



MONTEREY-SALINAS TRANSIT DISTRICT BOARD OF DIRECTORS REGULAR MEETING AGENDA AND STRATEGIC PLANNING WORKSHOP NOTICE

Meeting Date: August 11, 2025
Meeting Time: 9:00 a.m. Pacific Time (US and Canada)
Location: 19 Upper Ragsdale Drive, Suite 100, Monterey, CA 93940.

[This is an in-person meeting. Remote participation via Zoom may be offered, but it is not required for the meeting to proceed. Please note the meeting will proceed as normal even if there are technical difficulties accessing Zoom. MST will do its best to resolve any technical issues as quickly as possible.]

To participate virtually, click the link below:

<https://us06web.zoom.us/j/84500836234?pwd=aFQ0YUdjZ3Y0eW94WmtRZ1Myc0Vldz09>

Meeting ID: 845 0083 6234 | Passcode: 652252 | To attend by phone: (669) 900-6833

*Members of the public may attend the Board Meeting and speak to the Board when the Chair calls for public comment. Public comments may be made either in person, virtually, or via email. **Warning to public speakers:** MST is committed to civility and is mindful of its responsibility to protect the work environment. To assure civility in its public meetings, the public is encouraged to engage in respectful dialog that supports freedom of speech and values diversity of opinion. Failure to engage in respectful dialog will forfeit the speaker's right to participate in Public Comment.*

Persons who wish to make public comment on an agenda item are encouraged to submit comments in writing by email to MST at clerk@mst.org by 3:00 pm on Friday, August 8, 2025; those comments will be distributed to the MST Board of Directors before the meeting. Written comments should include the subject line: "Public Comment Item # (insert the agenda item number relevant to your comment)."

Accessibility, Language Assistance, Public Comments – MST Board & Committee Agendas, Public Hearings, Pre-bids, Other Public Meetings

Agendas and materials related to an item on this agenda submitted to the Board after distribution of the agenda packet are available for public inspection at the Monterey-Salinas Transit Administration Building at 19 Upper Ragsdale Dr., Suite 200, Monterey, CA, 93940 during normal business hours. Agendas and other informational materials related to this meeting may be requested within 72 hours of the meeting date.

Upon request, Monterey-Salinas Transit will provide written materials in appropriate alternative formats, including disability-related modifications or accommodations, auxiliary aids, or services to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number, description of the requested materials, and preferred alternative format or auxiliary aid or service at least three working days prior to the meeting at the address below.

Public comments may be submitted for any item on the agenda by contacting MST:

Mail: MST, Attn: Clerk to the Board, 19 Upper Ragsdale Dr., Suite 200, Monterey, CA 93940

Website: <https://mst.org/contact-us/> • **Email:** clerk@mst.org • **Phone:** (888) 678-2871

TTY/TDD: 831-393-8111 • 711 Relay



888-678-2871 / Free language assistance / Asistencia de Lenguaje Gratuito /
Libreng tulong para sa wika

Group: Monterey-Salinas Transit District Board of Directors

Directors:	Mary Ann Carbone, Chair	City of Sand City
	Lorraine Worthy, Vice-Chair	City of Gonzales
	Bob Delves	City of Carmel-by-the-Sea
	Kim Shirley	City of Del Rey Oaks
	Ariana Rodriguez	City of Greenfield
	Mike LeBarre	City of King City
	Liesbeth Visscher	City of Marina
	Ed Smith	City of Monterey
	Joe Amelio	City of Pacific Grove
	Tony Barrera	City of Salinas
	Dave Pacheco	City of Seaside
	Fernando Cabrera	City of Soledad
	Luis Alejo	County of Monterey
Staff:	Carl Sedoryk	General Manager/CEO
	Lisa Rheinheimer	Deputy CEO
	Kelly Halcon	Chief of Human Resources
	Norman Tuitavuki	Chief Operating Officer
	Michael Kohlman	Chief Information Officer
	Michelle Overmeyer	Director of Planning and Innovation
Counsel:	Michael D. Laredo	DeLay & Laredo

1. CALL TO ORDER

- 1-1. Roll Call.
- 1-2. Pledge of Allegiance.
- 1-3. Review Highlights of the agenda. (Carl Sedoryk)

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

*Members of the public may address the Board on any matter related to the jurisdiction of MST but not on the agenda. There is a time limit of not more than three minutes for each speaker. The public is encouraged to engage in respectful dialog. **Failure to engage in respectful dialog will result in speakers being muted or required to leave.** The Committee will not take action or respond immediately to any public comments presented, but may choose to follow-up at a later time, either individually, through staff, or on a subsequent agenda.*

3. CONSENT AGENDA

These items will be approved by a single motion. Anyone may request that an item be discussed and considered separately.

- 3-1. Financial Reports – June 2025 (Lori Lee) (Page 7)
 - a) Accept Report of June 2025 Cash Flow
 - b) Approve June 2025 Disbursements
 - c) Accept Report of June 2025 Treasury Transactions
- 3-2. Approve Minutes of the MST Board Meeting on July 14, 2025. (Jeanette Alegar-Rocha) (Page 19)
- 3-3. Receive Draft Minutes of the RTA Board Meeting on July 14, 2025. (Jeanette Alegar-Rocha) (Page 25)
- 3-4. Adopt Resolution 2026-02 Approving Monterey-Salinas Transit District's (MST) Updated Zero Emission Bus (ZEB) Rollout Plan for Submission to the California Air Resources Board (CARB) in Compliance with the Innovative Clean Transit (ICT) Regulation. (Norman Tuitavuki) (Page 29)
- 3-5. Approve Resolution 2026-03 Authorizing the General Manager/CEO or their Designee to Execute Grant Documents for Sustainable Transportation Planning Grant Program Funds (Susie Flores) (Page 61)

End of Consent Agenda

4. RECOGNITIONS AND SPECIAL PRESENTATIONS

None.

5. PUBLIC HEARINGS

None.

6. ACTION ITEMS

- 6-1. Strategic Planning, Workshop Part 2 of 2. (Carl Sedoryk / Jerry Benson)
 - a) Review Pre-work from Workshop, Part 1,
 - b) Review Community Issues and Priorities,
 - c) Breakout Discussion on Agency Purpose, Mission, and Values,
 - d) Breakout Discussion on Strengths, Weaknesses, Opportunities, and Challenges,
 - e) Breakout Discussion and Selection of Strategies and Goals, and
 - f) Group Exercise on MST Vision.

7. REPORTS & INFORMATION ITEMS

The Board will receive and file these reports, which do not require action by the Board.

- 7-1. General Manager/CEO Monthly Report – June 2025 (Page 65)
- 7-2. Federal Legislative Advocacy Report – (Page 67)
- 7-3. State Legislative Advocacy Update – (Page 71)
- 7-4. Staff Trip Reports – (Pages 75-89)
- 7-5. Correspondence – None

8. BOARD REPORTS, COMMENTS, AND REFERRALS

- 8-1. Reports on Meetings Attended by Board Members at MST Expense.
(AB 1234)
- 8-2. Board Member Comments and Announcements.
- 8-3. Board Member Referrals for Future Agendas.

9. ATTACHMENTS

- 9-1. The Monthly Report for June 2025 can be viewed online:
<http://mst.org/about-mst/board-of-directors/board-meetings/>

10. CLOSED SESSION

Comments from the public will not receive Board action. Comments must deal with matters on the Closed Session agenda and will be limited to three minutes.

None.

11. ADJOURN

NEXT SCHEDULED MEETING DATE:

September 8, 2025 at 10:00 a.m.

NEXT SCHEDULED AGENDA DEADLINE: August 26, 2025

Dates, times and **teleconference information are subject to change.*

*Please contact MST for accurate meeting date, times and **teleconference** information or check online at <http://mst.org/about-mst/board-of-directors/board-meetings/>*

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To: Board of Directors
From: Lori Lee, Accountant
Subject: Financial Reports – June 2025

RECOMMENDATION:

- a) Accept report of June 2025 cash flow,
- b) Approve June 2025 disbursements, and
- c) Accept report June 2025 treasury transactions.

FISCAL IMPACT:

Cash flow for June is summarized below and is detailed in Attachment #1.

Beginning balance June 1, 2025	\$65,497,034
Revenues	7,203,139
Disbursements	<u><5,104,278></u>
Ending balance June 30, 2025	<u><u>\$67,595,895</u></u>

POLICY IMPLICATIONS:

Disbursements are approved by the Board each month and are shown in Attachment #2. Treasury transactions are reported to the Board each month and are shown in Attachment #3. Attachment # 4 is a detailed list of disbursements.

DISCUSSION:

By the end of June 2025, using the Board approved FY 2025 Budget, MST had a \$5,322,587 year-to-date surplus to budget on the fixed-route operations and a \$499,099 surplus to budget on the MST RIDES operation, resulting in an overall year-to-date surplus of \$5,821,686.

Fixed-Route: Revenue & Expense and RIDES: Revenue & Expense reports can be viewed within the Monthly Report under D.c.2 and D.c.3, respectively.

ATTACHMENT(S):

1. June 2025 Cash Flow
2. June 2025 Disbursements
3. June 2025 Treasury Transactions
4. June 2025 Detail of Disbursements

Prepared by:  Reviewed by: 
Lori Lee Carl G. Sedoryk

JUNE 2025 CASH FLOW

Beginning balance 06/01/2025	65,497,033.70
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Revenues

Passenger Revenue	204,165.30	
LTF / STA / SGR	3,064,186.87	
Sales Tax	1,012,156.47	
Grants	2,743,540.56	
Interest Income	467,169.38	
Non Transit Revenue	41,540.90	
Total Revenues	7,532,759.48	7,532,759.48

Disbursements

Operations (See Attachment #2)	4,585,847.96	
Capital	518,429.62	
Total Disbursements	(5,104,277.58)	(5,104,277.58)

Ending balance 06/30/2025	67,925,515.60
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COMPOSITION OF ENDING BALANCE

Checking - Mechanics Bank	388,495.19
Local Agency Investment Fund (LAIF)	30,415,334.38
Money Market - Mechanics Bank MM	26,618,191.89
Money Market - Mechanics Bank	38,459.84
Money Market Capital	2,689,018.72
Money Market - LCTOP	4,896,805.69
Money Market - State of Good Repair	2,817,432.32
Money Market - FOR A/Other	58,667.57
Bank of America - Escrow	-
Petty cash fund, STC Coin Machine, and 2 change funds	3,110.00
Total	67,925,515.60

* LAIF interest bearing at 4.40% calculated quarterly

** Money market accounts annual percentage interest earned at 4.52%

JUNE 2025 DISBURSEMENTS

PAYROLL ACCOUNT

June 06 Payroll Expenses	152.96	
June 13 Payroll Expenses	745,997.03	
June 27 Payroll Expenses	703,561.57	
June 30 Payroll Expenses	185.90	
PERS & 457	452,607.93	
Garnishments	6,029.50	
PERS Health Insurance	522,261.64	
	<hr/>	2,430,796.53
	2,430,796.53	

GENERAL ACCOUNT

Disbursements (Attached Summary)	2,598,394.75	
Paydown Loans	18,747.30	
Workers Comp. Disbursements	19,880.49	
Interest Expense	560.25	
TIFIA Interest	32,693.94	
Clean Truck Payments	280.62	
Bank Service Charge	2,923.70	
	<hr/>	2,673,481.05
	2,673,481.05	
Total Disbursements		<hr/> 5,104,277.58
Less Capital Disbursements & Transfers		(518,429.62)
Operating Disbursements		<u><u>4,585,847.96</u></u>

GENERAL ACCOUNT DISBURSEMENTS
For June 01, 2025 - June 30, 2025

CHECK PRINT DATE	CHECKS	TOTAL
Accounts Payable 06/05/2025	76650 - 74975	1,433,916.75
Accounts Payable 06/10/2025	74976 - 76723	59,106.38
Accounts Payable 06/12/2025	76724 - 76801	297,305.79
Accounts Payable 06/26/2025	76802 - 76903	598,941.57
Accounts Payable 06/27/2025	76904 - 76922	209,124.26
TOTAL		2,598,394.75

CHECKS \$150,000 AND OVER

VENDOR	BOARD APPROVED	CHECK	DATE	AMOUNT
MV Transportation	Recurring Contract Transportation	76679	6/5/25	944,773.39
Comtech International Group (now Accenture)	SURF! Construction Mgmt Approved 12/11/23	76657	6/5/25	213,583.91
Comtech International Group (now Accenture)	SURF! Construction Mgmt Approved 12/11/23	76833	6/26/25	193,057.55

PURCHASES BETWEEN \$50,000 AND \$149,999

VENDOR	GENERAL MANAGER APPROVED	CHECK	DATE	AMOUNT
Mansfield Oil Co.	Fuel Delivery/Purchase Approved 10/09/23	Multiple	Multiple	220,164.30
First Alarm	Balance of Contract*	Multiple	6/27/25	209,124.26

* Multiple independent contracts that were within general manager signing authority.

JUNE 2025 TREASURY TRANSACTIONS

LAIF ACCOUNT

<u>Date</u>	<u>Account</u>	<u>Description</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 06/01/2025					30,085,714.05
		Market Adjustment			30,085,714.05
Quarterly Interest Rate		4.40%	329,620.33		30,415,334.38
Local Agency Investment Fund:					
LAIF Treasury Balance at 06/30/2025					30,415,334.38

MECHANICS BANK MM ACCOUNT

<u>Date</u>	<u>Account</u>	<u>Description</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 06/01/2025					24,443,393.00
06/06/25	308	AP/Payroll	-	1,750,000.00	22,693,393.00
06/06/25	308	LTF	1,428,019.49	-	24,121,412.49
06/06/25	308	TIFIA Interest		32,693.94	24,088,718.55
06/11/25	308	AP/Payroll	-	950,000.00	23,138,718.55
06/23/25	308	FED	213,583.00	-	23,352,301.55
06/23/25	308	STA	1,470,300.38	-	24,822,601.93
06/23/25	308	FED	2,389,780.00	-	27,212,381.93
06/23/25	308	FED	13,596.00	-	27,225,977.93
06/27/25	308	AP/Payroll	-	700,000.00	26,525,977.93
06/30/25		Interest	92,213.96		26,618,191.89
Interest Rate		4.52%			
MECHANICS MM Balance at 06/30/2025					26,618,191.89

Check Date	Check No.	No.	Name	Description	Sum of Amount
6/5/2025	76650	4IM10	4IMPRINT INC.	MARKETING SUPPLIES- HR GIVEAWAY	3,319.67
6/5/2025	76651	AME2S	AMERICAN PUBLIC TRANSIT ASSN	STAFF TRAINING	5,000.00
6/5/2025	76652	AME50	AMERICAN SUPPLY COMPANY	BUILDING AND EQUIPMENT MAINT	29.25
6/5/2025	76652	AME50	AMERICAN SUPPLY COMPANY	SHELTER & BUS STOP SUPPLIES	272.58
6/5/2025	76653	AND2M	ANDERSEN'S LOCK AND SAFE INC	BUILDING AND EQUIPMENT MAINT	59.00
6/5/2025	76654	BLA11	BLACK OAK CLEANING SERVICES	FY25 SCO Janitorial Services (Jan. - Jun. 2025)	5,415.00
6/5/2025	76655	CIN20	CINTAS CORPORATION	FY25 Uniform Service\Supplies - MAINTENENCE	1,818.26
6/5/2025	76655	CIN20	CINTAS CORPORATION	FY25 Uniform Service\Supplies -FACILITIES	538.10
6/5/2025	76656	COA60	COAST COUNTIES TRUCK & EQUIPT	REVENUE PARTS	2,128.94
6/5/2025	76657	COM20	COMTECH INTERNATIONAL DESIGN GROUP	Construction Management Oversight - SURF! Project	213,583.91
6/5/2025	76658	CON50	CONSOLIDATED ELECTRICAL	SHELTER & BUS STOP SUPPLIES	550.96
6/5/2025	76659	CON67	CONTE'S GENERATOR SERVICE	EQUIPMENT New Radiator Installl for Genarator	4,735.31
6/5/2025	76659	CON67	CONTE'S GENERATOR SERVICE	FY25 Emergency Generators Service TDA CJW JILW SCO	5,780.43
6/5/2025	76660	CSC10	C S C OF SALINAS	BUILDING AND EQUIPMENT MAINT	424.64
6/5/2025	76660	CSC10	C S C OF SALINAS	BUS WASHER MAINTENANCE	195.40
6/5/2025	76660	CSC10	C S C OF SALINAS	FY25 SHOP SUPPLIES/VEHICLE PARTS	203.14
6/5/2025	76660	CSC10	C S C OF SALINAS	SHELTER & BUS STOP SUPPLIES	181.55
6/5/2025	76661	DIR10	DIRECT TV	ANTENNA/ SATELLITE RENTAL	209.98
6/5/2025	76662	DUN10	DUNN-EDWARDS CORPORATION	BUILDING AND EQUIPMENT MAINT	1,044.27
6/5/2025	76663	EAS10	EASTERN PNEUMATICS & HYDRAULICS INC	FY25 SHOP EQUIPMENT /TORQUE WRENCH CERT. /CALIBRATION	193.80
6/5/2025	76664	ECO11	ECOBRITE SERVICES LLC	FY25 CleaningSupplies (July '24- June '25)	1,440.31
6/5/2025	76665	FRA50	FRANCHISE TAX BOARD	EE OTHER DEDUCTION	203.50
6/5/2025	76666	FRA70	FRANCHISE TAX BOARD	EE OTHER DEDUCTION	50.00
6/5/2025	76667	GRA30	GRAINGER	SHELTER & BUS STOP SUPPLIES	865.01
6/5/2025	76667	GRA30	GRAINGER	SHOP SUPPLIES	529.80
6/5/2025	76668	GRE30	GREEN RUBBER-KENNEDY AG	BUS WASHER MAINTENANCE	130.09
6/5/2025	76669	GRE50	GREEN VALLEY INDUSTRIAL SUPPLY INC.	BUS WASHER SUPPLIES	165.44
6/5/2025	76669	GRE50	GREEN VALLEY INDUSTRIAL SUPPLY INC.	SHELTER SUPPLIES	1.02
6/5/2025	76669	GRE50	GREEN VALLEY INDUSTRIAL SUPPLY INC.	SHELTER & BUS STOP SUPPLIES	59.59
6/5/2025	76670	HAW15	TAPCO SAFETRAVELS	SHELTER & BUS STOP SUPPLIES	3,411.95
6/5/2025	76671	HUS20	HUSER INTEGRATED	Velocity - Server Maintenance License	637.00
6/5/2025	76672	ICM10	MISSION SQUARE	EE DEFERRED COMPENSATION	865.38
6/5/2025	76673	KIN13	KING CITY ACE HARDWARE	BUILDING AND EQUIPMENT MAINT	34.34
6/5/2025	76673	KIN13	KING CITY ACE HARDWARE	SHELTER & BUS STOP SUPPLIES	68.44
6/5/2025	76674	LIF10	LIFT-U	REVENUE PARTS	761.40
6/5/2025	76675	MAN12	MANSFIELD OIL COMPANY OF GAINEVILLE INC	DIESEL	47,127.62
6/5/2025	76675	MAN12	MANSFIELD OIL COMPANY OF GAINEVILLE INC	DIESEL SALES TAX	5,867.64
6/5/2025	76675	MAN12	MANSFIELD OIL COMPANY OF GAINEVILLE INC	GASOLINE	17,065.75
6/5/2025	76675	MAN12	MANSFIELD OIL COMPANY OF GAINEVILLE INC	GASOLINE SALES TAX	5,867.34
6/5/2025	76676	MAN13	MANSFIELD OIL COMPANY OF GAINVILLE INC	FUEL PURCHASES - MV	112,636.77
6/5/2025	76677	MCM10	McMASTER-CARR SUPPLY COMPANY	FAREBOX PARTS	81.92
6/5/2025	76678	MUN1S	MUNCIE TRANSIT SUPPLY	REVENUE PARTS	5,521.94
6/5/2025	76679	MVT11	MV TRANSPORTATION INC.	ADA TAXI TRIPS	93,753.72
6/5/2025	76679	MVT11	MV TRANSPORTATION INC.	FIXED ROUTE	331,165.40
6/5/2025	76679	MVT11	MV TRANSPORTATION INC.	LIQUIDATED DAMAGES 04/25	(6,500.00)
6/5/2025	76679	MVT11	MV TRANSPORTATION INC.	MST RIDES	411,452.92
6/5/2025	76679	MVT11	MV TRANSPORTATION INC.	MV RIDES REVENUE	(5,952.61)
6/5/2025	76679	MVT11	MV TRANSPORTATION INC.	MVTAXI FARE REVENUE	(4,230.00)
6/5/2025	76679	MVT11	MV TRANSPORTATION INC.	ON CALL	16,925.37
6/5/2025	76679	MVT11	MV TRANSPORTATION INC.	SENIOR SHUTTLE	81,745.27
6/5/2025	76679	MVT11	MV TRANSPORTATION INC.	SPECIAL MEDICAL	(213.14)
6/5/2025	76679	MVT11	MV TRANSPORTATION INC.	VETERANS SHUTTLE	26,626.46
6/5/2025	76680	NAP11	NAPA AUTO PARTS - MONTEREY	REVENUE PARTS	8.18
6/5/2025	76681	NAP12	NAPA AUTO PARTS OF SALINAS	REVENUE PARTS	121.86
6/5/2025	76682	NAT55	PENS.COM	MISC MARKETING- HR GIVEAWAYS	1,767.03
6/5/2025	76682	NAT55	PENS.COM	PENS GIVEWAYS FOR HR	875.95
6/5/2025	76683	NAV10	NAVIA BENEFIT SOLUTIONS CLIENT PAY	EE FLEXIBLE SPENDING	3,397.04
6/5/2025	76684	NAV10	NAVIA BENEFIT SOLUTIONS CLIENT PAY	2024 Sec. 125 Balance	199.75
6/5/2025	76685	NAV10	NAVIA BENEFIT SOLUTIONS CLIENT PAY	Sec. 125 Admin Fee May	212.85
6/5/2025	76686	ORE10	O'REILLY AUTO ENTERPRISES LLC	REVENUE PARTS	123.42
6/5/2025	76687	PAC05	PACIFIC CLAIMS MANAGEMENT	FY25 WC TPA Services	6,083.33
6/5/2025	76688	PAC20	PACIFIC GAS AND ELECTRIC CO	PG&E	5,199.38
6/5/2025	76689	PAP30	PAPE KENWORTH	REVENUE PARTS	295.42
6/5/2025	76690	PIT25	PITNEY BOWES GLOBAL FINANCIAL SERVICES LLC	POSTAGE METER RENTAL	1,452.64
6/5/2025	76691	R&L10	R&L WELDING	TECHNOLOGY PARTS	1,497.25
6/5/2025	76692	RED20	BECK'S SHOE STORE INC.	FY25 SAFETY BOOTS \$250 LIMIT	232.16
6/5/2025	76693	SAF20	SAFETEQUIP INC.	SHELTER & BUS STOP SUPPLIES	1,955.53
6/5/2025	76693	SAF20	SAFETEQUIP INC.	SURF! Laminated Sign	165.94
6/5/2025	76694	SAL50	SALINAS VALLEY FORD SLS	REVENUE PARTS	406.85
6/5/2025	76695	SEN30	SENTRY ALARM SYSTEMS	FY2025 Alarm System Replacement	4,512.00
6/5/2025	76696	STE11	STERICYCLE INC.	FY2025 Shredding Services	133.33
6/5/2025	76697	SUD10	MADD'S MOBILE WINDSHIELD REPAIR	OTHER OUTSIDE LABOR	100.00
6/5/2025	76698	TAR10	TARGET PEST CONTROL INC.	PEST CONTROL	325.00
6/5/2025	76699	TES10	TESSCO INC.	TECHNOLOGY PARTS	207.76
6/5/2025	76700	THE70	THERMO KING OF SALINAS IN	REVENUE PARTS	3,133.02
6/5/2025	76701	TXOAG	STATE OF TEXAS CHILD SUPPORT	EE OTHER DEDUCTION	184.62
6/5/2025	76702	UNI70	UNITED SITE SERVICES	EQUIPMENT RENTALS	299.38
6/5/2025	76703	VAL20	VALLEY PACIFIC PETROLEUM	FY25 LUBRICANTS ALL THREE VMF'S	7,046.52
6/5/2025	76704	VAL25	VALLEY FABRICATION INC	BUS WASHER MAINTENANCE	225.00

