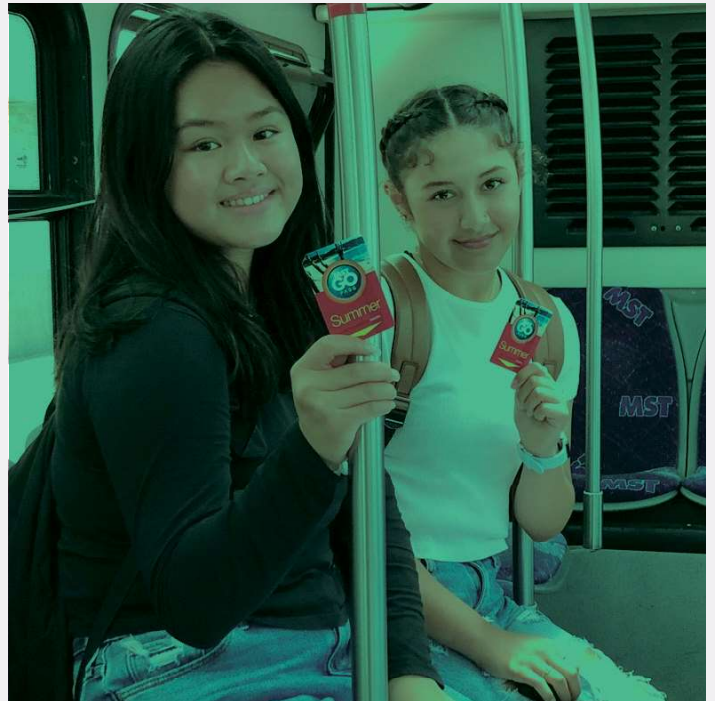


February 2025

MST
MONTEREY-SALINAS TRANSIT

Monthly Report



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A. Introduction

This Monthly Report is intended to share performance data to the MST Board of Directors, our customers, and stakeholders, information regarding the overall performance of transit operations using the model developed by the Harvard Business School known as the “Triple Bottom Line.” In this model, companies measure their performance in the areas of “People, Planet, and Profit.” Using this model as a guide, MST presents this Monthly Report measuring data under the categories of People, Planet, and Performance.

Under the category of “People,” we share MST’s Service and Passenger Profile, Ridership on both fixed-route services and RIDES, and MST in the news.

Under the category of “Planet,” we share our positive impact on our planet in terms of GHG reduced from MST riders, single occupant vehicles removed from roads and highways, fleet transition to zero-emissions progress, and fuel conversion from diesel to renewable biofuel.

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	197,848	On-Time Passenger Departures	177,303
Passengers/Vehicle Revenue Hour	11.4	Percent On-Time Departures	90%
Revenue Miles	296,025	On-Time Time Points	59,437
One-Way Trips Operated	26,457	Delayed Time Points	7,313

Systemwide Service:

Boardings reported for the month of February show ridership to be 0.4% higher than in February of 2024, when 197,132 boardings were reported. Over that same timeframe, the amount of revenue hours operated increased by 0.3%, resulting in a 0.1% increase in productivity, from 11.42 Passengers Per Hours (PPH) last February to 11.43 PPH this February.

Seasonal Service:

There was no seasonal service in February 2025.

MST RIDES Performance Summary:

SERVICE DELIVERED		SERVICE QUALITY	
Ridership	10,425	On-Time Passenger Departures	7,945
Passengers/Vehicle Revenue Hour	1.78	Percent On-Time Departures	88.4%
Revenue Miles	97,519		
One-Way Trips Operated	8,681		

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B. People

- a. MST Service and Passenger Profile - FY 2024/2025
- b. MST Fixed-Route Ridership
- c. MST RIDES ADA Paratransit Ridership
- d. MST in the News

B. People

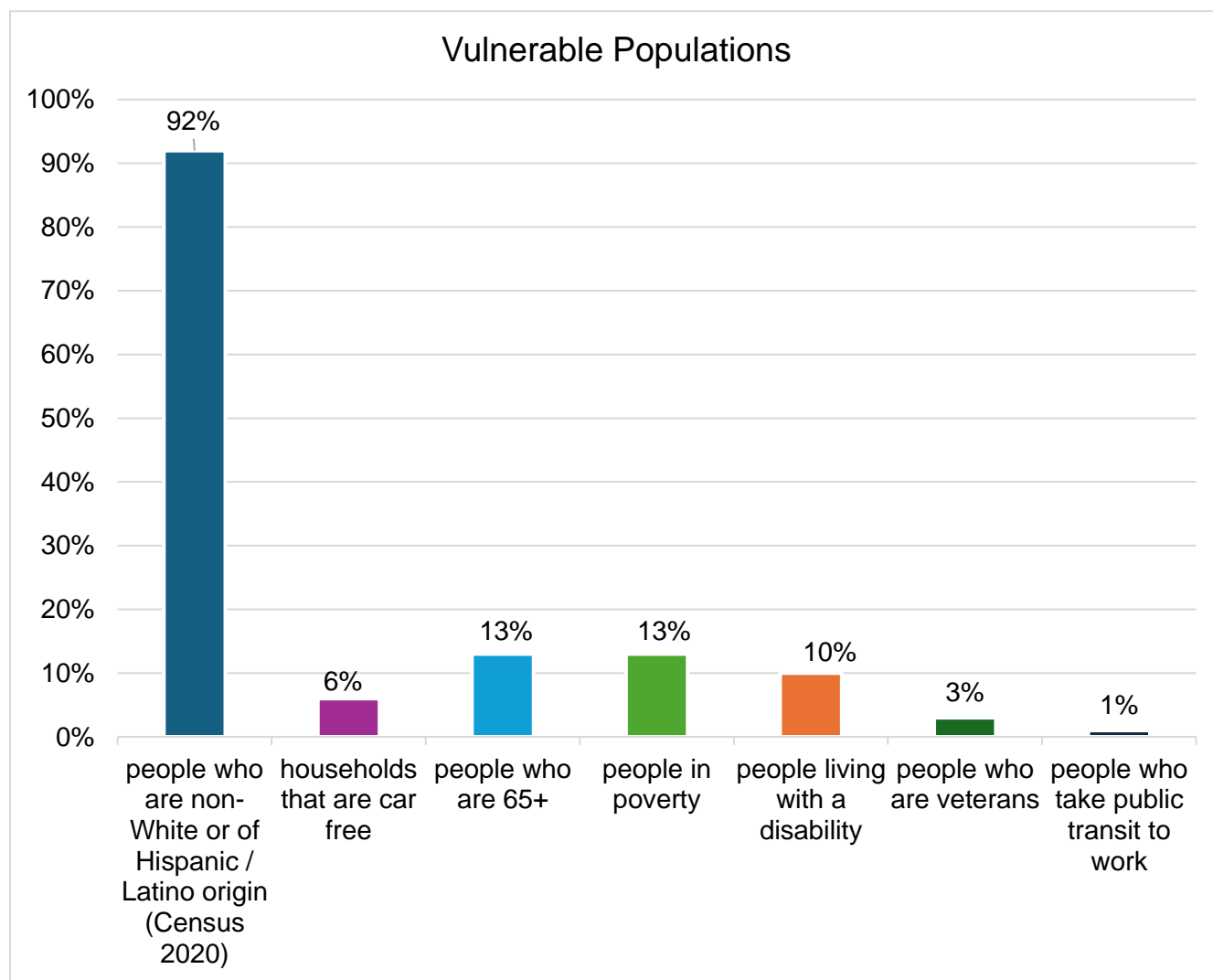
a. MST Service and Passenger Profile – FY 2024/2025

1. Service Area Profile

34 Transit lines

159 Square miles of service area

Within 15 minutes (3/4 mile) walking distance* of a transit line and MST bus stop, there are:



Data source: US Census and American Community Survey reported in Remix data layers (September 2024).

B. People

a. MST Service and Passenger Profile – FY 2024/2025

MST Service Area

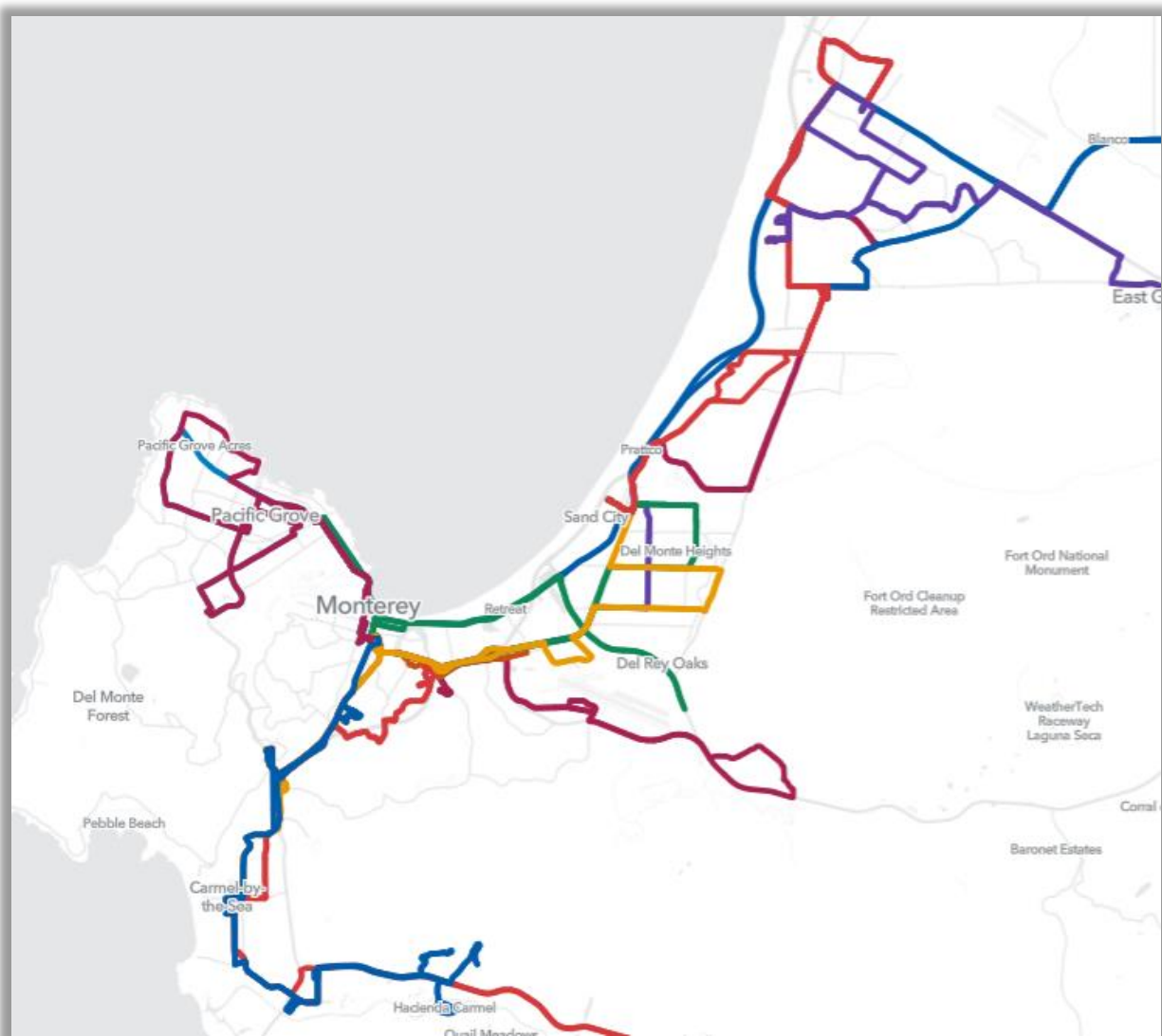
- 1 Monterey - PG via Asilomar
- 2 Monterey - PG via David Avenue
- 5 Monterey - Carmel Rancho
- 7 Monterey - Ryan Ranch
- 8 Monterey - CHOMP
- 17 Sand City - Marina via Gen Jim ...
- 18 Sand City - Marina via Monterey...
- 20 Monterey - Salinas
- 23 Salinas - King City
- 23X Salinas - King City EXPRESS
- 24 Crossroads Carmel - Carmel Vall...
- 25 Salinas - CSUMB
- 28 Watsonville via Castroville
- 29 Watsonville via Prunedale
- 34 King City
- 41 Salinas - Alisal - Northridge
- 42 Salinas - Alisal
- 43 Salinas - South Main via SV Health
- 44 Salinas - Westridge
- 45 Salinas - East Market / Creekbri...
- 46 Salinas - Natividad
- 47 Hartnell East Alisal - West Alisal
- 48 Salinas - Northridge via North M...
- 49 Salinas - Santa Rita via North Main
- 59 Salinas - Gilroy
- 61 Salinas - VA DOD Clinic
- 84 King City - Paso Robles
- 91 Monterey - Pacific Meadows
- 94 Carmel - Sand City
- 95 Williams Ranch-Northridge
- 96 Salinas - Airport Business Center
- A JAZZ - A Aquarium / Sand City vi...
- B JAZZ - B Aquarium / Sand City vi...
- DRO Del Rey Oaks Shuttle



B. People

a. MST Service and Passenger Profile – FY 2024/2025

Monterey Peninsula Service Area



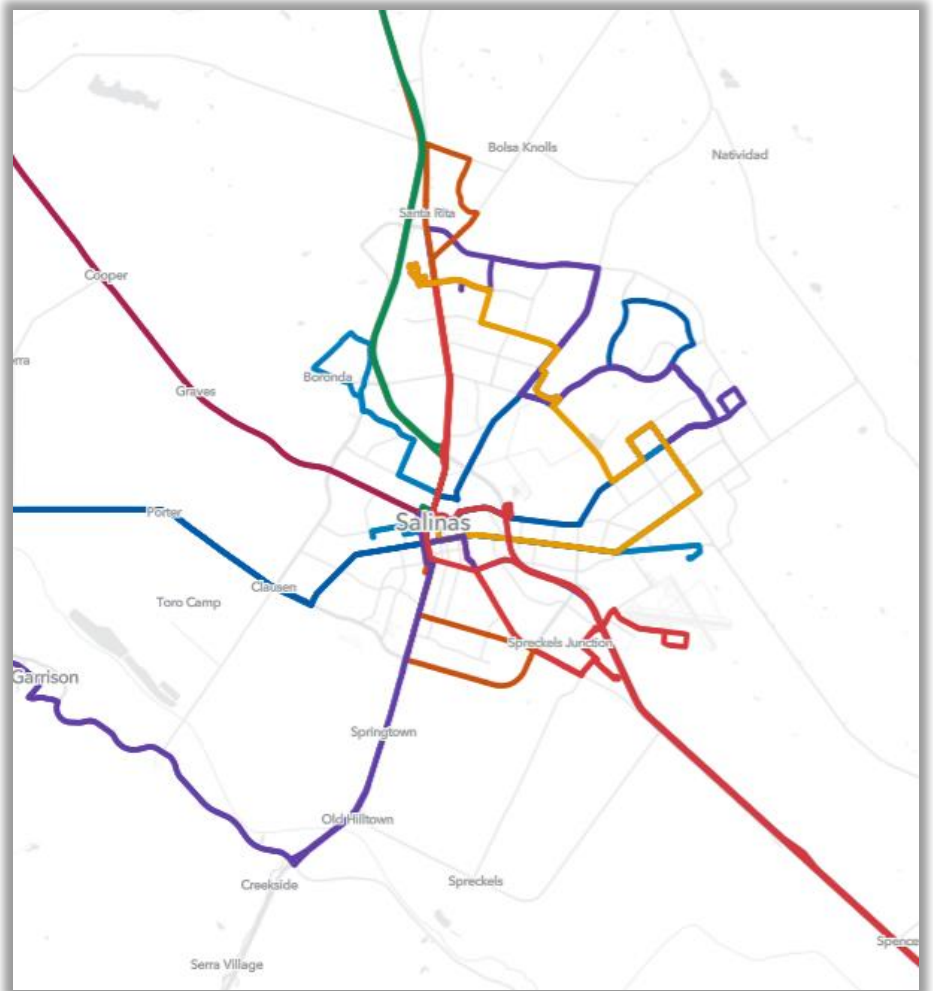
- | | |
|---------------------------------------|---------------------------------------|
| 1 Monterey - PG via Asilomar | 25 Salinas - CSUMB |
| 2 Monterey - PG via David Avenue | 61 Salinas - VA DOD Clinic |
| 5 Monterey - Carmel Rancho | 91 Monterey - Pacific Meadows |
| 7 Monterey - Ryan Ranch | 94 Carmel - Sand City |
| 8 Monterey - CHOMP | A JAZZ - A Aquarium / Sand City vi... |
| 17 Sand City - Marina via Gen Jim ... | B JAZZ - B Aquarium / Sand City vi... |
| 18 Sand City - Marina via Monterey... | DRO Del Rey Oaks Shuttle |
| 20 Monterey - Salinas | Jazz Festival Shuttle |
| 24 Crossroads Carmel - Carmel Vall... | |

B. People

a. MST Service and Passenger Profile – FY 2024/2025

Salinas Service Area

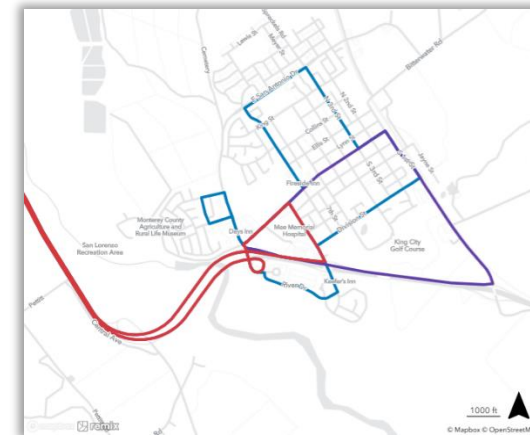
- 20 Monterey - Salinas
- 23 Salinas - King City
- 23X Salinas - King City EXPRESS
- 25 Salinas - CSUMB
- 28 Watsonville via Castroville
- 29 Watsonville via Prunedale
- 41 Salinas - Alisal - Northridge
- 42 Salinas - Alisal
- 43 Salinas - South Main via SV Health
- 44 Salinas - Westridge
- 45 Salinas - East Market / Creekbri...
- 46 Salinas - Natividad
- 47 Hartnell East Alisal - West Alisal
- 48 Salinas - Northridge via North M...
- 49 Salinas - Santa Rita via North Main
- 59 Salinas - Gilroy
- 61 Salinas - VA DOD Clinic
- 95 Williams Ranch-Northridge
- 96 Salinas - Airport Business Center



