD CONTRACT AMENDMENT EXTENDING THE CONTRACT FOR TWO (2) YEARS WITH CATTO'S GRAPHICS, INC. FOR FULL BUS WRAP SERVICES, INCREASING THE CONTRACT TOTAL BY \$380,001

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO/General Manager to execute a 3rd contract amendment extending the contract for two (2) years with Catto's Graphics, Inc. for Full Bus Wrap Services, increasing the contract authority by \$380,001 for the additional two-year period at no increase to the original unit pricing, thereby increasing the total contract authority from \$412,205 to \$792,205.

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) has a need to wrap thirty-eight (38) New Flyer 40' Hydrogen Buses expected to go into service starting September and October.
- In February 2024, following Board approval, METRO awarded a contract to Catto's Graphics, Inc. (Catto's) under RFP 23-10 for Full Bus Wrap Services.
- Catto's was the highest-ranked responsive firm and included a 5% sustainability discount on its pricing
- METRO staff are very satisfied with the quality of Catto's bus wrapping service, and since Catto's has not increased pricing, it is in the best interest of METRO to continue utilizing Catto's for our 40' bus wrap services.

III. DISCUSSION/BACKGROUND

METRO has an immediate need to wrap an additional thirty-eight (38) New Flyer 40' Hydrogen Fuel Cell Buses with full-color digital print with laminate to promote the One Ride at a Time (ORAT) program, encouraging the public to choose public transportation. These buses are expected to begin service in September and October.

METRO has a contract with Catto's for Full Bus Wrap Services with specifications to produce and install full bus wraps for the ORAT campaign. METRO has used Catto's for all the ORAT 40' bus wraps since February 24, 2023. Catto's currently

has the design templates and materials required to perform the bus wrap services. This avoids onboarding another vendor and keeps the look uniform and consistent and lower risk of installation errors or mismatched branding.

Staff recommends that METRO amend the existing contract with Catto's to include production and installation of bus wraps for the additional 38 Hydrogen Fuel Cell buses adding \$380,001 to the not to exceed total. Staff further recommends that the Board of Directors (Board) authorize the CEO to execute a third contract amendment on behalf of METRO. Michael Bois, Communications & Marketing Manager, will continue to serve as the Contract Administrator and will ensure contract compliance.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This amendment would align with the following Strategic Priorities:

1. Service Quality and Delivery
2. State of Good Repair
3. Strategic Alliances and Community Outreach

V. FINANCIAL CONSIDERATIONS/IMPACT

This contract has a total not to exceed amount of \$412,205. Additional funds in the amount of \$380,001 are requested for approval at this time. The new contract total not to exceed amount would be \$792,205.

Funds to support this contract are available through the Transit and Intercity Rail Capital Program (TIRCP) and Measure D funding and will be included in the capital budget for project 23-0001 in account Revenue Vehicles.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

Issue a new competitive solicitation – Staff considered releasing a new RFP for Full Bus Wrap Services. This alternative was rejected because METRO already has an active contract with Catto's, who maintains the required design templates and materials. Issuing a new solicitation would cause delays, increase administrative costs, and risk inconsistencies in branding or installation quality.

VIII. ATTACHMENTS

Attachment A: Third Amendment to the Contract with Catto's Graphics, Inc.
Prepared by: Tanya Gilliam, Purchasing Agent

IX. APPROVALS

Michael Bois, Communications &
Marketing Manager


A blue ink signature of Michael Bois, written in a cursive style, positioned above a solid black horizontal line.

Approved as to fiscal impact:
Chuck Farmer, CFO


A blue ink signature of Chuck Farmer, written in a cursive style, positioned above a solid black horizontal line.

Corey Aldridge, CEO/General Manager


A blue ink signature of Corey Aldridge, written in a cursive style, positioned above a solid black horizontal line.

- THIS PAGE INTENTIONALLY LEFT BLANK -

Attachment A

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT THIRD AMENDMENT TO CONTRACT NO. 23-10 FOR FULL BUS WRAP SERVICES

This Third Amendment to Contract No. 23-10 for Full Bus Wrap Services is made effective _____ between the Santa Cruz Metropolitan Transit District (“Santa Cruz METRO”), a political subdivision of the State of California, and Catto’s Graphics, Inc. (“Contractor”).

I. RECITALS

- 1.1 Santa Cruz METRO and Contractor entered into a Contract for Full Bus Wrap Services (“Contract”) on February 24, 2023.
- 1.2 The Contract is due to expire on February 25, 2026.
- 1.3 The Contract allows for amendment upon mutual written consent.
- 1.4 Santa Cruz METRO and Contractor desire to amend the Contract to extend the Contract term, to adjust the Scope of Work to include New Flyer 40’ Hydrogen Buses, and to increase the Contract total not-to-exceed amount.

Therefore, Santa Cruz METRO and Contractor amend the Contract as follows:

II. TERM

Article 4.1 is amended to add the following language:

Under the terms of the Third Amendment, the term of this Contract is extended by two years, through February 25, 2028.

III. SCOPE OF WORK

Exhibit B to the Contract is modified to include Contractor’s quote for New Flyer 40’ Hydrogen Buses, Attachment A to this First Amendment.

IV. COMPENSATION

Article 5.1 is amended to add the following language:

Under the terms of the Third Amendment, the Contract total not-to-exceed amount is increased by \$380,000.58. The new Contract total not-to-exceed amount is \$792,205.00. This not-to-exceed amount is an authorization ceiling and does not construe a guarantee or commitment on behalf of Santa Cruz METRO. Contractor

Attachment A

understands and agrees that if it exceeds the maximum amount payable under this Contract, it does so at its own risk.

V. REMAINING TERMS AND CONDITIONS

All other provisions of the Contract, as previously amended, that are not affected by this Third Amendment shall remain unchanged and in full force and effect.

VI. AUTHORITY

Each party has full power to enter into and perform this Third Amendment to the Contract and the person signing this Third Amendment on behalf of each has been properly authorized and empowered to enter into it. Each party further acknowledges that it has read this Third Amendment to the Contract, understands it, and agrees to be bound by it.

Signed on _____

Santa Cruz METRO –
SANTA CRUZ METROPOLITAN
TRANSIT DISTRICT

Corey Aldridge, CEO/General Manager

Contractor –
CATTO'S GRAPHICS, INC.

Scott Catto, President



Approved as to Form:

Julie Sherman, General Counsel



Attachment A

Catto's Graphics, Inc.
111 Dubois St Santa Cruz, CA 95060
info@cattosgraphics.com
(831) 454-9742

www.cattosgraphics.com

Quote 38072 #1

New Flyer 40' Hydrogen Bus Wraps

SALES REP INFO

Jake Ingham
jake@cattosgraphics.com
(831) 454-9742

QUOTE DATE

09/09/2025

QUOTE EXPIRY DATE

10/09/2025

TERMS

PO Number

REQUESTED BY

Santa Cruz Metro Transit
Attn: Danielle Glagola

CONTACT INFO

Ian Berry
IBerry@scmttd.com
(831) 420-2573

#	ITEM	QTY	UOM	U.PRICE	TOTAL (EXCL. TAX)	TAXABLE
1	SIGNS - Bus Wrap (Materials) Full color digital print with laminate Size: Approx 930 Sq. Ft. Material: 3M IJ180 Laminate: 3M 8518 Gloss Notes: <ul style="list-style-type: none">Price is for material only.See below for installation cost.Price is per bus.Customer to provide final print ready artwork.Price includes sustainability discount.	38	Each	\$6,537.19	\$248,413.22	Y
2	Installation Labor Install wrap on bus as shown in final proof Notes: <ul style="list-style-type: none">Cost includes installation only, any removal would be assessed and charged as a separate labor line item.Can wrap one bus per dayPrice includes sustainability discount.	38	Each	\$2,850.00	\$108,300.00	N

Terms are 50% deposit to begin a job and balance when job is complete. Quote valid for 30 days. Turnaround time is 10-15 working days unless specified differently. Changes to the quote affect price. **Your credit card will be charged for the remaining balance once your order is complete. Please contact us if you would like to arrange a different payment method.**

Contact your sales rep if you have an event date. Shipping is not included in estimate and will be applied to invoice, if applicable.

Garment Orders - upcharges on XXL's and larger, 2% Misprint Factor. Decorated Items cannot be returned. Customer supplied garments - refer to our website for terms and conditions. Placing order with Catto's is an agreement that you approve our terms. Forms or Ad Spec Orders - Standard trade practice of 10% over/under run applies and will be added/deducted to your final invoice. If you need exact count, please notify sales rep for revised quote.

Art is \$75 per hour - if art is completed, but goods not placed, you will be billed for artwork.

TITLE OF THESE GOODS DOES NOT PASS TO THE PURCHASER UNTIL PAYMENT IS TOTAL AND RECEIVED IN FULL.

Subtotal:	\$356,713.22
Sales Tax (9.75%):	\$24,220.29
Total:	\$380,933.51

SIGNATURE:

DATE:

- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: September 26, 2025

TO: Board of Directors

FROM: Dawn Crummié, Chief Human Resources Officer

SUBJECT: REVISED CLASS SPECIFICATIONS AND WAGE SCALES FOR HR ANALYST JOB SERIES WITHIN HUMAN RESOURCES DEPARTMENT

I. RECOMMENDED ACTION

That the Board approve results of a classification and compensation study of the HR Analyst series within the Human Resources Department.

II. SUMMARY

- To meet the operational needs of the Human Resources Department, Santa Cruz METRO management requested a comprehensive classification and compensation study of the HR Analyst job series. With the labor market for HR professionals becoming increasingly competitive, it's critical that our salary structure reflect current industry standards to attract and retain qualified talent.
- In May 2025, the Human Resources management staff initiated this process and engaged Gallagher, an external consultant, to conduct the study.
- Human Resources management staff collaborated with Gallagher and SEIU to review the classifications. Both METRO and SEIU agree with the findings and recommendations.
- Staff recommend Board approval of the attached job descriptions and wage scales.

III. DISCUSSION/BACKGROUND

The Human Resources Analyst series plays a central role in supporting METRO's recruitment, classification, benefits administration, and compliance functions. Since the series was established, the scope and complexity of HR responsibilities have grown significantly, driven by evolving systems, heightened recruitment challenges, workforce growth, and the need for more strategic workforce planning.

To ensure these positions remain aligned with the organizational needs and industry standards, METRO engaged Gallagher to conduct a total classification and compensation study. The study compared salaries and benefits of the ten established labor market competitor agencies:

- Alameda- Contra Costa Transit District
- Central Contra Costa County Transit Authority
- City of Santa Cruz

- County of Santa Cruz
- Golden Gate Bridge, Highway and Transportation District
- Monterey- Salinas Transit District
- Riverside Transit Agency
- San Joaquin Regional Transit District
- Santa Barbara Metropolitan Transit District
- Santa Clara Valley Transportation Authority

METRO and SEIU agreed to adopt the median of comparators from the total compensation study. This resulted in an increase for the HR Analyst.

Staff requests that the Board of Directors approve these recommendations.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This item aligns with the following Strategic Plan Priorities:

- Service Quality and Delivery
- Employee Engagement: Attract, Retain and Develop

V. FINANCIAL CONSIDERATIONS/IMPACT

If the recommendations contained in this report are adopted, the total Labor and Fringe Benefits cost increase will be \$55 K in FY26 and \$76 K in FY27 respectively.

VI. ALTERNATIVES CONSIDERED

- Doing nothing is an alternative. Staff does not recommend this option as it would leave METRO at a competitive disadvantage in recruiting and retaining HR professionals. This change meets the needs of METRO.
- Reject the study findings. Staff does not recommend this action, as the new job specifications and wage scales are based on a comprehensive analysis of METRO's needs and labor market conditions.

VII. ATTACHMENTS

Attachment A: HR Analyst I Job Description

Attachment B: HR Analyst II Job Description

Attachment C: Wage Scales

Prepared by: Dawn Crummié, Chief Human Resources Officer
Monik Delfin, HR Deputy Director.

VIII. APPROVALS

Dawn Crummié, Chief Human Resources Officer 

Approved as to fiscal impact:
Chuck Farmer, Chief Financial Officer



Corey Aldridge, CEO/General Manager



- THIS PAGE INTENTIONALLY LEFT BLANK -



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

Class Code: PO218
FLSA Status: Exempt

HR Analyst I

Bargaining Unit: SEA

DEFINITION:

Under direction, an Human Resources Analyst I performs professional and analytical duties in administering human resources programs, including recruitment and selection, classification and compensation, benefits and retirement administration, leave management, training and development, employee and labor relations, workers' compensation, regulatory compliance, Human Resources Information System (HRIS) development/administration, and related human resources functions; provides professional advice and assistance to Santa Cruz METRO management on personnel-related issues; performs related work as required.

DISTINGUISHING CHARACTERISTICS:

HR Analyst I is the journey-level in the Human Resources Analyst series. Positions at this level perform increasingly diverse, advanced, and complex human resources assignments and/or tasks, receive occasional instruction, and have full knowledge of the concepts, practices, procedures, and policies of the assigned function.

This class is distinguished from the Human Resources Analyst II in that the latter is responsible for the more complex programs and projects requiring in-depth knowledge and the ability to interpret, apply, and ensure compliance with a variety of personnel related laws, regulations, and policies.

EXAMPLES OF DUTIES AND RESPONSIBILITIES:

The duties listed below represent the various types of work that may be performed. The omission of specific statements of duties does not exclude them if the work is related or a logical assignment to this class.