February 2025 Detail of Disbursements
Board Report
MONTEREY-SALINAS TRANSIT DISTRICT
Vendor ledger Entry: Posting Date 06/01/25..06/30/25

Check Date	Check No.	No.	Name	Description	Sum of Amount
6/5/2025	76705	WOR55	WORK WORLD WHISTLE WORKWEAR	FY25 SAFETY BOOTS ALL MAINTENANCE PERSONELL	185.71
6/5/2025 Total					1,433,916.75
6/10/2025	74976	LUD10	LUDWIG LAW PC	LEGAL SERVICES-SPECIAL	(5,500.00)
6/10/2025	76706	BRI15	BRINK'S INC.	ARMORED CAR 05/25	15,982.72
6/10/2025	76706	BRI15	BRINK'S INC.	CREDIT FOR MISSED SERVICE 05/25	(206.88)
6/10/2025	76706	BRI15	BRINK'S INC.	CREDIT FOR UNSCHEDULED SERVICE 05/25	(316.56)
6/10/2025	76707	DIR10	DIRECT TV	ANTENNA/ SATELLITE RENTAL	100.99
6/10/2025	76715	GIL10	GILLIGLLC	REVENUE PARTS	47,598.58
6/10/2025	76716	ALE20	LUIS ALEJO	DIRECTORS FEES	100.00
6/10/2025	76717	ALE21	LUIS ALEJO	BOARD TRAVEL	18.90
6/10/2025	76718	ARI10	ARIANA RODRIGUEZ	DIRECTORS FEES	100.00
6/10/2025	76719	ARI11	ARIANA RODRIGUEZ	BOARD TRAVEL	62.72
6/10/2025	76720	CAR65	MARY ANN CARBONE	DIRECTORS FEES	100.00
6/10/2025	76721	CAR66	MARY ANN CARBONE	BOARD TRAVEL	6.30
6/10/2025	76722	DAVPA1	DAVID PACHECO	BOARD TRAVEL	5.18
6/10/2025	76723	DAVPAC	DAVID PACHECO	DIRECTORS FEES	100.00
6/10/2025	ACH0000694.TXT	BAR50	TONY BARRERA	DIRECTORS FEES	100.00
6/10/2025	ACH0000695.TXT	BAR51	TONY BARRERA	BOARD TRAVEL	18.76
6/10/2025	ACH0000696.TXT	EDW11	EDWIN D. SMITH	DIRECTORS FEES	100.00
6/10/2025	ACH0000697.TXT	EDW12	EDWIN D. SMITH	BOARD TRAVEL	8.12
6/10/2025	ACH0000698.TXT	ELI10	ELISABETH VISSCHER	DIRECTORS FEES	100.00
6/10/2025	ACH0000699.TXT	ELI11	ELISABETH VISSCHER	BOARD TRAVEL	13.72
6/10/2025	ACH0000700.TXT	FERCA1	FERNANDO CABRERA	BOARD TRAVEL	50.54
6/10/2025	ACH0000701.TXT	FERCAB	FERNANDO CABRERA	DIRECTORS FEES	100.00
6/10/2025	ACH0000702.TXT	JOSA01	JOSEPH A. AMELIO	BOARD TRAVEL	11.34
6/10/2025	ACH0000703.TXT	JOSAME	JOSEPH A. AMELIO	DIRECTORS FEES	100.00
6/10/2025	ACH0000704.TXT	KIM15	KIMBERLY SHIRLEY	DIRECTORS FEES	100.00
6/10/2025	ACH0000705.TXT	KIM16	KIMBERLY SHIRLEY	BOARD TRAVEL	3.22
6/10/2025	ACH0000706.TXT	ROB12	ROBERT DELVES	DIRECTORS FEES	100.00
6/10/2025	ACH0000707.TXT	ROB13	ROBERT DELVES	BOARD TRAVEL	12.19
6/10/2025	ACH0000708.TXT	WOR11	LORRAINE WORTHY	DIRECTORS FEES	100.00
6/10/2025	ACH0000709.TXT	WOR12	LORRAINE WORTHY	BOARD TRAVEL	36.54
6/10/2025 Total					59,106.38
6/12/2025	76724	ACEPOR	ACE PORTABLE SERVICES	EQUIPMENT RENTALS	155.13
6/12/2025	76725	AGD10	A G DAVI LTD	RENT- 201 PEARL ST MONTEREY	4,950.00
6/12/2025	76726	AGI10	AGILE OCCUPATIONAL MEDICINE PC	PHYSICAL EXAMS (Kelly)	650.00
6/12/2025	76727	AIR10	AIRTEC SERVICE	BUILDING AND EQUIPMENT MAINT AC SERVICES	430.00
6/12/2025	76728	AME50	AMERICAN SUPPLY COMPANY	SHELTER & BUS STOP SUPPLIES	521.03
6/12/2025	76729	AND2M	ANDERSEN'S LOCK AND SAFE INC	BUILDING AND EQUIPMENT MAINT	220.41
6/12/2025	76730	ATT10	AT&T	TELEPHONE LINE SERVICE	1,960.46
6/12/2025	76731	ATT15	AT&T MOBILITY	COMPUTER MAINTENANCE	190.14
6/12/2025	76732	ATT16	AT&T CALNET	TELEPHONE LINE SERVICE	3,000.26
6/12/2025	76733	BAR11	BARRY MIRKIN	RENT -15 LINCOLN AVENUE	7,546.61
6/12/2025	76734	BRO15	BROWN ARMSTRONG ACCOUNTANCY CORPORATION	FY25-26Financial Audit for FY25	5,896.50
6/12/2025	76735	BRO60	REPUBLIC SERVICES	DISPOSAL & SEWER	2,315.84
6/12/2025	76736	CAL84	CALIF TRANSIT INS POOL	PUBLIC LIABILITY	8,131.62
6/12/2025	76737	CAL92	CALIFORNIA WATER SERV CO	WATER & FIRE PROTECTION	49.53
6/12/2025	76738	CAR2V	CARLON'S FIRE EXTINGUISHER	FY25 FIRE EXTINGUISHER SERVICE	420.36
6/12/2025	76739	CAR40	WASTE MANAGEMENT CORPORATE	DISPOSAL & SEWER	678.68
6/12/2025	76740	CEN35	CENTRO BINACIONAL PARA EL	Interpretation Service for Greenfield line 33	300.00
6/12/2025	76741	CHI20	CHIDLAW MARKETING	FY25 Advertising Consulting Services	2,584.00
6/12/2025	76742	CIN20	CINTAS CORPORATION	FY25 Uniform Service\Supplies - MAINTENENCE	536.78
6/12/2025	76742	CIN20	CINTAS CORPORATION	FY25 Uniform Services\Supplies -FACILITIES	869.14
6/12/2025	76743	COA60	COAST COUNTIES TRUCK & EQUIPT	REVENUE PARTS	47.28
6/12/2025	76745	CON10	COMMERCIAL TRUCK CO.	REVENUE PARTS	10,186.38
6/12/2025	76746	CON67	CONTE'S GENERATOR SERVICE	FY25 Emergency Generators Service TDA CJW JLV SCO	1,105.40
6/12/2025	76747	DIR10	DIRECT TV	ANTENNA/ SATELLITE RENTAL	185.98
6/12/2025	76748	DUN10	DUNN-EDWARDS CORPORATION	SHELTER & BUS STOP SUPPLIES	882.01
6/12/2025	76749	ELM10	ELMERS AUTO PARTS	SHELTER & BUS STOP SUPPLIES	22.29
6/12/2025	76750	EMMPAT	EMMA PATEL	5 nts Jun 25-30 San Francisco, CAAPTA Rail Conference	460.00
6/12/2025	76751	ENV10	ENVIRONMENTAL LOGISTICS INC.	FY2025 HAZARDOUS WASTE DISPOSAL	4,810.00
6/12/2025	76752	FAO10	FAO-USAED	Rent-Real Estate OMC-DACA#05-1-23-0506	19,283.00
6/12/2025	76754	FAS20	FASTENAL COMPANY	FY25 SAFETY & PROTECTIVE SUPPLIES	197.81
6/12/2025	76754	FAS20	FASTENAL COMPANY	FY25 SHOP SUPPLIES	3,684.21
6/12/2025	76755	GF110	GENFARE LLC.	FAREBOX PARTS	700.90
6/12/2025	76756	GIR10	BEARING ENGINEERING CO	BUS WASHER MAINTENANCE	663.50
6/12/2025	76757	GOO1S	GOODYEAR TIRE - RUBBER CO	TIRES & TUBES	28,031.40
6/12/2025	76758	GRA12	GRANITEROCK-MYERS JV	BUS RAPID TRANSIT	30,012.50
6/12/2025	76759	GRA30	GRAINGER	BUILDING AND EQUIPMENT MAINT	626.01
6/12/2025	76759	GRA30	GRAINGER	SHOP SUPPLIES	153.46
6/12/2025	76760	GRE50	GREEN VALLEY INDUSTRIAL SUPPLY INC.	BUS WASHER SUPPLIES CJW	163.38
6/12/2025	76761	GRE60	GREENWASTE RECOVERY INC.	DISPOSAL & SEWER	227.79
6/12/2025	76762	GRE60	GREENWASTE RECOVERY INC.	DISPOSAL & SEWER	1,021.26
6/12/2025	76763	HAR30	THE HARTFORD	EE HEALTH/LIFE INS. DEDCTN	3,162.85
6/12/2025	76764	HAW15	TAPCO SAFE TRAVELS	SHELTER & BUS STOP SUPPLIES	162.35
6/12/2025	76765	HDSUP	WHITE CAP L.P	OTHER SUPPLIES	603.96
6/12/2025	76766	HEI10	HEINEN MEDICAL REVIEW	DRUG TESTING	30.00
6/12/2025	76767	KIN13	KING CITY ACE HARDWARE	OTHER SUPPLIES ICE chest	135.92
6/12/2025	76768	KON10	U.S.BANK EQUIPMENT FINANCE	FY2025 Copy Machine Lease (All Locations)	3,535.86

February 2025 Detail of Disbursements
Board Report
MONTEREY-SALINAS TRANSIT DISTRICT
Vendor ledger Entry: Posting Date 06/01/25..06/30/25

Check Date	Check No.	No.	Name	Description	Sum of Amount
6/12/2025	76769	LEH10	Lehman James Pinckney Jr. Trustee	19 UPPER RAGS#100-LT NOTE	6,640.82
6/12/2025	76770	MAN12	MANSFIELD OIL COMPANY OF GAINVILLE INC	DIESEL	23,162.59
6/12/2025	76770	MAN12	MANSFIELD OIL COMPANY OF GAINVILLE INC	DIESEL SALES TAX	2,969.28
6/12/2025	76771	MON11	MONTEREY CITY DISPOSAL	Unapply - DISPOSAL & SEWER	1,311.98
6/12/2025	76772	MON30	MONTEREY COUNTY HEALTH DEPT	HAZARDOUS PERMIT FEES &JST FEES	11,269.00
6/12/2025	76773	MON41	MONTEREY HERALD	LEGAL ADVERTISING FY26-FY27 Ops & Capital Budget English and Spanish	515.90
6/12/2025	76774	MON51	MONTEREY ONE WATER	DISPOSAL & SEWER	917.28
6/12/2025	76775	MPPM1	PROFESSIONAL OFFICE CONDO ASSOC AT RYAN COURT	ASSOC DUES-19 UPPER RAGSDALE #110	680.59
6/12/2025	76775	MPPM1	PROFESSIONAL OFFICE CONDO ASSOC AT RYAN COURT	ASSOC DUES-19 UPPER RAGSDALE #200	8,099.57
6/12/2025	76776	NAP12	NAPA AUTO PARTS OF SALINAS	REVENUE PARTS	2,553.87
6/12/2025	76777	NET10	NETWORK DESIGN ASSOCIATES INC.	Backup Server 790 - 1 Year EU	4,263.98
6/12/2025	76777	NET10	NETWORK DESIGN ASSOCIATES INC.	Backup Server790 - 1 Year IR	5,142.06
6/12/2025	76777	NET10	NETWORK DESIGN ASSOCIATES INC.	Unlimited Cloud Storage	11,539.50
6/12/2025	76778	NEW11	NEW IMAGE LANDSCAPE COMPANY	FY25 Landscape Maintenance Services (Dec. 2024 - Jun. 2025)	4,910.00
6/12/2025	76779	ORE10	O'REILLY AUTO ENTERPRISES LLC	REVENUE PARTS	438.13
6/12/2025	76780	PAC20	PACIFIC GAS AND ELECTRIC CO	PG&E	19.38
6/12/2025	76781	PAC60	PACIFIC TRUCK PARTS INC	REVENUE PARTS	188.26
6/12/2025	76782	PAP30	PAPE KENWORTH	REVENUE PARTS	3,441.76
6/12/2025	76783	PEN40	PENINSULA MESSENGER LLC	FY25 Courier Service	1,252.00
6/12/2025	76784	PIT30	PITNEY BOWES	POSTAGE ACCT 11226164	500.00
6/12/2025	76785	PIT30	PITNEY BOWES	POSTAGE ACCT 48316939	200.00
6/12/2025	76786	PRO60	SAN LORENZO LUMBER	BUILDING AND EQUIPMENT MAINT	82.36
6/12/2025	76786	PRO60	SAN LORENZO LUMBER	BUS WASHER MAINTENANCE	546.02
6/12/2025	76786	PRO60	SAN LORENZO LUMBER	SHELTER & BUS STOP SUPPLIES	285.42
6/12/2025	76787	SAF10	SAF KEEP STORAGE-DEL REY OAKS	STORAGE RENT UNIT #1003	720.00
6/12/2025	76787	SAF10	SAF KEEP STORAGE-DEL REY OAKS	STORAGE RENT UNIT #4004	415.00
6/12/2025	76788	SAF20	SAFTEQUIP INC.	SAFETY & PROTECTIVE SUPPLIES	100.32
6/12/2025	76789	SAL12	SALINAS VALLEY SOLID WASTE AUTHORITY	DISPOSAL & SEWER	15.00
6/12/2025	76790	SAR10	SARABIA SALES & MANUFACTURING INC.	SEAT REPAIRS	150.00
6/12/2025	76791	SC10	SC LUBRICANTS LLC	LUBRICANTS	964.80
6/12/2025	76792	SCO40	PAUL SCOTT JR.	Work Boots bought online	163.07
6/12/2025	76793	SHA12	SHAWYODER ANTWHI	FY25 State Legislative Consulting Services	6,500.00
6/12/2025	76794	SHE10	SHERWIN-WILLIAMS CO	BUILDING AND EQUIPMENT MAINT	92.11
6/12/2025	76795	SUD10	MADD'S MOBILE WINDSHIELD REPAIR	OTHER OUTSIDE LABOR	50.00
6/12/2025	76796	THE70	THERMO KING OF SALINAS IN	REVENUE AC PARTS	194.75
6/12/2025	76797	USB1S	U.S. BANK CORP PAYMENT SYSTEM	CAL CARD 05/25	36,227.08
6/12/2025	76798	VAL20	VALLEY PACIFIC PETROLEUM	FY25 LUBRICANTS ALL THREE VMF'S	2,744.68
6/12/2025	76799	VAL25	VALLEY FABRICATION INC	BUS WASHER MAINTENANCE CJW	530.83
6/12/2025	76799	VAL25	VALLEY FABRICATION INC	SHELTER & BUS STOP SUPPLIES	269.63
6/12/2025	76799	VAL25	VALLEY FABRICATION INC	SUPPORT VEHICLES REPAIR	24.58
6/12/2025	76800	VAL70	VALLEY SAW & GARDEN SUPPLY	SHELTER & BUS STOP SUPPLIES	5,471.86
6/12/2025	76801	WOR55	WORK WORLD WHISTLE WORKWEAR	Facilities Boots ATU per ATU Contract	240.34
6/12/2025 Total					297,305.79
6/25/2025	55591	DAVPA1	DAVID PACHECO	TRAVEL REIMBURSEMENT	(3.96)
6/25/2025	59819	MON11	MONTEREY CITY DISPOSAL	WASTE DISPOSAL SERVICES/TDA	(934.11)
6/25/2025	60346	DAS2S	JOHN A DASH AND ASSOC	Bus Operator's Monthly Wage -PAID THRU SEPT 2022	(295.00)
6/25/2025	64076	031	BRUCE GORDON ELLIOTT	PURCH TRANS-RIDES-CERT. TAXI	(100.00)
6/25/2025	66760	016	PAUL WILLIAM FRISBIE	PURCH TRANS-RIDES-CERT. TAXI	(150.00)
6/25/2025	67302	074	CHERYL BRYANT BRUCE	PURCH TRANS-RIDES-CERT. TAXI	(71.60)
6/25/2025	67443	006	CARRIE LYNN REEVE	PURCH TRANS-RIDES-CERT. TAXI	(150.00)
6/25/2025	69118	085	GLORIA B FLORES	PURCH TRANS-RIDES-CERT. TAXI	(76.38)
6/25/2025	69567	059	SHARON K. HURLHEY	PURCH TRANS-RIDES-CERT. TAXI	(33.44)
6/25/2025	71477	078	PATRICIA UNDERWOOD	PURCH TRANS-RIDES-CERT. TAXI	(150.00)
6/25/2025	72112	0134	EMILY PAZ	PURCH TRANS-RIDES-CERT. TAXI	(150.00)
6/25/2025	73409	053	MARILYN A. HALVERSON	PURCH TRANS-RIDES-CERT. TAXI	(150.00)
6/25/2025	73762	038	CHARLES WALKER	PURCH TRANS-RIDES-CERT. TAXI	(150.00)
6/25/2025	73768	049	RITA GERTUDE WALKER	PURCH TRANS-RIDES-CERT. TAXI	(150.00)
6/25/2025	73974	FRAAGU	FRANCISCO AGUILAR	3nts Nov 19-22 San Jose CA CTA Fall Conference and EXPO	(276.00)
6/25/2025	76256	WOR12	LORRAINE WORTHY	1 nt May 7-8 Sacramento CA CTA Spring Leg Conference	(86.00)
6/25/2025	76368	SED50	CARL SEDORYK	May 18 & 19 Washington DC APTA Leg Conference	(184.00)
6/25/2025	76368	SED50	CARL SEDORYK	1st Day May 17 Washington DC APTA Leg Conference	(69.00)
6/25/2025	76368	SED50	CARL SEDORYK	Last Day May 20 Washington DC APTA Leg Conference	(69.00)
6/25/2025	76378	VIC11	VICTORYTOYOTA	SUPPORT VEHICLES REPAIR	(132.29)
6/25/2025	76771	MON11	MONTEREY CITY DISPOSAL	DISPOSAL & SEWER	(1,311.98)
6/25/2025 Total					(4,692.76)
6/26/2025	76802	0134	EMILY PAZ	PURCH TRANS-RIDES-CERT. TAXI	150.00
6/26/2025	76803	016	PAUL WILLIAM FRISBIE	PURCH TRANS-RIDES-CERT. TAXI	150.00
6/26/2025	76804	031	BRUCE GORDON ELLIOTT	PURCH TRANS-RIDES-CERT. TAXI	100.00
6/26/2025	76805	038	CHARLES WALKER	PURCH TRANS-RIDES-CERT. TAXI	150.00
6/26/2025	76806	049	RITA GERTUDE WALKER	PURCH TRANS-RIDES-CERT. TAXI	150.00
6/26/2025	76807	053	MARILYN A. HALVERSON	PURCH TRANS-RIDES-CERT. TAXI	150.00
6/26/2025	76808	078	PATRICIA UNDERWOOD	PURCH TRANS-RIDES-CERT. TAXI	150.00
6/26/2025	76809	085	GLORIA B FLORES	PURCH TRANS-RIDES-CERT. TAXI	76.38
6/26/2025	76810	4IM10	4IMPRINT INC.	MARKETING SUPPLIES- SURF! Ground Breaking Event Giveaways	1,038.79
6/26/2025	76811	AFLAC	AFLAC	EE HEALTH/LIFE INS. DEDCTN	5,348.44
6/26/2025	76812	AGI10	AGILE OCCUPATIONAL MEDICINE PC	PHYSICAL EXAMS (Kelly)	130.00
6/26/2025	76813	ALV11	ALVAREZ TECHNOLOGY GROUP INC	Agreement Cloudfinder Backup (office365)	252.50
6/26/2025	76813	ALV11	ALVAREZ TECHNOLOGY GROUP INC	COMPUTER MAINTENANCE	1,308.14
6/26/2025	76813	ALV11	ALVAREZ TECHNOLOGY GROUP INC	Labor	557.70