B. People

a. MST Service and Passenger Profile – FY 2024/2025

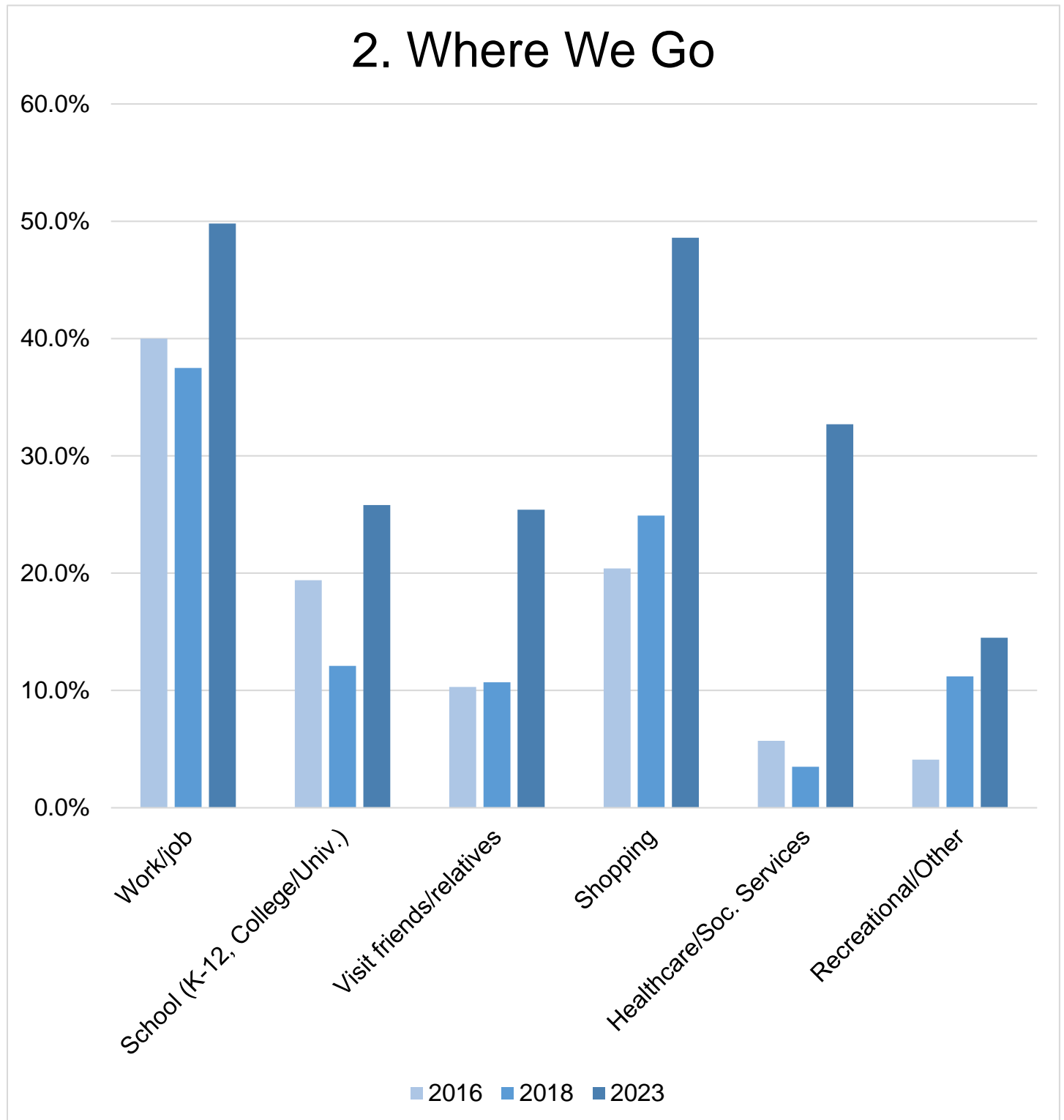
South County Cities Service Area



- 23 Salinas - King City
- 23X Salinas - King City EXPRESS
- 34 King City

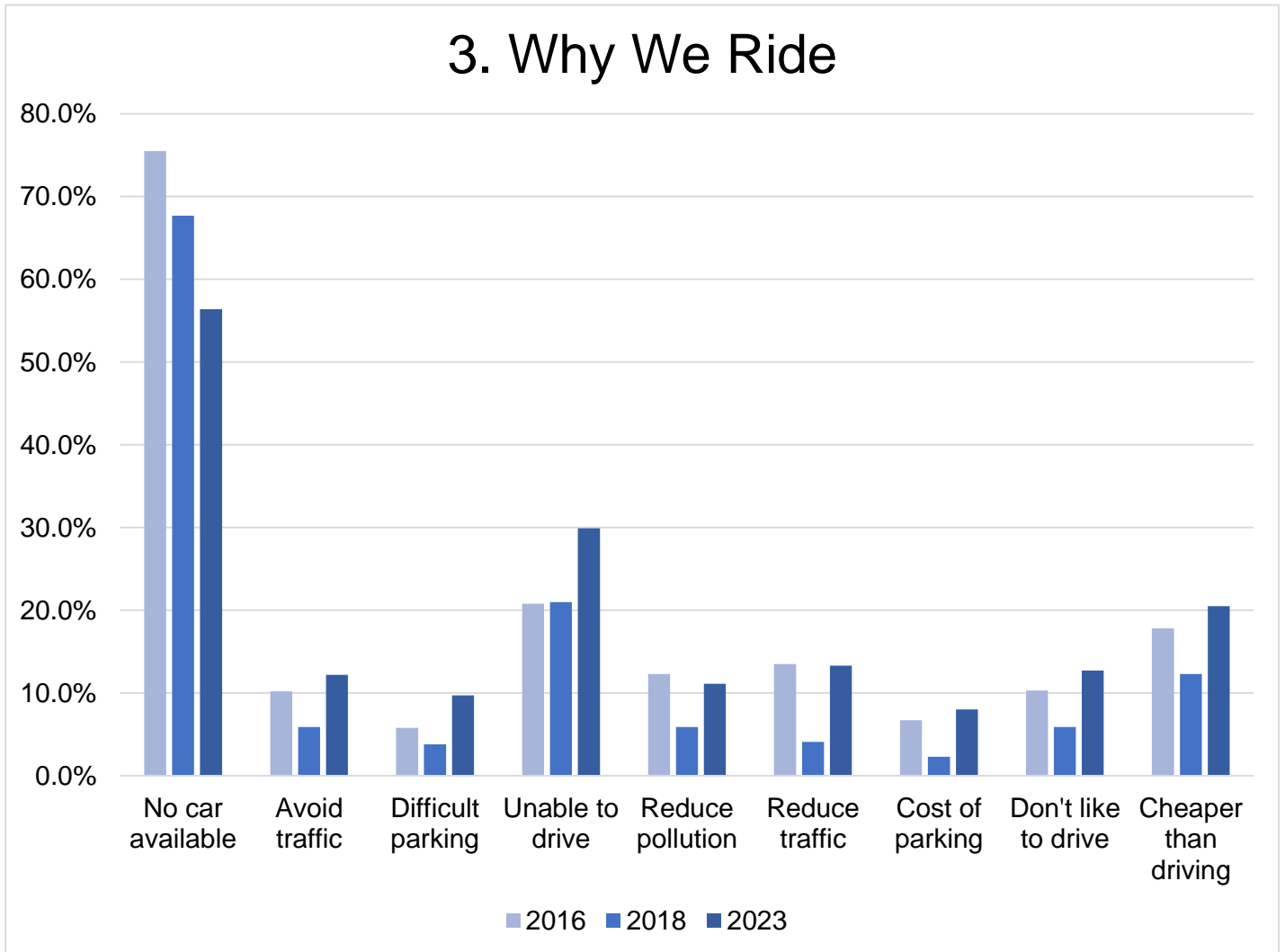
B. People

a. MST Service and Passenger Profile - FY 2024/2025



B. People

a. MST Service Area and Passenger Profile - FY 2024/2025

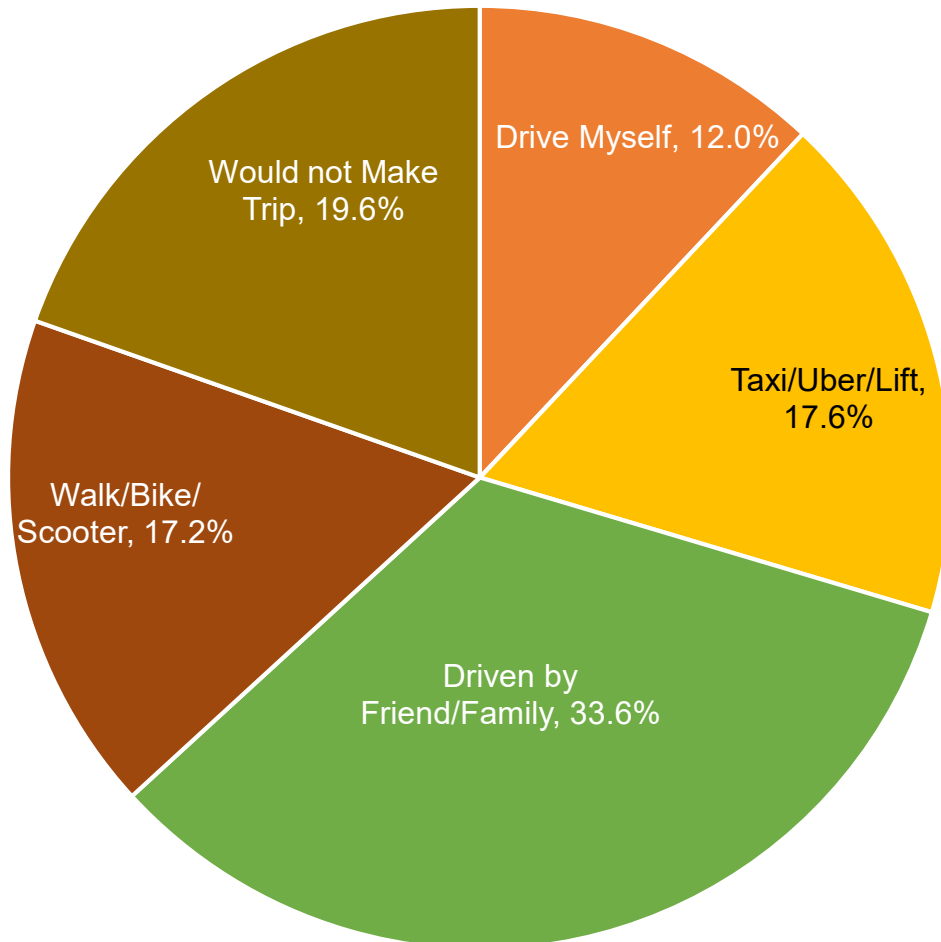


Note: Multiple options available, numbers do not add to 100%.

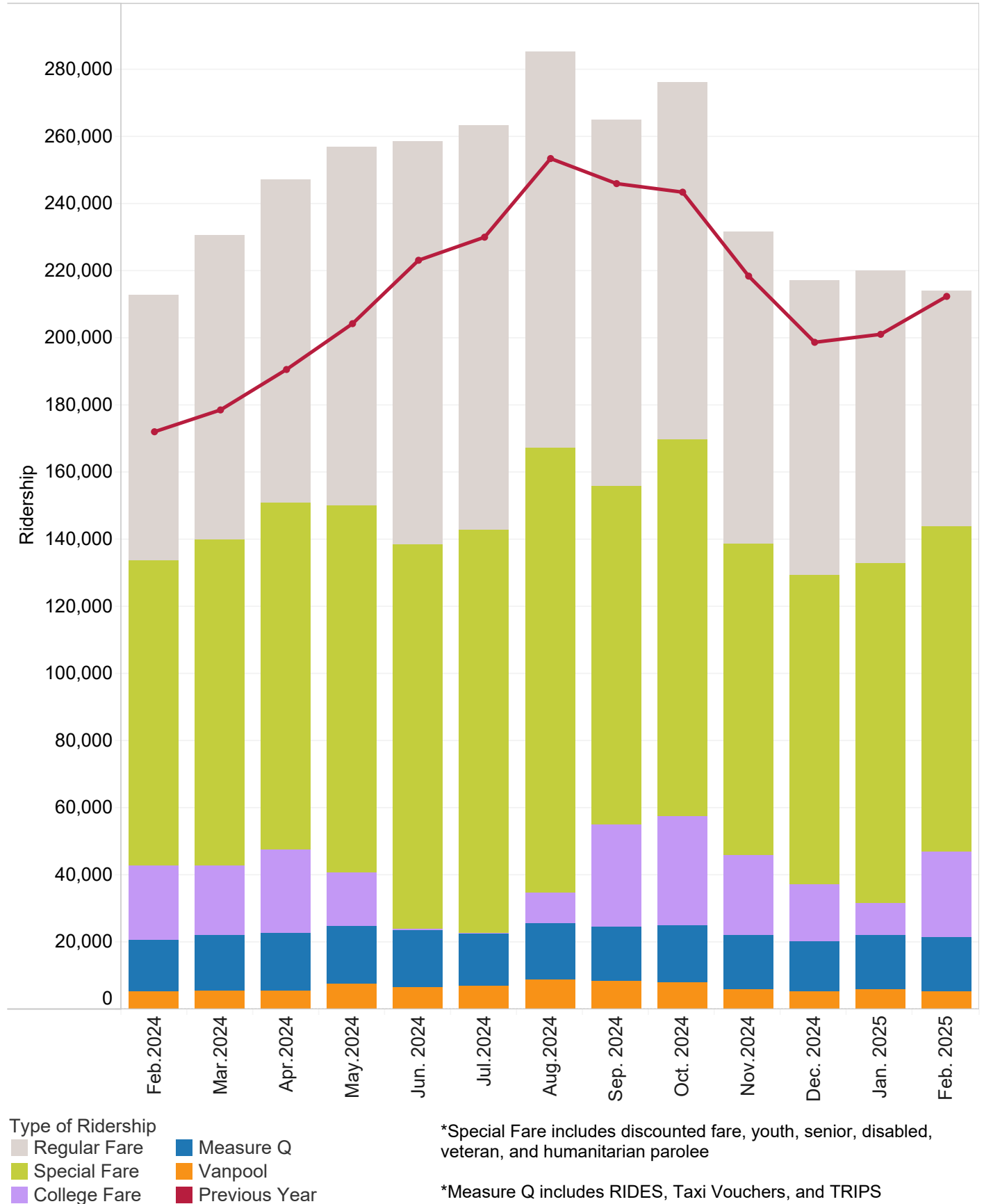
B. People

a. MST Service and Passenger Profile - FY 2024/2025

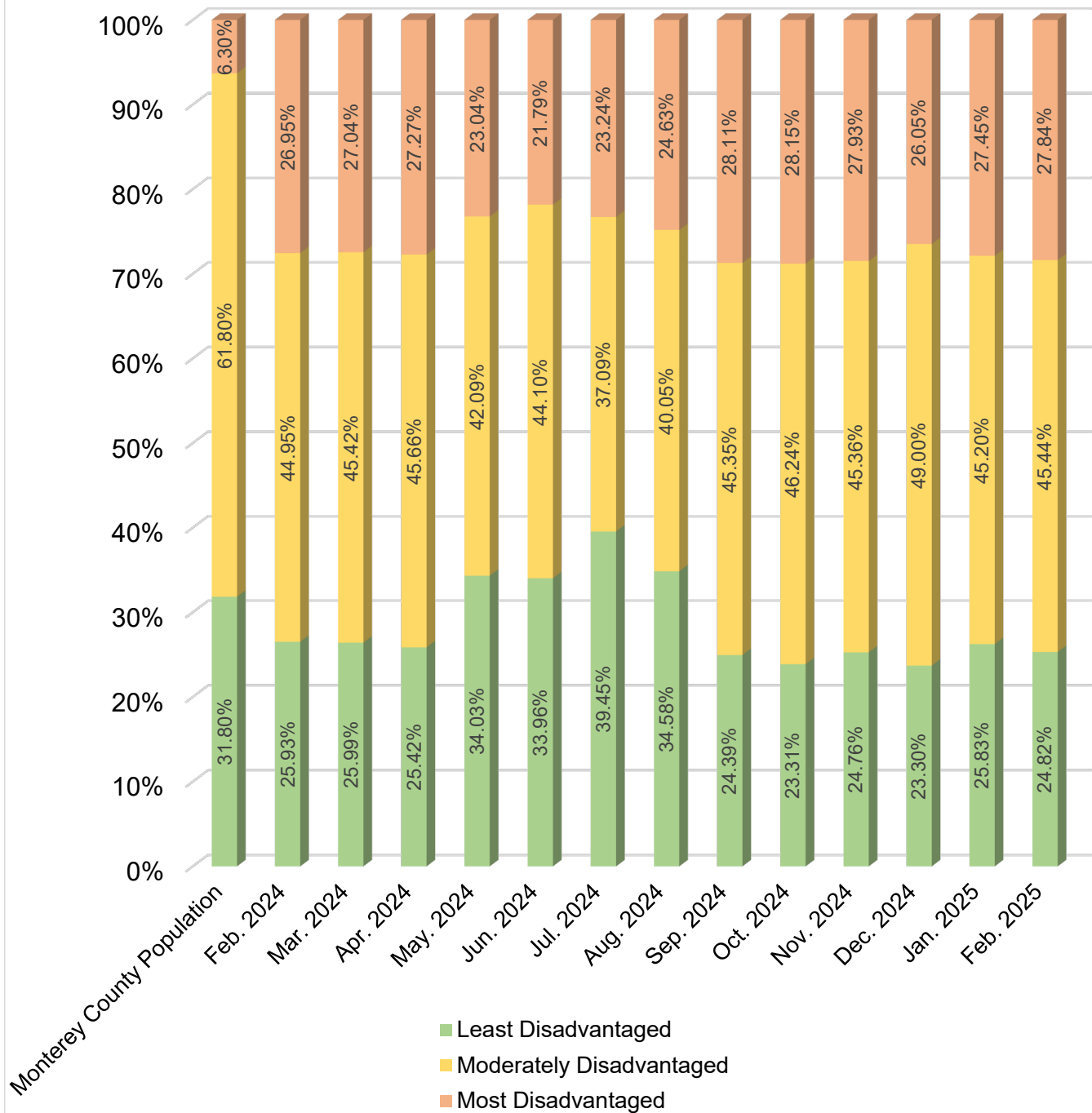
4. A Day Without Transit



1. MST Monthly Ridership



2. Departures in Disadvantaged Communities



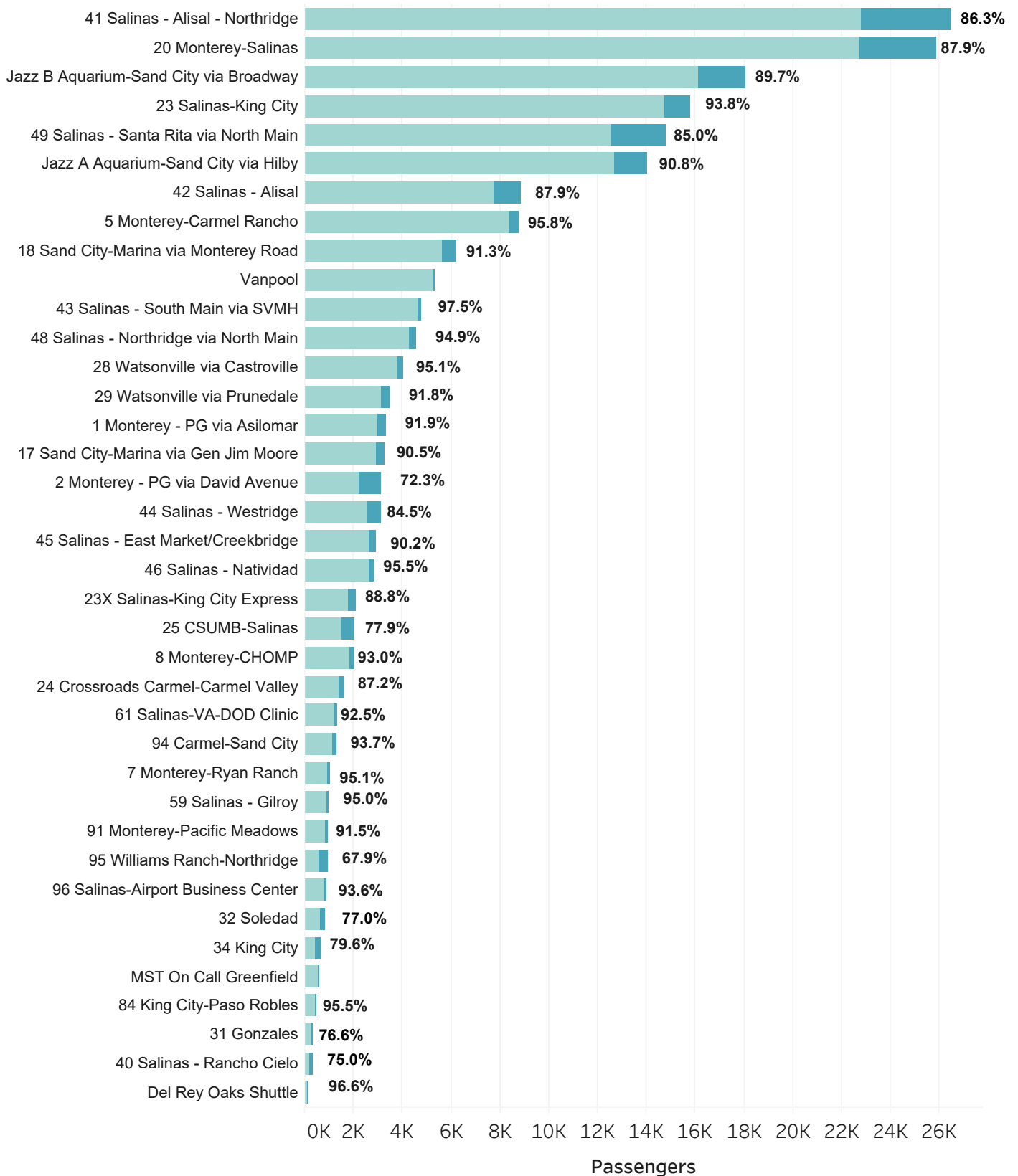
Based on CalEnviroScreen Percentiles; 0-30th = Least; 31st-70th = Moderate; 71st-100th = Most

CalEnviroScreen was designed to help CalEPA identify disadvantaged communities based on geographic, socioeconomic, public health, and environmental hazard criteria as required by SB 535. CalEnviroScreen percentiles are based on Pollution Score multiplied by Population Characteristics Score.