- Plans and administers recruitment and selection processes; conducts job analyses and collaborates with hiring managers to establish job-related qualifications; prepares and maintains job announcements and recruitment materials; prepares interview questions; develops, schedules, and proctors various tests and assessments; develops rating criteria; reviews and screens applications; coordinates, facilitates, and trains interview panels to ensure equitable hiring practices; tracks employment applications and related documents;; and creates and maintains eligibility lists.
- Sources talent using a variety of platforms and resume databases to match job requirements; represents the organization at job fairs, community events, and college recruitment activities; engages in employee panels, community events, and recruitment events to support academic and industry collaboration.
- Conducts candidate reference checks as part of the pre-employment screening process; as authorized, sends offers of employment and schedules pre-employment drug screening, fingerprinting, and medical examinations; coordinates new employee onboarding processes.
- Coordinates recruitment and hiring of temporary help through outside employment agencies; interviews and selects temporary employees.
- Processes and responds to employment verification requests and other administrative support as needed.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

- Administers Santa Cruz METRO's multi-tiered benefits and retirement programs in accordance with plan provisions and in compliance with local, state, and federal laws, Santa Cruz METRO policies and procedures, and labor contracts, including contract review and renewal, negotiating premium rates, and ensuring vendor effectiveness and competitiveness; monitors eligibility, limitations, and restrictions of plan participation; processes enrollments and withdrawals; calculates and determines benefits; collaborates with Finance/Payroll on benefits related financial matters such as reconciling invoices, identifying and resolving billing discrepancies, and ensuring timely processing of pension and insurance payments, fees, and reimbursements; works with Payroll to ensure accurate reflection of benefits deductions in payroll, audits payroll reports for accuracy, and ensures compliance with labor agreements (MOUs); analyzes changes to MOUs and ensures proper integration into benefits programs and HR systems researches and analyzes benefit plan changes and employee data, conducts surveys, and prepares various reports and statements; develops, evaluates, and revises program components and processes; implements new benefits programs; facilitates and participates in external audits.
- Communicates and works with employees, supervisors, managers, retirees, insurance carriers, benefits brokers, benefits providers, and third-party administrators to resolve coverage and claim issues, respond to issues, and provide benefit program information to active and retired employees; provides guidance on policy and plan document interpretation.
- Administers comprehensive leave management program ensuring compliance with local, state, and federal laws, Santa Cruz METRO policies and procedures, and labor contracts; reviews, monitors, and tracks requests and leave usage and accrued balance; evaluates and approves or denies medical certifications; communicates and coordinates with other Santa Cruz METRO departments to ensure proper administration of salary continuance and leave programs.
- Serves as a liaison between employees and management regarding leave status and return to work processes; assists with reasonable accommodations.
- Conducts classification studies by gathering and analyzing job data, recommending proper classification, and documenting findings and results; conducts compensation and benefits studies; responds to external and internal requests for salary and benefits information.
- Assists in labor relations activities including negotiations and contract implementation.
- Assists in investigating grievances, complaints, and misconduct allegations and recommends corrective action; facilitates meetings with union representatives and management.
- Counsels and advises employees and management on human resources-related matters, policies, and procedures; provides information to other organizations and the public requiring the use of judgment and the interpretation of human resources policies and procedures and legal requirements; assists management in maintaining regulatory compliance with HR programs.
- Administers Santa Cruz METRO's training and development program including researching, creating, and conducting training, workshops, and presentations; conducts new hire orientation, open enrollment meetings, and exit interviews; coordinates external trainings.
- Tracks departmental budget and processes invoices and requisitions for the department.
- Participates in administering Santa Cruz METRO's workers' compensation program by monitoring cases from inception to final disposition, reviewing and processing workers' compensation claim forms and related documentation, preparing and maintaining documentation and records, and acting as a liaison with other departments, workers' compensation claims administrator, insurance carriers, contractors, and others; assists in preparing the workers' compensation budget by monitoring claim payments and other administrative expenses and auditing, reviewing, adjusting, and preparing statements from workers' compensation contractors and providers.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

- Participates in the development and administration of Santa Cruz METRO's human resources policies, practices, and procedures; identifies opportunities and provides recommendations for improving service delivery and procedures; participates in developing and implementing new or revised human resources programs, systems, procedures, and methods of operation.
- Participates in the implementation and maintenance of HRIS and related databases; updates benefit configurations and business processes in HRIS to align with new or revised MOU requirements; organizes and maintains accurate and detailed databases, files, and records; verifies accuracy of information, researches discrepancies, and records information; coordinates and ensures compliance with established records retention schedules; participates in business and system process design and updates; collaborates with IT Department and external vendors on system upgrades, integrations, and issue resolution to optimize HRIS functionality.
- Administers Learning and Talent modules of the HRIS system to support employee development and performance; develops and maintains dashboards and reports to track progress, identify trends, and recommend improvements.
- Administers or assists in administering various human resources compliance programs such as Lactation Accommodation Program, Consolidated Omnibus Budget Reconciliation Act (COBRA), responding to Title II/Title VI/Americans with Disabilities Act/504 complaints, Public Record requests, and other legal inquiries, or related programs. Researches, analyzes, summarizes, and interprets data from various sources and prepares and presents various reports, correspondence, memoranda, and other documents.
- Attends meetings, conferences, workshops, and training sessions, and reviews publications to remain current on principles, practices, technologies, regulations, and new developments in the field of human resources.
- May supervise assigned clerical and/or other support staff by scheduling, assigning, directing, and evaluating their work; provides staff training as needed; may perform and/or have significant input into subordinate staff selection and disciplinary action.
- Drives a Santa Cruz METRO vehicle to perform assignments.
- Performs related work as required

EMPLOYMENT STANDARDS:

Knowledge of:

- Principles, practices, and techniques of public agency human resources administration, including recruitment and selection, classification and compensation, benefits and retirement administration, leave management, training and development, employee and labor relations, workers' compensation, regulatory compliance, Human Resource Information System (HRIS) development/administration, and related human resources functions.
- Analytical methods of researching, gathering, organizing, and reporting data.
- Applicable federal, state, and local laws, regulatory codes, ordinances, and procedures relevant to assigned area of responsibility.
- Intermediate mathematics, including percentages and intermediate statistics.
- Principles and procedures of record-keeping.
- Business correspondence, formatting, and report writing.
- Methods of prioritizing, planning, and organizing complex projects and analytical work.
- Advanced customer service techniques.
- The structure and content of the English language, including the meaning and spelling of words, rules of composition, and grammar.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

- Modern office practices, procedures, and the effective use of modern office equipment, personal computers, and standard business software.

Ability to:

- Administer and coordinate human resources programs.
- Learn and understand the organization and operation of Santa Cruz METRO and of outside agencies as necessary to assume assigned responsibilities.
- Conduct research on a wide variety of human resources topics.
- Collect, analyze, interpret, summarize, and present information and data in an effective manner.
- Prepare clear and concise reports, correspondence, policies, procedures, and other written materials.
- Make accurate mathematical and statistical computations.
- Maintain confidentiality of sensitive personal information of employees, former employees, retirees, and other matters affecting Santa Cruz METRO employee relations.
- Provide effective and responsive customer service, including in stressful situations.
- Maintain a calm demeanor in stressful situations.
- Establish and maintain a variety of filing, record-keeping, and tracking systems.
- Learn, understand, interpret, and apply all pertinent laws, codes, regulations, policies and procedures, and standards relevant to work performed.
- Balance multiple assignments simultaneously and effectively.
- Utilize standard office equipment and computer software and learn to use specialized Santa Cruz METRO software if assigned.
- Communicate clearly and effectively in both oral and written form.
- Establish and maintain effective working relationships within the department and with other divisions, departments, agencies, suppliers, vendors, and the public.

MINIMUM QUALIFICATIONS:

Any combination of experience and education that would likely provide the required knowledge and abilities is qualifying. A typical way to obtain the knowledge and abilities would be:

Education, Training, and Experience:

Bachelor's degree from an accredited college or university in human resources management, organizational development, business or public administration, or a related field.

AND

Two (2) year of professional human resources administration experience, preferably in a public agency.

Familiarity with transit agency or transportation system activities and functions is desirable.

LICENSES AND CERTIFICATES:

A valid California Driver's License will be required at the time of appointment and throughout employment.

Must be able to obtain and maintain a current, valid California Class "C" Driver's License.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

Certified Professional (CP) or Senior Certified Professional (SCP) from a recognized Human Resource Certification organization preferred.

PHYSICAL AND MENTAL DEMANDS:

The physical and mental demands described here are representative of those that must be met by employees to successfully perform the essential functions of this class. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

Physical Demands

While performing the duties of this job, the employee is frequently required to reach with hands and arms; walk, sit and stand; use finger dexterity; talk and hear, and use a keyboard. Work often requires the repetitive use of both hands to grasp and feel objects; stooping at the waist, and standing. Work may require lifting up to 20 pounds unaided. Specific visual abilities required for this job include close vision, distance vision, the ability to see colors and shades, and the ability to perceive depth.

Mental Demands

While performing the duties of this job, an employee uses written and oral communication skills; reads and interprets data, information and documents; analyzes and solves problems; uses math and mathematical reasoning; performs highly detailed work; deals with multiple concurrent tasks; and interacts with others encountered in the course of work.

Work Environment:

The employee typically works in a standard office environment where the noise level is moderate.

OTHER CONDITIONS OF EMPLOYMENT:

- Must pass a requisite background check.
- May occasionally work extended hours or hours outside of the regular schedule.
- May require occasional travel.
- Must maintain strict confidentiality of work-related information.
- Must participate in professional development activities.

*Adopted:	01-28-2022
*BOD Approved:	01-28-2022
*Revised:	09-12-2025
*Job Family:	Administrative Professional
*Job Series:	HR Analyst
*Job Series Level:	Journey
*Confidential:	Yes

- THIS PAGE INTENTIONALLY LEFT BLANK -



Attachment B

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

Class Code: P0212
FLSA Status: Exempt

HR Analyst II

Bargaining Unit: SEA

DEFINITION:

Under general direction, an Human Resources Analyst II performs a variety of professional and analytical duties in administering human resources programs, including recruitment and selection, classification and compensation, training and development, employee relations, regulatory compliance, Human Resource Information System (HRIS) development/administration, and related human resources functions; assists HR management in planning, organizing, and achieving departmental objectives; provides professional advice and assistance to Santa Cruz METRO management on personnel-related issues; performs related work as required.

DISTINGUISHING CHARACTERISTICS:

HR Analyst II is an advanced level class in the series responsible for performing the full scope of HR Analyst I duties, as well as the more complex work requiring in-depth knowledge and interpretation of personnel related laws, regulations, and policies as well as the application of complex analytical thinking and methodologies to investigate and resolve difficult issues.

EXAMPLES OF DUTIES AND RESPONSIBILITIES:

The duties listed below represent the various types of work that may be performed. The omission of specific statements of duties does not exclude them if the work is related or a logical assignment to this class.

- Performs analytical duties to support HR functions, processes, and Human Resource Information System (HRIS) development and administration.
- Assists Human Resources Management in planning, organizing, and achieving departmental objectives.
- Assists Santa Cruz METRO management on personnel-related issues.
- Coordinates with Information Technology (IT), Finance and Payroll to ensure that HRIS data is appropriately reported maintained and updated and integrating properly with other systems.
- Performs HRIS audits to identify and resolve deficiencies.
- Communicates end user requirements to the HRIS vendor as well as IT staff; trains HR staff and HRIS end users.
- Prepares and administers the HR budget and processes expenditures.
- Assists in planning, administering, and implementing Santa Cruz METRO's Equal Employment Opportunity Plan.
- Evaluates operational effectiveness and efficiency; recommend changes as needed.
- Ensure compliance with industry standards and legal requirements.
- May assist in developing HR policies and procedures.
- Processes step increase and longevity pay; ensures compliance of payable with collective bargaining agreements.
- Processes compensation changes and personnel action documents and routes for approval into HRIS.
- Assists in labor relations activities including negotiations and contract implementation.



Attachment B

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

- Assists in investigating grievances, discrimination, complaints, possible policy violations, and misconduct allegations and recommends corrective action; facilitates meetings with union representatives and management.
- Serves as a backup and/or independently plans and administers recruitment, outreach, and selection, classification and compensation, benefits and retirement administration, leave management, and training and development, and related programs.
- Serves as a liaison between employees, HR, and management regarding leave status and return to work processes; assists with reasonable accommodations.
- Administers or assists in administering various human resources compliance programs such as Lactation Accommodation Program, Consolidated Omnibus Budget Reconciliation Act (COBRA), responding to Title II/Title VI/Americans with Disabilities Act/504 complaints, Public Record requests, and other legal inquiries or related programs.
- Operates standard office equipment; utilizes standard business computer software in performing job tasks.
- May utilize specialized Santa Cruz METRO software.
- Drives a Santa Cruz METRO vehicle to perform assignments.
- Provides staff training as needed.
- Performs related work as required.

EMPLOYMENT STANDARDS:

Knowledge of:

- Principles and practices of public administration including organizational development, staff development, and public human resources management
- Laws and regulations applicable to public human resources management.
- Principles of pay equity and compensation management.
- Analytical methods of researching, gathering, organizing, and reporting data.
- Modern office practices, procedures, and equipment
- Business correspondence, formatting, and report writing.
- Methods of prioritizing, planning, and organizing complex projects and analytical work.
- Advanced time management techniques.
- Advanced customer service techniques.
- Intermediate mathematics, including percentages and intermediate statistics.
- The effective use of modern office equipment, personal computers, and standard business software.

Ability to:

- Analyze, interpret, explain, and implement human resources policies, regulations, and requirements.
- Solve complex problems and develop solutions using analytical techniques.
- Plan, organize, and/or prepare research and analytical studies
- Research, collect, analyze, and interpret data and prepare comprehensive reports of findings and recommendations.
- Provide effective and responsive customer service, including in stressful situations.
- Work independently using good judgment and discretion.
- Adhere to established work schedules and timelines.
- Maintain a calm demeanor in stressful situations.



Attachment B

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

- Balance multiple assignments simultaneously and effectively.
- Utilize standard office equipment and computer software and learn to use specialized Santa Cruz METRO software if assigned.
- Communicate clearly and effectively in both oral and written form.
- Establish and maintain effective working relationships within the department and with other divisions, departments, agencies, suppliers, vendors, and the public.

MINIMUM QUALIFICATIONS:

Any combination of experience and education that would likely provide the required knowledge and abilities is qualifying. A typical way to obtain the knowledge and abilities would be:

Education, Training, and Experience:

Bachelor's degree from an accredited college or university in occupational development business, public administration, or a related field.

AND

Four (4) years of professional human resources analytical experience, preferably in a public agency.

Familiarity with transit agency or transportation system activities and functions is desirable.

Experience administering a Human Resources Information System is desirable.

Master's degree is desirable.

LICENSES AND CERTIFICATES:

A valid California Driver's License will be required at the time of appointment and throughout employment.

Must be able to obtain and maintain a current, valid California Class "C" Driver's License.

Certified Professional (CP) or Senior Certified Professional (SCP) from a recognized Human Resource Certification organization preferred.

PHYSICAL AND MENTAL DEMANDS:

The physical and mental demands described here are representative of those that must be met by employees to successfully perform the essential functions of this class. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

Physical Demands

While performing the duties of this job, the employee is frequently required to reach with hands and arms; walk, sit and stand; use finger dexterity; talk and hear, and use a keyboard. Work often requires the repetitive use of both hands to grasp and feel objects; stooping at the waist, and standing. Work may require lifting up to 20 pounds unaided. Specific visual abilities required for this job include close vision, distance vision, the ability to see colors and shades, and the ability to perceive depth.