February 2025 Detail of Disbursements
Board Report
MONTEREY-SALINAS TRANSIT DISTRICT
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Check Date	Check No.	No.	Name	Description	Sum of Amount
6/26/2025	76813	ALV11	ALVAREZ TECHNOLOGY GROUP INC	Labor - Network Configuration	1,320.00
6/26/2025	76813	ALV11	ALVAREZ TECHNOLOGY GROUP INC	Server support - MSTENTRE 1 yr	620.00
6/26/2025	76813	ALV11	ALVAREZ TECHNOLOGY GROUP INC	ThreatLocker	633.00
6/26/2025	76814	AMA10	AMALGAMATED TRANSIT UNION	EE OTHER DEDUCTION	13,831.74
6/26/2025	76815	AME50	AMERICAN SUPPLY COMPANY	BUILDING CLEANING SUPPLIES	337.87
6/26/2025	76815	AME50	AMERICAN SUPPLY COMPANY	SHELTER & BUS STOP SUPPLIES	774.61
6/26/2025	76816	ATT16	AT&T CALNET	TELEPHONE LINE SERVICE	427.76
6/26/2025	76817	BEN10	BENEFIT COORDINATORS CORPORATION (BCC)	EE HEALTH/LIFE INS. DEDCTN	22,033.95
6/26/2025	76818	CAL15	CALIFORNIA STATE UNIVERSITY	TELEPHONE LINE SERVICE	6,192.78
6/26/2025	76819	CAL20	CALIFORNIA AMERICAN WATER	WATER & FIRE PROTECTION	246.98
6/26/2025	76820	CAL22	CHEM STATION OF NORTHERN CALIFORNIA	BUS WASHER SUPPLIES TDA CJW SCO	3,400.70
6/26/2025	76821	CAL80	CALIFORNIA TAXI LLC	PURCH TRANS-RIDES-CERT. TAXI	4,312.00
6/26/2025	76821	CAL80	CALIFORNIA TAXI LLC	PURCH TRANS-SENIOR TAXI VOUCHER	6,146.00
6/26/2025	76822	CAL92	CALIFORNIA WATER SERV CO	WATER & FIRE PROTECTION	697.67
6/26/2025	76823	CALFIR	CALIFORNIA FIRE PROTECTION INC	FIRE PROTECTION SERVICES	585.43
6/26/2025	76824	CAP20	CAPTURE TECHNOLOGIES	Support	3,825.19
6/26/2025	76825	CEN11	CCSLI	Senior Transit Day - ASL Interpretation Service	415.00
6/26/2025	76826	CIN20	CINTAS CORPORATION	FY25 Uniform Service\Supplies - MAINTENENCE	6,601.92
6/26/2025	76826	CIN20	CINTAS CORPORATION	FY25 Uniform Services\Supplies-FACILITIES	1,674.18
6/26/2025	76827	CIT26	CITY OF SAND CITY	SURF Permit Cost	10,047.25
6/26/2025	76828	CLE21	CLEAR BLU ENVIORNMENTAL	BUILDING AND EQUIPMENT MAINT	380.93
6/26/2025	76829	COA10	MONTEREY COUNTY WEEKLY	AD & PROMOTION MEDIA	2,600.00
6/26/2025	76830	COA60	COAST COUNTIES TRUCK & EQUIPT	REVENUE PARTS	6,679.46
6/26/2025	76831	COM10	COMMERCIAL TRUCK CO.	REVENUE PARTS	2,077.01
6/26/2025	76832	COM14	COMMUTE WITH ENTERPRISE	FY25 VANPOOL PROGRAM	17,000.00
6/26/2025	76833	COM20	COMTECH INTERNATIONAL DESIGN GROUP	Construction Management Oversight - SURFI Project	193,057.55
6/26/2025	76834	CSC10	C S C OF SALINAS	BUILDING AND EQUIPMENT MAINT	310.48
6/26/2025	76834	CSC10	C S C OF SALINAS	FY25 SHOP SUPPLIES/VEHICLE PARTS	354.11
6/26/2025	76835	CYP05	CYPRESS COAST FORD-L/M	SUPPORT VEHICLES REPAIR	92.84
6/26/2025	76836	DAS25	JOHN A DASH AND ASSOC	Mechanics Montly Wage Report	385.00
6/26/2025	76837	DEL1M	DE LAY AND LAREDO	CONTRACT NEGOTIATION 19531	2,478.00
6/26/2025	76837	DEL1M	DE LAY AND LAREDO	CONTRACT NEGOTIATION 19537	8,425.20
6/26/2025	76837	DEL1M	DE LAY AND LAREDO	LEGAL SERVICES 19532	35.40
6/26/2025	76837	DEL1M	DE LAY AND LAREDO	LEGAL SERVICES 19533	283.20
6/26/2025	76837	DEL1M	DE LAY AND LAREDO	LEGAL SERVICES 19534	814.20
6/26/2025	76837	DEL1M	DE LAY AND LAREDO	LEGAL SERVICES 19539	3,225.00
6/26/2025	76837	DEL1M	DE LAY AND LAREDO	LEGAL SERVICES 19540	5,664.00
6/26/2025	76837	DEL1M	DE LAY AND LAREDO	RECEIVABLE REGIONAL TAXI AUTH- 19530	106.20
6/26/2025	76838	DIR10	DIRECT TV	ANTENNA/ SATELLITE RENTAL	92.99
6/26/2025	76839	DUN10	DUNN-EDWARDS CORPORATION	SHELTER & BUS STOP SUPPLIES	440.74
6/26/2025	76840	ECO11	ECOBRITE SERVICES LLC	*****FY25 Janitorial Services	22,100.54
6/26/2025	76841	ELEDIS	EDGES ELECTRICAL GROUP	EQUIPMENT	7,625.65
6/26/2025	76843	FAS20	FASTENAL COMPANY	FY25 REVENUE PARTS	449.19
6/26/2025	76843	FAS20	FASTENAL COMPANY	FY25 SAFETY & PROTECTIVE SUPPLIES	1,047.33
6/26/2025	76843	FAS20	FASTENAL COMPANY	FY25 SHOP SUPPLIES	4,934.64
6/26/2025	76844	FRAY70	FRANCHISE TAX BOARD	EE OTHER DEDUCTION	50.00
6/26/2025	76845	GF10	GENFARE LLC.	FAREBOX PARTS	561.56
6/26/2025	76846	GRA30	GRAINGER	FY25 SHOP SUPPLIES *****	28.02
6/26/2025	76846	GRA30	GRAINGER	SHOP SUPPLIES	526.35
6/26/2025	76847	GRE30	GREEN RUBBER-KENNEDY AG	BUS WASHER SUPPLIES	147.56
6/26/2025	76848	HAL11	HALE MAUHALA LLC	web hosting and marketing	1,612.49
6/26/2025	76849	HDR10	HDR ENGINEERING INC	ICT Rollout Added Modeling Task 2024-11-25	1,309.28
6/26/2025	76850	HOM10	HOMETOWN MANUFACTURING INC	REVENUE PARTS	2,082.11
6/26/2025	76851	ICM10	MISSION SQUARE	EE DEFERRED COMPENSATION	875.38
6/26/2025	76852	IMP10	IMPERIAL SUPPLIES LLC	SHOP SUPPLIES	715.41
6/26/2025	76853	INT80	INTERSTATE BATTERY SYSTEM	REVENUE PARTS	163.64
6/26/2025	76854	IVE11	IVES TRAINING & COMPLIANCE GROUP INC.	STAFF TRAINING	2,055.00
6/26/2025	76855	JACNEW	JACOB NEWMAN	TUITION REIMBURSEMENT	271.03
6/26/2025	76856	JOH20	JOHNSON ASSOCIATES	SUPPORT VEHICLE PARTS	1,174.44
6/26/2025	76857	LIF20	LIFEBALANCE	INSURANCE	1,893.60
6/26/2025	76858	MAN12	MANSFIELD OIL COMPANY OF GAINEVILLE INC	GASOLINE	4,147.50
6/26/2025	76858	MAN12	MANSFIELD OIL COMPANY OF GAINEVILLE INC	GASOLINE TAX	1,599.81
6/26/2025	76859	MAR11	MARINA TAXI COMPANY	RIDES-CERT. VOUCHER	840.00
6/26/2025	76859	MAR11	MARINA TAXI COMPANY	SENIOR, DISABLE,VETERANS VOUCHER	496.00
6/26/2025	76859	MAR11	MARINA TAXI COMPANY	SENIOR, DISABLED, VETERANS VOUCHER	1,212.00
6/26/2025	76860	MAR16	CITY OF MARINA	Marina SURF Permitting Fees	4,164.00
6/26/2025	76861	MAR27	MARINA COAST WATER DIST	WATER & FIRE PROTECTION	593.73
6/26/2025	76862	MON11	MONTEREY CITY DISPOSAL	WASTE DIPOSAL SERVICES/ TDA	831.92
6/26/2025	76863	MON50	MONTEREY REGIONAL WASTE	DISPOSAL & SEWER	1,403.98
6/26/2025	76864	MVT11	MV TRANSPORTATION INC.	BACKUP GNERATOR - RIANDA FACILITY	20,000.00
6/26/2025	76865	NAN10	NAN N AHO	RIDERS GUIDES- 05/24/25 SERVICE CHANGE	1,106.25
6/26/2025	76866	NAP11	NAPA AUTO PARTS - MONTEREY	REVENUE PARTS	72.62
6/26/2025	76867	NAP12	NAPA AUTO PARTS OF SALINAS	REVENUE PARTS	14.86
6/26/2025	76868	NAV10	NAVIA BENEFIT SOLUTIONS CLIENT PAY	EE FLEXIBLE SPENDING	3,397.04
6/26/2025	76869	NOV10	BILL'S WINDSHIELD REPAIR	OTHER OUTSIDE LABOR	75.00
6/26/2025	76870	ORA10	ORANGE CAB II	RIDES-CERT. VOUCHER	490.00
6/26/2025	76870	ORA10	ORANGE CAB II	SENIORS, DISABLED, VETERANS VOUCHER	1,498.00
6/26/2025	76871	ORE10	O'REILLY AUTO ENTERPRISES LLC	REVENUE PARTS	370.49
6/26/2025	76872	PAC20	PACIFIC GAS AND ELECTRIC CO	PG&E	25.99

February 2025 Detail of Disbursements
Board Report
MONTEREY-SALINAS TRANSIT DISTRICT
Vendor ledger Entry: Posting Date 06/01/25..06/30/25

Check Date	Check No.	No.	Name	Description	Sum of Amount
6/26/2025	76873	PAC20	PACIFIC GAS AND ELECTRIC CO	PG&E	24,599.06
6/26/2025	76874	PAC20	PACIFIC GAS AND ELECTRIC CO	PG&E	7,689.72
6/26/2025	76875	PAP30	PAPE KENWORTH	REVENUE PARTS	4,858.56
6/26/2025	76876	PIT20	PITNEY BOWES	OTHER SUPPLIES	496.81
6/26/2025	76877	PRO71	SALINAS VALLEY PRO SQUAD	UNIFORMS Coach Operators	1,317.32
6/26/2025	76877	PRO71	SALINAS VALLEY PRO SQUAD	UNIFORMS Supervisors	1,311.85
6/26/2025	76878	QUE10	QUEST DIAGNOSTICS	DRUG TESTING	150.00
6/26/2025	76879	RED20	BECK'S SHOE STORE INC.	FY25 SAFETY BOOTS \$250 LIMIT	1,234.36
6/26/2025	76880	ROS10	ROSSI BROS TIRE & AUTO SERVICE	TIRES & TUBES	75.00
6/26/2025	76881	SAF1S	SAFETY KLEEN CORP	HAZARDOUS WASTE DISPOSAL	936.01
6/26/2025	76882	SAF20	SAFETEQUIP INC.	SAFETY & PROTECTIVE SUPPLIES	263.16
6/26/2025	76883	SAL13	ORANGE CAB I	RIDES-CERT. VOUCHER	2,534.00
6/26/2025	76883	SAL13	ORANGE CAB I	SENIORS, DISABLED, VETERAN VOUCHER	3,850.00
6/26/2025	76884	SAL16	SAL'S TAXI	RIDES-CERT. VOUCHER	2,366.00
6/26/2025	76884	SAL16	SAL'S TAXI	SENIOR, DISABLED, VETERANS VOUCHER	6,720.00
6/26/2025	76885	SAL17	SALINAS TAXI CAB SERVICE LLC	PURCH TRANS-RIDES-CERT. TAXI	4,060.00
6/26/2025	76885	SAL17	SALINAS TAXI CAB SERVICE LLC	PURCH TRANS-SENIOR TAXI VOUCHER	9,436.00
6/26/2025	76886	SAL91	SALINAS YELLOW CAB CO LLC	RIDES-CERT. VOUCHER	12,152.00
6/26/2025	76886	SAL91	SALINAS YELLOW CAB CO LLC	SENIOR, DISABLED, VETERANS VOUCHER	27,888.00
6/26/2025	76887	SCR10	SCRITC	ANNUAL MEMBERSHIP DUES	2,400.00
6/26/2025	76888	STA12	STANTEC ARCHITECTURE INC	BUILDINGS - Salinas O&M Facility	16,525.45
6/26/2025	76889	SUD10	MADD'S MOBILE WINDSHIELD REPAIR	OTHER OUTSIDE LABOR	50.00
6/26/2025	76890	SUN10	SUNSTAR MEDIA	Mobility MARS Update	375.00
6/26/2025	76890	SUN10	SUNSTAR MEDIA	Mobility Website	200.00
6/26/2025	76891	TAR10	TARGET PEST CONTROL INC.	PEST CONTROL	510.00
6/26/2025	76892	THE70	THERMO KING OF SALINAS IN	REVENUE PARTS	5,371.60
6/26/2025	76893	TOR30	TORO PETROLEUM CORP	DIESEL	1,804.14
6/26/2025	76894	TRA14	TRANSIT	Quarterly fee for RMR prior to agreement	3,600.00
6/26/2025	76895	TRA33	TRAPEZE SOFTWARE GROUP INC.	EQUIPMENT - VONTAS V8 UPGRADES FOR FIXED-ROUTE BUSES	14,166.00
6/26/2025	76896	TXOAG	STATE OF TEXAS CHILD SUPPORT	EE OTHER DEDUCTION	184.62
6/26/2025	76897	UNI22	UPS FREIGHT (Acct#861081)	POSTAGE & EXPRESS SERVICE	450.20
6/26/2025	76898	VAL20	VALLEY PACIFIC PETROLEUM	FY25 LUBRICANTS ALL THREE VMF'S	9,140.95
6/26/2025	76898	VAL20	VALLEY PACIFIC PETROLEUM	LUBRICANTS	(2,724.84)
6/26/2025	76899	VAL70	VALLEY SAW & GARDEN SUPPLY	SHELTER & BUS STOP SUPPLIES	112.42
6/26/2025	76900	VIC11	VICTORYTOYOTA	SUPPORT VEHICLES REPAIR	95.53
6/26/2025	76901	VIPTAXI	VIPTAXI LLC	RIDES-CERT. VOUCHER	364.00
6/26/2025	76901	VIPTAXI	VIPTAXI LLC	SENIORS, DISABLED, VETERAN VOUCHER	644.00
6/26/2025	76902	ZON10	ZONAR SYSTEMS INC.	REVENUE PARTS	126.71
6/26/2025	76903	ALV11	ALVAREZ TECHNOLOGY GROUP INC	Agreement CyberProtect Managed Services	8,000.00
6/26/2025 Total					603,634.33
6/27/2025	76904	FIR20	FIRST ALARM	BALANCE OF CONTRACT	27,247.16
6/27/2025	76905	FIR20	FIRST ALARM	BALANCE OF CONTRACT	15,334.68
6/27/2025	76906	FIR20	FIRST ALARM	BALANCE OF CONTRACT	3,191.37
6/27/2025	76907	FIR20	FIRST ALARM	BALANCE OF CONTRACT	3,121.19
6/27/2025	76908	FIR20	FIRST ALARM	BALANCE OF CONTRACT	800.94
6/27/2025	76909	FIR20	FIRST ALARM	BALANCE OF CONTRACT	5,194.54
6/27/2025	76910	FIR20	FIRST ALARM	BALANCE OF CONTRACT	1,405.30
6/27/2025	76911	FIR20	FIRST ALARM	BALANCE OF CONTRACT	323.23
6/27/2025	76912	FIR20	FIRST ALARM	BALANCE OF CONTRACT	3,370.04
6/27/2025	76913	FIR20	FIRST ALARM	BALANCE OF CONTRACT	19,830.15
6/27/2025	76914	FIR20	FIRST ALARM	BALANCE OF CONTRACT	4,769.04
6/27/2025	76915	FIR20	FIRST ALARM	BALANCE OF CONTRACT	2,998.63
6/27/2025	76916	FIR20	FIRST ALARM	BALANCE OF CONTRACT	1,876.14
6/27/2025	76917	FIR20	FIRST ALARM	BALANCE OF CONTRACT	69,820.64
6/27/2025	76918	FIR20	FIRST ALARM	BALANCE OF CONTRACT	7,177.93
6/27/2025	76919	FIR20	FIRST ALARM	BALANCE OF CONTRACT	10,742.42
6/27/2025	76920	FIR20	FIRST ALARM	BALANCE OF CONTRACT	5,983.19
6/27/2025	76921	FIR20	FIRST ALARM	BALANCE OF CONTRACT	17,311.01
6/27/2025	76922	FIR20	FIRST ALARM	BALANCE OF CONTRACT	8,626.66
6/27/2025 Total					209,124.26
Grand Total					2,598,394.75

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MEETING OF THE MST BOARD OF DIRECTORS

Meeting Minutes

July 14, 2025
10:00 a.m. (Pacific)

Present:	Mary Ann Carbone, Chair Lorraine Worthy, Vice Chair Bob Delves Kim Shirley Ariana Rodriguez Mike LeBarre Liesbeth Visscher Ed Smith Joe Amelio Gloria De La Rosa, Alternate Dave Pacheco	City of Sand City City of Gonzales City of Carmel-by-the-Sea City of Del Rey Oaks City of Greenfield City of King City of Marina City of Monterey City of Pacific Grove City of Salinas City of Seaside
Absent:	Fernando Cabrera Luis Alejo	City of Soledad County of Monterey
Counsel:	Michael D. Laredo	General Counsel, De Lay & Laredo
Staff:	Carl Sedoryk Lisa Rheinheimer Kelly Halcon Michael Kohlman Norman Tuitavuki Michelle Overmeyer Jeanette Alegar-Rocha Andrea Williams Cristy Sugabo Christine Church Daniel Rodriguez Danitza Lopez Elena Grigorichina Ezequiel Rebollar Hector Suarez Ikuyo Yoneda-Lopez	General Manager/CEO Deputy CEO Chief Human Resources Officer Chief Information Officer Chief Operating Officer Director of Planning and Innovation Deputy Secretary/Clerk to the Board Finance Manager Mobility Manager Compliance Officer Customer Service Representative Human Resources Assistant Operations Specialist IT System Engineer Payroll Specialist Marketing and Communications Manager

Jacob Huggins
Jarred Augusta
Jason Anderson
Jose Sanchez Barajas
Kevin Allshouse
Leticia Trevino
Luiza Hatlestad
Marzette Henderson
Paul Lopez
Scott Taylor
Sonjé Dayries
Steven Bruno
Susie Flores
Ursulla Scardina
Vince Dang

IT Specialist
Risk and Safety Manager
Drug and Alcohol Coordinator
Assistant Planner
Contract Transportation Coordinator
Coach Operator
Mobility Specialist
Transportation Manager
Facilities Manager
Information Technology Manager
Civil Rights Officer
Purchasing Agent
Grants Analyst
Communications Specialist
Project Management Coordinator

Public: Don Gilchrest
Matt Robinson
Michael Pimental
Jerry Benson
Michelle Adams
Chris Duymich

Thomas Walters and Associates
Shaw Yoder Antwih Schmelzer & Lange
Shaw Yoder Antwih Schmelzer & Lange
3rd Wind Leadership, LLC
City of Sand City
TAMC

1. CALL TO ORDER

1-1. Roll Call.