Chart does not add up to 100% due to tracts with no assigned CalEnviroScreen score.

3. On-Time Passenger Departures

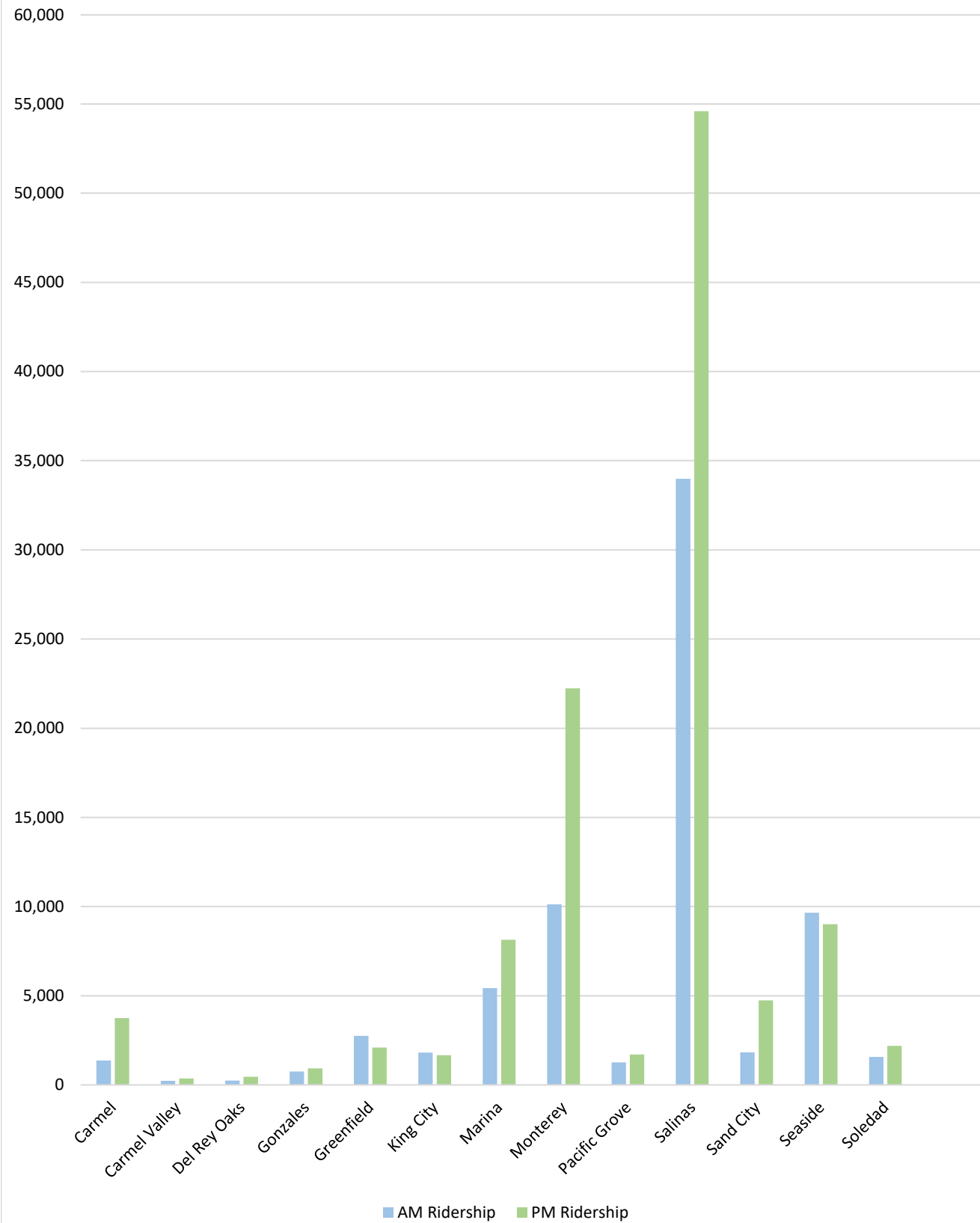
February 2025



On-Time Departures Total Departures

4. AM/PM Departures

February 2025

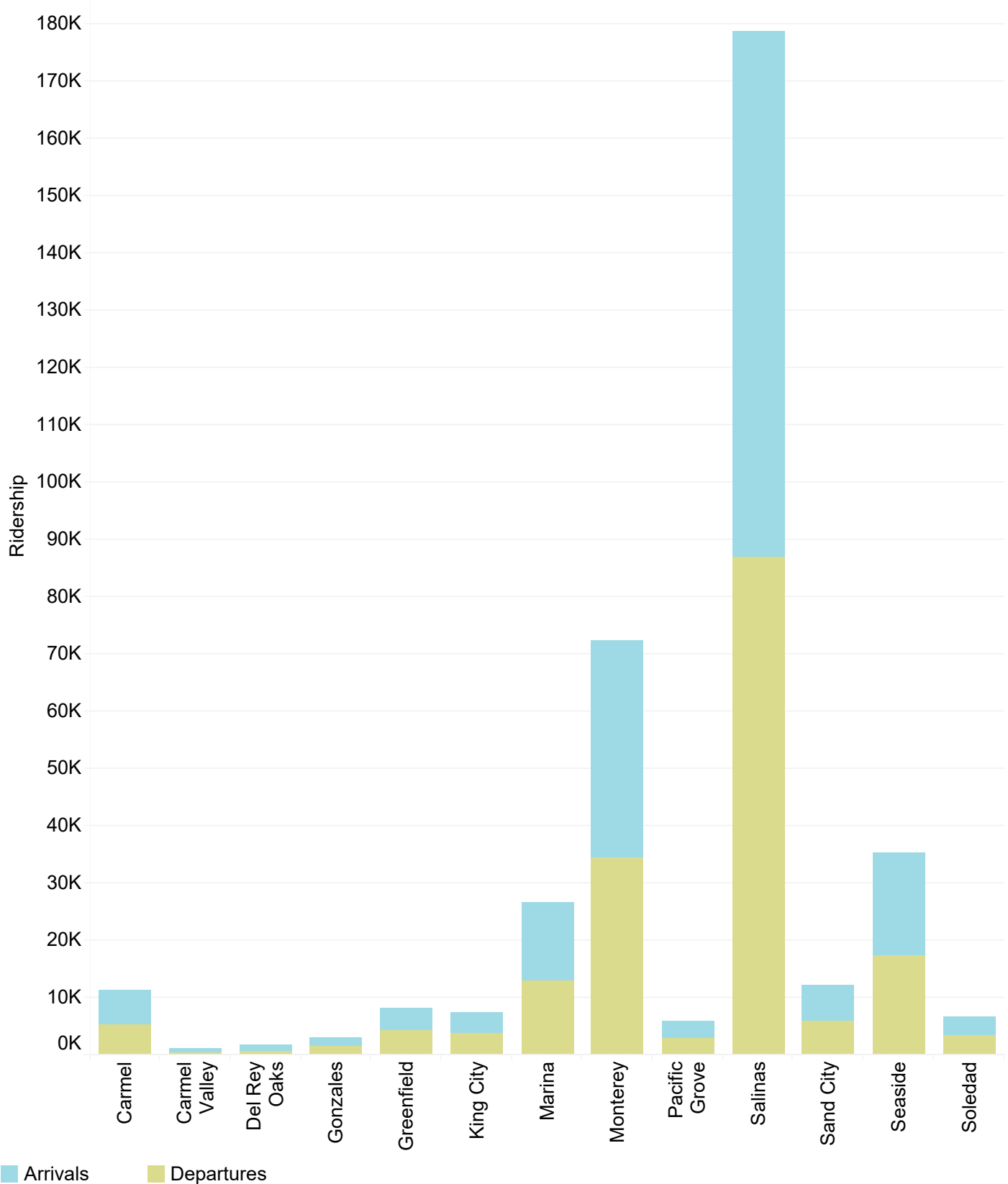


5. Arrivals and Departures by Jurisdiction

B. People

February 2025

b. MST Fixed-Route Ridership



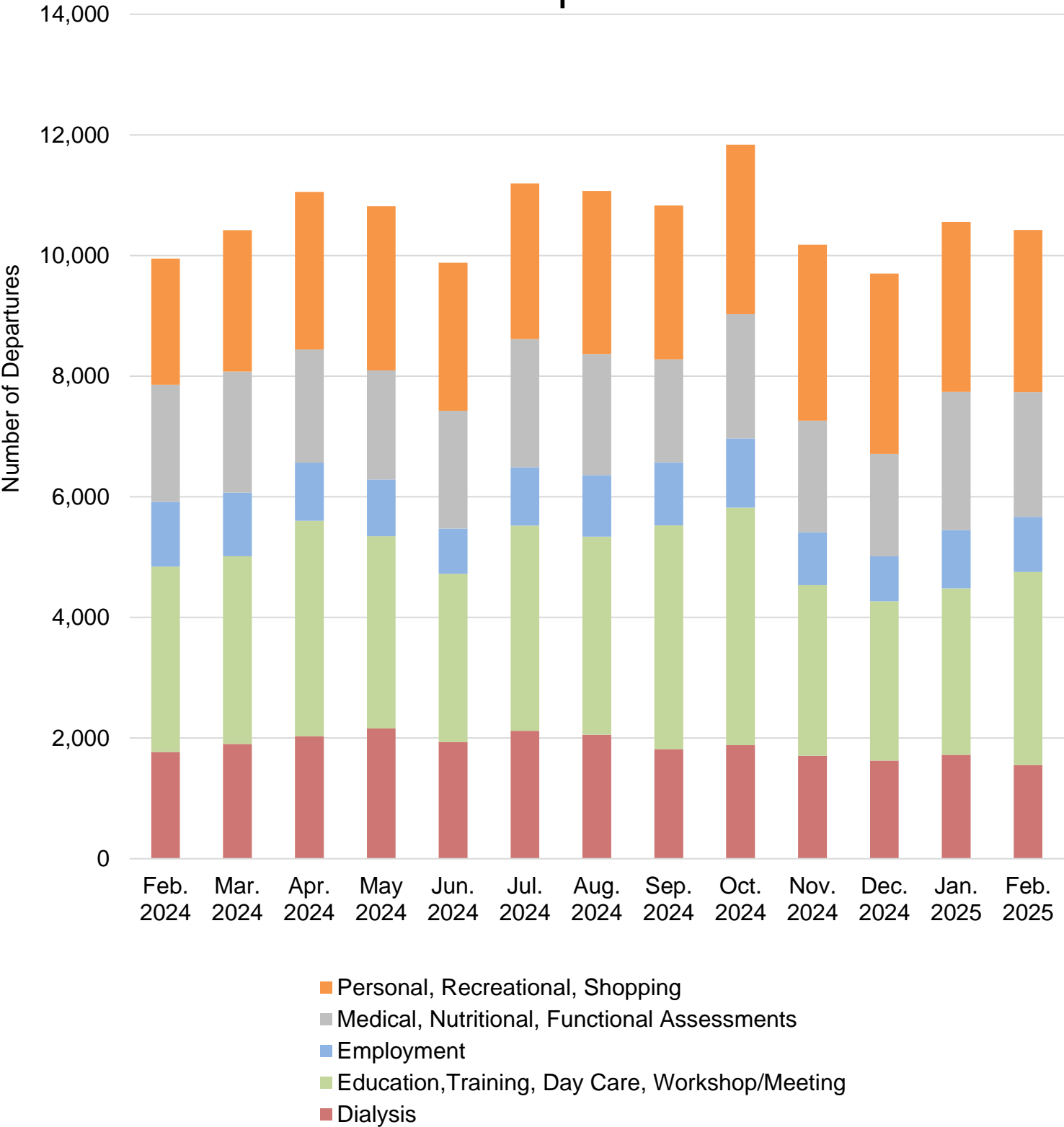
- B. People
b. MST Fixed-Route Ridership

6. MST Top 10

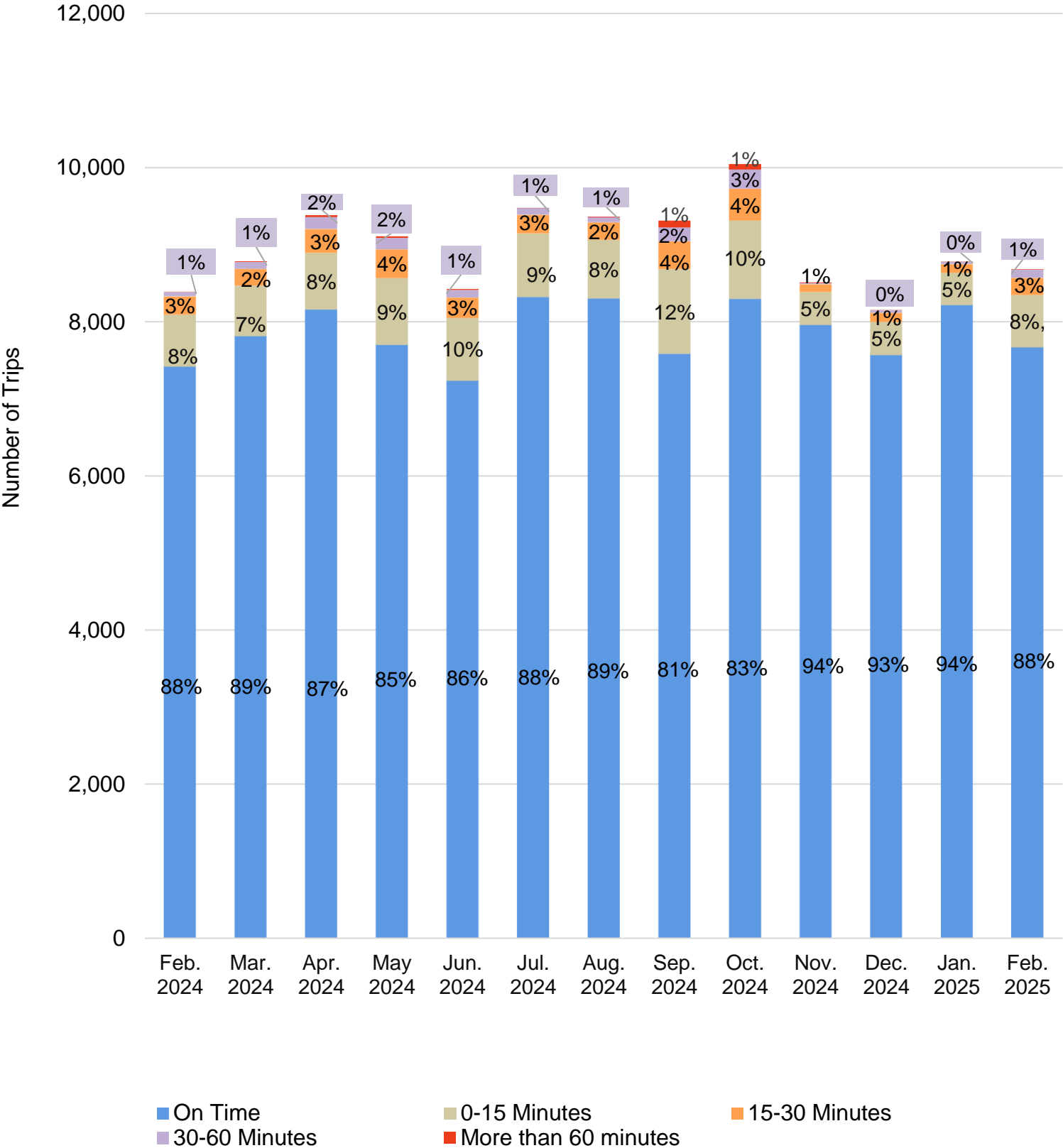
By Transit App Clicks – February 2025

Line		Rider Clicks	Rider Rating
B	JAZZ B Aquarium / Sand City via Broadway	15,078	
A	JAZZ A Aquarium / Sand City via Hilby	12,293	
20	Monterey – Salinas	11,841	
23	Salinas – King City	8,224	
41	Salinas – Alisal - Northridge	7,984	
18	Sand City – Marina via Monterey Road	3,958	
42	Salinas - Alisal	2,678	
49	Salinas – Santa Rita via North Main	2,555	
17	Sand City – Marina via Gen Jim Moore	2,222	
5	Monterey – Carmel Rancho	2,116	

1. RIDES Passenger Departures and Trip Purpose



2.RIDES On-Time Passenger Trips



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- B. People
- d. MST in the News

1. MST in the News and Other Transit Stories

Published news stories include the following:

- a. "Mayors name Salinas mayor to key seat on LAFCO board" (Monterey Herald, 02/08/2025)
- b. "Volunteers Sought" (King City Rustler, 02/10/2025)
- c. "Soledad Mayor Velazquez honored for MST service" (Salinas Valley Tribune, 02/20/2025)
- d. "Transit Nut Rides From SF to LA Only on Public Transportation, It Costs Him Just \$61 (But Takes Two Whole Days)" (SFIST, 02/26/2025)

Mayors name Salinas mayor to key seat on LAFCO board

February 08, 2025 | Dennis L. Taylor

SALINAS – A little known committee of a dozen Monterey County mayors named Salinas Mayor Dennis Donohue to sit on a quasi-governmental commission, all but ensuring that commission will continue to try and block the Monterey Peninsula Water District's acquisition of California American Water Co.

The City Select Committee often flies under the public's radar since the lion's share of its decisions have to do with appointing mayors to a host of boards and commissions across the county.

The reason Friday's vote was contentious, and can have a significant effect on the water district's eminent domain proceeding against Cal Am, is that one of those boards is the Local Agency Formation Commission, or LAFCO. Typically, LAFCO's role is to ensure orderly growth of communities. But in early 2022 LAFCO, against the recommendation of its own staff, voted to block the water district from acquiring Cal Am's assets.

Donohue hasn't stated publicly whether he would support the acquisition, but observers and proponents of the water district say it's all but guaranteed he will vote with the rest of the Salinas Valley block on the LAFCO commission. Also, during the meeting, Donohue argued there was an assumption that former Mayor Kimbley Craig would hold the LAFCO seat until 2027.

"I have continuity with her," Donohue said.

It was Craig's decision not to run for mayor again that opened a seat on the LAFCO commission. Donohue said that because of the sheer size and geography of Salinas, it should be represented by holding the key seat.

"Salinas represents the interest of the entire valley," he said Friday.

If Soledad Mayor Anna Velazquez, who also tossed her hat in the ring for the seat along with Donohue, had been elected to the LAFCO commission, she would have been more amenable to supporting the water district, district proponents say.

Ultimately when the mayors voted, Donohue won 7-5. Velazquez, Monterey Mayor Tyller Williamson, Seaside Mayor Ian Oglesby, Pacific Grove Mayor Nick Smith and Marina Mayor Bruce Delgado voted for Velazquez.

Voting with the Salinas Valley block were Sand City Mayor Mary Ann Carbone, Carmel Mayor Dale Byrne and Del Rey Oaks Mayor Scott Donaldson.

Melodie Chrislock, the managing director of Public Water Now, which is the nonprofit that placed the Cal Am buyout on the ballot in 2018, said after the meeting that she was disappointed in the vote and in the Peninsula mayors who voted for Donohue.