Mental Demands



Attachment B

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

While performing the duties of this job, an employee uses written and oral communication skills; reads and interprets data, information and documents; analyzes and solves problems; uses math and mathematical reasoning; performs highly detailed work; deals with multiple concurrent tasks; and interacts with others encountered in the course of work.

Work Environment:

The employee typically works in a standard office environment where the noise level is moderate.

OTHER CONDITIONS OF EMPLOYMENT:

- Must pass a requisite background check.
- May occasionally work extended hours or hours outside of the regular schedule.
- May require occasional travel.
- Must maintain strict confidentiality of work-related information.
- Must participate in professional development activities.

*Adopted:	12-11-18
*BOD Approved:	08-23-19
*Revised:	09-12-25
*Job Family:	Administrative Professional
*Job Series:	HR Analyst
*Job Series Level:	Advanced
*Confidential:	Yes

Attachment C

FY26: 4% wage increase, effective June 19, 2025/Adopted by the Board as of August 11, 2023

UNION	Job Code	TITLE	Step 1	1L	1LL	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SEP	OA200	Administrative Supervisor	35.94	37.74	39.54	37.74	39.63	41.52	39.63	41.61	43.59	41.61	43.69	45.77	43.69	45.87	48.05	45.87	48.16	50.45
SEP	PO203	Assistant Safety & Training Coordinator	39.25	41.21	43.17	41.21	43.27	45.33	43.27	45.43	47.59	45.43	47.70	49.97	47.70	50.09	52.48	50.09	52.59	55.09
SEP	OA201	Custodial Supervisor	29.49	30.96	32.43	30.96	32.51	34.06	32.51	34.14	35.77	34.14	35.85	37.56	35.85	37.64	39.43	37.64	39.52	41.40
SEP	OA202	Customer Service Supervisor	35.27	37.03	38.79	37.03	38.88	40.73	38.88	40.82	42.76	40.82	42.86	44.90	42.86	45.00	47.14	45.00	47.25	49.50
SEP	OA203	Facilities Maintenance Supervisor	40.34	42.36	44.38	42.36	44.48	46.60	44.48	46.70	48.92	46.70	49.04	51.38	49.04	51.49	53.94	51.49	54.06	56.63
SEP	OA204	Fleet Maintenance Supervisor	46.14	48.45	50.76	48.45	50.87	53.29	50.87	53.41	55.95	53.41	56.08	58.75	56.08	58.88	61.68	58.88	61.82	64.76
SEP	PO220	Maintenance Trainer	39.25	41.21	43.17	41.21	43.27	45.33	43.27	45.43	47.59	45.43	47.70	49.97	47.70	50.09	52.48	50.09	52.59	55.09
SEP	OA205	Parts and Materials Supervisor	40.58	42.61	44.64	42.61	44.74	46.87	44.74	46.98	49.22	46.98	49.33	51.68	49.33	51.80	54.27	51.80	54.39	56.98
SEP	OA209	Payroll Supervisor	41.77	43.86	45.95	43.86	46.05	48.24	46.05	48.35	50.65	48.35	50.77	53.19	50.77	53.31	55.85	53.31	55.98	58.65
SEP	OA206	Revenue Collection Supervisor	31.03	32.58	34.13	32.58	34.21	35.84	34.21	35.92	37.63	35.92	37.72	39.52	37.72	39.61	41.50	39.61	41.59	43.57
SEP	PO204	Safety & Training Coordinator	42.43	44.55	46.67	44.55	46.78	49.01	46.78	49.12	51.46	49.12	51.58	54.04	51.58	54.16	56.74	54.16	56.87	59.58
SEP	OA207	Transit Supervisor	38.03	39.93	41.83	39.93	41.93	43.93	41.93	44.03	46.13	44.03	46.23	48.43	46.23	48.54	50.85	48.54	50.97	53.40
SEP	OA208	Transportation Planning Supervisor	55.52	58.30	61.08	58.30	61.22	64.14	61.22	64.28	67.34	64.28	67.49	70.70	67.49	70.86	74.23	70.86	74.40	77.94
SES	PO200	Accountant I	36.66	38.49	40.32	38.49	40.41	42.33	40.41	42.43	44.45	42.43	44.55	46.67	44.55	46.78	49.01	46.78	49.12	51.46
SES	PO201	Accountant II	40.32	42.34	44.36	42.34	44.46	46.58	44.46	46.68	48.90	46.68	49.01	51.34	49.01	51.46	53.91	51.46	54.03	56.60
SES	PO219	Accountant III	43.99	46.19	48.39	46.19	48.50	50.81	48.50	50.93	53.36	50.93	53.48	56.03	53.48	56.15	58.82	56.15	58.96	61.77
SES	AS113	Accounting Clerk	24.34	25.56	26.78	25.56	26.84	28.12	26.84	28.18	29.52	28.18	29.59	31.00	29.59	31.07	32.55	31.07	32.62	34.17
SES	PP102	Accounting Specialist	35.42	37.19	38.96	37.19	39.05	40.91	39.05	41.00	42.95	41.00	43.05	45.10	43.05	45.20	47.35	45.20	47.46	49.72
SES	PP100	Accounting Technician	28.98	30.43	31.88	30.43	31.95	33.47	31.95	33.55	35.15	33.55	35.23	36.91	35.23	36.99	38.75	36.99	38.84	40.69
SES	AS103	Administrative Assistant	28.20	29.61	31.02	29.61	31.09	32.57	31.09	32.64	34.19	32.64	34.27	35.90	34.27	35.98	37.69	35.98	37.78	39.58
SES	AS102	Administrative Clerk	25.39	26.66	27.93	26.66	27.99	29.32	27.99	29.39	30.79	29.39	30.86	32.33	30.86	32.40	33.94	32.40	34.02	35.64
SES	AS104	Administrative Specialist	30.99	32.54	34.09	32.54	34.17	35.80	34.17	35.88	37.59	35.88	37.67	39.46	37.67	39.55	41.43	39.55	41.53	43.51
SES	PP103	Benefits Technician	29.58	31.06	32.54	31.06	32.61	34.16	32.61	34.24	35.87	34.24	35.95	37.66	35.95	37.75	39.55	37.75	39.64	41.53
SES	PP104	Buyer	30.27	31.78	33.29	31.78	33.37	34.96	33.37	35.04	36.71	35.04	36.79	38.54	36.79	38.63	40.47	38.63	40.56	42.49
SES	AS107	Claims Technician I	26.44	27.76	29.08	27.76	29.15	30.54	29.15	30.61	32.07	30.61	32.14	33.67	32.14	33.75	35.36	33.75	35.44	37.13
SES	AS108	Claims Technician II	29.37	30.84	32.31	30.84	32.38	33.92	32.38	34.00	35.62	34.00	35.70	37.40	35.70	37.49	39.28	37.49	39.36	41.23
SES	SM100	Custodial Service Worker	21.84	22.93	24.02	22.93	24.08	25.23	24.08	25.28	26.48	25.28	26.54	27.80	26.54	27.87	29.20	27.87	29.26	30.65
SES	AS109	Customer Service Representative	26.12	27.43	28.74	27.43	28.80	30.17	28.80	30.24	31.68	30.24	31.75	33.26	31.75	33.34	34.93	33.34	35.01	36.68
SES	AS120	Customer Service Assistant	28.20	29.61	31.02	29.61	31.09	32.57	31.09	32.64	34.19	32.64	34.27	35.90	34.27	35.98	37.69	35.98	37.78	39.58
SES	SC100	Facilities Maintenance Worker I	26.89	28.23	29.57	28.23	29.64	31.05	29.64	31.12	32.60	31.12	32.68	34.24	32.68	34.31	35.94	34.31	36.03	37.75
SES	SC101	Facilities Maintenance Worker II	29.89	31.38	32.87	31.38	32.95	34.52	32.95	34.60	36.25	34.60	36.33	38.06	36.33	38.15	39.97	38.15	40.06	41.97
SES	PO205	Financial Analyst	44.37	46.59	48.81	46.59	48.92	51.25	48.92	51.37	53.82	51.37	53.94	56.51	53.94	56.64	59.34	56.64	59.47	62.30
SES	PO207	Grants/Legislative Analyst	41.11	43.17	45.23	43.17	45.33	47.49	45.33	47.60	49.87	47.60	49.98	52.36	49.98	52.48	54.98	52.48	55.10	57.72
SES	PO218	HR Analyst I	41.00	43.05	45.10	43.05	45.20	47.35	45.20	47.46	49.72	47.46	49.83	52.20	49.83	52.32	54.81	52.32	54.94	57.56
SES	PO212	HR Analyst II	45.09	47.34	49.59	47.34	49.71	52.08	49.71	52.20	54.69	52.20	54.81	57.42	54.81	57.55	60.29	57.55	60.43	63.31
SES	AS111	Human Resources Clerk	25.62	26.90	28.18	26.90	28.25	29.60	28.25	29.66	31.07	29.66	31.14	32.62	31.14	32.70	34.26	32.70	34.34	35.98
SES	AS112	Human Resources Specialist	28.17	29.58	30.99	29.58	31.06	32.54	31.06	32.61	34.16	32.61	34.24	35.87	34.24	35.95	37.66	35.95	37.75	39.55
SES	PP105	Human Resources Technician	29.58	31.06	32.54	31.06	32.61	34.16	32.61	34.24	35.87	34.24	35.95	37.66	35.95	37.75	39.55	37.75	39.64	41.53
SES	TO103	Information Technology Project Coordinator	36.50	38.33	40.16	38.33	40.25	42.17	40.25	42.26	44.27	42.26	44.37	46.48	44.37	46.59	48.81	46.59	48.92	51.25
SES	TO101	Information Technology Support Analyst I	29.89	31.38	32.87	31.38	32.95	34.52	32.95	34.60	36.25	34.60	36.33	38.06	36.33	38.15	39.97	38.15	40.06	41.97
SES	TO102	Information Technology Support Analyst II	33.19	34.85	36.51	34.85	36.59	38.33	36.59	38.42	40.25	38.42	40.34	42.26	40.34	42.36	44.38	42.36	44.48	46.60
SES	SM101	Lead Custodial Service Worker	26.22	27.53	28.84	27.53	28.91	30.29	28.91	30.36	31.81	30.36	31.88	33.40	31.88	33.47	35.06	33.47	35.14	36.81
SES	SC102	Lead Facilities Maintenance Worker	35.87	37.66	39.45	37.66	39.54	41.42	39.54	41.52	43.50	41.52	43.60	45.68	43.60	45.78	47.96	45.78	48.07	50.36
SES	AS114	Legal Secretary	25.62	26.90	28.18	26.90	28.25	29.60	28.25	29.66	31.07	29.66	31.14	32.62	31.14	32.70	34.26	32.70	34.34	35.98
SES	PP111	Marketing Specialist	31.42	32.99	34.56	32.99	34.64	36.29	34.64	36.37	38.10	36.37	38.19	40.01	38.19	40.10	42.01	40.10	42.11	44.12
SES	AS121	Mobility Training Coordinator	32.86	34.50	36.14	34.50	36.23	37.96	36.23	38.04	39.85	38.04	39.94	41.84	39.94	41.94	43.94	41.94	44.04	46.14
SES	PP106	Paralegal I	36.66	38.49	40.32	38.49	40.41	42.33	40.41	42.43	44.45	42.43	44.55	46.67	44.55	46.78	49.01	46.78	49.12	51.46
SES	PP107	Paralegal II	40.32	42.34	44.36	42.34	44.46	46.58	44.46	46.68	48.90	46.68	49.01	51.34	49.01	51.46	53.91	51.46	54.03	56.60
SES	AS115	Paratransit Eligibility Coordinator	36.66	38.49	40.32	38.49	40.41	42.33	40.41	42.43	44.45	42.43	44.55	46.67	44.55	46.78	49.01	46.78	49.12	51.46
SES	AS122	Payroll Administrator	32.77	34.41	36.05	34.41	36.13	37.85	36.13	37.94	39.75	37.94	39.84	41.74	39.84	41.83	43.82	41.83	43.92	46.01

Attachment C

FY26: 4% wage increase, effective June 19, 2025/Adopted by the Board as of August 11, 2023