1-2. Pledge of Allegiance

Chair Carbone called the meeting to order at 9:04 a.m. Roll call was taken and a quorum established. Director Amelio led the pledge of allegiance.

1-3. Highlights of the agenda. (Carl Sedoryk)

General Manager/CEO, Carl Sedoryk reviewed highlights of the Agenda.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

There were no public comments.

2-1. Strategic Planning, Workshop Part 1 of 2 (Timed Agenda 9:00-10:00)

a. FY2022-FY2025 Strategic Plan Results. (Carl Sedoryk)

- b. Better Bus Network Update Presentation (through May 31, 2025). (Michelle Overmeyer)
- c. Review of MST Board and Executive Team Survey Results. (Lisa Rheinheimer)
- d. Facilitated Discussion on Past and Current Strategies. (Jerry Benson)

The MST Board conducted the first part of the Strategic Planning Workshop by receiving 1) FY2022-FY2025 Strategic Plan Results, 2) a presentation on the Better Bus Network Update, and 3) MST Board and Executive Team survey results. The Board provided feedback on the facilitated discussion of past and current strategies.

3. CONSENT AGENDA

These items will be approved by a single motion. Anyone may request that an item be discussed and considered separately.

- 3-1. Financial Reports – May 2025 (Lori Lee) (Page 7)
 - a) Accept Report of May 2025 Cash Flow
 - b) Approve May 2025 Disbursements
 - c) Accept report of May 2025 Treasury Transactions
- 3-2. Approve Minutes of the MST Board Meeting June 9, 2025. (Jeanette Alegar-Rocha) (Page 19)
- 3-3. Receive Draft Minutes of the MST Board Operations Performance Committee Meeting on June 9, 2025 (Jeanette Alegar-Rocha) (Page 25)
- 3-4. Receive Draft Minutes of the Mobility Advisory Committee Meeting on May 28, 2025. (Ruben Gomez) (Page 29)
- 3-5. Adopt Resolution 2026-01 Recognizing Daniel Rodriguez, Customer Service Representative as Employee of the Month for July 2025. (Beronica Carriedo) (Page 33)
- 3-6. Authorize the General Manager/CEO or Their Designee to Execute an Amendment with Kimley-Horn for Design Services During SURF! Project Construction in an Amount not to Exceed \$270,000. (Lisa Rheinheimer) (Page 35)
- 3-7. Receive an Update on Implementation of the South County Circulators. (Michelle Overmeyer) (Page 37)
- 3-8. Authorize the General Manager/CEO or Their Designee to Purchase Thirty-Two (32) Vontas TransitMaster V8 Integrated Vehicle Logic Units in an Amount not to Exceed \$343,200. (Norman Tuitavuki) (Page 63)

- 3-9. Reappoint Leticia Garcia to the Mobility Advisory Committee for a New 3-Year Term. (Cristy Sugabo) (Page 65)

End of Consent Agenda

There were no public comments on the Consent Agenda.

Director Visscher requested a correction to item 3-2 Minutes of the June 9, 2025 meeting to reflect that she was present. Director De La Rosa, Alternate for City of Salinas commented that she will abstain from approving the minutes.

Director Worthy pulled item 3-7 for more information.

On a motion by Director Amelio and seconded by Director Smith, the Board approved items 3-1 through 3-9 on the Consent Agenda with Director Visscher's amendment to item 3-2 and Director De La Rosa's abstention with Directors Alejo and Cabrera noted as absent.

4. RECOGNITIONS AND SPECIAL PRESENTATIONS

- 4-1. Federal Legislative Advocacy Report – (Page 69)

The Committee received an update on the Federal Legislative Program from Federal legislative advocate Don Gilchrest of Thomas Walters & Associates.

- 4-2. State Legislative Advocacy Update – (Page 73)

The Committee received an update from State legislative advocates Matt Robinson and Michael Pimentel of Shaw, Yoder, Antwih, Schmelzer & Lange.

- 4-3. July 2025 Employee of the Month – Daniel Rodriguez, Customer Service Representative (Ikuyo Yoneda-Lopez)

The MST Board recognized Daniel Rodriguez as the July 2025 Employee of the Month for his outstanding contribution to MST and to the entire community.

- 4-4. 25-Year Service Anniversary for Leticia Trevino, Coach Operator. (Marzette Henderson)

The MST Board recognized Leticia Trevino for her 25 years of service for her outstanding contribution to MST and to the entire community.

5. PUBLIC HEARINGS

None.

6. ACTION ITEMS

- 6-1. Receive Presentation on SURF! Project Groundbreaking Ceremony. (Carl Sedoryk)

There were no public comments.

7. REPORTS & INFORMATION ITEMS

The Board will receive and file these reports, which do not require action by the Board.

- 7-1. General Manager/CEO Monthly Report – May 2025 (Page 77)
- 7-2. Staff Trip Reports – (Pages 79-91)
- 7-3. Correspondence – None

8. BOARD REPORTS, COMMENTS, AND REFERRALS

- 8-1. Reports on Meetings Attended by Board Members at MST Expense. (AB 1234) (Page 93)
- 8-2. Board Member Comments and Announcements.
 - a) APTA TRANSform Conference, Boston, MA, September 14-17, 2025. Early Registration Deadline, August 1, 2025.
- 8-3. Board Member Referrals for Future Agendas.

9. ATTACHMENTS

- 9-1. The Monthly Report for May 2025 can be viewed online:
<http://mst.org/about-mst/board-of-directors/board-meetings/>

10. CLOSED SESSION

Comments from the public will not receive Board action. Comments must deal with matters on the Closed Session agenda and will be limited to three minutes.

There were no public comments.

- 10-1. Conference with Monterey-Salinas Transit and ATU Labor Contract – Gov. Code § 54957.6. (Michael Laredo, Kelly Halcon) (No Enclosure)

Michael Laredo reported that the Board was provided an update and gave general direction on closed session item 10-1 with no reportable action.

- 10-2. Conference with Real Property Negotiators – Gov. Code § 54956.8

APN#s: 003-051-086, 003-051-087, and 003-051-072 in Salinas, CA
MST Negotiators: Carl Sedoryk, General Manager/CEO
Under Negotiation: Price and Terms

Michael Laredo reported that Alternate De La Rosa recused herself for any appearance of bias or conflict. There was a general discussion regarding interest in the property but with no reportable action.

11. ADJOURN

With no further business to discuss, Chair Carbone adjourned the meeting at 11:47 a.m. (Pacific).

Prepared by:  Jeanette Alegar-Rocha Deputy Secretary/Clerk to the Board	Reviewed by:  Carl G. Sedoryk General Manager/CEO
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Monterey County Regional Taxi Authority

Draft Meeting Minutes

July 14, 2025
10:00 a.m. (Pacific)

Present:	Mary Ann Carbone, Chair	City of Sand City
	Bob Delves, Alternate	City of Carmel-by-the-Sea
	Kim Shirley	City of Del Rey Oaks
	Liesbeth Visscher	City of Marina
	Ed Smith, Alternate	City of Monterey
	Joe Amelio	City of Pacific Grove
	Gloria De La Rosa, Alternate	City of Salinas
	David Pacheco	City of Seaside
	Carl Miller, Alternate	Monterey Regional Airport
Absent:	Luis Alejo	County of Monterey
Staff:	Carl Sedoryk	General Manager/CEO
	Lisa Rheinheimer	Deputy CEO
	Kelly Halcon	Chief of Human Resources
	Michael Kohlman	Chief Information Officer
	Michelle Overmeyer	Director of Planning and Innovation
	Andrea Williams	Finance Manager
	Jeanette Alegar-Rocha	Deputy Secretary/Clerk to the Board
	Cristy Sugabo	Mobility Manager
	Ezequiel Rebollar	IT System Engineer
	Ikuyo Yoneda-Lopez	Marketing & Communications Manager
	Jacob Huggins	IT Specialist
	Kevin Allshouse	Contract Services Manager
	Marzette Henderson	Transportation Manager
	Scott Taylor	IT Manager
Counsel:	Michael Laredo	General Counsel, De Lay & Laredo
Public:	Absent	

1. CALL TO ORDER

- 1-1. Roll Call.
- 1-2. Pledge of Allegiance.

The meeting was called to order by Chair Carbone at 11:41 a.m., roll call was taken and a quorum was established. Alternate Carl Miller led the pledge of allegiance.

- 1-3. Review Highlights of the Agenda. (Carl Sedoryk)

Carl Sedoryk, General Manager/CEO provided highlights of the agenda.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

There were no public comments.

3. CONSENT AGENDA

These items will be approved by a single motion. Anyone may request that an item be discussed and considered separately.

- 3-1. Approved Minutes of Board Meeting of October 14, 2024. (Jeanette Alegar-Rocha)
- 3-2. Receive FY 2025 Preliminary Financial Report of the Monterey County Regional Taxi Authority. (Andrea Williams)
- 3-3. Fiscal Year 2024 Audit and Fund Transfer (Andrea Williams)
 - 1) Receive Fiscal Year 2024 Audit for the Monterey County Regional Taxi Authority.
 - 2) Authorize Fund Transfer from RTA to MST in the Amount of \$26,702 to Reimburse Audited Expenses Incurred by MST on Behalf of RTA During FY 2024.
- 3-4. Inform the RTA Board Members of the Renewal and Procurement of General Liability and Directors and Officers Insurance Premium Not to Exceed \$18,221 for One Year of Coverage. (Kelly Halcon)

End of Consent Agenda

There were no public comments.

On a motion by Director Amelio and seconded by Director Shirley, the Board approved the Consent Agenda with Director Alejo noted as absent and Directors Carbone, De La Rosa, Miller, and Smith abstaining from item #3-1.

4. REPORTS & PRESENTATIONS

No action is required unless specifically noted.

- 4-1. Receive the RTA Administrator Report for FY 2025 (July 2024-June 2025). (Kevin Allshouse)

The Board received the RTA Administrator Report for FY 2024/2025.

There were no public comments.

5. BIDS/PROPOSALS

None.

6. PUBLIC HEARINGS

None.

7. ACTION ITEMS

- 7-1. Adopt Fiscal Year 2026 Final Operating Budget. (Andrea Williams)

There were no public comments.

Director Smith asked if a policy exists for RTA cash reserves. General Manager/CEO, Sedoryk stated that a cash reserve policy currently exists for MST but not for RTA. An RTA cash reserve policy can be considered as an agenda item for the next Board meeting.

On a motion by Director Smith and seconded by Director Pacheco, the Board approved item #7-1 with Director Alejo noted as absent.

8. RECOGNITIONS AND SPECIAL PRESENTATIONS

None.

9. COMMENTS BY BOARD MEMBERS

- 9-1. Reports on Meetings Attended by Board Members at RTA Expense. (AB1234).

- 9-2. Board Member Comments and Announcements.

Carl Miller announced the ground breaking for the expansion at the Monterey Regional Airport.

9-3. Board Member Referrals for future RTA agendas.

Re-evaluate the MCRTA Cash Reserve Policy for the next meeting.

10. CORRESPONDENCE & INFORMATION ITEMS

None.

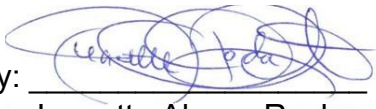
11. CLOSED SESSION

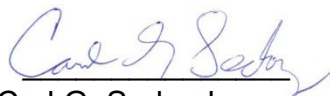
As permitted by Government Code §64956 et seq. of the State of California, the Board of Directors may adjourn to Closed Session to consider specific matters dealing with personnel and/or pending possible litigation and/or conferring with the Board's Meyers-Milias-Brown Act representative.

None.

12. ADJOURN

There being no further business, Chair Carbone adjourned the meeting at 12:18 p.m.

Prepared by: 
Jeanette Alegar-Rocha
Deputy Secretary/Clerk to the Board

Reviewed by: 
Carl G. Sedoryk
General Manager/CEO

To: Board of Directors

From: Norman K. Tuitavuki, Chief Operating Officer

Subject: Updated Zero Emission Bus Rollout Plan

RECOMMENDATION:

Adopt resolution 2026-02 approving Monterey-Salinas Transit District's (MST) updated Zero Emission Bus (ZEB) Rollout Plan for submission to the California Air Resources Board (CARB) in compliance with the Innovative Clean Transit (ICT) regulation.

FISCAL IMPACT:

The newly updated ZEB Rollout Plan will exceed \$130 million to fully transition MST's biofuel-engine powered buses by 2040 to ZEB. This plan does not include the cost for transitioning MST's cutaway fleet (smaller buses) to ZEB because the industry does not yet have a reliable ZEB that meets MST's minimum criteria for providing safe and reliable public transportation.

MST will continue securing grants and seeking other funding opportunities to support MST's future investments in ZEB infrastructure and ZEB vehicle purchases.

POLICY IMPLICATIONS:

The California Air Resources Board (CARB) requires MST to submit major updates of the Board adopted Zero Emission Bus (ZEB) Roll Out Plan for review and approval.

DISCUSSION:

CARB adopted the Innovative Clean Transit (ICT) regulation in December 2018 which requires all public transit agencies to gradually transition their fleet of buses to zero-emission technologies by 2029. The ICT regulation applies to all public transit agencies within California that own, operate, or lease buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. The ICT applies to standard, articulated, over-the-road, double-decker, and cutaway buses. The ICT regulation requires a

percentage of new bus purchases to be ZEBs. The regulation requires MST submit any major updates to CARB for review and approval.

Through a Request for Proposal (RFP), MST awarded a contract to HDR, Inc. to review and update the 2021 ZEB Rollout Plan. HDR completed revisions and staff approved the updated Plan. The revised and updated Rollout Plan (Attachment 2: Exhibit A) and Resolution 2026-02 (Attachment 1) are the results of this effort.

SUMMARY OF ROLLOUT PLAN UPDATES:

2021 Plan	2025 Plan Updates
Initial focus on BEBs with FCEBs (hydrogen) added in 2027 for long routes	<i>Phased BEB-first strategy; FCEBs <u>only</u> where BEBs are infeasible</i>
Baseline fleet of diesel, gasoline, and early BEBs; small-scale FCEB consideration	<i>Expanded fleet mix with detailed depot assignments and technology splits</i>
Cutaway transition begins in 2026 if technology is viable	<i>Cutaway transition is deferred due to range limits and non-revenue hour impacts</i>
Conceptual upgrades identified for Monterey, Salinas, and Seaside facilities	<i>Fully modeled infrastructure layouts for TDA, SCO, and CJW with cost and power needs</i>
Estimated \$71M - \$106M for full transition	<i>Exceeds \$130 million (excluding cutaways) for full transition</i>

ATTACHMENT(S):

1. Resolution 2026-02
2. Exhibit A to Resolution 2026-02: Monterey-Salinas Transit District Zero Emission Bus Rollout Plan (July 2025)

PREPARED BY: Norman K. Tuitavuki
Norman K. Tuitavuki

REVIEWED: Carl G. Sedoryk
Carl G. Sedoryk

RESOLUTION NO. 2026-02

RESOLUTION OF THE BOARD OF DIRECTORS OF THE MONTEREY-SALINAS TRANSIT DISTRICT APPROVING THE ZERO EMISSION BUS ROLLOUT PLAN

WHEREAS, the Innovative Clean Transit (ICT) regulation (California Code Regulations Title 13 § 2023.1(d)) requires each transit agency to submit a complete Zero Emission Bus Rollout Plan (Rollout Plan), approved by its governing body, showing how it plans to achieve a full transition to zero emission buses (ZEBs) and significant updates to the Plan must be approved by its governing Board; and,

WHEREAS, Monterey-Salinas Transit District's (MST) Zero Emission Bus Rollout Plan sets forth the District's plan which meets the following requirements:

- A goal of full transition to zero emission buses by 2040 with careful planning that avoids early retirement of conventional internal combustion engine buses;
- Identification of the types of zero emission bus technologies MST is planning to deploy;
- A schedule for construction of facilities and infrastructure modifications or upgrades, including charging, fueling, and maintenance facilities, to deploy and maintain zero emission buses;
- A schedule for zero emission and conventional internal combustion engine bus purchases and lease options;
- A training plan and schedule for zero emission bus operators and maintenance and repair staff; and
- Identification of potential funding sources.

NOW, THEREFORE, BE IT RESOLVED that the MST Board of Directors hereby approves the updated MST Zero Emission Bus Rollout Plan as set forth in full in Exhibit A to this Resolution.

BE IT FURTHER RESOLVED that insofar as the provisions of any Ordinance, Resolution, document or previous action of the Board and/or the General Manager/CEO, prior to the date of this Resolution, are inconsistent with the provisions of this Resolution or any policy adopted by this Resolution, this Resolution and the Board Policies adopted herein shall control.

PASSED AND ADOPTED by the Monterey-Salinas Transit District Board of Directors this 11th day of August 2025, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

**MARY ANN CARBONE, BOARD CHAIR
MONTEREY-SALINAS TRANSIT DISTRICT**

**CARL G. SEDORYK, GENERAL MANAGER/CEO
MONTEREY-SALINAS TRANSIT DISTRICT**

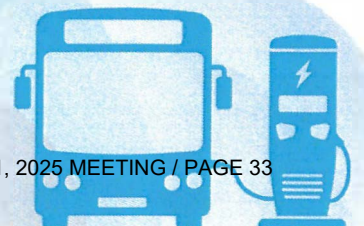
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Zero Emission Bus Rollout Plan

ATTACHMENT 2

Exhibit A to Resolution 2026-02

July 2025



LIST OF FIGURES

Figure 1. States Adopting CARB Regulations Under Section 177 of the Clean Air Act	11
Figure 2. CJW O&M Facility Aerial View of Existing Layout	19
Figure 3. SCO O&M Facility Aerial View of Existing Layout	20
Figure 4. TDA O&M Facility Aerial View of Existing Layout	21
Figure 5. JLW Contractor Facility Aerial View of Existing Layout	22
Figure 6. MST Regional System Map	24
Figure 7. BEB and FCEB Vehicle Technology Comparison	25
Figure 8. Zero+ Inputs, Outputs, and Modeling Flow Chart	27
Figure 9. Heavy Duty Fleet Composition by Fuel Type, Present to Full Transition	32
Figure 10. CJW Facility Future Charging Infrastructure Conceptual Layout	34
Figure 11. SCO Facility Future Charging Infrastructure Conceptual Layout	35
Figure 12. TDA Facility Future Charging & Hydrogen Fueling Infrastructure Conceptual Layout	36
Figure 13. Zero+ Fleet Optimization Analysis Flow Chart	46
Figure 14. Weekday Depot-Only Charging, Cutaway/Shuttle Buses	49
Figure 15. Weekday Depot-Only Charging, 35' Conventional Buses	50
Figure 16. Weekday Depot-Only Charging, 40' Conventional Buses	50
Figure 17. Weekday Power Usage Profile, TDA	51
Figure 18. Weekday Power Usage Profile, CJW	52
Figure 19. Weekday Power Usage Profile, SCO	52
Figure 20. Hydrogen Fuel Cell, 35' and 40' Buses	53
Figure 21. SoC Heatmap by Block for All Vehicle Types	54

EXECUTIVE SUMMARY

Transitioning to a zero emission fleet involves more than simply buying vehicles and a fueling system; the transition introduces new technology and processes into day-to-day operations. Successful fleet transition plans take a holistic approach to consider operational requirements, market conditions, available power, infrastructure demands, and costs. This Zero Emission Fleet Transition Plan encompasses all these elements and is intended to be a roadmap for Monterey-Salinas Transit District (MST) to convert their transit bus fleet to zero emissions by 2040.

MST has already started on the path towards a fully zero-emission fleet. Thirteen zero-emission buses are currently on order to comply with the ICT Rule, two 40-foot Gillig battery electric buses (BEBs), two 30-foot BYD BEBs, and one electric trolley is in operation and charged enroute through a wave inductive charger in Monterey. The Gillig BEBs are currently operating on Line 41, serving a disadvantaged community (DAC), and Line 49, which operates within a half mile of a DAC. Build Your Dreams (BYD) BEBs serve Lines 42 and 48, both operating within a one-mile radius of DACs. MST has an order of 13 ZEBs for Line 20, which serves low-income census tracts within a half-mile buffer of a DAC. Additionally, 100% of MST's heavy-duty buses are run on renewable biodiesel or renewable electricity.

Earlier planning efforts undertaken by MST had anticipated its last purchase of a biofuel vehicle would be in 2022, with a full shift to ZEBs starting in 2023. However, this strategy had assumed that technology advances would allow for a feasible transition of MST's routes served by cutaway vehicles. MST has also historically had difficulty in securing funding for zero emission vehicles, which has further delayed the agency's ability to transition the fleet.