"Salinas Mayor Donohue stands with Cal Am," Chrislock said. "The three Peninsula mayors who voted for him are Carmel Mayor Dale Byrne, Del Rey Oaks Mayor Scott Donaldson and Sand City Mayor Mary Anne Carbone," she continued. "They sold out Peninsula voters in favor of Salinas Valley interests and Cal Am. Every time you pay your Cal Am bill you can thank these three for prolonging the agony."

Several mayors argued that the decision was not a political one. Williamson said the argument that the vote was not political was somewhat of a red herring.

"The fact of the matter is we sit in positions that are inherently political," Williamson said. "Each mayor is weighing several factors, including constituents, special interests, representation and personal values among others. In other words, it's impossible for politicians to not make political decisions. I think it was a failure for (the three) Peninsula mayors to not make a decision that represented the majority voice of our constituents."

Another issue that was debated was that of fair rotation. Velazquez said she has been an alternate for the seat since 2021. In 2022 and 2023 she asked to become a voting member.

“I was told no and to wait my turn,” she said. “I should be in that seat as a primary member.”

She cited data that while Salinas has held a seat 20 times in the past 25 years, the rural communities in southern Monterey County have held seats just five times. She added that she didn’t understand why three of the four mayors of south Salinas Valley didn’t support her. King City Mayor Mike LeBarre told Velazquez that the three southern county mayors agreed that Salinas would represent them best.

“I’m the one who lined you up for chair on Monterey-Salinas Transit,” he told her. “This is not about you; don’t take this as a slight.”

And while the vast majority of residents of the county are Latino, Marina’s Delgado noted that there are no Latinos in primary positions on the LAFCO board.

Friday’s decision isn’t likely to change anything in the near future. Ultimately the issue will likely be decided in the courts.

Originally Published: February 8, 2025 at 12:38 PM PST

Volunteers Sought

February 10, 2025 | Ryan Cronk

MONTEREY COUNTY — Monterey-Salinas Transit (MST) is seeking volunteers to apply as a member of the oversight committee to review and report on the revenue and expenditure of funds from the MST Local Transit Funding for Senior Citizens, Veterans and People with Disabilities sales tax, otherwise known as Measure Q. Volunteers should represent the following: the County of Monterey, to include a representative from an unincorporated area of Monterey County; the Seaside-Marina-Monterey urbanized area, to include a representative from among the cities of Carmel-by-the-Sea, Monterey, Pacific Grove, Seaside, Del Rey Oaks, Sand City and Marina; or the non-urbanized areas, to include a representative from among the cities of Gonzales, Greenfield, Soledad and King City. Representatives will be appointed by the MST Board of Directors and serve up to a three-year term. Interested candidates can learn more and obtain an application by visiting mst.org/about-mst/measure-q/.

Soledad Mayor Velazquez honored for MST service

February 20, 2025

SOLEDAD — Monterey-Salinas Transit (MST) team recently recognized Soledad Mayor Anna Velazquez for her outstanding service on the MST Board of Directors from 2017 to 2024.

Through her leadership, MST implemented the Better Bus Network, resulting in lower fares, faster travel times, increased passenger boarding and new fixed routes in the communities of Gonzales, Soledad and King City. She also supported the adoption of a free-fare zone within the community of Pajaro to assist recovery efforts from historic flooding, and much more.

“Anna led the MST Board of Directors wholeheartedly, caring profoundly and standing strong for our community,” stated MST on social media Feb. 12. “We appreciate your service and look forward to having Mayor Pro-Tem Fernando Cabrera represent Soledad’s community in the future.”

Velazquez was honored by MST General Manager/CEO Carl Sedoryk, MST Chair and Sand City Mayor Mary Ann Carbone and MST Vice Chair and Gonzales Councilmember Lorraine Worthy.



Transit Nut Rides From SF to LA Only on Public Transportation, It Costs Him Just \$61 (But Takes Two Whole Days)

February 26, 2025 | Joe Kukura

An ambitious transit enthusiast just rode all the way from San Francisco (actually Oakland) to Los Angeles, a trek that cost a mere \$61, but took two full days to pull off, and required an overnight hotel stay.

We are fans of people pulling ambitious public transportation stunts, like the Berkeley kids whose set a Guinness World Record for the fastest systemwide BART speedrun ever, or the two young men who rode all 24 Clipper Card-using services in 24 hours. So of course we were intrigued by this week's Jalopnik report that some fellow attempted to ride from San Francisco to Los Angeles using only public transportation, not even using Amtrak or Greyhound, but just public transportation.

“Every time I go to LA, I do it in a slightly worse way,” explains the Youtuber “Adam Does Not Exist,” aka Adam DuVander. He successfully pulled this off using exclusively public transit, on a sprained ankle even, though he often struggled to find a public bathroom.

Adam technically starts in Oakland, not San Francisco, and he uses a Baywheels bike to get to the Oakland 19th Street station. After BART, the journey is then all buses between Caltrain and LA's Metrolink. Some of these buses had free WiFi or available USB chargers. But these buses would often stop every couple blocks, making for some interminably long bus rides.

And while Adam pulled off the SF-to-LA trip for a mere \$61.10, it took two full days, and also required an overnight stay at a Radisson hotel in Santa Maria (cost not disclosed). Though Adam is funny and charming, and anyone who's done a very long public

transportation commute can certainly relate to these experiences.

But still, these videos are influencer bullshit. Both 30-minute videos are just glorified ads, with lengthy asides for products that have nothing to do with public transportation.

Still, would you ever do something this stupid? You might, perhaps out of necessity. Or if you're just curious, here are the transit systems and costs that it would take you to get from SF to LA using only public transportation:

Baywheels: \$6

BART: \$6.15

Caltrain: \$7.70

VTA: \$2.60

Monterey-Salinas Transit: \$6 (Three rides, \$2 apiece)

SLO Regional Transit Authority: \$5.50 (Two rides, \$3.25 and \$2.25)

Santa Maria Regional Transit: \$8.50 (Two rides, \$1.50 and \$7)

Ventura County Transit: \$5.75 (Two rides, \$4 and \$1.75)

Metrolink: \$11.50

LA Metro Rail: \$1.75

LA Metro Rapid: \$1.75

- B. People
- d. MST in the News

2. MST Press Releases

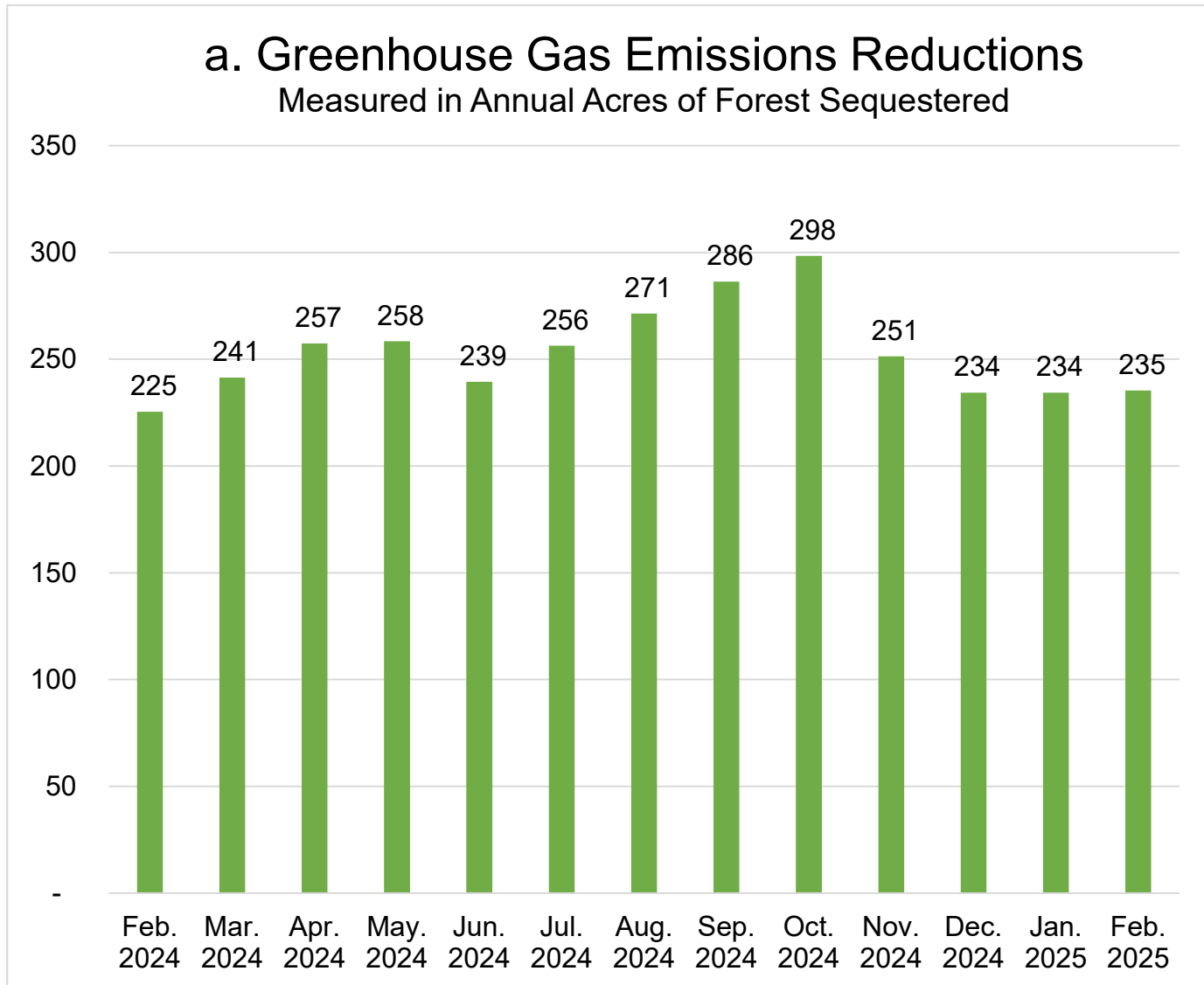
- “MST Bus Service on Presidents’ Day” (02/10/2025)

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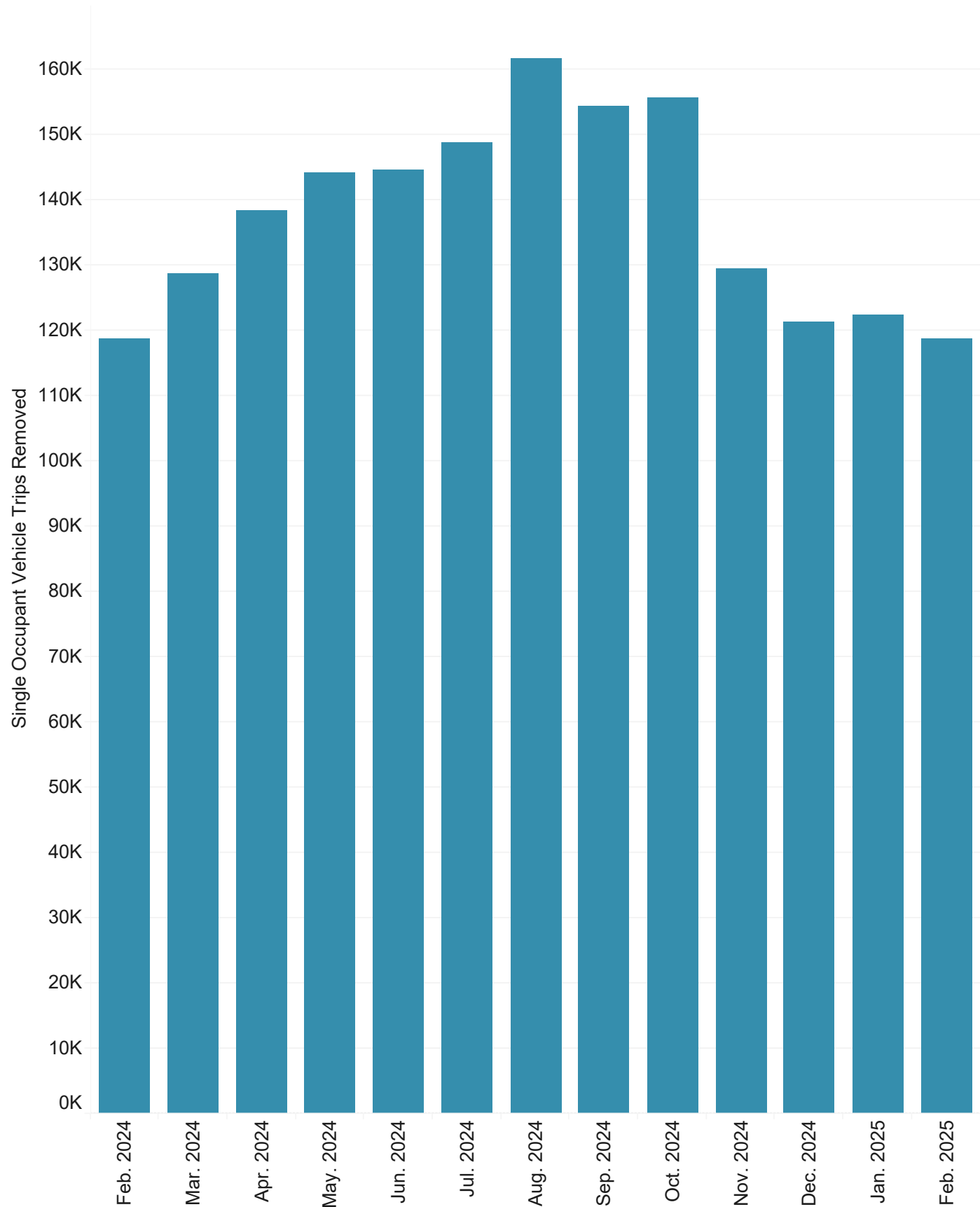
C: Planet

- a. Greenhouse Gas Emissions Reductions
- b. Single Occupant Vehicle Trips Removed
- c. Fleet Transition to Zero-Emissions
- d. Fuel Conversion from Diesel to Renewable

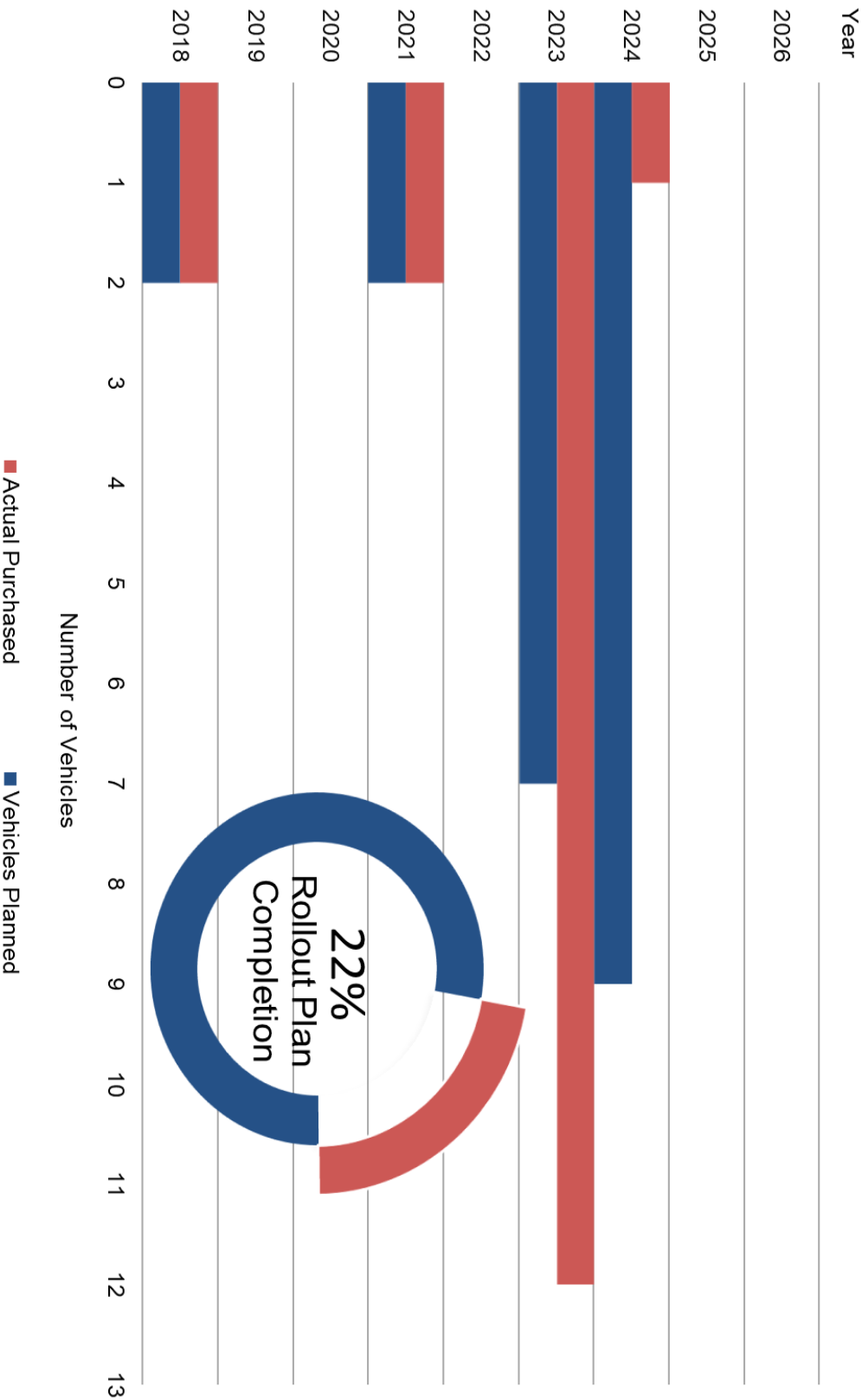


Note: Transit riders reduce greenhouse gas (GHG) emissions by an average of .51 lbs of CO₂ per passenger mile. This chart shows the positive impact MST passengers have in reducing GHG. Calculations are based on MST passenger miles and EPA's Greenhouse Gas Equivalencies Calculator.