UNION	Job Code	TITLE	Step 1	1L	1LL	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SES	AS116	Payroll Specialist	29.58	31.06	32.54	31.06	32.61	34.16	32.61	34.24	35.87	34.24	35.95	37.66	35.95	37.75	39.55	37.75	39.64	41.53
SES	PO202	Planning Aide	23.61	24.79	25.97	24.79	26.03	27.27	26.03	27.33	28.63	27.33	28.70	30.07	28.70	30.14	31.58	30.14	31.65	33.16
SES	PO211	Planning Data Analyst	37.96	39.86	41.76	39.86	41.85	43.84	41.85	43.94	46.03	43.94	46.14	48.34	46.14	48.45	50.76	48.45	50.87	53.29
SES	PO213	Purchasing Agent	36.33	38.15	39.97	38.15	40.06	41.97	40.06	42.06	44.06	42.06	44.16	46.26	44.16	46.37	48.58	46.37	48.69	51.01
SES	PP108	Purchasing Assistant	33.31	34.98	36.65	34.98	36.73	38.48	36.73	38.57	40.41	38.57	40.50	42.43	40.50	42.53	44.56	42.53	44.66	46.79
SES	AS119	Revenue Account Coordinator	25.53	26.81	28.09	26.81	28.15	29.49	28.15	29.56	30.97	29.56	31.04	32.52	31.04	32.59	34.14	32.59	34.22	35.85
SES	AS118	Revenue Collection Clerk	22.97	24.12	25.27	24.12	25.33	26.54	25.33	26.60	27.87	26.60	27.93	29.26	27.93	29.33	30.73	29.33	30.80	32.27
SES	PO217	Safety and Training Program Specialist I	42.78	44.92	47.06	44.92	47.17	49.42	47.17	49.53	51.89	49.53	52.01	54.49	52.01	54.61	57.21	54.61	57.34	60.07
SES	PO214	Safety and Training Program Specialist II	47.57	49.95	52.33	49.95	52.45	54.95	52.45	55.07	57.69	55.07	57.82	60.57	57.82	60.71	63.60	60.71	63.75	66.79
SES	PP110	Scheduling Analyst	36.66	38.49	40.32	38.49	40.41	42.33	40.41	42.43	44.45	42.43	44.55	46.67	44.55	46.78	49.01	46.78	49.12	51.46
SES	PP101	Senior Accounting Technician	32.22	33.83	35.44	33.83	35.52	37.21	35.52	37.30	39.08	37.30	39.17	41.04	39.17	41.13	43.09	41.13	43.19	45.25
SES	AS110	Senior Customer Service Representative	31.36	32.93	34.50	32.93	34.58	36.23	34.58	36.31	38.04	36.31	38.13	39.95	38.13	40.04	41.95	40.04	42.04	44.04
SES	PO206	Senior Financial Analyst	48.79	51.23	53.67	51.23	53.79	56.35	53.79	56.48	59.17	56.48	59.30	62.12	59.30	62.27	65.24	62.27	65.38	68.49
SES	PO216	Senior Systems Administrator	55.05	57.80	60.55	57.80	60.69	63.58	60.69	63.72	66.75	63.72	66.91	70.10	66.91	70.26	73.61	70.26	73.77	77.28
SES	PO210	Senior Transportation Planner	49.36	51.83	54.30	51.83	54.42	57.01	54.42	57.14	59.86	57.14	60.00	62.86	60.00	63.00	66.00	63.00	66.15	69.30
SES	PO215	Systems Administrator	50.02	52.52	55.02	52.52	55.15	57.78	55.15	57.91	60.67	57.91	60.81	63.71	60.81	63.85	66.89	63.85	67.04	70.23
SES	PO208	Transportation Planner I	37.01	38.86	40.71	38.86	40.80	42.74	40.80	42.84	44.88	42.84	44.98	47.12	44.98	47.23	49.48	47.23	49.59	51.95
SES	PO209	Transportation Planner II	41.11	43.17	45.23	43.17	45.33	47.49	45.33	47.60	49.87	47.60	49.98	52.36	49.98	52.48	54.98	52.48	55.10	57.72
SEV	TO100	Electronic Technician	38.03	39.93	41.83	39.93	41.93	43.93	41.93	44.03	46.13	44.03	46.23	48.43	46.23	48.54	50.85	48.54	50.97	53.40
SEV	SC106	Lead Mechanic	41.02	43.07	45.12	43.07	45.22	47.37	45.22	47.48	49.74	47.48	49.85	52.22	49.85	52.34	54.83	52.34	54.96	57.58
SEV	AS106	Lead Parts and Materials Clerk	36.08	37.88	39.68	37.88	39.77	41.66	39.77	41.76	43.75	41.76	43.85	45.94	43.85	46.04	48.23	46.04	48.34	50.64
SEV	SM105	Lead Vehicle Service Worker	29.14	30.60	32.06	30.60	32.13	33.66	32.13	33.74	35.35	33.74	35.43	37.12	35.43	37.20	38.97	37.20	39.06	40.92
SEV	SC103	Mechanic I	30.76	32.30	33.84	32.30	33.92	35.54	33.92	35.62	37.32	35.62	37.40	39.18	37.40	39.27	41.14	39.27	41.23	43.19
SEV	SC104	Mechanic II	34.18	35.89	37.60	35.89	37.68	39.47	37.68	39.56	41.44	39.56	41.54	43.52	41.54	43.62	45.70	43.62	45.80	47.98
SEV	SC105	Mechanic III	37.61	39.49	41.37	39.49	41.46	43.43	41.46	43.53	45.60	43.53	45.71	47.89	45.71	48.00	50.29	48.00	50.40	52.80
SEV	AS105	Parts and Materials Clerk	30.06	31.56	33.06	31.56	33.14	34.72	33.14	34.80	36.46	34.80	36.54	38.28	36.54	38.37	40.20	38.37	40.29	42.21
SEV	SC107	Upholsterer I	27.38	28.75	30.12	28.75	30.19	31.63	30.19	31.70	33.21	31.70	33.29	34.88	33.29	34.95	36.61	34.95	36.70	38.45
SEV	SC108	Upholsterer II	30.11	31.62	33.13	31.62	33.20	34.78	33.20	34.86	36.52	34.86	36.60	38.34	36.60	38.43	40.26	38.43	40.35	42.27
SEV	SC109	Vehicle Body Repair Mechanic	30.11	31.62	33.13	31.62	33.20	34.78	33.20	34.86	36.52	34.86	36.60	38.34	36.60	38.43	40.26	38.43	40.35	42.27
SEV	SM104	Vehicle Service Detailer	26.70	28.04	29.38	28.04	29.44	30.84	29.44	30.91	32.38	30.91	32.46	34.01	32.46	34.08	35.70	34.08	35.78	37.48
SEV	SM102	Vehicle Service Worker I	21.84	22.93	24.02	22.93	24.08	25.23	24.08	25.28	26.48	25.28	26.54	27.80	26.54	27.87	29.20	27.87	29.26	30.65
SEV	SM103	Vehicle Service Worker II	24.26	25.47	26.68	25.47	26.74	28.01	26.74	28.08	29.42	28.08	29.48	30.88	29.48	30.95	32.42	30.95	32.50	34.05

Longevity Pay is based only on length of service.

Notes: * Adding Customer Service Assistant to the SEA Chapter. Position and wage approved on BOD 06.26.2020. Adding HR Analyst I to the SEA Chapter. Position and wage approved on BOD 01.28.2022. Adding IT Project Coordinator to the SEA Chapter. Position and wage approved on BOD 03.25.2022. Adding Mobility Training Coordinator. Position and wage approved on BOD 06.24.2022. Adding Accountant III. Position and wage approved on BOD 09.23.2022. Adding Maintenance Trainer. Position and wage approved on BOD 02.24.2023. Adding Payroll Administrator and Payroll Supervisor. Positions and wages approved on BOD 10.27.2023. Adding Marketing Specialist Position and wages approved on BOD 12.15.2023. Updated wages scales for the Custodial, Facilities Maintenance, Vehicle Service and Planning Data Analyst Series to be approved on BOD 08.23.2024. Updated wages scales for the Customer Service Series to be approved on BOD 06.27.2025. Updated wages scales for the Parts & Materials Series to be approved on BOD 08.22.2025. Updated wages scales for the HR Analyst Series to be approved on BOD 09.26.2025.



DATE: September 26, 2025

TO: Board of Directors

FROM: Freddy Rocha, Maintenance Deputy Director

SUBJECT: CONSIDERATION OF AWARD OF CONTRACT TO RELIABLE MONITORING SERVICES D/B/A RMS LIFE SAFETY AND RMS CONSTRUCTION FOR MAINTENANCE FACILITY UPGRADE FOR HYDROGEN FUEL CELL ELECTRIC BUSES NOT TO EXCEED \$238,629

I. RECOMMENDED ACTION

That the Board of Directors reject the bid submitted by MDC Systems Inc. as non-responsive, and award a contract to Reliable Monitoring Services d/b/a RMS Life Safety and RMS Construction (RMS) for Maintenance Facility Upgrade for Hydrogen Fuel Cell Electric Buses (FCEBs) in an amount not to exceed \$216,935, with a 10% contingency of \$21,694, for a not-to-exceed total authorized for the project of \$238,629, and authorize the CEO/General Manager to execute the RMS contract.

II. SUMMARY

- Due to the inclusion of FCEBs into the Santa Cruz Metropolitan Transit District's (METRO) fleet, METRO has a need for upgrades to its Maintenance Facility to meet the additional code requirements for hydrogen-powered vehicles.
- A formal Invitation for Bids (IFB) was conducted to solicit bids from qualified firms. Two (2) firms submitted bids for METRO's review.
- Following review of both bids, staff is recommending that the Board of Directors (Board) reject the bid submitted by the apparent low bidder due to non-waivable bidding irregularities, and award a contract to RMS, the lowest responsive, responsible bidder.

III. DISCUSSION/BACKGROUND

The Santa Cruz Metropolitan Transit District (METRO) has an immediate need for upgrading the Maintenance building to detect hydrogen gases in order to do perform maintenance on 53 New Flyer hydrogen fuel cell electric vehicles (FCEB's) of which 42 have been delivered.

On July 3, 2025, METRO legally advertised IFB No. 25-07, distributed notices via Bonfire (METRO's e-procurement portal) to fifteen (15) builders' exchanges and 12,989 firms, including 652 Disadvantaged Business Enterprises (DBEs), and sent email notices to all Mailchimp subscribers. On August 11, 2025, bids were received

and opened from two (2) firms. The lowest bid received was from MDC Systems Inc., for \$70,804, and the other bid received was from RMS for \$216,935.

Upon review of the low bid submitted by MDC Systems Inc., staff and legal counsel determined that the bid was non-responsive to the solicitation requirements due to the following reasons: 1) lack of required licensure, 2) lack of required public works experience, and 3) lack of a completed, notarized Bidder's Bond, in addition to other irregularities. It was then determined that these irregularities could not be waived. Therefore, staff is recommending that the Board reject the bid submitted by MDC Systems Inc. as non-responsive. Staff then reviewed and evaluated the bid submitted by RMS and has determined that RMS is a responsible bidder whose bid is responsive to all the requirements of the IFB, with a total bid price that is fair and reasonable.

Staff recommends that the Board award a contract to RMS for Maintenance Facility Upgrade for Hydrogen Fuel Cell Electric Buses (FCEBs) in an amount not to exceed \$216,935 and authorize the CEO/General Manager to execute the RMS contract. Staff is also recommending the addition of a 10% contingency, or \$21,694, and requesting authority for the CEO/General Manager to execute any necessary change orders up to this contingency amount. In a construction project such as this, it is not uncommon to come across items that could not have been anticipated or were inadvertently overlooked at the time of cost estimating. RMS will provide all equipment and materials meeting all METRO's specifications and requirements of the contract. Freddy Rocha, Maintenance Deputy Director, will serve as the Contract Administrator and will ensure contract compliance.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

The award of this contract would align with the following Strategic Priorities:

- Safety First Culture
- Service Quality and Delivery
- State of Good Repair

V. FINANCIAL CONSIDERATIONS/IMPACT

The value of the contract is \$216,935. The addition of a 10% contingency for any necessary change orders would bring the total authorized for the project to \$238,629. Funds to support this contract are available through Transit and Intercity Rail Capital Program (TIRCP).

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

No alternative is recommended. Upgrading METRO's existing infrastructure is required in order to do maintenance to the hydrogen fuel cell electric buses and to comply with building code requirements for hydrogen-powered vehicles inside a shop, and will enable safe, reliable hydrogen fleet operations.

VIII. ATTACHMENTS

Attachment A: Contract with RMS

Note: A full copy of the Contract is available on request.

Prepared by: Tanya Gilliam, Purchasing Agent

IX. APPROVALS

Freddy Rocha,
Maintenance Deputy Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Corey Aldridge, CEO/General Manager



Attachment A

CONTRACT FOR MAINTENANCE FACILITY UPGRADE FOR HYDROGEN FUEL CELL ELECTRIC BUSES No. 25-07

THIS CONTRACT is made effective on _____, 2025, between the SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (“Santa Cruz METRO”), a political subdivision of the State of California, and RELIABLE MONITORING SERVICES d/b/a RMS CONSTRUCTION and d/b/a RMS LIFE SAFETY (“Contractor”).

1. RECITALS

1.1 Santa Cruz METRO’s Primary Objective

Santa Cruz METRO, a public entity whose primary objective is providing public transportation, has its principal office at 110 Vernon Street, Santa Cruz, California 95060.

1.2 Santa Cruz METRO’s Need for Maintenance Facility Upgrade for Hydrogen Fuel Cell Electric Buses (FCEBs)

Santa Cruz METRO requires Maintenance Facility Upgrade for Hydrogen FCEBs. In order to obtain said Maintenance Facility Upgrade for Hydrogen FCEBs, Santa Cruz METRO issued an Invitation for Bids, dated July 3, 2025, setting forth specifications for Maintenance Facility Upgrade for Hydrogen FCEBs. The Invitation for Bids is attached hereto and incorporated herein by reference as Exhibit A.

1.3 Contractor’s Bid Form

Contractor is a licensed general Contractor desired by Santa Cruz METRO and whose principal place of business is 1899 Freeman Ave., Signal Hill, CA 90755. Pursuant to the Invitation for Bids issued by Santa Cruz METRO, Contractor submitted a bid for provision of said Maintenance Facility Upgrade for Hydrogen FCEBs, which is attached hereto and incorporated herein by reference as Exhibit B.

1.4 Selection of Contractor and Intent of Contract

On September 26, 2025, Santa Cruz METRO selected Contractor as the lowest responsive, responsible bidder to provide said Maintenance Facility Upgrade for Hydrogen FCEBs.

Santa Cruz METRO and Contractor agree as follows:

2. INCORPORATED DOCUMENTS AND APPLICABLE LAW

2.1 Documents Incorporated in this Contract

This Contract shall consist of the following documents all of which are incorporated herein and made a part hereof by reference thereto.

1) This Contract

2) Exhibit A

Attachment A

Santa Cruz Metropolitan Transit District's "Invitation for Bids No. 25-07" dated July 3, 2025, including the General Conditions, Special Conditions, Construction Specifications, and Addenda, if any.

3) Exhibit B (Bid Form)

Contractor's submitted bid to Santa Cruz METRO for Maintenance Facility Upgrade for Hydrogen FCEBs, as accepted by Santa Cruz METRO.

4) Exhibit C

The Contractor's performance bond, payment bond, and insurance certificates.

2.2 Conflicts

In the event of conflict between or among the terms of the Contract Documents, the order of precedence will be the order of documents listed above, with the first-listed document having the highest precedence and the last-listed document having the lowest precedence.

2.3 Recitals

The Recitals set forth in Article 1 are part of this Contract.

3. TIME OF PERFORMANCE

3.1 General

The Work under this Contract shall be completed within three (3) months after the date of commencement specified in the Notice to Proceed, unless modified by the parties under Part III, subsection 20.13 of the General Conditions to the Contract or terminated pursuant to Part III, Section 3.

3.2 Term

The term of this Contract shall commence upon the execution of the Contract by Santa Cruz METRO. Issuance of a Notice to Proceed shall remain in force until Final Acceptance as provided by Part IV, Section 9 of this Contract.

3.3 Acceptance of Terms

Execution of this document shall be deemed as acceptance of all of the terms and conditions as set forth herein and those contained in the Instructions to Bidders, the General Conditions, the Special Conditions, the Construction Specifications and all attachments and addenda, which are incorporated herein by reference as integral parts of this Contract.