This Study performed an updated energy modelling of BEBs and hydrogen fuel cell electric buses (FCEBs) using current route data to confirm operational feasibility and develop fleet charging strategies and recommendations for vehicle and charging infrastructure types. The in-depth analysis provides MST with data to guide important decisions involving capital programs and operations necessary to build key partnerships and support transition actions and phases. This Transition Plan outlines a phased implementation approach that aligns with MST's updated 2025 Innovative Clean Transit (ICT) Plan, existing fleet replacement schedule, and concurrent facilities modification design projects.

MST plans to first prioritize deploying BEBs to replace 35' and 40' biofuel buses on routes that can be operated without the need for enroute charging, bus swaps, or modifications to current revenue or non-revenue operations. Following this initial deployment, MST will deploy BEBs to replace 35' and 40' biofuel buses on routes which will require the use of enroute charging, but without the need for bus swaps or modifications to current revenue or non-revenue operations. In this phase, existing trolleys will also be replaced at a one-to-one ratio with electric trolleys. Finally, routes which cannot be served by battery electric technology coupled with enroute charging will be replaced with FCEBs. FCEB operations and maintenance may be centralized in the Thomas D. Albert (TDA) Facility; however, a recent LCTOP grant received by MST is enabling MST to prepare the South County Operations & Maintenance (SCO) Facility for FCEB operations and maintenance.

Updated modeling results revealed that transitioning to cutaways with existing battery electric technology would require nearly tripling non-revenue hours and miles and increasing the fleet size by 71 percent. Due to the range limitations of today's electrified cutaways, MST plans to defer the transition of this specific vehicle type to allow more time for vehicle technology to advance.

1 INTRODUCTION

As one of the most geographically diverse transit agencies in California, serving communities from coastal flatlands to inland valleys, MST has developed a comprehensive plan to convert its entire transit bus fleet to zero emission vehicles by 2040. This transition represents a significant shift in operational practices, infrastructure development, and environmental stewardship across MST's expansive service area, which spans from the scenic Monterey Peninsula to the agricultural heart of the Salinas Valley. The Zero Emission Fleet Transition Plan (Transition Plan) outlined in this report serves as a strategic roadmap to guide MST through this complex transition.

The drive toward this transition stems from several factors, including regulatory requirements, environmental considerations, and advancements in zero-emission vehicle technology. California's Innovative Clean Transit (ICT) regulation, adopted by the California Air Resources Board in December 2018, requires all public transit agencies in the state to transition to 100% zero-emission bus (ZEB) fleets by 2040. This aligns with broader state and federal initiatives aimed at reducing greenhouse gas emissions and improving air quality across the state.



This Transition Plan builds from earlier efforts undertaken by MST to transition to a fully zero-emission fleet. MST's first zero-emission transition plan was developed in 2021 following ICT regulation. In the four years since that plan was published, there have been many changes both in the zero-emission technology market and within MST's operation, including service changes and expansions. Due to these changes, an update to MST's earlier transition strategy was required to ensure that the strategy laid out was still the best path forward.

Through this Transition Plan, MST has conducted a comprehensive analysis of its current operations, fleet composition, and infrastructure capabilities. This Transition Plan assesses energy modeling for BEBs and FCEBs, providing data-driven insights to inform decisions on vehicle technology selection, infrastructure requirements, and operational strategies that will serve MST's diverse communities. This Transition Plan results from collaboration with key stakeholders, including local and regional partners, utility providers, and industry experts. It considers MST's unique operational landscape, which spans diverse terrains from coastal flatlands to inland valleys, serving communities across Monterey County and beyond.

The Transition Plan serves as both a guiding document and a demonstration of MST's commitment to environmental sustainability, operational excellence, and community service. It offers a comprehensive blueprint for MST's transition to a zero-emission future, supporting the agency's continued efforts for efficient, reliable, and environmentally responsible transit service for generations to come.

have access to affordable high-quality buses. The legislation also offers rebates and tax credits for public entities, including transit agencies, allowing them to receive direct payments for investments in clean energy projects⁴

2.1.3 RESEARCH AND DEVELOPMENT GRANTS

The U.S. Department of Energy (DOE) provides grants for EV charging and clean transportation-focused research projects. Charging deployments highlighting innovative mobility solutions and increased charging accessibility are given priority.⁵ These federal policies provide a framework that transit entities like MST can build upon so that future ZEB initiatives and fleet planning efforts are comprehensive and aligned with national goals.

2.2 STATE POLICY

At the state level, the ICT regulation mandates that all California public transit agencies transition to a 100% ZEB fleet by 2040, which aligns with federal goals for reducing GHG emissions. Together, these complementary policies encourage local agencies to innovate and reduce GHG emissions.

California's ambitious electrification efforts are supported by various programs that provide funds for zero emission vehicle (ZEV) infrastructure efforts. The state has dedicated significant funding to support clean transportation goals and is anticipated to receive more than \$380 million from President Biden's Infrastructure Investment and Jobs Act (IIJA) for building out chargers.

In 2024, the California Energy Commission (CEC) approved more than \$1 billion in funding for EV charging and hydrogen refueling projects for cars, trucks, and buses. Additional funding at the state level includes the Low Carbon Transit Operations Program (LCTOP), which provides flexible funding for transit agencies to reduce greenhouse gas emissions and improve mobility, especially in disadvantaged communities. The LCTOP has consistently provided annual funding for MST's operational uses since the program began, with recent allocations supporting ZEBs and charging infrastructure.

Under Senate Bill 375 (SB 375), California governing entities are expected to demonstrate land use and transportation measures that will be used to meet the region's GHG emission reduction targets as established by the California Air Resources Board (CARB) – a three percent reduction per capita change by 2020 and six percent per capita reduction by 2035 from passenger vehicles.⁶ Meeting these targets will require progressive transportation planning, including ZEB fleet electrification, to achieve GHG reduction goals and work toward overall sustainability. SB 375 also offers California's Environmental Quality Act incentives to encourage projects that are consistent with the initiatives of the bill.⁷

Additionally, California signed a memorandum of understanding (MOU) to support the deployment of medium and heavy-duty (MHD) ZEVs through involvement in a Multi-State ZEV Task Force.⁸ In July 2022, the Task Force published an Action Plan to support electrification of MHD vehicles. The plan includes strategies and recommendations to accomplish the goals of the MOU, including limiting all new MHD vehicle sales in the signatory states to ZEVs by 2050, accelerating the deployment of MHD ZEVs, and ensuring MHD ZEV deployments also benefit disadvantaged communities.⁹

⁴ Internal Revenue Service: <https://www.irs.gov/clean-vehicle-tax-credits>

⁵ Alternative Fuels Data Center: <https://afdc.energy.gov/laws>

⁶ Association of Monterey Bay Area Governments 2045 MTP (2022): <https://ambag.org/sites/MTP>

⁷ Institute for Local Government | SB 375: <https://www.ca-ilg.org/post/basics-sb-375>

⁸ Multi-State Medium- and Heavy-Duty ZEV MOU: <https://ww2.arb.ca.gov/Multistate-Truck-ZEV-Governors>

⁹ Alternative Fuels Data Center: MHD and ZEV Deployment Support: <https://afdc.energy.gov/laws/12471>

California transit agencies has consistently increased and remains above \$10 per kg today. The theory of supply and demand has not resulted in cheaper ZEB technology costs as CARB had initially theorized. This is further complicated by the battery technology challenges that BEBs face and the transit OEM's inability to manufacture zero emission medium duty vehicles on a large scale.

To date, the District of Columbia and the seventeen (17) states shown in **Figure 1** below have adopted all or part of California's low-emission and zero-emission vehicle regulations, as allowed under Section 177 of the Clean Air Act. This additional support for the clean vehicle market means that more than 35% of new light-duty vehicle sales nationally meet California automotive emissions standards.¹²

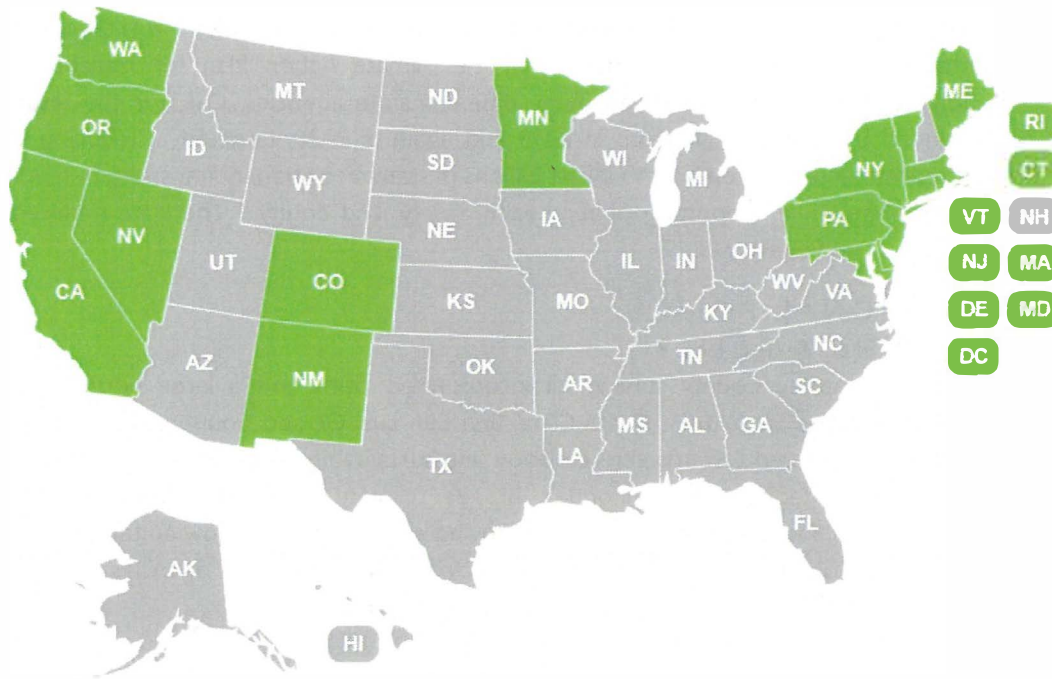


Figure 1. States Adopting CARB Regulations Under Section 177 of the Clean Air Act

2.2.2 INNOVATIVE CLEAN TRANSPORTATION REGULATION

The ICT Regulation, adopted by the CARB in December 2018, mandates that all public transit agencies retire Internal Combustion Engine (ICE) vehicles within their fleet by 2040. This regulation establishes a phased approach, requiring transit agencies to incrementally increase the percentage of new bus procurements that must be ZEBs, starting with 25% in 2023 and escalating to 100% by 2029.

The ICT Regulation aims to significantly reduce GHG emissions and other pollutants from the transit sector, which is responsible for a significant portion of California's air quality issues. By implementing this regulation, CARB seeks to promote innovative solutions that enhance public transportation while also addressing environmental concerns.¹³

¹² Advanced Clean Cars II | California Air Resources Board

¹³ California Air Resources Board: <https://ww2.arb.ca.gov/resources/fact-sheets/innovative-clean-transit-ict-regulation-fact-sheet>

Jurisdictions	Relevant Documents	Relevant Initiatives
Monterey	Climate Action Plan	<ul style="list-style-type: none"> GHG emission reduction strategies to reach 2030 & 2050 goals – includes supporting community and city transportation measures¹⁸
Salinas	Climate Action Plan	<ul style="list-style-type: none"> Support equitable GHG emission reduction strategies¹⁹
San Luis Obispo County		
Paso Robles	General Plan	<ul style="list-style-type: none"> Support offering more travel choices to reduce GHG emissions in the community²⁰
Santa Cruz County		
Watsonville	Climate Action & Adaptation Plan	<ul style="list-style-type: none"> GHG emission reduction goals – includes supporting community and city transportation measures, facilitating EV master plan, and promoting mass transit use Significant support for electrification shift
Santa Clara County		
Gilroy	General Plan	<ul style="list-style-type: none"> Natural resource conservation/GHG emission reduction Support changing regional transit operations²¹

2.4 REGIONAL PLANNING & POLICY

2.4.1 2045 METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The Association of Monterey Bay Area Governments (AMBAG) is the Metropolitan Planning Organization (MPO) for the Monterey Bay Area. The Metropolitan Transportation Plan (MTP) offers solutions to the region's transportation

¹⁸ City of Monterey Climate Action Plan (2016): [https://files.monterey.org/Climate Action Plan](https://files.monterey.org/Climate%20Action%20Plan)

¹⁹ City of Salinas Climate Action Plan: <https://www.visionsalinas.org/climateactionplan>

²⁰ City of Paso Robles General Plan (2019): <https://www.prcity.com/Adopted-Circulation-Element>

²¹ City of Gilroy General Plan 2040 (2020): <https://www.cityofgilroy.org/Gilroy-2040-General-Plan>

- Estimating GHG reduction²⁴

Through collaboration with MST and other regional partners, the Monterey Bay Area region is paving the way for a cleaner, more efficient transit system that meets the evolving needs of their communities while addressing climate challenges.

2.4.3 MONTEREY BAY AIR RESOURCES DISTRICT

The AB2766 program, established by the Monterey Bay Area Resources District (MBARD), allocates funds from a \$4.00 vehicle registration surcharge to projects aimed at reducing motor vehicle emissions. These projects include vehicle electrification, traffic management systems, and incentives for ZEVs. Historically, MST received up to \$400,000 annually from this program for bus replacements. However, MBARD has recently adopted a broader distribution strategy for these funds, making it a less reliable source for MST to finance zero-emission buses.²⁵

2.5 PROVIDING SERVICE IN DISADVANTAGED COMMUNITIES

MST has secured funding for and submitted purchase orders to Gillig for 12 BEBs in December 2023 and 1 additional BEB in 2024, targeting deployment in areas compatible with BEB technology. The implementation focuses on SB535 communities, which are state-designated disadvantaged areas identified through CalEnviroScreen's environmental and socioeconomic indicators.²⁶

2.5.1 CURRENT DEPLOYMENT STATUS

While BEBs have been strategically deployed on routes that can accommodate their range limitations, not all SB535 routes will be immediately served. Current technology constraints limit the coverage of SB535 routes. However, vehicle acquisitions from 2027 onward will feature enhanced range capabilities, enabling expanded service to these communities.

2.5.2 FUTURE PLANNING

The deployment of ZEBs to additional routes will be evaluated based on several key factors, including:

- Range requirements;
- Ridership patterns; and
- Available seating capacity.

This strategic approach will ensure optimal utilization of ZEBs while maintaining service quality in DACs.

2.5.3 UTILITY ENGAGEMENT

California state utility providers have played a significant role in supporting California's commitment towards vehicle electrification and the deployment of charging stations across the state.

2.5.3.1 Pacific Gas and Electric

In the MST service area, Pacific Gas and Electric (PG&E) is actively involved in electrification efforts, providing essential infrastructure and incentives that support electrification initiatives. PG&E has launched several programs aimed at supporting local transit entities in their electrification goals. These initiatives include financial incentives for the installation of charging infrastructure, helping cross barriers of robust upfront infrastructure costs.²⁷ Some

²⁴ Santa Barbara County Association of Governments, CCZEVS (2023): <https://ambag.org/sites/default/files/>

²⁵ Monterey Bay Area Resources District, AB2766: <https://www.mbard.org/ab2766-motor-vehicle-emission-reduction-grants>

²⁶ CalEPA SB-535-Designation

²⁷ Pacific Gas and Electric EV Fleet Program: <https://www.pge.com/en/clean-energy/electric-vehicles/ev-fleet-program>

challenges faced by transit agencies as they transition to ZEBs. Their efforts include participation by federal and state-funded programs aimed at reducing the costs associated with infrastructure development.³³

LA METRO has launched an ambitious plan to transition its entire fleet to ZEVs by 2030. This includes extensive pilot programs for BEBs and FCEBs, along with investments in charging and fueling infrastructure. METRO's approach emphasizes community engagement and sustainability, ensuring that their initiatives align with broader climate goals while meeting the transportation needs of Los Angeles residents. In July 2024, the FTA awarded \$77.5 million to METRO for ZEBs and charging infrastructure through the USDOT's Low or No Emission grant program, becoming the second largest award recipient in the country. The funds will support METRO's procurement of BEBs, installation of chargers, and expanded workforce development.³⁴

These peer agencies exemplify how transit networks in California can effectively implement ZEB initiatives through strategic planning. Their experiences provide valuable insights in navigating fleet transitions that comply with federal and state regulations, as well as enhance service delivery across the service area.

³³ Riverside Transit Agency (2024); <https://www.riversidetransit.com>

³⁴ Los Angeles Metro (2024); <https://www.metro.net/about/federal-transit-administration-awards-77-5-million-to-metro-for-zero-emission-bus-and-charging-infrastructure-project>



Figure 2. CJW O&M Facility Aerial View of Existing Layout

MST currently has two (2) 80 kW BYD chargers, two (2) 62.5 kW ChargePoint CPE-250 chargers on-site at CJW, and three (3) additional chargers are planned to be installed before the end of 2025. An additional O&M facility in Salinas is being designed to include hydrogen and electric charging infrastructure, but the specific site has not yet been identified.

3.1.2 SOUTH COUNTY (SCO) O&M FACILITY

SCO is an MST-owned O&M facility located in King City. This facility includes a bus maintenance building with 4 maintenance bays, gasoline fueling infrastructure, a bus wash, and an outdoor bus parking area. At a maximum, 100 buses can be stored and maintained at SCO with the existing infrastructure. A satellite image of the facility is shown in **Figure 3** with parking and maintenance facilities labeled in orange and blue, respectively.



Figure 4. TDA O&M Facility Aerial View of Existing Layout

MST currently has one (1) 80 kW BYD charger, one (1) 50 kW electric trolley charger, three (3) 62.5 kW ChargePoint CPE-250 chargers on-site at TDA, and six (6) additional chargers are planned to be installed before the end of 2025. Hydrogen fueling is also planned for this facility, but a date for building hydrogen fueling infrastructure has not yet been identified. MST is in the process of upgrading this facility so the workforce can perform maintenance work on FCEBs. These upgrades are expected to be completed in 2026.

3.1.4 JOE LLOYD WAY (JLW) O&M FACILITY

JLW is a contractor O&M facility located in Seaside that currently houses all of MST's cutaway vehicles. A satellite image of the facility is shown in **Figure 5**, with different parking areas labeled. MST does not have direct access to the maintenance areas of the properties; MST currently leases this property as a park-out for cutaways but all maintenance is performed by the contractor at this site. Additionally, there are no plans to upgrade electrical for BEB chargers at these properties.

Table 3. Existing Fixed-Route Fleet Inventory

Fuel Type	Length	Fleet Size by Facility				Total
		CJW	SCO	TDA	JLW	
Heavy-Duty Low Floor						
Biofuel	35'	15	2	13	-	30
Biofuel	40'	17	11	15	-	43
Battery Electric	30'	2	-	-	-	2
Battery Electric	40'	2	-	-	-	2
Trolley						
Biofuel	30'	-	-	3	-	3
Biofuel	35'	-	-	5	-	5
Battery Electric	30'	1				1
Cutaway						
Gasoline	22'	-	-	-	8	8
Gasoline	23'	-	-	-	15	15
Gasoline	25'	-	-	-	19	19
Gasoline	28'	-	-	-	6	6

3.3 FIXED-ROUTE SERVICE OPERATIONS

The MST Regional System Map (**Figure 6**) illustrates the extensive network of routes operated by MST. This comprehensive system serves a diverse area, connecting coastal communities like Monterey and Carmel with inland cities such as Salinas, King City and Gilroy. Key features of MST's fixed-route service operations include:

1. **Geographic Coverage:** The system spans a large portion of Monterey County, providing vital connections between urban centers, suburban areas, and rural communities.
2. **Route Diversity:** MST operates a mix of local, express, and regional routes, meeting a wide array of travel needs within the service area.
3. **Major Corridors:** The map highlights several major transit corridors, including routes along Highway 1 connecting coastal towns, and inland routes serving the Salinas Valley.
4. **Intermodal Connections:** The system offers connections to other transportation modes, including intercity bus services, enhancing regional mobility.
5. **Diverse Topography:** The service area encompasses diverse terrain, from coastal flatlands to hillier regions, which can impact energy consumption and vehicle performance.

MST's diverse and expansive network underscores the importance of performing energy modeling to assess the feasibility of zero emission vehicles and their capacity to maintain or improve current service levels across all route types and terrains.

4 SYSTEM LEVEL PLANNING

4.1 ZERO EMISSION BUSES AND FUELING OPTIONS

As transit agencies look for a zero-emission technology to replace diesel buses, there are two primary options: battery electric buses (BEBs) and hydrogen fuel cell electric buses (FCEBs). BEBs are currently the most popular zero emission bus because they utilize the electric grid as a source of fuel, which is universally available and relatively easy to access. One shortfall is the limited range of BEBs compared to conventional diesel buses; for agencies with longer range requirements, BEBs may not be capable of directly replacing buses assigned to long duty cycles at a 1-to-1 replacement ratio. In some cases, it's not possible to adjust the service profile of these longer blocks to accommodate the range capabilities of today's available BEBs. For extended range requirements, either additional vehicles become necessary, or on-route charging would need to be introduced at layover points along current routes.