b. Single Occupant Vehicle Trips Removed

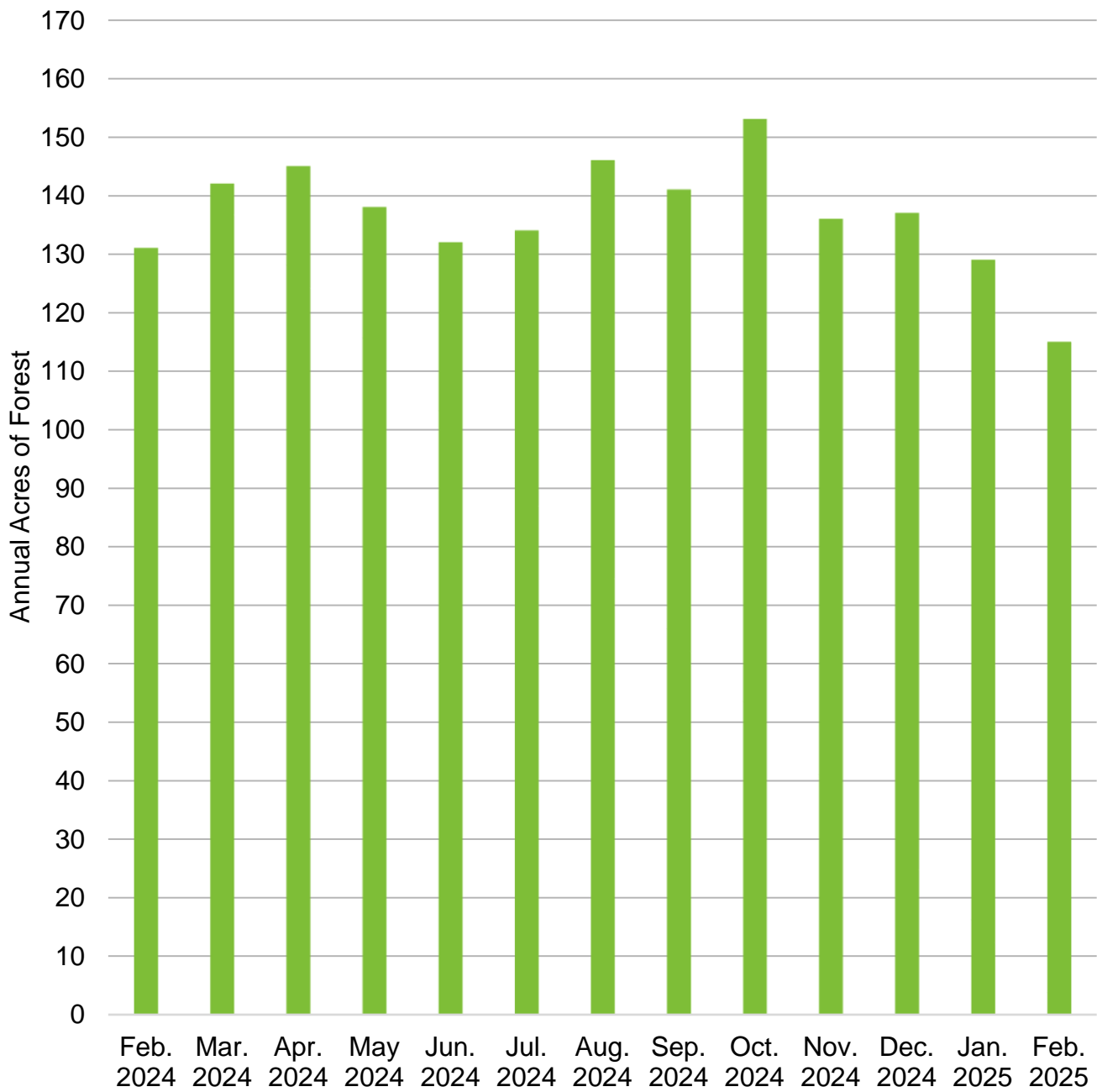


c. Fleet Transition to Zero-Emissions



d. Fuel Conversion from Diesel to Renewable

As Measured in Annual Acres of Forest Sequestered



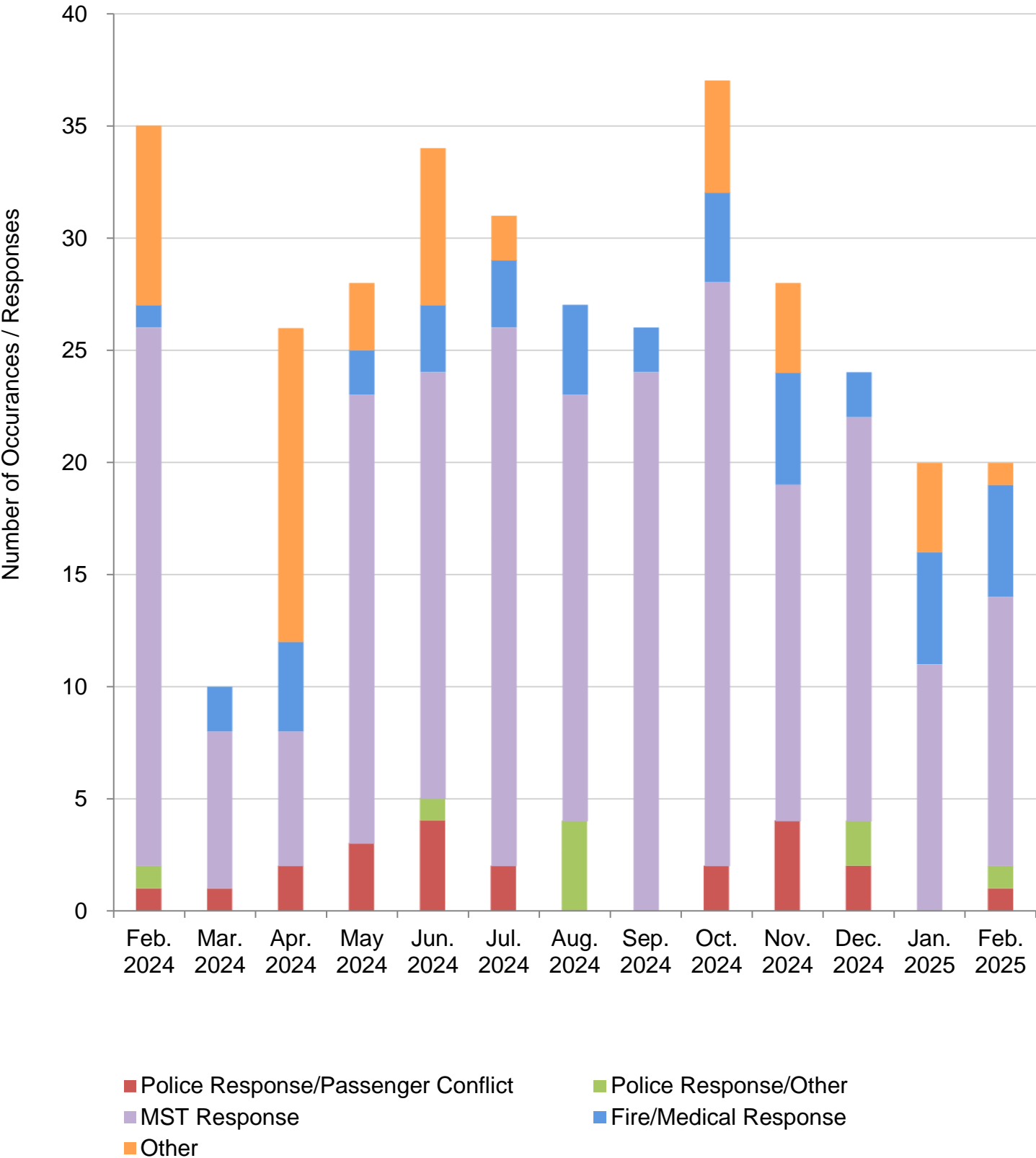
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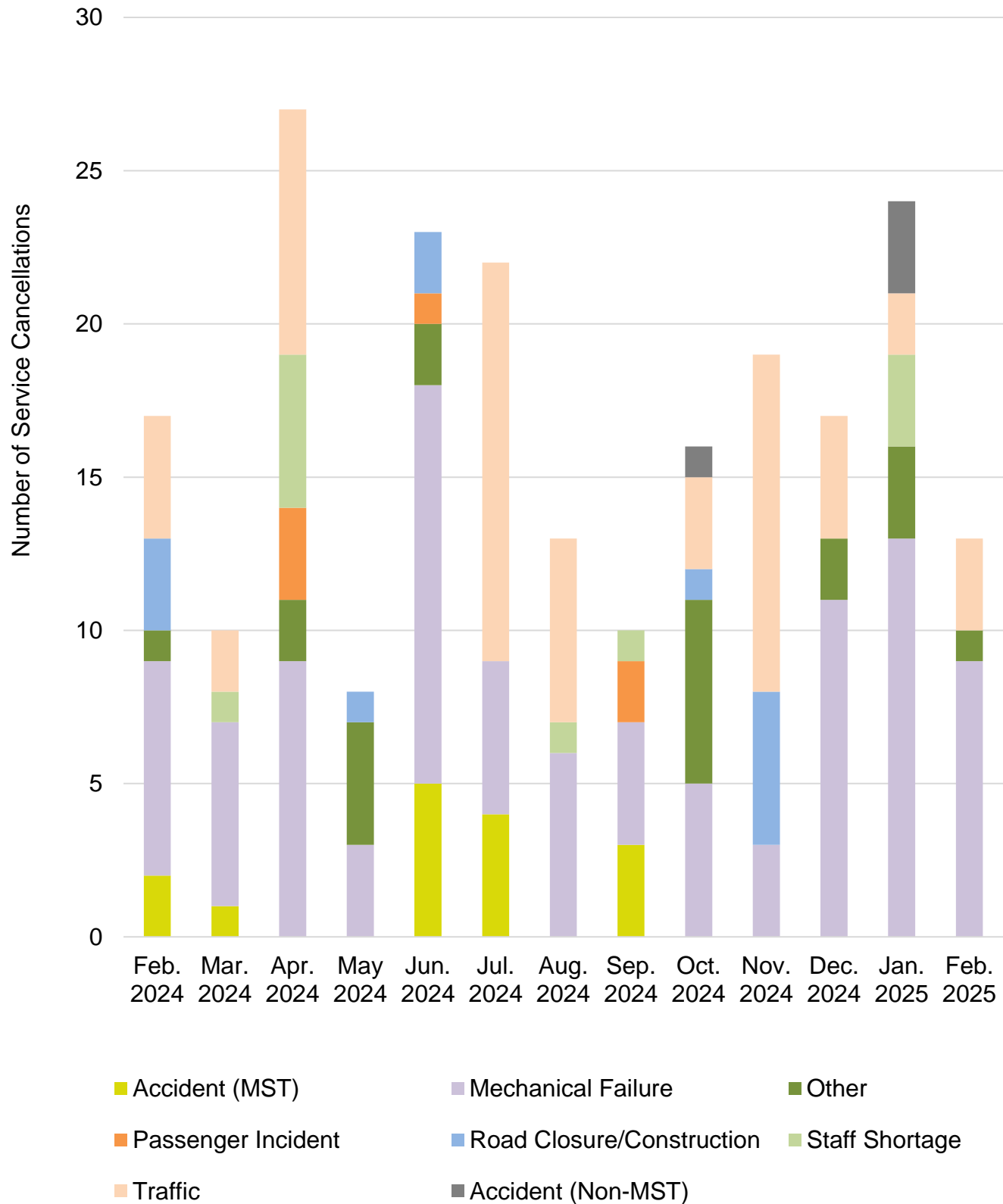
D. Performance

- a. Operations Department
- b. Maintenance of Fleet and Facilities
- c. Finance Department