4. SCOPE OF WORK

- 4.1 Contractor shall furnish Santa Cruz METRO all supervision, labor, equipment, supplies, material, freight, transportation, tools and other work and services as specified in and in full accordance with the Invitation for Bids (IFB) No. 25-07 dated July 3, 2025 for Maintenance Facility Upgrade for Hydrogen FCEBs. The Contractor shall provide a complete project in

Attachment A

conformance with the intent shown on the drawings and specified herein and as provided for and set forth in the IFB.

5. COMPENSATION

5.1 Terms of Payment

Santa Cruz METRO agrees to pay Contractor an amount not to exceed **\$216,935.00** as identified in the Bid Form, Exhibit B, for satisfactory completion of all Work, including all costs for labor, materials, tools, equipment, services, freight, insurance, overhead, profit and all other costs incidental to the performance of the services specified under this Contract. A schedule of values, on which all progress payments shall be based, shall be submitted to Santa Cruz METRO by Contractor within ten (10) days after this Contract is awarded. Payments for completed and accepted Work will be made within thirty (30) days of receipt of progress payment request. Any payment request determined not to be a proper payment request suitable for payment shall be returned to Contractor as soon as practicable, but not later than seven days after receipt. A request returned pursuant to this paragraph shall be accompanied by a written explanation of why the payment request is not proper. The number of days available to Santa Cruz METRO to make a payment without incurring interest pursuant to this section shall be reduced by the number of days by which Santa Cruz METRO exceeds the seven-day return requirement set forth above. A payment request shall be considered properly executed if funds are available for payment of the payment request and payment is not delayed due to an audit inquiry by Santa Cruz METRO's financial officer. Contractor understands and agrees that if it exceeds the maximum amount payable under this Contract, it does so at its own risk. Final payment, including release of any retention, will be made upon Santa Cruz METRO's issuance of a notice of Final Acceptance.

5.2 Release of Claims

Payment by Santa Cruz METRO of undisputed Contract amounts is contingent upon Contractor furnishing Santa Cruz METRO with a Release of All Claims against Santa Cruz METRO arising by virtue of the part of the Contract related to those amounts.

5.3 Retention of progress payments

Santa Cruz METRO will retain five (5%) percent of the contract price from each progress payment made pursuant to the Contract through the Final Acceptance, in accordance with Public Contract Code Sections 7201 and 9203. If a Stop Notice is filed, Santa Cruz METRO will retain 125% of the amount set forth in the Stop Notice from the next progress payment made to Contractor.

5.4 Waivers and Releases

Contractor is required to provide unconditional waivers and releases of stop notices in accordance with California Civil Code §8134. Santa Cruz METRO agrees to pay Contractor within 30 days after receipt of an undisputed and properly submitted payment request from Contractor. For purposes of this section, "progress payment" includes all payments due Contractor, except that portion of the final payment designated by the Contract as retention earnings.

Attachment A

6. NOTICES

All notices under this Contract shall be in writing and shall be effective when received, if delivered by hand, or three (3) days after posting if sent by registered mail, return receipt requested, to a party hereto at the address hereinunder set forth, or to such other address as a party may designate by notice pursuant hereto.

Santa Cruz METRO

Santa Cruz Metropolitan Transit District
110 Vernon Street
Santa Cruz, CA 95060

Attention: Corey Aldridge, CEO/General Manager

CONTRACTOR

Reliable Monitoring Services
1899 Freeman Ave.
Signal Hill, CA 90755

Attention: Ricky Mendoza, President

7. RIGHTS AND REMEDIES

The rights and remedies of the Parties provided herein are not exclusive and are in addition to any other rights and remedies provided by law or under the Contract.

8. ENTIRE AGREEMENT

8.1 This Contract represents the entire agreement of the parties with respect to the subject matter hereof, and all such agreements entered into prior hereto are revoked and superseded by this Contract, and no representations, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth herein, or in other contemporaneous written agreements.

8.2 This Contract may not be changed, modified or rescinded except in writing, signed by all parties hereto, and any attempt at oral modification of this Contract shall be void and of no effect.

9. ACCEPTANCE OF ELECTRONIC SIGNATURES AND COUNTERPARTS

The parties agree that this Contract, agreements ancillary to this Contract, and related documents to be entered into this Contract will be considered executed when the signature of a party is delivered by facsimile or other electronic method by either of the parties, and each party agrees that the electronic signatures, whether digital or encrypted, of the parties included in this Contract are intended to authenticate this writing and to have the same force and effect as manual signatures. Each party further agrees that this Contract may be executed in two or more counterparts, each of which will be deemed an original, and all of which constitute one and the same instrument.

Attachment A

10. AUTHORITY

Each party has full power and authority to enter into and perform this Contract and the person signing this Contract on behalf of each has been properly authorized and empowered to enter into this Contract. Each party further acknowledges that it has read this Contract, understands it, and agrees to be bound by it.

11. ATTORNEYS' FEES

If any legal proceeding should be instituted by either of the parties to enforce the terms of this Contract or to determine the rights of the parties under this Contract, the prevailing party in said proceeding will recover reasonable attorneys' fees, in addition to all court costs.

IN WITNESS WHEREOF, the parties hereto have executed this Contract by their duly authorized officers as of the day and year first above written.

Signed on _____

Santa Cruz METRO –
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

Corey Aldridge, CEO/General Manager

Contractor –
RELIABLE MONITORING SERVICES
d/b/a RMS CONSTRUCTION

Ricky Mendoza, President

DocuSigned by:
Ricky Mendoza
20BAE5757E1D4D2...

Approved as to Form:

Julie A. Sherman, General Counsel



- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: September 26, 2025

TO: Board of Directors

FROM: Freddy Rocha, Maintenance Deputy Director

SUBJECT: CONSIDERATION OF AWARD OF CONTRACT TO KRAEMER ENGINEERING, INC. FOR BUS OVERFLOW PARKING PROJECT AT 809 W. BEACH STREET, WATSONVILLE, CA NOT TO EXCEED \$540,855

I. RECOMMENDED ACTION

That the Board of Directors award a contract to Kraemer Engineering Inc for Bus Overflow Parking Project at 809 W. Beach Street, Watsonville, CA in an amount not to exceed \$540,855, with a 10% contingency of \$54,086, for a not-to-exceed total authorized for the project of \$594,941, and authorize the CEO/General Manager to execute the Kraemer Engineering contract

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) has a need for Bus Overflow Parking Project at 809 W. Beach Street, Watsonville, CA.
- A formal Invitation for Bids (IFB) was conducted to solicit bids from qualified firms. Two (2) firms submitted bids for METRO's review.
- Staff has reviewed all submitted bids and is recommending that the Board of Directors (Board) award a contract to Kraemer Engineering, the lowest responsive, responsible bidder.

III. DISCUSSION/BACKGROUND

Since the fall of 2023, METRO has leased the property at 809 W. Beach Street in the city of Watsonville for the purpose of storing buses and equipment to support its operations. METRO has recently acquired and intends to utilize this property for bus overflow parking for approximately twenty (20) 40-foot buses and ten (10) 60-foot buses. This project will include installing new parking lot lighting, security cameras, parking lot striping and overall administration and management of the work being done.

On July 18, 2025, METRO legally advertised IFB No. 26-02, distributed notices via Bonfire (METRO's e-procurement portal) to Fifteen (15) builders' exchanges and 11,450 firms, including 608 Disadvantaged Business Enterprises (DBEs), and sent email notices to all Mailchimp subscribers. On September 2, 2025, bids were received and opened from two (2) firms. The lowest bid received was from Kraemer Engineering in the amount of \$540,855, and the other bid received was from C2 Builders, Inc. in the amount of \$595,000.

Staff has reviewed all submitted bids and has determined that Kraemer Engineering is the lowest responsible bidder whose bid is responsive to all the requirements of the IFB.

Staff recommends that the Board award a contract to Kraemer Engineering for Bus Overflow Parking Project at 809 W. Beach Street, Watsonville, CA in an amount not to exceed \$540,855, and authorize the CEO/General Manager to execute the Kraemer Engineering contract. Staff is also recommending the addition of a 10% contingency, or \$54,086, and requesting authority for the CEO/General Manager to execute any necessary change orders up to this contingency amount. In a construction project such as this, it is not uncommon to come across items that could not have been anticipated or were inadvertently overlooked at the time of cost estimating. Kraemer Engineering will provide all equipment and materials meeting all METRO's specifications and requirements of the contract. Freddy Rocha, Maintenance Deputy Director, will serve as the Contract Administrator and will ensure contract compliance.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

The award of this contract would align with the following Strategic Priorities:

1. Safety First Culture
2. Financial Stability, Stewardship & Accountability
3. State of Good Repair
4. Strategic Alliances and Community Outreach

V. FINANCIAL CONSIDERATIONS/IMPACT

The value of the contract is \$540,855. The addition of a 10% contingency for any necessary change orders would bring the total authorized for the project to \$594,941. Funds to support this contract are available in Operating and Capital Reserve.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

- None. The location in Watsonville is well suited to serve METRO's southern service area. The existing land arrangement offers flexibility and cost-effectiveness compared to new construction.

VIII. ATTACHMENTS

Attachment A: Contract with Kraemer Engineering

Note: A full copy of the Contract is available on request.

Prepared by: Tanya Gillian, Purchasing Agent

IX. APPROVALS

Freddy Rocha,
Maintenance Deputy Director



Approved as to fiscal impact:
Chuck Farmer, Chief Financial Officer



Corey Aldridge, CEO/General Manager



- THIS PAGE INTENTIONALLY LEFT BLANK -

Attachment A

CONTRACT FOR BUS OVERFLOW PARKING PROJECT AT 809 W. BEACH STREET, WATSONVILLE, CA No. 26-02

THIS CONTRACT is made effective on _____ between the SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (“Santa Cruz METRO”), a political subdivision of the State of California, and KRAEMER ENGINEERING INC. (“Contractor”).

1. RECITALS

1.1 Santa Cruz METRO’s Primary Objective

Santa Cruz METRO, a public entity whose primary objective is providing public transportation, has its principal office at 110 Vernon Street, Santa Cruz, California 95060.

1.2 Santa Cruz METRO’s Need for Bus Overflow Parking Project at 809 W. Beach Street, Watsonville, CA.

Santa Cruz METRO requires Bus Overflow Parking Project at 809 W. Beach Street, Watsonville, CA. In order to obtain said Bus Overflow Parking Project at 809 W. Beach Street, Watsonville, CA, Santa Cruz METRO issued an Invitation for Bids, dated July 18, 2025, setting forth specifications for Bus Overflow Parking Project at 809 W. Beach Street, Watsonville, CA. The Invitation for Bids is attached hereto and incorporated herein by reference as Exhibit A.

1.3 Contractor’s Bid Form

Contractor is a licensed general Contractor desired by Santa Cruz METRO and whose principal place of business is 1880 N. Main Street, Suite 225, Salinas, California 93907. Pursuant to the Invitation for Bids issued by Santa Cruz METRO, Contractor submitted a bid for provision of said Bus Overflow Parking Project at 809 W. Beach Street, Watsonville, CA, which is attached hereto and incorporated herein by reference as Exhibit B.

1.4 Selection of Contractor and Intent of Contract

On September 26, 2025, Santa Cruz METRO selected Contractor as the lowest responsive, responsible bidder to provide said Bus Overflow Parking Project at 809 W. Beach Street, Watsonville, CA.

Santa Cruz METRO and Contractor agree as follows:

2. INCORPORATED DOCUMENTS AND APPLICABLE LAW

2.1 Documents Incorporated in this Contract

This Contract shall consist of the following documents all of which are incorporated herein and made a part hereof by reference thereto.

- 1) This Contract

Attachment A

2) Exhibit A

Santa Cruz Metropolitan Transit District's "Invitation for Bids No. 26-02" dated July 18, 2025, including the General Conditions, Special Conditions, Construction Specifications, and Addenda, if any.

3) Exhibit B (Bid Form)

Contractor's submitted bid to Santa Cruz METRO for Bus Overflow Parking Project at 809 W. Beach Street, Watsonville, CA, as accepted by Santa Cruz METRO.

4) Exhibit C

The Contractor's performance bond, payment bond, and insurance certificates.

2.2 Conflicts

In the event of conflict between or among the terms of the Contract Documents, the order of precedence will be the order of documents listed above, with the first-listed document having the highest precedence and the last-listed document having the lowest precedence.

2.3 Recitals

The Recitals set forth in Article 1 are part of this Contract.

3. **TIME OF PERFORMANCE**

3.1 General

The Work under this Contract shall be completed within six (6) months after the date of commencement specified in the Notice to Proceed, unless modified by the parties under Part III, subsection 20.13 of the General Conditions to the Contract or terminated pursuant to Part III, Section 3.

3.2 Term

The term of this Contract shall commence upon the execution of the Contract by Santa Cruz METRO. Issuance of a Notice to Proceed shall remain in force until Final Acceptance as provided by Part IV, Section 9 of this Contract.

3.3 Acceptance of Terms

Execution of this document shall be deemed as acceptance of all of the terms and conditions as set forth herein and those contained in the Instructions to Bidders, the General Conditions, the Special Conditions, the Construction Specifications and all attachments and addenda, which are incorporated herein by reference as integral parts of this Contract.

Attachment A

4. SCOPE OF WORK

- 4.1 Contractor shall furnish Santa Cruz METRO all supervision, labor, equipment, supplies, material, freight, transportation, tools and other work and services as specified in and in full accordance with the Invitation for Bids (IFB) No. 26-02 dated July 18, 2025 for Bus Overflow Parking Project at 809 W. Beach Street, Watsonville, CA. The Contractor shall provide a complete project in conformance with the intent shown on the drawings and specified herein and as provided for and set forth in the IFB.

5. COMPENSATION

5.1 Terms of Payment

Santa Cruz METRO agrees to pay Contractor an amount not to exceed **\$540,855** as identified in the Bid Form, Exhibit B, for satisfactory completion of all Work, including all costs for labor, materials, tools, equipment, services, freight, insurance, overhead, profit and all other costs incidental to the performance of the services specified under this Contract. A schedule of values, on which all progress payments shall be based, shall be submitted to Santa Cruz METRO by Contractor within ten (10) days after this Contract is awarded. Payments for completed and accepted Work will be made within thirty (30) days of receipt of progress payment request. Any payment request determined not to be a proper payment request suitable for payment shall be returned to Contractor as soon as practicable, but not later than seven days after receipt. A request returned pursuant to this paragraph shall be accompanied by a written explanation of why the payment request is not proper. The number of days available to Santa Cruz METRO to make a payment without incurring interest pursuant to this section shall be reduced by the number of days by which Santa Cruz METRO exceeds the seven-day return requirement set forth above. A payment request shall be considered properly executed if funds are available for payment of the payment request and payment is not delayed due to an audit inquiry by Santa Cruz METRO's financial officer. Contractor understands and agrees that if it exceeds the maximum amount payable under this Contract, it does so at its own risk. Final payment, including release of any retention, will be made upon Santa Cruz METRO's issuance of a notice of Final Acceptance.