On-route charging is an enhancement that can greatly improve the feasibility of BEBs; they can extend the range of a BEB and facilitate one-to-one replacement of diesel vehicles when the routes are conducive to this charging strategy. This is particularly helpful with circular routes where the same on-route charger can be used by a vehicle multiple times throughout the day. En-route charging infrastructure would be ideally located at places such as transit centers where buses operating on multiple routes all have scheduled layover time.

Hydrogen FCEBs are the other primary option for a zero-emission transition. The greatest benefit of FCEBs is that their range is comparable to diesel buses. However, the challenge with deploying FCEBs is locating a source of hydrogen, since this fuel is not as readily available as electricity. FCEBs use a drivetrain like that of a BEB as shown in **Figure 7**. However, they have a small battery on-board instead of a large battery. The small battery is recharged by an on-board fuel cell that generates electricity from hydrogen as the vehicle travels. The energy density of hydrogen is much higher than a battery, which allows for the range of these vehicles to closely match a conventional diesel bus.

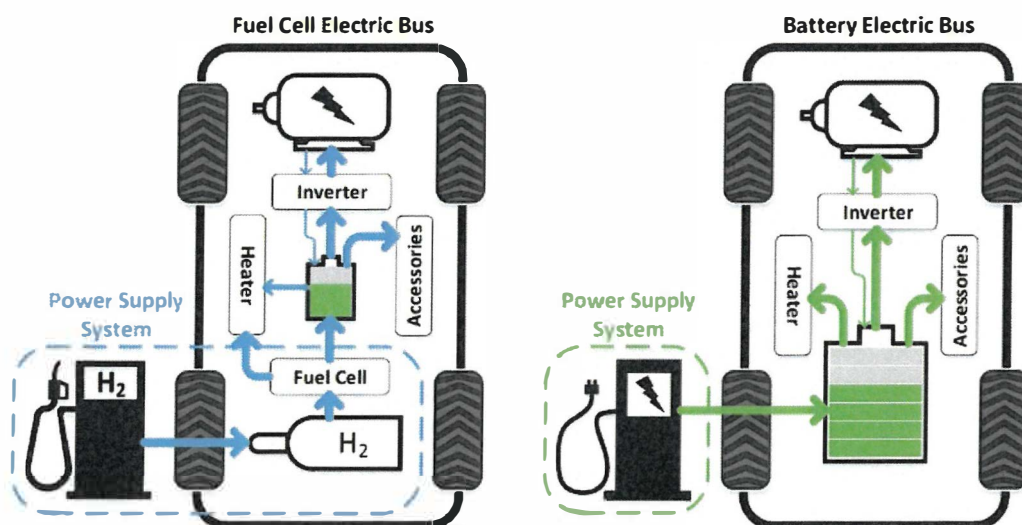


Figure 7. BEB and FCEB Vehicle Technology Comparison

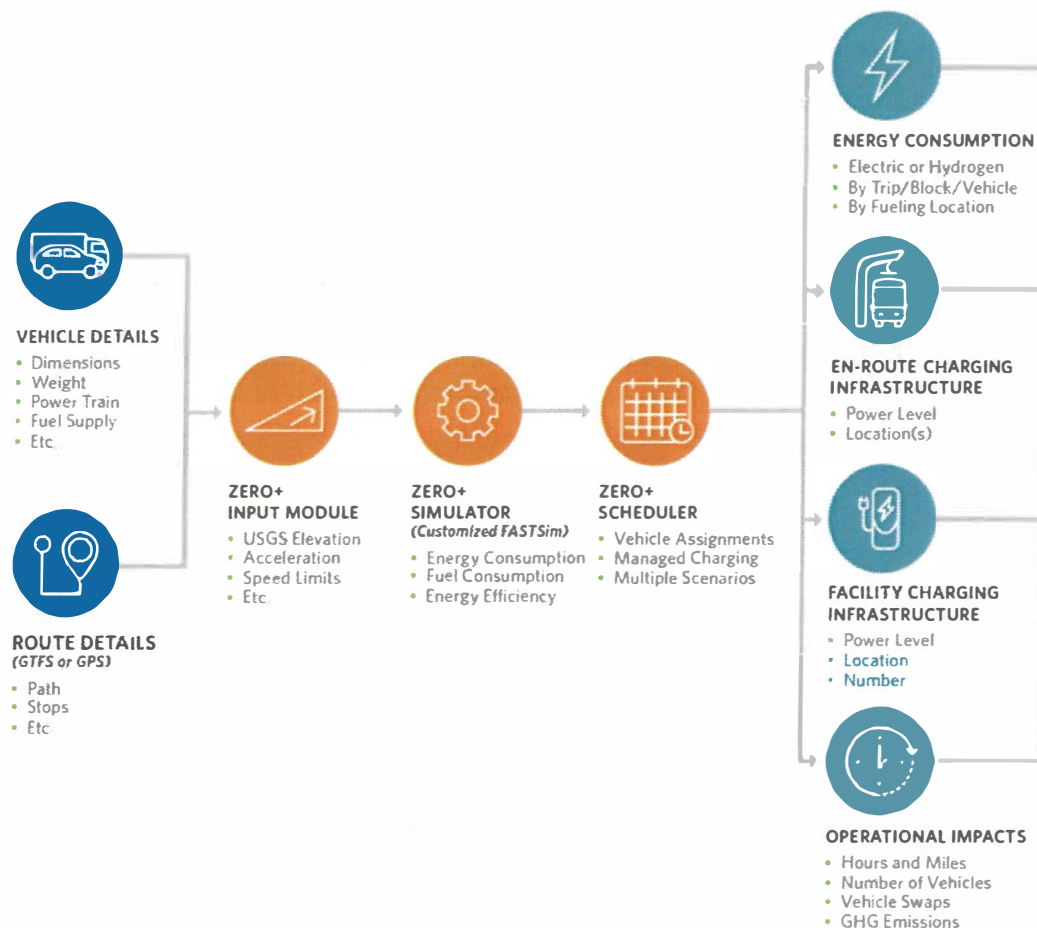


Figure 8. Zero+ Inputs, Outputs, and Modeling Flow Chart

Examining each vehicle individually drives decisions for the right technology at the system, depot, route, and block levels. This analysis balanced impacts to operations, overall fleet size, and infrastructure requirements and will ultimately provide MST with the critical information necessary to make a data-driven determination of the preferred ZEB transitional technologies and deployment pace.

4.2.2 BLOCK FEASIBILITY

The energy modeling analysis performed reveals varying degrees of feasibility for ZEB implementation across MST's different vehicle types and routes. Most service blocks operated by either trolleys or full size conventional 35' or 40' buses were feasible with BEBs and/or FCEBs; there are currently no service blocks operated by cutaways that are feasible without significant increases to the overall fleet size. The tables below outline block feasibility by modeled scenario.

Table 8. Estimated Peak Power Demand by Facility

Charger Location	Minimum Managed Peak Demand	Maximum Managed Peak Demand	Maximum Unmanaged Peak Demand
CJW O&M Facility	150 kW	600 kW	900 kW
SCO O&M Facility	450 kW	450 kW	450 kW
TDA O&M Facility	150 kW	500 kW	750 kW

4.2.5 COURSE OF ACTION

Based upon the modeling results, MST plans to proceed with a mixed fleet of BEBs and FCEBs. Initially, MST will focus on transitioning as much service as feasibly possible with BEBs, then operate FCEBs on the blocks not feasible with a BEB. There were four (4) blocks identified as infeasible with both BEBs and FCEBs; for this service, MST plans to procure additional buses to accommodate bus swaps mid-block.

The modeling revealed that even with on-route charging, transitioning the cutaway fleet to BEBs remains infeasible without nearly doubling the fleet size to accommodate bus swaps. To defer a transition to ZEB cutaways until the technology matures, MST plans to replace cutaways with new gasoline cutaways until 2029 when California mandates all vehicle purchases must be zero emission; when the next replacement cycle is reached, MST plans to replace with BEBs unless a FCEB equivalent is available for consideration.

Table 9. Heavy Duty Vehicle and Charger Quantities by Program Phase

	Years	Vehicles				Chargers	
		35' BEBs	40' BEBs	Trolleys	40' FCEBs	Depot Plug-In	On-Route Inductive
Phase 1	2025-2028	7	21	-	-	9	-
Phase 2	2029-2030	3	6	5	-	4	3
Phase 3	2031-2033	-	-	-	16	-	-
Phase 4	2034-2037	16	2	3	10	-	-

The vehicle purchases are further dissected in **Table 10**, which shows the quantity of each bus type that must be purchased in each year to achieve a 100% ZEB heavy duty fleet by 2040.

Table 10. Initial Procurement Schedule, Purchase Year

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
BEB 35'	5	2			3					5	4	4	3
BEB 40'	2	5	7	7		6							2
BEB Trolley					4	1				2			
FCEB 40'							5	5	6		4	4	2
Heavy Duty Subtotal	7	7	7	7	7	7	5	5	6	7	8	8	7
Gasoline Cutaway	10	10	11	11									
Total Bus Purchases	17	17	18	18	7	7	5	5	6	7	8	8	7
% ZEB Purchases	39%	39%	41%	41%	100%	100%	100%	100%	100%	100%	100%	100%	100%

To remain compliant with ICT purchase regulations and defer the transition of cutaways, MST will be able to purchase a maximum of 42 new gasoline cutaway vehicles before 2029. ICT regulations require at least 25% of all new bus purchases between 2025-2028, and 100% of all new bus purchases must be ZEB beginning in 2029. **Table 10** above shows the maximum number of gasoline cutaways that can be purchased each year. If MST wants to purchase additional gasoline cutaways above the proposed 42, the procurement schedule would change and additional ZEBs would need to be purchased before 2029 to meet ICT requirements.

Current industry trends and future supply chain forecasts suggest that there is a two-year lead time for ZEBs from procurement to delivery. **Table 11** and **Figure 9** show how the fleet composition by fuel type changes throughout the transition and are both in terms of the vehicles' predicted delivery year. By adhering to the proposed procurement schedule, MST will place its final ZEBs in service in 2039. In years past 2039, MST will continue to purchase ZEBs, including a transition to electric cutaways, as vehicles in the active fleet reach the end of their useful life.

Table 12. Charger Procurement Schedule by Location, Purchase Year

Location	Charger Type	2025	2026	2027	2028	2029	2030	2031	2032	2033
TDA	Plug-In	2				3				
CJW	Plug-In	4				3				
SCO	Plug-In	3								
MTP	Inductive					3				
Total		9				9				

5.2 FACILITY & INFRASTRUCTURE PLAN

The following sections provide a brief overview of the anticipated charging and hydrogen fueling infrastructure necessary to support MST's transition to a 100% zero emissions fleet. All three MST-owned facilities will be outfitted with BEB charging infrastructure, and TDA and SCO will have hydrogen fueling infrastructure. Though MST currently stores cutaway buses at the JLW facility, it is not considered in this section as this portion of the fleet will not yet be transitioned.

5.2.1 CLARENCE J WRIGHT (CJW) O&M FACILITY

As part of the transition to zero emissions, MST plans to construct a gantry structure over the existing outdoor bus parking area to serve the dual purpose of allowing overhead retractable cable reel plug-in dispensers and provide surface area for a future solar array. **Figure 10** below shows one potential location where charger cabinets could be installed, but exact placement should be determined based on a future detailed design study and in close coordination with the utility company to ensure feasibility.

Build gantry system over existing outdoor bus parking area and utilize overhead retractable cable reel plug-in dispensers with charging cabinets remotely collocated where there is space available on the property. Plan to equip gantry system with roof-mounted solar panels to support microgrid.



Figure 11. SCO Facility Future Charging Infrastructure Conceptual Layout

5.2.3 THOMAS D. ALBERT (TDA) O&M FACILITY

Infrastructure planning at the TDA O&M Facility will include both charging infrastructure and hydrogen fueling infrastructure. MST plans to construct a gantry structure over the existing outdoor bus parking area to serve the dual purpose of allowing overhead retractable cable reel plug-in dispensers and provide surface area for a future solar array. Additionally, a mobile hydrogen refueling station is also planned to be installed in the corner of the property adjacent to the existing bus wash. **Figure 12** shows potential areas identified for infrastructure installation, but the exact placement of the chargers and hydrogen mobile refueling station are subject to adjustment because of detailed design being undertaken by Kimley Horn in a concurrent Study.

6 WORKFORCE DEVELOPMENT

The Federal Transit Administration (FTA) mandates that applicants for zero-emission project funding under its Buses and Bus Facilities Competitive Grant Program and Low or No Emission Grant Program develop a comprehensive Zero Emission Fleet Transition Plan. This plan includes an examination of the impact on the current workforce, identifying skill gaps, training needs, and retraining requirements to operate and maintain zero-emission vehicles and infrastructure without displacing existing workers.³⁶ MST has utilized this tool to facilitate compliance with FTA and evaluate its workforce structure.

1. Skills, Training, and Credentials Required

MST has identified that maintaining and operating the proposed fleet, Gillig BEBs, requires specialized training provided by the OEM. This training focuses on battery maintenance, electric drive systems, and safety protocols, including safely powering down vehicles, high-voltage PPE usage, high-voltage protocols, and emergency response procedures.

2. Skills Assessment of Existing Workers and Identifying Skill Gaps

Given the introduction of new technology, MST anticipates that all employees will require training tailored to their job functions. Training should include an overview of ZEB technology and environmental benefits, comparisons between biofuel/gasoline systems and ZEBs, basic operations of BEB and FCEBs, safety education, and emergency operations protocols.

Training is required for drivers, mechanics, operations staff, and external parties like first responders. Each group has distinct training needs; for example, high-voltage safety is universal but other topics are group-specific. Mechanics face greater challenges in transitioning to ZEBs than other staff groups.

- **Bus Operators:** Training may focus on safe operating procedures for ZEBs, efficient driving techniques to optimize battery range, emergency protocols specific to ZEBs, and supervised behind-the-wheel training.
- **Maintenance/Technical Staff:** Training should cover high-voltage safety protocols and certifications, battery management systems, troubleshooting and diagnostics, component-specific repair and maintenance (e.g., power electronics), preventative maintenance, and use of high-voltage PPE.
- **Charging and Infrastructure Staff:** Training will look to include charging station operations and safety protocols, scheduling and managing ZEB charging for fleet availability, basic troubleshooting of charging infrastructure, and safety operations.
- **Supervisors/Management:** Training should provide an overview of ZEB operations, maintenance schedules, challenges, performance monitoring (e.g., battery health), safety oversight, compliance with regulations, and emergency operation.

First responders will receive specialized training due to the unique hazards presented by BEBs and FCEBs compared to traditional diesel buses. MST has already developed a comprehensive training program for first responders in Monterey County to facilitate emergency preparedness best practices for ZEBs and plans to

³⁶ FTA ZEM Fleet Transition Plan | Workforce Evaluation Tool: <https://www.transportcenter.org/ZEB>

6. Role of Training Resources in Workforce Development

Training resources are crucial in attracting, training, and developing new workers within the agency, fostering a skilled and capable workforce. These resources are essential to recruiting efforts as they demonstrate the agency's commitment to employee growth and long-term career development, which is increasingly important in a competitive labor market. To facilitate a smooth integration for new hires and encourage internal mobility, MST will consider deploying training resources in the following ways:

- **Structured Onboarding Programs:** Comprehensive materials introducing new hires to MST's organizational culture, values, and operational standards. By providing hands-on training, mentorship, and access to technical resources, MST enables new hires to contribute effectively and feel supported in their roles from the outset.
- **Skill Development/Certification Programs:** Training resources should allow employees to develop specific competencies related to zero-emission technologies, safety protocols, and customer service. This not only enhances the skills of new employees but also aligns with the agency's goals to transition to more sustainable practices.
- **Continued Learning/Career Advancement:** Providing clear career paths and supporting continued learning is a key element in attracting motivated candidates. Training resources should enable new employees to enhance their skills while positioning the agency as an organization that invests in the professional growth of its workforce. To uphold a commitment to the current workforce, several strategies may be implemented alongside the new training initiatives.
- **Reskilling and Upskilling:** Leveraging the knowledge and experience of long-standing employees, mentorship initiatives should pair seasoned workers with new hires. This approach not only supports knowledge transfer but also fosters a collaborative environment, helping retain the expertise of the existing workforce. MST's Mentors in Motion (MIM) program was established in 2024 to accomplish these goals. The MIM is led by MST's frontline workers and the leadership of their bargaining unit, the Amalgamated Transit Union (ATU). MST provides administrative support to the ATU to support the MIM program.
- **Apprenticeship Programs:** MST is actively working on an Apprenticeship program with its educational partner, Hartnell College. The goals of the apprenticeship are to develop skilled maintenance technicians from within the organization, to support MST's transition to zero-emission fleets, to bridge the skills gap, and to promote workforce retention and growth.
- **Inclusive Workforce Planning:** As new roles are created or adapted, the agency may prioritize placements that enable both new and existing employees to find growth opportunities without redundancy or displacement. This approach aligns with the agency's commitment to a stable and engaged workforce that benefits from expansion and evolution, rather than being displaced by it.

Through targeted training resources and inclusive workforce development practices, the agency will be positioned to attract and retain talent while honoring the contributions and roles of the existing workforce.

7. Engagement with Current Workforce

MST engages closely with ATU leadership in developing transition strategies. This collaboration facilitates workforce needs being met throughout the transition process.

Job Title	Role Category	# of EEs	# Approved Positions	Union
Communications Systems Specialist	COS	6	6	MSTEА
Operations Superintendent	COS	2	2	MSTEА
Operations Supervisor	COS	8	8	MSTEА
Risk and Security Manager	COS	1	1	MSTEА
Safety/Training Officer	COS	1	1	MSTEА
Transit Trainers	COS	3	3	MSTEА
Facilities Manager	COS	1	1	MSTEА
Facilities Technicians	COS	10	10	ATU

MST could consider implementing a comprehensive skills assessment across these categories. The skill assessment will use a combination of self-assessment tools alongside supervisor evaluations aimed at identifying current capabilities and areas needing further development. Through the skills assessment, retraining efforts needed to support MST's evolving zero-emission fleet can be identified.

6.2 TRAINING CURRICULUM

6.2.1 CURRENT BUS OPERATOR TRAINING

MST's in-house bus operator training program spans 8-weeks. It consists of 40 hours of classroom instruction coupled with 30 hours of behind-the-wheel-sessions designed specifically around enhancing driver proficiency when navigating California's complex urban landscapes. In addition, the program also includes a range of topics, including the following:

and ADA compliance requirements to ensure safe operation under diverse conditions encountered within public transit environments. Additionally, MST's contract operator, may also offer some level of BEB training for drivers and maintenance technicians; MST should explore whether the contractor offers any training and, if so, would access to training through existing contracts be possible.

6.2.4 FUTURE MAINTENANCE TECHNICIAN TRAINING NEEDS

While ZEBs require significantly less maintenance than their diesel counterparts, regular maintenance of some vehicle components is still necessary. If bus maintenance will be performed in-house, maintenance staff will typically require the most training as they have frequent, in-depth interactions with ZEBs. Training for ZEB maintenance should include electric/electronic principles, general ZEB familiarization, and OEM-specific trainings relevant to ZEB models within the MST fleet.

6.2.4.1 Electrical and Electronic Principles

Essential training to introduce staff to basic electrical and electronic skills includes topics such as:

- The ability to read basic wiring diagrams
- Safely handle low-voltage batteries
- Troubleshoot and repair basic circuit faults, wiring and terminals
- Inspect and test relays and gateway modules
- Demonstrate proficient use of digital multi-meters (DMM), oscilloscope and graphing multimeter
- The ability to inspect and test capacitors, diodes, and other electronic modules
- Differentiate between direct current (DC) and alternating current (AC)

MST should encourage existing mechanics to study for, and obtain ASE A6, T6, or H6 certification in low-voltage systems, as this should be a prerequisite to high-voltage training. Trainings regarding high-voltage and arc flash safety protocols following NFPA 70E standards and OSHA requirements should be a prerequisite to any hands-on vehicle training.

6.2.4.2 General ZEB Familiarization

Many ZEB components, such as air brakes, foundation parts, steering, wheel end components, and ADA access systems, are like those on diesel buses, and maintenance staff will not require extensive retraining to work on these components. Maintenance staff will need to learn procedures for the proper use and inspection of personal protective equipment (PPE) and Lock-Out-Tag-Out (LOTO) procedures for ZEBs. For other components and systems specific to ZEBs, APTA has developed an extensive [Zero-Emission Bus Maintenance Training Recommended Practice](#), which can serve as a resource for developing training.

6.2.4.3 OEM-Specific Training

OEM-specific training will include gaining knowledge of numerous system functions such as system familiarization, high voltage sub-systems, battery storage systems, troubleshooting and diagnostics, and routine preventative maintenance requirements. Purchasing OEM training alongside new ZEB purchases is recommended as standard practice.

Through these comprehensive recruitment and development strategies, MST aims to attract and retain talented individuals while honoring the contributions of its existing workforce. By investing in employee growth and development, MST positions itself to meet the evolving transit landscape.

7 FINANCIAL PLANNING

The total cost to transition MST's fleet to ZEBs is anticipated to be large; **Table 14** below lists the estimated unit and extended capital costs for vehicles, chargers and fueling infrastructure, and related utility infrastructure necessary to support the operation of BEB charging equipment. Additional expenses for facility modifications, including but not limited to site, civil, and electrical work can also be anticipated, although the costs are not quantified in this table. This estimate also excludes the purchase of any future ZEB cutaways, which are currently planned to be gasoline replacements during the next replacement cycle; MST should look for ways to proactively allocate future funds for the purchase of ZEB cutaways to account for the cost premium over gasoline cutaways.