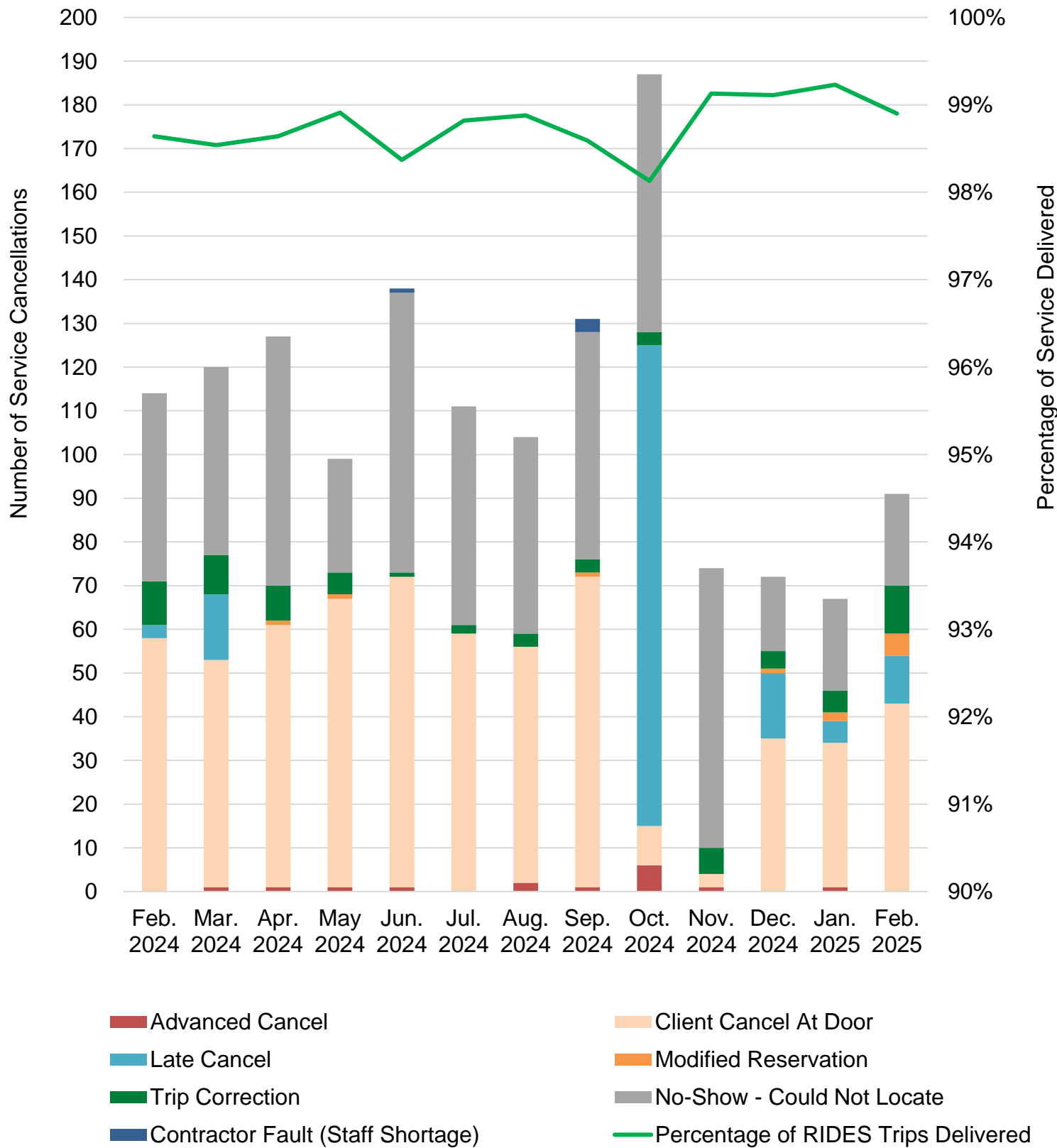
1. Unusual Occurrences and Responses



2. Fixed Route Service Cancellations by Reason

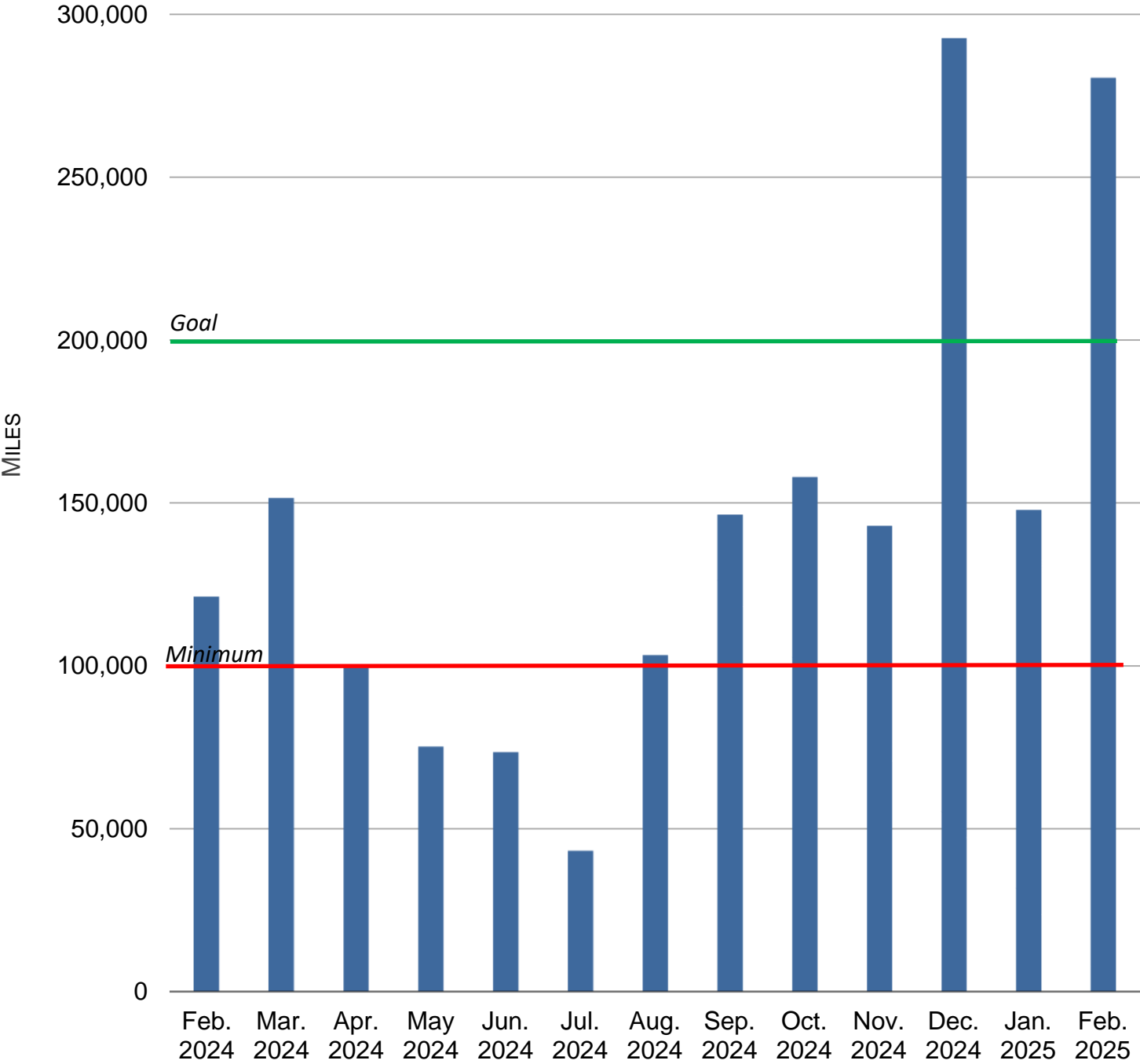


3. RIDES Service Cancellations by Reason



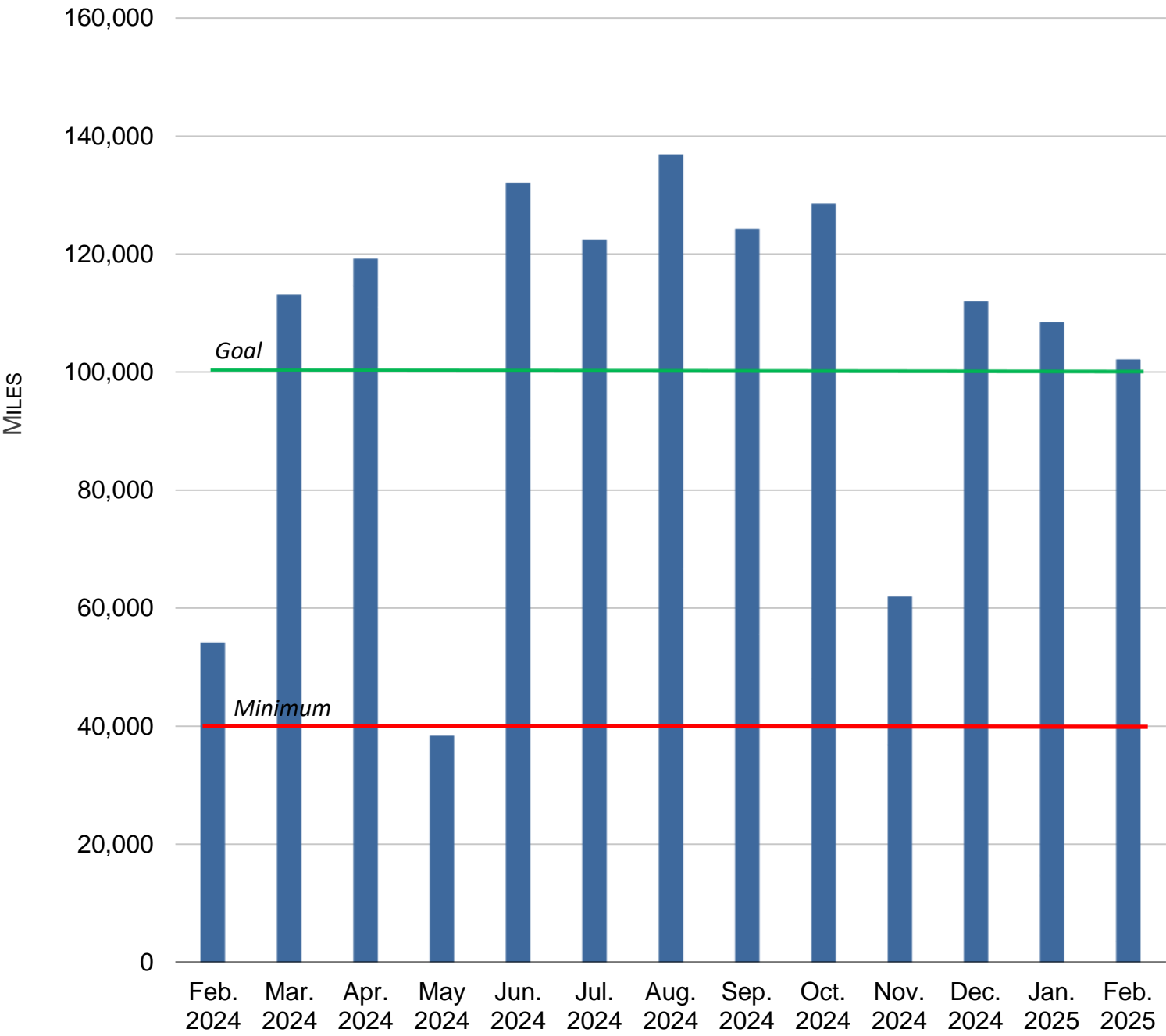
1. Fixed Route

Miles Between Preventable Collisions

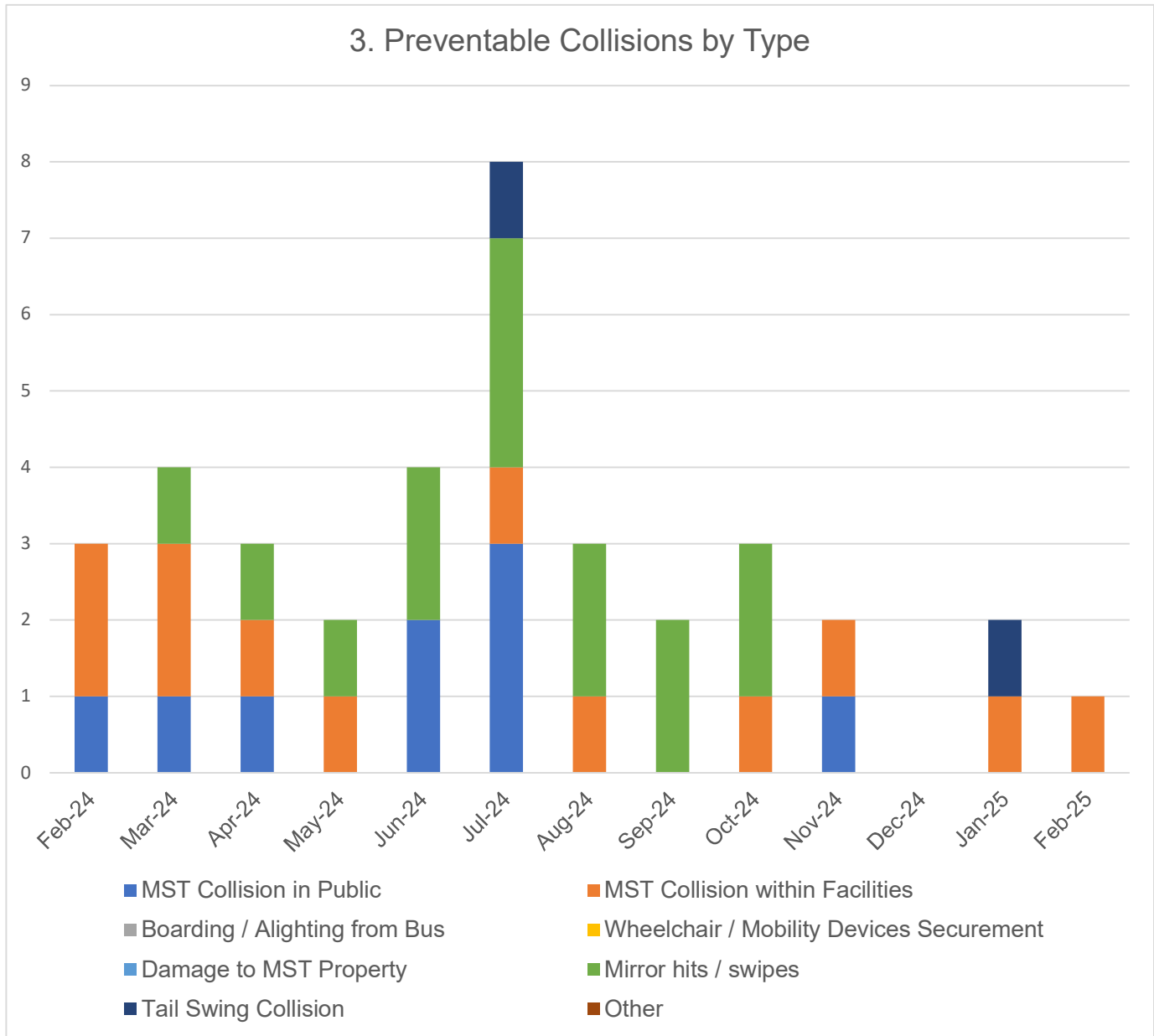


2. RIDES

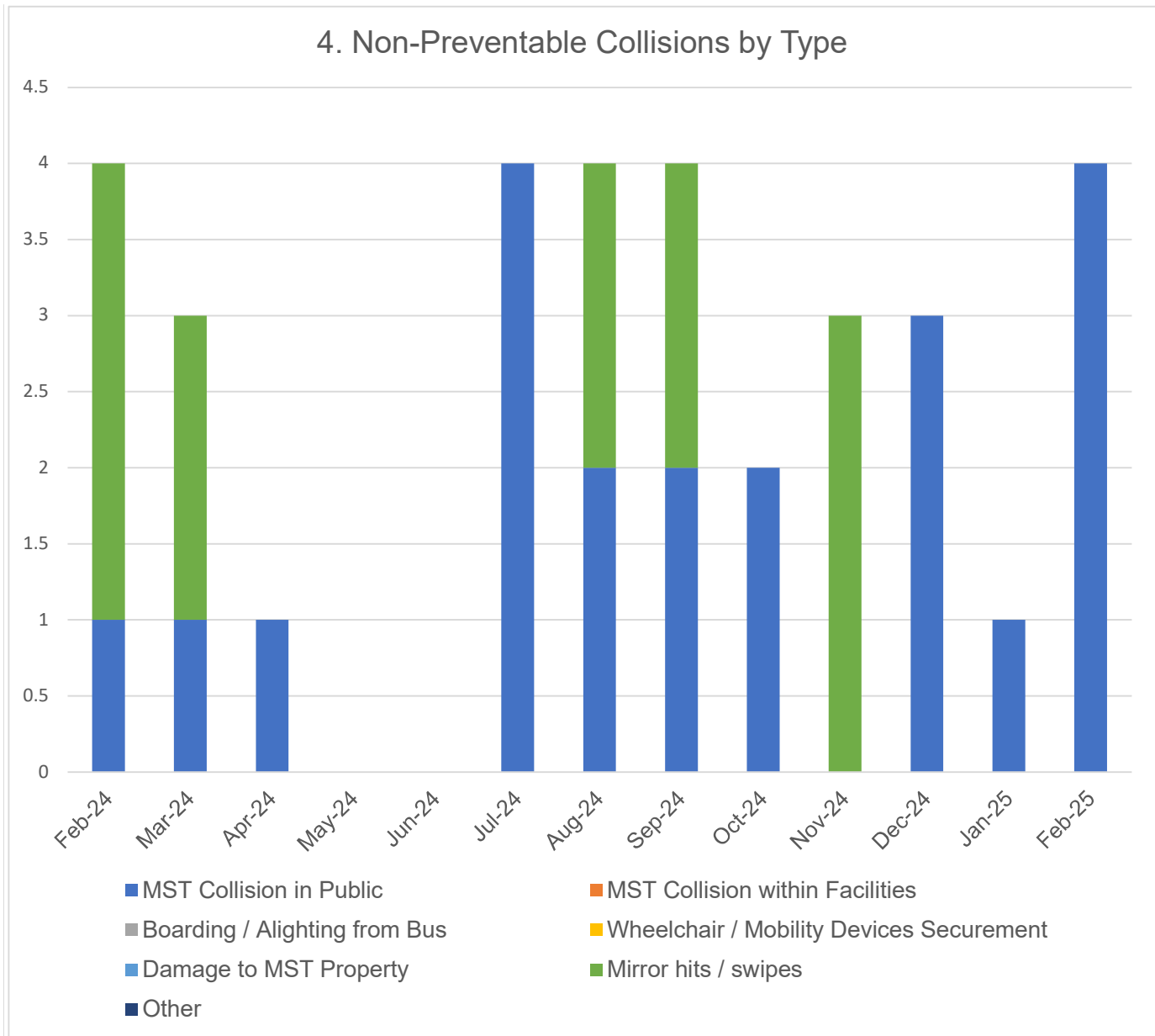
Miles Between Preventable Collisions



D. Performance
b. Maintenance of Fleet and Facilities

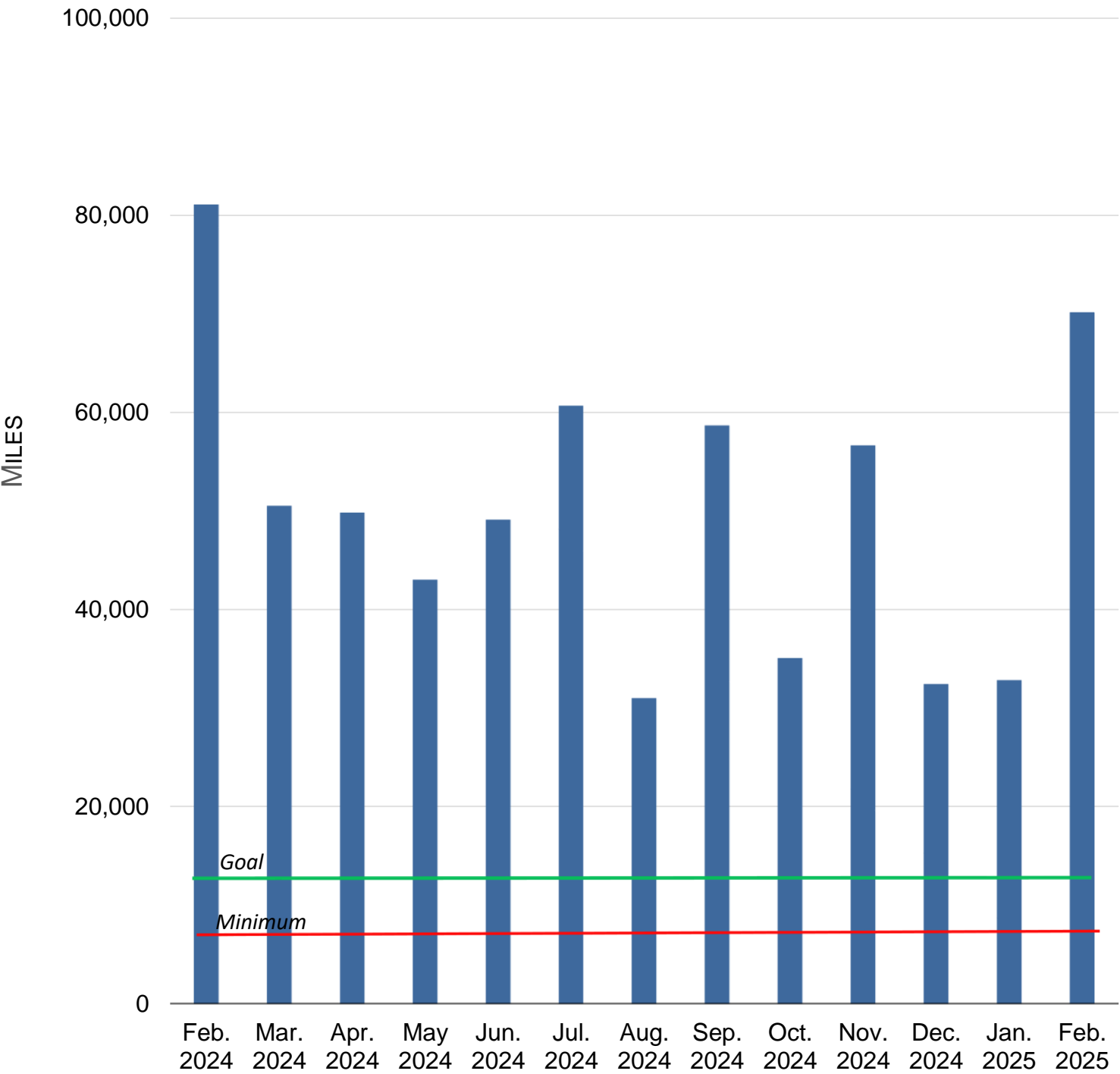


D. Performace
b. Maintenance of Fleet and Facilities



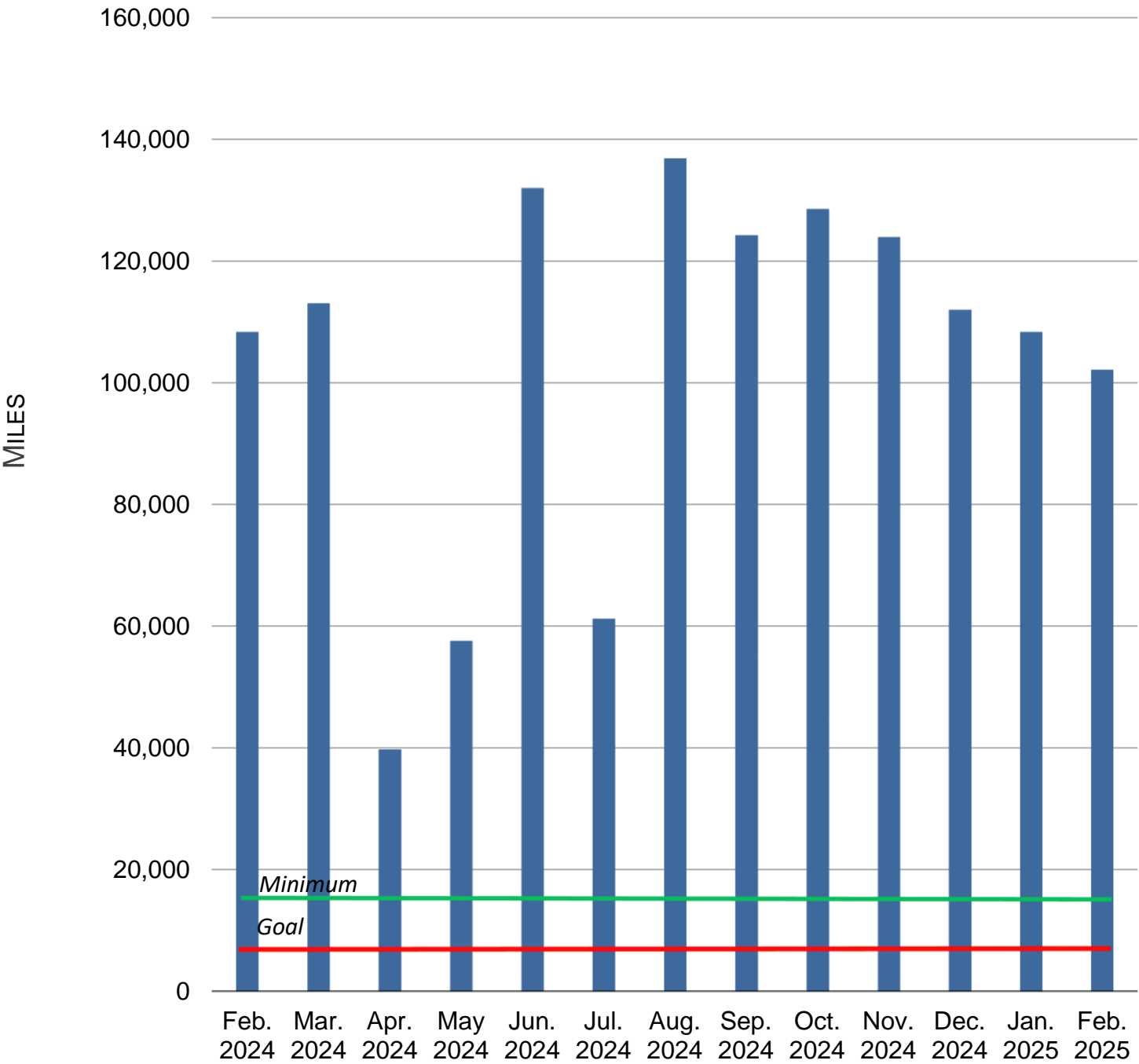
5. Fixed Route

Miles Between Major Mechanical Road Calls

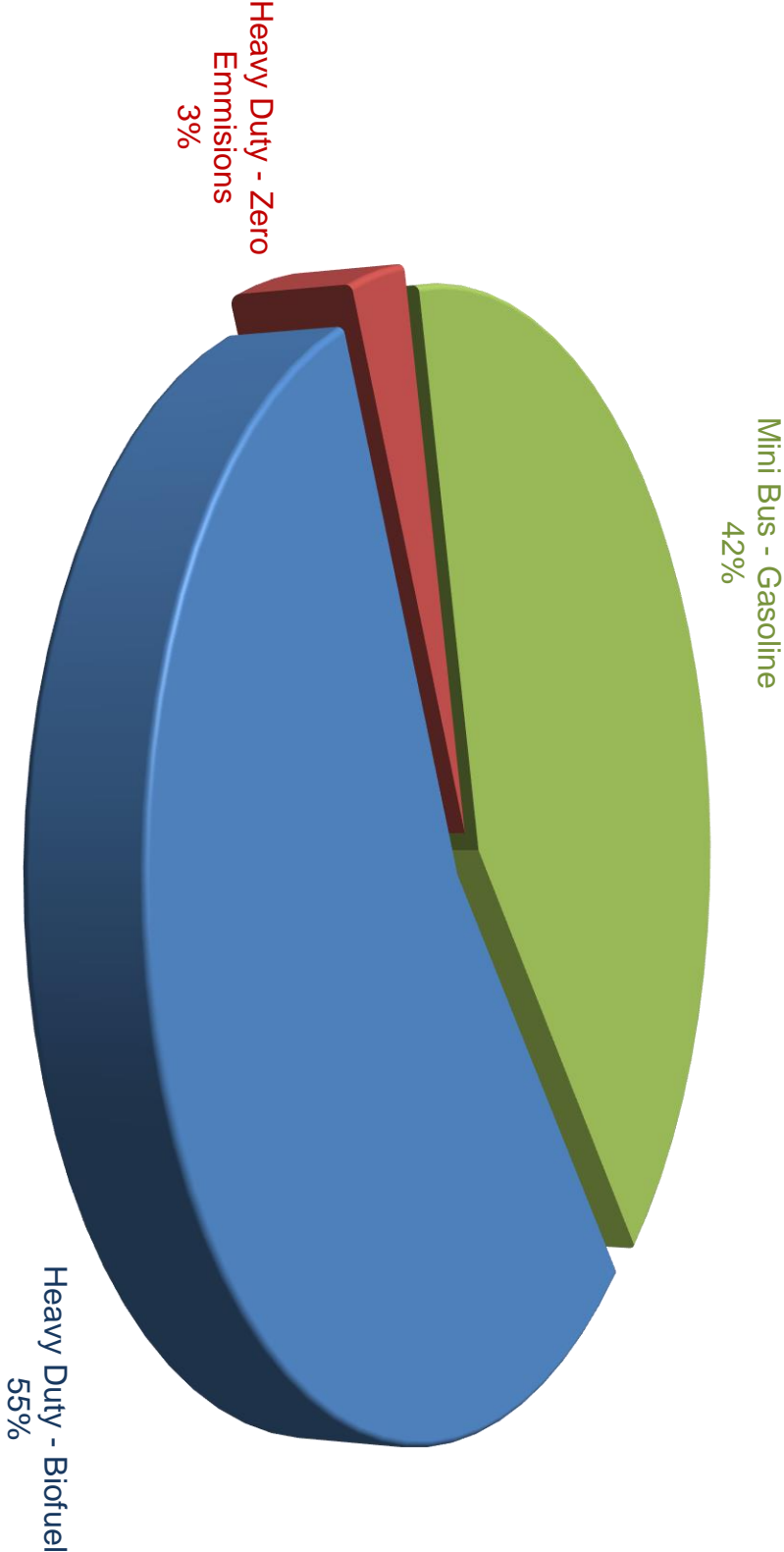


6. RIDES

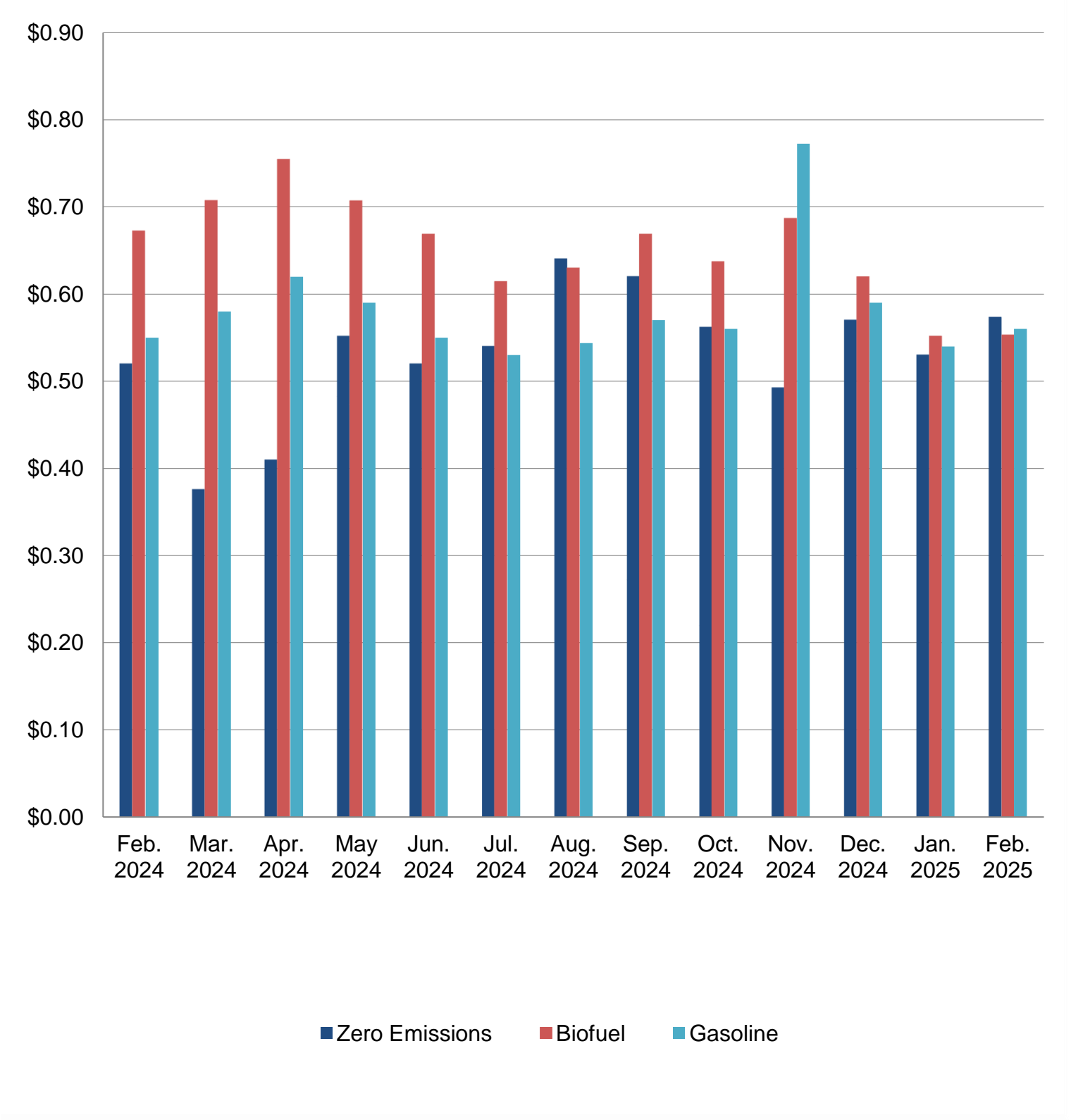
Miles Between Major Mechanical Road Calls



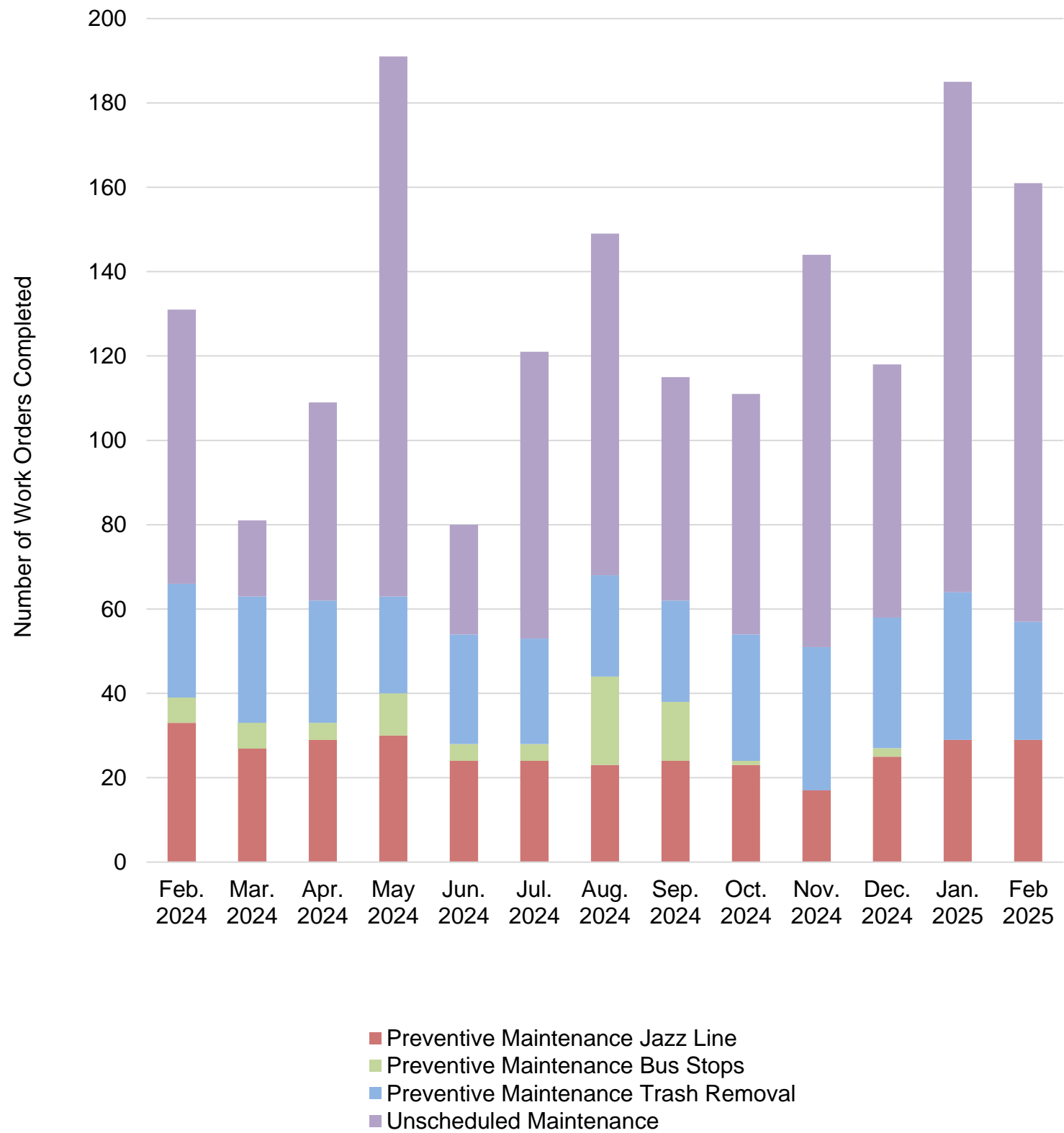
7. Bus Type by Fuel Source

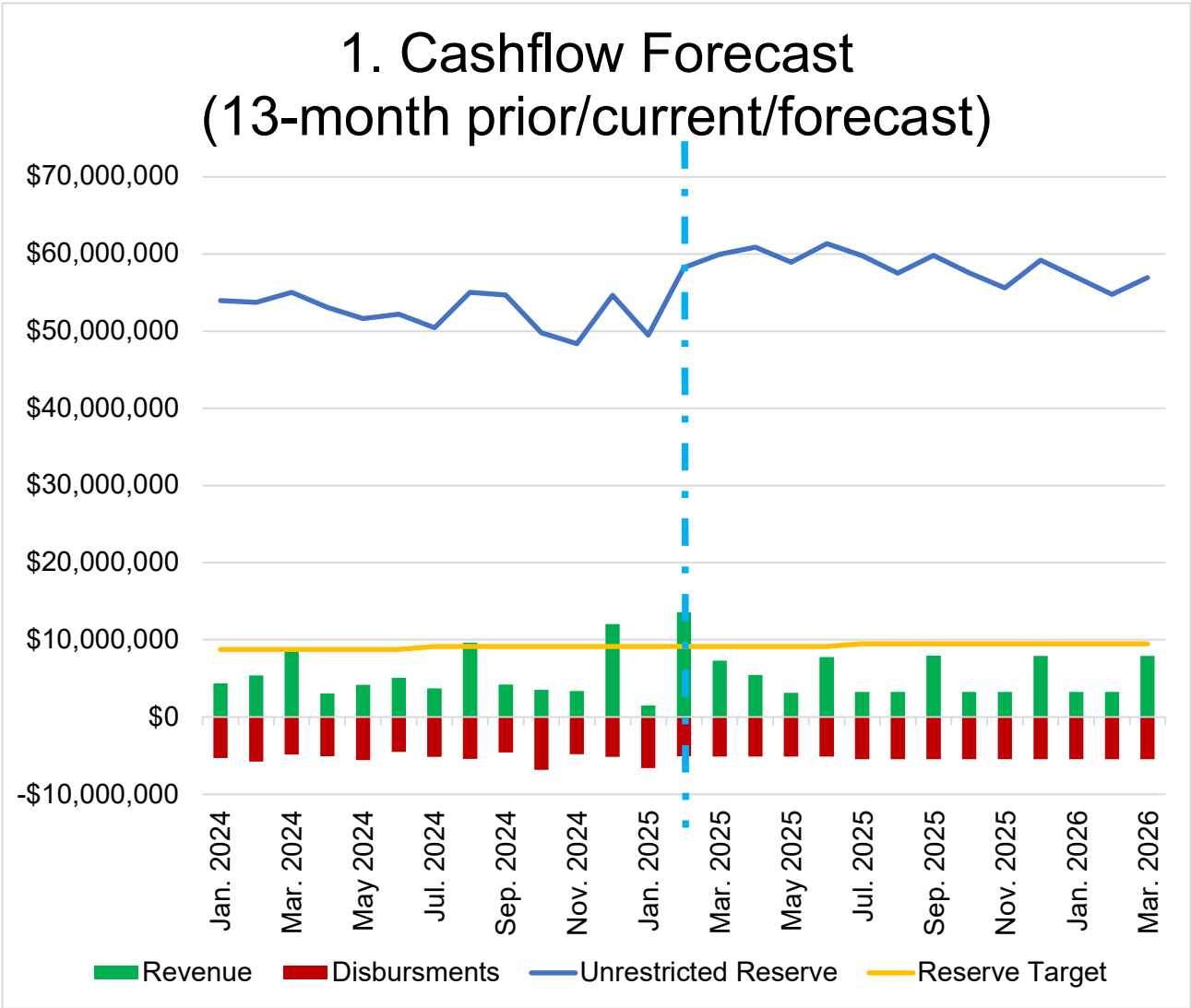


8. Average Cost Per Mile by Fuel Type



9. Maintenance of Bus Stop Facilities





D. Performance
c. Finance Department

2. Fixed-Route: Revenue & Expense

MONTEREY-SALINAS TRANSIT DISTRICT
Period: 02/01/25..02/28/25

Fiscal Start Date: 07/01/24
G/L Budget Filter: FY25, Fund Filter: 001|004
All amounts are in USD.

Description	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Revenue						
Passenger Fares	170,736	182,760	(12,024)	1,611,274	1,462,080	149,194
Special Transit	43,977	70,449	(26,472)	523,169	563,592	(40,423)
Cash Revenue	122,652	148,832	(26,180)	2,001,257	1,190,656	810,601
Cash Grants & Reimbursement	3,667,792	3,667,792	0	29,865,844	29,342,336	523,508
Total Revenue	4,005,157	4,069,833	(64,676)	34,001,544	32,558,664	1,442,880
Expenses						
Labor	1,435,028	1,600,000	(164,972)	11,730,215	12,800,000	(1,069,785)
Benefits	1,070,702	1,209,622	(138,920)	9,236,798	9,676,976	(440,178)
Advertising & Marketing	(6,594)	21,084	(27,678)	44,323	168,672	(124,349)
Professional & Technical	47,704	67,941	(20,237)	590,597	543,528	47,069
Outside Services	58,702	53,583	5,119	435,476	428,664	6,812
Outside Labor	183,009	193,292	(10,283)	1,358,453	1,546,336	(187,883)
Fuel & Lubricants	206,326	264,766	(58,440)	1,579,755	2,118,128	(538,373)
Supplies	88,571	88,610	(39)	504,759	708,880	(204,121)
1 Vehicle Maintenance	114,753	86,417	28,336	734,350	691,336	43,014
Marketing Supplies	1,181	3,417	(2,236)	13,118	27,336	(14,218)
2 Utilities	89,553	76,275	13,278	630,488	610,200	20,288
Insurance	140,484	143,667	(3,183)	1,140,863	1,149,336	(8,473)
Taxes	19,264	23,150	(3,886)	166,485	185,200	(18,715)
Purchased Transportation	499,217	473,334	25,883	3,988,292	3,786,672	201,620
Miscellaneous Expenses	56,933	64,555	(7,622)	348,096	516,440	(168,344)
Interfund transfers	0	0	0	0	0	0