5.2 Release of Claims

Payment by Santa Cruz METRO of undisputed Contract amounts is contingent upon Contractor furnishing Santa Cruz METRO with a Release of All Claims against Santa Cruz METRO arising by virtue of the part of the Contract related to those amounts.

5.3 Retention of progress payments

Santa Cruz METRO will retain five (5%) percent of the contract price from each progress payment made pursuant to the Contract through the Final Acceptance, in accordance with Public Contract Code Sections 7201 and 9203. If a Stop Notice is filed, Santa Cruz METRO will retain 125% of the amount set forth in the Stop Notice from the next progress payment made to Contractor.

Attachment A

5.4 Waivers and Releases

Contractor is required to provide unconditional waivers and releases of stop notices in accordance with California Civil Code §8134. Santa Cruz METRO agrees to pay Contractor within 30 days after receipt of an undisputed and properly submitted payment request from Contractor. For purposes of this section, "progress payment" includes all payments due Contractor, except that portion of the final payment designated by the Contract as retention earnings.

6. **NOTICES**

All notices under this Contract shall be in writing and shall be effective when received, if delivered by hand, or three (3) days after posting if sent by registered mail, return receipt requested, to a party hereto at the address hereunder set forth, or to such other address as a party may designate by notice pursuant hereto.

Santa Cruz METRO

Santa Cruz Metropolitan Transit District
110 Vernon Street
Santa Cruz, CA 95060

Attention: Corey Aldridge, CEO/General Manager

CONTRACTOR

Kraemer Engineering Inc.
1880 N. Main Street Suite 225
Salinas, CA 93907

Attention: Braden Kraemer

7. **RIGHTS AND REMEDIES**

The rights and remedies of the Parties provided herein are not exclusive and are in addition to any other rights and remedies provided by law or under the Contract.

8. **ENTIRE AGREEMENT**

- 8.1 This Contract represents the entire agreement of the parties with respect to the subject matter hereof, and all such agreements entered into prior hereto are revoked and superseded by this Contract, and no representations, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth herein, or in other contemporaneous written agreements.
- 8.2 This Contract may not be changed, modified or rescinded except in writing, signed by all parties hereto, and any attempt at oral modification of this Contract shall be void and of no effect.

Attachment A

9. ACCEPTANCE OF ELECTRONIC SIGNATURES AND COUNTERPARTS

The parties agree that this Contract, agreements ancillary to this Contract, and related documents to be entered into this Contract will be considered executed when the signature of a party is delivered by facsimile or other electronic method by either of the parties, and each party agrees that the electronic signatures, whether digital or encrypted, of the parties included in this Contract are intended to authenticate this writing and to have the same force and effect as manual signatures. Each party further agrees that this Contract may be executed in two or more counterparts, each of which will be deemed an original, and all of which constitute one and the same instrument.

10. AUTHORITY

Each party has full power and authority to enter into and perform this Contract and the person signing this Contract on behalf of each has been properly authorized and empowered to enter into this Contract. Each party further acknowledges that it has read this Contract, understands it, and agrees to be bound by it.

11. ATTORNEYS' FEES

If any legal proceeding should be instituted by either of the parties to enforce the terms of this Contract or to determine the rights of the parties under this Contract, the prevailing party in said proceeding will recover reasonable attorneys' fees, in addition to all court costs.

IN WITNESS WHEREOF, the parties hereto have executed this Contract by their duly authorized officers as of the day and year first above written.

Signed on _____

Santa Cruz METRO –
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

Corey Aldridge, CEO/General Manager

Contractor –
KRAEMER ENGINEERING INC

Braden Kraemer, President

Approved as to Form:

Julie A. Sherman, General Counsel



- THIS PAGE INTENTIONALLY LEFT BLANK -

*Santa Cruz Metropolitan
Transit District*



DATE: September 26, 2025

TO: Board of Directors

FROM: Freddy Rocha, Maintenance Deputy Director

SUBJECT: CONSIDERATION OF AWARD OF CONTRACT TO FLYERS ENERGY, LLC FOR OFF-SITE FUELING SERVICES NOT TO EXCEED \$2,578,331

I. RECOMMENDED ACTION

That the Board of Directors award a contract, in a form approved by legal counsel, to Flyers Energy, LLC for Off-site Fueling Services in an amount not to exceed \$1,105,000 for the initial three-year term, and authorize the CEO/General Manager to:

- 1) Execute the contract for a 3-year period, with options to extend the contract for a total term of 7 years; and**
- 2) Execute future amendments with Flyers Energy, LLC for the options to extend, increasing the contract total for each option year as required, not to exceed (NTE) a total value of \$2,578,331 for the full 7 years.**

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) has a need for Off-site Fueling Services.
- A formal Invitation for Bids (IFB) was conducted to solicit bids from qualified firms. One (1) firm submitted a bid for METRO's review.
- Staff have reviewed the submitted bid and are recommending that the Board of Directors (Board) award a contract to Flyers Energy, LLC, the lowest responsive, responsible bidder.

III. DISCUSSION/BACKGROUND

METRO requires off-site fueling of its ParaCruz and non-revenue vehicles with unleaded gasoline fuel. Facilities Maintenance requires CARB certified #2 ultra-low sulfur diesel and CARB certified #2 red ultra-low sulfur diesel fuel for emergency purposes. Flyers Energy, LLC is METRO's current provider for these services; however, this contract will expire on September 30, 2025, with no further options to renew.

On July 31, 2025, METRO legally advertised IFB No. 25-16, distributed notices via Bonfire (METRO's e-procurement portal) to thirty-two (32) firms, including two (2) Disadvantaged Business Enterprises (DBEs), and sent email notices to all Mailchimp subscribers. On August 29, 2025, one (1) bid was received and opened from one (1) firm. Staff have reviewed the single submitted bid. Flyers Energy, LLC,

the sole bidder, has been determined to be a responsible bidder whose bid is responsive to all the requirements of the IFB, with prices that are fair and reasonable.

Staff is recommending the following actions: 1) that the Board authorize the CEO/General Manager to execute a three (3)-year contract, in a form approved by legal counsel, on behalf of METRO with Flyers Energy, LLC for Off-site Fueling Services in an amount not to exceed \$1,105,000; and 2) that the Board authorize the CEO/General Manager to execute future contract extensions with Flyers Energy, LLC up to four (4) additional years, for a total anticipated contract value not to exceed of \$2,578,331 and a total term not to exceed seven (7) years.

Contractor will provide all services meeting all METRO's specifications and requirements of the contract. Freddy Rocha, Maintenance Deputy Director, will serve as the Contract Administrator and will ensure contract compliance.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

The award of this contract would align with the following Strategic Priority:

- Service Quality and Delivery

V. FINANCIAL CONSIDERATIONS/IMPACT

The base value of the contract is \$1,105,000 for the first three (3) years. Should all options to extend be exercised, the total seven (7)-year value of the contract is anticipated to be \$2,578,331. Funds to support this contract are included in the Fleet Maintenance FY26-27 Fuels & Lubricants – Revenue Vehicles (504012) and Fuels & Lubricants – Non Revenue Vehicles (504011). Since this is a multi-year contract, the Department Manager will be accountable for budgeting the cost in future years, including any option years exercised.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

- METRO could choose to use retail gas stations for its ParaCruz and non-revenue fleet, but this is not recommended as retail prices would be higher than the contract prices proposed.

VIII. ATTACHMENTS

None

Note: A full copy of the Contract is available on request.

Prepared by: Ian Berry, Purchasing Assistant

IX. APPROVALS

Freddy Rocha,
Maintenance Deputy Director



Approved as to fiscal impact:
Chuck Farmer, Chief Financial Officer



Corey Aldridge, CEO/General Manager



- THIS PAGE INTENTIONALLY LEFT BLANK -

*Santa Cruz Metropolitan
Transit District*



DATE: September 26, 2025

TO: Board of Directors

FROM: Corey Aldridge, CEO/General Manager

SUBJECT: CONSIDER AUTHORIZING THE CEO/GENERAL MANAGER TO EXECUTE THE 1ST AMENDMENT TO THE CONTRACT WITH CFM ADVOCATES FOR FEDERAL LEGISLATIVE REPRESENTATIVE SERVICES TO EXTEND THE CONTRACT TERM BY AN ADDITIONAL TWO YEARS AND TO INCREASE THE CONTRACT TOTAL BY \$159,434

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO/General Manager to execute the first amendment to the contract with CFM Advocates for Federal Legislative Representative Services, in a form approved by legal counsel, to exercise two one-year options to extend the contract term and increase the contract total by \$159,434 for the additional two-year period, thereby increasing the total contract compensation from \$79,717 to \$239,151.

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) has a contract with CFM Advocates for Federal Legislative Representative Services that is due to expire on October 24, 2025, but may be renewed for up to five one-year extensions.
- CFM Advocates has requested no increase to its annual fee for the new contract period. The current annual fee is \$79,717.
- CFM Advocates has provided excellent legislative advocacy services under this contract, and therefore, staff is recommending the Board approve a two-year contract extension at the current annual fee.

III. DISCUSSION/BACKGROUND

METRO requires the services of a federal legislative representative to represent and advocate its positions and policies before the U.S. Congress and the U.S. Department of Transportation. METRO's Board of Directors (Board) awarded a contract to CFM Advocates for Federal Legislative Representative Services on October 25, 2024 following a competitive formal procurement.

Staff had recommended an initial three-year term with options to extend for a total term of nine years. Given the transition to a new consultant, the Board wanted to ensure that METRO's new consultant had adequate regional knowledge and

familiarity with METRO's needs before entering into a long-term contract. Therefore, the Board awarded a contract for a one-year period only, with five optional one-year extensions. The Board also directed staff to return to the Board for an evaluation of CFM Advocates' services at the end of the initial term so that the Board can consider whether it is in METRO's best interest to extend the contract.

The initial one-year term of this contract is due to expire on October 24, 2025. Over the past year the quality of service provided by CFM Advocates has been excellent. During the first year, CFM organized meetings with federal delegates in Washington, D.C., coordinated congressional staff tours of METRO facilities, provided tremendous assistance in creation of federal discretionary grant applications, and helped craft a comprehensive federal agenda. Their work has been described by staff as excellent, with no request for an increase in rates despite expanding responsibilities. Board minutes reflect that updates from CFM have been well received, and staff repeatedly highlighted their effectiveness.

This combination of successful advocacy, high-quality service delivery, and strong confidence from both the CEO and staff demonstrates that CFM Advocates has delivered on its promises and earned continued trust as METRO's federal legislative representative.

Staff is now recommending that the Board extend the terms of the contract with CFM Advocates by exercising two of the one-year options, as the contract allows option terms to be exercised in single- or multiple-year periods. CFM Advocates has reviewed the contract and requested no increase in its fee. The compensation will be increased by \$159,434 for an additional two-year term. Staff further recommends that the METRO Board authorize the CEO/General Manager to execute the amendment in a form approved by legal counsel. Corey Aldridge, CEO/General Manager, will continue to serve as the Contract Administrator and will ensure contract compliance.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This contract aligns with the following strategic priorities:

- Financial Stability, Stewardship & Accountability
- Strategic Alliances and Community Outreach

V. FINANCIAL CONSIDERATIONS/IMPACT

This contract has a total compensation amount of \$79,717. Additional funds in an amount of \$159,434 are requested for approval at this time. The new contract total would be \$239,151.

Funds to support this two-year contract extension are included in the current fiscal year's Administration Operating budget, within the Administration Legislative Services (503032) account. The Department Manager will be accountable for budgeting the cost through fiscal year 2028.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

- The Board could direct staff to only extend the contract with CFM Advocates for one year. Due to the excellent job this firm has been doing for METRO, staff does not recommend this option.
- The Board could also direct staff to cancel the contract entirely and issue a new solicitation. As staff believe METRO now has an excellent federal legislative representative in place with CFM Advocates, staff see nothing to be gained, and precious resources to be lost, with this option.

VIII. ATTACHMENTS

None

Prepared by: Joan Jeffries, Purchasing Manager
 Corey Aldridge, CEO/General Manager

IX. APPROVALS

Approved as to fiscal impact:
Chuck Farmer, CFO



Corey Aldridge, CEO/General Manager





**BEFORE THE BOARD OF DIRECTORS OF THE
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT**

Resolution No.
On the Motion of Director:
Duly Seconded by Director:
The Following Resolution is Adopted:

**RESOLUTION OF APPRECIATION FOR THE SERVICES OF CINDI FARRELL AS
BUS OPERATOR FOR THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT**

WHEREAS, the Santa Cruz Metropolitan Transit District (METRO) was formed to provide public transportation to all of the residents of Santa Cruz County, and

WHEREAS, the provision of public transportation service requires a competent, dedicated workforce, and

WHEREAS, METRO, requiring an employee with expertise and dedication, appointed Cindi Farrell to serve in the position of Bus Operator, and

WHEREAS, served as a member of the Operations Department of METRO for the time period of July 29, 2019 to September 9, 2025, and

WHEREAS, Cindi Farrell provided METRO with dedicated service and commitment during the time of employment, and

WHEREAS, Cindi Farrell served METRO with distinction, and

WHEREAS, the service provided to the residents of Santa Cruz County by Cindi Farrell resulted in reliable, quality public transportation being available in the most difficult of times, and

WHEREAS, during the time of Ms. Farrell's service, METRO improved existing and built new operating facilities, converted the fleet to a CNG propulsion system, developed accessible bus stops, improved ridership, responded to adverse economic conditions, assumed direct operational responsibility for the Highway 17 Express service and the Amtrak Connector service, and assumed direct operational responsibility for the ParaCruz service, and

WHEREAS, the quality of life in Santa Cruz County was improved dramatically as a result of the exemplary service provided by Cindi Farrell.