Estimates in the table below are sourced from recent quotes or executed purchase agreements for BEBs and FCEBs from MST and other peer agencies like SamTrans.

Utility infrastructure costs are provided as a high level, conservative, rough order of magnitude estimate for budgetary purposes, and includes the procurement and installment of any transformers, meters, and switchboards that may be needed. There are additional costs and components that may be required as part of any utility upgrades that will require MST coordinate directly with the utility to receive a detailed estimate of these costs.

Table 14. Capital Cost Assumptions in Current Year Dollars

	Unit Cost	Install Cost	QTY	Extended Cost
Vehicles				
BEB 35'	\$1,300,422		26	\$33,810,972
BEB 40'	\$1,300,422		29	\$37,712,238
BEB Trolley	\$531,000		8	\$4,248,000
FCEB 40'	\$1,560,000		26	\$40,560,000
Gas Cutaway	\$143,000		42	\$6,006,000
Fueling				
Wireless Inductive Charger	\$450,000	\$150,000	3	\$1,800,000
Depot Plug-In Charger	\$165,000	\$127,500	13	\$3,802,500
Mobile H2 Fueling	\$2,250,000	\$250,000	2	\$5,000,000
Utility Infrastructure				
TDA	\$150,000		1	\$150,000
CJW	\$150,000		1	\$150,000
SCO	\$100,000		1	\$100,000
MTP	\$250,000		1	\$250,000
			Total	\$133,589,710

BATTERY ELECTRIC BUSES

The BEB energy consumption analysis takes several factors into consideration to ensure the model provides a realistic view of anticipated BEB performance, such as increased vehicle weight from passenger capacity, increased HVAC loads to heat the passenger cabin on cold days, and a decreased battery capacity at the end of the useful life of the vehicle. These considerations provide a worst case operational scenario to mitigate the likelihood of a stranded asset, but better performance of the vehicles is to be expected at the beginning of the BEBs' useful life.

Table 15. Zero+ BEB Model Assumptions

Variable	Input
Service Data	GTFIS Data (October 2024)
Vehicles Modeled	
Cutaway/Shuttle Buses	Optimal EV (S1) 123 kWh
Trolley Buses	Hometown Manufacturing (Villager Electric Trolley) 226 kWh
35' Conventional Buses	35' Gillig BEB 686 kWh
40' Conventional Buses	40' Gillig BEB 686 kWh
End-of-Life Battery State of Health	80% (maximum battery degradation)
Energy Reserve	20% state of charge (SOC)
HVAC System	(OPTIONAL) Diesel auxiliary heater
Ambient Temperature	37°F (cold weather, 10 th percentile)
Passenger Capacity	100% seated
Depot Charger Power	150 kW @ 95% efficiency

A 20% reduction in battery capacity was applied to reflect battery end of life assumptions. This is consistent with bus OEM warranties which typically warrant the batteries to 80% of nameplate capacity; if battery life degrades below 80% of nameplate capacity within the warranty period, the battery packs are replaced by the OEM at no charge to the customer. In addition to battery degradation, the model swaps out any vehicle that goes below the 20% state of charge (SOC) energy reserve. This is to account for both the fact that vehicles typically cannot use the last 10% SOC of a battery pack without a reduction in power to the wheels, as well as reduce range anxiety for operators by providing a commonly used agency level of safety to assure vehicles will make it back to the depot.

Diesel heating was analyzed with the 10th percentile ambient temperature when HVAC loads are the highest, at full seated capacity, and at the end of the vehicle's life, representing a "worst-case scenario" to understand how BEBs will perform in challenging conditions. During the coldest temperatures in winter months, BEBs with diesel heaters would draw the highest auxiliary loads from the battery to heat the vehicle cabin, making the 10th percentile ambient temperature the most challenging. Operationally, diesel auxiliary heaters will typically have the option to operate in either electric or diesel mode. This provides the flexibility to run the heater from battery power or diesel as needed. On the most challenging days, heating could rely on diesel mode to maintain service, but it can be swapped to electric mode for more mild days, where there is minimal demand for heating.

HYDROGEN FUEL CELL ELECTRIC BUSES

The FCEB energy consumption analysis also takes factors impacting the overall efficiency of FCEBs into account to mitigate the likelihood of a stranded bus. Similar to the BEB analysis, this includes ambient temperature, seated passenger capacity, and minimum fuel reserves; however, degradation of the fueling capacity does not apply to the operation of FCEBs.

Weekday Results

The results below reflect MST's weekday service, which require a higher increase in non-revenue hours, non-revenue miles and peak vehicle requirements than MST's weekend service. While this section details the feasibility of transitioning weekday service to BEBs, the **Summary of Findings** includes a summary for both weekday and weekend service. Overall feasibility is determined

CUTAWAYS/SHUTTLE BUSES

✗ Not Feasible

Transitioning MST's current cutaway fleet to BEBs using the Optimal EV S1 is challenging. Relative to a diesel baseline, MST would require a substantial increase in non-revenue hours and miles, and a significant increase in peak vehicle requirements as shown in **Figure 14**. The increase in non-revenue hours and miles is driven by the need to drive the vehicle back to the depot mid-shift for a vehicle swap. The challenge of transitioning cutaways/shuttle buses to BEBs is not unique to MST; today's cutaway/shuttle bus BEB technology is unable to meet the needs of many transit agencies at a 1:1 basis.

- Revenue Hours & Miles remain the same
- Non-Revenue Hours: **194% increase**
- Non-Revenue Miles: **189% increase**
- Peak Vehicle Requirement: **71% increase (+10)**

➤ **0% of service** can be transitioned 1:1

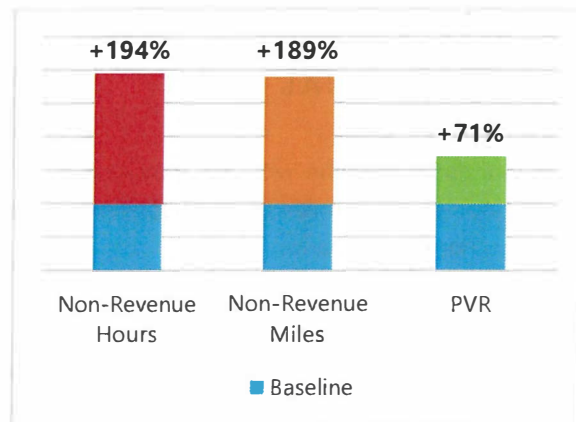


Figure 14. Weekday Depot-Only Charging, Cutaway/Shuttle Buses

TROLLEY BUSES

✓ Feasible

Relative to a diesel baseline, transitioning MST's current trolley fleet to BEBs using the Hometown Vehicle Manufacturing Villager Electric Trolley will work on a 1:1 basis, with no increase in non-revenue hours, miles, or peak vehicle requirement required. This portion of the fleet could be transitioned to a BEB fleet today without the need for any changes to fleet or operations to maintain the same level of service.

35' CONVENTIONAL BUSES

✓ Partially Feasible

Relative to a diesel baseline, MST can transition its 35' vehicles to BEB with modest increases in non-revenue hours, non-revenue miles, and one additional vehicle. **Figure 15** illustrates this depot-only charging scenario. Modeling in

Table 17 highlights the quantity and power level of each charger required at each facility, along with the weekday peak load based on charging strategy described above. The subsequent figures highlight weekday power usage profiles for each facility. The charging infrastructure requirements indicate the *minimum* requirement; in reality, additional chargers may be installed to increase operational flexibility and reduce potential labor constraints.

Table 17. Chargers Required by Facility

Facility	Minimum Chargers Required	Minimum Weekday Peak Load
Thomas D. Albert Operations Facility (TDA)	4 x 150 kW	600 kW
Clarence J Wright (CJW) O&M Facility	4 x 150 kW	600 kW
South County (SCO) O&M Facility	3 x 150 kW	450 kW

Figure 17 below shows the power demand profile at the TDA O&M facility on a weekday. The graph depicts charging primarily occurring during the overnight hours while vehicles return to the garage at the end of the day with a reduced amount of charging taking place during the day. The use of chargers mid-day would be required to recharge vehicles for reuse later in the day to minimize the number of additional buses required to maintain the same level of service.

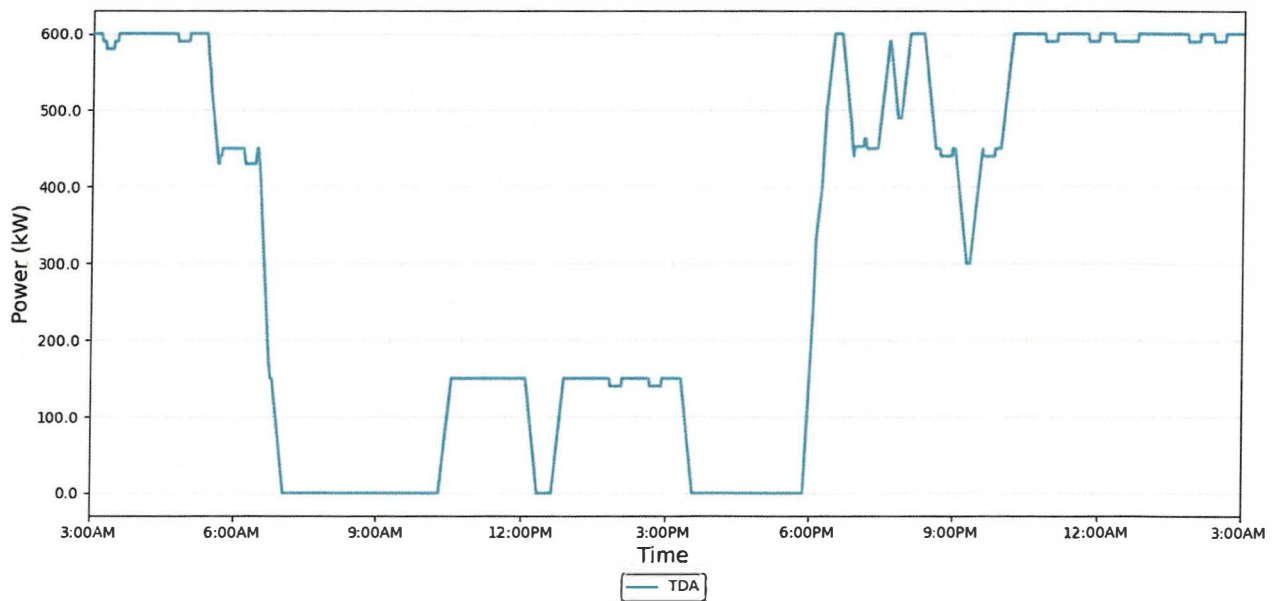


Figure 17. Weekday Power Usage Profile, TDA

Figure 18 shows the daily power demand profile at the CJW O&M facility; like TDA, most vehicle charging occurs overnight with a few periods of time during the day where one charger is in service.

modeling results detailed below are reflective of weekday service, but total hydrogen fuel requirement and block feasibility for both weekday and weekend service are included in the **Summary of Findings**.

35' AND 40' CONVENTIONAL BUSES

✓ Feasible

Relative to a diesel baseline, to fully transition MST's 35' and 40' conventional buses into 40' FCEBs would require a modest increase in non-revenue hours and miles, but no additional vehicles. **Figure 20** illustrates this hydrogen FCEB scenario.

- Revenue Hours & Miles remain the same
- Non-Revenue Hours: **7% increase**
- Non-Revenue Miles: **8% increase**
- Peak Vehicle Requirement: **0% increase**

➤ **95% of service** can be transitioned 1:1

While a small portion of service would require a vehicle swap, the configuration of the current schedule allows for a bus to be refueled and reused in service later in the day, eliminating the need for an additional bus to maintain the same level of service.

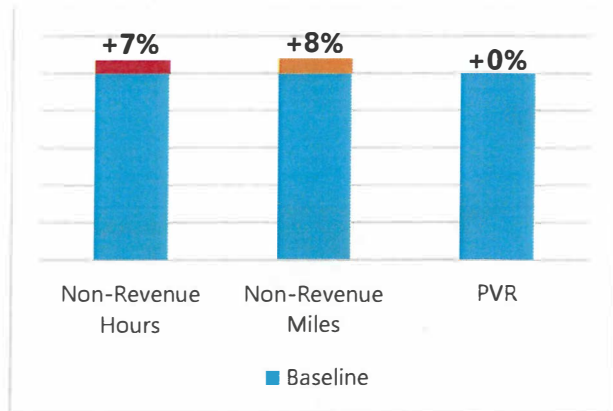


Figure 20. Hydrogen Fuel Cell, 35' and 40' Buses

HYDROGEN FUELING INFRASTRUCTURE

Hydrogen fueling infrastructure would be required at one or more O&M facilities to refuel FCEBs. Based on the modeling, **Table 18** shows the amount of hydrogen fuel that would be required to refuel all 35' and 40' buses assigned to each facility. Hydrogen fueling infrastructure would include, at a minimum, liquid hydrogen storage tanks and refueling dispensers.

Table 18. Weekly H2 Fuel Requirement by Facility

Facility	Weekly H2 Requirement
CJW	2,101 kg
SCO	1,109 kg
TDA	2,480 kg

Table 20. Vehicle Splits, Clarence J Wright (CJW) O&M Facility

CJW	Weekday	Saturday	Sunday
No Swaps	17	2	2
1 Swap	-	-	4

Table 21. Vehicle Splits, South County (SCO) O&M Facility

SCO	Weekday	Saturday	Sunday
No Swap	17	2	2
1 Swap	-	4	4

Table 22 highlights the weekday block feasibility for transitioning each of MST's four vehicle types to either BEB or FCEB at a 1:1 replacement ratio. Currently, no cutaways or shuttle buses can be transitioned to BEB or FCEB, all trolley buses are able to be transitioned to battery electric buses, and most 35' and 40' conventional buses are able to be transitioned to either BEB or FCEB.

Table 22. Weekday Block Feasibility

	BEB Only	BEB or FCEB	FCEB Only	Neither BEB nor FCEB
Cutaway/Shuttle Bus	-	-	-	16
Trolley Bus	4	-	-	-
35' Conventional Bus	-	12	-	2
40' Conventional Bus	-	37	7	1

Table 23 highlights the weekend block feasibility for transitioning each of MST's four vehicle types to either BEB or FCEB, no cutaways or shuttle buses can be transitioned to BEB or FCEB, all trolley buses are able to be transitioned to battery electric buses, and most 35' and 40' conventional buses are able to be transitioned to either BEB or FCEB.

Table 23. Weekend Block Feasibility

	BEB Only	BEB or FCEB	FCEB Only	Neither BEB nor FCEB
Cutaway/Shuttle Bus	-	-	-	12
Trolley Bus	4	-	-	-
35' Conventional Bus	-	8	-	2
40' Conventional Bus	-	15	2	2

To: Board of Directors

From: Susie Flores, Grants Analyst

Subject: Sustainable Transportation Planning Grant Program Resolution

RECOMMENDATION:

Approve Resolution 2026-03 authorizing the General Manager/CEO or their designee to execute grant documents for Sustainable Transportation Planning Grant Program funds.

FISCAL IMPACT:

\$271,600 in California Department of Transportation (Caltrans) Sustainable Transportation Planning funds will be used to fund MST Designing for Transit Guidelines and Americans with Disabilities Act (ADA) Analysis Project.

POLICY IMPLICATIONS:

The terms of the California Department of Transportation Sustainable Transportation Planning Grant Program require the Board to authorize the General Manager/CEO, or their designee, to enter into a contract with Caltrans to receive the funding.

DISCUSSION:

On April 28, 2017, Governor Brown signed SB 1 (Chapter 5, Statutes of 2017), known as the Road Repair Accountability Act of 2017. SB 1 provides over \$50 billion in transportation funding for over a decade to repair highways, bridges, and local roads, to make strategic investments in congested commute and freight corridors, and to improve transit service. MST is eligible to receive a substantial amount of funding through the SB 1 funded programs.

The Sustainable Transportation Planning Grant Program is funded under SB 1 and provides approximately \$25 million, in addition to \$9.5 million in traditional State and federal grants, each grant cycle. The Sustainable Transportation Planning Grant Program directly benefits the multi-modal transportation system, and improves public

health, social equity, environmental justice, the environment, and provides other important community benefits.

MST has been awarded \$271,600 under the Sustainable Transportation Planning Grant Program for MST Designing for Transit Guidelines and ADA Analysis Project. The project will update design guidelines used by MST, local jurisdictions, and developers when installing or improving bus stops for transit service. The project will also include an extensive analysis of all MST bus stops regarding ADA upgrades needed with a cost estimate.

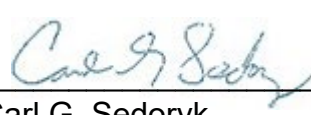
To receive these grant funds the Board must approve the attached resolution, which approves the project and authorizes the execution of program certifications and assurances.

ATTACHMENT(S):

Monterey-Salinas Transit District Resolution 2026-03 – Sustainable Transportation Planning Grant Program

Prepared by: 

Susie Flores
Grants Analyst

Reviewed by: 

Carl G. Sedoryk
General Manager/CEO

RESOLUTION 2026-03

RESOLUTION AUTHORIZING THE GENERAL MANAGER/CHIEF EXECUTIVE OFFICER TO EXECUTE AGREEMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM FOR THE MST DESIGNING FOR TRANSIT GUIDELINES AND ADA ANALYSIS PROJECT

WHEREAS, the Board of Directors of the Monterey-Salinas Transit District (MST) is eligible to receive Federal and/or State funding for certain transportation related work through the California Department of Transportation;

WHEREAS, a Restricted Grant Agreement is needed to be executed with the California Department of Transportation before such funds in the amount of \$271,600 can be claimed through the Sustainable Communities Competitive (Technical) grant under the Sustainable Transportation Planning Grant Program; and

WHEREAS, MST wishes to delegate authorization to execute the grant agreement and any amendments thereto.

NOW, THEREFORE BE IT RESOLVED by the Board of Directors of Monterey-Salinas Transit District, authorizes the General Manager/Chief Executive Officer, or their designee, to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

Mary Ann Carbone
Board Chair

Carl G. Sedoryk
Board Secretary

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT DISTRICT this 11th day of August 2025 by the following vote:

AYES: Directors:

NOES: Directors:

ABSENT: Directors:

ATTEST:

Jeanette Alegar-Rocha
Board Secretary (Deputy)

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To: Board of Directors

From: C. Sedoryk, General Manager/CEO

Subject: Monthly Report

The **June Monthly Report** focuses on the areas of People, Planet, and Performance. Under the category of “Performance,” we have included data in the areas of operations, maintenance of fleet and facilities, and finance.

Fixed-Route Performance Summary:

SERVICE DELIVERED		SERVICE QUALITY	
Ridership	244,233	On-Time Passenger Departures	215,906
Passengers/Vehicle Revenue Hour	12.6	Percent On-Time Departures	88%
Revenue Miles	334,496	On-Time Time Points	83,021
One-Way Trips Operated	28,398	Delayed Time Points	14,016

Boardings reported for the month of June show ridership to be 1.4% higher than in June of 2024, when 240,789 boardings were reported. Over that same timeframe, the amount of revenue hours operated increased by 4.6%, resulting in a 3% decrease in productivity, from 12.97 Passengers Per Hours (PPH) last June to 12.57 PPH this June.

For the fiscal year ending June 30, 2025, ridership increased by 7% and revenue hours operated increased by 4.9%, resulting in 2% increase in productivity over FY 2025.

Seasonal Service:

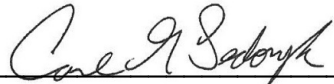
MST Monterey Trolley services reported 30,384 boardings in June 2025.

MST RIDES Performance Summary:

SERVICE DELIVERED		SERVICE QUALITY	
Ridership	9,982	On-Time Passenger Departures	5,334
Passengers/Vehicle Revenue Hour	1.76	Percent On-Time Departures	82%
Revenue Miles	98,721		
One-Way Trips Operated	8,051		

ATTACHMENT(S):

Web Attachment: [June 2025 Monthly Report \(https://mst.org/about-mst/board-of-directors/board-meetings/\)](https://mst.org/about-mst/board-of-directors/board-meetings/)

Prepared by: 
Carl G. Sedoryk, General Manager/CEO

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Thomas Walters & Associates, Inc.
Washington, DC

July 30, 2025

TO: Carl Sedoryk

FROM: Don Gilchrest

The following report summarizes actions taken on behalf of Monterey-Salinas Transit in July.

FY26 Appropriations Process

Enactment of the budget reconciliation package, H.R. 1, on July 4 cleared the decks for Congress to accelerate legislative work on the annual appropriations bills. Although the House and Senate Appropriations Committees have made progress drafting their versions of the twelve appropriations bills for next year, the process is being severely hindered by partisan differences over spending levels.

So far, the House Appropriations Committee has drafted nine of the twelve funding bills, while the Senate Appropriations Committee has only approved six. This slow pace is due to the lack of an agreement on the overall funding levels needed to make critical decisions. President Trump's Fiscal Year 2026 Budget Submission to Congress targeted non-defense programs for deep reductions, including significant cuts to public health, housing/community development, and environmental protection. House Republicans are drafting their versions of the annual appropriations bills to reflect many of these domestic cuts, which are opposed by Congressional Democrats.