Pass Thru/Behalf of Others	0	0	0	0	0	0
Interest Expense	2,576	8,333	(5,757)	87,917	66,664	21,253
Leases & Rentals	59,808	58,416	1,392	429,115	467,328	(38,213)
Total Operating Expenses	4,067,216	4,436,462	(369,246)	33,019,099	35,491,696	(2,472,597)
Operating Surplus (Deficit)	(62,059)	(366,629)	304,570	982,445	(2,933,032)	3,915,477

The following fixed-route expenses have negative variances of greater than 5% and have a monetary value greater than \$10,000:

1. Vehicle Maintenance – This 32.8% negative variance can primarily be attributed to the payment to Triton Construction for Fuel Island and tank repairs needed at the operations facilities during the month of February. This is a onetime repair expense.
2. Utilities - This 17.4% negative variance for the month is due to the receipt and payment of invoices submitted by the US Army for usage of utilities on the leased JLW facility premises. For the fiscal year, this overall category is 3.3% over budget.

D. Performance
c. Finance Department

3. RIDES: Revenue & Expense

MONTEREY-SALINAS TRANSIT DISTRICT

Period: 02/01/25..02/28/25

Fiscal Start Date: 07/01/24

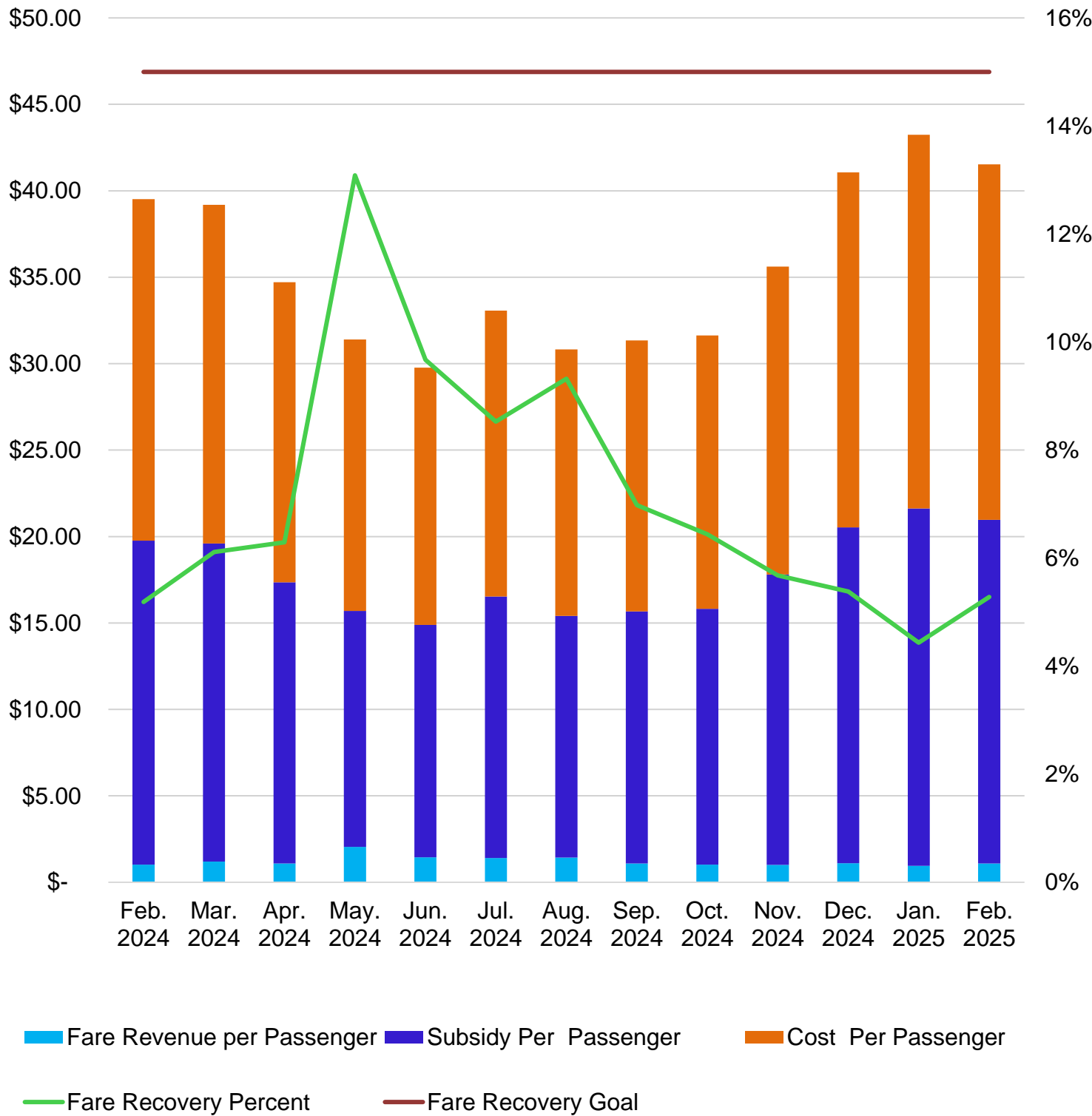
G/L Budget Filter: FY25, Fund Filter: 002

All amounts are in USD.

Description	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Revenue						
Passenger Fares	11,439	15,000	(3,561)	132,633	120,000	12,633
Special Transit	5,373	0	5,373	18,870	0	18,870
Cash Revenue	(0)	0	(0)	0	0	0
Cash Grants & Reimbursement	616,138	616,138	0	4,929,104	4,929,104	0
Total Revenue	632,950	631,138	1,812	5,080,607	5,049,104	31,503
Expenses						
Labor	11,399	12,500	(1,101)	73,207	100,000	(26,793)
Benefits	6,922	7,412	(490)	58,132	59,296	(1,164)
Advertising & Marketing	0	417	(417)	0	3,336	(3,336)
Professional & Technical	0	417	(417)	0	3,336	(3,336)
Outside Services	0	0	0	0	0	0
Outside Labor	20	2,500	(2,480)	160	20,000	(19,840)
Fuel & Lubricants	63,970	66,667	(2,697)	455,379	533,336	(77,957)
Supplies	582	1,751	(1,169)	7,646	14,008	(6,362)
Vehicle Maintenance	0	0	0	0	0	0
Marketing Supplies	0	167	(167)	0	1,336	(1,336)
Utilities	100	100	0	675	800	(125)
Insurance	0	0	0	0	0	0
Taxes	0	0	0	0	0	0
Purchased Transportation	461,015	519,165	(58,150)	4,057,111	4,153,320	(96,209)
Miscellaneous Expenses	14,306	20,042	(5,736)	108,912	160,336	(51,424)
Interfund transfers	0	0	0	0	0	0
Pass Thru/Behalf of Others	0	0	0	0	0	0
Interest Expense	0	0	0	0	0	0
Leases & Rentals	0	0	0	1,397	0	1,397
Total Operating Expenses	558,314	631,138	(72,824)	4,762,619	5,049,104	(286,485)
Operating Surplus (Deficit)	74,636	0	74,636	317,987	0	317,987

The following RIDES expenses have negative variances of greater than 5% and have a monetary value greater than \$10,000:
None for the month of February.