NOW, THEREFORE, BE IT RESOLVED, that upon her retirement as **Bus Operator**, the Board of Directors of METRO does hereby commend her efforts in advancing public transit service in Santa Cruz County and expresses sincere appreciation on behalf of itself, the METRO staff and all the residents of Santa Cruz County.

BE IT FURTHER RESOLVED, that a copy of her resolution be entered into the official records of the Santa Cruz Metropolitan Transit District.

PASSED AND ADOPTED this 26th Day of September 2025 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

Approved:

Manu Koenig, Board Vice Chair

Attest:

Corey Aldridge, CEO/General Manager

Approved as to form:

Julie Sherman, General Counsel



Margo Ross
Chief Operations Officer
Hydrogen Vehicle and Hydrogen
Fueler Update
September 26, 2025

Hydrogen Bus Update

- METRO has received all 40' New Flyer vehicles (44).
- METRO fleet department accepted twenty-three of the New Flyer buses.
- Center for Transportation and the Environment (CTE) conducted validation testing the week of August 11th.
- CTE simulated routes HWY-17, 1,2 and 35.
- Testing included usage of sandbags to simulate passengers.
- CTE tested the milage range of the vehicle and response to weight and temperature fluctuations.
- CTE will provide preliminary results within the next few months.
- All available METRO operators have been trained to operate the Hydrogen vehicle.
- METRO operations has commenced a soft launch of the vehicles on routes 1 and 2.



Hydrogen Wraps



Articulated (Artic) Vehicles

- **The artic test vehicle is expected to arrive in December.**
- **The remaining eight vehicles will arrive between February and April.**
- **The Artic vehicles will provide service on routes that serve UCSC.**

Mobile Hydrogen Fueling Station

- **Mobile Hydrogen fueler was commissioned in April 2025.**
- **Plug and METRO staff successfully fueled ten buses without a major incident.**
- **There have been some challenges with the fueling process, including a loud noise during the fueling and vending of the system.**
- **Mitigation includes no vending between 10p-8a.**
- **The fueler is on a timer, this only allows vending two hours after a vehicle is fueled.**



Messer Fueeler

- **The Messer Contract was signed in April of 2025.**
- **Messer has provided METRO with 90% of design for the permanent station.**
- **Construction for the permanent station begins at JKS in October 2025.**
- **The permanent station is scheduled to be completed in Spring 2026.**
- **Staff is working with Messer to ensure sound mitigation.**



Questions

- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: September 26, 2025
TO: Board of Directors
FROM: John Urgo, Chief Planning and Innovation Officer
SUBJECT: FACILITIES MASTER PLAN UPDATE

I. RECOMMENDED ACTION

That the Board of Directors receive an update on the Santa Cruz METRO Facilities Master Plan, including the Title VI Equity Analysis.

- In June 2021, the Santa Cruz Metropolitan Transit District (METRO) initiated a comprehensive review of its operations and maintenance (O&M) facilities as part of a broader Facilities Master Planning process. This effort was driven by the agency's long-term goals for service expansion, ridership growth, and the transition to a zero-emission fleet, including the integration of 53 hydrogen fuel cell buses through 2026. As METRO's service needs have grown, existing facilities have reached their functional limits, making further expansion within current sites infeasible.
- The Facilities Master Plan is investigating a range of alternatives to increase METRO's O&M capacity. This includes evaluating improvements to existing facilities as well as the potential development of new facilities in the South County. Watsonville remains a strategic focus area, as many METRO routes originate there. The absence of a local facility has contributed to increased fuel consumption, traffic congestion, emissions, cost inefficiencies, and service delays.
- A Title VI equity analysis is required in the planning phases for new O&M facilities and is being completed concurrently.
- Public engagement activities are underway, and the community survey will remain live for a period of time to ensure ongoing opportunities for input into facility planning and site selection.
- Staff recommend that the Board receive this presentation.

II. DISCUSSION/BACKGROUND

Santa Cruz METRO is undertaking a comprehensive Facilities Master Plan to guide the future of its operations and maintenance infrastructure. The Facilities Master Plan is a strategic blueprint that evaluates the current state of METRO's facilities, identifies future needs, and establishes a roadmap for funding and implementation to support service expansion, ridership growth, and the transition to a zero-emission fleet.

As part of the Facilities Master Plan, METRO conducted a detailed needs assessment to determine the capacity and operational requirements necessary to meet projected service demands. This assessment revealed that existing facilities are operating at or beyond their limits, and further expansion within current sites is not feasible. The analysis highlighted the need for a new O&M base in Watsonville as a strategic location to improve service reliability, reduce operational inefficiencies, and better serve the community.

Given the scope and potential impact of the proposed facility, METRO initiated a Title VI impact analysis in accordance with the Civil Rights Act of 1964 and Federal Transit Administration (FTA) Circular 4702.1B. The Title VI analysis is a federally required process to ensure that the benefits and burdens of the new facility are distributed equitably and do not result in disparate impacts on minority populations or disproportionate burdens on low-income communities. This analysis used GIS mapping and demographic data to compare the proposed sites with the broader service area, and included robust public engagement to incorporate community feedback into the planning process.

METRO is currently conducting a Title VI equity analysis as part of the planning process for new O&M facilities and is looking for input from the community. Ongoing community engagement will continue throughout implementation to ensure that the project supports METRO's goals for equity, sustainability, and operational excellence.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

The actions taken in this report align with METRO's Financial Stability, Stewardship and Accountability.

IV. FINANCIAL CONSIDERATIONS/IMPACT

There is no financial impact to receiving the report.

V. CHANGES FROM COMMITTEE

N/A

VI. ALTERNATIVES CONSIDERED

N/A

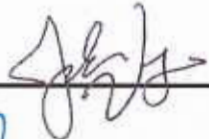
VII. ATTACHMENTS

Attachment A: Santa Cruz Equity Analysis Report

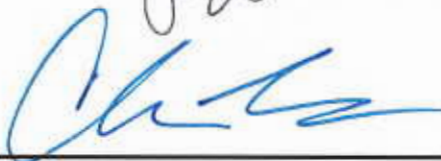
Prepared by: Derek Toups, Planning and Innovation Deputy Director

VIII. APPROVALS

John Urgo,
Chief Planning and Innovation Officer



Approved as to fiscal impact:
Chuck Farmer, Chief Financial Officer



Corey Aldridge,
CEO/General Manager



- THIS PAGE INTENTIONALLY LEFT BLANK -

SANTA CRUZ METRO FACILITY MASTER PLAN

BOARD MEETING
9/26/2025



Agenda



- 1 Project Background
- 2 Needs Assessment
- 3 Expansion Opportunities
- 4 Phasing Approach
- 5 Title VI Analysis
- 6 Next Steps

Project Background

Project Background



Reimagine METRO proposes growth of service and a transition to ZEB infrastructure



The Facilities Master Plan evaluates facility needs and examines a range of options at the main campus on River Street in Santa Cruz and around the county



This project will identify a funding and phasing strategy to achieve the Agency's long-term objectives

Project Objectives



- ✓ Optimize Efficiency and Service Quality
- ✓ Support the Integration of New Hydrogen Fuel Cell Fleet
- ✓ Maintain New and Contingency Fleet
- ✓ Leverage Existing Infrastructure
- ✓ Support Staff Training for a Safe Transition to Zero Emissions
- ✓ Enable Fleet Resiliency and Flexibility
- ✓ Maximize Grant Funding Opportunities

Project Process



Fall 2024 / Winter 2025

Baseline Assessment

- Goals Workshop
- Existing Materials Review
- Site Walk
- Staff Interviews
- Deadhead Analysis



Spring / Summer 2025

Needs Assessment and Space Programming

- Facility Needs
- Space Needs
- Site Prototype



Fall 2025

Funding and Implementation Plan

- Title VI
- Capital and O&M Cost
- Phasing Strategy

Needs Assessment

Long-Term Needs

Anticipated Future Fleet

- 109 40' Buses
 - 44 Hydrogen
 - 9 Electric
 - 46 CNG
 - 10 Diesel-Hybrid Electric
- 13 60' Articulated Buses
 - 9 Hydrogen
 - 4 CNG
- 34 ParaCruz Vehicles
- 38 Non-Revenue Vehicles
- 324 Spaces of Employee Parking

Infrastructure Needs

- Modernization of Operations Facility
- Maintenance Facility Redundancy
- Enhanced Employee Circulation
- Resilient Utility Infrastructure
- Additional Fueling Options
- Relocation of ParaCruz Operations

JKS/Golf – Maximize Existing Site Opportunity

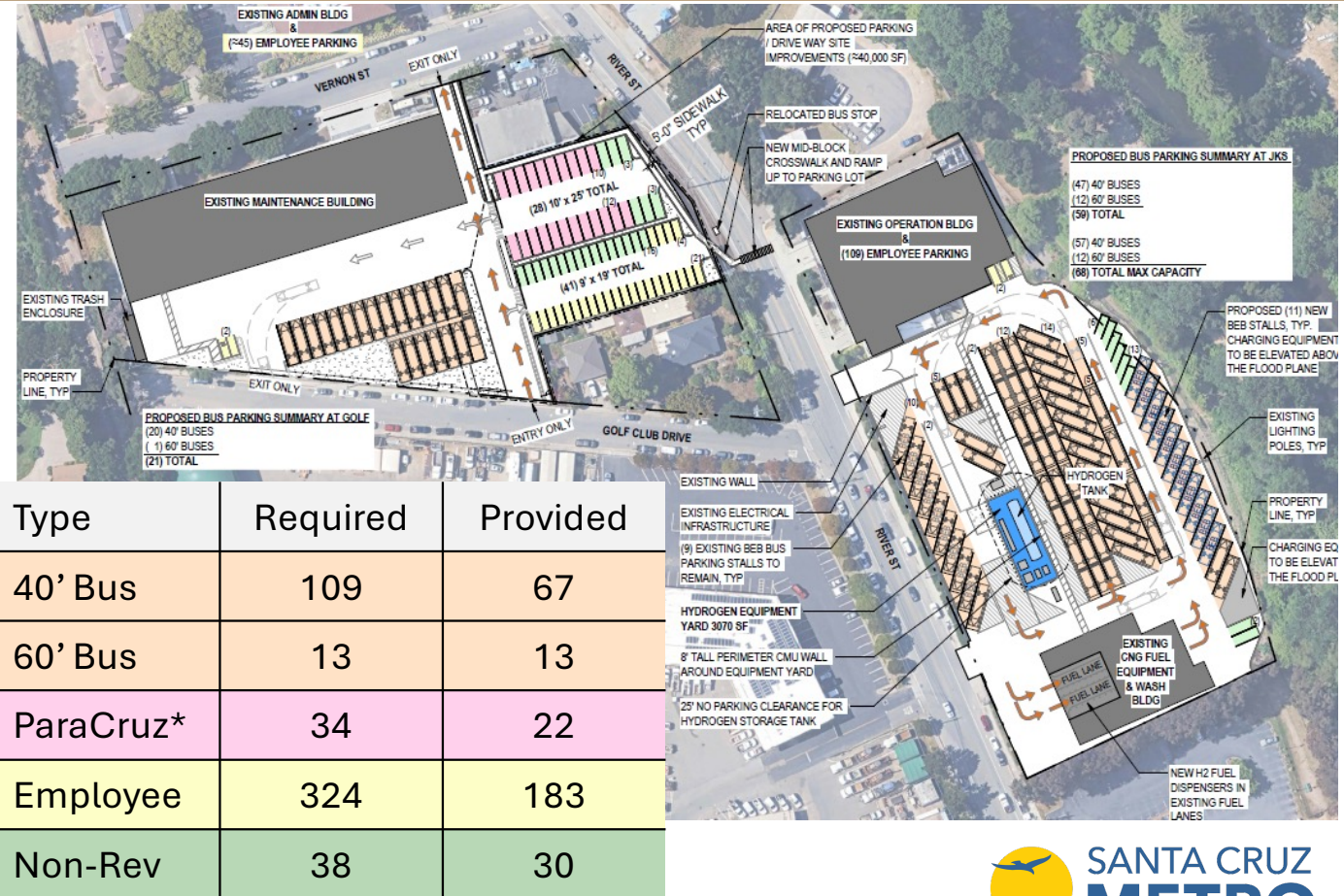
Improvements

- Improved Bus Circulation
- Improved Pedestrian Connections between Facility Buildings and Lots
- Additional Fueling Options
- Modified Vehicle Parking

Result

- **Insufficient space** to support service and staff needs
- **No clear expansion opportunities** to meet METRO needs