In addition, a dispute over the Jeffrey Epstein case tangled up legislative activity in the House because Republicans have sought to prevent amendments that would force the Justice Department to disclose certain information. As a result, Speaker Johnson (R-LA) decided to cancel legislative business last week and begin the August recess early. The Senate plans to adjourn at the end of this week.

This means that the most difficult work on appropriations legislation will be waiting for Congress when it reconvenes in the fall. Navigating the decisions about short-term funding legislation to keep the federal government open while negotiating the final versions of the annual funding bills will require intense legislative activity throughout September and likely will take until late December to fully resolve.

Transportation Funding

Both the House and Senate Appropriations Committees approved their versions of the *FY 2026 Transportation, Housing and Urban Development Appropriations Act* during July. The House version of the bill underfunds Department of Transportation programs by several billion dollars but disguises the impact of these cuts by reallocating \$4.4 billion of unobligated funding from the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law. The Senate version takes a more conventional approach to these programs and largely avoids the net reductions in funding that would result if the House version was enacted.

Formula Programs

Both the House and Senate versions would provide full funding for highway and transit formula programs at the levels authorized by the Infrastructure Investment and Jobs Act, including FTA's bus and bus facilities programs. In most years, FTA formula programs provide most of the funding that MST receives from the federal government.

Transit and Rail Grants

The House bill would provide almost no new funding for FTA Capital Investment Grants, Amtrak, or the Federal-State Rail Program. Capital Investment Grants would continue next year by relying on \$1.6 billion enacted in the Infrastructure Investment and Jobs Act. Rail programs would use existing IIJA funds with additional funding being reallocated from other IIJA accounts.

The Senate bill would provide actual fiscal year 2026 appropriations for transit and rail grants that would maintain current spending levels.

Multi-Modal Grants

The House does not propose appropriations for the National Infrastructure Investment Grants (BUILD) Program, which would be a net reduction of \$345 million compared to last year. The Senate version includes \$250 million for BUILD grants.

EV Charging Grants

The House version would reallocate \$1 billion away from the National Electric Vehicle Infrastructure program, which is in line with a prominent Trump Administration priority. The Senate version would reallocate \$555 million away from the program.

Environmental Review

MST has been working in the appropriations and the surface transportation program reauthorization processes to reform federal environmental review rules that impact the development of transit facilities.

In most cases, transit agencies cannot use federal funds to acquire real property until the National Environmental Policy Act (NEPA) process is completed. These restrictions end up costing taxpayers more money, as properties that transit agencies intend to buy are often acquired by developers during the lengthy NEPA process. This leads to project delays, increasing construction costs, and more money spent on land acquisition.

The Senate version of the transportation funding bill would address this issue by amending 49 U.S.C. 5323(q) to allow acquisition of real estate other than right-of-way for a transit project prior to NEPA completion.

Budget Reconciliation

President Trump signed H.R. 1, the fiscal year 2025 budget reconciliation legislation, into law on July 4, which enacts several of his Administration's highest priorities.

The final version of H.R. 1 includes:

- Funding for border security and enforcement.
- Funding for the defense department.
- Increased oil and gas development on federal lands.
- Extension of expiring tax provisions from the 2017 Republican tax bill and other tax cuts proposed by the Administration.
- \$5 trillion increase in the federal debt limit.
- Spending reductions and repeals that include cuts to safety-net programs and elimination of climate programs enacted in the Biden Administration.

The enacted version of H.R. 1 does not include the new annual fees on electric and hybrid vehicles that were included in the original House version. This eliminates a potential source of significant revenue for the Highway Trust Fund. It is likely that this issue will be reconsidered when Congress drafts legislation to reauthorize federal surface transportation programs, possibly beginning as early as this fall.

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July 23, 2025

TO: Board of Directors, Monterey-Salinas Transit District
FROM: Matt Robinson, Partner
Michael Pimentel, Partner



RE: STATE LEGISLATIVE UPDATE – August 2025

General Update

The Legislature is currently on a month-long Summer Recess, with members returning to their districts until mid-August. The Legislature reconvenes from Summer Recess on August 18. Once the Legislature returns, fiscal committees will have until August 29 to hear and pass bills to the floor of each house. As a reminder, bills with a nominal fiscal impact to the state are referred to the appropriations committees' suspense files. August 29 will be the appropriations committees' suspense file hearings. If bills pass the fiscal committees, they are moved to the floors of each house for final votes. Bills will need to be in their final form 72 hours prior to final votes. The Legislature will recess the first year of the two-year 2025-26 Legislative Session on September 12. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

MST-Sponsored Legislation

AB 761 (Addis), MST's sponsored bill, which would facilitate the extension of Measure Q and potentially, at the MST Board's direction, authorize an additional 1/8-cent for a total of 1/4-cent for MST services has passed all four of its policy committees and is now awaiting its final vote on the Senate Floor before being transmitted to the Governor.

Cap-and-Trade Update

The Legislature largely punted taking action on the Cap-and-Trade program and its corresponding Greenhouse Gas Reduction Fund (GGRF) proceeds as far as the recent budget agreement is concerned. As a refresher, while announcing his May Revise, the Governor also proposed extending the Cap-and-Trade program an additional 15 years and making major changes to the GGRF:

- \$1 billion a year for the high-speed rail project.
- \$1.5 billion for CAL FIRE (which, as an essential government agency, has always previously been funded through the General Fund).
- Reset all other expenditures, including continuous Low Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Program (TIRCP) funding.

The Legislature rejected most of his proposed changes (such as cutting \$1.078 billion in transit funding), acquiesced on others (by appropriating \$1.25 billion from the GGRF for CAL FIRE for FY 2025-26), but left most issues to deal with later this Summer.

These issues include high-speed rail funding, continuous TIRCP and LCTOP funding, and all additional programs that receive GGRF monies. The stakes for reaching an agreement are high: there are concerns that the next Cap-and-Trade auction, scheduled for August, may again produce tepid proceeds. The last auction, in May, was the worst performing since 2021. These proceeds directly fund the GGRF, and thus, the pot of money the Legislature, the Governor, and advocates are engaged in.

Bills of Interest

SB 71 (Wiener) CEQA Exemptions for Transit Projects – SUPPORT

This bill would extend the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) to January 1, 2040 for most statutorily authorized CEQA exemptions for transit and transportation projects, add additional project-types to the list of exemptions (transit operational analysis, bus stops, bus shelters), and make substantive procedural changes surrounding board actions (i.e. board process for establishing a project's cost estimate). ***This bill is currently in the Assembly Appropriations Committee.***

SB 79 (Wiener) Transit Oriented Development – WATCH

This bill would require that a residential development proposed within one-half or one-quarter mile of a transit-oriented development stop be an allowed use on any site zoned for residential, mixed, commercial, or light industrial development. A transit-oriented development stop is defined as a site with an existing rail or bus rapid transit station, a ferry terminal, or the intersection of two or more high frequency bus stops. SB 79 also requires that the development be eligible for streamlined, ministerial approval. Staff has reviewed this bill and the differing positions by some local jurisdictions and our state elected officials. Staff will continue to watch this bill. ***This bill is currently in the Assembly Appropriations Committee.***

SB 707 (Durazo) Brown Act Reform – WATCH

This bill would make a number of changes to the Brown Act. Including new public access and participation requirements for specified legislative bodies, new exemptions from certain teleconferencing requirements for eligible subsidiary bodies and eligible multi-jurisdictional bodies, and extensions of law providing exemptions from certain teleconferencing requirements for specified legislative bodies or under specified circumstances. This bill contains several other provisions related to the Brown Act, including that certain special districts (including MST) provide agenda translations and to reasonably assist members of the public with translation services, but does not require an agency to provide an interpretation for a meeting. ***This bill is currently in the Assembly Appropriations Committee.***

SB 752 (Richardson) Zero-Emission Bus Sales Tax Exemption Extension – SUPPORT

This bill would extend from January 1, 2026, to January 1, 2028, the partial sales and use tax exemption for zero-emission buses (ZEBs) first established in 2019 and subsequently renewed in 2022. ***This bill was held on the Senate Appropriations***

Suspense File. The author and sponsors are exploring including the tax exemption as part of the final budget agreement.

AB 259 (Rubio) Brown Act Teleconferencing – WATCH

Existing law authorizes local agencies to use teleconferencing for board/council members under certain circumstances (illness, caring for others, travel, etc.) if a quorum of the members participates in person from the same location identified on the agenda and that the location is open to the public and is within the local agency's jurisdiction. Existing law establishes limits on the number of meetings members may participate in via teleconference to two meetings per year if the legislative body regularly meets once per month or less. These provisions sunset on January 1, 2026. This bill would remove the sunset date and extend the alternative teleconferencing procedures indefinitely.

This is a two-year bill.

AB 339 (Ortega) Local Public Employee Organizations: Notice Requirements – WATCH

This bill would require the governing body of a public agency, board, or commission to provide written notice to an employee organization no less than 120 days prior to issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. ***This bill is currently in the Senate Appropriations Committee.***

AB 394 (Wilson) Transit Safety – SUPPORT

Co-Sponsored by the California Transit Association, this bill would enhance the safety and security of California's public transportation systems by strengthening protections for transit operators, employees, and passengers. The bill accomplishes this goal by expanding existing law (Penal Code Section 243.3) to protect all transit employees against battery. Further, AB 394 would empower agencies to seek a court-issued temporary restraining order against a perpetrator for a violation of Penal Code Section 243.3, and specifies that the restraining order may apply across the entirety of the transit system where the offense occurred. The Amalgamated Transit Union and the Teamsters are co-sponsors of this bill. ***This bill is currently in the Senate Appropriations Committee.***

AB 476 (M. González) Metal Theft – WATCH

Co-sponsored by the City of San Jose, this bill seeks to combat the theft of copper wire – an increasing problem affecting infrastructure, construction, and transit projects. The bill would require junk dealers and recyclers to collect more detailed transaction records and provide access to these records to law enforcement. The bill also requires that people selling copper obtain a state license and increases the fine for junk dealers or recyclers who fail to follow the law. ***This bill is currently in the Senate Appropriations Committee.***

AB 810 (Irwin) Internet Website Requirements – WATCH

This bill would expand on existing law to require special districts, joint powers authorities, or other political subdivisions to maintain an internet website with a “.gov” or “.ca.gov” domain. Special districts, joint powers authorities, or other political

subdivisions would have until January 1, 2031 to comply with this requirement. While these domains themselves are free, the associated downstream costs for local agencies and districts are very concerning. These include added costs to migrate to the new domain and corresponding email addresses, implementing network login changes, multi-factor authentication, encryption, website redesign, and updating public materials, social media, and more. This would result in significant costs and staff time, for arguably marginal benefits. ***This is a two-year bill.***

AB 1070 (Ward) Transit District Governing Boards – OPPOSE

This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system for at least one hour or for four trips per month. The bill would also require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members. These members would be required to include users of the service, and representatives of the labor organization representing transit employees. ***This is a two-year bill.***

AB 1250 (Papan) Paratransit Recertification of Eligibility – WATCH

This bill would prohibit transit operators from requiring a person who receives, or is eligible to receive, paratransit services based on a disability or medical condition, and whose condition cannot reasonably be expected to improve, to recertify their eligibility for the services. ***This bill is currently in the Senate Appropriations Committee.***

To: Carl Sedoryk, General Manager/CEO
From: Kelly Halcon, Chief Human Resources Officer
Subject: **TRIP REPORT:** CTAA/CalACT Spring Conference

SUMMARY:

The CTAA/CalACT Spring Conference was held June 2-4, 2025 in San Diego.

GOAL/PURPOSE:

To learn more about transit industry trends and network with other transit professionals.

ATTENDEES:

Kelly Halcon, other MST staff members and various other transit professionals from other transit agencies throughout the nation.

AGENDA:

The sessions I attended at the Conference:

- N-CATT Workshop Series: State of the Industry: Automated Vehicles
- CCAM Tac Workshop Series: Creating meaningful, measurable and fundable health-related outcomes for your transit agency
- FTA Safety Hot Topics: Assaults on Transit Workers Analysis, Safety Data Trends and More
- Preventing Driver Assaults through Effective Policies and Prevention Programs
- Smashing the Misconceptions About Open-loop Fare Collection
- Tradeshow Floor

Submitted by: 
Kelly Halcon

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To: Carl Sedoryk, General Manager/CEO
From: Jose Sanchez Barajas, Assistant Planner
Subject: **TRIP REPORT:** 2025 CTAA/CalACT Spring Conference and Expo

SUMMARY:

The 2025 Community Transportation Association of America (CTAA)/California Association of Coordinated Transportation (CalACT) Spring Conference and Expo was held in San Diego, CA June 2-4, 2025.

GOAL/PURPOSE:

The CTAA EXPO and CalACT Spring Meeting 2025 is an annual event for community and public transportation professionals.

ATTENDEES:

Transit professionals and industry experts from across the United States.

AGENDA:

- CCAM-TAC Workshop Series: Transportation and Health Research Outcomes
- CCAM-TAC Workshop Series: Creating Meaningful, Measurable and Fundable Health Related Outcomes for Your Transit System
- CCAM-TAC Workshop Series: You Get What You Measure, Performance Measures That Show Your Impact in Your Community
- CCAM-TAC Workshop Series: Transit and Low-Income Housing
- Systems Engineering and the Success of Rural Transit Technology
- Regulatory Updates and Heightened Areas of Emphasis with Immediate Implications for All Transit Agencies
- Tradeshow/Bus Show Grand Opening Reception
- N-CATT Workshop Series: Making Your GTFS the Best it Can Be
- CCAM-TAC Workshop Series: Increasing Accessibility in Public Spaces
- Leading with Impact: The Top 7 Traits Every Transit Manager Needs

Submitted by: Jose Sanchez-Barajas
Jose Sanchez-Barajas

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To: Carl Sedoryk, General Manager/CEO
From: Susie Flores, Grants Analyst
Subject: **TRIP REPORT:** CTAA EXPO 2025 and CALACT Spring Meeting

SUMMARY:

The Community Transportation Association of America (CTAA) EXPO 2025 and California Association of Coordinated Transportation (CALACT) Spring Meeting was held June 2-4, 2025, in San Diego, California.

GOAL/PURPOSE:

The CTAA EXPO and CALACT Spring Meeting provided educational and networking opportunities with transit sessions led by industry leaders. Workshop topics included innovative technology, transit accessibility, communication strategies, funding, and regulations. The EXPO also featured a trade show of the latest community transportation goods and services.

ATTENDEES:

Transit professionals from across the nation.

AGENDA:

- Opening General Session
- Coffee and Conversation
- Various Workshops Held Daily
- Technical Assistance & CCAM TAC Celebration Luncheon
- Tradeshow Grand Opening Reception
- Bus Show
- Closing General Session

Submitted by: 
Susie Flores

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To: Carl Sedoryk, General Manager/CEO

From: Emma Patel, Planning Manager

Subject: **TRIP REPORT:** APTA Rail Conference and Emerging Leaders Program Kickoff Session

SUMMARY:

The American Public Transportation Association (APTA) Rail Conference was held from June 29-July 2, 2025 and the Emerging Leaders Program Kickoff Session was held from June 26-28, 2025 in San Francisco, CA.

GOAL/PURPOSE:

The APTA Rail Conference is an annual event to address topics in technology, operations, maintenance, safety & security, planning, finance, and workforce development. The APTA Emerging Leaders Kickoff Session launches the 10-month leadership development program and includes customized workshops, such as skill-building sessions, time with industry mentors, and a site visit to a local transit facility.

ATTENDEES:

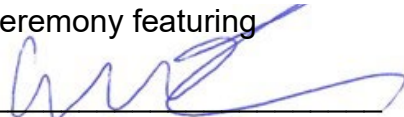
Transit professionals from across the country.

AGENDA:

- Emerging Leaders Perspective
- Emotional Intelligence (EI) and Goal Setting
- National Mentor Group Team Building Activity
- APTA Conference Highlights
- Enhance Your Networking Skills
- SFMTA Tour
- Transit Café: Capital Projects
- Transit Café: Insights to Bus & Paratransit Operations
- Transit Café: Insights to Rail Operations
- Transit Café: Customer Service and Community Outreach
- Strengths Based Leadership

- Planning and Program Development Committee
Opening Ceremony featuring

Submitted by: _____



Emma Patel

To: Carl Sedoryk, General Manager/CEO
From: Kaleb Aquino-Lopez, Mobility Specialist
Subject: **TRIP REPORT:** CTAA Expo & CALACT Spring Meeting June 2-4, 2025

SUMMARY:

The CTAA Expo & CALACT Spring Meeting was held in San Diego, CA June 2-4, 2025.

GOAL/PURPOSE:

CTAA's EXPO is the premier annual training and networking event for community and public transportation professionals. Speakers and sessions will keep attendees up to date with innovative technology, workforce development, communication strategies, funding and regulations.

ATTENDEES:

Transit operators from small and large systems, planning and government agencies, social services agencies, suppliers, and consultants.

AGENDA:

- All Aboard- Conducting Accessible Community Involvement for Public Transit
- ADA Hot Topics: Service Animals, Denial of Service & Reasonable Modification of Policy
- Lessons from Cherriots: A Practical Guide to Modernizing Paratransit.
- CCAM-TAC Workshop Series: Transit and Low-Income Housing
- CCAM-TAC Workshop Series: Volunteer Transportation Programs in Rural and Low-Density Areas
- Designing Public/Private Transit Partnerships That Deliver Safety, Simplicity, and Savings
- Accessibility Strategies for Older Adults and Persons with Disabilities – Will They Work For You?
- CCAM-TAC Workshop Series: Increasing Accessibility in Public Spaces

Submitted by: _____



Kaleb Aquino-Lopez

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To: Carl Sedoryk, General Manager/CEO
From: Norman K. Tuitavuki, Chief Operating Officer
Subject: **TRIP REPORT:** CTAA Expo & CALACT Spring Meeting June 2-4, 2025

SUMMARY:

The CTAA Expo & CALACT Spring Meeting was held in San Diego, CA in June.

GOAL/PURPOSE:

CTAA's EXPO is the premier annual training and networking event for community and public transportation professionals. Speakers and sessions will keep attendees up to date with innovative technology, workforce development, communication strategies, funding and regulations.

ATTENDEES:

Transit operators from small and large systems, planning and government agencies, social services agencies, suppliers, and consultants.

AGENDA:

- Opening Session – Frontline Hero
- A Pragmatic Approach to Cyber Resilience
- ADA Hot Topics: Service Animals, Denial of Service & Reasonable Modification of Policy
- CTAA Luncheon
- Lessons from Cherriots: A Practical Guide to Modernizing Paratransit
- Real-World AV Deployments and the Road to Scalable Shared Autonomy
- AI in Transit Marketing: Friend or Foe?
- Designing Public/Private Paratransit Partnerships that Deliver Safety, Simplicity, and Savings
- Unlocking the Power of Microtransit in Smaller Communities
- Bus Show
- Closing General Session: Annual Members Meeting and Awards Presentation

Submitted by: Norman K. Tuitavuki
Norman K. Tuitavuki

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To: Carl Sedoryk, General Manager/CEO
From: Ruben Gomez, Mobility Coordinator
Subject: **TRIP REPORT:** CTAA Expo & CALACT Spring Meeting June 2-4, 2025

SUMMARY:

The CTAA Expo & CALACT Spring Meeting was held in San Diego in June.

GOAL/PURPOSE:

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- ADA Hot Topics: Service Animals, Denial of Service & Reasonable Modification of Policy
- Lessons from Cherriots: A Practical Guide to Modernizing Paratransit.
- CCAM-TAC Workshop Series: Transit and Low-Income Housing
- CCAM-TAC Workshop Series: Volunteer Transportation Programs in Rural and Low-Density Areas
- Designing Public/Private Transit Partnerships That Deliver Safety, Simplicity, and Savings
- Accessibility Strategies for Older Adults and Persons with Disabilities – Will They Work For You?
- CCAM-TAC Workshop Series: Increasing Accessibility in Public Spaces
- Leading with Impact: The Top 7 Traits Every Transit Manager Needs

Submitted by: 
Ruben Gomez

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To: Carl Sedoryk, General Manager/CEO
From: Kelly Soriano, Mobility Specialist
Subject: **TRIP REPORT:** CTAA Expo & CALACT Spring Meeting June 2-4, 2025

SUMMARY:

The CTAA Expo & CALACT Spring Meeting was held in San Diego, California June 2-4, 2025.

GOAL/PURPOSE:

CTAA's EXPO is the premier annual training and networking event for community and public transportation professionals. Speakers and sessions will keep attendees up to date with innovative technology, workforce development, communication strategies, funding and regulations.

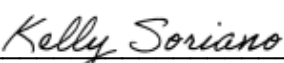
ATTENDEES:

Transit operators from small and large systems, planning and government agencies, social services agencies, suppliers, and consultants.

AGENDA:

- All Aboard- Conducting Accessible Community Involvement for Public Transit
- ADA Hot Topics: Service Animals, Denial of Service & Reasonable Modification of Policy
- A Practical guide to modernizing Paratransit.
- CCAM-TAC Workshop Series: Transit and Low-Income Housing
- AI in Transit Marketing: Friend or Foe?
- Designing public/private Paratransit Partnerships that Deliver Safety, Simplicity and Savings, Sponsored by UZURV
- Accessibility Strategies for Older Adults and Persons with Disabilities – Will they work for you?
- CCAM- TAC Workshop Series: Increasing Accessibility in Public Spaces
- Modernizing the Value of Public Transportation

Submitted by:


Kelly Soriano

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