4. Fixed Route Operating Cost / Revenue Per Passenger



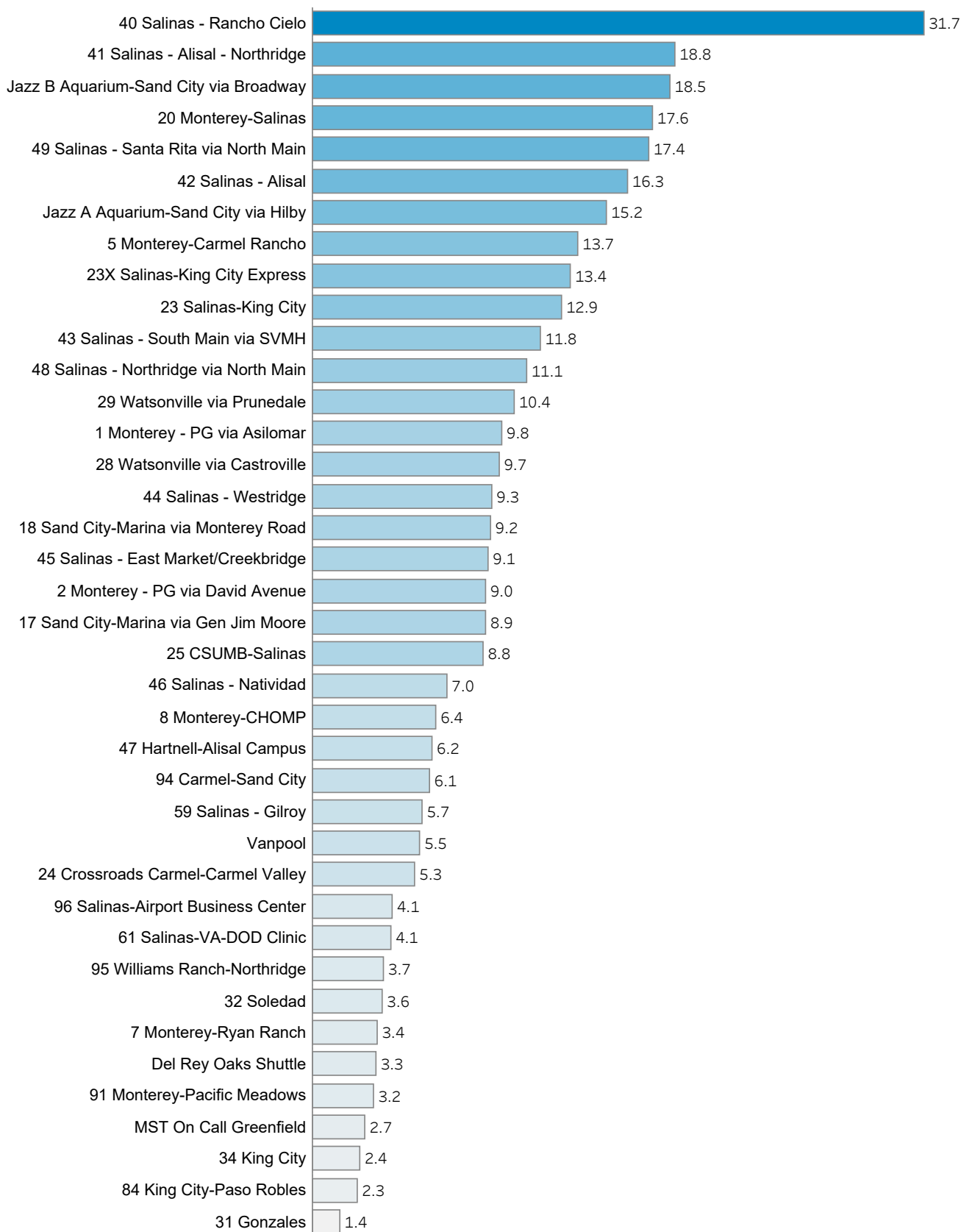
5. RIDES Operating Cost / Revenue Per Passenger



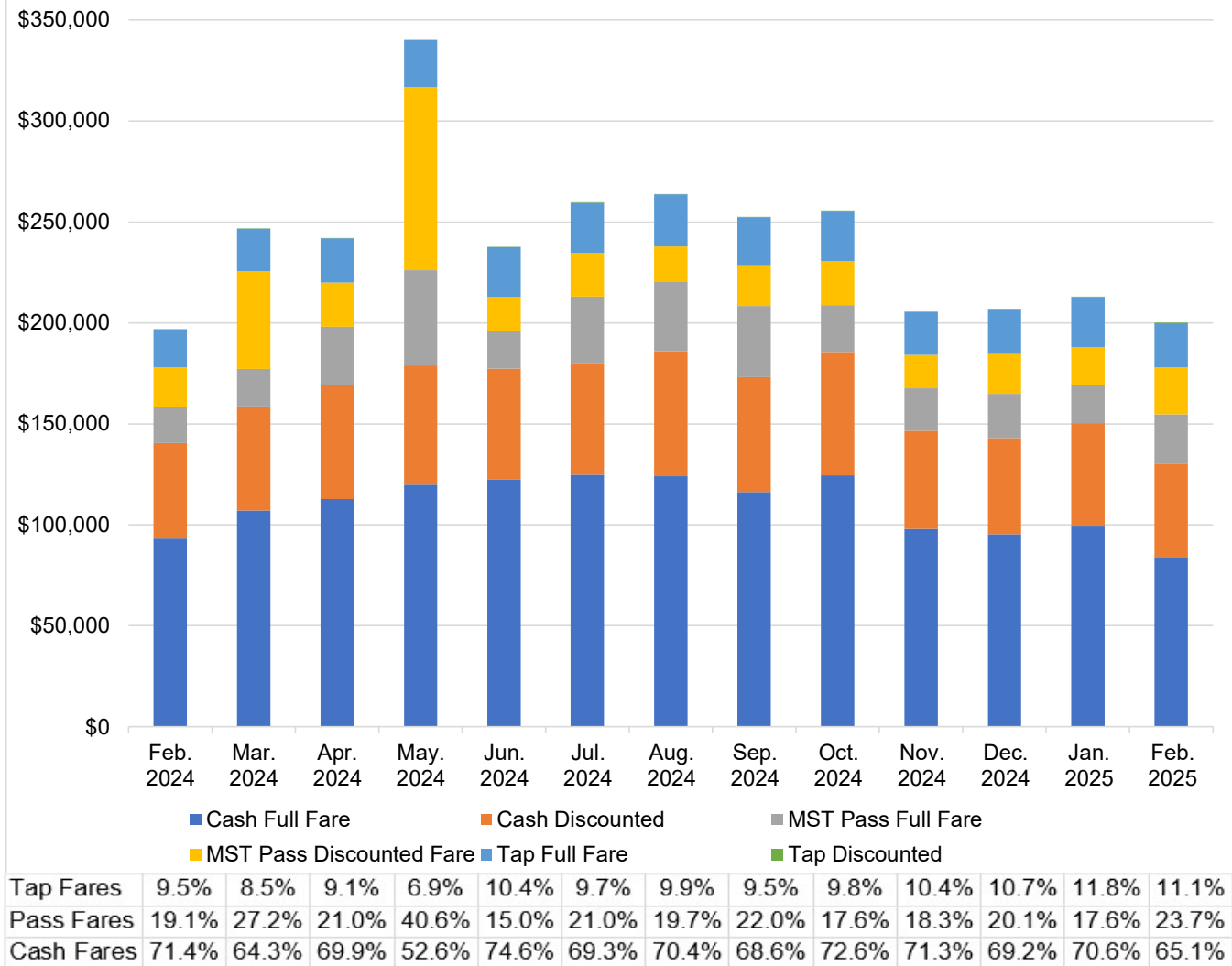
Fare Recovery Goal = 10%

6. Productivity by Line

(Passengers/Hour)
February 2025



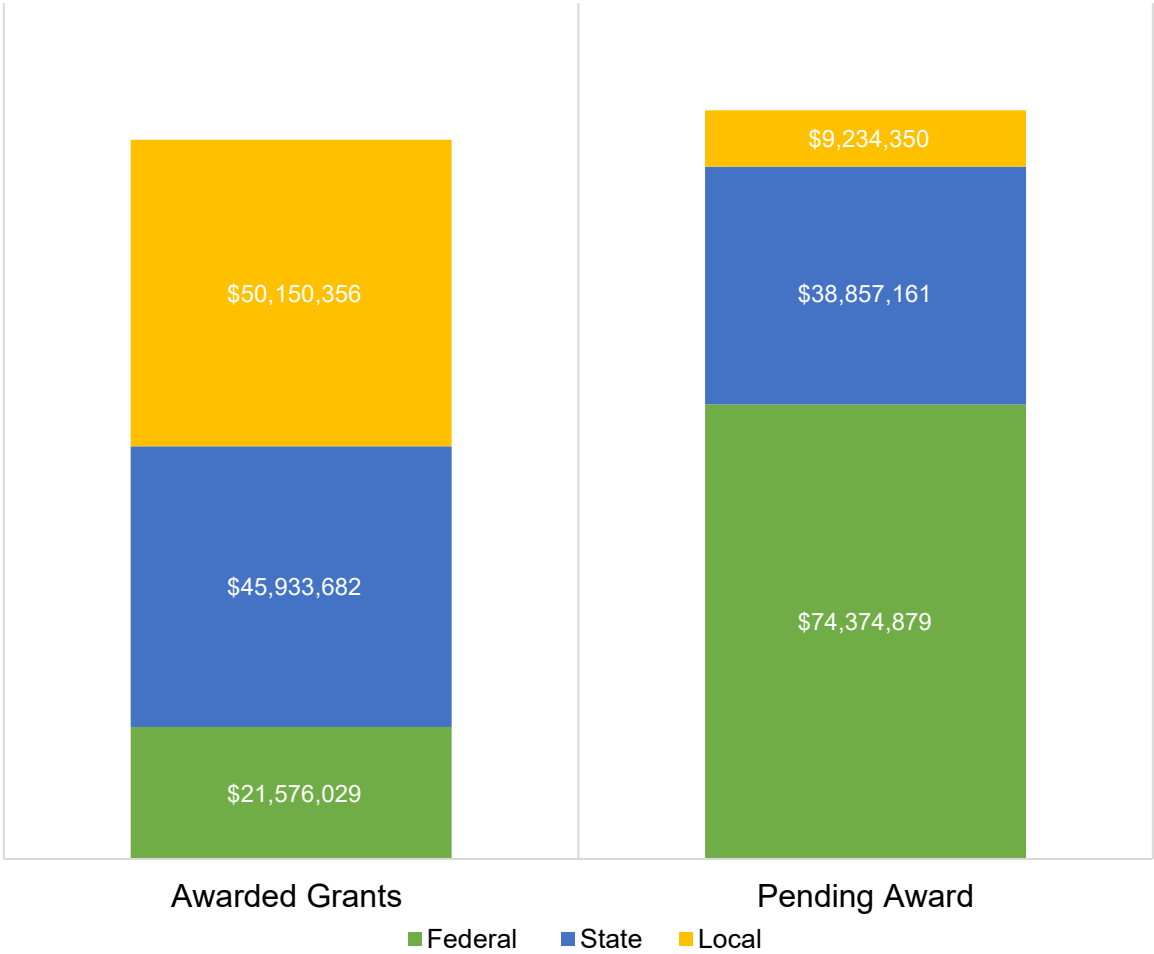
7. Fare Payment by Type



Percentages may not add to 100% due to rounding
Excludes College EcoSmart Pass Program

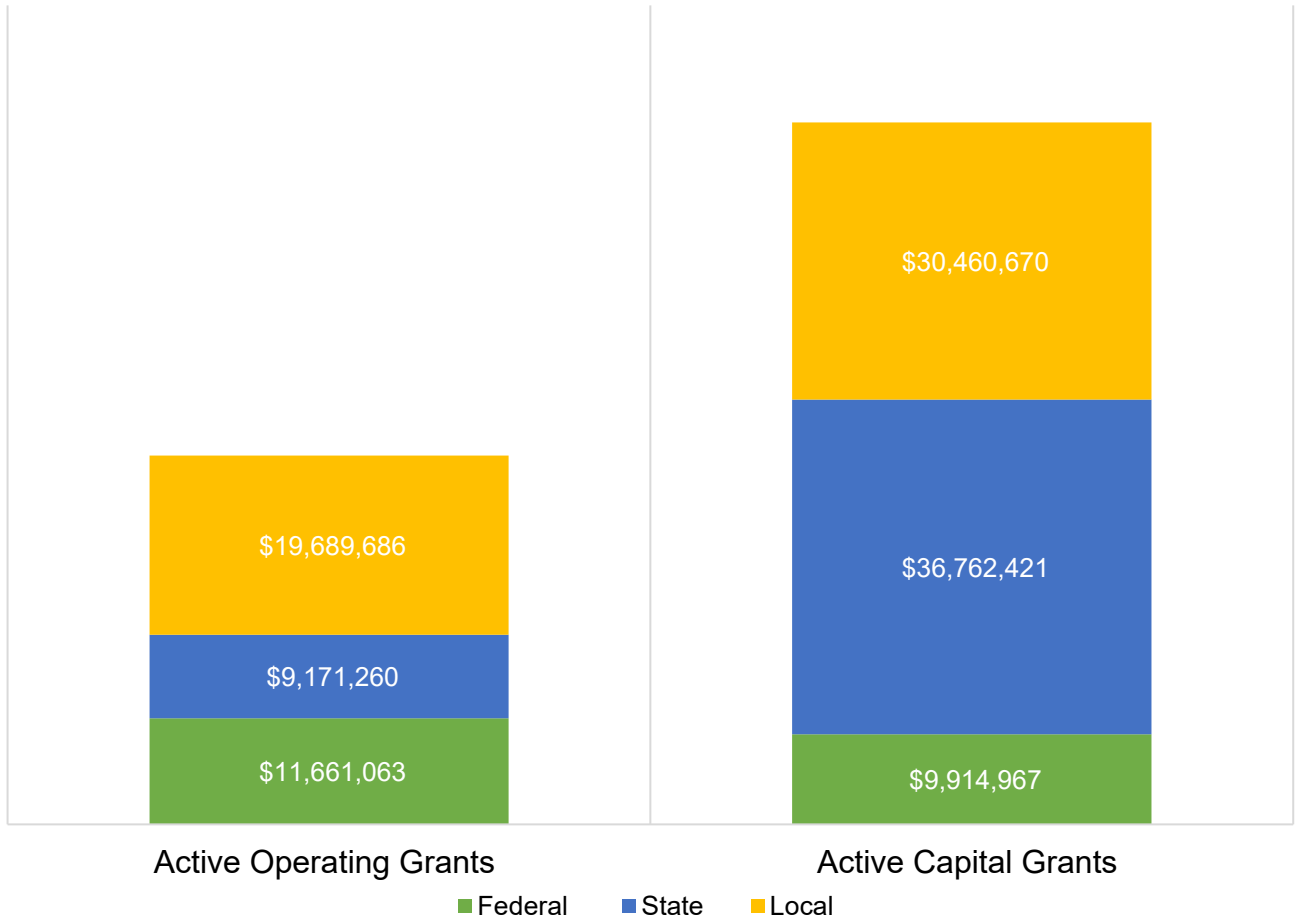
8. Awarded and Pending Grants

Quarterly Report as of December 31, 2024

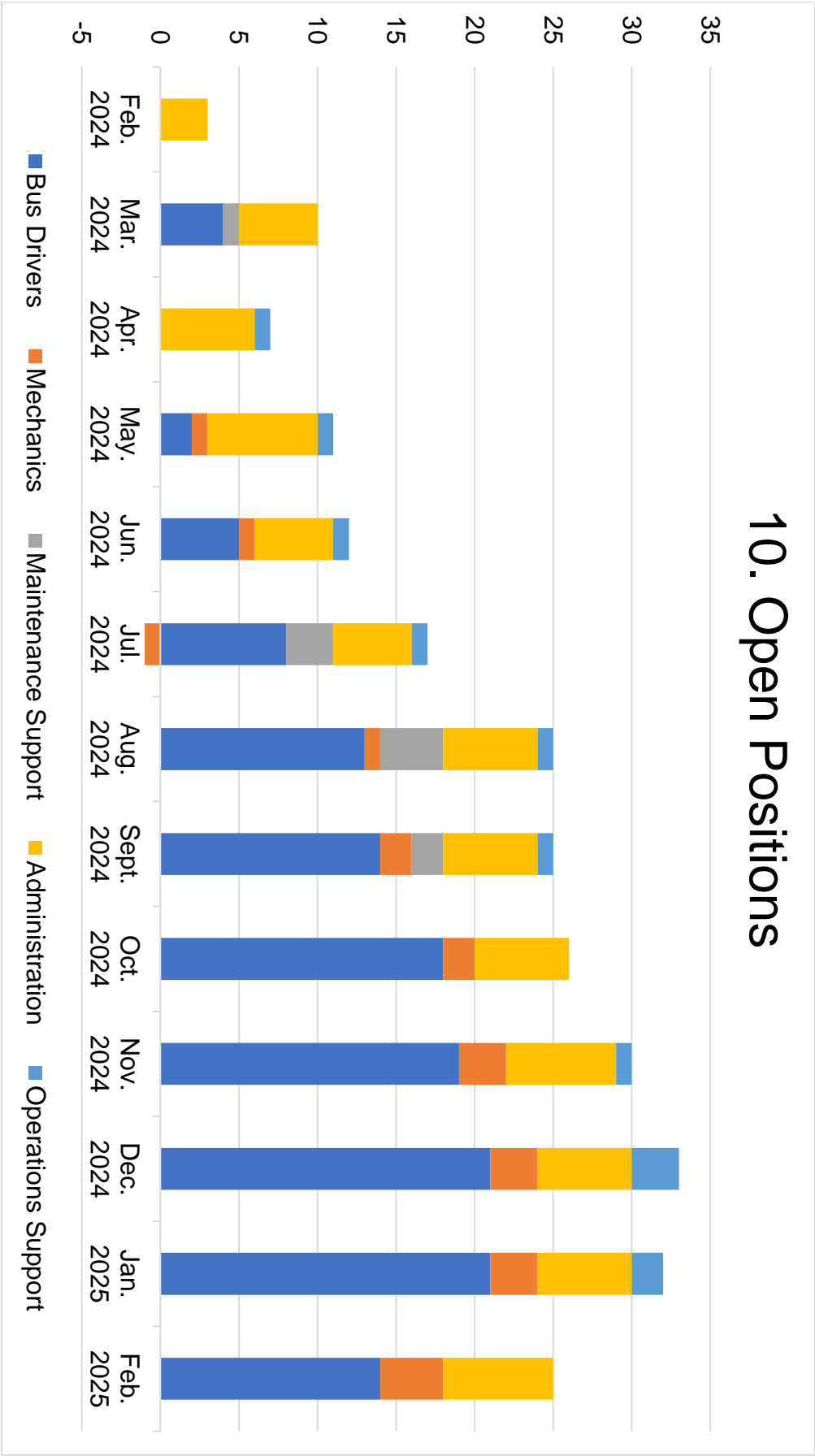


9. Active Capital and Operating Grants

Quarterly Report as of December 31, 2024



10. Open Positions



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