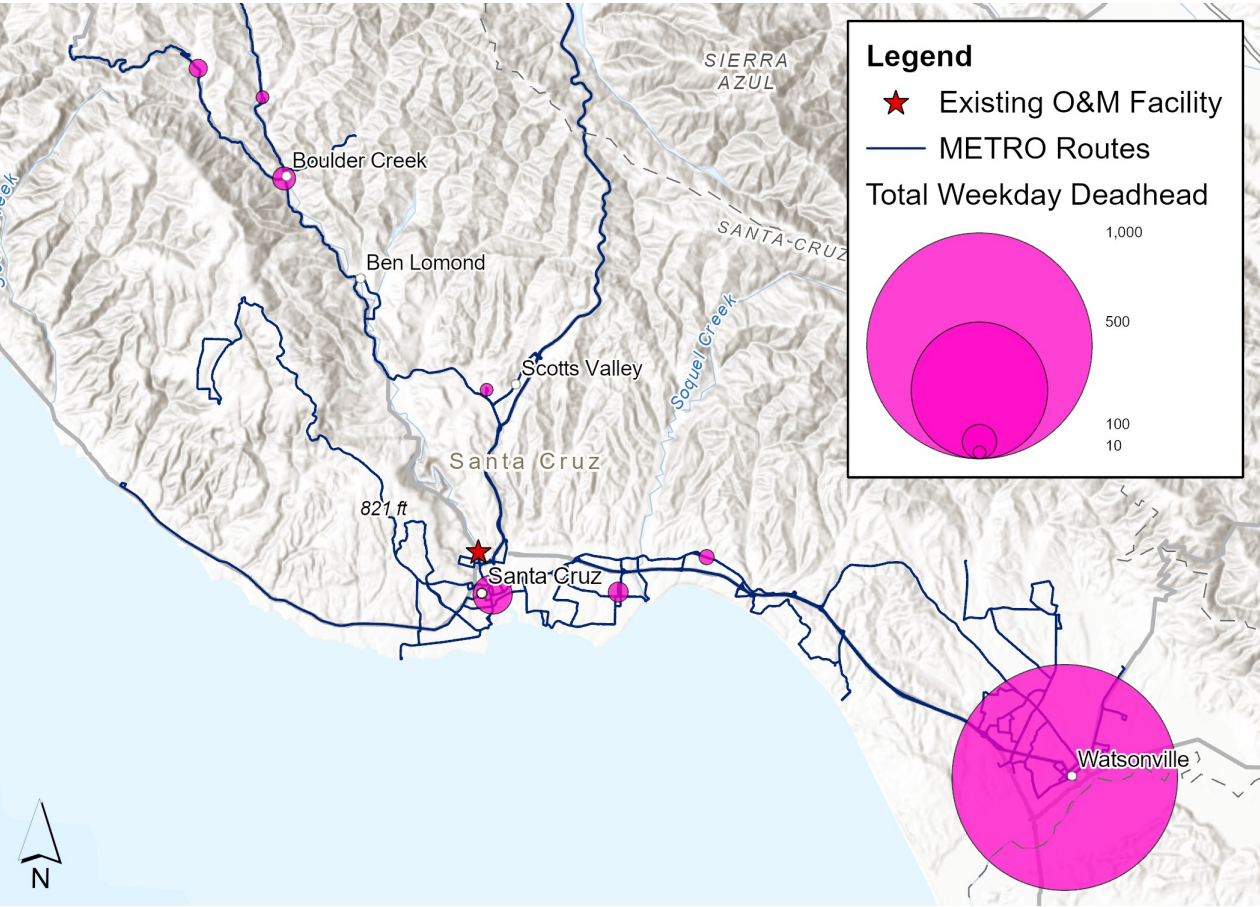
9



*Not required if alternative site identified

Expansion Opportunities

Existing Deadhead



Stop	Total Weekday Deadhead	Total Weekday Pull-in/Pullout
Watsonville Transit Center	850 miles	49
Riverfront Transit Center	119 miles	93
Big Basin Way & Hwy 9	57 miles	4
Capitola Mall	45 miles	10
Big Basin Way & China Grade Rd	37 miles	2
Cabrillo College	26 miles	4
Mountain Store	17 miles	1
Scotts Valley Transit Center	17 miles	3



11 Source: Santa Cruz METRO, REIMAGINE METRO Weekday Block Schedule

Watsonville Facility System Benefits



Reduce non-revenue (i.e., non-service) bus miles



Reduce emissions and wear and tear on local roadways



Relieve capacity at JKS/Golf



Save approximately \$550,000 annually based on non-labor cost per mile

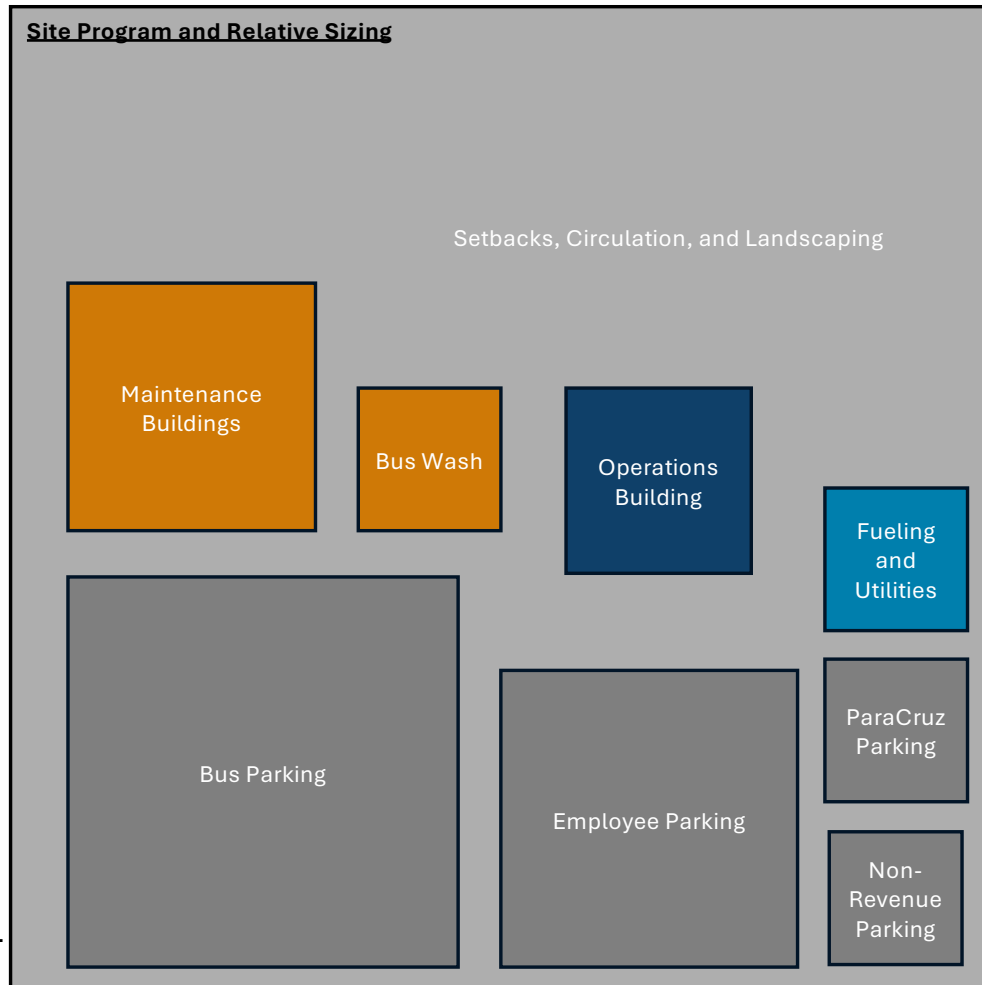
Watsonville Facility

Facility Function

- Operator and Staff Support Space
- Preventative Maintenance and Repair
- Fleet Storage
 - 39 40ft Hydrogen Buses
 - 12 Paratransit Vehicles
 - 8 Non-Revenue Vehicles
- Charging/Fueling Infrastructure
 - Hydrogen
 - Battery Electric
- 141 Parking Spaces for Staff

Watsonville Facility Program and Site Sizing

Site Program and Relative Sizing



Key Site Needs:

- Access to major roadways
- Adequately sized parcel
3.25+ acres
- Compatible zoning
- Utility Access
- Truck Access for Hydrogen
Fuel Deliveries

Watsonville Facility Search Area

Key Site Needs:

- Access to major roadways
- Adequately sized parcel
3.25+ acres
- Compatible zoning
- Utility Access
- Truck Access for Hydrogen
Fuel Deliveries

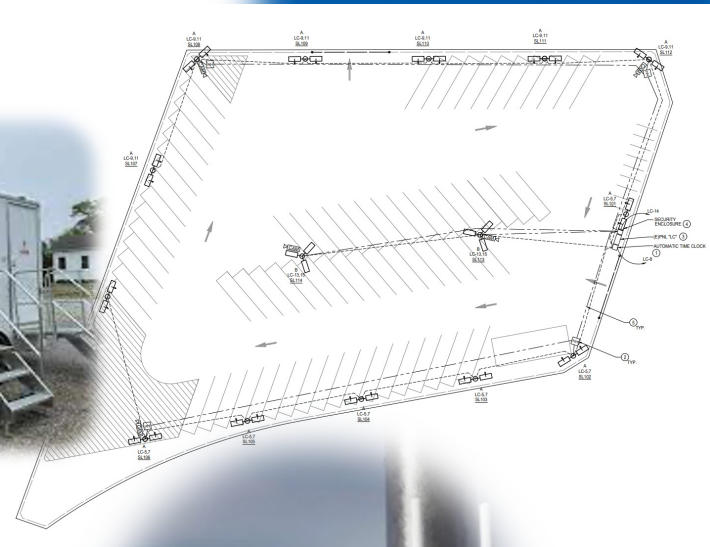


Watsonville Leased Facility - 809 W. Beach Street

Interim Bus Storage and Security Improvements:

- Power and communications upgrades
- Pavement rehabilitation
- Signing and striping
- Overhead lighting
- Perimeter fencing
- Security cameras
- Portable trailer / bathrooms (future phase)
- Relocate temporary hydrogen fuel trailer (future phase)

Funded by STA-SGR grant



Phasing Approach

Phasing Approach

Watsonville Facility	<ul style="list-style-type: none"> Utilize Watsonville as secure overflow and secondary hydrogen fueling site Complete Design+Environmental for Watsonville Facility Secure grant funding 	<ul style="list-style-type: none"> Construct site civil improvements at the Watsonville Facility Install fueling infrastructure (hydrogen and BEB) Initiate “Start-up” Operations 	<ul style="list-style-type: none"> Increase Operations to Full Capacity Relocate staff from JKS and Golf, as needed
JKS & GOLF	<ul style="list-style-type: none"> Install permanent hydrogen fueler Install additional BEB chargers Add employee electric chargers Identify employee TDM strategies 	<ul style="list-style-type: none"> Finalize JKS Surface Lot Retrofit Improvements Construct JKS In-Office Facility Improvements Improve Site Circulation Enhancements Demolish Existing On-Site Bus Stop at Golf 	<ul style="list-style-type: none"> Underground overhead utilities for JKS site flexibility Construct Civil Improvements for the Golf Maintenance Facility
ParaCruz	<ul style="list-style-type: none"> Planning study to evaluate potential relocation of ParaCruz Operations 	<ul style="list-style-type: none"> Relocate the existing operations to a new ParaCruz site 	
	Short-Term (1-3 years)	Mid-Term (3-10 years)	Long-Term (+10 years)

Watsonville Facility

Short-Term

Utilize site as overflow and secondary hydrogen fueling location
Secure grants for construction funding
Design facility

Mid-Term

Complete infrastructure and initiate limited operations

Long-Term

Expand operations and relocate key staff from existing facilities

JKS Operations Facility

Short-Term

Install hydrogen fueler
Add BEB and employee EV chargers
Develop TDM strategies

Mid-Term

Finalize surface lot retrofits
Enhance operations facilities
Improve site circulation

Long-Term

Underground utilities for site flexibility

Golf Maintenance Facility

Short-Term

Prepare site with grading, retaining walls, and entrance improvements

Mid-Term

Enhance pedestrian circulation and safety

Long-Term

Construct maintenance bays for articulated buses
Rebuild Golf Drive entrance
Evaluate parcel acquisition for facility expansion

ParaCruz Operations Facility

Short-Term

Evaluate potential relocation of ParaCruz Operations facility

Mid-Term

Relocate current ParaCruz Operations to a new facility

Cost Considerations

DESCRIPTION	ESTIMATED COST (\$2025)
WATSONVILLE FACILITY*	\$48 M
JUDY K. SOUZA (“JKS”) OPERATIONS FACILITY	\$1.5 M
BUS MAINTENANCE FACILITY (“GOLF”)	\$2 M
PEDESTRIAN CIRCULATION IMPROVEMENTS	\$ 300K
PARACRUZ OPERATIONS FACILITY	\$ 5 M
CONTINGENCY	\$33 M
TOTAL SOFT COSTS (A/E FEES)	\$8 M
Total	\$98 M

*Relocation of operations could save more than \$550,000 in non-labor costs, annually

Funding Opportunities

Federal

- Bus and Bus Facilities Competitive Program (Bus Program)
- Low or No Emission Vehicle Program (Low-No)
- 5307 Urbanized Area Formula Program

State and Local

- State Transit Assistance (STA) / SB 1 State of Good Repair (SGR)
- Transit and Intercity Rail Capital Program (TIRCP)

Title VI Equity Analysis

Why an Equity Analysis



Required by the Federal Transit Administration



Assesses the equitable distribution of benefits and burdens of a new operations & maintenance facility



Identifies mitigations, if needed

Watsonville Facility – Ongoing Engagement

Activities

- Survey
- Website
- Stakeholder outreach
- Social Media
- Flyers



Community Benefits

What Would Make a Good Site?

- Central location near key bus routes to minimize out-of-service travel time
- Enough space for bus storage, maintenance, and staff facilities
- Easy access to local
- Location that will r

Community

A new O&M facility co

- Job Creation - Ne
- Improved Transit
- Climate-Resilient and sustainability
- Cleaner Air & Les emissions for Santa

Fact Sheet: Proposed Operations and Maintenance Facility in South County

Project Purpose & Need

Santa Cruz METRO is exploring a new Operations and Maintenance (O&M) facility in South County to improve efficiency, reduce costs, and enhance transit service. Currently, buses must travel long distances to existing facilities, leading to higher fuel costs, emissions, and service delays.

Why South County?

Many transit routes originate in Watsonville and South County, yet there's no local facility to support operations. A local O&M facility would allow for quicker bus deployment, better service reliability, and cost savings. Reducing unnecessary bus travel means lower emissions and a more sustainable transit system.

Project Search Area

Project Objectives

- Optimize Efficiency and Service Quality
- Accommodate expanded Bus Fleet
- Enhance Bus Fleet Resiliency and Flexibility

What is an O&M Facility?

- Bus storage to keep vehicles secure overnight
- Maintenance & repairs to ensure reliable service
- Fueling infrastructure where buses refuel after service
- Operator & staff support spaces for efficient agency operations

METRO wants to hear from you:

New Operations and Maintenance Facility in South County

Santa Cruz METRO is planning for the future of public transit in our region by exploring a new **Operations & Maintenance (O&M) facility in South County**—specifically in or near Watsonville. This facility will help us **improve bus service, cut costs, and create a more sustainable transit system.**

A new O&M facility can bring several long-term benefits to the South County community:

- Job Creation - New transit-related employment opportunities
- Improved Transit Service - More reliable and efficient bus operations
- Climate-Resilient Infrastructure - A state-of-the-art facility designed to enhance service reliability and sustainability for METRO riders
- Cleaner Air & Less Pollution - Reduced bus travel distances lead to improved air quality and lower emissions for Santa Cruz County residents

Timeline:

- FALL/WINTER 2024: Needs assessment
- SPRING 2025: Public involvement
- SUMMER 2025: Analyze sites
- FALL 2025: Draft plan

TAKE OUR SURVEY!

We're asking for your feedback on:

- What benefits matter most to you?
- What concerns or questions do you have about the new facility?
- Are there any other ideas or considerations you'd like us to take into account?

Your voice is essential in shaping a project that truly supports South County's transit future, check out our website to learn more.

QR Code

Questions?

VERBAL PRESENTATION

CEO ORAL REPORT

Corey Aldridge

- THIS PAGE INTENTIONALLY LEFT BLANK -